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*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.*

**Wilmington Urban Area Metropolitan Planning Organization  
Board  
Meeting Agenda**

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** January 22, 2026  
**SUBJECT:** January 28<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Wednesday, January 28, 2026, at 3 pm. The meeting will be held in the WMPO Board Room located at 525 North 4<sup>th</sup> Street in downtown Wilmington, NC. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. 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/84645497547>

Simultaneous live audio of the meeting is also available via audio conference at the following dial in number: 1-646-558-8656.

Meeting ID: 846 4549 7547

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

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Election of Officers
- 6) Public Comment Period
- 7) Presentations
  - a. NCDOT Ferry Division Update, Catherine Peele, NCDOT
  - b. NCDOT Confident Scope and Cost Estimates-Ben Johnson, NCDOT (pg. 4)
  - c. Safe Streets and Roads For All Plan Update- Zach Bugg, Kittleson & Associates
- 8) Consent Agenda
  - a. Approval of Board Regular Meeting Minutes- November 19, 2025 (pg. 5-12)
  - b. Resolution approving 2026-2035 STIP/MPO Amendments #25-6 and #25-7 (pg. 13-18)

**Wilmington Urban Area Metropolitan Planning Organization**

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- c. Resolution approving 2026-2035 STIP/MPO Administrative Modifications #25-10 and #26-1 (pg. 19-23)
  - d. Opening of a 30-day public comment period for 2026-2035 STIP/MPO Amendment #26-1 (pg. 24-25)
  - e. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative (pg. 26)
  - f. Resolution Supporting the North Carolina State Ports Grant Applications for FY2026 Better Utilizing Investments to Leverage Development (BUILD) and the FY2026 Port Infrastructure Development (PID) (pg. 27-28)
  - g. Resolution Supporting the Town of Leland's Application for FY2026 Better Utilizing Investments to Leverage Development (BUILD) for Basin Street Extension (pg. 29)
- 9) Regular Agenda
- a. Opening of the 30-day Public Comment Period for the FY 27 Unified Planning Work Program (pg. 30-54)
  - b. Resolution amending the Wilmington Urban Area Metropolitan Planning Organization Active Transportation (Formerly Bicycle and Pedestrian) Advisory Committee Bylaws (pg. 55-62)
- 10) Discussion
- a. 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-2 (pg. 63-69)
  - b. WMPO 2022-2026 Strategic Plan 2026 Work Plan (pg. 70-71)
  - c. 2026-2031 Strategic Plan Update (pg. 72-73)
  - d. 2026 WMPO Draft Legislative Agenda (pg. 74-75)
  - e. Draft WMPO Prioritization 8.0 Local Input Methodology (pg. 76-92)
  - f. Cape Fear Trail's Etiquette Campaign and Signage Guide (pg. 93-155)
- 11) Updates
- a. Wilmington Urban Area MPO (pg. 156-165)
  - b. Cape Fear Public Transportation Authority (pg. 166)
  - c. NCDOT Division 3 (pg. 167-187)
  - d. NCDOT Integrated Mobility Division
  - e. NCDOT Transportation Planning Division (pg. 188-189)
- 12) Announcements
- a. Safe Streets and Roads For All Phase II Public Outreach Activities- January/February (pg. 190)
  - b. College Road from Market Street to Gordon Road (U-5792) Public Meeting- January 29, 2026
  - c. Wilmington MPO 101 Training- February 10, 2026
  - d. WMPO Bicycle and Pedestrian Committee- February 11, 2025
  - e. Active Transportation Advisory Committee- February 17, 2026
- 13) Next meeting – February 25, 2026

#### **Attachments**

- NCDOT Confident Scope and Cost Estimates (Projects located in the Wilmington MPO)
- MPO Board Regular Meeting Minutes- November 19, 2025
- Proposed 2026-2035 STIP/MPO Amendment #25-6
- Proposed 2026-2035 STIP/MPO Amendment #25-7
- Resolution approving 2026-2035 STIP/MPO Amendments #25-6 and #25-7
- Proposed 2026-2035 STIP/MPO Administrative Modifications #25-10

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- Proposed 2026-2035 STIP/MPO Administrative Modifications #26-1
  - Resolution approving 2026-2035 STIP/MPO Administrative Modifications #25-10 and #26-1
  - Proposed 2026-2035 STIP/MPO Amendment #26-1
  - Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative
  - Resolution Supporting the North Carolina State Ports Grant Applications for FY2026 Better Utilizing Investments to Leverage Development (BUILD) and the FY2026 Port Infrastructure Development (PID)
  - Resolution Supporting the Town of Leland's Application for FY2026 Better Utilizing Investments to Leverage Development (BUILD) for Basin Street Extension
  - Draft FY 27 Unified Planning Work Program
  - Proposed Wilmington Urban Area Metropolitan Planning Organization Active Transportation (Formerly Bicycle and Pedestrian) Advisory Committee Bylaws
  - Resolution amending the Wilmington Urban Area Metropolitan Planning Organization Active Transportation (Formerly Bicycle and Pedestrian) Advisory Committee Bylaws
  - Proposed 2026-2035 STIP/MPO Transportation Improvement Program Administrative Modifications #26-2
  - Proposed WMPO 2022-2026 Strategic Plan 2026 Work Plan
  - 2026-2031 Strategic Plan Scope of Services
  - Draft 2026 WMPO Legislative Agenda
  - Draft WMPO Prioritization 8.0 Local Input Methodology
  - Proposed Cape Fear Trail's Etiquette Campaign and Signage Guide
  - <https://www.wmpo.org/cape-fear-trails/>
  - Wilmington Urban Area MPO Update (January)
  - Cape Fear Public Transportation Authority Update (January)
  - NCDOT Division Project Update (January)
  - NCDOT Transportation Planning Division Project Update (January)
  - Safe Streets and Roads For All Phase II Public Outreach Press Release

## Confident Scope and Cost Estimates (WMPO Planning Area)

Project ID	Div	MPO/RPO	County	Description	Design Rec. Plan Set (25% Plans) Complete	Confident Scope Achieved	Funding Program Description	ROW Acquisition Begins	Letting Type	Let Date	STIP Status	ROW Estimate	ROW Estimate Date	UTIL Estimate	UTIL Estimate Date	CON Estimate	CON Estimate Date	OTHER Estimate	OTHER Estimate Date
AV-5798	3	Wilmington Urban Area MPO	NEW HANOVER	ILM NEW HANOVER COUNTY TAXIWAY IMPROVEMENTS		Yes	AVIATION - STI (PRIORITIZATION)		NON - DOT LET (LAP) - AVIATION	8/31/2027	Delivery					\$4,000,000	2/25/2025		
AV-5885	3	Wilmington Urban Area MPO	NEW HANOVER	ILM - WILMINGTON INTERNATIONAL AIRPORT REHABILITATE RUNWAY.		Yes	AVIATION - STI (PRIORITIZATION)		NON - DOT LET (LAP) - AVIATION	4/30/2027	Delivery					\$7,500,000	2/25/2025		
EB-5600	3	Wilmington Urban Area MPO	NEW HANOVER	SR 1219 (SOUTH 17TH STREET) FROM HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	Yes	Yes	BIKE & PED - STI (PRIORITIZATION)		NON - DOT LET (LAP)	11/20/2025	Delivery					\$933,000	11/17/2017		
HB-0039	3	Wilmington MPO	NEW HANOVER	REPLACE BRIDGE 13 OVER CAPE FEAR RIVER ON US 421	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	6/15/2027	Design Build Let (DBL)	6/15/2027	Delivery	\$24,500,000		\$3,000,000	9/15/2025	\$1,002,300,000	10/3/2025		
P-5740B	3	Wilmington Urban Area MPO	NEW HANOVER	CSX SE LINE IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS. CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS.	Yes	Yes	RAIL - STI (PRIORITIZATION)	4/28/2023	Division POC Let (DPOC)	6/16/2026	Delivery	\$600,000	2/1/2023	\$270,000		\$4,200,000	4/29/2025		
P-5740C	3	Wilmington Urban Area MPO	NEW HANOVER	CSX SE LINE INSTALLATION OF RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT-GRADE CROSSINGS.	Yes	Yes	RAIL - STI (PRIORITIZATION)		NON - DOT LET (Rail)	9/26/2025	Delivery			\$0		\$8,300,000	1/5/2025		
U-3338C	3	Wilmington Urban Area MPO	NEW HANOVER	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY) IN WILMINGTON	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	5/8/2018	Division Design Raleigh Let (DDRL)	6/18/2030	Delivery	\$8,000,000	8/2/2021	\$2,300,000	2/14/2022	\$39,600,000	8/22/2024		
U-4902C	3	Wilmington Urban Area MPO	NEW HANOVER	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD. CONSTRUCT ACCESS MANAGEMENT IMPROVEMENTS.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	7/2/2029	Division Design Raleigh Let (DDRL)	8/17/2032	Delivery	\$56,300,000	10/29/2024			\$112,900,000	11/5/2024		
U-5702A	3	Wilmington Urban Area MPO	NEW HANOVER	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/19/2029	Division Design Raleigh Let (DDRL)	2/15/2033	Delivery	\$29,800,000	3/12/2025	\$12,500,000	2/18/2025	\$38,900,000	2/26/2025		
U-5710	3	Wilmington Urban Area MPO	NEW HANOVER	US 74 (EASTWOOD ROAD) SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	6/16/2023	Division Design Raleigh Let (DDRL)	9/21/2027	Delivery	\$16,900,000	11/30/2022	\$4,000,000	11/15/2024	\$60,500,000	4/24/2024		
U-5731	3	Wilmington Urban Area MPO	NEW HANOVER	US 74 AT US 17/US 421. CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	10/15/2027	Division Design Raleigh Let (DDRL)	6/18/2030	Delivery	\$6,100,000	11/13/2024	\$590,000	11/26/2024	\$48,700,000	12/3/2024		
U-5732	3	Wilmington Urban Area MPO	PENDER	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. CONSTRUCT REDUCED CONFLICT INTERSECTION.	Yes	Not Yet	HIGHWAY - STI (PRIORITIZATION)	5/31/2029	Division Design Raleigh Let (DDRL)	1/20/2032	Delivery	\$25,200,000	3/28/2025	\$5,100,000	12/30/2024	\$60,000,000	12/31/2024		
U-5734	3	Wilmington Urban Area MPO	NEW HANOVER	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD). WIDEN TO MULTI-LANES.	Yes	Yes	HIGHWAY - STI (PRIORITIZATION)	11/26/2025	Division Design Raleigh Let (DDRL)	6/19/2029	Delivery	\$35,800,000	11/12/2024	\$3,200,000	10/24/2024	\$37,500,000	10/31/2024		
U-5790	3	Wilmington Urban Area MPO	NEW HANOVER	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONSTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	12/10/2026	Division Design Raleigh Let (DDRL)	3/20/2029	Delivery	\$12,000,000	1/23/2025	\$3,200,000	12/2/2024	\$39,300,000	12/2/2024		
U-5792	3	Wilmington Urban Area MPO	NEW HANOVER	US 117 / NC 132 (COLLEGE ROAD) FROM US 17 BUSINESS (MARKET STREET) TO SR 2048 (GORDON ROAD). UPGRADE ROADWAY.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	6/19/2026	Division Design Raleigh Let (DDRL)	6/19/2029	Delivery	\$29,100,000	3/7/2024	\$2,800,000	11/13/2024	\$186,300,000	11/4/2024		
U-6128	3	Wilmington Urban Area MPO	NEW HANOVER	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	6/17/2027	Division POC Let (DPOC)	6/20/2030	Delivery	\$3,700,000	5/24/2024	\$600,000	5/29/2024	\$6,800,000	5/29/2024		
U-6199	3	Wilmington Urban Area MPO	NEW HANOVER	VARIOUS, WILMINGTON CITY-WIDE SIGNAL SYSTEM	Not Yet	Not Yet	HIGHWAY - STI (PRIORITIZATION)	7/16/2027	Division Design Raleigh Let (DDRL)	1/15/2030	Delivery	\$100,000	2/25/2025	\$1,100,000	8/19/2024	\$15,500,000	8/19/2024		



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**WMPO Board Meeting Minutes**  
**Wednesday, November 19, 2025**  
525 N 4<sup>th</sup> Street  
Wilmington, NC 28401

**Members Present, In person**

Luke Waddell, Vice Chairman, City of  
Wilmington  
John Ellen, Town of Kure Beach  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
Bill Rivenbark, New Hanover County  
Landon Zimmer, NC Board of  
Transportation  
Dane Scalise, Cape Fear Public  
Transportation Authority  
Eulis Willis, Town of Navassa  
Kevin Spears, City of Wilmington  
Frank Williams, Brunswick County

**Members Present, Remote**

Hank Miller, Chairman, Town of  
Wrightsville Beach

**Members Absent**

Chuck Bost, Town of Belville  
Brad George, Pender County Commissioner

**Others Present, In Person**

Mike Kozlosky, WMPO  
Abby Lorenzo, WMPO

Trevor Carroll, NCDOT  
Greer Templar, WMPO  
Krysdan Burden, WMPO  
Beth King, WMPO  
Ronda Hogan, WMPO  
Caitlin Cerza, WMPO  
Mike Forte, Brunswick County  
Regina Hopkins, WMPO  
Vivian Partin, Town of Wrightsville Beach  
David Roy, NCTA  
Kate Trimble, NCTA  
Doug Pruden, Wilmington Resident  
John Sloan, AECOM  
Peyton Whisnant, Wilmington Resident  
Rose Terry, Town of Navassa  
Michelle Howes, NCDOT  
Mark Hairr, WAVE  
Bijan Saleri, A Caring Heart  
Kevin Dolan, WB Resident  
Karla Dolan, WB Resident  
Natalie English, Wilmington Chamber  
Delaney Tarpley, WECT News

**Others Present, Remote**

Tessa Jones, WMPO  
Luke Hutson, WMPO

**1. Call to Order**

Vice-Chairman Luke Waddell called the meeting to order at 3:00pm.

Mike Kozlosky, WMPO Executive Director, called the roll.

Wilmington Urban Area Metropolitan Planning Organization

2. **Roll Call**

**Present:** Lynn Barbee, Brenda Bozeman, John Ellen, Hank Miller, Bill Rivenbark, Luke Waddell, Dane Scalise, Keving Spears, Eulis Willis, Frank Williams and Landon Zimmer.

**Absent:** Chuck Bost and Brad George

3. **Conflict of Interest Statement**

Vice-Chairman Waddell read the conflict-of-interest statement as required by General Statute and requested any conflicts of interest be disclosed by the Board. There were none.

4. **Approval of Board Member Excused Absences**

There were no excused absences.

5. **Approval of the Agenda**

Dane Scalise made a motion to approve the agenda. John Ellen seconded the motion, the motion carried unanimously.

6. **Public Comment Period**

Vice Chairman Waddell opened the public comment period.

Bijan Saleni, Wilmington Resident, spoke about upgrades he would like to see, including bike lanes, sidewalks, drainage systems, pedestrian crossings, planting of trees, widening of roads, and repaving of existing roads.

Peyton Whisnant, Wilmington Resident, spoke to the Board regarding the overpass that is part of the U-5710 project. He is a member of the Eastport Community, living at 1209 Clipper Lane, he would like to see more communication between the Eastport Community/HOA and the NCDOT during the construction of the overpass. He stated that the U-5710 project is slated to take four years, similar to what the Drysdale Extension project was slated for, and he says the lack of communication from NCDOT about what is going on in their neighborhood was difficult during that project.

7. **Presentations**

- a. **Recognition of WMPO Board Members – Chairman Hank Miller and Mike Kozlosky, WMPO**  
Luke Waddell and Mike Kozlosky presented outgoing Board members Eulis Willis, John Ellen, and Luke Waddell with plaques of recognition for their service on the

Board. All outgoing board members spoke about their time on the Board and how beneficial it has been for their communities and themselves personally.

b. Cape Fear Memorial Bridge Replacement Tolling Comparative Analysis – David Roy, North Carolina Turnpike Authority

Trevor Carroll from the NCDOT and David Roy from N.C. Turnpike Authority gave a presentation about the Cape Fear Memorial Bridge, talking about the project background, the comparative analysis overview and findings and their summary.

Mr. Carroll began the presentation with a background timeline of the bridge replacement. Mr. Carroll highlighted the steps the WMPO Board has taken to secure funds for the replacement of the bridge, spoke about the federal grant received by the NCDOT for this project and the increase in the cost estimate for the project since the initial analysis.

At this point in the presentation, David Roy reviewed the comparative analysis, to help define what the best approach would be from this point. Mr. Roy gave an overview of the two delivery approaches, Traditional Toll delivery and Private Public Partnership (P3) Toll delivery, highlighting the similarities and differences between the two. Mr. Roy reviewed the Bonus Allocation funding that is available if implementing a toll project, he highlighted the amount of funding possible as well as how that funding can be used. Mr. Roy reviewed the project using Qualitative Analysis and the NDDOT's Quantitative Analysis, overviewing the project cost for both the Traditional Toll and P3 Toll. Mr. Roy summarized the findings of the Quantitative Analysis for both the Traditional Toll and P3 Toll and reviewed key considerations that the WMPO should be aware of.

Mr. Roy opened the floor for questions, Mr. Ellen questioned if there would be a difference in tolls for a vehicle towing a boat, Mr. Roy answered yes, the tolls would be based on axels, and those predictions were part of the forecasted numbers. Lynn Barbee expressed his concerns about who will be maintaining the bridge, the examples given were roads, which are maintained a bit different than a bridge. Mr. Roy responded that in a traditional situation the turnpike authority would be responsible for maintaining the asset. In the P3 approach the private developer would be responsible for maintaining with strict conditions. Trevor Carroll added that the bridge would be inspected every two years regardless of the delivery method. Landon Zimmer questioned if the \$2.00 toll would be half if you had the EZ Pass. Mr. Roy answered that the \$2.00 rate is with the EZ Pass rate. Mr. Zimmer also questioned about surge pricing, Mr. Roy answered that the analysis assumes a fixed toll rate. Kevin Spears asked for clarification on the discounted tolls for certain groups. Mr.

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Roy stated that by state law, the turnpike authority is only allowed toll exemptions for emergency vehicles responding to an incident. He stated that the turnpike authority can offer a discount applicable to all but they cannot offer discounts targeted at a specific group. Frank Williams asked that even though this tolling avenue is being explored, the WMPO is still looking at alternative funding? Mike Kozlosky responded, stating yes, all funding options are still being explored. Mr. Kozlosky stated that due to the cost of this project, it is required that an analysis be conducted. Brenda Bozeman stated that tolling is not right, when money is found for every other road in the state, but they cannot find it for the bridge, something is wrong. Dane Scalise added that all options need to be explored, he agrees with Ms. Bozeman, that tolling is not the best and he is not giving up on exploring all alternative options available. Mike Kozlosky stated that no action needs to be taken by the Board at this time, however, if a P3 is desired, it was recommended that the Board put a subcommittee together, after the new year when the new Board members are available.

c. Cape Fear Public Transportation Authority Update – Mark Hairr, Cape Fear Public Transportation Authority

Mike Kozlosky introduced Mark Hairr, Executive Director of Wave Transit, to give an update from the Cape Fear Public Transportation Authority. Mr. Hairr reviewed the changes that have been made including “Better Service for More People”, which increases the frequency of service on high traffic routes. Mr. Hairr also highlighted the updated trolley route, which is now operating more frequently. Mr. Hairr stated that all these changes have increased ridership by almost 42,000 more trips. Mr. Hairr reviewed the services that WAVE offers, including the UNCW Shuttle, RideMICRO service (which has been expanded), and Dial-A-Ride Transportation (DART). Mr. Hairr also spoke about the recent technology enhancements, including an upgrade to the WAVE app, making it much more reliable and user friendly. Mr. Hairr stated that marketing and outreach are very important, building new relationships, and fostering the established relationships such as the WMPO and Wave Board will help in the future. In conclusion, Mr. Hairr highlighted what is on the horizon for WAVE, including route and service adjustments, transit amenities, filling in route gaps, and identifying future funding sources.

Kevin Spears questioned Mr. Hairr about a situation he had learned about at a Council meeting; noting that it was mentioned if you had a ride scheduled and cancelled one half of it, the entire ride would be cancelled. Mr. Spears also asked if there is a bus stop in Love Grove. Mr. Hairr said he was willing to look at that area, see where the fixed bus route is. Lynn Barbee pointed out to Mr. Hairr that the most common question he gets asked in his position is “Why can’t I ride the bus to the beach?” Mr.

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Barbee is aware you can, but he noted that maybe the WAVE needs to market this service better so people understand. Dane Scalise noted that WAVE is very responsive to issues that the public may raise, he praised the job that Mr. Hairr and his team at WAVE are doing, stating that they are very attentive to the community wants and needs.

d. Wilmington Urban Area MPO Trail Etiquette Pilot Program – Carolyn Caggia and Tessa Jones, WMPO

Carolyn Caggia gave a summary and overview of the Draft Regional Trail Etiquette and Signage Campaign, highlighting the need for assistance and the materials in development. Ms. Caggia also gave a summary of the public engagement surveys that the WMPO staff has administered and the results of these surveys, stating the types of information people would like to see, as well as the concerns people have about trail signage. At this point, Tessa Jones reviewed the draft trail rules with the Board and explained the campaign toolkit that is in the process of being developed. John Ellen mentioned that he thought it was important to at least study whether the sign about motorized equipment include e-bikes. Mike Kozlosky gave an update on the State legislation about e-bikes that has been introduced. Ms. Caggia presented the newly developed logo signage, as well as regulatory signs that must be incorporated. She also highlighted possible wayfinding signs that are being reviewed. Ms. Caggia and Ms. Jones concluded their presentation by reviewing the next steps for the WMPO staff and answering any questions.

**8. Consent Agenda**

- a. Approval of WMPO Board Regular Meeting Minutes- October 29, 2025
- b. Opening of the 30-day public comment period for the 2024-2033 and 2026-2035 State/MPO Transportation Improvement Programs Amendment #25-7
- c. Resolution approving the 2024-2033 and 2026-2035 State/MPO Transportation Improvement Programs Administrative Modifications #25-9
- d. Resolution approving Amendment #1 to the FY 26 Unified Planning Work Program
- e. Resolution endorsing 2026 Targets of Safety Performance Measures Established by the North Carolina Department of Transportation
- f. Resolution adopting the 2026 WMPO Meeting Schedule

Dane Scalise made a motion to approve the consent agenda. Frank Williams seconded the motion. The motion passed unanimously.

**9. Regular Agenda**

- a. Resolution supporting the award of the FY 26-28 Direct Attributable Program Funds

Krysdan Burden, WMPO Grants Coordinator, reviewed the 2026-2030 Locally Administered Project Program (LAPP) recommendations. Ms. Burden gave a quick overview of the LAPP timeline, the scoring criteria and the results of the FY2026-2030 Call for Projects. Ms. Burden continued by highlighting the five recommended projects for funding:

- the Kerr Avenue Trail from City of Wilmington;
- S. College Road/17<sup>th</sup> Street to Piner Road Multi-use Path from New Hanover County;
- Signal Installation at SR 1438 (Lanvale Road) & SR 1472 (Fletcher Road NE/Village Rd) from NCDOT;
- Signal Installation at SR 1563 (Sloop Point Road) & SR 1565 (Country Club Road) from NCDOT; and
- Signal Installation at US 421 (Lake Park Blvd) & Federal Point Driveway from NCDOT.

Ms. Burden also the projects that are not recommended for funding and why. In conclusion, Ms. Burden went over the next steps, the WMPO staff recommendations to hold a special call in the summer of 2026 and opened the floor for questions.

Frank Williams stated that he was so happy to see the signal installation at Lanvale Road & Fletcher Road on the recommended projects, noting that he believes the intersection is dangerous. Mr. Williams questioned if the smaller jurisdictions were given any assistance with the application process, noting that sometimes smaller staff is not familiar with filling out all the necessary forms. Ms. Burden answered that yes, all member jurisdictions had access to help. Mike Kozlosky also noted that in the future there will be a training to help all member jurisdictions, no matter the size.

Dane Scalise made a motion to approve the resolution. Frank Williams seconded the motion, the motion passed unanimously.

## **10. Discussion**

- a. 2024-2033 and 2026-2035 STIP/MPO Transportation Improvement Programs

Administrative Modifications #25-10

Mike Kozlosky stated that this is for informational purposes only and will be brought back at the next Board meeting.

- b. WMPO WCAG 2.1 AA Compliance Accessibility Plan

Tessa Jones, WMPO Public Information Officer, reviewed the memo that was distributed in the monthly packet with the board, explaining what WCAG 2.1 AA Compliance is and what the WMPO's goals are to meet the federal deadline of April 24, 2026. Ms. Jones reviewed the progress the WMPO has made as well as what the next steps will be. Ms. Jones opened the floor for questions from the Board. There were no questions.

- c. WMPO Compensation Study

Mike Kozlosky introduced Jacqueline Esposito, a compensation consultant from Catapult Employers Association to overview a compensation market analysis that was completed for the WMPO. Ms. Esposito gave an overview of Catapult, who they are and what they do; she then highlighted the market pricing methodology for the WMPO survey. Ms. Esposito reviewed her compiled data, including the market averages for the WMPO positions and pay grade ranges. She also provided recommendations for the WMPO to consider. Ms. Esposito opened the floor for questions, there were none.

Frank Williams made a motion to give the executive director guidance to pursue the recommendations as presented. Brenda Bozeman seconded the motion, the motion passed unanimously.

Landon Zimmer made a motion to align the Executive Director's compensation with the seventy-fifth percentile presented by Catapult. Luke Waddell seconded the motion, the motion passed unanimously.

d. December 3<sup>rd</sup> Meeting

Landon Zimmer made a motion to cancel the December 3, 2025, meeting. Dane Scalise seconded the motion, the motion passed unanimously.

**11. Updates**

a. **Wilmington Urban Area MPO**

Updates are in the packet.

b. **Cape Fear Public Transit Authority**

Updates are in the packet.

c. **NCDOT Division 3**

Trevor Carroll reminded everyone that December 1<sup>st</sup> is the Public Hearing for the Independence Blvd. project.

d. **NCDOT Integrated Mobility Division**

Updates are in the packet.

e. **NCDOT Transportation Planning Division**

Updates are in the packet.

f. **WMPO Board Members**

**12. Announcements**

- a. WMPO Go Coast Committee Meeting- November 20, 2025

**13. Next Meeting – December 3, 2025**

Cancelled

**14. Adjourn**

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WMPO Board Meeting Minutes

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The meeting was adjourned at 4:52pm

Respectfully submitted,

Mike Kozlosky

Executive Director

Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MIINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.**  
**THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS**  
**RECORD.**

**REVISIONS TO THE 2026-2035 STIP**

**HIGHWAY PROGRAM**

Amendment #25-6

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STATEWIDE PROJECT

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**STIP ADDITIONS**

<p>* BN-0031 STATEWIDE <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, LOCATIONS STATEWIDE. CONSTRUCT PEDESTRIAN SAFETY IMPROVEMENTS. <b><u>ADD PROJECT AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b></p>	<p>ENGINEERING RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2026 - \$2,600,000 (TAANY) FY 2026 - \$1,000,000 (TAANY) FY 2026 - \$2,000,000 (TAANY) FY 2026 - <u>\$21,400,000</u> (TAANY) \$27,000,000</p>
<p>M-0392ADIV STATEWIDE <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, LOCATIONS STATEWIDE, DIVISION NEEDS FUNDING. FUNDING FOR HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE HYDRAULICS UNIT.</u></b></p>	<p>ENGINEERING</p>	<p>FY 2026 - \$30,000 (T) FY 2027 - \$30,000 (T) FY 2028 - \$30,000 (T) FY 2029 - \$30,000 (T) FY 2030 - \$30,000 (T) FY 2031 - \$30,000 (T) FY 2032 - \$30,000 (T) FY 2033 - \$30,000 (T) AFTER FY 2033 - <u>\$30,000</u> (T) \$270,000</p>
<p>M-0392AREG STATEWIDE <b>PROJ.CATEGORY</b> REGIONAL</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, LOCATIONS STATEWIDE, REGIONAL IMPACT FUNDING. FUNDING FOR HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE HYDRAULICS UNIT.</u></b></p>	<p>ENGINEERING</p>	<p>FY 2026 - \$30,000 (T) FY 2027 - \$30,000 (T) FY 2028 - \$30,000 (T) FY 2029 - \$30,000 (T) FY 2030 - \$30,000 (T) FY 2031 - \$30,000 (T) FY 2032 - \$30,000 (T) FY 2033 - \$30,000 (T) AFTER FY 2033 - <u>\$30,000</u> (T) \$270,000</p>

REVISIONS TO THE 2026-2035 STIP

HIGHWAY PROGRAM

Amendment #25-6

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STATEWIDE PROJECT

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**STIP ADDITIONS**

M-0392ASW	- STATEWIDE PROJECT	VARIOUS, LOCATIONS STATEWIDE, STATEWIDE	ENGINEERING	FY 2026 -	\$40,000	(T)
STATEWIDE		MOBILITY FUNDING. FUNDING FOR HYDRAULICS,		FY 2027 -	\$40,000	(T)
<b>PROJ.CATEGORY</b>		PRELIMINARY ENGINEERING FOR MISCELLANEOUS		FY 2028 -	\$40,000	(T)
STATEWIDE		PROJECTS.		FY 2029 -	\$40,000	(T)
		<u><b>ADD PROJECT BREAK AT THE REQUEST OF THE</b></u>		FY 2030 -	\$40,000	(T)
		<u><b>HYDRAULICS UNIT.</b></u>		FY 2031 -	\$40,000	(T)
				FY 2032 -	\$40,000	(T)
				FY 2033 -	\$40,000	(T)
				AFTER FY 2033 -	<u>\$40,000</u>	(T)
					\$360,000	

**REVISIONS TO THE 2026-2035 STIP**

**HIGHWAY PROGRAM**

Amendment #25-6

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WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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**STIP ADDITIONS**

TC-0047	- WILMINGTON URBAN AREA	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY - CAPITAL	FY 2026 -	\$290,000	(5339)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	WAVE TRANSIT. PURCHASE OF 2 SUPPORT VEHICLES	FY 2026 -	<u>\$72,000</u>	(L(M))
<b>PROJ.CATEGORY</b>		PAST THEIR USEFUL LIFE, PARA VEHICLE CAMERAS,		\$362,000	
PUBLIC TRANS		BUS SHELTERS, CNG FUELING STATION EQUIPMENT,			
		TELECOMMUNICATIONS HARDWARE, AND BUS			
		FACILITIES EMERGENCY OPERATIONS EQUIPMENT.			
		<b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>			

**REVISIONS TO THE 2026-2035 STIP**

**HIGHWAY PROGRAM**

Amendment #25-7

STATEWIDE PROJECT

**STIP ADDITIONS**

<p>* BO-2426 STATEWIDE <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR NATIONAL RECREATIONAL TRAILS. <b><u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF PLANNING AND PROGRAMMING.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - \$1,600,000 (TA) FY 2027 - \$1,600,000 (TA) FY 2028 - \$1,600,000 (TA) FY 2029 - \$1,600,000 (TA) FY 2030 - \$1,600,000 (TA) FY 2031 - \$1,600,000 (TA) FY 2032 - \$1,600,000 (TA) FY 2033 - \$1,600,000 (TA) AFTER FY 2033 - <u>\$6,400,000</u> (TA) \$19,200,000</p>
<p>* M-0417 STATEWIDE <b>PROJ.CATEGORY</b> EXEMPT</p>	<p>- STATEWIDE PROJECT</p>	<p>VARIOUS, LOCATIONS STATEWIDE. FUNDING FOR HIGHWAY USE TAX EVASION – INTERGOVERNMENTAL EFFORTS. FUNDING IS USED FOR WORKFORCE DEVELOPMENT AND QUALITY MANAGEMENT, MOTOR FUEL EXAMINATIONS, INVESTIGATIONS OPERATIONS, CRITICAL SYSTEM UPGRADES AND PROGRAM MAINTENANCE. <b><u>ADD PROJECT AT THE REQUEST THE DIVISION OF PLANNING AND PROGRAMMING. DP REPRESENTS HIGHWAY USE TAX EVASION GRANT.</u></b></p>	<p>IMPLEMENTATION</p>	<p>FY 2026 - <u>\$1,172,000</u> (DP) \$1,172,000</p>

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM**

Amendment 25-7

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* HS-2403AY PENDER <b>PROJ.CATEGORY</b> REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421, SR 1114 (BLUEBERRY ROAD) NORTH OF NC 210. INSTALL RUMBLE STRIPS.	CONSTRUCTION	FY 2026 - <u>\$210,000</u> \$210,000	(HSIP)
	- CAPE FEAR RURAL PLANNING ORGANIZATION	<b><u>ADD PROJECT BREAK AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b>			

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING AMENDMENTS #25-6 AND #25-7 TO THE  
2026-2035 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 2026-2035 State Transportation Improvement Program on July 9, 2025, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the 2026-2035 State/MPO Transportation Improvement Programs on July 29, 2025; 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 2026-2035 State/MPO Transportation Improvement Programs for Amendments #25-6 and #25-7.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 28, 2026.

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, Chair

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Mike Kozlosky, Secretary



**REVISIONS TO THE 2026-2035 STIP**

**HIGHWAY PROGRAM**

Administrative Modification #25-10

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

HB-0040 NEW HANOVER <b>PROJ.CATEGORY</b> REGIONAL	- WILMINGTON URBAN AREA	US 76 / US 74, BRIDGES 640021, 640022, AND 64024 IN	RIGHT-OF-WAY	FY 2026 -	\$32,200,000	(HFB)
	METROPOLITAN PLANNING ORGANIZATION	NEW HANOVER COUNTY. REPLACE BRIDGES.	UTILITIES	FY 2026 -	\$2,000,000	(HFB)
		<b><u>ACCELERATE PROJECT FROM FY 28 TO FY 26 AT THE REQUEST OF PROJECT DEVELOPMENT.</u></b>	CONSTRUCTION	FY 2026 -	\$48,100,000	(HFB)
					\$82,300,000	
HE-0018 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA	SR 1302 (NORTH 23RD STREET), US 74 (MARTIN	CONSTRUCTION	FY 2027 -	\$1,900,000	(T)
	METROPOLITAN PLANNING ORGANIZATION	LUTHER KING JR. PARKWAY) TO AIRPORT BOULEVARD. WIDEN NORTHBOUND LANE.			\$1,900,000	
		<b><u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 26 TO FY 27.</u></b>				
* HS-2403B DUPLIN NEW HANOVER ONSLOW PENDER SAMPSON <b>PROJ.CATEGORY</b> REGIONAL	- WILMINGTON URBAN AREA	NC 53; US 117 (FUTURE I-795); US 701, VARIOUS	CONSTRUCTION	FY 2026 -	\$4,400,000	(HSIP)
	METROPOLITAN PLANNING ORGANIZATION	LOCATIONS ALONG ROUTES. INSTALL CENTER AND			\$4,400,000	
	- JACKSONVILLE URBAN AREA	EDGELINE SINUSOIDAL RUMBLE STRIPES.				
	METROPOLITAN PLANNING ORGANIZATION	<b><u>MODIFY PROJECT SCOPE TO INCLUDE US 701 AT THE REQUEST OF THE DIVISION.</u></b>				
	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION					
	- CAPE FEAR RURAL PLANNING ORGANIZATION					

**REVISIONS TO THE 2026-2035 STIP**

**HIGHWAY PROGRAM**

Administrative Modification #25-10

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

U-5734 NEW HANOVER <b>PROJ.CATEGORY</b> REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 421 (SOUTH FRONT STREET), US 17 BUSINESS / US 76 / US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) IN WILMINGTON. . WIDEN TO MULTI-LANES.  <u><b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26.</b></u>	RIGHT-OF-WAY	FY 2026 -	\$6,137,000	(NHP)
				FY 2027 -	\$8,183,000	(NHP)
				FY 2028 -	\$8,183,000	(NHP)
				FY 2029 -	\$6,137,000	(NHP)
				FY 2030 -	\$7,160,000	(NHP)
			UTILITIES	FY 2026 -	\$1,600,000	(NHP)
				FY 2027 -	\$1,600,000	(NHP)
			CONSTRUCTION	FY 2029 -	\$3,000,000	(NHP)
				FY 2030 -	\$11,625,000	(NHP)
				FY 2031 -	\$10,125,000	(NHP)
	FY 2032 -	\$7,500,000	(NHP)			
	FY 2033 -	<u>\$5,250,000</u>	(NHP)			
		\$76,500,000				
U-6235 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	VARIOUS, ROUTES IN WILMINGTON. TRAFFIC SIGNAL PRE-EMPTION FOR EMERGENCY VEHICLES PROJECT.  <u><b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</b></u>	CONSTRUCTION	FY 2026 -	\$965,000	(BGDA)
				FY 2026 -	<u>\$241,000</u>	(L(M))
					\$1,206,000	

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
ADMINISTRATIVE MODIFICATION #26-1**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

\* HV-0001      - STATEWIDE PROJECT  
STATEWIDE  
**PROJ.CATEGORY**  
DIVISION

VARIOUS, LOCATIONS STATEWIDE. CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS AND NEVI PLANNING.

ENGINEERING  
CONSTRUCTION

FY 2026 -	\$9,202,000	(NEVI)
FY 2026 -	<u>\$91,702,000</u>	(NEVI)
	\$100,904,000	

**ADD PRELIMINARY ENGINEERING AND CONSTRUCTION IN FY 26. THIS ACTION ADDS THESE PHASES TO THE 2026-2035 STIP.**

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #25-10 AND  
#26-1 TO THE 2026-2035 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 2026-2035 State Transportation Improvement Program on July 9, 2025, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the 2026-2035 State/MPO Transportation Improvement Programs on July 29, 2025; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #25-10 and #26-1.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2026-2035 State/MPO Transportation Improvement Programs for Administrative Modifications #25-10 and #26-1.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 28, 2026.

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, Chair

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Mike Kozlosky, Secretary

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Amendment #26-1**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* BL-0180 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	KERR AVENUE TRAIL, BEGINS AT KERR AVENUE AND PATRICK AVENUE INTERSECTION HEADING SOUTH TO FOUNTAIN DRIVE THEN EAST TO SOUTH COLLEGE ROAD AND NORTH TO HOGGARD DRIVE IN WILMINGTON. CONSTRUCT MULT-USE PATH. <b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>	CONSTRUCTION	FY 2026 -	\$2,682,000	(BGDA)
				FY 2026 -	\$670,000	(L(M))
					\$3,352,000	
* BL-0181 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	NC 132 (SOUTH COLLEGE ROAD), 17TH STREET TO SR 1521 (PINER ROAD / CAROLINA BEACH ROAD). CONSTRUCT MULT-USE PATH. <b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>	CONSTRUCTION	FY 2026 -	\$2,629,000	(BGDA)
				FY 2026 -	\$699,000	(L(M))
					\$3,328,000	
* HL-0179 BRUNSWICK <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1438 (LANVALE ROAD), SR 1472 (FLETCHER ROAD / VILLAGE ROAD) INTERSECTION IN LELAND. INSTALL TRAFFIC SIGNAL. <b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>	ENGINEERING	FY 2026 -	\$35,000	(BGDA)
				FY 2026 -	\$9,000	(HF(M))
			CONSTRUCTION	FY 2026 -	\$1,465,000	(BGDA)
				FY 2026 -	\$366,000	(HF(M))
				FY 2026 -	\$3,500,000	(HF)
				\$5,375,000		
* HL-0180 PENDER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1563 (SLOOP POINT ROAD), SR 1565 (COUNTRY CLUB DRIVE) INTERSECTION IN HAMPSTEAD. INSTALL TRAFFIC SIGNAL. <b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>	ENGINEERING	FY 2026 -	\$116,000	(BGDA)
				FY 2026 -	\$29,000	(HF(M))
			RIGHT-OF-WAY	FY 2026 -	\$280,000	(BGDA)
				FY 2026 -	\$70,000	(HF(M))
			CONSTRUCTION	FY 2026 -	\$1,112,000	(BGDA)
	FY 2026 -	\$278,000	(HF(M))			
				\$1,885,000		

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Amendment #26-1**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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**STIP ADDITIONS**

* HL-0181	- WILMINGTON URBAN AREA	US 421 (LAKE PARK BOULEVARD), FEDERAL POINT	ENGINEERING	FY 2026 -	\$6,000	(BGDA)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	SHOPPING CENTER DRIVEWAY INTERSECTION NORTH		FY 2026 -	\$2,000	(HF(M))
<b>PROJ.CATEGORY</b>		OF BENNET LANE IN CAROLINA BEACH. INSTALL	CONSTRUCTION	FY 2026 -	\$185,000	(BGDA)
REGIONAL		TRAFFIC SIGNAL.		FY 2026 -	\$46,000	(HF(M))
		<b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>			\$239,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S APPLICATION TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION’S BICYCLE HELMET INITIATIVE FOR 100 BICYCLE HELMETS TO BE DISTRIBUTED IN 2026 TO LOW INCOME CHILDREN**

**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 North Carolina Department of Transportation’s Integrated Mobility Division seeks to bridge the gap between conceptual planning and programming of projects, build upon higher-level planning efforts, and take a comprehensive approach to identify possible route alternatives of multimodal corridors; and

**WHEREAS**, the North Carolina Department of Transportation’s Bicycle Helmet Initiative aims to reduce child/youth bicycle fatalities and serious injuries, including head trauma, in North Carolina with requirements including that awarded helmets be distributed to low-income children coinciding with a bicycle safety education program within 12 months after receiving helmets; and

**WHEREAS**, the Go Coast “Be A Looker” campaign launched in 2019 to educate area bicyclists, drivers, and pedestrians on rules of the road and best safety practices while on the roadway and will continue in 2026; and

**WHEREAS**, the WMPO has annually applied for helmets from the Bicycle Helmet Initiative consistently since 2021 and has distributed helmets to children in communities with high transportation barriers throughout its annual outreach efforts; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization is committed to diversifying mode use by fostering a bicycle and pedestrian-friendly culture as outlined in the short-range TDM plan included in Cape Fear Navigating Change 2050.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the Wilmington Urban Area Metropolitan Planning Organization’s application to the North Carolina Department of Transportation for the Bicycle Helmet Initiative.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 28, 2026.

\_\_\_\_\_  
, Chair

\_\_\_\_\_  
Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA STATE PORTS AUTHORITY'S  
GRANT APPLICATION FOR THE UNITED STATES DEPARTMENT OF  
TRANSPORTATION'S FY2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE  
DEVELOPMENT (BUILD) AND PORT INFRASTRUCTURE DEVELOPMENT (PID) GRANT  
PROGRAMS TO FUND A PEDESTRIAN RAIL BRIDGE AT THE PORT OF WILMINGTON**

**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 North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina and the region; and

**WHEREAS**, the North Carolina State Ports Authority's contributed more than \$16.2 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supported 88,200 full-time jobs at North Carolina businesses; and

**WHEREAS**, the North Carolina State Ports Authority strategic plan forecasts a doubling of general terminal and container volumes at the Port of Wilmington over the next five years; and

**WHEREAS**, to service existing customers and accommodate growing volumes at the Port of Wilmington, a new gate complex is needed; and

**WHEREAS**, this investment will allow provide for a new port access for employees and port tenants and users; and

**WHEREAS**, this investment will provide reduce truck and personal vehicle conflicts within the terminal; and

**WHEREAS**, this investment will increase capacity through this growing economic hub with a dual benefit of on-terminal efficiency and reduction of terminal congestion; and

**WHEREAS**, this investment will decrease traffic congestion and improve safety, efficiency, system performance, and infrastructure ROI as well as deliver environmental benefits to the community; and

**WHEREAS**, the North Carolina State Ports Authority is preparing a grant application for the United States Department of Transportation's FY2026 Better Utilizing Investments to Leverage Development and the FY2026 Port Infrastructure Development grant program to fund the pedestrian rail bridge at the Port of Wilmington.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina State Ports Authority’s grant applications for the FY 2026 BUILD and PID grants to fund a pedestrian rail bridge at the Port of Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 28, 2026.

\_\_\_\_\_  
, Chair

\_\_\_\_\_  
Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION BOARD**

**RESOLUTION SUPPORTING THE TOWN OF LELAND'S APPLICATION FOR THE UNITED STATES DEPARTMENT OF TRANSPORTATION'S FY2026 BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT GRANT PROGRAM TO CREATE A COMPREHENSIVE PLAN FOR THE BASIN STREET EXTENSION PROJECT**

**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 United States Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant allows eligible municipalities to apply for funding to complete critical surface transportation infrastructure projects that will have a significant local or regional impact; and

**WHEREAS**, BUILD grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity, including tourism; state of good repair; partnership and collaboration; and innovation; and

**WHEREAS**, the Town of Leland has identified the Basin Street Extension project, which will extend Basin Street from Old Fayetteville Road to Village Road, as a project critical to the Town's infrastructure needs; and

**WHEREAS**, the Town of Leland meets the eligibility requirements as outlined in the FY 2026 BUILD grant's Notice of Funding Opportunity; and

**WHEREAS**, the Town of Leland has applied for a USDOT BUILD grant in the amount of \$3,900,000 to fund the creation of a comprehensive plan for the Basin Street Extension project; and

**WHEREAS**, the Basin Street Extension project is included as a fiscally constrained project in the Wilmington Urban Area Metropolitan Planning Organization's adopted Cape Fear Navigating Change 2050 Metropolitan Transportation Plan.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the Town of Leland's application to the United States Department of Transportation's FY2026 Better Utilizing Investments to Leverage Development Grant Program to create a comprehensive plan for the Basin Street Extension project.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on January 28, 2026.

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, Chair

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Mike Kozlosky, Secretary



**WMPO**

Wilmington Urban  
Area Metropolitan  
Planning Organization  
[www.wmpo.org](http://www.wmpo.org)

## **Unified Planning Work Program Fiscal Year 2027**

**Draft  
January 28, 2026**



**FY 2027 UNIFIED PLANNING WORK PROGRAM  
for the  
WILMINGTON URBAN AREA METROPOLITAN PLANNING  
ORGANIZATION**

**TABLE OF CONTENTS**

<b>Subject</b>	<b>Page</b>
Table of Contents .....	2
Introduction .....	3
Narrative of Planning Section 104(f) (PL104) Work Tasks to be Performed in FY 27 .....	5
Narrative of Safe & Accessible Transportation Options Set Aside (SATO/Y410) Work Task to be Performed in FY 27 .....	10
Narrative of Surface Transportation Block Grant – Direct Attributable (STBG-DA) Work Tasks and Special Studies to be Performed in FY 27.....	12
Narrative of Safe Streets for All (SS4A) Continued Fund Source to Support a Special Study .....	15
Tables of UPWP FTA Section 5303 Funding for Work Tasks to be Performed in FY 27 .....	16
Narrative of Additional Local Only Participation Non-Grant Funded Operations.....	22
Planning Work Program Funding Sources FY 27.....	23
Anticipated DBE Contracting Opportunities for FY 27 .....	24
Resolution Adopting the FY 27 Unified Plan Work Program .....	25

## Introduction

In compliance with Federal law and in the spirit of cooperation, the Wilmington Urban Area MPO (WMPO) conducts a “cooperative, comprehensive, and continuing” transportation planning process. This Unified Planning Work Program (UPWP) outlines the tasks and associated funding sources dedicated to the Wilmington Urban Area MPO’s transportation planning process during Fiscal Year 2027 (FY 27). Depending on the specific funding source, tasks funded through the UPWP are eligible for reimbursement of 80-100% of their cost from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the North Carolina Department of Transportation (NCDOT).

The UPWP for the Wilmington Urban Area MPO identifies six separate funding sources for transportation planning. A brief description of these funding sources follows:

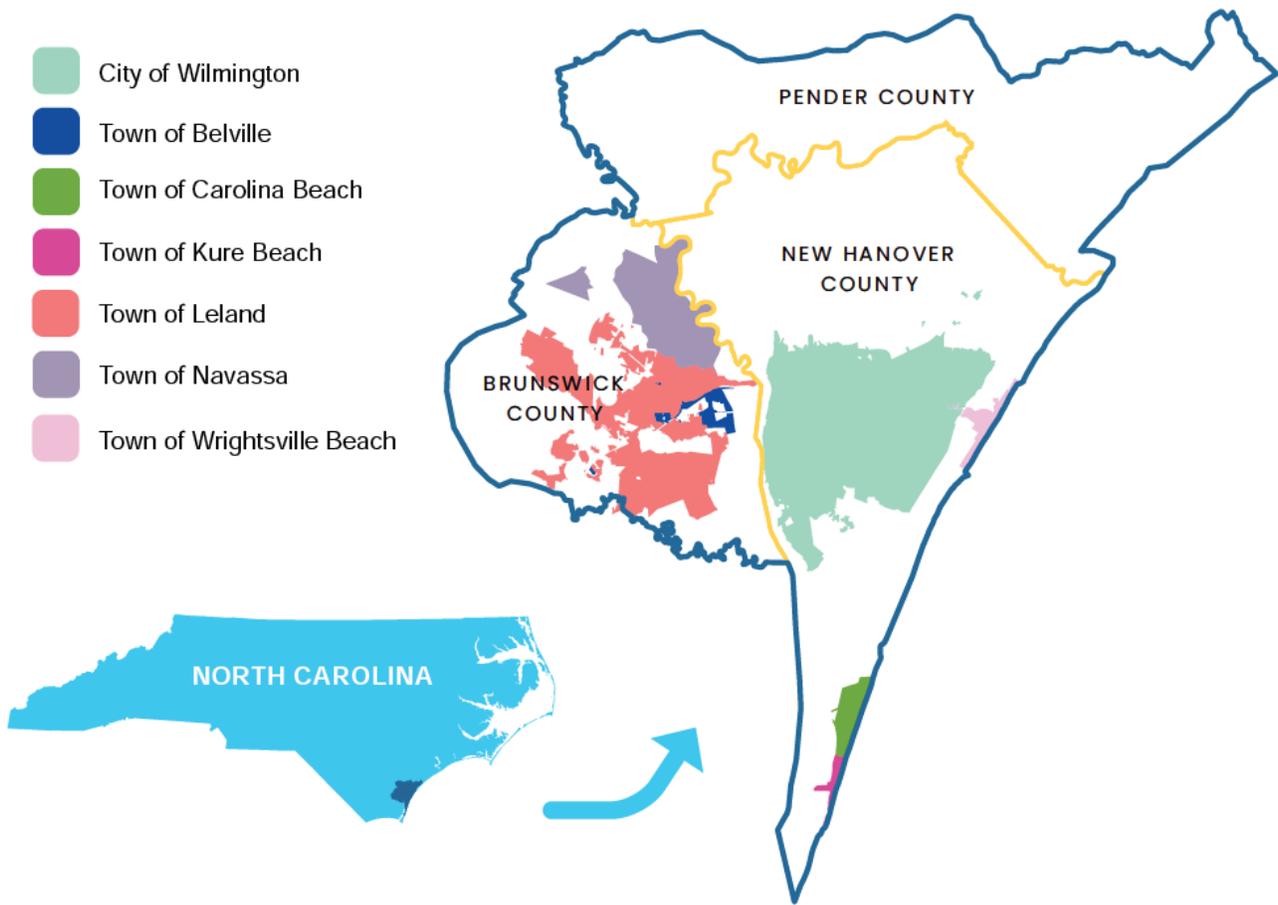
- **FHWA - Section 104(f) Funds (PL104)**  
Funds dedicated to the urban area to perform transportation planning. PL104 funds require a 20% local match.
  
- **FHWA - Safe & Accessible Transportation Options Set Aside (SATO/Y410)**  
These funds are dedicated to the urban area to perform transportation planning to increase safe and accessible options for multiple travel modes for people of all ages and abilities. SATO/Y410 funds are 100% reimbursable.
  
- **FHWA - Surface Transportation Block Grant - Direct Attributable Funds (STBG-DA)**  
Funds dedicated to Transportation Management Areas and these funds can be used to perform transportation planning. STBG-DA funds require a 20% local match.
  
- **FHWA - Safe Streets for All (SS4A)**  
These are discretionary grant funds to be used for the development of a Comprehensive Safety Action Plan for the WMPO’s planning area. SS4A funds require a 20% local match. The WMPO’s FY 24 UPWP included a 20% local match (50% from the state, 50% member contributions) for a \$400,000 SS4A planning grant for the development of a regional Comprehensive Safety Action Plan. The WMPO applied during the FY 24 funding cycle and received notification of the award in December 2023. Plan development began in FY 25, continued into FY 26, and is projected to conclude in FY 27.
  
- **FTA - Section 5303 Funds**  
These funds are used for transit planning in the urban area. The Federal Transit Administration provides 80% of these funds, NCDOT 10%, and there is a required 10% local match.

- **Local Member Non-Grant Contributions - Member Only Additional Funds**  
Local only supplied funds for WMPO operating expenses and initiatives not eligible for grant funding.

The local match requirements will be shared by all members of the Wilmington Urban Area MPO as defined in the Wilmington Urban Area MPO’s adopted Memorandum of Understanding.

## WMPO Members and Planning Area Boundary

The WMPO’s planning area is approximately 494-square miles and encompasses all of New Hanover County and portions of Brunswick and Pender Counties. These three counties and the seven municipalities below make up the 10 members of the WMPO.



## **Planning Section 104(f) - (PL104)**

### **Narrative of Work Tasks to be Performed in FY 27**

(Primary work to be performed by WMPO staff except where noted.)

## **II-A Data and Planning Support – Total: \$102,000**

### **II-A-1 Networks and Support Systems: \$100,800**

Traffic Volume Counts – Wilmington MPO staff collects and maintains an ongoing traffic count program. An annual summary of the planning area traffic counts will be prepared and uploaded to the WMPO website.

Bike & Pedestrian Facilities Inventory – Staff will facilitate inventory of significant municipal, state, and federal bicycle and pedestrian transportation facilities. This data will be used in the development of the WMPO's Core Products; including the Congestion Management Process (CMP) and the next Metropolitan Transportation Plan (MTP).

### **II-A-3 Transportation Modeling: \$1,200**

Financial Planning – Develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the MTP. Ensure fiscal constraint in the MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

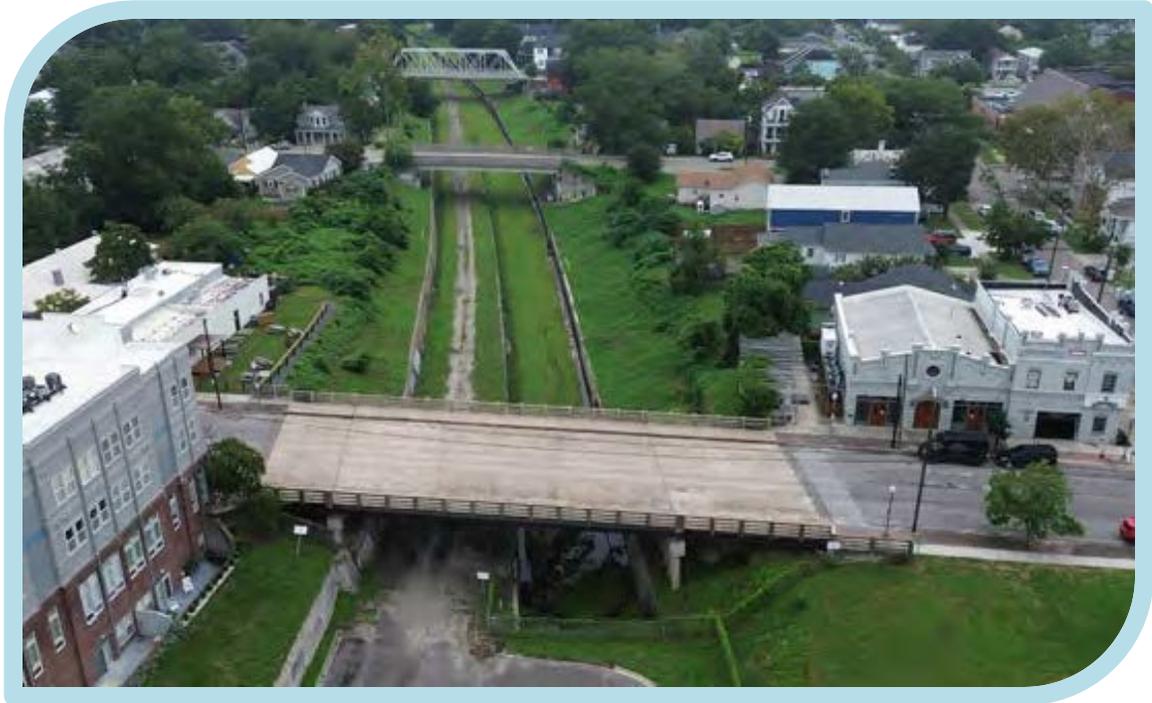
## **II-B Planning Process – Total: \$52,000**

### **II-B-1 Target Planning: \$7,000**

Congestion Management Strategies – Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Evaluate strategies developed for the CMP. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Freight Movement / Mobility Planning – Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Hazard Mitigation & Disaster Planning – Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. After identifying these risks, develop long-term strategies for protecting people and property from similar events. Mitigation plans are key to breaking the cycle of damage and reconstruction.



Aerial view of the future passenger rail corridor in Historic Downtown Wilmington is just one example of regional planning within the WMPO's boundary.

## **II-B-2 Regional Planning: \$40,000**

Airport/Air Travel Element of the of the Metropolitan Transportation Plan – Identify airport and air service deficiencies, priorities, and proposed airport and air service improvement solutions and strategies. Provide documentation of process and recommendations in the update of the MTP.

Bicycle & Pedestrian Element of the Metropolitan Transportation Plan – Identify bicycle and pedestrian deficiencies, priorities, and proposed bicycle and pedestrian improvement solutions and strategies. This data will be used in the development of the WMPO's Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Collector Street Element of the Metropolitan Transportation Plan – Collector Street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas.

Community Goals & Objectives – Monitor public input as it pertains to goals and objectives set forth in the adopted Metropolitan Transportation Plan. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Highway Element of the Metropolitan Transportation Plan – Identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. This data will be used in the development of the WMPO’s Core Products; including the CMP and the next MTP. Implementation of the Performance Measures from the Infrastructure Investment and Jobs Act.

Rail, Water, or other mode of the Metropolitan Transportation Plan – Identify rail and waterway deficiencies, priorities, and proposed rail and waterway improvement solutions and strategies. This data will be used in the development of the WMPO’s Core Products; including the CMP and the next MTP.

### **II-B-3 Special Studies: \$5,000**

Special Studies: Staff Time - Resiliency Improvement Plan (RIP) – \$5,000

Staff time allocated to managing and coordinating with the NCDOT and contracted consultant(s) to develop the WMPO’s Resiliency Improvement Plan (RIP). For a detailed description of the Resiliency Improvement Plan (RIP), please see the Special Study section in the STBG-DA funding narrative.

### **III-A Planning Work Program – Total: \$2,000**

#### **III-A-1 Planning Work Program: \$1,000**

Staff will develop a Unified Planning Work Program (UPWP) with the guidance of the Technical Coordinating Committee (TCC) and WMPO Board. Staff will present the UPWP for approval to the WMPO Board and submit it to the NCDOT Transportation Planning Division (TPD) and Integrated Mobility Division (IMD).

#### **III-A-2 Metrics and Performance Measures: \$1,000**

Facilitate updates to the UPWP, MTP, etc., to address performance tracking and reporting. This includes preparing quarterly reports, the annual report, requests for reimbursement, and establishing/developing/refinement/updating of performance measures/targets.

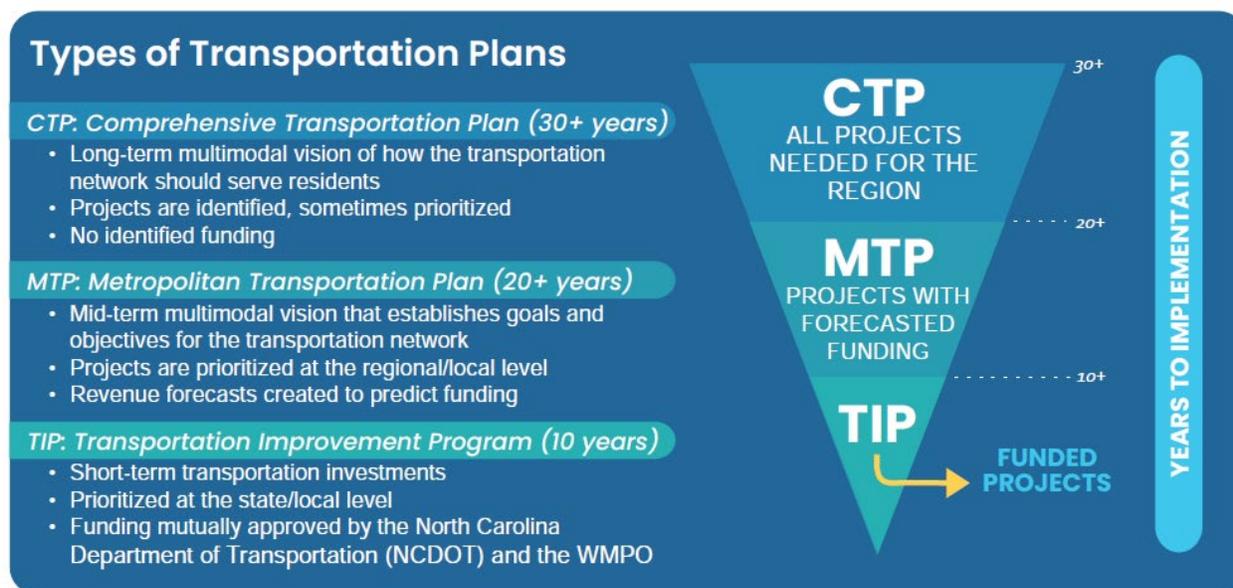
## **III-B Transportation Improvement Plan – Total: \$12,500**

### **III-B-1 Prioritization: \$5,000**

Maintain the SPOT list of STIP projects across all modes. Develop purpose and needs statements, as appropriate/needed. Work to update and improve local prioritization process for SPOT projects. Coordinate data, maps, and resolutions for STIP Project Recommendations as needed. Gather and enter data required for SPOT ranking of projects. Complete local input point assignment.

### **III-B-2 Metropolitan Transportation Improvement Program (TIP): \$2,500**

Work cooperatively with the NCDOT and other partner agencies to review and provide comments on the draft STIP, the final STIP, and then adopt the corresponding MPO TIP. This includes reviewing and refining TIP project schedules and descriptions in the Draft TIP and coordinating meaningful public involvement in the TIP process.



### **III-B-3 Merger/Project Development: \$5,000**

General work associated with development of projects in the adopted STIP/MPO TIP. Review designs for TIP Projects and provide comments to appropriate agencies. Participate in the environmental study process for STIP/MPO TIP projects and provide an MPO representative on NEPA/404 Merger Teams. Monitor the public involvement process for STIP/MPO TIP projects and ensure adequate community input; assist with Planning Development Environmental Analysis (PDEA) as requested. Participation in project-specific workgroup meetings, as needed. Facilitate dialog between NCDOT and MPO-member communities. Participate in scoping meetings, public input, and merger meetings.

**III-C Civil Rights Compliance & Other Regulatory Requirements – Total: \$8,500**

**III-C-6 Public Involvement: \$7,500**

Extensive public participation effort will be carried out to solicit input and gauge public input for planning studies and projects within the Wilmington Urban Area MPO's planning area boundary.

**III-C-7 Private Sector Participation: \$1,000**

Activities to encourage private sector participation in planning and project activities.

**III-D Statewide & Extra-Regional Planning – Total: \$5,000**

**III-D Statewide & Extra-Regional Planning: \$5,000**

Environmental Analysis & Pre-TIP Planning – Conduct environmental analysis and planning for the development of transportation projects in the Wilmington Urban Area.

Regional or Statewide Planning – Coordination of urban area activities with statewide and regional initiatives.

**III-E Management, Operations, & Program Admin – Total: \$319,500**

**III-E Management & Operations: \$300,211**

Required ongoing administrative and operational tasks to support MPO reporting requirements and committees.

**III-E Indirect Costs: \$19,289**

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.

## **Safe & Accessible Transportation Options Set Aside (SATO/Y410)**

### **Narrative of Work Tasks to be Performed in FY 27**

(Primary work to be performed by WMPO staff except where noted.)

In 2022, the Infrastructure Investment and Jobs Act (IIJA) added a new Metropolitan Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula.

This funding requires no local match and the full funding amount of \$8,300 is 100% reimbursable.

This task may include the following activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities:

1. Adoption of Complete Streets standards or policies.
2. Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.
3. Development of transportation plans to:
  - a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers.
  - b. Integrate active transportation facilities with public transportation service or improve access to public transportation.
  - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities.
  - d. Increase public transportation ridership; and
  - e. Improve the safety of bicyclists and pedestrians.
4. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
5. Development of transportation plans and policies that support transit-oriented development.

**II-B Planning Process – Total: \$7,980**

**Safe and Accessible Transportation Options – Y-410 Set Aside: \$7,980**

Provide safe and accessible transportation options as outlined above.

**III-E Management, Operations, & Program Admin – Total: \$320**

**III-E Indirect Costs: \$320**

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.



Riders of all ages enjoy the annual River to Sea Bike Ride. This casual paced 20-mile, round-trip, ride follows the historic route of the Wilmington Beach Car Line from Downtown Wilmington to Wrightsville Beach and back.

**Surface Transportation Block Grant – Direct Attributable (STBG-DA)**  
**Narrative of Work Tasks and Special Studies to be Performed in FY 27**  
(Primary work to be performed by WMPO staff except where noted.)

**II-A Data and Planning Support – Total: \$96,000**

**II-A-1 Networks and Support Systems: \$96,000**

Mapping – Creation and maintenance of base maps, zone maps, land use, etc. for the WMPO’s area. The WMPO has a full-time GIS Analyst position dedicated to this task.

**II-B Planning Process – Total: \$310,000**

**II-B-3 Special Studies: \$310,000**

Special Studies: Staff Time - Safe Streets and Roads for All – \$5,000

Time utilized by Staff to manage the Safe Streets and Roads for All funded Comprehensive Safety Action Plan. An outside consultant is being utilized and contracted to perform the study. Kittleson & Associates has been selected to perform this task. For a comprehensive description of this study, please see the UPWP section titled: Narrative of Safe Streets and Roads for All (SS4A) Continued Funding for a Special Study.

Special Studies: Consultant – Resiliency Improvement Plan (RIP) – \$300,000

The 2021 Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant program to “fund projects that address the climate crisis by improving the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail.” In 2023, the WMPO applied for a planning grant to develop a Resilience Improvement Plan for the WMPO planning area. The WMPO was unsuccessful in receiving a funding award and intended to apply for funding in subsequent years. Due to changes in federal priorities and the upcoming expiration of the current federal transportation authorization, IIJA, on September 30, 2026, there is uncertainty about whether and when future PROTECT grant cycles may be held.

Recognizing the criticality of a Resilience Improvement Plan for the region, the WMPO aims to develop a Resilience Improvement Plan that identifies both short-term and long-term planning activities and investments to enhance the resilience of the region’s surface transportation assets. The Wilmington region holds strategic

## RESILIENCE STRATEGIES:

### PLANNING STAGE

- Add a goal statement related to resiliency
- Identify resilient transportation project criteria to be used in prioritization process
- Continue to identify and assess extreme weather susceptibility

### PROJECT LEVEL

- Consider new design approaches and standards that minimize potential disruption due to extreme weather
- Apply design criteria or consider realignments or relocation away from high-risk areas
- Redesign drainage systems to handle larger flows
- Create programs and develop capital projects to address needed drainage improvements

### ONGOING

- Identify pre-planned detour routes
- Coordinate with NCDOT and emergency responders
- Enhance resiliency of sign structures and signal wires to prevent disruption
- Dredge the Intracoastal Waterway
- Alleviate potential flooding at Town Creek/US17
- Alleviate potential flooding on NC133 in Brunswick County

importance for the state's economy and the defense of the United States, both of which rely on accessibility via the surface transportation network to the Port of Wilmington. Wilmington and its neighboring towns and counties attract thousands of visitors annually for purposes spanning from tourism to education to business. In addition, the Wilmington region's population continues to grow rapidly, as does the number of jobs and interest from businesses in relocating or expanding to the area. Natural hazard-related vulnerabilities in the surface transportation network within the region have the potential to impact the region's critical transportation infrastructure and significantly complicate recovery efforts and the region's return to normal operations. The identification of these vulnerabilities and a plan for addressing them through project and policy implementation would ultimately provide benefits to, and extend well beyond, the southeastern region of North Carolina.

The planned activities for the development of the WMPO's Resilience Improvement Plan include the identification of natural hazard related vulnerabilities in the surface transportation network through various scenario modeling; review and identification of infrastructure improvement projects, programs, and policies realistic for the WMPO region; and a list of prioritized short- and long-term infrastructure improvements to address these identified vulnerabilities and improve system resilience. All these activities will include significant stakeholder and public input, and the final plan will inform the future development of the WMPO's other transportation planning requirements, including the Metropolitan Transportation Plan and the MPO Transportation Improvement Program.

Special Studies: Consultant – Compensation Analysis – \$5,000

Anticipated contracted amount to hire a consultant to update a Compensation Analysis update.

An HR Consultant will compile a competitive market-based compensation analysis for the WMPO's current positions. This study will review the WMPO's existing job descriptions to understand each position's key responsibilities, requirements, levels within respective career progressions, and place within the organizational reporting and decision-making hierarchy.

The result will be a market analysis of current staff positions and compensation against similar organizations to ensure the WMPO is in line with our peers. In addition, the consultant will provide strategies that bolster internal equitable compensation and support the WMPO's ability to recruit and retain skilled employees necessary to meet the federal requirements and overall functions of the MPO.

**III-E Management, Operations, & Program Admin – Total: \$ 1,461,200**

**II-B-3 Management & Operations: \$ 1,389,384**

Required ongoing administrative and operational tasks to support MPO reporting requirements and committees.

**III-E Indirect Costs: \$ 71,816**

Indirect Costs are costs to the Lead Planning Agency (LPA) that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.

## **Safe Streets and Roads for All (SS4A)**

### **Narrative of Continued FY 24 Funding for a Special Study**

(Primary work to be performed by a contracted consultant.)

The federal Infrastructure Investment and Jobs Act (IIJA) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion to be dispersed over the life of the program. The grant program funds are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for the completion of Comprehensive Safety Action Plans and Implementation. To access the implementation funding, a Comprehensive Safety Action Plan meeting the USDOT standards must first be completed. Applications are accepted annually. The cost to complete A Comprehensive Safety Action Plan for the WMPO's planning area is \$500,000. The grant provides federal funding in the amount of 80% and requires a 20% local match. The North Carolina Department of Transportation is not an eligible applicant but committed to provide \$50,000 in funding as a contribution towards the MPO's local match. The WMPO's members will provide the remaining \$50,000 local match. The match requirements from NCDOT and MPO members were committed in the FY 24 UPWP and the WMPO applied during the SS4A FY 24 funding cycle call for \$400,000 to develop a regional Comprehensive Safety Action Plan. The grant was awarded in December 2023; plan development began in FY 25 and is scheduled to conclude in FY 27.

Following adoption of the Comprehensive Safety Action Plan, this plan will provide an opportunity for our members with the ability to seek SS4A Implementation funding to improve and enhance safety in the communities served by the WMPO.

As of December 2025,, the Comprehensive Safety Action Plan is over 50% completed.

## **II-B Planning Process – Total: \$500,000**

### **II-B-3 Special Studies: Consultant – SS4A: \$500,000**

Special Studies: Consultant - Safe Streets and Roads for All – Kittleson & Associates will continue to prepare a Comprehensive Safety Action Plan. This is scheduled for completion in September of 2026.

### Tables of FTA Section 5303

(Primary work to be performed by WMPO staff and WAVE staff.)

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-A-1
Title	Networks and Support Systems
5303 Task Objective	Collect and analyze data for route planning and submission to NTD
Tangible Product Expected	Transit System Data - Accurate data from multiple data collection devices onboard Wave Transit vehicles and other sources to ensure compliance with National Transit Database requirements
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	2,970
Section 5303 NCDOT 10%	2,970
Section 5303 FTA 80%	23,760
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-A-3
Title	Transportation Modeling
5303 Task Objective	Financial Planning - Plan capital and operating cost estimates to ensure fiscal compliance and maintain the adopted level of transit service
Tangible Product Expected	Financial Planning – Short range financial plans based on current federal and state legislation to ensure that transit services are provided in a consistent manner utilizing the most economical and efficient methods
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	Financial planning of the public transportation program
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	850
Section 5303 NCDOT 10%	850
Section 5303 FTA 80%	6,800
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	II-B-2
Title	Regional Planning
5303 Task Objective	Community Goals & Objectives – Interpret and communicate with members of the Authority and WMPO TCC and Board adopted planning documents defining community goals and objectives Transit Element of the LRTP – Provide input to CAC, TCC and BOARD regarding long range transit plans for the region
Tangible Product Expected	Community Goals & Objectives – Service offerings that are compliant with adopted plans that outlined the goals of the community for public transportation in the region Transit Element of the LRTP – Long range transit plans for the region.
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	Communication of goals and objectives to decision makers and the public
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	530
Section 5303 NCDOT 10%	530
Section 5303 FTA 80%	4,240
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	
MPO	Wilmington

FTA Code	44.21.00 - Program Support Administration
Task Code	III-C-6
Title	Public Involvement
5303 Task Objective	Hear and analyze public comment from monthly meetings of the Authority, email comments, written comments and other comments outlined in the Authority Public Involvement Program. Work with public to update LCP, LRTP, SRTP and other planning documents.
Tangible Product Expected	Make recommendations to appropriate parties from comments made to the Authority by members of the community.
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	Public comment
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE)
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	440
Section 5303 NCDOT 10%	440
Section 5303 FTA 80%	3,520
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	Management & Operations - MPO and CFPTA staff will conduct required administrative and operational tasks to support Wave Transit. Periodical reviews of administrative agreements and procedures. Staff will perform daily operations to disseminate planning information to the BOARD/TCC committee members, the public and/or other agencies.
Tangible Product Expected	Compliance with FTA and NCDOT requirements, well informed community and elected officials about the public transit program, and functional system that meets the needs of the community
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	Collection of data and submission to NTD
Relationship	This is a collaborative effort of the Wilmington MPO and the Cape Fear Public Transportation Authority (CFPTA) aka Wave Transit
Responsible Agency	CFPTA (WAVE) & WMPO
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	8,537
Section 5303 NCDOT 10%	8,536
Section 5303 FTA 80%	68,289
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

MPO	Wilmington
FTA Code	44.21.00 - Program Support Administration
Task Code	III-E
Title	Management & Operations
5303 Task Objective	Indirect Costs – Indirect Costs are costs to the Lead Planning Agency that are not direct costs and are not related to a specific activity but are shared costs across multiple activities. These are costs incurred for a common or joint purpose benefiting more than the one cost objective, and not readily assignable to the cost objective specifically benefitted, without effort disproportionate to the results achieved. The maximum de minimis indirect cost rate as of October 1, 2024, is 15%, however a lower de minimis cost rate may be applied. The negotiated indirect cost rate negotiated between the City of Wilmington (LPA) and WMPO for FY 27 is 4% of the Modified Total Direct Cost.
Tangible Product Expected	Indirect Costs –LPA’s indirect costs associated with administering the 5303 Grant.
Expected Completion Date of Products	June 2027 1 Year Contract
Previous Work	
Relationship	Per MTDC rules, the indirect cost is can only be applied to \$50,000 of WAVE's \$95,788 passthrough funds. (50,000 Wave Funds + 41,053 WMPO funds) x 4% = \$3,503
Responsible Agency	City of Wilmington
SPR - Highway - NCDOT 20%	
SPR - Highway - F11WA 80%	
Section 104 (f) PL, Local 20%	
Section 104 (f) PL, FHWA 80%	
Section 5303 Local 10%	357
Section 5303 NCDOT 10%	358
Section 5303 FTA 80%	2,864
Section 5307 Transit - Local 10%	
Section 5307 Transit - NCDOT 10%	
Section 5307 Transit - FTA 80%	
Additional Funds - Local 100%	

## Narrative of Additional Local Only Participation

(Primary work to be performed by WMPO staff except where noted.)

As part of the FY 27 UPWP, staff recommends our members contribute non-grant related funds for non-grant eligible related expenses.

### **III-E Management, Operations, & Program Admin - Total: \$131,000**

Management & Operations – Administrative tasks and operational costs to support WMPO non-grant funded activities and initiatives.



WMPO staff promoting the WMPO's Go Coast Be A Looker initiative with printed bike suitability maps, stickers, bike lights, bells, and helmets at an event to promote bike safety for cyclists and drivers.

These funds allow us to maximize our public outreach efforts through the use of promotional items, prizes awarded for public participation in WMPO sponsored events, and the ability to provide light refreshments during public engagement events. In addition, the WMPO proposes to continue to contract with a lobbying firm to advance the WMPO Board's legislative priorities at the state and federal levels.

Neither promotional items, lobbying, nor refreshments, are allowable grant-funded expenses. These costs require the use of funding from the WMPO's local members that are not associated with any grant or grant match funds.

Reauthorization Contingency – the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, serves as the current federal surface transportation authorization legislation and is set to expire September 30, 2026. The next surface transportation reauthorization bill is currently being crafted and there are still many unknowns as to how the programs and funding contained within the current bill will change with this next reauthorization. To be flexible in these uncertain times, WMPO staff recommends funds in the amount of \$50,000 (local only funds) be programmed into the Unified Planning Work Program so that if programs change or additional funds become available to MPOs, funds are available within our budget to accommodate these changes.

**WMPO 2026 - 2027 UPWP Administrative Table**

WMPO FY27 Task and Cost Allocations			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets & Roads 4 All				FTA/IMD - 5303 - Planning				Additional	FY27 PROGRAM TOTALS			
FTA CODE	TASK CODE	TASK DESCRIPTION	WBS #: TBD			WBS #: TBD	WBS #: TBD			State WBS # 51360 / Federal Award # 693J32540101				WBS #: TBD				Funds				
			Local 20%	Federal 80%	Total 100%	Federal Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local (100%)	Local Totals	State Totals	Federal Totals	Grand Totals
	II-A	Data and Planning Support	20,400	81,600	102,000	-	19,200	76,800	96,000	-	-	-	-	3,820	3,820	30,560	38,200	-	43,420	3,820	188,960	236,200
44.24.00	II-A-1	Networks and Support Systems	20,160	80,640	100,800	-	19,200	76,800	96,000	-	-	-	-	2,970	2,970	23,760	29,700	-	42,330	2,970	181,200	226,500
44.23.01	II-A-2	Travelers and Behavior	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.23.02	II-A-3	Transportation Modeling	240	960	1,200	-	-	-	-	-	-	-	-	850	850	6,800	8,500	-	1,090	850	7,760	9,700
<b>44.23.02</b>	<b>II-B</b>	<b>Planning Process</b>	<b>10,400</b>	<b>41,600</b>	<b>52,000</b>	<b>7,980</b>	<b>62,000</b>	<b>248,000</b>	<b>310,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>530</b>	<b>530</b>	<b>4,240</b>	<b>5,300</b>	<b>-</b>	<b>72,930</b>	<b>530</b>	<b>301,820</b>	<b>375,280</b>
44.23.02	II-B-1	Target Planning	1,400	5,600	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,400	-	5,600	7,000
44.23.01	II-B-2	Regional Planning	8,000	32,000	40,000	-	-	-	-	-	-	-	-	530	530	4,240	5,300	-	8,530	530	36,240	45,300
	Y-410 SATO	Safe and Accessible Transportation Options - Y-410 Set	-	-	-	7,980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,980	7,980
44.27.00	II-B-3	Special Studies: Total	1,000	4,000	5,000	-	62,000	248,000	310,000	-	-	-	-	-	-	-	-	-	63,000	-	252,000	315,000
44.27.00	II-B-3	Special Studies: Staff Time - Resiliency Improvement Plan	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.27.00	II-B-3	Special Studies: Staff Time - Safe Streets & Roads for All	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.27.00	II-B-3	Special Studies: Consultant - Resiliency Improvement Plan	-	-	-	-	60,000	240,000	300,000	-	-	-	-	-	-	-	-	-	60,000	-	240,000	300,000
44.27.00	II-B-3	Special Studies: Consultant - Compensation Analysis	-	-	-	-	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
	III-A	Planning Work Program	400	1,600	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	400	-	1,600	2,000
44.21.00	III-A-1	Planning Work Program	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000
44.24.00	III-A-2	Metrics and Performance Measures	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000
<b>44.25.00</b>	<b>III-B</b>	<b>Transp. Improvement Plan</b>	<b>2,500</b>	<b>10,000</b>	<b>12,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,500</b>	<b>-</b>	<b>10,000</b>	<b>12,500</b>
44.25.00	III-B-1	Prioritization	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
44.25.00	III-B-2	Metropolitan TIP	500	2,000	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	500	-	2,000	2,500
44.25.00	III-B-3	Merger/Project Development	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
<b>44.27.00</b>	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Regs.</b>	<b>1,700</b>	<b>6,800</b>	<b>8,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>440</b>	<b>440</b>	<b>3,520</b>	<b>4,400</b>	<b>-</b>	<b>2,140</b>	<b>440</b>	<b>10,320</b>	<b>12,900</b>
44.27.00	III-C-1	Title VI Compliance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	III-C-2	Environmental Justice	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	III-C-3	Minority Business Enterprise Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	III-C-4	Planning for the Elderly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	III-C-5	Safety/Drug Control Planning	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44.27.00	III-C-6	Public Involvement	1,500	6,000	7,500	-	-	-	-	-	-	-	-	440	440	3,520	4,400	-	1,940	440	9,520	11,900
44.27.00	III-C-7	Private Sector Participation	200	800	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	200	-	800	1,000
<b>44.27.00</b>	<b>III-D</b>	<b>Statewide &amp; Extra-Regional Planning</b>	<b>1,000</b>	<b>4,000</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>4,000</b>	<b>5,000</b>
44.27.00	III-D	Statewide & Extra-Regional Planning	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	-	4,000	5,000
<b>44.27.00</b>	<b>III-E</b>	<b>Management Ops, Program Support Admin</b>	<b>63,900</b>	<b>255,600</b>	<b>319,500</b>	<b>320</b>	<b>292,240</b>	<b>1,168,960</b>	<b>1,461,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,894</b>	<b>8,894</b>	<b>71,153</b>	<b>88,941</b>	<b>131,000</b>	<b>496,034</b>	<b>8,894</b>	<b>1,496,033</b>	<b>2,000,961</b>
44.27.00	III-E	Management Operations	60,042	240,169	300,211	-	277,877	1,111,507	1,389,384	-	-	-	-	8,537	8,536	68,289	85,362	131,000	477,456	8,536	1,419,965	1,905,957
44.27.00	III-E	Indirect Costs 4% of MTDC	3,858	15,431	19,289	320	14,363	57,453	71,816	-	-	-	-	357	358	2,864	3,579	-	18,578	358	76,068	95,004
<b>FY27 TOTALS:</b>			<b>100,300</b>	<b>401,200</b>	<b>501,500</b>	<b>8,300</b>	<b>373,440</b>	<b>1,493,760</b>	<b>1,867,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,684</b>	<b>13,684</b>	<b>109,473</b>	<b>136,841</b>	<b>131,000</b>	<b>618,424</b>	<b>13,684</b>	<b>2,012,733</b>	<b>2,644,841</b>
			Local	Federal	Total	Total / Federal	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals			

WMPO FY24 Task and Cost Allocations - Carry Forward			FHWA/TPD Planning - PL104(f)			FHWA/TPD Planning - PL-Y410	FHWA/TPD Planning - STBG-DA			FHWA - Safe Streets 4 All				FTA/IMD - 5303 - Normal Planning				Additional	FY24 CARRY FORWARD TOTALS			
FTA CODE	TASK CODE	TASK DESCRIPTION	N/A - Does Not Carry Forward			N/A - Does Not Carry Forward	WBS #: 44094.1.5			State WBS # 51360 / Federal Award # 693J32540101				N/A - Does Not Carry Forward				Funds				
			Local 20%	Federal 80%	Total 100%	Total 100%	Local 20%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local 10%	State 10%	Federal 80%	Total 100%	Local (100%)	Local Totals	State Totals	Federal Totals	Grand Totals
	II-B	Planning Process	-	-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000
44.27.00	II-B-3	Special Studies: Consultant - Safe Streets & Roads for All	-	-	-	-	-	-	-	50,000	50,000	400,000	500,000	-	-	-	-	-	50,000	50,000	400,000	500,000
<b>FY 24 CONTINUANCE TOTALS:</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>50,000</b>	<b>400,000</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>50,000</b>	<b>400,000</b>	<b>500,000</b>
			Local	Federal	Total	Total	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	Totals			

Combined Total of FY27 and FY24 Continuance			PL 104(f)			PL Y410 SATO	STBG-DA			Safe Streets for All				5303 - Normal Planning				Additional	FY27 & FY24 Combined Total			
			Local	Federal	Total	Total / 100% Federal	Local	Federal	Total	Local	Federal	Federal	Total	Local	State	Federal	Total	Local	Local	State	Federal	Grand Total
<b>TOTALS:</b>			<b>100,300</b>	<b>401,200</b>	<b>501,500</b>	<b>8,300</b>	<b>373,440</b>	<b>1,493,760</b>	<b>1,867,200</b>	<b>50,000</b>	<b>50,000</b>	<b>400,000</b>	<b>500,000</b>	<b>13,684</b>	<b>13,684</b>	<b>109,473</b>	<b>136,841</b>	<b>131,000</b>	<b>668,424</b>	<b>63,684</b>	<b>2,412,733</b>	<b>3,144,841</b>

Anticipated DBE Contracting Opportunities for FY 2027

Name of MPO: Wilmington Urban Area MPO

Person Completing Form: Mike Kozlosky

Telephone Number: 910-342-2781

<b>Task Code</b>	<b>Prospectus Description</b>	<b>Name of Agency Contracting Out</b>	<b>Type of Contracting Opportunity (Consultant, etc.)</b>	<b>Federal Funds to be Contracted Out</b>	<b>Total Funds to be Contracted Out</b>
II-B-3	FY 27: New Special Studies: Resiliency Improvement Plan (RIP)	City of Wilmington	Consultant	\$240,000	\$300,000
II-B-3	FY 27: New Special Studies: Consultant Compensation Analysis	City of Wilmington	Consultant	\$4,000	\$5,000
II-B-3	FY 24: Continuance Special Studies: Consultant Safe Streets & Roads for All	City of Wilmington	Consultant	\$400,000	\$500,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE FY 2027 UNIFIED PLANNING WORK  
PROGRAM FOR THE WILMINGTON URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION**

**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**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Wilmington Urban Area; and

**WHEREAS**, the City of Wilmington serves as the Lead Planning Agency (LPA) for the Wilmington Urban Area Metropolitan Planning Organization and has been designated as the recipient of Metropolitan Planning Program funding; and

**WHEREAS**, members of the Wilmington Urban Area Metropolitan Planning Organization Board agree that the Planning Work Program will effectively advance transportation planning for State Fiscal Year 2026-2027.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the FY 2026-2027 Planning Work Program for the Wilmington Urban Area.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on March 25, 2026.

\*\*\*\*\*

I, \_\_\_\_\_, Chair of the Board of the Wilmington Urban Area Metropolitan Planning Organization do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Board, duly held on this the 25th day of March 2026.

\_\_\_\_\_  
, Chair

\*\*\*\*\*Subscribed and sworn to me this \_day of \_\_\_\_\_, 2026.

Notary Public \_\_\_\_\_ My commission expires \_\_\_\_\_

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION**  
**ACTIVE TRANSPORTATION ADVISORY COMMITTEE BYLAWS**  
*(DRAFT November 2025)*

ARTICLE I:            Introduction

The purpose of these bylaws is to establish procedures for organizing the business of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Active Transportation Advisory Committee (ATAC), hereafter referred to as the Committee, in executing its duties and responsibilities.

ARTICLE II:            Goals and Responsibilities

II-1    Purpose of the Committee

The purpose of the Committee shall be to advise the WMPO Board, hereafter referred to as the Board, on all matters related to active transportation activities and accommodation within the WMPO planning area. Active transportation refers to modes including walking, bicycling, and other micromobility options, including but not limited to scooters and electric bicycles. The Committee will be responsible for making recommendations to the Board on the implementation of relevant programs, policies, regulations, projects, and funding priorities regarding active transportation access and accommodation. The Committee shall also promote active transportation as safe and viable means of transportation and shall serve as an ambassador for the Board and region in this regard.

II-2    Responsibilities

To provide transportation, recreation, and health benefits to the region, the Committee shall study and promote the following:

1. The full integration of active transportation into regional transportation plans, policies and practices;
2. Incentives for increasing active transportation use;
3. Best practices in active transportation facilities development;
4. Active transportation programs for children, seniors, and the disabled;
5. Safety programs for active transportation use;
6. Health benefits of active transportation; and
7. Funding for active transportation programs and facilities.

ARTICLE III:            Powers

The Committee shall have the following powers and duties:

1. To advise the WMPO Board and Technical Coordinating Committee (TCC) on active transportation matters;
2. To educate and inform the public and local officials on active transportation issues;
3. To perform special studies and projects as requested by the Board on active transportation issues, including reviewing transportation plans that will have an impact on active transportation options;
4. To facilitate citizen participation in local governments' consideration of matters involving active transportation issues;
5. To evaluate current and proposed laws, regulations, and best practices concerning active transportation issues and to advise the Board and TCC with respect to any such laws, regulations, and practices;
6. To participate in and advise the Metropolitan Transportation Plan (MTP) development process;
7. To adopt Rules of Procedure, consistent with the bylaws, for the orderly dispatch of business; and
8. To perform other such duties as assigned by the Board.

ARTICLE IV:            Membership of the Committee

IV-1    Composition

1. The Committee shall consist of thirteen (13) Board-appointed voting members, one (1) non-voting WMPO staff liaison which will act as Secretary, and up to seven (7) ex officio voting members. The WMPO Go Coast Coordinator shall also serve on the committee.

To be eligible for appointment and to remain a member, a candidate shall be a resident or employee of the jurisdiction of the governing board making the appointment.

2. The thirteen (13) Board-appointed voting members shall be composed of individuals representing constituencies which have an interest and/or expertise in active transportation issues; their appointments shall be divided among appointing authorities as follows:
  - a. City of Wilmington (2)
  - b. Town of Belville
  - c. Town of Carolina Beach

- d. Town of Wrightsville Beach
  - e. Town of Leland
  - f. Town of Navassa
  - g. Town of Kure Beach
  - h. Pender County
  - i. Brunswick County
  - j. New Hanover County
  - k. NC Board of Transportation
  - l. Cape Fear Public Transit Authority (Wave Transit)
3. One (1) non-voting member shall act as liaison and Secretary for the Committee and shall be appointed as follows:
- a. One member from WMPO staff, appointed by the WMPO Executive Director.
- This member shall have no vote and shall not be counted in determining quorum.
4. Persons serving in ex officio positions on the Committee shall represent constituencies which have an interest and expertise in active transportation matters, including, but not limited to:
- a. Health and wellness
  - b. Education
  - c. Bicycle and pedestrian commuting
  - d. Bicycle and pedestrian clubs and organizations
  - e. Youth and children advocacy
  - f. Senior and disability advocacy
  - g. Marginalized communities
  - h. Economic development
  - i. Tourism

No more than seven (7) persons shall serve on the Committee in ex officio positions. Ex officio members shall be recommended by WMPO staff and approved by the Board.

#### IV-2 Terms of Office

Board appointed members shall serve two (2) year terms and may be reappointed for a second term. The liaison member and ex officio members shall serve three (3) year terms and may be reappointed for up to three consecutive terms.

Members may continue to serve until their successors have been appointed. Vacancies occurring for reasons other than expiration of terms shall be filled by the appointing

authority as they occur for the period of time of the unexpired term. Appointees filling an unexpired term are eligible for appointment of two (2) additional terms.

#### IV-3 Removal of Members

A member of the Committee may be removed by the individual or governing body that appointed that member for any of the following reasons:

- a. Violation of the attendance, ethics, or conflict of interest provisions of the bylaws and WMPO policy.
- b. Moving out of the jurisdiction or no longer affiliated with the organization represented by the member.
- c. Any reason deemed sufficient by the body or individual that appointed the member.

### ARTICLE V            Officers

Elections for Chair and Vice Chair will take place at the last scheduled regular meeting of each calendar year. Terms for the Chair and Vice Chair shall begin at the first scheduled regular meeting of the next calendar year. Any voting member is eligible for the position of Chair or Vice Chair. Members shall serve in these positions for a maximum of two consecutive years, if re-elected.

#### V-1 Chair

The Committee Chair shall preside at all meetings and shall sign all documents relative to action taken by the Committee.

#### V-2 Vice Chair

In the absence of the Chair, the Vice Chair shall exercise the powers and perform the duties of the Chair. The Vice Chair shall succeed the Chair in the event of a vacancy in that office.

#### V-3 Secretary

The Secretary shall be responsible for recording the minutes of all meetings of the Committee. The Secretary shall keep the bylaws and other Committee records in order. The Secretary shall also act as the primary liaison between the Committee, WMPO Board, public, and the Committee.

#### V-4 Vacancy

If the appointment of the Chair should be terminated, the Vice Chair shall take over the position and a new Vice Chair be elected from the membership at the next regularly scheduled meeting following the announcement of termination. If the appointment of the

Vice Chair should be terminated, a replacement shall be elected from the membership at the next regularly scheduled meeting following the announcement of termination. If the appointment of the Secretary should be terminated, a replacement shall be appointed by the WMPO Executive Director in time for the next regularly scheduled meeting following the announcement of termination.

ARTICLE VI            Meetings

All meetings will be governed according to Robert's Rules of Order, Newly Revised 12<sup>th</sup> Edition.

VI-1    Regular Meetings

The Committee shall meet at least four (4) times per calendar year and shall establish a regularly scheduled meeting time. All meetings shall be subject to the North Carolina Open Meetings Law, NCGS 143-318.10. Notice of such meetings shall be given as required by law.

VI-2    Special Meetings

Special meetings may be called at the discretion of the Chair provided that written notice of special meetings is given to Committee members at least one (1) week in advance of the meeting. A meeting notice must be posted at least forty-eight (48) hours in advance of the meeting.

VI-3    Minutes

The Committee shall keep permanent minutes of its meetings. The minutes shall at minimum include the attendance of its members and its resolutions, findings, recommendations, and other actions.

VI-4    Quorum and Voting

A quorum shall consist of the majority of the voting members of the Committee. In the case of vacancies, quorum shall consist of one over half of the voting members currently on the Committee. All actions shall be decided by a majority vote of the voting members in attendance, a quorum being present. In the case of a tie, the Secretary shall cast a vote.

If there is a lack of quorum, the meeting shall proceed in a limited fashion and all action to be taken deferred to when a quorum can be met. A lack of quorum should be noted in the meeting summary of the meeting in which it occurred.

VI-5    Attendance

It is expected that members appointed to the Committee will regularly attend its meetings. A member may forfeit the remainder of their term and may be replaced if they have three (3) unexcused absences within a one-year time period.

Virtual attendance is permissible, but it is expected that Committee members shall attend meetings in-person when possible. A virtual participant shall be considered “present” for purposes of quorum only during the time simultaneous communication is maintained. Artificial Intelligence assistants or notetakers are prohibited and will not count toward attendance or quorum.

When the Committee finds that a member has become disqualified for membership, the Secretary shall notify the WMPO Executive Director, who shall notify the appointing authority so that a new member may be appointed for the remainder of the unexpired term.

#### VI-6 Excused and Unexcused Absences

A member who will be unable to attend a regular meeting of the Committee must contact the Chair or the Secretary at least twenty-four (24) hours before the scheduled meeting and indicate the general reason for being absent.

An absence shall be considered excused if the member notifies the Chair or the Secretary at least twenty-four (24) hours in advance of the meeting. Members who give less than twenty-four (24) hours’ notice will be considered unexcused, with the exception of emergencies or sudden illnesses.

#### VI-7 Conflicts of Interest

Committee members hold their positions for the benefit of the public. Conflicts of interest can arise in situations in which a Committee member’s duty to act in the public interest conflicts with a potential desire to advance their own interest. Several types of conflicts of interest can affect impartiality. They include financial conflicts, conflicts by association and personal bias. As a general rule, Committee members shall refrain from taking part in actions that might reasonably call into question the impartiality and fairness of those decisions. The intent is to limit advocacy, pressure, or undue influence where a conflict exists, not to prevent persons from sharing useful information.

Committee members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law. In the event that a conflict of interest is identified, Committee member shall recuse themselves and shall not participate in any verbal or written action regarding the matter. The member shall not take part in any discussion, consideration, determination, or vote concerning said situation, other than to provide information on behalf of the jurisdiction or community organization they represent.

### ARTICLE VII:                      Sub-Committees

The Committee may establish such sub-committees as it deems necessary for the conduct of business of the Committee. These sub-committees may include additional citizens as associate

members. There is no cap on the number of members on each sub-committee. The Chair of the sub-committee shall be a member of the Committee. The Secretary of the Committee shall attend all sub-committee meetings.

#### VII-1 Sub-Committee Attendance and Voting

Sub-committee attendance is strongly encouraged, and records of attendance will be kept. Sub-committee members who are unable to attend a sub-committee meeting should notify the sub-committee Chair as soon as possible. A sub-committee quorum for votes and bringing forth recommendations to the full Committee shall consist of a majority of sub-committee members, including associate members.

#### VII-2 Associate Sub-Committee Members

The Committee recognizes the valuable input and expertise that additional volunteers can bring to the mission and work of the Committee. To encourage greater involvement, additional citizens may serve on sub-committees as associate members. The sub-committee Chair shall notify the Committee of the names of associate members.

### ARTICLE VIII: Amendments

These bylaws may be amended by the Committee at any meeting at which a quorum is present, by a supermajority (two-thirds) of those members present, provided that the notice of the proposed amendment shall be given to each member of the Committee at least one (1) week prior to said meeting.

Any amendments must be consistent with WMPO policy and must be approved by the WMPO Board prior to going into effect.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION AMENDING THE BYLAWS OF THE WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION’S ACTIVE TRANSPORTATION  
ADVISORY COMMITTEE**

**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 Bylaws serve as the written rules of conduct for the Wilmington Urban Area Metropolitan Organization Active Transportation Advisory Committee (formerly Bicycle and Pedestrian Advisory Committee); and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization has identified a need to update the Bylaws to ensure they reflect current practices, provide clearer guidance for members, and support consistent committee operations; and

**WHEREAS**, the updated Bylaws introduce improvements including a name change, clarified membership responsibilities, and standardized procedures for committee business to enhance transparency, accountability, and effectiveness.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the amended Wilmington Urban Area Metropolitan Planning Organization’s Active Transportation Advisory Committee Bylaws.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on January 28, 2026.

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,Chair

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Mike Kozlosky, Secretary

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modification #26-2**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

TA-6665 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. FUNDING FOR 5311 CAPITAL PROJECTS FOR RURAL AREAS. <b><u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u></b>	CAPITAL	FY 2026 - \$10,000,000 (S) FY 2026 - \$10,000,000 (L) FY 2026 - <u>\$20,000,000</u> (5311) \$40,000,000
TC-0018 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. FUNDING FOR 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS. <b><u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u></b>	CAPITAL	FY 2026 - \$3,000,000 (S) FY 2026 - \$3,000,000 (L) FY 2026 - <u>\$6,000,000</u> (5310) \$12,000,000
TC-0021 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. FUNDING FOR 5339 STATEWIDE RURAL. <b><u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u></b>	CAPITAL	FY 2026 - \$7,000,000 (S) FY 2026 - \$7,000,000 (L) FY 2026 - <u>\$11,000,000</u> (5339) \$25,000,000
TM-0028 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. FUNDING FOR OPERATING ASSISTANCE FOR FTA GRANTS. <b><u>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u></b>	OPERATIONS	FY 2026 - \$17,000,000 (L) FY 2026 - <u>\$17,000,000</u> (5311) \$34,000,000

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modification #26-2**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

TM-0029 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. 5311 STATE ADMINISTRATIVE FUNDS FOR FTA GRANTS.  <u><b>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</b></u>	ADMINISTRATIVE	FY 2026 - <u>\$6,000,000</u> (5311) \$6,000,000
TM-0032 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, VARIOUS LOCATIONS. 5311(F) INTERCITY BUS FUNDS FOR FTA GRANTS.  <u><b>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</b></u>	OPERATIONS	FY 2026 - \$2,000,000 (S) FY 2026 - \$8,000,000 (L) FY 2026 - <u>\$10,000,000</u> (5311) \$20,000,000
TO-0004 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. SYSTEM SAFETY OVERSIGHT GRANT FOR RAIL DIVISION NCDOT.  <u><b>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</b></u>	CAPITAL	FY 2026 - \$400,000 (S) FY 2026 - <u>\$1,000,000</u> (SSO) \$1,400,000
TQ-6954 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, SYSTEMWIDE. FUNDING FOR SECTION 5310 FOR RURAL PROJECT.  <u><b>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</b></u>	OPERATIONS	FY 2026 - \$3,000,000 (L) FY 2026 - <u>\$3,000,000</u> (5310) \$6,000,000

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modification #26-2**

STATEWIDE PROJECT

**STIP MODIFICATIONS**

TU-0011 STATEWIDE <b>PROJ.CATEGORY</b> PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, SYSTEMWIDE. NCDOT-IMD STATEWIDE METROPOLITAN PLANNING (SECTION 5303 AND 5304) PROGRAM FUNDS TO SUPPORT THE INTEGRATED MOBILITY DIVISION URBAN TRANSIT TECHNICAL ASSISTANCE AND PLANNING ACTIVITIES <u><b>ADD FUNDS IN FY 26 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</b></u>	PLANNING	FY 2026 - \$900,000 (S) FY 2026 - \$900,000 (L) FY 2026 - <u>\$4,200,000</u> (5303) \$6,000,000
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**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modification #26-2**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

<p>* BL-0118 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 117 (COLLEGE ROAD), SR 2048 (GORDON ROAD) TO SR 2206 (NORTHCHASE PARKWAY). CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS. <b><u>REMOVE RIGHT-OF-WAY PHASE AT THE REQUEST OF THE DIVISION.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - \$1,840,000 (BGDA) FY 2026 - <u>\$460,000</u> (L) \$2,300,000</p>
<p>HS-2003H NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 117 / NC 132 (COLLEGE ROAD), LAKE AVENUE-HUGH MCRAE PARK IN WILMINGTON. REVISE TRAFFIC SIGNAL. <b><u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 to FY 26.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - <u>\$66,000</u> (HSIP) \$66,000</p>
<p>HS-2003J NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 17 (OLEANDER DRIVE), 42ND STREET INTERSECTION IN WILMINGTON. REVISE TRAFFIC SIGNAL AND PAVEMENT MARKINGS. <b><u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 to FY 26.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - <u>\$70,000</u> (HSIP) \$70,000</p>
<p>HS-2403AC NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 117, SR 1209 (INDEPENDENCE BOULEVARD) INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND INSTALL SIGNALIZED PEDESTRIAN CROSSING AND PAVEMENT MARKINGS. <b><u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - <u>\$136,000</u> (HSIP) \$136,000</p>
<p>HS-2403AT NEW HANOVER <b>PROJ.CATEGORY</b> REGIONAL</p>	<p>- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>US 421 (CAROLINA BEACH ROAD), SR 1276 (CATHAY ROAD) INTERSECTION IN WILMINGTON. UPGRADE TRAFFIC SIGNAL. <b><u>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - <u>\$18,000</u> (HSIP) \$18,000</p>

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modification #26-2**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

HS-2403G NEW HANOVER <b>PROJ.CATEGORY</b> REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17/ US 76 (OLEANDER DRIVE), COUNTRY CLUB ROAD INTERSECTION IN WILMINGTON. INSTALL NEAR SIDE SIGNAL HEAD AND UPGRADE TRAFFIC SIGNAL. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u></b>	CONSTRUCTION	FY 2026 - <u>      \$51,000</u> (HSIP) \$51,000
P-5740C BRUNSWICK NEW HANOVER <b>PROJ.CATEGORY</b> STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, WILMINGTON. INSTALL RAILROAD GRADE CROSSING SIGNALS AND GATES AT VARIOUS AT- GRADE CROSSINGS. <b><u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. DP FUNDS REPRESENT FEDERAL CRISI GRANT.</u></b>	CONSTRUCTION	FY 2026 - \$66,000 (DP) FY 2026 - \$17,000 (T) FY 2027 - \$4,382,000 (DP) FY 2027 - \$1,096,000 (T) FY 2028 - \$2,191,000 (DP) FY 2028 - <u>      \$548,000</u> (T) \$8,300,000

**REVISIONS TO THE 2026-2035 STIP  
HIGHWAY PROGRAM  
Administrative Modifications #26-2**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP MODIFICATIONS**

* BL-0059 NEW HANOVER <b>PROJ.CATEGORY</b> DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1573 (K AVENUE), FORT FISHER AND NORTH 3RD STREET INTERSECTIONS IN KURE BEACH. CONSTRUCT INTERSECTIONS INCLUDING ADA CROSSWALKS, PEDESTRIAN ACTUATED PUSH BUTTONS, AND SIDEWALK CONNECTIONS.  <u><b>TO REFLECT LATEST DELIVERY SCHEDULE, DELAY RIGHT-OF-WAY FROM FY 25 TO FY 26 AND CONSTRUCTION FROM FY 25 TO FY 27. THIS ACTION ADDS RIGHT-OF-WAY AND CONSTRUCTION TO THE 2026-2035 FEDERALLY APPROVED STIP.</b></u>	RIGHT-OF-WAY  CONSTRUCTION	FY 2026 - \$216,000 (BGDA) FY 2026 - \$53,000 (L(M)) FY 2027 - \$1,048,000 (BGDA) FY 2027 - <u>\$262,000</u> (L(M)) \$1,579,000
* BL-0074 BRUNSWICK <b>PROJ.CATEGORY</b> STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND. INSTALL SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING.  <u><b>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26. THIS ACTION ADDS CONSTRUCTION TO THE 2026-2035 FEDERALLY APPROVED STIP.</b></u>	CONSTRUCTION	FY 2026 - \$500,000 (BGDA) FY 2026 - <u>\$125,000</u> (L(M)) \$625,000



## Strategic Plan 2026 Work Plan

2026 Focus Area	Action Steps	Participants	Timeline	Status Update
<b>Focus Area: Improve Safety</b>				
Program funding and pursue grants for projects that reduce crashes, injuries, and fatalities	Continue the development and adoption of a Safe Streets and Roads for All Comprehensive Safety Action Plan which identifies projects to prevent deaths and serious injuries.	WMPO, NCDOT, FHWA	Sep-26	
<b>Focus Area: Multi-modal Focus</b>				
Continue to utilize MPO's surface transportation block grant and transportation alternatives set aside direct attributable programs to fund members local priorities and needs that support the larger regional network	Develop a training session for February that will assist WMPO members in delivery of the WMPO's Locally Administered Program Projects (LAPP). Develop a call for LAPP projects for FYs 29 and 30 to be released in June 2026	WMPO	Jul-26	
<b>Focus Area: Regionally Focused</b>				
Educate WMPO members on the services and programs provided by the MPO	Continue the monthly newsletter. Develop a WMPO 101 training that will be focused on new WMPO Board members but also open to TCC and existing WMPO Board members.	WMPO	Aug-26	
Continue to support projects in the MPO Transportation Improvement Program and State Transportation Improvement Program	Continue to advance delivery of projects in the MPO TIP and STIP. Participate in Prioritization 8.0 to develop the 2028-2037 State/MPO TIP, to include the development of a Local Input Methodology and the assignment of local input points for the Regional Mobility and Division Needs Tier projects	NCDOT, WMPO	Dec-26	
<b>Focus Area: Economic Development</b>				
Promote economic growth through enhanced transportation infrastructure	Continue to support and advance the Wilmington Rail Re-alignment, South Front Street Widening, and replacement of the Cape Fear Memorial Bridge	WMPO, members, NCSPA, Chamber of Commences, WBD, WDI, etc..	Aug-26	
Support the Ports in their efforts to grow and expand	Continue to support NCDOT in their implementation of the Wilmington Beltline improvements, and NC State Port's efforts on the north gate re-alignment and to build a pedestrian rail bridge at the Port of Wilmington	WMPO, NCSPA, NCDOT	Aug-26	

<b>Focus Area: Community Engagement</b>				
Utilize the adopted Public Participation Plan and enhance efforts related to community engagement	Update the WMPO's Public Participation Plan and present to WMPO Board for adoption in April.	WMPO	Apr-26	
<b>Focus Area: More Organized, Vocal and Cohesive Voice</b>				
Continue to develop a Legislative Agenda that outlines the MPO's legislative priorities	Adopt a 2026 Legislative Agenda and work with the WMPO's lobbyist (Maynard Nexsen) to advance these legislative priorities	WMPO	Aug-26	
<b>Focus Area: Organizational and Operational Effectiveness</b>				
Continue annual updates from MPO's partner and supportive organizations (NCDOT Division 3, NC Rail Division, NC Ferry Division, Wilmington International Airport, and Cape Fear Public Transportation Authority)	Continue annual updates	WMPO, NCDOT, ILM, CFPTA	Dec-26	

## WILMINGTON METROPOLITAN PLANNING ORGANIZATION (WMPO)

### 2026-2031 STRATEGIC PLAN

#### SCOPE OF SERVICES

##### **Introduction**

The following is a scope of work that describes tasks to be performed by the WSP USA Inc. (WSP), hereinafter the “Consultant”, for the Wilmington Metropolitan Planning Organization (WMPO), hereinafter the “Client”. The work will be conducted as a task order under the On-Call Services Agreement, wherein the terms of this “Scope of Work” are incorporated.

##### **Task 1 – Project Management**

The Consultant assumes the project will last up to four (4) months, from notice to proceed, with estimated timeframe of the project lasting from January through April 2026. Project management will consist of the following activities:

- Project administration and management.
- Monthly progress reports and invoices.

##### **Deliverables**

- Monthly invoices including progress reports.

##### **Task 2 – Review Existing Strategic Plan**

The Consultant will review the existing strategic plan and will conduct an initial conversation with the WMPO Executive Director and Deputy Director to discuss plan-to-date successes and challenges. This conversation will support the establishment of clear goals for the revision process, for example goal realignment, efficiency improvements, performance indicators, implementation strategies or tracking/monitoring.

##### **Deliverables**

- Summary of plan review and identification of goals for revision process

##### **Task 3 – Facilitated Conversations**

The Consultant will conduct facilitated conversations with key stakeholders at different levels of the organization to ensure diverse perspectives and buy-in. Separate conversations are proposed with Executive Leadership (Executive Director and Deputy Director), WMPO staff, Technical Coordinating Committee, and the WMPO Board. To create efficiencies and cost savings, these conversations will happen over a consecutive 2-day period. The Client is responsible for coordinating logistics including invitations, meeting space, and scheduling. If key participants are unable to make the group discussions, the Consultant will reach out to these participants via email or phone to solicit input.

The conversations will focus on three key areas: accomplishments to date, updates to the state of the organization, and an evaluation of external factors such as regulatory changes, demographic shifts, emerging, and/or changing disruptors.

The Consultant will perform a qualitative analysis on feedback obtained during the facilitated conversations. This will include categorizing feedback to identify themes, topics, and key information. This process will support the identification of relationships, differences, gaps, and opportunities necessary to support the strategic plan evaluation covered in Task 4.

***Deliverables***

- Summary of feedback from facilitated conversations.
- Qualitative analysis of feedback.

**Task 4 – Evaluation, Findings and Recommendations**

Based on an evaluation of plan assessment, analysis and feedback the Consultant will identify areas where the current plan needs to be updated. The Consultant will identify any focus areas or strategies that need to be revised. This effort will focus on goal alignment and strategies for success such as needed adjustments to timelines, resources, responsibilities, and performance measures. The updates may also include new focus areas or strategies designed to address emerging disruptors, demographic changes, or other emerging trends identified during the facilitated conversations. While this effort will leverage content and concepts from the existing 2022-2026 Strategic Plan, the product will be a new 2026-2031 Strategic Plan for the WMPO.

***Deliverables***

- Final 2026-2031 Strategic Plan.

**Schedule**

The duration of the project is four (4) months from notice to proceed. The project is expected to start in early January 2026 and is expected to be completed by the end of April 2026.

**Compensation**

The Consultant’s fee to perform the Scope of Services outlined herein is a lump sum amount of **\$18,568.82**. Breakdown of the Consultant fee is provided in the attached fee estimate.

**Wilmington Urban Area Metropolitan Planning Organization**  
**Draft 2026 Legislative Agenda**

**Transportation Funding**

*The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and the need to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road, bridges and highway projects, public transportation, ferry, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.*

*The Wilmington Urban Area MPO encourages the North Carolina Department of Transportation (NCDOT), North Carolina General Assembly, and Governor of North Carolina to explore and implement new funding mechanisms that could raise the funds necessary to accelerate much needed transportation projects.*

**Transportation Project Priority- Cape Fear Memorial Bridge**

*The Wilmington Urban Area MPO Board has identified the replacement of the Cape Fear Memorial Bridge as their highest priority project. The Wilmington Urban Area MPO is committed to working with our partners at NCDOT to explore all possible funding options for the replacement of the Cape Fear Memorial Bridge.*

**Transportation Funding for Drainage Improvements**

*The Wilmington Urban Area MPO encourages increased funding for maintaining drainage ditches for which NCDOT is responsible in Counties subject to the N.C. Coastal Area Management Act (CAMA).*

**Opposition to Transfer of State Road Maintenance**

*The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments and weaken or dismantle municipal Powell Bill Street maintenance funding.*

**Limitation on City Requirements for Street Improvements Related to Schools**

*SL 2017-57 included language related to street improvements for schools. The Wilmington Urban Area MPO continues to be concerned that on non-state-maintained facilities where improvements related to schools are needed, the funding burden has fallen on the municipalities or the level of service on the roadways will be compromised. The Wilmington Urban Area MPO encourages the General Assembly to review this language and seek solutions to address this funding concern.*

**Metropolitan Planning Organizations Designated as "Public Authorities"**

*Metropolitan Planning Organizations (MPOs) are required by U.S. federal law (23 U.S.C. § 134 and 49 U.S.C. § 5303) to conduct comprehensive, cooperative transportation planning in urbanized areas over 50,000 people. The enabling authority for the creation and functioning of a Metropolitan Planning Organization (MPO) is also found in NCGS Chapter 136, Article 16, Planning. While Article 16 establishes the framework for MPO's in North Carolina, under the umbrella of federal and state funding, cooperation, and oversight of transportation assets, the precise legal status of an MPO entity is not directly stated in the NC General Statutes.*

*NCGS 120-72(9) lists 23 categories of “public authorities”, including as examples: water, sewer, and drainage authorities, regional economic development commissions, regional planning commissions, local school administrative units, regional transportation authorities, ABC boards, and councils of government.*

*The North Carolina Association of MPOs (NCAMPO) unanimously voted on February 25, 2025, to request the North Carolina General Assembly recognize MPOs as public authorities. The Wilmington Urban Area MPO supports NCAMPO’s request and encourages the North Carolina General Assembly to amend NCGS 120-72(9) to include Metropolitan Planning Organizations as “public authorities.”*

### **Electric Assisted Bicycle Legislation**

*The Wilmington Urban Area MPO supports the use of electric assisted bicycles to provide an alternative mode of transportation when utilized in a safe and responsible manner. The MPO encourages the North Carolina General Assembly to implement legislation defining e-bicycle subclasses. Locations of permissible use of electric assisted bicycles should be subject to local government control through their adopted codes and ordinances.*

*During the 2025-2026 Legislative Session, Senators Lee and Lazzarra (primary) and Senator Moffitt introduced Senate Bill 576 E-Bike Definition and Local Regulation which would define e-bicycle subclasses and allow for local government control through their adopted codes and ordinances. The Senate’s State and Local Government Committee reported a favorable recommendation with some small modifications. The bill was re-referred to the Senate’s Transportation Committee which is where it currently resides. The Wilmington Urban Area MPO supports this bill and encourages its passage in the next legislative session.*

### **Moped Legislation**

*The Wilmington Urban Area MPO supports the North Carolina Department of Transportation’s policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.*

### **Electric Scooter Legislation**

*The Wilmington Urban Area MPO supports the use of electric scooters to provide an alternative mode of transportation so long as the scooters and/or bicycles are used in a safe and responsible manner, do not create visual clutter, and do not block parking or ADA accessibility. The allowance and/or use of electric scooters should be subject to local government control through their adopted codes and ordinances.*

## The Wilmington Urban Area Metropolitan Planning Organization’s Local Input Point Methodology for the North Carolina Department of Transportation Strategic Prioritization 8.0 Process

### Introduction

The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this formula, all modes will compete for the same funding based on a data-driven process called Prioritization.

The Strategic Transportation Investments places projects into three categories: Statewide, Regional and Division levels. The Statewide level is based solely on quantitative data such as benefit cost and safety ratios. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional and Division levels. These points will be included in the calculation of the final project scores for Prioritization 8.0 (P 8.0) for the Regional and Division categories. MPOs and RPOs are required to develop a methodology for the assignment of local input points, and NCDOT must approve this methodology.

Figure 1, below, illustrates the three funding categories defined by the Strategic Transportation Investments law. Table 1 and Figure 2 that follow provide details on the data type, weighting, and corresponding geographic areas associated with each funding category to evaluate projects.

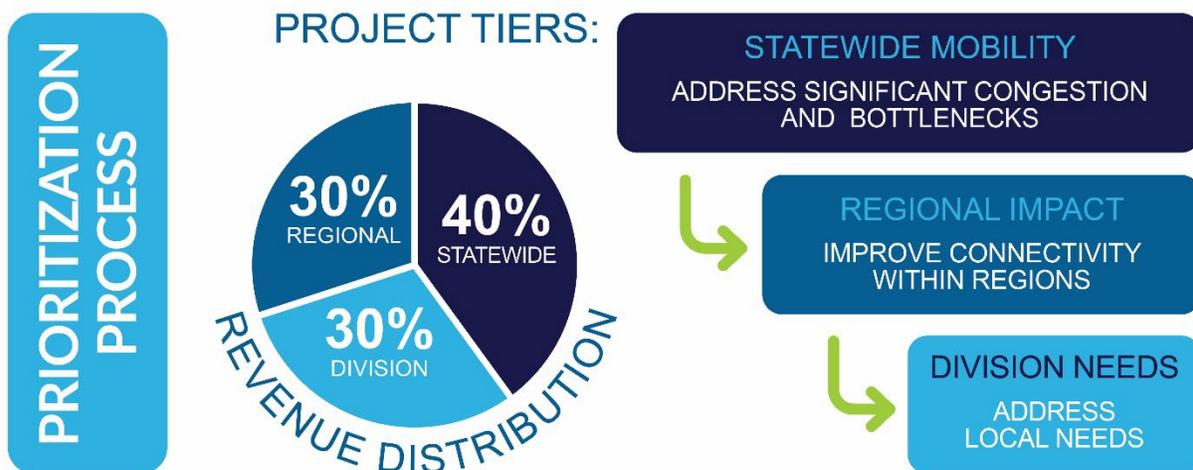


Figure 1. NCDOT Strategic Prioritization Funding Categories

Statewide Mobility (40% of total revenue funding)	Regional Impact (30% of total revenue funding)	Division Needs (30% of total revenue funding)
The project selection process will be 100% data-driven/quantitative scoring.	Data/ quantitative scoring will comprise 70% of the decision-making process and local rankings will comprise of the remaining 30%. This 30% local input will be shared 15% by the Division Engineers and 15% MPO/RPO input. The Wilmington MPO is located in Region B, made up of Divisions 2 and 3.	The Department will choose projects based 50% on data and 50% on local rankings. This 50% local input will be shared 25% by the Division Engineers and 25% MPO/RPO input. The Wilmington MPO is located in NCDOT Division 3.

Table 1. NCDOT Strategic Prioritization Data Type Weighting by Funding Category



Figure 2. NCDOT Highway Divisions

Each of the three funding categories identified under the Strategic Transportation Investments has its own scoring criteria, weighting, and project eligibility. An overview of these funding category specific details can be reviewed in Appendix A, Strategic Transportation Investments; Highway Scoring Details, and Appendix B, Strategic Transportation Investments; Non-Highway Scoring Details.

This methodology is intended to ensure a process that is both data-driven and responsive to local needs. The methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process that includes at least two criteria, with at least one being qualitative, for determining project prioritization. The North Carolina Department of Transportation will be developing quantitative scores for all projects based on adopted criteria from the P8.0 Workgroup.

The WMPO’s participation in the Strategic Transportation Investments process consists of the following steps:

1. Selection and submittal of projects for consideration in the Statewide, Regional, and Division levels.

2. Develop qualitative scoring methodology (Local Input Point Methodology) for projects eligible for evaluation in the Regional Impact and Division Needs funding categories.
3. Receive quantitative scoring of submitted projects that have been determined by NCDOT’s Strategic Prioritization Office of Transportation (SPOT).
4. Apply local input point methodology for scoring projects in the Regional Impact and Division Needs categories.
5. Public involvement process reviewing the draft results for local input point assignment in the Regional Impact and Division Needs categories; and
6. Finalize project scoring and local input point assignment in the Regional Impact and Division Needs categories.

The following methodology has been developed by the WMPO for determining transportation funding priorities in Prioritization 8.0.

### Selection of Projects for Prioritization 8.0

The projects submitted from the WMPO to NCDOT for Prioritization 8.0 were selected as priorities by the WMPO Board from the MPO’s adopted Metropolitan Transportation Plan, Cape Fear Moving Forward 2045. The WMPO plans for six modes of transportation in its region: aviation, bicycle and pedestrian, ferry and water transportation, freight rail, public transportation, and roadway. Cape Fear Moving Forward 2045 was developed using mode-specific prioritization tools to evaluate and prioritize future projects for inclusion in the plan. These modal prioritization tools were derived from mode-specific goals and objectives that were developed by the public, elected officials, subject matter experts, and local planning partners. The evaluative criteria and metrics of the tools were based on both quantitative (objective) and qualitative (subjective) data. Modal ranked lists of projects were then used as the basis for the fiscal constraint analysis, which determined which projects could receive a portion of the anticipated funding in the region between 2020 and 2045.

### Description of Criteria and Weights

The WMPO will evaluate projects for the assignment of local input points based on the following criteria: the Prioritization 8.0 quantitative score; coordination of point assignment with Division 3; consistency with WMPO adopted plans; status of project in development; and the number of Prioritization cycles the project has been submitted by the WMPO.

A scoring matrix of these criteria will be used to evaluate P 8.0 scored projects and develop the draft Local Input point assignments for the WMPO. Table 2 provides an example of this matrix:

	<b>Prioritization 8.0 Quantitative Score</b>	<b>WMPO and NCDOT Div. 3 Coordination</b>	<b>Consistency with Plans</b>	<b>Status of Project in Development</b>	<b>Number of Prioritization Cycles</b>	<b>Total</b>
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
<b>Project X</b>						

*Table 2. P 8.0 Local Input Point Assignment Scoring Criteria Matrix*

**Prioritization 8.0 Quantitative Score** - The Prioritization 8.0 Quantitative score is the score provided by SPOT for each project. The MPO will convert the data/quantitative based Regional and Divisional level scores to a 100-point scale.

**Coordination of Points with NCDOT Division 3** - This criterion is dependent upon if Division 3 seeks to assign input points to the project. Assignment of points by both the WMPO and Division will represent a coordinated effort and recognized regional priority.

- Projects receiving points from Division 3 - 100 points
- Projects not receiving points from Division 3 - 0 points

**Consistency with Plans** - This criterion is used to determine if the proposed project is in a WMPO adopted plan. Each project will be evaluated with the points assigned as follows:

- Projects included in the adopted Metropolitan Transportation Plan - 100 points
- Projects included in Plans adopted by the WMPO - 50 points
- Projects that are adopted in plans by member jurisdictions and/or NCDOT but not adopted by the WMPO - 0 points

**Status of the Project in Development** - This criterion will identify which phase the project is in development. Each project will be evaluated with the criteria as outlined below:

- Projects that are in the right-of-way acquisition or property already acquired by the State of North Carolina - 100 points
- Projects that are in the Design phase (engineering, construction document preparation, or surveying) - 50 points
- Projects that are in the Planning phase (feasibility study or environmental permitting/permitting phases) - 25 points

**Number of NCDOT Prioritization Cycles** - This criterion will award points to projects based on the number of Prioritization cycles in which the WMPO has submitted the project. Projects will be assigned points as follows:

- Projects submitted in four (4) or more consecutive Prioritization cycles (beginning in P4.0 or earlier) - 100 points
- Projects submitted in three (3) consecutive Prioritization cycles (beginning in P5.0) - 75 points
- Projects submitted in two (2) consecutive Prioritization cycles (beginning in P6.0) - 50 points
- Projects submitted in beginning in P8.0 - 25 points

## Scoring Projects

All modes of projects will be evaluated utilizing the matrix and criteria scoring outlined in the previous section. The following provides an example of how a project will be scored utilizing this method.

Example:

Project X is a widening project that includes two transit stop shelters, a bike lane, and 5' sidewalks on both sides of the street. The project received a Prioritization 8.0 quantitative score of 56.8 and has been identified by Division 3 as a priority project to receive 100 of their input points. The project is in the design phase and is a supported project within the currently adopted MTP. The project was first submitted by the WMPO in Prioritization 5.0.

Utilizing the scoring method outlined previously, the following is a breakdown of the point assignment for Project X:

	Prioritization 8.0 Quantitative Score	WMPO and NCDOT Div. 3 Coordination	Consistency with Plans	Status of Project in Development	Number of Prioritization Cycles	Total
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
Project X	56.8	100	100	50	75	381.8

Table 3. P 8.0 Local Input Point Assignment Scoring for Example Project X

## Final Local Input Point Assignment

All projects will be ranked based on their evaluated scores. Higher evaluated scores will result in a higher ranking of the project. The WMPO will be able to assign up to 1,600 total local input points for each funding category (**1600 for the Regional Impact and 1600 for the Division Needs categories**). The maximum number of points that can be assigned to a project is 100 points. The top **sixteen** scoring projects will be assigned 100 points each from the WMPO.

To represent the multi-modal needs and interests of its members, the WMPO will maintain a modal project mix standard for point assignment. This minimum standard is the assignment of Local Input Points to at least one project in each of the eligible non-highway modes in the Regional Impact and Division Needs categories. If aviation, bicycle and pedestrian, ferry, public transportation, and rail projects are not included within the WMPO’s top sixteen ranked projects, the highest scoring project from each eligible non-highway mode will be elevated to replace the lowest ranking highway project(s) within the top sixteen.

The WMPO Board may also consider the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from the Regional Impact category to the Division Needs category, and visa-versa. If the organization chooses to flex Local Input Points, the WMPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

The WMPO Board reserves the option to deviate from the local input methodology point assignment process to award points to projects of priority or importance. In these instances, justification and/or rationale shall be given at an advertised, open meeting of the WMPO Board.

## Schedule and Public Outreach

The WMPO adopted the most current Public Involvement Policy on January 25, 2023 and is located [here](#) on the WMPO’s website. The Public Involvement Policy is an umbrella policy encompassing the plans and programs of the WMPO’s transportation planning process. This policy serves as an integral part of the MPO’s planning efforts. The WMPO will utilize this adopted policy to solicit comments on the “draft” Project Ranking and Scoring. These outreach efforts will include regular public input opportunities at Board meetings, and the draft project ranking and scoring will be posted on the WMPO’s website. Both

efforts will help the WMPO solicit public comments through verbal comments at a public meeting or via mail or email. Following the closing of the public participation process, staff will review any comments received with the TCC and the Board. All public comments received will be documented. The local input scores and project rankings, and all draft and final point assignments with any justification/rationale for point assignment that deviates from this Local Methodology, will be placed on the WMPO’s website at [www.wmpo.org](http://www.wmpo.org) until after the adoption of the final STIP/MPO TIP by the Board of Transportation.

During each point assignment period, the WMPO’s TCC and the Board will develop a “draft” project ranking and scoring to assign points based on the criteria. The WMPO will hold a 30-day public comment period and invite in-person comments about the draft assignment to be made at the Board’s meeting immediately following this period. Written comments will be provided to the TCC and Board for consideration. No additional projects will be submitted based on the public participation effort, but comments will be considered prior to the final adoption of the scores. The Board will adopt a Final Project Ranking and Scoring for the WMPO. This information will then be submitted to the NCDOT SPOT office.

### Prioritization 8.0 Process Schedule 2025 – 2027

New project submittals to NCDOT	July – September 2025
MPO’s, RPO’s, Divisions develop Input Point Methodologies	October 2025 – April 2026
Quantitative Scores for all projects and Statewide Mobility programmed projects released	May 2026
Regional Impact Local Input Point Assignment	June - August 2026
Regional Impact total scores and programmed projects released	September 2026
Division Needs Local Input Point Assignment	October - December 2026
Division Needs projects programmed	January - February 2027
NCDOT releases Draft 2028-2037 STIP/MPO TIP	Winter/Spring 2027

## Point Assignment Process

The Local Input Methodology shall serve as a guide for the Board to assign 100 points to the top sixteen scoring projects located within the WMPO’s planning jurisdiction. However, **deviation** from the Local Input Methodology shall require the justification/rationale to be made during a public meeting of the Board, as advertised by the open meetings laws, and included with the sharing of the points with the public through the public outreach effort.

During the draft and final point assignments, the following information will be available on the WMPO’s website for all projects submitted to SPOT:

	<b>Prioritization 8.0 Quantitative Score</b>	<b>WMPO and NCDOT Div. 3 Coordination</b>	<b>Consistency with Plans</b>	<b>Status of Project in Development</b>	<b>Number of Prioritization Cycles</b>	<b>Total</b>
	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 100)	Points (x of 500)
<b>Project X</b>						

*Table 4. P 8.0 Local Input Point Assignment Scoring Matrix*

	<b>Draft Local Input Point Assignment</b>	<b>Deviation Notes (if applicable)</b>	<b>Final Local Input Point Assignment</b>
<b>Project X</b>	Points (x of 100)		Points (x of 100)

*Table 5. P 8.0 Local Input Point Assignment Results Matrix*

## Material Sharing

The WMPO strives to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the WMPO’s website within one week of completion and will remain available until after the adoption of the STIP by the Board of Transportation and MPO TIP by the WMPO Board. The following information will be available at the WMPO’s website [www.wmpo.org](http://www.wmpo.org):

- A link to NCDOT’s STI Prioritization Resources website.
- The WMPO’s adopted methodology summary.
- A schedule of the local input process, including dates for public meetings and comment periods.
- Draft and final local input point scores and records of deviations and applicable reasoning.

## Appendix A – Strategic Transportation Investments; Highway Scoring Details

### Highway Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> <li>Interstates (existing and future)</li> <li>National Highway System routes (as of 2013)</li> <li>STRAHNET</li> <li>Designated Toll Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Other US and NC routes</li> </ul>	<ul style="list-style-type: none"> <li>All secondary roads (SR)</li> <li>Federal-Aid eligible local roads</li> </ul>

Table A1 – Highway Project Eligibility

### Mobility Projects

Project types include widening, intersection or interchange improvements, access management improvements, and other capacity expanding improvements.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 30% Benefit/Cost – 25% Freight – 25% Safety – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Congestion – 20% Benefit/Cost – 20% Safety – 10% Accessibility/Connectivity – 10% Freight – 10%	70%	15%	15%
Division Needs	Congestion – 15% Benefit/Cost – 15% Safety – 10% Accessibility/Connectivity – 5% Freight – 5%	50%	25%	25%

Table A2 – Highway Mobility Scoring Criteria and Weights

### Modernization Projects

Project types include existing roadway modernizations and upgrading freeway to interstate standards. Additionally, road diets will now be scored under Modernization by default unless a request for a road diet project to be scored under Mobility is made by the project submitter.

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Congestion – 10% Safety – 35% Freight – 25% Lane Width – 30%	100%	-	-
Regional Impact	Congestion – 5% Safety – 35% Freight – 15% Lane Width – 15%	70%	15%	15%
Division Needs	Congestion – 5% Safety – 35% Freight – 5% Lane Width – 5%	50%	25%	25%

Table A3 – Highway Modernization Scoring Criteria and Weights

## Appendix B – Strategic Transportation Investments; Non-Highway Scoring Details

### Aviation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> <li>Large Commercial Service airports (375,000 or more enplanements annually)</li> <li>Funding cap: \$500k / project / year (up to 3 years)</li> </ul>	<ul style="list-style-type: none"> <li>Commercial Service airports not included in Statewide</li> <li>Funding cap: \$300k / project / year (up to 3 years)</li> </ul>	<ul style="list-style-type: none"> <li>General Aviation airports</li> <li>Funding cap: \$18.5M annually over entire category</li> </ul>

Table B1 – Aviation Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	NCDOA Project Rating – 40% FAA ACIP Rating – 30% Constructability Index – 10% Benefit/Cost – 20%	100%	-	-
Regional Impact	NCDOA Project Rating – 30% FAA ACIP Rating – 15% Constructability Index – 10% Benefit/Cost – 15%	70%	15%	15%
Division Needs	NCDOA Project Rating – 25% FAA ACIP Rating – 10% Constructability Index – 5% Benefit/Cost – 10%	50%	25%	25%

Table B2 – Aviation Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility and Scoring Criteria and Weights

Bicycle and Pedestrian Project Eligibility:

- Project must be included in an adopted plan
- Minimum total project cost of \$100,000
- A 20% local, non-federal match is required

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Safety – 20% Accessibility/Connectivity – 15% Demand/Density – 10% Cost Effectiveness – 5%	50%	25%	25%

Table B3 – Bicycle and Pedestrian Scoring Criteria and Weights

Ferry Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> <li>Not Eligible</li> </ul>	<ul style="list-style-type: none"> <li>New installation of ramp &amp; gantry (capacity expansion)</li> <li>Bulkhead expansion (associated with capacity expansion)</li> <li>Additional mooring slips (to accommodate capacity expansion)</li> <li>New (capacity expansion) Ferry (River or Sound Class)</li> </ul>	<ul style="list-style-type: none"> <li>Replacement of Ferry (River, Hatteras, or Sound Class)</li> <li>Replacement of support vessels (barges, tugs, etc.)</li> </ul>

Table B4 – Ferry Project Eligibility

Replacement Projects

Project Types:

- Replace support vessels
- Replace vehicle vessels
- Replace passenger vessels
- Replace facility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Availability – 20% Age – 15% Asset Condition Rating – 20% Asset Efficiency – 15%	70%	15%	15%
Division Needs	Availability – 15% Age – 10% Asset Condition Rating – 15% Asset Efficiency – 10%	50%	25%	25%

Table B5 – Ferry Replacement Vessels and Facilities Scoring Criteria and Weights

Expansion Projects

Project Types:

- Expand support vessels
- Expand vehicle vessels
- Expand passenger vessels
- Expand facility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Availability – 20% Benefits – 15% Capacity/Congestion – 20% Cost Effectiveness – 15%	70%	15%	15%
Division Needs	Availability – 15% Benefits – 10% Capacity/Congestion – 15% Cost Effectiveness – 10%	50%	25%	25%

Table B6 – Ferry Expansion Vessels and Facilities Scoring Criteria and Weights

Public Transportation Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> <li>Not Eligible</li> </ul>	<ul style="list-style-type: none"> <li>Service spanning two or more counties and servicing more than one municipality (based on route and not provider)</li> </ul>	<ul style="list-style-type: none"> <li>Service not eligible in the Regional Impact category.</li> <li>Multimodal terminals and stations serving passenger transit systems (includes all facilities)</li> </ul>

Table B7 – Public Transportation Project Eligibility

Mobility Projects

Project Types:

- Route-specific vehicles (new or expansion only)
  - Fixed guideway vehicles, fixed route vehicles, deviated fixed route vehicles
- Corridors
  - Fixed guideway (commuter rail, intercity rail, light rail)
  - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
  - Bus Rapid Transit (BRT)
  - Bus on Shoulder System (BOSS) / Busway

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 15% Demand/Density – 20% Efficiency – 10% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 20%	50%	25%	25%

Table B8 – Public Transportation Mobility Scoring Criteria and Weights

### Demand Response Projects

#### Project Types:

- Demand Response vehicles (expansion only)
  - No facilities – either submit Demand Response facilities under Facility category or under Mobility category if bundled with a vehicle
  - Includes MicroTransit service purchases (vehicles and software)

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	Impact (# of new trips) – 10% Demand/Density – 20% Efficiency – 15% Cost Effectiveness – 25%	70%	15%	15%
Division Needs	Impact (# of new trips) – 10% Demand/Density – 15% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B9 – Public Transportation Demand Response Scoring Criteria and Weights

### Facility Projects

#### Project Types:

- Passenger stations
  - Includes Mobility Hubs with Transit service
- Individual or bundled stops/shelters
- Individual or bundled park and ride lots
- Administration/Maintenance buildings

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	N/A	-	-	-
Regional Impact	N/A	-	-	-
Division Needs	Impact (# of trips affected) – 15% Demand/Density – 10% Efficiency – 10% Cost Effectiveness – 15%	50%	25%	25%

Table B10 – Public Transportation Facility Scoring Criteria and Weights



## Rail Project Eligibility and Scoring Criteria and Weights

Statewide Mobility	Regional Impact	Division Needs
<ul style="list-style-type: none"> <li>Freight capacity and safety improvements on Class I railroad corridors</li> </ul>	<ul style="list-style-type: none"> <li>Rail lines spanning two or more counties and passenger rail also serving two or more municipalities</li> <li>Freight capacity and safety improvements not on Class I railroad corridors</li> </ul>	<ul style="list-style-type: none"> <li>Rail lines and service not included in Statewide or Regional project eligibility</li> <li>Includes multimodal passenger stations</li> </ul>

Table B11 – Rail Project Eligibility

Funding Category	Quantitative Criteria	Data % of Total Score	Local Input Division 3	Local Input WMPO
Statewide Mobility	Benefit/Cost – 35% System Opportunities – 15% Safety – 30% Capacity and Diversion – 10% Economic Competitiveness – 10%	100%	-	-
Regional Impact	Benefit/Cost – 25% System Opportunities – 10% Safety – 15% Capacity and Diversion – 10% Economic Competitiveness – 10%	70%	15%	15%
Division Needs	Benefit/Cost – 10% System Opportunities – 15% Safety – 10% Capacity and Diversion – 10% Economic Competitiveness – 5%	50%	25%	25%

Table B12 – Rail Scoring Criteria and Weights



# Cape Fear Trails Signage Guide

Draft January 2026



## Signage Guide Overview

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Cape Fear Trails is the regional brand for the growing network of trails in the Wilmington area. The Cape Fear Trails signage guide has been developed to support consistent, high-quality communication across all WMPO member jurisdictions by outlining recommended signage and wayfinding elements for a regionally branded trail network. A unified approach to trail signage helps users navigate confidently, improves safety and accessibility, and creates a cohesive experience as they move between communities. Thoughtfully designed and clearly placed signage reduces uncertainty for less experienced users, enhances comfort and security, and makes the trail network more welcoming and intuitive for people of all ages and abilities.

The development of this guide was informed by input from planning partners, specifically staff from WMPO member jurisdictions, and trail users across the region. Their feedback shaped the guide's content, addressed common challenges in maintaining consistency, and clarified signage and user experience needs across different trail facilities. By combining professional best practices with these insights, the guide presents regionally branded signage recommendations that provide practical guidance for implementing a safe, intuitive, and cohesive trail network throughout the Wilmington region.

## Purpose and Intent

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The primary purpose of this guide is to provide WMPO member jurisdiction with a clear and practical reference for producing trail signage that meets the Cape Fear Trails regional standard. It includes guidance for consistent design, placement, and branding of all signage and pavement markings across the trail network, while ensuring that local installations align with established national regulatory standards.

By following this guide, member jurisdictions can implement a unified signage system that supports safe and effective navigation for all trail users. The recommendations also aim to enhance trail experiences, enabling users to move through the network confidently and with a clear understanding of their surroundings, no matter which jurisdiction they are traveling through.

## Applicability of Guidance

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For the purposes of the Cape Fear Trails signage guide, all recommendations apply exclusively to off road trail facilities, including greenways and shared use paths. This guide does not provide guidance or recommendations for on road bicycle facilities. Key definitions as they apply to this guide are provided on the following page.

## How the Guide is Organized

The guide is organized into sections that reflect the key components of the Cape Fear Trails signage guide. An overview of the sections is provided below.

### 1. Introduction

Outlines the purpose of the guide, explains how input and national standards informed its development, and provides a preview of the contents.

### 2. Brand Standards

Outlines the Cape Fear Trails regional brand and the design elements that support a consistent visual identity across all signage and materials.

### 3. Regulatory and Warning Signs

Outlines the sign types and appropriate placement for regulatory and warning signage in different trail contexts.

### 4. Wayfinding Signs and Markings

Outlines the sign types, design requirements, and appropriate placement for wayfinding signage and pavement markings in different trail contexts.

### 5. Implementation Guidance

Outlines general installation standards that support consistent and accessible placement of signage and markings across the regional trail network. It complements the detailed sign type guidance provided in sections 3 and 4 by addressing system wide placement consideration.

## Definitions

Trails - An off road shared-use path or greenway facility designated for the use of pedestrians, bicyclists, and other non motorized users. These facilities are physically separated from motor vehicle traffic and are intended to support recreational and transportation travel.

Trail Users - People using an off road shared-use path or greenway, including pedestrians, bicyclists, and other non motorized users as permitted by the facility. Trail users include individuals of varying ages, abilities, and travel purposes.

Regulatory Signage - Signs that inform trail users of laws, rules, or regulations that apply to trail use.

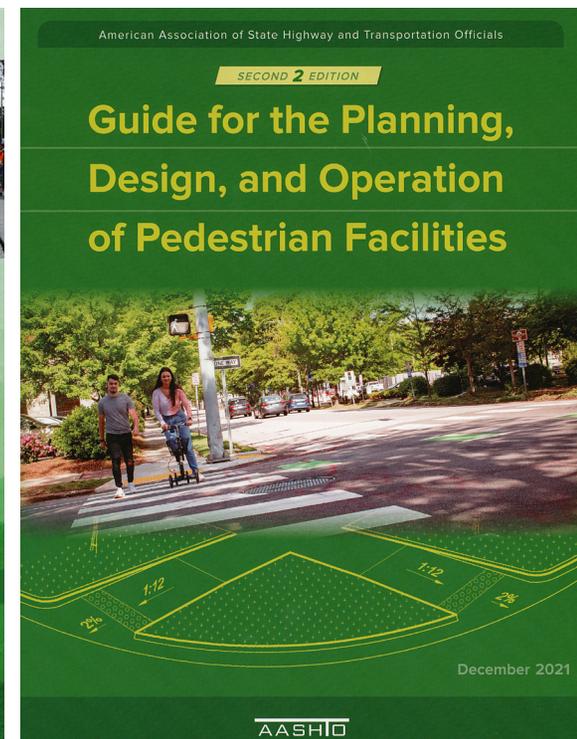
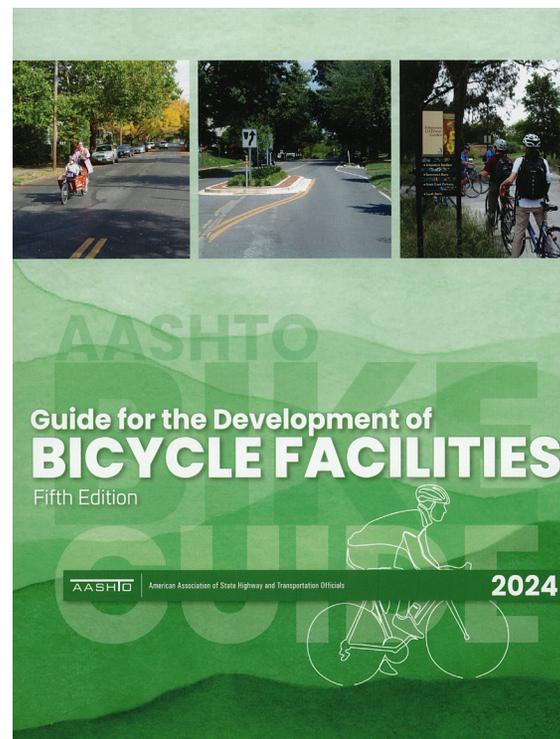
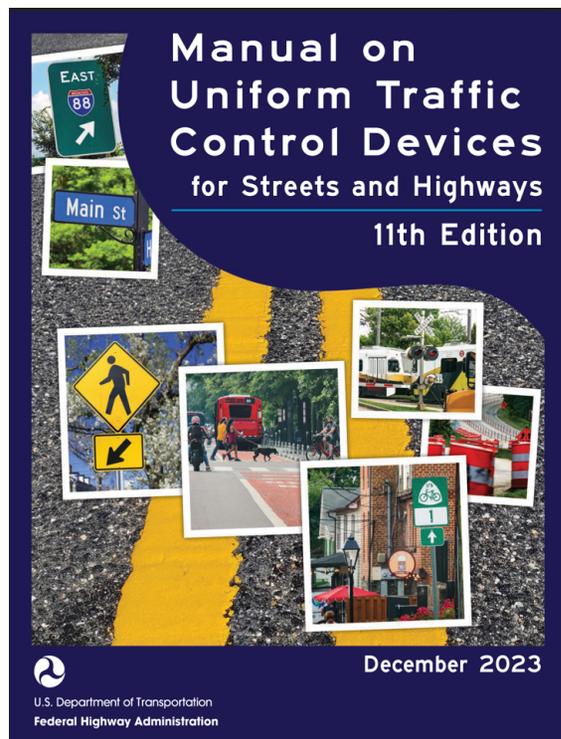
Warning Signage - Signs that alert trail users to unexpected conditions or potential hazards on or adjacent to the trail.

Wayfinding Signage - Signs that provide navigational guidance, route identification, and destination information to help trail users remain on the intended route and reach their destinations.

Pavement Markings - Surface markings used to organize movement, convey traffic rules such as lane separation or stop areas, warn of hazards, and provide wayfinding guidance for safe navigation.

## Reference Manuals and Design Standards

All recommendations in this guide follow the latest editions of the Federal Highway Administration’s (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) and the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Development of Pedestrian Facilities where applicable. These national references provide the framework that supports uniform, safe, and accessible trail and bicycle facility design. By grounding the guide in these standards, the Cape Fear Trails network can maintain consistency and national best practices while still accommodating local context.



Source: FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition; AASHTO Guide for the Development of Bicycle Facilities, 5th Edition; AASHTO Guide for the Development of Pedestrian Facilities, 2nd Edition

## Planning Partner Input

In November 2025, WMPO staff hosted a virtual meeting with member jurisdiction planning partners to review the development of the trail signage guide and the proposed regional approach. Input from this discussion directly influenced key design decisions, including the regional Cape Fear Trails logo and the visual characteristics of the wayfinding signage, such as color palette, layout, and overall look and feel. This collaborative process helped ensure the signage system reflects regional priorities while remaining practical for implementation by member jurisdictions.

## Trail User Input

To better understand trail users' needs and experiences, surveys were conducted at Empie Park and Autumn Hall along the Cross City Trail in Wilmington and at Mike Chappell Park on the Island Greenway in Carolina Beach. Staff aimed to meet trail users where they were, which is why the surveys were conducted on-site at these trail locations. Each location was surveyed three times during weekday mornings, weekday afternoons, and Saturday mornings between October 18 and October 25, with all surveying sessions lasting approximately one hour.

The survey questions, included on this page, focused on trail use, wayfinding, and signage preferences.

Location: \_\_\_\_\_

Date: \_\_\_\_\_ AM PM

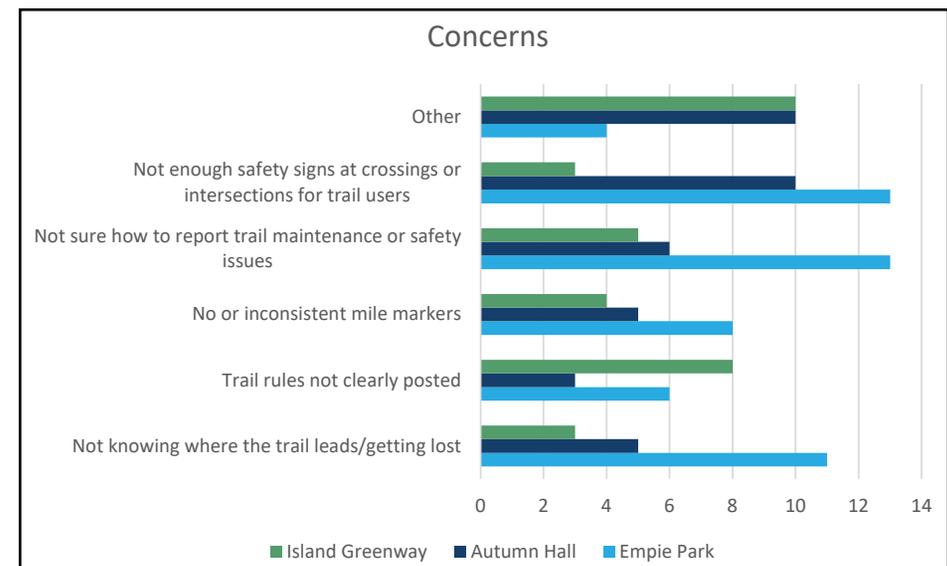
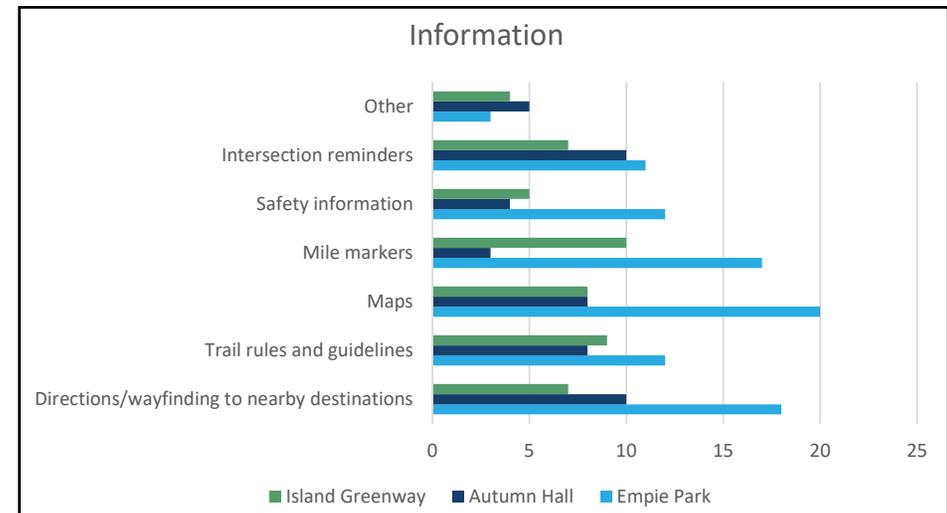
Weather: \_\_\_\_\_

- 1. Circle the main purpose of your trip today:**  
 Commuting                      Recreation/exercise                      Other
- 2. What information would you find most helpful on trail signs? (Check all that apply)**
  - Directions/wayfinding to nearby destinations
  - Trail rules and guidelines
  - Maps
  - Mile markers
  - Safety information
  - Intersection/yield reminders (e.g., "Stop," "Yield to pedestrians")
  - Other: \_\_\_\_\_
- 3. What concerns do you have about trail use or signage? (Check all that apply)**
  - Not knowing where the trail leads/getting lost
  - Trail rules not clearly posted
  - No or inconsistent mile markers
  - Not sure how to report trail maintenance or safety issues
  - Not enough safety signs at crossings or intersections for trail users
  - Other: \_\_\_\_\_

## Trail User Input

Feedback from trail users highlighted the critical need for clear and consistent information throughout the region’s trail network to support both safe and enjoyable experiences. Users repeatedly noted that maps, directional and wayfinding signs, and mile markers were the most helpful tools for understanding trail layouts, navigating between destinations, and tracking progress along the trails. Users also shared concerns related to safety and clarity, pointing to limited signage at crossings, a lack of clear guidance for reporting maintenance issues, and confusion about where trails lead or how to stay on the intended route. The results of the survey are summarized in the two tables on this page, showing both the types of information users found most helpful and the concerns they identified.

This feedback played a central role in shaping the development of the Cape Fear Trails signage guide. It directly informed which types of wayfinding signs should be included to provide consistent guidance across different trail segments. In addition, users’ concerns about safety highlighted gaps that could be addressed through additional regulatory and warning signs, ensuring that both navigational and safety needs are met through the introduction of signage. Incorporating this input ensures that the signage guide reflects the perspectives of actual trail users within the implementation recommendations being provided to member jurisdictions.



## Section Overview

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This section provides brand standards for Cape Fear Trails wayfinding signage to promote a cohesive visual identity and consistent navigation experience across the regional trail system. The standards are intended for use by WMPO member jurisdictions when implementing wayfinding elements along trails.

Content includes specifications for the Cape Fear Trails logo, font and color standards, and the use of symbols and arrows on wayfinding signage, along with trail map design standards to guide the layout, content, and appearance of maps included on wayfinding sign assemblies. Along with the map standards outlined map template will be provided to support consistent map production across jurisdictions.

These brand standards apply specifically to wayfinding signage. Regulatory and warning sign standards are prescribed by the MUTCD and are not covered in this section.

# Graphic Standards

## Logo

### Logo Usage

The Cape Fear Trails logo is intended to be used on most wayfinding signs and materials where applicable to unify the Wilmington urban area's trail system, encourage trail use and tourism, and increase confidence in trail user wayfinding. For signage, logo placement details are included on individual cut sheets. When reproducing the logo, use the included EPS files provided by the WMPO. Do not reproduce copies or use low-res raster files (including .png, .jpeg, etc.) Maintain proper proportions of the logo if resizing. Do not stretch or rotate the logo. Colors on the full-color logo may not be altered. If a particular color is needed for the single-color logo, ensure that it uses one of the brand colors detailed on page 10.

### Logo Variations

Utilize vertical logos (V1, V2, and V3) or horizontal logos (H1, H2, and H3) depending on the footprint of space available for the logo. For example, if placing the Cape Fear Trails logo next to a circular jurisdictional logo, using the vertical logo may be preferred.

Use variation 1 style logos on white backgrounds. Use variation style 2 cases and L1 on navy backgrounds, such as on wayfinding signs. Use variation 3 logos only for applications where color usage is restricted, such as pavement markings, on promotional materials, or other communications.



# Graphic Standards

## Fonts

One primary font family has been used in this sign system: **Interstate**. It fulfills the specific legibility requirements of exterior signage and provides easy and quick recognition of characters at typical viewing distances and angles. Interstate was chosen because of its similarity to Highway Gothic, an MUTCD compliant font for signage. It is accessible through Adobe Fonts and is an alternative to Highway Gothic if Highway Gothic is not available.

T1 - Utilize Interstate Black or the heaviest font weight of Highway Gothic for all headings and subheadings.

T2 - Utilize Interstate regular or medium-weight Highway Gothic text for body text unless otherwise specified in sign cut sheets.

**T1** **ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**1234567890**

**Interstate Black**

**T2** **ABCDEFGHIJKLMNOPQRSTUVWXYZ**  
**abcdefghijklmnopqrstuvwxyz**  
**1234567890**

**Interstate Regular**

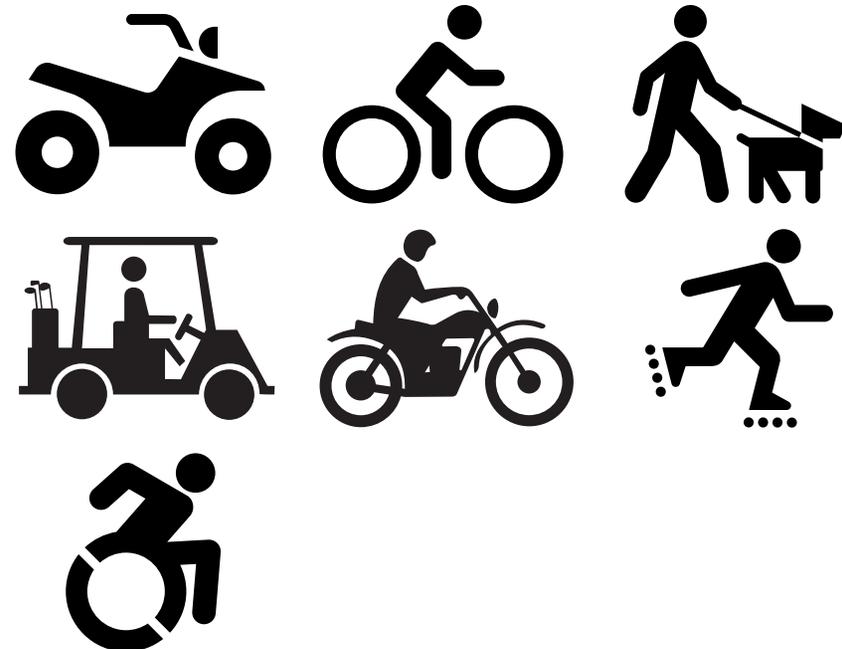
# Graphic Standards

## Icons

### Icons

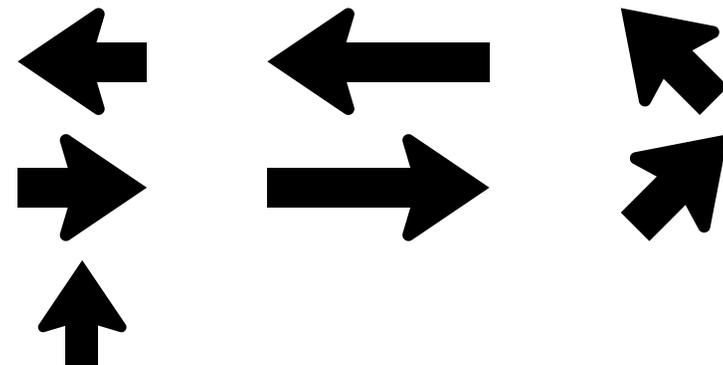
Icons are an important tool in communicating to a diverse audience.

These icons have been selected for use with the sign system. Any additional icons should be reviewed by the WMPO prior to use.



### Arrows

The directional arrows selected for the sign program is legible and easily recognized.



# Graphic Standards

## Colors

These represent the Cape Fear Trails primary sign color palette. The colors make up the majority of all colors utilized in wayfinding signage applications. It is important to follow these standards in order to maintain cohesiveness throughout the region, while allowing for customization and distinction.

Utilize Navy Blue for background colors of wayfinding signs and other communications. Use White text on a Navy Blue background.

North Yellow, West Orange, South Green, East Blue, and Trail Gray are provided as reference colors from the Cape Fear Trails logo and may be used as accent colors in communications.

Slate is included in header graphics for wayfinding signs only. Use Slate sparingly in communications as an alternative to Navy Blue for backgrounds or other applications.



Navy Blue  
#163e6b  
Pantone 654 C



White  
#ffffff  
Pantone 11-0601 TCX



Slate  
#1c3545  
Pantone 7546 C



Trail Gray  
#6b7584  
Pantone 4128 C



North Yellow  
#ff7d300  
Pantone Yellow C



West Orange  
#fbb040  
Pantone 150 C



South Green  
#539c6b  
Pantone 7730 C



East Blue  
#29aae1  
Pantone 298 C

# Graphic Standards

## Trail Maps

Trail maps for wayfinding signage should follow the provided example and use the designated color palette. Each map should align with nearby directional signs and clearly show the surrounding trail area.

Font for map labels: **Arial**

- 30 pt for Street Names
- 20 pt for Location Labels

Content to include on trail maps:

- Trail facility
- Connecting trail facilities where applicable
- Roadways
- Transit stops
- Parks
- Relevant points of interest (POI)
- “You are Here” location marker (red star)
- Water bodies

Color palette for trail maps:



Trail  
Hex Code:  
#6B7584



Road Text  
Hex Code:  
525252



Road  
Hex Code:  
#CCCCCC



Land  
Hex Code:  
#EFEFDA



Water Text  
Hex Code:  
0073b2



Water  
Hex Code:  
#BEE8FF



“You are here”  
Hex Code:  
#F7D300



POI Text  
Hex Code:  
463e1c

POI  
Hex Code:  
#B09C46



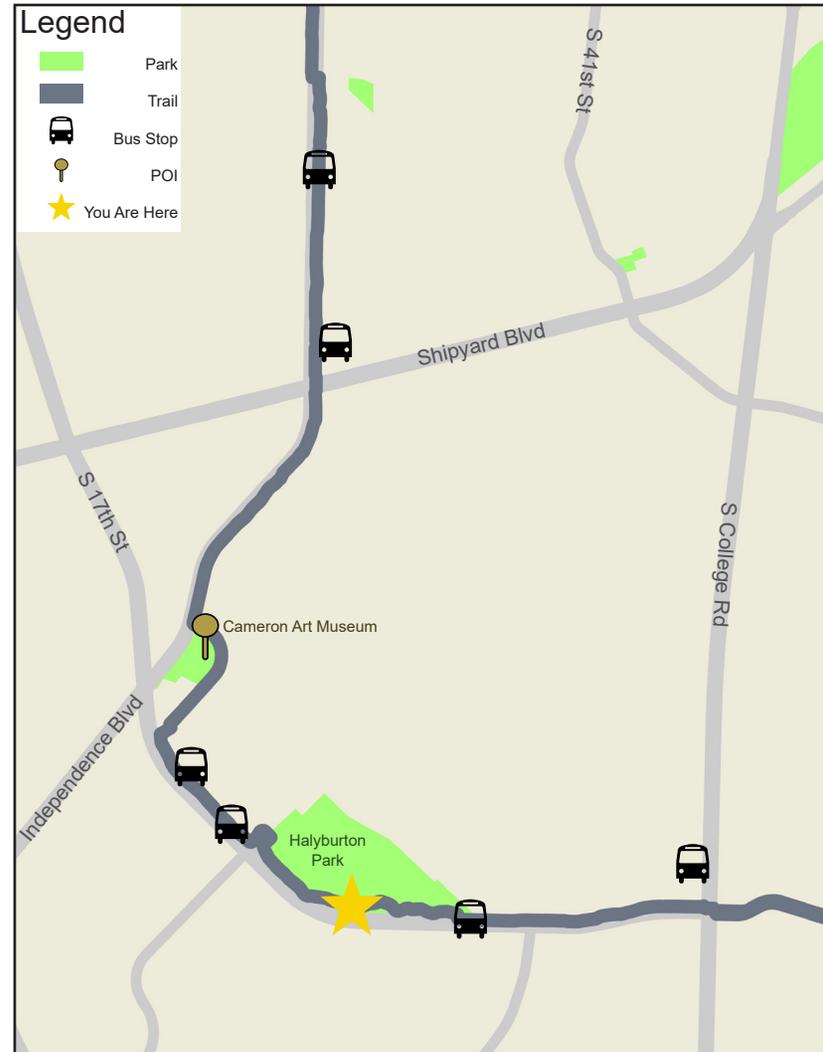
Park Text  
Hex Code:  
194a00

Park  
Hex Code:  
#A3FF73



Bus Icon  
Hex Code:  
#000000

Map Example:



# Regulatory & Warning Signs

## Section Overview

Regulatory signs inform shared use path users of rules, regulations, and requirements. Warning signs alert users to changes in the path such as curves, narrowing, cross traffic, steep grades, and areas of potential high water. All regulatory and warning signage guidance is based on existing guidelines, from the AASHTO Guide for the Development of Bicycle Facilities (5th edition) and the FHWA MUTCD (11th edition). Regulatory and warning signs included in this document are MUTCD compliant and should be implemented per MUTCD guidance.

The MUTCD 11th edition can be accessed via the FHWA website at <https://mutcd.fhwa.dot.gov>.

Pavement markings for regulatory or warning purposes are also included in this section. Recommendations for markings were developed in line with the AASHTO Guide for the Development of Bicycle Facilities (5th edition) and MUTCD (11th edition).

This section includes specific wording to indicate the level of obligation for agencies when implementing Regulatory and Warning signs. The term “shall” indicates a mandatory standard, while “should” indicates recommended practice for typical situations. The term “may” is used when agencies have an option to choose whether to take the option.

Term	Obligation	Deviation?	Example
Shall	Required	No	Signs shall be retroreflective or illuminated so that they are visible at night.
Should	Recommended	Yes, with engineering judgment	Warning signs should be used in advance of locations where users may encounter unexpected conditions.
May	Optional	Yes	Shared use path plaques may be used to clarify that the facility is intended for bicyclists and pedestrians.

# Regulatory Signs

## Stop and Yield

Stop signs shall be installed at locations where shared use path users are required to stop. Yield signs shall be installed where users have an adequate view of conflicting traffic as they approach the sign, and where users are required to yield the right-of-way to that conflicting traffic. Application of intersection controls should follow the principle of providing the least amount of restriction that is effective.

When the placement of stop or yield signs is being considered, the right of way at a shared use path/roadway intersection should be assigned with consideration of the following:

- Local and state law
- Relative speeds of shared use path and roadway users
- Relative volumes of shared use path and roadway traffic
- Relative importance of shared use path and roadway

Intersections with no restrictive control may be feasible where the volume and speed of traffic is low and the recommended intersection sight distance is available for all approaches. As the combined volume of vehicular, bicycle, and pedestrian traffic approaches 2,000 users/day into an intersection, and where intersections have

more than three approaches, the application of a yield or stop sign may be desirable.

For a shared use path/roadway intersection, the user volumes on the path should be considered. In such situations, the total user delay may be minimized if roadway traffic yields to path traffic. Yield or stop control is more appropriately applied on the roadway approaches, given analysis of speeds, sight distances, and traffic volume.

When sight distance is limited, efforts should be made to increase it by removing any obstructions or by providing geometric design that improves sight lines. The application of stop control may be required where adequate stopping distance cannot be provided to allow motorists to yield based on operating approach speeds, or where crash history indicates that restrictive control can remedy the crash problem.



R1-1



R1-2

# Regulatory Signs

## Stop and Yield

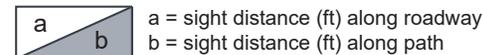
At locations where the volume of traffic from all approaches is relatively equal, there is an option to implement all-way stop control or choose an approach or approaches on which to apply restrictive control. Where all-way stop control is not desired, restrictive control should be applied to

- Approaches that conflict with the most pedestrians and cyclists;
- Approaches with obscured sight lines, dips, or crests that require lower approach speeds;
- Approaches with the longer sight distance from a controlled perspective to observe potentially conflicting traffic; and
- An approach of a low-volume street, road, highway, driveway, or shared use path where the application of the normal right of way rule would not be expected to provide reasonable compliance with the law.

### Example Placements

Yield sign for path users at intersection of Cross City Trail and Park Ave at Empie Park.  
 Yield sign for roadway at intersection of Cross City Trail and Wagoner Drive at UNCW.  
 Stop sign for path users at intersection of Cross City Trail and Riegel Road at UNCW.

Length of Path and Roadway Sight Triangle (ft)						
Bike Speed (mph)	Roadway Speed (mph)					
	15	20	25	30	35	40
10	96 / 58	128 / 59	160 / 63	192 / 68	224 / 74	255 / 81
11	97 / 64	129 / 65	162 / 69	194 / 75	226 / 82	258 / 89
12	98 / 70	131 / 70	164 / 75	197 / 82	230 / 89	262 / 97
15	105 / 87	140 / 88	174 / 94	209 / 102	244 / 111	279 / 122
18	112 / 105	150 / 106	187 / 113	225 / 122	262 / 134	300 / 146
20	118 / 116	157 / 117	197 / 125	236 / 136	275 / 149	315 / 162
25	133 / 145	178 / 147	222 / 156	266 / 170	311 / 186	355 / 203
30	149 / 174	199 / 176	249 / 188	298 / 204	348 / 223	398 / 244



Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition

Assumptions: Bicycle reaction time = 1.5 seconds  
 Width of path = 10 ft to 11 ft  
 Width of road lane = 11 ft to 12 ft  
 Length of bicycle = 6 ft  
 Length of motor vehicle = 18 ft  
 Grade = -2 percent to +2 percent

# Regulatory Signs

## No Motor Vehicles

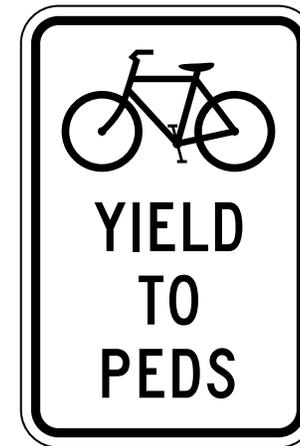
These signs may be installed at the entrance of a shared use paths or at locations where the path is wide enough to fit a vehicle.



R5-3

## Bicycles Yield

This sign may be used at locations where a bicyclist is required to cross or share a facility used by pedestrians and is required to yield to the pedestrians.



R9-6

### Example Placements

At Island Greenway gateway off Texas Ave (bollard placed currently).

At Oleander Drive/Independence Boulevard Intersection of Cross City Trail.

# Regulatory Signs

## Grade Crossing

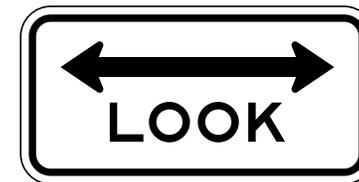
This sign should be used at approach to at-grade railroad crossings. It may be paired with a LOOK sign.



R15-1

## LOOK

The LOOK sign may be used in conjunction with GRADE CROSSING sign at approach to railroad crossings. A LOOK sign should not be mounted on a Crossbuck Assembly that has a YIELD or STOP sign mounted on the same support as the crossbuck.



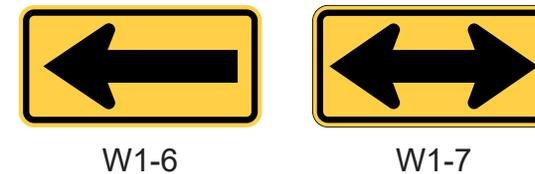
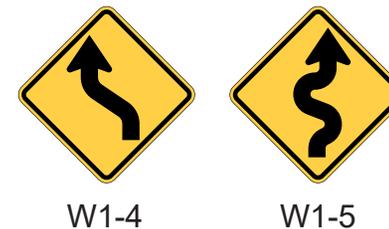
R15-8

# Warning Signs

## Section Title

### Horizontal Alignment

These signs may be placed at approach to unexpected changes in trail direction, at least 50 feet in advance.

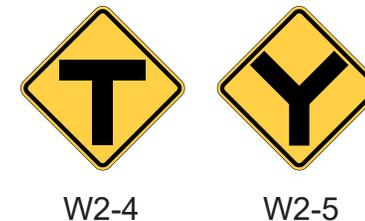


### Large Arrow

A large arrow sign may be placed at approach to unexpected changes in trail direction, at least 50 feet in advance.

### Intersection Warnings

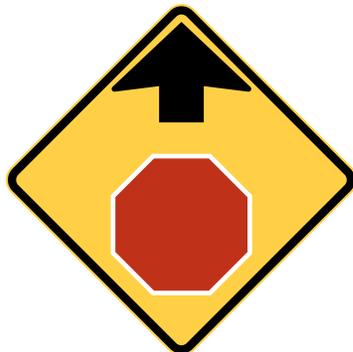
Intersection warning signs may be placed in advance of an intersection of a trail and roadway to indicate the presence of an intersection when engineering judgment determines that the visibility of the intersection is limited on the shared use path approach. These signs should not be used where an intersection is controlled by a stop or yield sign or controlled by a signal. These signs should be placed 50 feet in advance of the intersection.



# Warning Signs

## Stop, Yield, and Signal Ahead

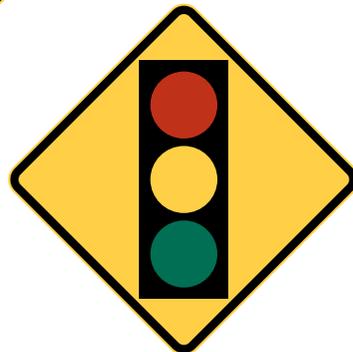
These signs should be placed on approach to primary traffic control devices that are not visible from a sufficient distance. Use the sight triangle table for reference.



W3-1



W3-2



W3-3

## Path Conditions

Signs which alert shared use path users to conditions which are not readily apparent may be placed on approach to those conditions. If used, these signs should be installed at least 50 feet in advance of the beginning of the condition.



W5-4a



W7-5



W8-10, W8-10P



W8-1



W8-2



W8-3

# Warning Signs

## Rail Crossing

A warning sign may be placed in advance of a crossing where the crossing is not readily apparent. If used, these signs should be installed at least 50 feet in advance of the crossing.

A skewed crossing sign may be placed at approach to a skewed crossing where it is not readily apparent. If used, these signs should be installed at least 50 feet in advance of the crossing.



W10-1



W10-12

## Low Clearance

This sign may be placed at approach to an underpass or bridge which has low clearance.



W12-2

# Regulatory & Warning Signs

## Sign Dimensions

Sign Name	MUTCD Sign Code	Minimum Dimensions
Stop	R1-1	18x18
Yield	R1-2	18x18x18
No Motor Vehicles	R5-3	24x24
Bicycles Use Pedestrian Signal	R9-5	12x18
Bicycles Yield to Pedestrians	R9-6	12x18
Grade Crossing (Crossbuck)	R15-1	24x4.5
Look	R15-8	18x9
Horizontal Alignment	W1-1,2,3,4,5	18x18
Large Arrow	W1-6,7	24x12
Intersection Warnings	W2-1,2,3,4,5	18x18
Stop, Yield, Signal Ahead	W3-1,2,3	18x18
Path Conditions	W5-4a, W7-5, W8-1,2,3,10, W8-10P	18x18, 12x9 (plaque)
Rail Crossing	W10-1	24 dia.
Skewed Crossing	W10-12	18x18
Low Clearance	W12-2	18x18

Source: FHWA Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), 11th Edition

# Warning Signs

## Object Markers

Object marker (Type 3) signs shall be placed where there are obstructions within or adjacent to a shared use path. A smaller version of the Type 3 object marker (6x18) shall be used when the sign is not intended to be seen by motorists.

**Type 3:** a striped marker, 6x18 inches, consisting of a vertical rectangle with alternating black and retroreflective yellow stripes sloping downward at an angle of 45 degrees toward the side of the obstruction on which traffic is to pass. The minimum width of the yellow and black stripes shall be 3 inches.

Type 3 object markers with stripes that begin at the upper right side and slope downward to the lower left side are designated as right object markers (OM3-R). Object markers with stripes that begin at the upper left side and slope downward to the lower right side are designated as left object markers (OM3-L). Object markers with chevron stripes that slope downward to both the lower left and lower right sides are designated as center object markers (OM3-C).



OM3-L



OM3-C



OM3-R

# Pavement Markings

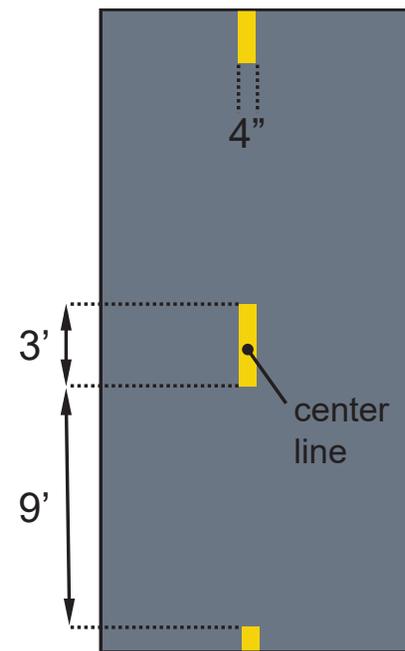
## Center Lines

Center lines are optional on shared use paths. A broken 4- to 6-inch yellow center line is the most typical where a center line is placed to encourage directional travel on one half of the path. Broken yellow lines should only be used where passing is permitted, while a solid yellow center line may be used to separate opposite directions of travel where passing is inadvisable. The broken lines should have a 1-to-3 segment-to-gap ratio with a 3-ft solid line followed by a 9-ft gap.

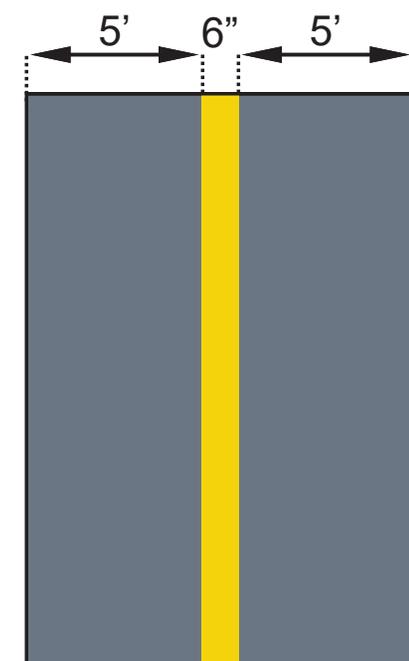
A center line may span an entire path or be used only at specific locations. The use of a center line stripe may be particularly beneficial in the following circumstances:

- Shared use paths with high user volumes (continuous)
- On curves with restricted sight distance (localized)
- On unlit shared use paths where nighttime use is permitted (continuous)
- When approaching intersections (localized)
- When approaching obstructions within the center of the shared use path, such as bollards (localized).

A solid 4- to 6-inch yellow center line may be used on the approach to intersections to discourage passing on the approach and departure of an intersection. If used, the stripe should be the length of the stopping sight distance from the edge of the sidewalk or roadway. A consistent approach to intersection striping may help increase awareness of intersections.



Note: Center line is 4" to 6" wide  
Broken line is 3'  
Gap between lines is 9'



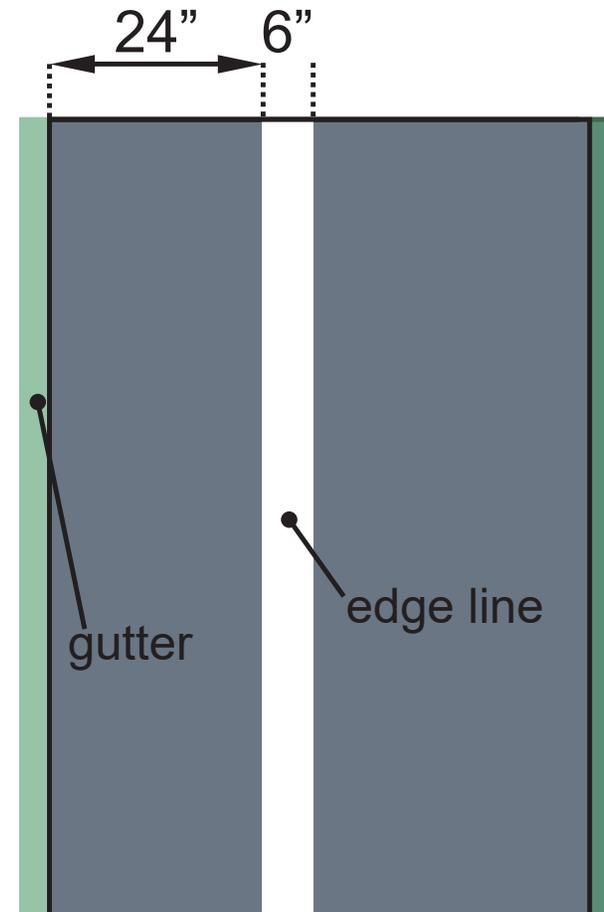
Note: Center line is 4" to 6"  
Minimum recommended path width is 10'

# Pavement Markings

## Edge Lines

4- to 6-inch white edge markings may be used on shared use paths under the following circumstances:

- Where nighttime use is permitted or routinely occurs
- At approaches to intersections to alert path users of changing conditions
- To separate pedestrians from cyclists when the path design includes a separate area for pedestrian travel
- When the shared use path width is changing significantly over a relatively short distance
- Approaches to marked constraints on the outside edge of the path, such as entrances to tunnels or when passing bridge abutments
- To establish a shy distance from an obstruction that may otherwise not be noticeable (see the section below for more guidance). Shy distance refers to lateral space trail users naturally keep between themselves and the edge of the path, or the buffer zone between the usable trail surface and the physical or perceived edge of the path.



Note: Edge line is 4" to 6"  
 Minimum recommended path width is 10'  
 Shy distance is 12" to 36"

# Pavement Markings

## Edge Lines

Physical Element	Shy Distance (inches)	
	Practical Minimum	Recommended Range
Intermittent Elements (tree, flex post, pole, etc.)*	0	24-36
Traffic Signs and Supportive Posts adjacent to Paths	24	36-48
Continuous Elements (fence, railing, gutter, etc.)	12	24-38
Vertical Curbs	6	12-24
Mountable or Sloping Curbs	0	6-12

*\*To reduce crash risks, eliminating the shy distance is not preferable as any additional shy distance will be beneficial.*

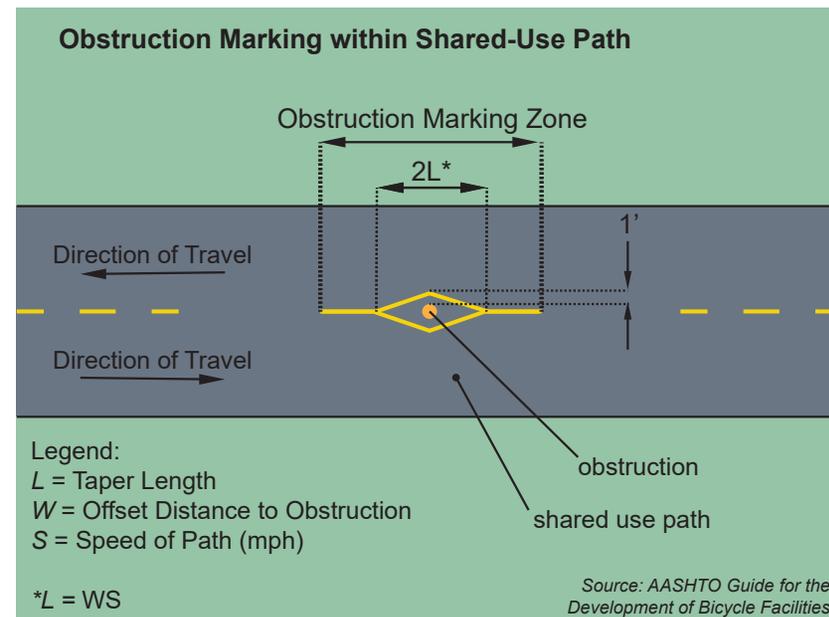
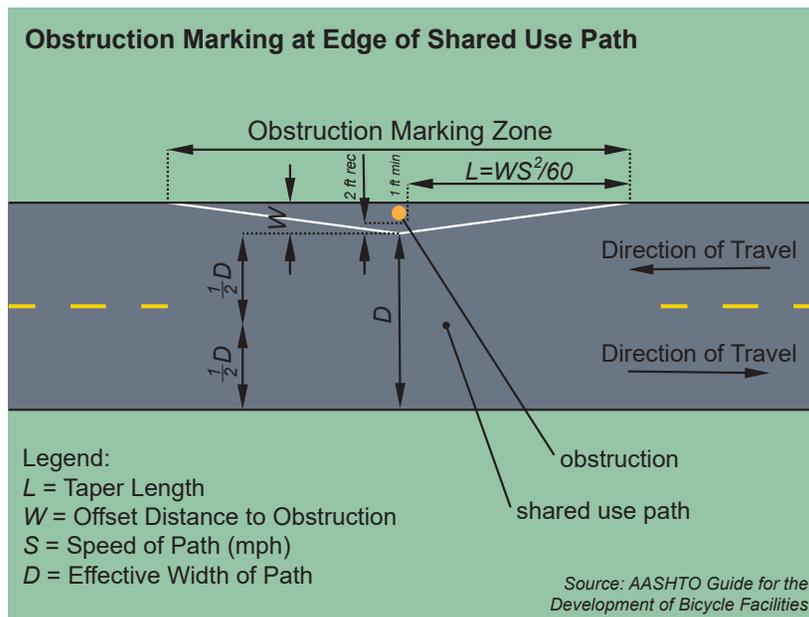
*Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition*

# Pavement Markings

## Obstruction Markings

Where an obstruction on the path cannot be avoided, channelizing lines should be used to aid users to avoid it. Channelizing lines (yellow for center, white for edge), should be used to guide users around the obstruction with advanced warning by signs if the obstruction is not otherwise visible.

For an obstruction located on the edge of the path, the marking should be used as shown below. The edge line can also be supplemented with buffer markings or colored pavement to further emphasize the hazard. If a center line is present at the location, it should be adjusted to maintain relatively equal lane widths.



# Pavement Markings

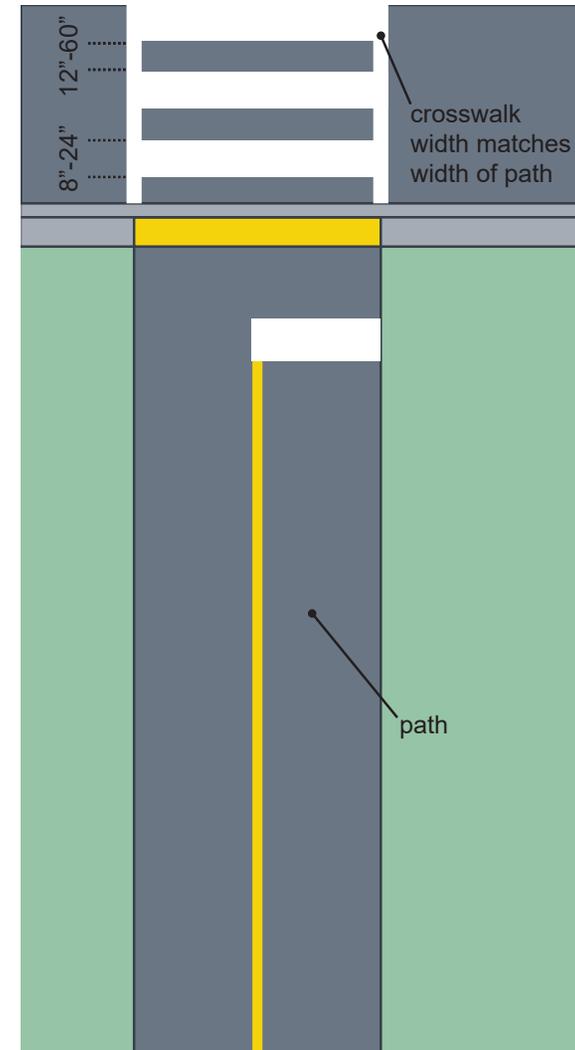
## Marked Crosswalks

Marked crosswalks are recommended at shared use paths crossings of roadways. At midblock crossings, a marked crosswalk is necessary to establish a legal pedestrian crosswalk. Without a crosswalk, pedestrians and cyclists have the right to cross a roadway if they yield to approaching vehicles on that roadway and they are not restricted from crossing by a posted sign.

Locations where shared use paths intersect one another should follow similar design considerations for shared use path/roadway intersections, including:

- Making intersections conspicuous to all users;
- Providing adequate sight lines;
- Designing intersections and approaches with relatively flat grades;
- Designing intersections as close to a right angle as practical;
- Using speed reduction techniques where needed; and
- Using shared use path widening at intersections where needed.

Crosswalks may be white or green. The height of each stripe shall be between 8 to 24 inches. The gap between each stripe shall be between 12 and 60 inches. The width of the crosswalk shall match the width of the shared use path. A bicycle symbol may accompany the crosswalk. If a center line is desirable, it shall be the standard width of 4 to 6 inches and be a solid or broken yellow stripe.

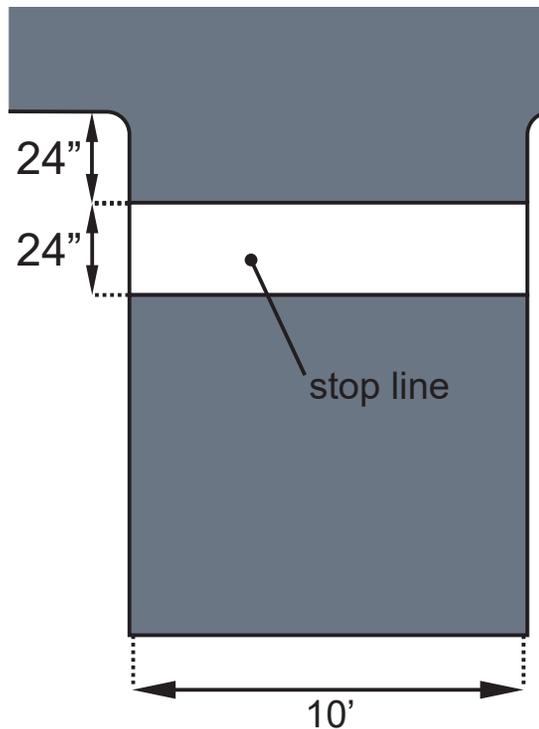


# Pavement Markings

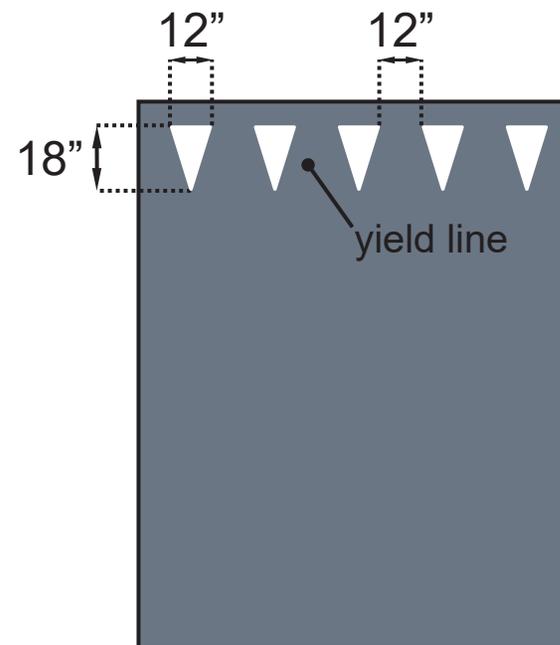
## Stop and Yield Lines

Stop or yield lines may be placed across the entire width of the path. If a center line is present, the stop or yield line should only be placed across the approaching section of the path. If used, the stop or yield line should be placed a minimum of two feet behind the nearest sidewalk or edge of roadway if a sidewalk is not present.

Stop lines should be white lines, 12 to 24 inches wide. Yield lines should comprise individual triangles with a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.



Note: Stop line may be entire width of the path if center line is not used  
Minimum recommended width of path is 10'



**Note:** Base of triangles is 12" to 24"  
Height of triangles is equal to 1.5 times the base  
Space between triangles is 3" to 12"

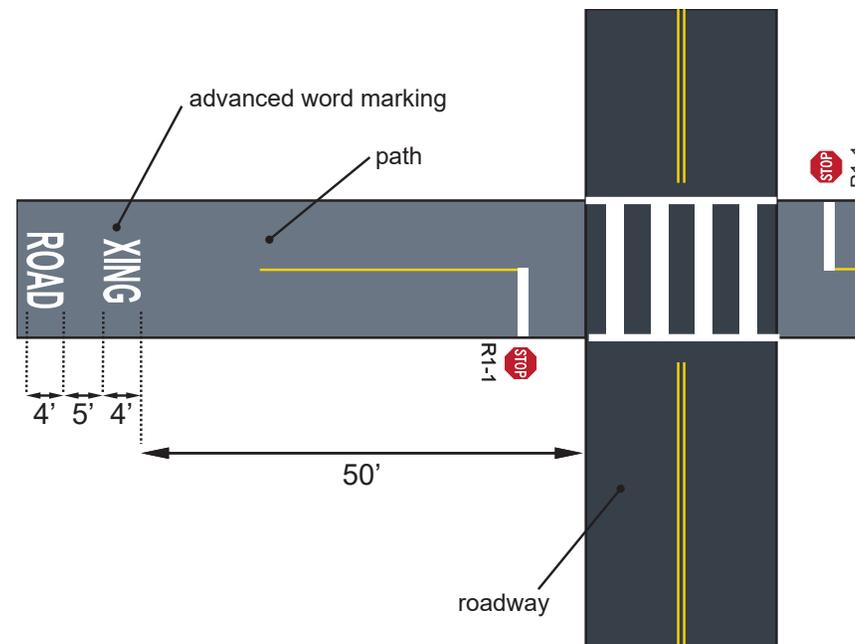
# Pavement Markings

## Advance Word or Symbol Markings

Advance word or symbol markings may be used on approaches at crossings where the crossing is unexpected or where there is a history of crashes, conflicts, or complaints. If a supplemental word marking is used, its leading edge should be located at or near the point where the approaching user passes the intersection warning sign or advance traffic control warning sign that the marking supplements.

Additional markings may be placed closer to the crossing if needed but should be at least 50 feet from the crossing. Advance pavement markings may be placed across the entire width of the path or within the approach lane.

Pavement markings should not replace the appropriate signs. They may be words or symbols as described in Parts 3, 8, and 9 of the MUTCD.



# Pavement Markings

## Narrow Path Conditions

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The recommended minimum width of a shared use path is 10 feet. At locations where paths with higher volumes of users must narrow below recommended widths, consideration should be given to warning of the narrowed path condition. Advance warning signs should be considered where sight distance is restricted to the object or feature including the use of the path narrows sign. Appropriate channelization taper markings should be included to effect any changes in shared use path width ahead of the location. When narrower path widths occur at discrete locations, consider including a marked center line to help organize opposing directions of travel.

## Section Overview

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This section outlines the development of unified wayfinding signage recommendations for the region's trail network. The guidance is intended for WMPO member jurisdictions to implement using a consistent regional brand. Its purpose is to enhance trail users' experience by providing clear, consistent, and predictable navigation, reassurance, and safety information. These standards help users move smoothly between jurisdictions while maintaining uniform guidance, making it easier to navigate the Cape Fear Trails network with confidence.

This section also provides a detailed overview of the different types of wayfinding signs, guidance on appropriate placement along trail facilities, and cut sheets with specifications for fabrication and installation. This information is designed to support member jurisdictions in implementing the signage consistently, ensuring that the regional brand and messaging are applied uniformly while accommodating local context and trail conditions.

## Context and Considerations

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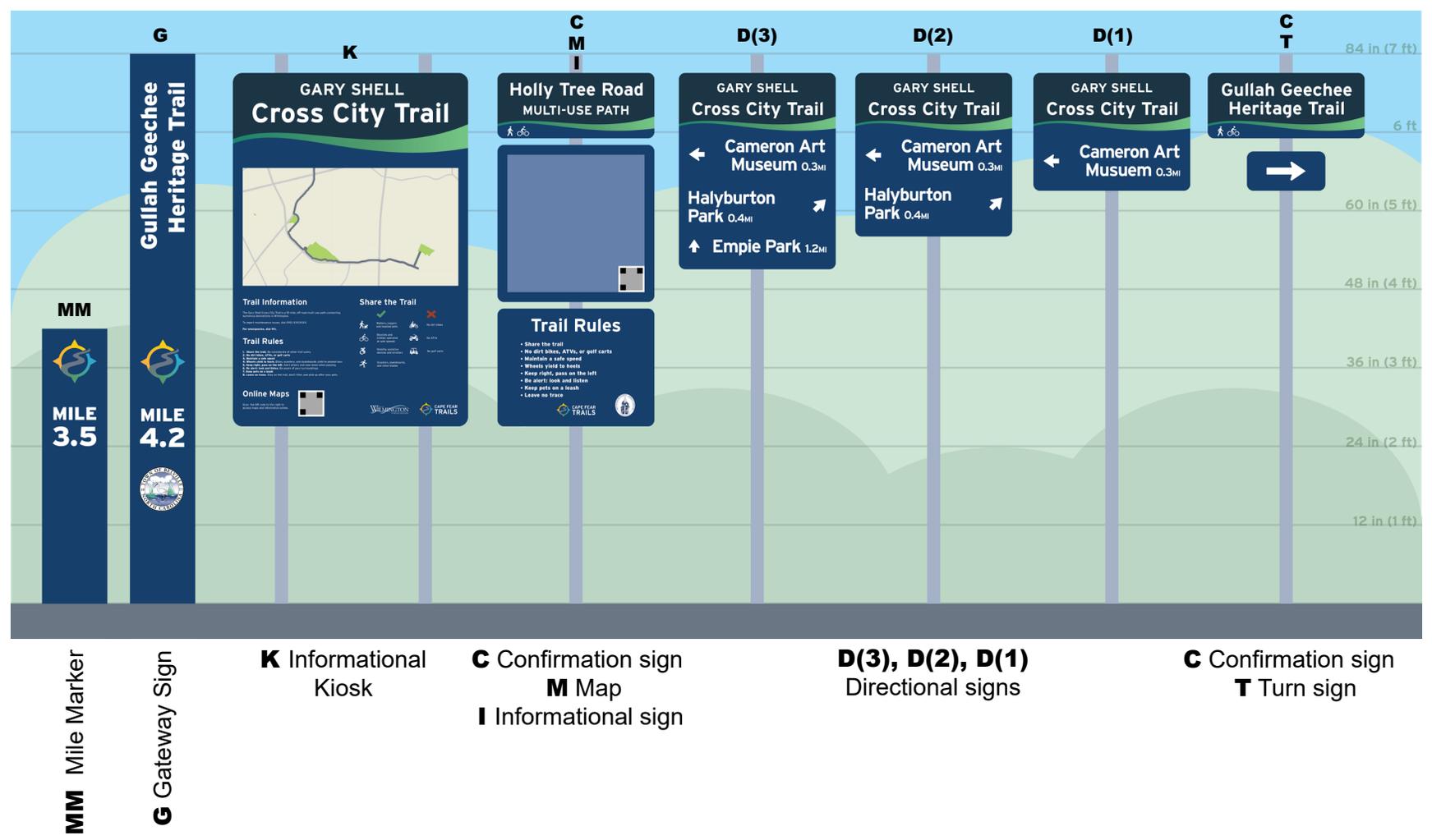
When implementing signage along trails, several factors should be considered to ensure guidance is clear, effective, and safe for all users.

Entry Points vs. Access Points - All primary entry points are access points, but not all access points are entrances. Entry points emphasize the start of the trail experience, while access points indicate locations where users may join or leave the trail network.

Sign Fatigue - Sign fatigue occurs when users encounter too many signs in a short distance, which can cause them to overlook or ignore important information. Proper placement and spacing help prevent this, ensuring that wayfinding and safety guidance remains effective and trail users can navigate the network confidently and safely.

# Wayfinding Signage

## Wayfinding Sign Family



# Wayfinding Signage

## Sign Overview

### Confirmation Signs (C)

#### Definition

Signs that confirm to trail users they are on the correct route or trail segment.

#### Placement Location(s)

- Before major decision points and primary access points.
- After intersections or trail junctions.
- Mid-block or mid-trail along longer trail segments where users question their route.

#### Standard Placement Spacing

- Placement is recommended every 0.5 to 1.0 miles along long, uninterrupted segments to maintain user confidence.
- Placement is recommended every 3-4 blocks or  $\frac{1}{4}$  -  $\frac{1}{2}$  of a mile in urban or suburban environments where no decision points are present.

Holly Tree Road  
MULTI-USE PATH



GARY SHELL  
Cross City Trail



Island Greenway



Gullah Geechee  
Heritage Trail



# Wayfinding Signage

## Sign Cut Sheet

### Confirmation Signs (C)

#### Sign Details

Sign shall be 24 inches wide by 10 inches tall with a corner radius rounded to 1 inch. Background color shall be navy blue #163e6b. Mount this sign above other signs in an array.

#### Header

Sign background shall be a navy blue 24x10 rectangle with corners rounded to a 1-inch radius. Place “24x10 top” EPS file aligned to the top of the sign.

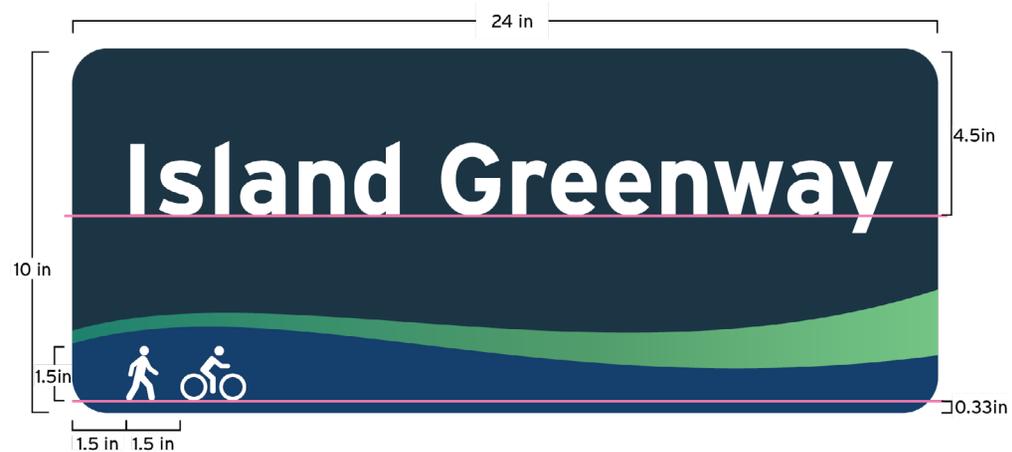
#### Text

##### If two lines of text are needed:

- The top of the top line of text shall be placed 1.5 inches below the top of the sign.
- The baseline of the bottom line of text shall be placed 6.5 inches below the top of the sign.
- The trail name shall be in mixed case letters with the capital letters 2 inches tall (font size 200 is used in the example); other text such as “multi-use path” shall be in all capitals and smaller with the letters 1.375 inches tall (font size 140 is used in the example).

##### If one line of text is needed:

- The baseline of the text shall be placed 4.5 inches below the top of the sign. Capital letters shall be at least 2 inches tall (font size 200 is used in the example).



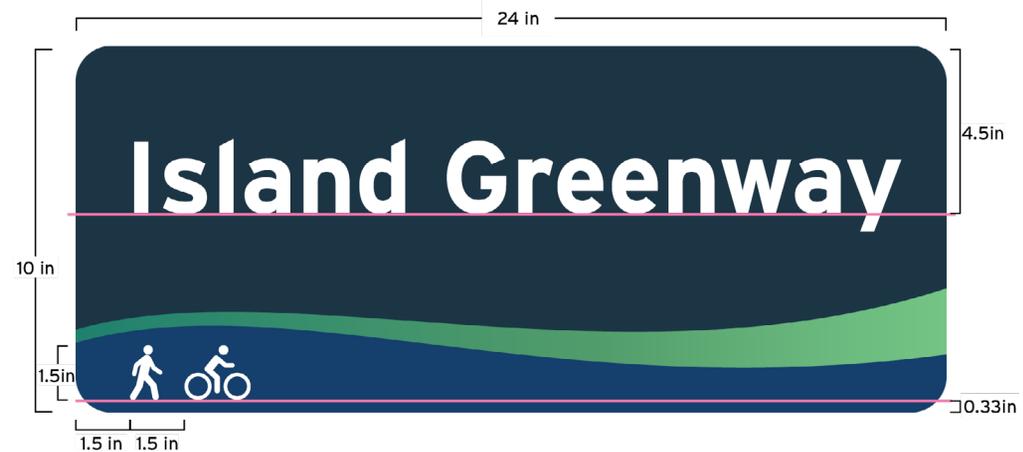
# Wayfinding Signage

## Sign Cut Sheet

### Confirmation Signs (C)

#### Icons

- Size icons to 1.5 inches tall. Place 0.33 inches from the bottom edge of the sign.
- Place pedestrian EPS icon with the left edge 1.5 inches away from the left edge of the sign.
- Place bicyclist EPS icon with the left edge 3 inches away from the left edge of the sign.



# Wayfinding Signage

## Sign Overview

### Directional Signs (D)

#### Definition

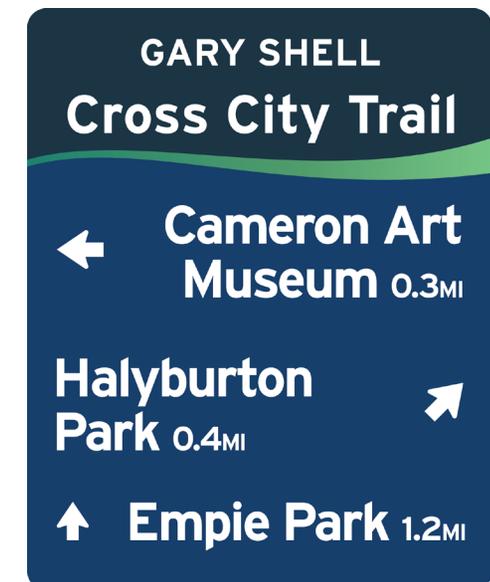
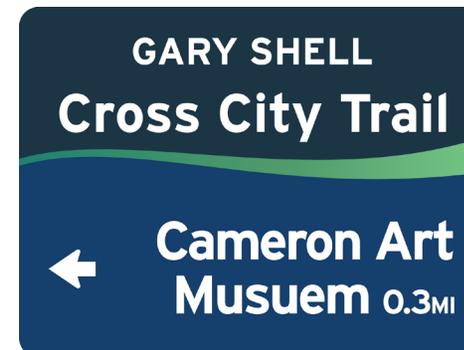
Signs that provide critical guidance for navigation, indicating destinations, route choices, and directional arrows at decision points. These signs can also be referred to as decision signs or destination signs. Each sign shall display no more than three destinations.

#### Placement Location(s)

All critical decision points where a route diverges or intersects with another facility or roadway, requiring a user choice.

#### Standard Placement Spacing

- Advance Placement: 50 to 100 feet before an intersection to allow for reaction time.
- Decision Point Placement: Located immediately at the point of intersection or turn.



# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (1 Destination)

#### Sign Details

Sign background shall be a navy blue rectangle, 24 inches wide and 18 inches tall, with corners rounded to a 1-inch radius. Place “24x10 top” EPS file aligned to the top of the sign.

#### Header of Sign

If two lines of text are needed:

- The top of the top line of text shall be placed 1.5 inches below the top of the sign.
- The baseline of the bottom line of text shall be placed 6.5 inches below the top of the sign.
- The trail name shall be in mixed case letters with the capital letters 2 inches tall (font size 200 is used in the example); other text such as “multi-use path” shall be in all capitals and smaller with the letters 1.375 inches tall (font size 140 is used in the example).

If one line of text is needed:

- The baseline of the text shall be placed 4.5 inches below the top of the sign. Capital letters shall be at least 2 inches tall (font size 200 is used in the example)



# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (1 Destination)

#### Destination Listing

##### Arrows

- The vertical center of text (kept to 2 lines maximum) shall be aligned to 4.5 inches above the bottom of the sign. The directional arrow's vertical center shall be aligned 4.5 inches above the bottom of the sign.
- Left- and up-pointing arrows shall be aligned with the left edge of the arrow being 1.5 inches from the left edge of the sign. Right-pointing arrows shall be aligned with the right edge of the arrow 1.5 inches from the right side of the sign.

##### Text

- For destinations to the left and going forward, text shall be right aligned with the edge 1.5 inches away from the right edge of the sign. For destinations to the right, text shall be left aligned with the edge 1.5 inches away from the left edge of the sign.
- Horizontal letter tracking shall be up to -50 to condense destination names.
- Text shall be sized so that capital letters are 2 inches tall. Font size 200 pt is used in the example.
- If including miles with a destination, include miles one space after destination text and size at 1.25 inches tall (125 pt font is used in the example). MI in small caps shall be included after each distance in miles. If there is less than one mile of distance, include a preceding 0 and decimal point (i.e., 0.5)
- If a destination requires two lines of text, text shall be vertically spaced 2.75 inches between baselines (200 pt vertical leading used in the example).

# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (2 Destinations)

#### Sign Details

Sign background shall be a navy blue rectangle, 24 inches wide and 22 inches tall, with corners rounded to a 1-inch radius. Place “24x10 top” EPS file aligned to the top of the sign.

#### Header of Sign

If two lines of text are needed:

- The top of the top line of text shall be placed 1.5 inches below the top of the sign.
- The baseline of the bottom line of text shall be placed 6.5 inches below the top of the sign.
- The trail name shall be in mixed case letters with the capital letters 2 inches tall (font size 200 is used in the example); other text such as “multi-use path” shall be in all capitals and smaller with the letters 1.375 inches tall (font size 140 is used in the example).

If one line of text is needed:

- The baseline of the text shall be placed 4.5 inches below the top of the sign. Capital letters shall be at least 2 inches tall (font size 200 is used in the example)



# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (2 Destinations)

#### Destination Listings

##### Arrows

- The first (top) directional arrow's vertical center shall be aligned 12.5 inches above the bottom edge of the sign.
- The second (bottom) directional arrow shall be vertically centered with the text, shall be centered at 5 inches above the bottom edge of the sign.
- Left- and up-pointing arrows shall be aligned with the left edge of the arrow being 1.5 inches from the left edge of the sign. Right-pointing arrows shall be aligned with the right edge of the arrow 1.5 inches from the right side of the sign.

##### Text

- For destinations to the left and going forward, text shall be right aligned with the edge 1.5 inches away from the right edge of the sign. For destinations to the right, text shall be left aligned with the edge 1.5 inches away from the left edge of the sign.
- Horizontal letter tracking shall be up to -50 to condense destination names.
- Text shall be sized so that capital letters are 2 inches tall. Font size 200 pt is used in the example.
- If including miles with a destination, include miles one space after destination text and size at 1.25 inches tall (125 pt font is used in the example). MI in small caps shall be included after each distance in miles. If there is less than one mile of distance, include a preceding 0 and decimal point (i.e., 0.5)
- If a destination requires two lines of text, text shall be vertically spaced 2.75 inches between baselines (200 pt vertical leading used in the example).

# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (3 Destinations)

#### Sign Details

Sign background shall be a navy blue rectangle, 24 inches wide and 30 inches tall, with corners rounded to a 1-inch radius. Place "24x10 top" EPS file aligned to the top of the sign.

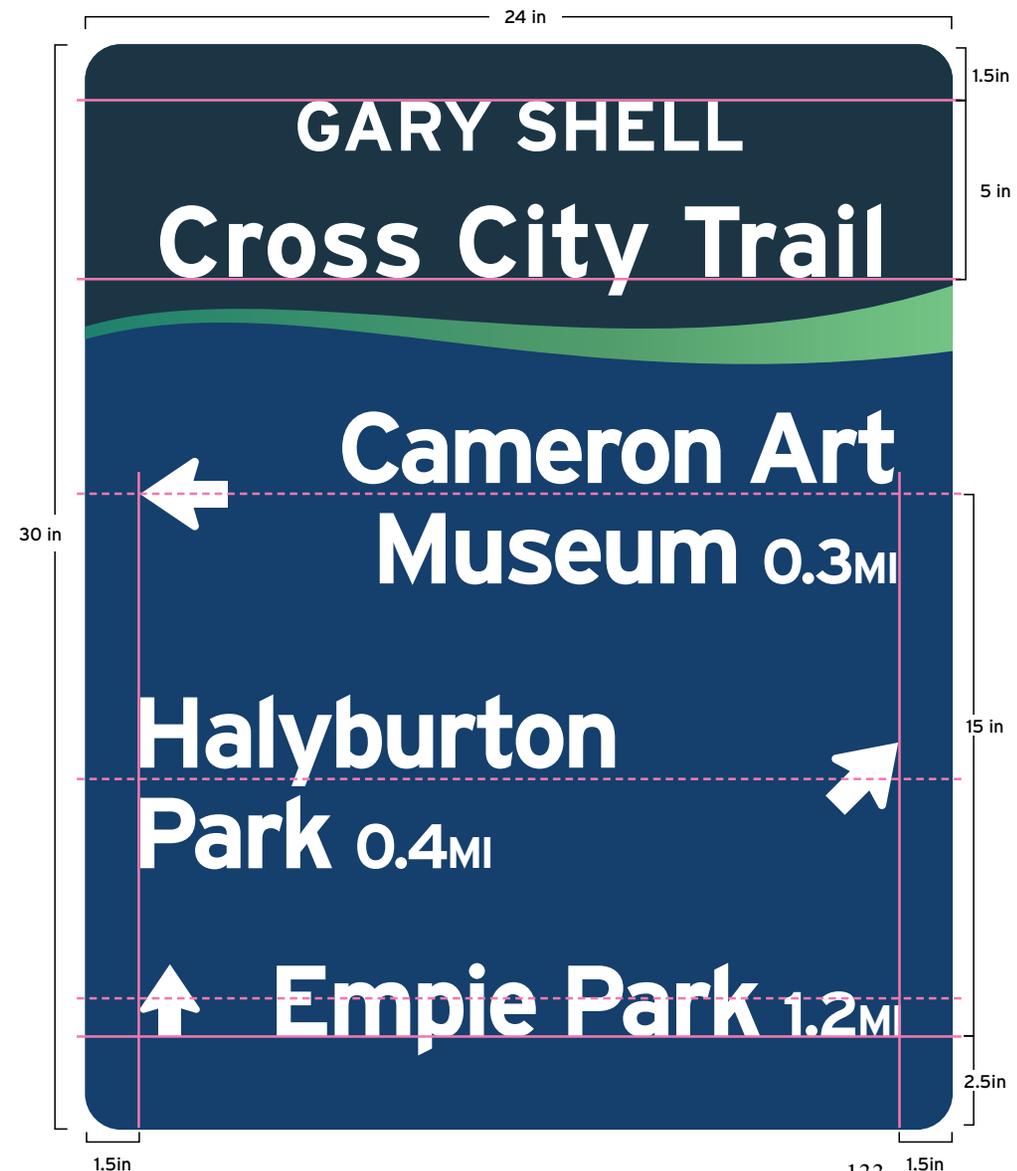
#### Header of Sign

If two lines of text are needed:

- The top of the top line of text shall be placed 1.5 inches below the top of the sign.
- The baseline of the bottom line of text shall be placed 6.5 inches below the top of the sign.
- The trail name shall be in mixed case letters with the capital letters 2 inches tall (font size 200 is used in the example); other text such as "multi-use path" shall be in all capitals and smaller with the letters 1.375 inches tall (font size 140 is used in the example).

If one line of text is needed:

- The baseline of the text shall be placed 4.5 inches below the top of the sign. Capital letters shall be at least 2 inches tall (font size 200 is used in the example)



# Wayfinding Signage

## Sign Cut Sheet

### Directional Signs (3 Destinations)

#### Destination Listings

##### Arrows

- The first (top) directional arrow's vertical center shall be aligned 17.5 inches above the bottom edge of the sign.
- The third (bottom) directional arrow shall be vertically centered with the text, the bottom line of which shall be placed 2.5 inches from the bottom of the sign.
- The second (middle) directional arrow shall be vertically centered in the space between the bottom of the text above, and the top of the text below. Text shall be vertically centered with the arrow's vertical alignment.
- Left- and up-pointing arrows shall be aligned with the left edge of the arrow being 1.5 inches from the left edge of the sign. Right-pointing arrows shall be aligned with the right edge of the arrow 1.5 inches from the right side of the sign.

##### Text

- For destinations to the left and going forward, text shall be right aligned with the edge 1.5 inches away from the right edge of the sign. For destinations to the right, text shall be left aligned with the edge 1.5 inches away from the left edge of the sign.
- Horizontal letter tracking shall be up to -50 to condense destination names.
- Text shall be sized so that capital letters are 2 inches tall. Font size 200 pt is used in the example.
- If including miles with a destination, include miles one space after destination text and size at 1.25 inches tall (125 pt font is used in the example). MI in small caps shall be included after each distance in miles. If there is less than one mile of distance, include a preceding 0 and decimal point (i.e., 0.5)
- If a destination requires two lines of text, text shall be vertically spaced 2.75 inches between baselines (200 pt vertical leading used in the example).

# Wayfinding Signage

## Sign Overview

### Gateway Signs (G)

#### Definition

Signs that mark the entrance to a trail, trail network, or jurisdictional boundary. This sign type typically serves as the first sign encountered when entering the facility.

#### Placement Location(s)

- Trailheads and primary entry points.
- At primary access points where the trail crosses into a new community or jurisdiction.
- Locations where a strong visual presence is desired to signal the start of a trail experience.

#### Standard Placement Spacing

- Placement is recommended at primary entry points and at locations where trail conditions or characteristics change.



# Wayfinding Signage

## Sign Cut Sheet

### Gateway Signs (G)

#### Sign Details

Sign shall be 10 inches wide by 84 inches tall, as a 4-sided post. Background color shall be navy blue #163e6b.

#### Trail Name

Text shall be rotated 90 degrees counterclockwise, with the baseline on the right side of the sign. Text shall be right-aligned to 4 inches from the top of the sign. All text should be spaced 1.5 inches away from the left and right edge of the sign, and centered within that 7-inch space. Capital letters shall be no smaller than 2 inches tall (font size 200 is used for Gary Shell in the Cross City Trail example), and no larger than 3 inches tall (font size 300 is used in the Island Greenway example)

#### Cape Fear Trails Logo

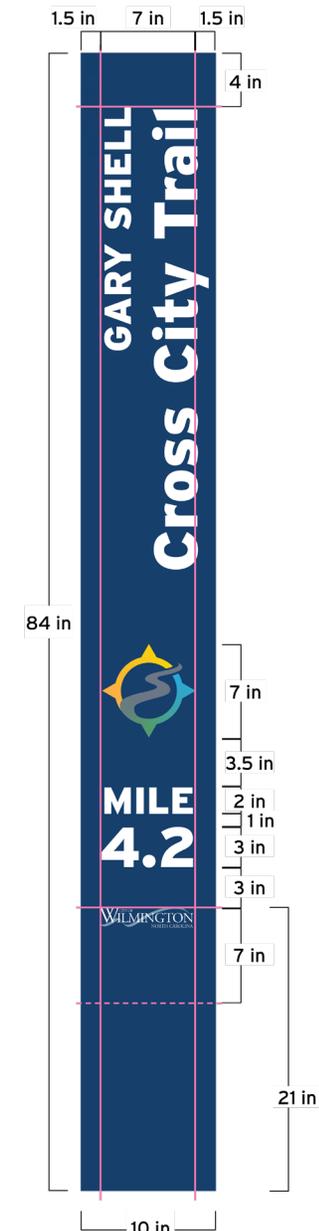
Cape Fear Trails logo mark shall be sized to 7x7 inches and placed with the top edge aligned to 42 inches below the top of the sign. Full color shall be used for the logo.

#### Mile Marker

- Mile shall be formatted in all caps and placed 3.5 inches below the bottom edge of the Cape Fear Trails logo. Text shall be 2 inches tall (font size 200 used in the example). Mile shall be horizontally centered on the sign.
- Distance shall be spaced 1 inch from the bottom of Mile. Numerals shall be sized at approximately 3 inches tall (font size 300 used in the example). Format distances to the nearest 1/10 of a mile. If less than 1 mile, format with a 0 and decimal point, i.e. 0.5. Horizontally center the numerals beneath Mile.

#### Jurisdictional Logo

Jurisdictional logo shall be horizontally centered and placed 3 inches below the baseline of the distance numerals of the mile marker. Logo shall be 7 inches wide and no greater than 7 inches tall. White-only logos shall be used when possible, or for circular seal-type logos, logo may be placed with a white background or border.



# Wayfinding Signage

## Sign Overview

### Informational Signs (I)

#### Definition

Signs that provide guidance on acceptable trail behavior, safety rules, and shared-use etiquette. These signs are advisory only and are not the same as regulatory or warning signs which are overviewed in Section 3.

#### Placement Location(s)

- Trailheads and primary access points.
- Before locations where etiquette guidance is especially important.

#### Standard Placement Spacing

- Placement is recommended locations where guidance is relevant.
- Spacing distances between repeat signage is context-dependent, generally at trailheads and at critical points rather than at fixed spacing intervals.

## Trail Rules

- **Share the trail**
- **No dirt bikes, ATVs, or golf carts**
- **Maintain a safe speed**
- **Wheels yield to heels**
- **Keep right, pass on the left**
- **Be alert: look and listen**
- **Keep pets on a leash**
- **Leave no trace**



# Wayfinding Signage

## Sign Cut Sheet

### Informational Signs (I)

#### Sign Details

Sign shall be 24 inches wide by 18 inches tall, with corners rounded to 1 inch. Background color of the sign shall be navy blue #163e6b.

#### Trail Rules Text

- “Trail Rules” shall be vertically centered, with the top of the text 1.5 inches away from the top edge of the sign. Capital letters shall be 2 inches tall (font size 200 used in the example).
- Rules shall be bolded and bulleted, left aligned to be 3.5 inches away from the left edge of the sign.

#### Logos

##### Cape Fear Trails logo

- The Cape Fear Trails logo shall be horizontally centered with the bottom edge of the logo 1.5 inches above the bottom of the sign. The logo shall be 6 inches wide.

##### Jurisdictional logo

- For horizontally rectangular logos, size the logo to no more than 6 inches wide, 2 inches tall. Align the right edge of the logo to 1.5 inches away from the right edge of the sign. Vertically center the logo with the Cape Fear Trails logo.
- For circular or oval logos, the jurisdictional logo shall be centered on an axis 4.5 inches away from the edge of the right edge of the sign. Logos shall be 3 inches wide.



# Wayfinding Signage

## Sign Overview

### Informational Kiosk (K)

#### Definition

Large, stationary, multi-panel structure providing comprehensive information. Information found on an informational kiosk includes a detailed map of the trail network, nearby points of interest, rules and regulations, and emergency contact details.

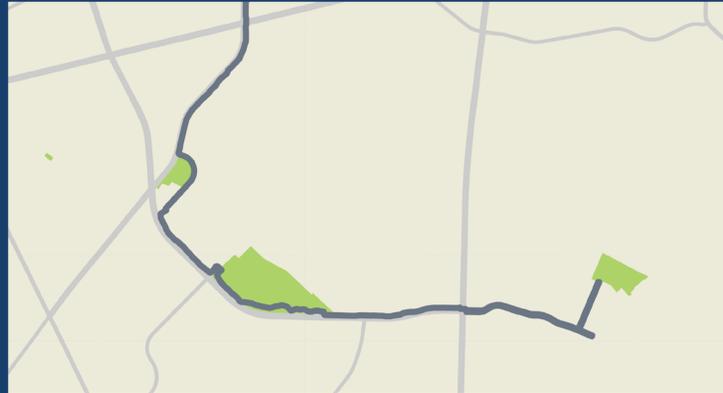
#### Placement Location(s)

- Trailheads and primary access points.
- High-use gathering areas where users may need to pause or orient themselves.
- Locations near amenities or points of interest where users are likely to stop.

#### Standard Placement Spacing

- Placement is recommended at locations where users are highly likely to pause.
- Spacing distances between repeat signage should generally not exceed 3 to 5 miles on extensive trail systems.

## GARY SHELL Cross City Trail



#### Trail Information

The Gary Shell Cross City Trail is a 15-mile, off-road multi-use path connecting numerous destinations in Wilmington.

To report maintenance issues, dial (910) XXX-XXXX.

For emergencies, dial 911.

#### Share the Trail

✓	Walkers, joggers and leashed pets	✗	No dirt bikes
🚲	Bicycles and e-bikes operated at safe speeds	🚙	No ATVs
♿	Mobility assistive devices and strollers	🚗	No golf carts
🛹	Scooters, skateboards, and roller blades		

#### Trail Rules

1. **Share the trail.** Be considerate of other trail users.
2. **No dirt bikes, ATVs, or golf carts**
3. **Maintain a safe speed**
4. **Wheels yield to heels.** Bikes, scooters, and skateboards yield to pedestrians
5. **Keep right, pass on the left.** Alert others and slow down when passing.
6. **Be alert: look and listen.** Be aware of your surroundings.
7. **Keep pets on a leash**
8. **Leave no trace.** Stay on the trail, don't litter, and pick up after your pets.

#### Online Maps

Scan the QR code to the right to access maps and information online.






# Wayfinding Signage

## Sign Cut Sheet

### Informational Kiosk (K)

#### Sign Details

Sign shall be 36 inches wide by 54 inches tall, with corners rounded to 1 inch. Background color of the sign shall be navy blue #163e6b. Place “Kiosk top” EPS file aligned to the top of the sign.

#### Header Text:

If two lines of text are needed:

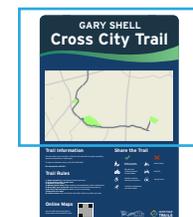
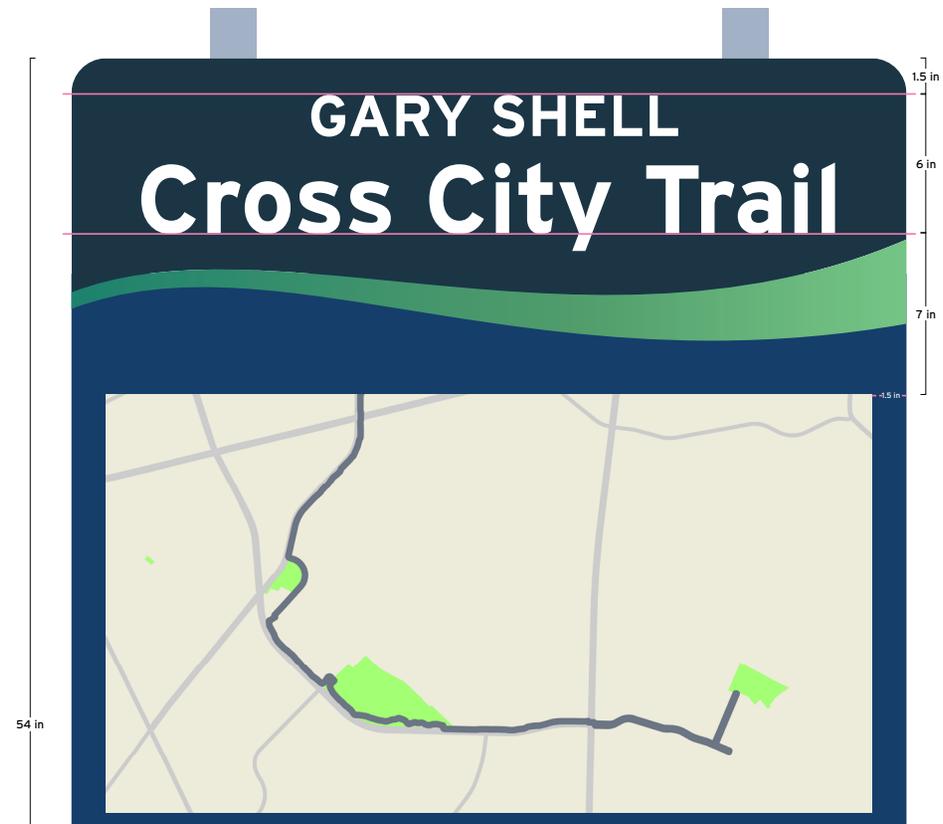
- The top of the top line of text shall be placed 1.5 inches below the top of the sign.
- The baseline of the bottom line of text shall be placed 7.5 inches below the top of the sign.
- The trail name shall be in mixed case letters with the capital letters 2 inches tall (font size 200 is used in the example); other text such as “multi-use path” shall be in all capitals and smaller with the letters 1.375 inches tall (font size 140 is used in the example).

If one line of text is needed:

- The baseline of the text shall be placed 4.5 inches below the top of the sign. Capital letters shall be at least 2 inches tall (font size 200 is used in the example).

#### Map

The map shall be centered within the sign, with 1.5 inches of room on the left and the right to the edge of the sign. The sign shall be placed 7 inches below the bottom baseline of the header text.



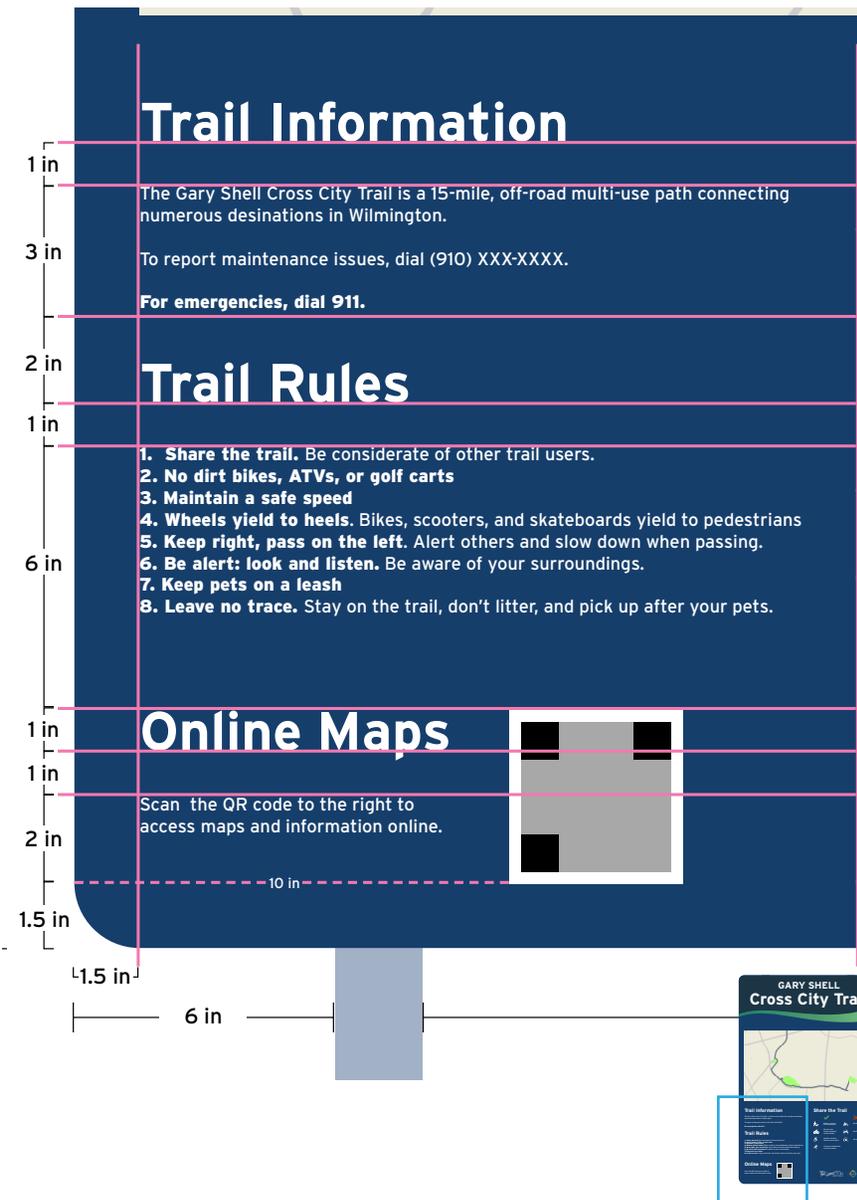
# Wayfinding Signage

## Sign Cut Sheet

### Informational Kiosk (K)

#### Left Bottom Text:

- Header text height shall be at least 0.8 inches tall and not taller than 1 inch. (Font size 90 is used in the example.) Body text shall have an x-height of at least 0.67 inches (font size 30 is used in the example).
- Header text “Trail Information” shall be placed 18.5 inches above the bottom edge of the sign. Body text for this header shall be spaced an inch from the baseline of the header. 3 inches of space shall be included for information about the trail, what number to call for maintenance issues, and “For emergencies, dial 911.”
- The baseline of header text “Trail Rules” shall be placed 2 inches below the text area above. Rules shall begin 1 inch below the header baseline. 6 inches of space is allowed for the 8 trail rules and their details. Trail rules shall be bolded and numbered, with clarifying text in regular style.
- The header “Online Maps” shall be placed 1 inch below the rules text area. 1 inch of space shall separate the body text section: “Scan the QR code to the right to access maps and information online.” A 4-inch wide QR code shall be placed with the left edge falling 10 inches to the right of the left edge of the sign, and placed with the top edge 5.5 inches from the bottom edge of the sign.



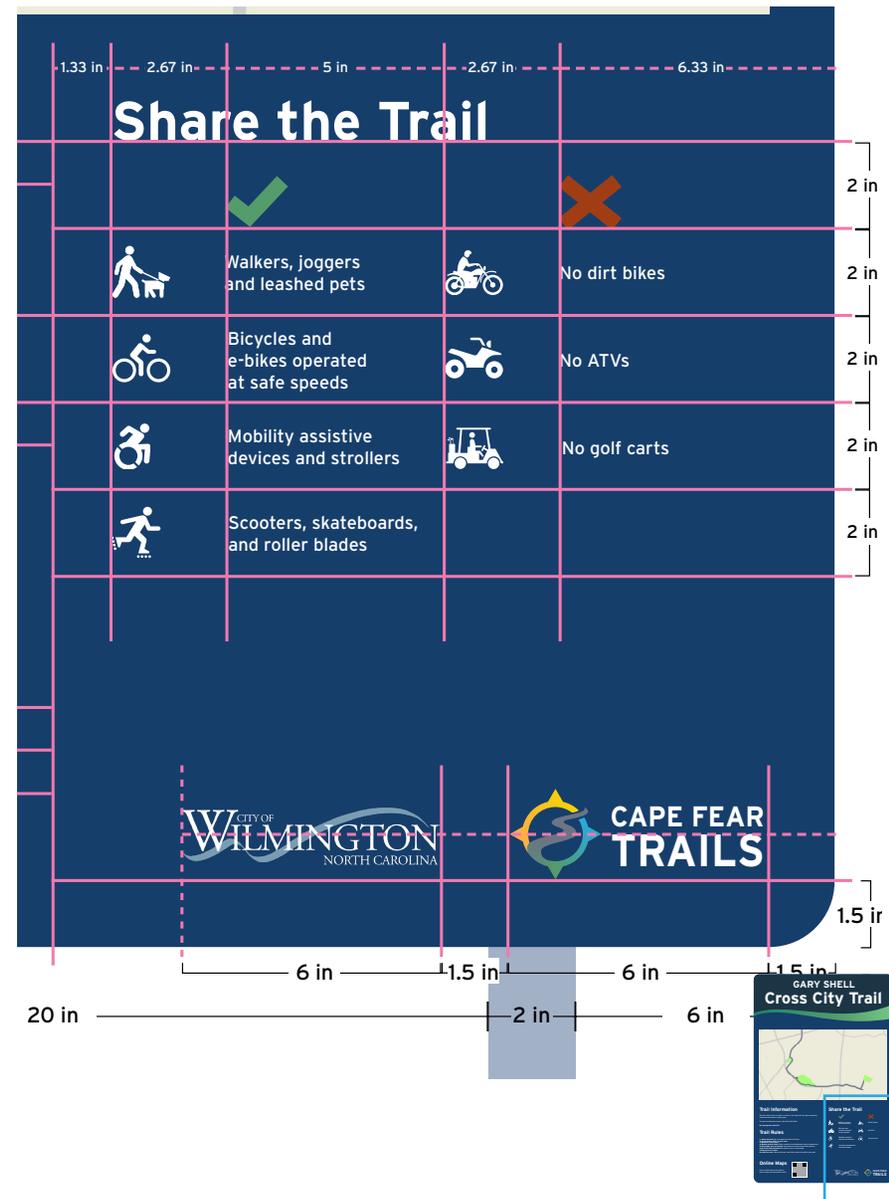
# Wayfinding Signage

## Sign Cut Sheet

### Informational Kiosk (K)

**Right Bottom Text:**

- Text height shall be at least 0.8 inches tall and not taller than 1 inch. (Font size 90 is used in the example.) Body text shall have an x height of at least 0.67 inches (font size 30 is used in the example).
- Header text shall be placed 18.5 inches above the bottom edge of the sign.
- Symbols shall be 1.33 inches wide with the exception of the symbols for mobility devices, which shall be 0.83 inches wide; and the symbol for roller skaters, which shall be 1.139 inches wide. Symbols shall be left aligned, vertically centered within a 2.67x2inch grid.
- Accompanying text shall be left aligned and vertically centered with the symbol. Align check and X symbols above text at the lower left corner of a 2.67x2inch grid box.



# Wayfinding Signage

## Sign Cut Sheet

### Informational Kiosk

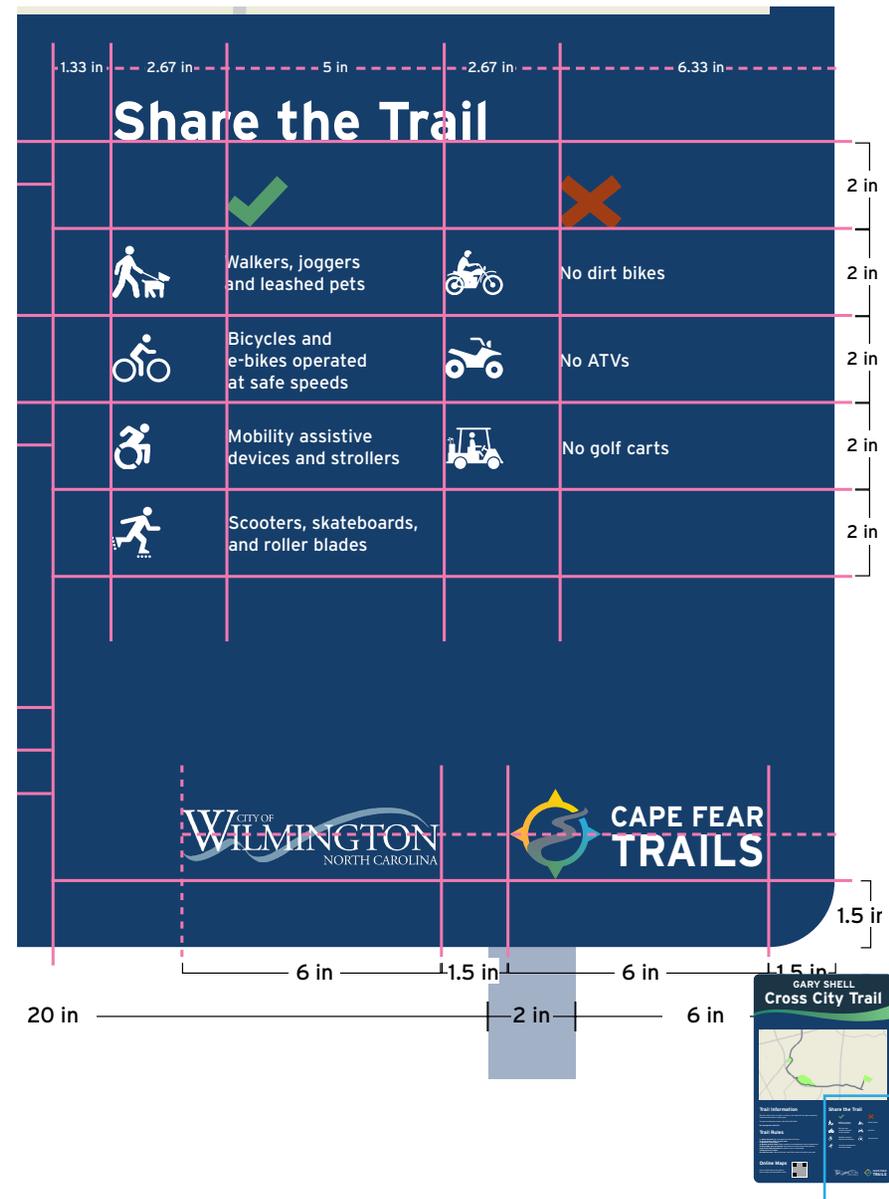
#### Right Bottom Logos:

##### Cape Fear Trails logo

- The Cape Fear Trails logo (logo mark plus white text) shall be sized 6 inches wide by 2.175 inches tall. Logo shall be spaced 1.5 inches from the right and bottom edges of the sign.

##### Jurisdictional logo

- For circular or oval logos: Size logo to 2 inches wide. Align the right edge of the logo 1.5 inches left of the Cape Fear Trails logo, and the bottom 1.5 inches above the bottom edge of the sign.
- For horizontally rectangular logos: Size logo to no more than 6 inches wide, no more than 2 inches tall. Align the right edge of the logo 1.5 inches left of the Cape Fear Trails logo, and center vertically with the Cape Fear Trails logo.



# Wayfinding Signage

## Sign Overview

### Trail Map (M)

#### Definition

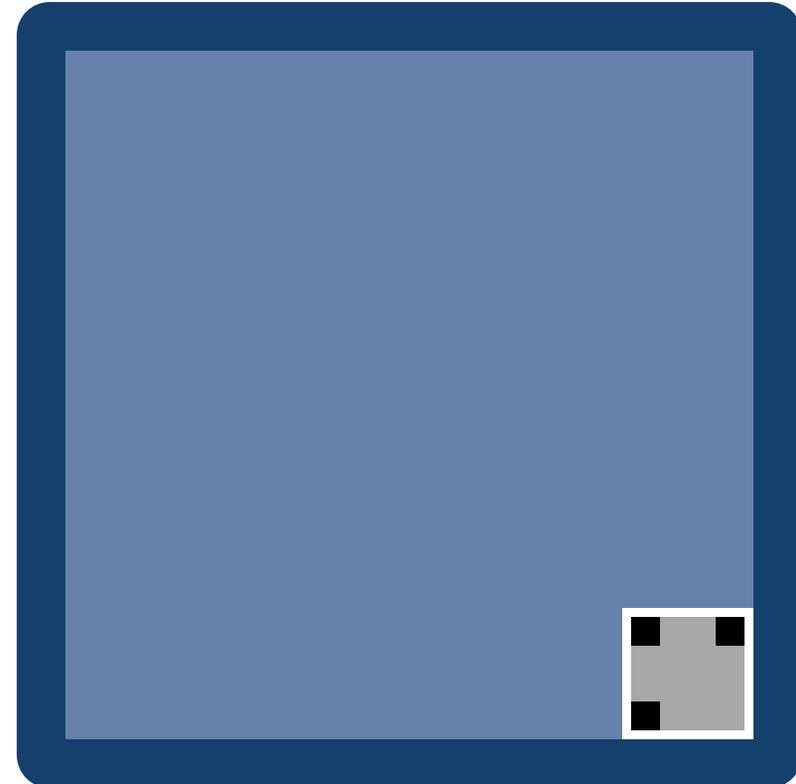
Signs that provide an overview of the trail network or an individual segment of trail and nearby points of interest. These signs support orientation, route selection, and understanding of connections within the broader trail system

#### Placement Location(s)

- Trailheads and primary access points.
- Major trail junctions or locations with multiple route options.

#### Standard Placement Spacing

- Placement should be on key decision and orientation points rather than fixed distances.
- Map signage is not intended for frequent repetition along the trail.
- A confirmation sign should be included in the same sign assembly to reinforce correct route identification.



# Wayfinding Signage

## Sign Cut Sheet

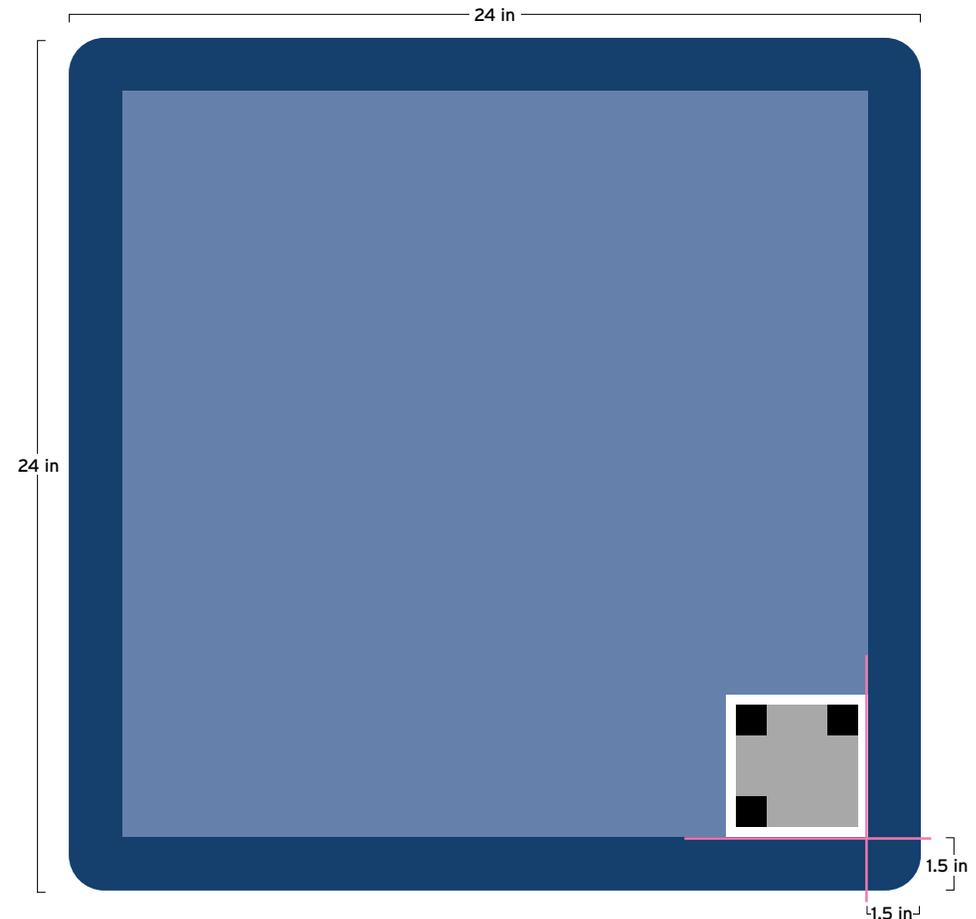
### Trail Map (M)

#### Sign Details

- Sign shall be 24 inches wide by 24 inches tall, with corners rounded to 1 inch. Background color of the sign shall be navy blue #163e6b.
- Place square 21 inch wide map so that there is a 1.5-inch border around the map.

#### QR Code

- Place QR code sized at 4 inches by 4 inches in the bottom right corner of the sign, with the bottom edge of the QR code 1.5 inches away from the bottom edge of the sign, and the right edge is 1.5 inches away from the right edge of the sign.



# Wayfinding Signage

## Sign Overview

### Mile Markers (MM)

#### Definition

Small, highly visible markers indicating precise distance along the facility from a defined start point (cumulative or remaining distance). These are essential for safety and pace tracking.

#### Placement Location(s)

Consistently along the entire length of the facility, offset from the traveled way, and placed on the same side of the path throughout the route.

#### Standard Placement Spacing

- Placement is recommended at regular, fixed intervals, typically every 0.1 miles, 0.5 miles, or 1.0 mile.



# Wayfinding Signage

## Sign Cut Sheet

### Mile Markers (MM)

#### Sign Details

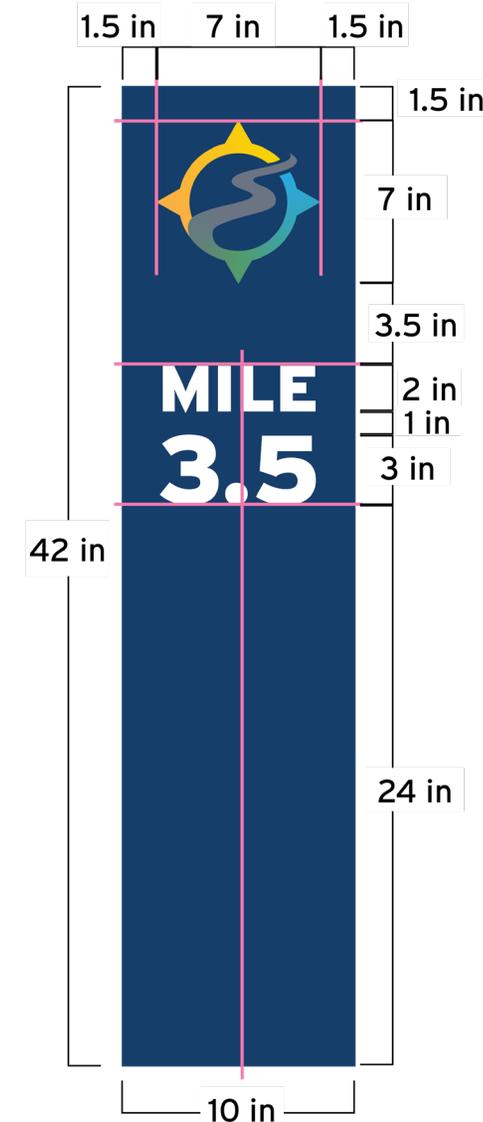
Sign shall be 10 inches wide by 48 inches tall, as a 4-sided post. Background color shall be navy blue #163e6b.

#### Cape Fear Trails Logo

The Cape Fear Trails logo mark shall be sized 7x7 inches, horizontally centered, with 1.5 inches of clear space on all sides of the logo. Full color shall be used for the logo.

#### Mile Marker

- “Mile” shall be formatted in all caps and placed 3.5 inches below the bottom edge of the Cape Fear Trails logo. Text shall be 2 inches tall (font size 200 used in the example). Mile shall be horizontally centered on the sign.
- Distance shall be spaced 1 inch from the bottom of Mile. Numerals shall be sized at approximately 3 inches tall (font size 300 used in the example). Format distances to the nearest 1/10 of a mile. If less than 1 mile, format with a 0 and decimal point, i.e. 0.5. Horizontally center the numerals beneath MILE.



# Wayfinding Signage

## Turn Signs (T)

### Definition

Signs used to indicate an upcoming change in direction and guide users to remain on the designated route. Turn signs are often paired with confirmation signs after the turn to reassure users they are on the correct path.

### Placement Location(s)

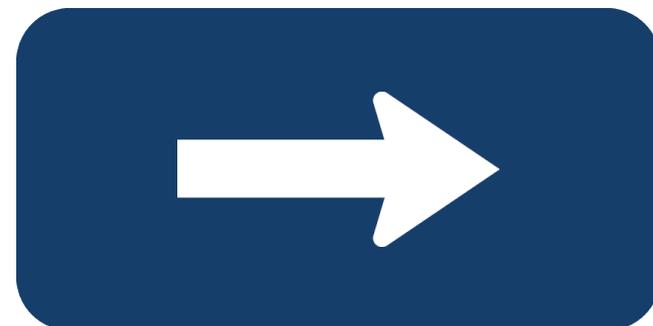
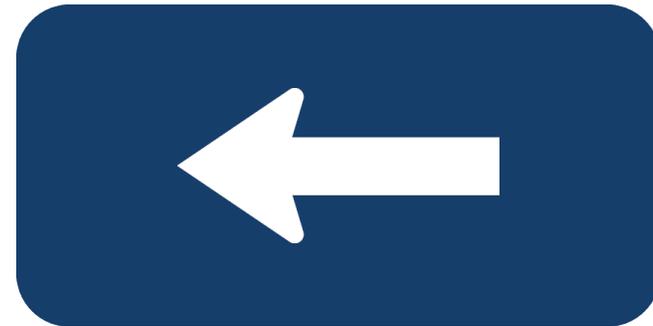
- Before turns or trail junctions
- At intersections where a route changes direction
- Where the correct path to stay on route is not immediately obvious.

### Standard Placement Spacing

- Placement is recommended 25-50 ft in advance of a turn or intersection.
- At junctions with multiple trails or decision points, use directional signs instead of turn signs to clearly indicate route options and destinations.

### Sign Details

- Sign shall be 12 inches wide by 6 inches tall, with corners rounded to 1 inch. Background color of the sign shall be navy blue #163e6b.
- Place long left or right arrow vertically and horizontally centered within the sign, sized to 6 inches wide.



# Wayfinding Signage

## Sign Assemblies

Sign assemblies combine multiple wayfinding elements into a single installation to provide coordinated guidance to trail users. Using sign assemblies reduces sign clutter along trails, reinforces important information, and ensures that directional, informational, and reassurance signage is presented in a coordinated manner. A common approach is to position a confirmation sign at the top of the assembly, with trail maps, informational signs, or turn signs mounted below. This configuration supports legibility, minimizes confusion, and improves the overall trail user experience.

Assemblies should be thoughtfully configured and sited to provide guidance where users need it most while maintaining safety, accessibility, and visibility. Key considerations for assembly configuration include:

- Confirmation signs are typically placed at the top of an assembly to confirm to trail users they are on the correct route.
- Trail maps, informational signs, and turn signs can be mounted below the confirmation sign to provide additional context, route options, and guidance as needed.
- Assemblies should be installed at trailheads, major junctions, forks, and other points where users are likely to need guidance. Strategic placement ensures users can navigate complex trail areas with confidence.
- All assemblies must maintain proper vertical and horizontal clearances, as noted previously, to ensure visibility, accessibility, and safety for all trail users.

# Wayfinding Signage

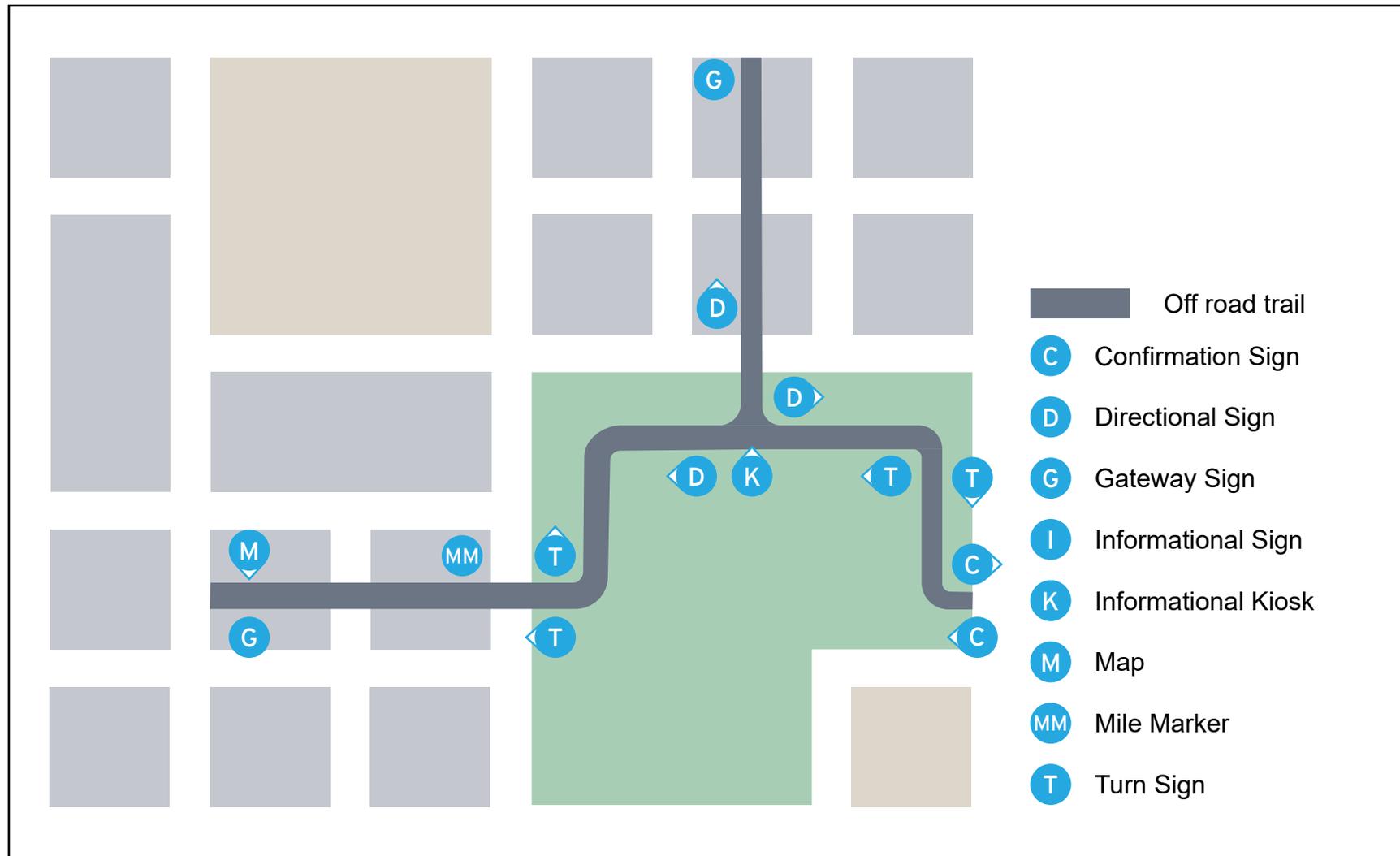
## Sign Assemblies

The following examples illustrate common sign assembly combinations and configuration options. These assemblies demonstrate how confirmation (C), maps (M), informational (I), and turn (T) signs can be arranged to provide clear and coordinated guidance for trail users.



# Wayfinding Signage

## Sign Location Placement Guidance



# Pavement Markings

## Route Markers

### Definition

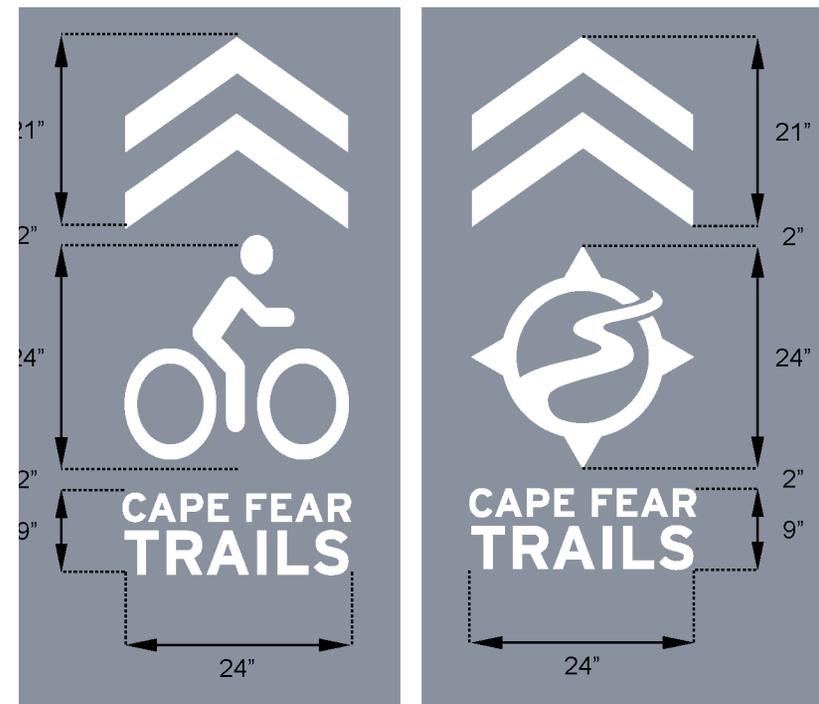
Pavement markings that identify the trail route and help users follow the designated path. Markings may also indicate the presence and direction of bicycle travel where clarification is needed.

### Placement Location(s)

- Downstream of primary access points to confirm entry onto a designated route.
- Before and after trail intersections, forks, and transition areas.
- Immediately following turns or changes in direction.
- Where vertical signage is limited or where sign reduction is desirable.
  - Strategic use of pavement markings can be used in lieu of confirmation signs to reduce sign fatigue and maintain clear guidance.

### Standard Placement Spacing

- Route markers are recommended at intersections, after turns, and at key confirmation points.
  - National guidance supports flexible placement based on trail context rather than uniform spacing.
- Strategic use of pavement markings can be used in lieu of confirmation signs to reduce sign fatigue and maintain clear guidance.



Sizing may need to be adjusted based on size of lane/path. Do not alter proportions. Removing "Cape Fear Trails" from left example would be more DOT acceptable.

## Section Overview

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This section provides general implementation guidance for trail signage and pavement markings, including sign placement and mileage rounding practices. These standards are intended to ensure that signage is safe, accessible, and does not impede travel for trail users.

Placement recommendations and mileage round guidance follows technical guidance from the Americans with Disabilities Act (ADA), the AASHTO Guide for the Development of Bicycle Facilities, the AASHTO Guide for the Development of Pedestrian Facilities, and Parts 3 and 9 of the MUTCD, as applicable. Member jurisdictions should apply these standards in conjunction with sign specific guidance to achieve uniform, compliant, and accessible signage.

## Vertical and Horizontal Clearance

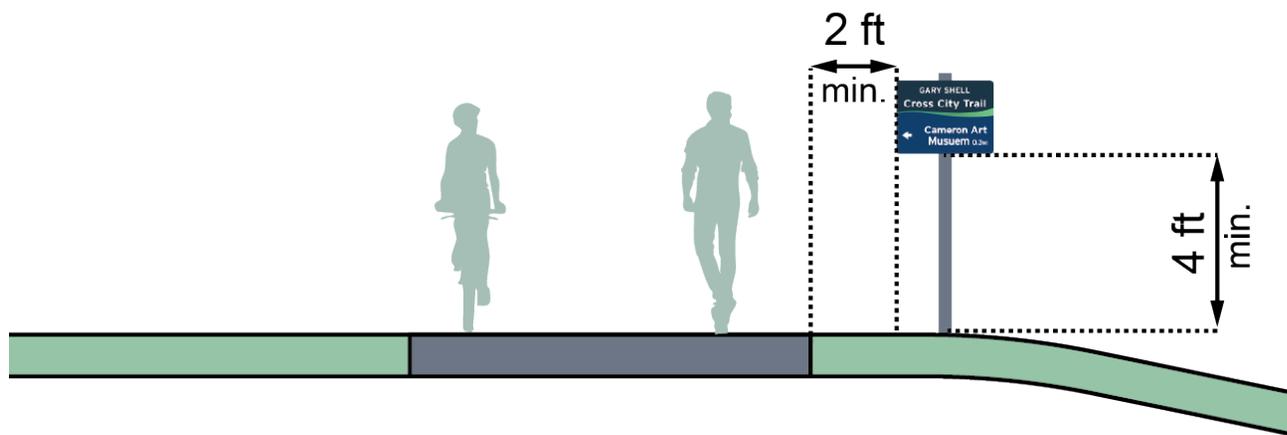
Proper placement of signs includes maintaining minimum vertical and horizontal clearances to keep trails safe, accessible, and compliant with ADA standards. These clearances allow signs to be seen and used without interfering with the flow of pedestrians, bicyclists, or other mobility device users.

### Mounting Height

Mounting height is the vertical distance from the trail surface to the bottom of a sign or wayfinding element. Signs shall have a minimum mounting height of 4 feet to allow safe passage for all trail users. Signs should also be positioned to avoid blocking sight lines along the trail.

### Lateral Offset

Lateral offset is the horizontal distance between the edge of the trail and the nearest part of a sign or wayfinding element. Signs shall maintain a minimum lateral offset of 2 feet from the edge of the trail facility. Placement should allow users to stop safely to read information without obstructing others and avoid conflicts with accessible routes, utilities, landscaping, or other trail features.



## Mileage Rounding Best Practices

To improve legibility and reduce cognitive load for users, mileage displayed on wayfinding signs and mile markers should follow standardized rounding practices informed by AASHTO guidance. Distances shall be rounded in a predictable and consistent manner that prioritizes readability over excessive precision. Rounding conventions should be applied consistently across all signage so users receive the same distance information regardless of sign type or location. This approach supports clear navigation and reduces uncertainty along the trail. The table below outlines the recommended mileage rounding practices.

Mileage Rounding Guidelines	
Distance (mi)	Guideline
< 0.2	Do not include mileage; blocks are appropriate, if necessary
0.2 - 5.0	Round mileage to the nearest tenth of a mile
> 5.0	Round mileage to the nearest whole mile

Source: AASHTO Guide for the Development of Bicycle Facilities, 5th Edition

## WMPO Planning and Project Updates January 2026

### Long-Range Planning Activities:

#### **SAFE STREETS AND ROADS FOR ALL SAFETY ACTION PLAN**

**Project Description/Scope:** The WMPO has begun work on its Safety Action Plan with the help of consultants Kittelson and Associates. Safety Action Plans are comprehensive safety plans aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users. They are developed through data analysis and community input to identify significant safety risks which inform recommended countermeasures, strategies, and policies which aim to reduce crash severity and save lives. Planning activities for this effort began in April 2025 with plan adoption expected in Fall 2026.

#### **Project Status and Next Steps:**

- A summary of this Round 1 of engagement is posted to the SS4A webpage.
- Small group meetings with emergency response staff, elected officials, and other agency groups were completed in November 2025.
- The third Steering Committee meeting was held in early December 2025.
- Round 2 of public outreach began mid-December 2025 and focuses on draft countermeasures and safety improvements. A new survey and comment map are now live on the website.
- A draft of the Safety Action plan is expected in early 2026.

#### **CAPE FEAR NAVIGATING CHANGE 2050**

**Project Description/Scope:** The WMPO has completed work on the region's 2050 Metropolitan Transportation Plan, *Cape Fear Navigating Change 2050*. Development of a long-range Metropolitan Transportation Plan (MTP) is federally required and must be updated and adopted by the WMPO every five years. *Cape Fear Navigating Change 2050* will guide transportation decision making and investment in the region over the next 25 years, informing federal, state, and local project funding, system improvements, and future planning efforts. The plan was formally adopted by the WMPO Board on October 29, 2025.

#### **INTELLIGENT TRANSPORTATION SYSTEM PLAN**

**Project Description/Scope:** The WMPO has completed a regional Intelligent Transportation System Plan that guides the coordinated deployment and integration of technology-based transportation solutions. The plan assesses existing infrastructure, identifies gaps and opportunities, and establishes a regional architecture consistent with state and federal standards. The plan was formally adopted by the WMPO Board on October 29, 2025.

#### **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) by working with employers, WMPO member jurisdictions, higher education, and other partners. In October 2025, the WMPO board adopted *Cape Fear Navigating Change 2050*, the latest update to the region's Metropolitan Transportation Plan (MTP). Appendix L of the plan includes a short-range Transportation Demand Management (TDM) plan outlining activities for 2026 through 2030. Action items for the Go Coast program included in the short-range plan are informed by the MTP's five goals of safe, fair, connected, resilient, and proactive.

### **Go Coast Current Initiatives and Project Statuses:**

- Go Coast Committee - The next regular Go Coast committee meeting is scheduled to occur in-person on Thursday, February 19, from 3-5 p.m.
- In winter and spring 2026, the Go Coast program will draft social media updates with Wave Transit, begin crafting a safe carpooling guide, and plan for outreach to area schools including a spring bicycle/pedestrian safety-related student poster contest.

### **Development Review Activities:**

The WMPO assists with site development and Transportation Impact Analysis coordination and review for the MPO's member jurisdictions. During the last month, staff have reviewed the following development proposals:

### **SITE DEVELOPMENT PLAN REVIEW**

**49 total plan reviews (45 formal; 3 informal; 1 concept)**

- City of Wilmington Formal Reviews: 18
- City of Wilmington Informal Reviews: 1
- City of Wilmington Concept Reviews: 0
- City of Wilmington Full Releases: 6
- Town of Leland Formal Reviews: 10
- Town of Leland Informal Reviews: 0
- New Hanover County Formal Reviews: 17
- New Hanover County Informal Reviews: 1
- New Hanover County Sketch Plan Reviews: 1
- Pender County Formal Reviews: 0
- Pender County Informal Reviews: 1
- Town of Belville Reviews: 0
- Town of Navassa Reviews: 0
- Town of Carolina Beach Reviews: 0
- Town of Kure Beach Reviews: 0
- Town of Wrightsville Beach Reviews: 0
- Brunswick County Reviews: 0

### **TRAFFIC IMPACT ANALYSIS (TIA) REVIEW**

**22 total active (0 new; 17 under review, 5 approved)**

- New Hanover County 7 (0 new, 5 under review, 2 approved) Cook Out (Market Street), Sanctuary Church – approved
- City of Wilmington 4 (0 new, 4 under review, 0 approved)
- Carolina Beach 0, (0 new, 0 under review, 0 approved)
- Town of Belville 0
- Town of Leland 3 (0 new, 1 under review, 2 approved) Jackey's Creek Mixed Use (revised), The Shoppes at Savannah Branch (revised) – approved.
- Town of Navassa 1 (0 new, 1 under review, 0 approved).
- Pender County 3 (0 new, 3 under review, 0 approved).

- Brunswick County 4 (0 new, 3 under review, 1 approved) Michigan Street 7-Eleven – approved

### **Locally Administered Project Program (LAPP)**

The WMPO was designated as a Transportation Management Area (TMA) in 2012 following the 2010 decennial census, when the urban area was found to have exceeded 200,000 in population. As a TMA, the WMPO receives an annual direct allocation of approximately \$6 million in federal Surface Transportation Block Grant (STBG), Transportation Alternatives Set-Aside (TASA), and Carbon Reduction Program (CRP) funding. Through a WMPO-developed and adopted competitive process, the funding is awarded to member jurisdictions and planning partners for developing and implementing local transportation projects. The current statuses of these ongoing projects are as follows:

#### **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:**

- Project kick-off meeting in March 2023
- Contract approved by Kure Beach Town Council in June 2023
- Meeting with NCDOT, WMPO, WithersRavenel, and Town of Kure Beach was held on August 8, 2023
- Survey started in September 2023
- 90% plans will be completed by November 2024
- ROW discussions in October/November 2024
- 100% final design and signal plans are complete; currently under review by NCDOT
- Contract underway for construction inspection

#### **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:**

- Approaching project close out, a ribbon cutting ceremony will be announced at a later date.

#### **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:**

- Approaching project close out, a ribbon cutting ceremony will be announced at a later date.

### **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
- NC Board of Transportation approved the flex request in January 2023
- Flex request confirmed end of April 2023
- Letters from NCDOT transmitted May 23, 2023
- STIP amendment in process and anticipated to be completed in January 2026. Bid pricing from Tolar Shelter Manufacturing Company updated so ordering can take place in the first quarter of the calendar year 2026.

### **TC-0027 WAVE PASSENGER AMENITIES AND UPGRADES**

**Project Description:** Passenger Facilities and amenities replacement, security, and improvement: acquire, construct, or replace structures, equipment, and systems that provide passenger facilities and amenities for fixed route bus service in the Wilmington, NC UZA. Projects include acquisition and installation of bus shelters, lighting and landing platforms along existing routes; evaluation of a new customer service enclosure at Forden Transfer Station; and extension of fencing at Padgett Transfer Station.

#### **Project Status and Next Steps:**

- The fencing at Padgett was completed in May 2023 (132 linear feet at Padgett for \$3,565.00)
- Proposals were received as part of an Invitation to Bid for the shelters and benches in Spring 2023. Tolar Shelter Manufacturing Company was selected; however, Tolar's bid submission and pricing has expired. A new Invitation to Bid for shelters to be issued Q2 FY26
- The Forden Station Customer Service Desk Project has been completed resulting in a fully enclosed and secure area for Wave Customer Service Representatives while maintaining a high level of convenience for passengers.
- Phase I completed the week of August 11, 2025, with bus shelter installations completed at Independence Mall, Greenfield St at 16th St across from New Hanover County Health and Human Services Facility and on Nixon St at 5th Ave next to The Pointe at Taylor Estates. Project also included removal of unused and old shelters in disrepair on N. 2<sup>nd</sup> St between Princess St & Market St and on Columb Dr.

### **BL-0074 – TOWN OF LELAND- US 17 Pedestrian crossing at Olde Waterford Way/Ploof Road**

**Project Descriptions/Scope:** Installation of signalized pedestrian crossing at the intersection of

US 17/Olde Waterford Way/Ploof Road in Leland, NC

**Project Status and Next Steps:**

- NCDOT Agreement executed Aug 24, 2023
- PE funds authorized Sep 14, 2023
- Exult Engineering contract fully executed Aug 19, 2024
- Categorical Exclusion (CE) Environmental Documents approved Jan 6, 2025
- Preliminary Design/Right of Way (75%) plans approved Mar 10, 2025
- ROW Funding Authorization approved on Jun 10, 2025
- NCDOT LAP Agreement Change Request submitted in EBS Sep 2, 2025; pending NCDOT Division 3 review
- Final Design (100%) plans & specifications submitted in EBS Nov 2025; pending NCDOT approval
- Exult Engineering Supplemental for additional environmental consultation and engineering services approved Nov 18, 2025
- Right of Way Certification TBD
- Project Completion September 14, 2028

**HL-0109 – CITY OF WILMINGTON - 3rd Street/Ann Street Traffic Signal**

**Project Description/Scope:** Project consists of the installation of a traffic signal at the intersection of 3<sup>rd</sup> Street and Ann Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

**Project Status and Next Steps:**

- Private Engineering Firm has completed final signal design plans
- Metal pole purchasing is in progress with bids due back by end of December.
- Tentatively planning to install this new signal and 3rd/Orange projects together in October 2026 when materials are available.

**HL-0110 - CITY OF WILMINGTON - 3rd Street/Orange Street Traffic Signal**

**Project Description/Scope:** Project consists of the installation of a traffic signal at the intersection of 3<sup>rd</sup> Street and Orange Street in downtown Wilmington. The signal will be a black coated metal mast arm signal, along with black coated pedestrian signal pedestals.

**Project Status and Next Steps:**

- Private Engineering Firm has completed final signal design plans
- Metal pole purchasing is in progress with bids due back by end of December.
- Tentatively planning to install this new signal and 3rd/Ann together in October 2026 when materials are available.

**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:**

- 90% Plans have been uploaded to EBS

- On April 29, 2025, the Town and Kimley Horne held a community meeting to discuss the plans and specifically Temporary Construction Easements (TCE) for property owners who will be directly impacted by the project.
- Categorical Exclusion documents revised, fully executed and submitted.
- Met with Kimley Horn and PPS to discuss TCE progress.
- Tentative Construction bid date expected in April 2026.

#### **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 ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations – Completed April 2025
- Construction Authorization obtained December 19, 2024
- Advertise for Bid – January 30, 2025
- Reject Bids (over budget) – May 6, 2025
- Re-Advertise for Bid – June 3, 2025
- Reject Bids (City administrative error) – August 5, 2025
- Re-Advertise for Bid – August 6, 2025
- Bid Opening held on August 28, 2025
- Construction Contract Awarded on September 23, 2025
- NCDOT Concurrence in Award Letter received on November 24, 2025
- Begin Construction – Anticipated February 2026
- Construction Complete – Anticipated February 2027

#### **U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH**

**Project Descriptions/Scope:** The project consists 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 ROW Certification obtained November 23, 2023
- Construction Authorization obtained December 19, 2024
- Advertise for Bid – January 30, 2025
- Reject Bids (over budget) – May 6, 2025
- Re-Advertise for Bid – June 3, 2025
- Reject Bids (City administrative error) – August 5, 2025
- Re-Advertise for Bid – August 6, 2025
- Bid Opening held on August 28, 2025
- Construction Contract Awarded on September 23, 2025
- NCDOT Concurrence in Award Letter received on November 24, 2025
- Begin Construction – Anticipated February 2026
- Construction Complete – Anticipated February 2027

#### **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 ROW Certification obtained November 23, 2023
- Utility Authorization obtained January 4, 2024
- Duke Energy Utility Relocations – Completed April 2025
- Construction Authorization obtained December 19, 2024
- Advertise for Bid – January 30, 2025
- Reject Bids (over budget) – May 6, 2025
- Re-Advertise for Bid – June 3, 2025
- Reject Bids (City administrative error) – August 5, 2025
- Re-Advertise for Bid – August 6, 2025
- Bid Opening held on August 28, 2025
- Construction Contract Awarded on September 23, 2025
- NCDOT Concurrence in Award Letter received on November 24, 2025
- Begin Construction – Anticipated February 2026
- Construction Complete – Anticipated February 2027

**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
- PE Authorization obtained on January 20, 2023
- Design kick-off meeting between City and RS&H staff held on January 31, 2023
- 25% Plans approved by NCDOT on February 12, 2024
- Redline Drainage Plans approved by NCDOT on April 22, 2024
- Environmental Document approved on May 7, 2024
- Design put on hold in May 2024 due to insufficient funds for Construction
- Additional funds through the MPO’s DA program awarded on October 30, 2024
- Design re-start meeting held on January 8, 2025
- Revised redline drainage plans approved by NCDOT on June 9, 2025
- ROW Plans submitted on November 14, 2025 – currently under review
- Utility Coordination in progress

**BL-0040 NEW HANOVER COUNTY - Middle Sound Loop Extension/Connector Construction & Porters Neck Walmart Connector Construction**

**Project Description/Scope:** Construction of bicycle/pedestrian trails along Middle Sound Loop Road from Red Cedar Road to Publix commercial lot. Also construct trails along US 17 Business (Market Street) from Mendenhall Drive to Porter’s Neck Wal-Mart commercial lot.

**Project Status and Next Steps:**

- Timeless Construction needs a certification for the fill being used on one section along Market St.
- Timeless Construction is planning to begin construction along Middle Sound Loop Rd to

coincide with construction along Market St.

- Began construction along Market st portion on Sept. 22
- Held wet utility meeting with Cape Fear Public Utility Authority on Oct 22<sup>nd</sup>
- On-Site construction meeting scheduled for Sept 8<sup>th</sup> at MSLR; Intent to Proceed with Construction will be issued following this meeting
- Held Pre-Construction meeting August 20th
- Received our Concurrence to Award Construction Authorization to begin construction
- Construction Bid Accepted and contract is in approval process with NCDOT
- Construction oversight contractor accepted in approval process with NCDOT
- NCDOT has approved the encroachment agreement presented by NHC
- Local Programs Management Office has reviewed and approved change request allocating funds for construction.
- 100% construction plans have been reviewed and approved by NCDOT.
- Pre-construction Railroad and Utility certification was presented to and approved by NCDOT
- Funding request to FHWA has been approved.
- New Hanover County updated the categorical exclusion documentation for another year
- General Stormwater Discharge Permit for Construction Activities has been renewed and reissued for another year
- New Hanover County is preparing to send bidding documents out to contractors but need final approval from NCDOT to proceed
- Construction is underway.

### **BL-0118 North College Road Pedestrian Improvements**

**Project Description/Scope:** Project consists of the construction of a ten-foot wide, two-plus mile MUP along N. College from Gordon Road to Northchase Parkway West. In addition, it includes a sidewalk on the east side of N. College from Sirius Drive to Murrayville Road and New Village Way to the signalized intersection at Danny Pence Drive.

#### **Project Status and Next Steps:**

- Bid documents have been advertised and requests for comments have been sent out
- 100% plans have been approved
- Nationwide 14 approval has been received
- Received Right of Way Certification from NCDOT
- Received final TCE from new owner (previous TCE was not recorded at time of sale so new TCE had to be agreed to)
- Had 100% plan review with design engineers and made several notes
- Received updated signal plans from DOT regarding the switch to their new software system
- Need to file paperwork to acquire our water quality certification. Design engineer has filed paperwork with Dept of Environmental Quality - Division of Water Resources.
- Right of way acquisition- 15/15 properties signed and completed (all 15 property owners have been contacted)
- 100% design plans submitted to NCDOT for review and comment
- Level A SUE completed - identified potential utility conflicts (those have been ratified and a fix has been formulated)
- New design will eliminate the need for a PDE at one location

## **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:**

- Project has been completed.
- Project close out is in progress.

## **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. Upon completion, the Navassa Park Multi-Use Path will provide a safe and accessible pedestrian and bicycle route connecting Navassa Park, surrounding neighborhoods, and key civic destinations, supporting local and regional goals for active transportation, connectivity, and equitable access.

### **Project Status and Next Steps:**

- Final plans & contract documents are being prepared for NCDOT review & approval
- CE Document has been approved - Based on recent meeting with NCDOT, an updated form will be needed. Consultant has been instructed to provide to the Town for upload to EBS.
- Right-of-way Certification has been received from NCDOT.
- Plans have been requested to be updated to current standards. The Town's consultant will be following up to meet this request. Encroachment agreement will be addressed as part of this.
- Town is still awaiting updated CE document, estimate, and plans from the consultant
- Request for construction funds authorization will be coming once the updated form for the CE document, plans have been revised, and updated estimate submitted and approved by NCDOT.
- The WMPO Board voted to approve request for addition funding at the July 30, 2025 Board meeting.
- Project construction is tentatively scheduled to begin in early 2026.

## **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 51 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles. Project Status and Next Steps:

- Project has received Supplemental Funding for construction. Agreement was approved by WMPO, NCDOT and City Council. Contracts are executed.
- Project has received a 2-year extension to April 30, 2027, from NCDOT to allow additional funding requests, bidding, construction, and closeout.
- Plans, Specifications & Estimate approved by NCDOT. Project advertisement and bid expected to begin in January 2026.

## **BL-0045 – CITY OF WILMINGTON - Downtown Trail 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:**

- The WMPO Board approved the City of Wilmington's request and awarded an additional \$431,200 in federal funding to complete the design for Phase 1 on March 26, 2025.
- Scope change request to utilize remaining originally awarded funds and bring design to 60% plans approved by NCDOT on July 22, 2025.
- Supplemental agreement for an additional \$431,200 in Direct Attributable funding executed on July 23, 2025.
- WSP Supplemental Scope 3 (60%-100% design) approved by NCDOT on October 30, 2025.
- 25% plans submitted for review by the City on October 17, 2025, and comments were returned on November 14.
- Geotech and SUE subcontractors on site to complete existing conditions investigations.
- WSP met onsite on December 4 to review 25% comments with staff and discuss when and how to address them.
- 60% plan milestone due by early March 2026.



## TCC Update January 2026

### **Wave Awarded \$1.02M Competitive Federal Grant For New Shuttle Buses**

Wave Transit was one of only two North Carolina cities awarded a competitive Federal Transit Administration (FTA) Low or No Emission Grant in the amount of \$1.02M to purchase six new shuttle vehicles. The new vehicles will replace six aging shuttle vehicles, significantly decreasing the average age of the shuttle fleet from 7.5 years to 3.5, and transitioning the last of this vehicle type from diesel to Compressed Natural Gas (CNG). Upgraded vehicles help to maintain a safe and reliable transit system that benefits Wave Transit customers and the other commuters sharing the road.

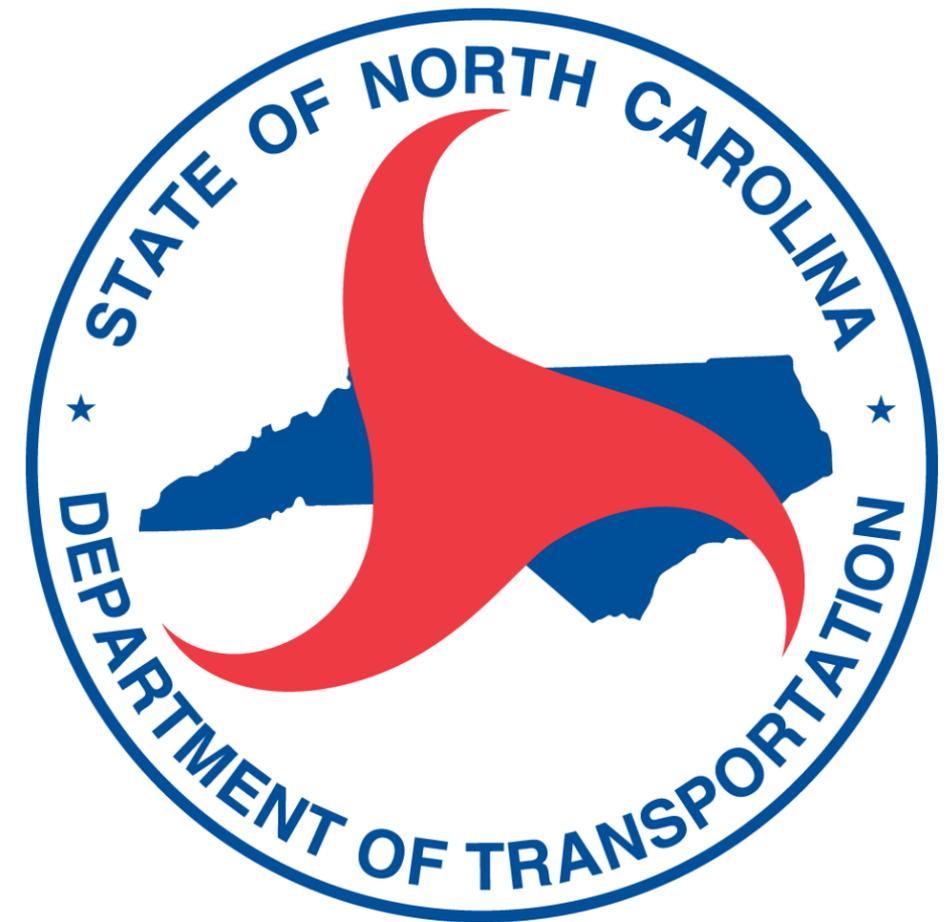
The Cape Fear Public Transportation Authority Board of Directors authorized staff to submit an application for Low-No Emission funding in June 2025. To receive the federal funding, a local contribution of \$180,000 is required for the project. Wave will be working to secure the local funding match for this procurement which is scheduled to occur after July 1, 2026 with delivery of vehicles expected in late 2026.



### **Ridership**

For the month of December, preliminary ridership numbers show that there were 2,865 RideMICRO trips and 55,141 fixed-route trips. Including University shuttle trips, there were a total of 64,915 trips for the month resulting in a 25% ridership increase compared to last December.

# Division 3 Project Update JANUARY 2026



WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

### WMPO JANUARY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Stoney Mathis	On Call Contract (OCC)	HS-2003AK	SR 1301 (PRINCESS PLACE DRIVE) AT NORTH 30TH STREET IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND PAVEMENT MARKINGS, AND INSTALL PEDESTRIAN SIGNALS.	NEW HANOVER	2026.02.04
Brian Harding	Division POC Let (DPOC)	W-5703C	US 117 / NC 132 (COLLEGE ROAD) TO 200 FEET NORTH OF WILOUGHBY PARK. INSTALL CURB AND GUTTER, MULTI-USE PATH, SIDEWALK, PEDESTRIAN SIGNALS, CROSSWALKS, AND LIGHTING.	NEW HANOVER	2026.02.19
Stoney Mathis	On Call Contract (OCC)	HS-2003AS	US 74/76 (ANDREW JACKSON HWY) FROM EASTBOUND RAMP NEAR SR 1426 (LANVALE ROAD). INSTALL TRAFFIC SIGNAL.	BRUNSWICK	2026.03.02
Stoney Mathis	On Call Contract (OCC)	HS-2003AI	US 117/NC 132 (COLLEGE ROAD) AT SR 2160 (LONG RIDGE ROAD)/ MCDONALDS DRIVEWAY. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.	NEW HANOVER	2026.03.02
Ron Van Cleef	NON - DOT LET (LAP)	U-5534U	BROOKLYN STREET; NAVASSA PARK WATER STREET TO SR 1435 (S NAVASSA ROAD) ; BROOKLYN STREET TO NAVASSA PARK. ADD BIKE LANES ON BROOKLYN STREET AND CONSTRUCT MULTI-USE PATH CONNECTINGBROOKLYN STREET TO NAVASSA PARK.	NEW HANOVER	2026.03.18
Derek Pielech	Division POC Let (DPOC)	HB-0040	REPLACE BRIDGE 21 OVER BANKS CHANNEL ON US 76 (CAUSWAY DRIVE); REPLACE BRIDGE 22 OVER LEES CUT ON US 74 (W SALISBURY STREET); AND REPLACE BRIDGE 24 OVER BANKS CHANNEL ON US 74 (W SALISBURY STREET) IN WRIGHTSVILLE BEACH.	NEW HANOVER	2026.04.21
Ron Van Cleef	NON - DOT LET (LAP)	HL-0131	NC 133 BELVILLE RIVERWALK PARK ENTERANCE. CONSTRUCT TRAFFICSIGNAL AND RELATED PEDESTRIAN INFRASTRUCTURE.	BRUNSWICK	2026.06.01

## WMPO JANUARY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Derek Pielech	Division POC Let (DPOC)	BP3-R012	BRIDGE 208 OVER STURGEON CREEK ON SR 1472 (VILLAGE ROAD).	BRUNSWICK	2026.06.18
Brian Harding	On Call Contract (OCC)	HS-2003P	US 117 (SHIPYARD BOULEVARD) FROM CONVERSE ROAD/LONGSTREET DRIVE. UPGRADE TRAFFIC SIGNAL AND ADD PEDESTRIAN ACCOMODATIONS.	NEW HANOVER	2026.06.19
Brian Harding	On Call Contract (OCC)	HS-2003S	US 17 BUSINESS (MARKET STREET) AT SR 1272 (NEW CENTRE DRIVE). INSTALL CROSSWALKS.	NEW HANOVER	2026.06.30
Brian Harding	On Call Contract (OCC)	50898	50898 Carolina Beach Sidewalk US421	NEW HANOVER	2026.09.17
Ron Van Cleef	NON - DOT LET (LAP)	EB-5600	SR 1219 (SOUTH 17TH STREET) FROM HARBOUR DRIVE TO SHIPYARD BOULEVARD. CONSTRUCT MULTI-USE PATH.	NEW HANOVER	2026.11.20
Brian Harding	Division POC Let (DPOC)	HE-0018	SR 1302 (NORTH 23RD STREET) FROM US 74 (MARTIN LUTHER KING JR. PARKWAY) TO AIRPORT BOULEVARD. WIDEN NORTHBOUND LANE.	NEW HANOVER	2027.05.20
Derek Pielech	Division POC Let (DPOC)	BP3-R004A	INTERSECTION IMPROVEMENTS @ LANVALE AND VILLAGE.	BRUNSWICK	2027.05.20

**Eric Ritzel, NCDOT Division 3 Corridor Development Engineer**  
 email: [eartzel@ncdot.gov](mailto:eartzel@ncdot.gov) Phone: 910-341-2021

**Adrienne Cox, NCDOT Division 3 Planning Engineer**  
 email: [amcox1@ncdot.gov](mailto:amcox1@ncdot.gov) Phone: 910-341-2001 169

## WMPO JANUARY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Eric Murray	Division POC Let (DPOC)	BP3-R004	BRIDGE 181 OVER STURGEON CREEK ON SR 1437 (OLD FAYETTEVILLE ROAD).	BRUNSWICK	2027.05.20
Tim Sherrill	Raleigh Letting (LET)	15BPR.142	BRIDGE PRESERVATION 090096 OVER US 74 & US 76 ON US 17; BRIDGE 090198 OVER ICW & NC 179 ON SR 1172. LONG BEACH ROAD.	BRUNSWICK	2027.08.17
Aaron LeBeau	Division Design Raleigh Let (DDRL)	U-5710	US 74 (EASTWOOD ROAD) AND SR 1409 (MILITARY CUTOFF ROAD) INTERSECTION - CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE.	NEW HANOVER	2027.09.21
Ron Van Cleef	NON - DOT LET (LAP)	EB-5982	NC 211 (NORTH HOWE STREET) FROM EAST OWEN STREET TO DOSHER HOSPITAL. CONSTRUCT 5-FOOT WIDE SIDEWALK IN THE TOWN OF SOUTHPORT.	NEW HANOVER	2027.09.30
Nate Tew	Division Design Raleigh Let (DDRL)	I-6037	I-140 NEWHANOVER COUNTY FROM US 421 TO 1.45 MILES EAST I-40. PAVEMENT AND BRIDGE REHABILITATION.	NEW HANOVER	2028.02.15
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5790	US 421 (CAROLINA BEACH ROAD) FROM NC 132 (SOUTH COLLEGE ROAD) TO SANDERS ROAD IN WILMINGTON. WIDEN EXISTING ROADWAY AND CONTRUCT FLYOVERS AT US 421 AND NC 132. INCLUDES U-5859.	NEW HANOVER	2029.03.20
Brian Harding	Division Design Raleigh Let (DDRL)	U-5734	US 421 (SOUTH FRONT STREET) FROM US 17 BUSINESS/US 76/US 421 (CAPE FEAR MEMORIAL BRIDGE) TO US 421 (BURNETT BOULEVARD) WIDEN TO MULTI-LANES.	NEW HANOVER	2029.06.19

**Eric Ritzel, NCDOT Division 3 Corridor Development Engineer**  
 email: [eartzel@ncdot.gov](mailto:eartzel@ncdot.gov) Phone: 910-341-2021

**Adrienne Cox, NCDOT Division 3 Planning Engineer**  
 email: [amcox1@ncdot.gov](mailto:amcox1@ncdot.gov) Phone: 910-341-2001 170

## WMPO JANUARY PROJECTS IN DEVELOPMENT

Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5792	US 74 (MARTIN LUTHER KING JR. PARKWAY) AT US 117/NC 132 (COLLEGE ROAD). CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2029.06.19
David Stutts	Division POC Let (DPOC)	BR-0008	BRIDGE PRESERVATION. BRIDGE 7 ON US 17 OVER US 76. THIS IS PART OF THE INTERCHANGE WEST OF THE CFMB.	BRUNSWICK	2029.09.18
David Leonard	Division Design Raleigh Let (DDRL)	U-6199	VARIOUS, WILMINGTON CITYWIDE SIGNAL SYSTEM.	NEW HANOVER	2030.01.15
Derek Pielech	Division POC Let (DPOC)	B-5653	REPLACE BRIDGE 14 OVER TURKEY CREEK ON NC 133.	PENDER	2030.01.17
Alex Stewart	Division Design Raleigh Let (DDRL)	U-3338C	SR 1175 (KERR AVENUE) INTERCHANGE AT US 74 (MARTIN LUTHER KING JR PARKWAY).	NEW HANOVER	2030.06.18
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5731	US 74 AT US 17/US 421, CONSTRUCT A FLY-OVER AND FREE FLOW RAMP AT INTERCHANGE.	NEW HANOVER	2030.06.18
Alex Stewart	Division POC Let (DPOC)	U-6128	US 76 (OLEANDER DRIVE) NEW HANOVER COUNTY AT GREENVILLE LOOP ROAD AND GREENVILLE AVENUE. UPGRADE INTERSECTION.	NEW HANOVER	2030.06.20

**Eric Ritzel, NCDOT Division 3 Corridor Development Engineer**  
 email: [eartzel@ncdot.gov](mailto:eartzel@ncdot.gov) Phone: 910-341-2021

**Adrienne Cox, NCDOT Division 3 Planning Engineer**  
 email: [amcox1@ncdot.gov](mailto:amcox1@ncdot.gov) Phone: 910-341-2001 171

WMPO JANUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	*SAP Let Date (year.month.date)
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5732	US 17 FROM SR 1582 (WASHINGTON ACRES ROAD) TO VISTA LANE. ACCESS MANAGEMENT.	PENDER	2032.01.20
Brandon Powers	Division Design Raleigh Let (DDRL)	U-4902C	US 17 BUSINESS (MARKET STREET) FROM NORTH OF US 117/NC 132 (COLLEGE ROAD) TO STATION ROAD. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.	NEW HANOVER	2032.08.17
Alex Stewart	Division Design Raleigh Let (DDRL)	U-5702A	NC 132 (COLLEGE ROAD) FROM SR 1272 (NEW CENTRE DRIVE) TO US 117 (SHIPYARD BOULEVARD).	NEW HANOVER	2033.02.15
Alex Stewart	Division Design Raleigh Let (DDRL)	U-4434	WILMINGTON, INDEPENDENCE BLVD EXT FROM RANDALL PARKWAY TO MARTIN LUTHER KING, JR. PARKWAY	NEW HANOVER	2040.01.01
Brian Harding	Division Design Raleigh Let (DDRL)	U-5729	US 421 (CAROLINA BEACH ROAD) FROM US 421 (BURNETT AVENUE) TO US 117 (SHIPYARD BOULEVARD) IN WILMINGTON UPGRADE ROADWAY.	NEW HANOVER	2040.01.01

WMPO JANUARY CONSTRUCTION PROJECTS						
Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
C205072	Joshua Pratt	R-3300A	NEW HANOVER	US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS SOUTH OF HAMPSTEAD TO NC 210	2030.03.30	9.05%
C204942	Joshua Pratt	U-6202	NEW HANOVER	SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.	2029.12.12	17.08%
C204553	Brad Haste	R-3300B	PENDER	NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD).	2027.12.11	64.66%
C204724	Brad Haste	B-5156	PENDER	BRIDGE #28 OVER LONG CREEK ON NC-210	2026.05.27	90.05%
C204319	Joshua Pratt	U-4902D	NEW HANOVER	SUPERSTREET MEDIAN ON MARKET STREET (US 17 BUS) FROM MARSH OAKS DRIVE TO LENDIRE DRIVE.	2026.01.06	86.18%
N/A	Ross Kimbro	HS-2003A	NEW HANOVER	SR 1217 (SOUTH 17TH STREET) AND DOCK STREET IN WILMINGTON. SIGNALIZE PEDESTRIAN CROSSINGS.	2025.09.30* (SCH. LETTING)	0.00%
N/A	Ross Kimbro	HS-2003AQ	NEW HANOVER	SR 2817 (17TH STREET) AT CASTLE STREET IN WILMINGTON. UPGRADE TRAFFIC SIGNAL AND SIGNS, AND INSTALL PEDESTRIAN SIGNALS AND CURB BUMP OUTS.	2025.09.30* (SCH. LETTING)	0.00%

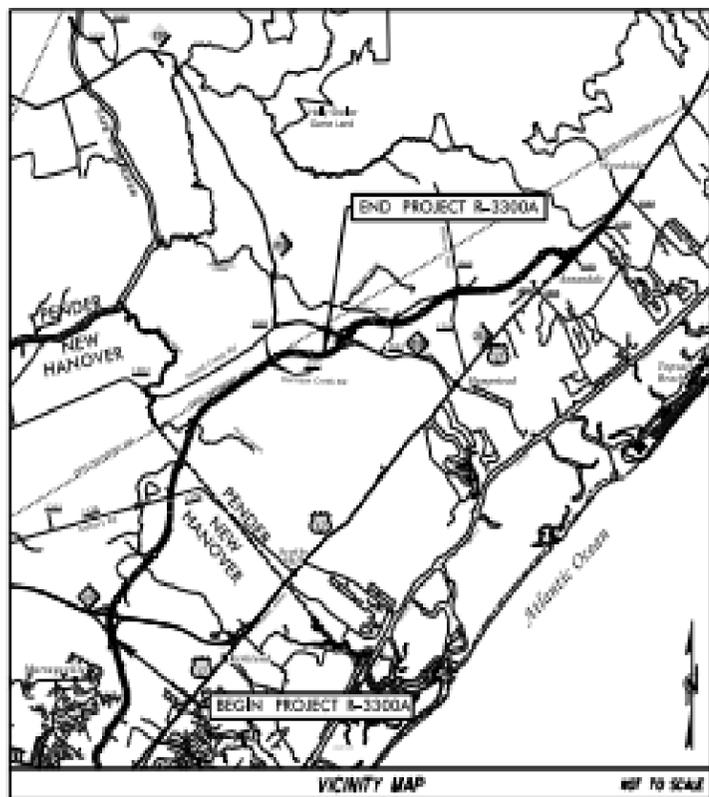
## WMPO JANUARY CONSTRUCTION PROJECTS

Contract Number	Resident Eng	TIP/WBS /Program	County	Description	*Estimated Completion (year.month.date)	Percent Complete
N/A	Ross Kimbro	HL-0109	NEW HANOVER	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON.	2025.09.18* (SCH. LETTING)	0.00%
N/A	Ross Kimbro	HL-0110	NEW HANOVER	SOUTH 3RD STREET INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ORANGE STREET IN WILMINGTON.	2025.09.18* (SCH. LETTING)	0.00%
N/A	Ross Kimbro	HS-2003H	NEW HANOVER	US 117-NC132 (COLLEGE ROAD) AT LAKE AVENUE-HUGH MCRAE PARK.REVISE TRAFFIC SIGNAL.	2025.09.18* (SCH. LETTING)	0.00%

TIP PROJECT: R-3300A

CONTRACT: C205072

See Sheet 1A For Index of Sheets See Sheet 1B for Conventional Symbols



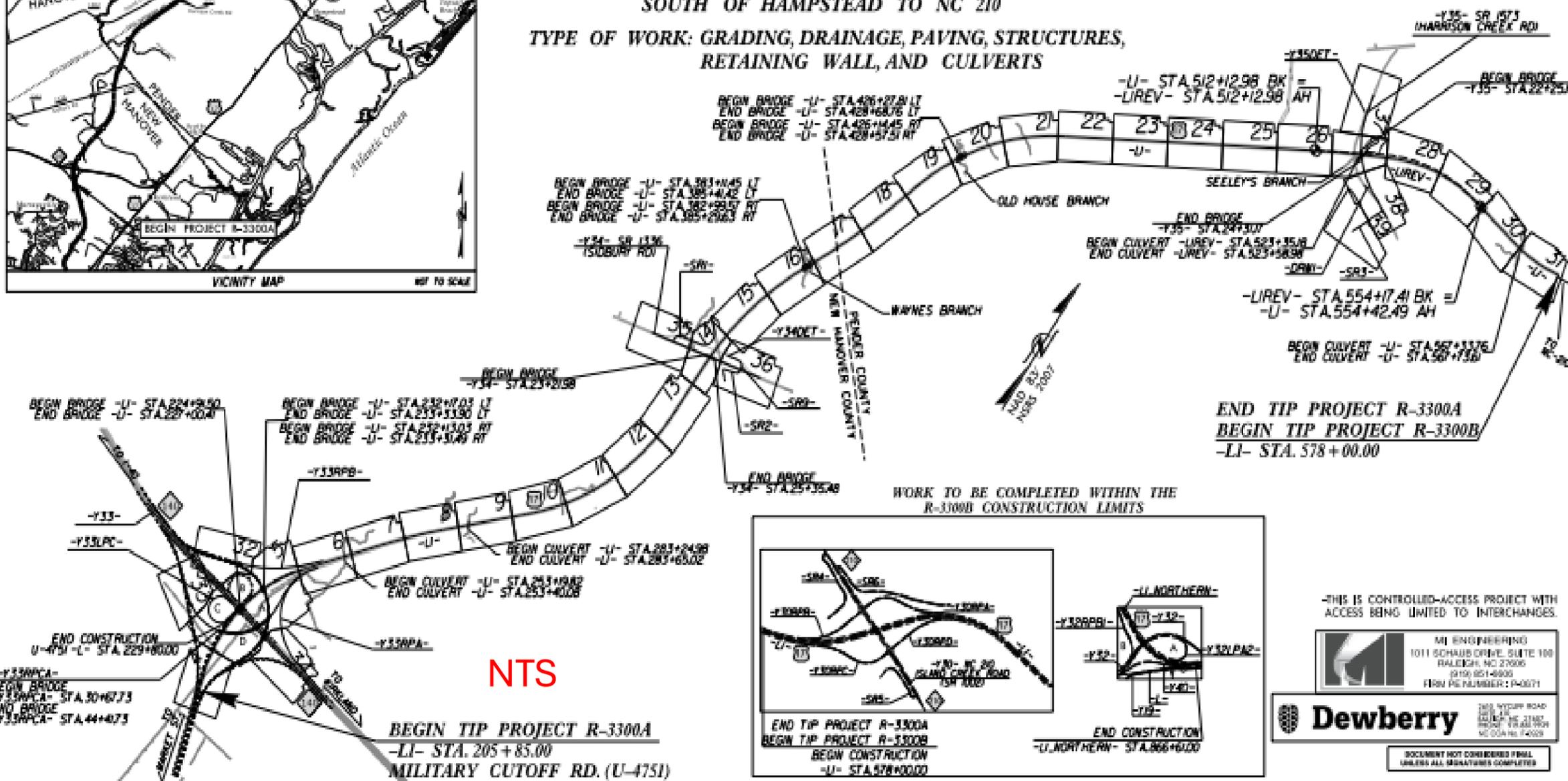
# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

## NEW HANOVER & PENDER COUNTIES

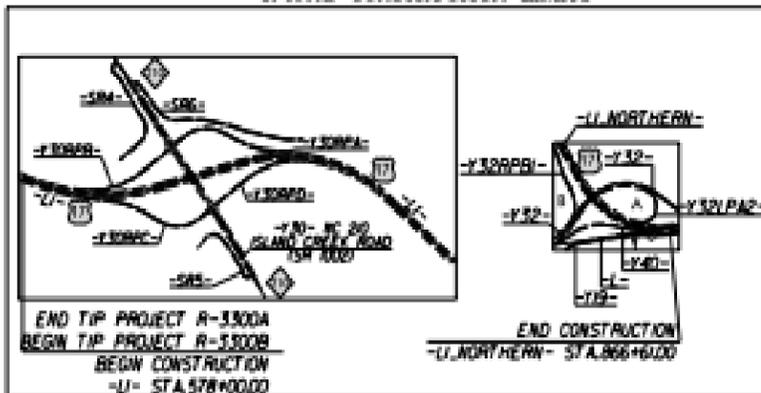
LOCATION: US 17 HAMPSTEAD BYPASS FROM US 17 BYPASS  
SOUTH OF HAMPSTEAD TO NC 210

TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,  
RETAINING WALL, AND CULVERTS

DATE	DESCRIPTION	BY	CHK
N.C.	R-3300A	1	
40237.1.3	N/A	PE	
40237.2.4	N/A	BW	
40237.2.6	N/A	UTILITIES	
40237.3.3	N/A	CONST	



NTS



THIS IS CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.

**Dewberry**  
1011 SCHUBS DRIVE, SUITE 100  
RALEIGH, NC 27606  
(919) 851-4000  
FIRM REGISTRATION: P-0071

**Project Details:**

Work Begin: 07/2025

Est. Completion: 10/2029

Rev. Completion: 03/2030

Contractor: S.T. Wooten

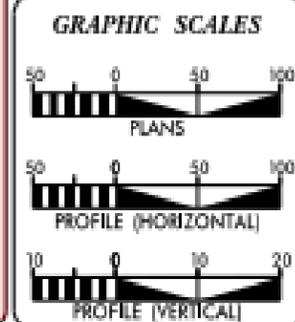
NC DOT Contact: Joshua Pratt

Contract: \$182,389,503

**Project Comments:**

**R-3300A**  
(HAMPSTEAD BYPASS)

- Clearing, grubbing, and hauling fill material on site
- Pre-con has set the stage for initial construction
- Additional equipment is being mobilized to support upcoming work
- Project is in the early mobilization and site preparation phase
- Interim completion date is set for October 1, 2029.



**DESIGN DATA**

ADT 2016	=	N/A
ADT 2040	=	54,800
K	=	8 %
D	=	60 %
T	=	6 % *
V	=	70 MPH
*(TTST 2% + DUALS 4%)		
FUNC CLASS	=	FREWAY
REGIONAL TIER	=	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT R-3300A	=	6.869 MILES
LENGTH STRUCTURE TIP PROJECT R-3300A	=	0.175 MILES
[NORTHBOUND LANES STATIONS USED]		
TOTAL LENGTH TIP PROJECT R-3300A	=	7.044 MILES

FORWARDED BY THE OFFICE OF  
STANTEC CONSULTING  
101 West Franklin Road | Suite 100 | Raleigh, NC 27606  
(919) 851-4000 | Fax: (919) 851-4001 | www.stantec.com

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
BY STANDARD SIGNATURES

RIGHT OF WAY DATE:  
APRIL 1, 2019

LETTING DATE:  
JULY 15, 2025

KATRINA N. HAZEL, P.E.  
PROJECT DESIGN ENGINEER

TRACE HOWELL, P.E.  
SCHEMATIC DESIGNER / CONTRACT

HYDRAULICS ENGINEERS

ROADWAY DESIGN ENGINEER

DATE: 1/11/2025



**CONSTRUCTION  
PROGRESS**

# 9%

01/2026

TIP PROJECT: U-6202

CONTRACT: C204942

**Project Details:**

Work Begin: 03/2025

Est. Completion: 12/2029

Contractor: ST WOOTEN

NCDOT Contact: Josh Pratt

Contract: \$50,843,005

**Project Comments:**

**U-6202**  
GORDON ROAD WIDENING

SR 2048 (GORDON ROAD) FROM US 17 (MARKET STREET) TO I-40. WIDEN ROADWAY.

- HNTB revising plans to incorporate fire station entrance at Harris Rd
- Temporary seeding has been placed in disturbed areas to prevent erosion.
- Excavation work continues as needed to support utility installation.
- Private driveway and water service line revisions in progress
- Pavement patch repairs are being completed in areas affected by construction.

**CONSTRUCTION PROGRESS**

**17%**

01/2026 176

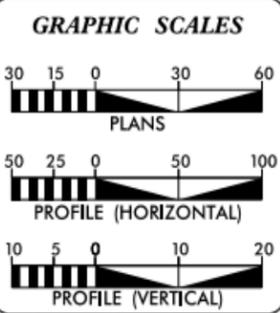
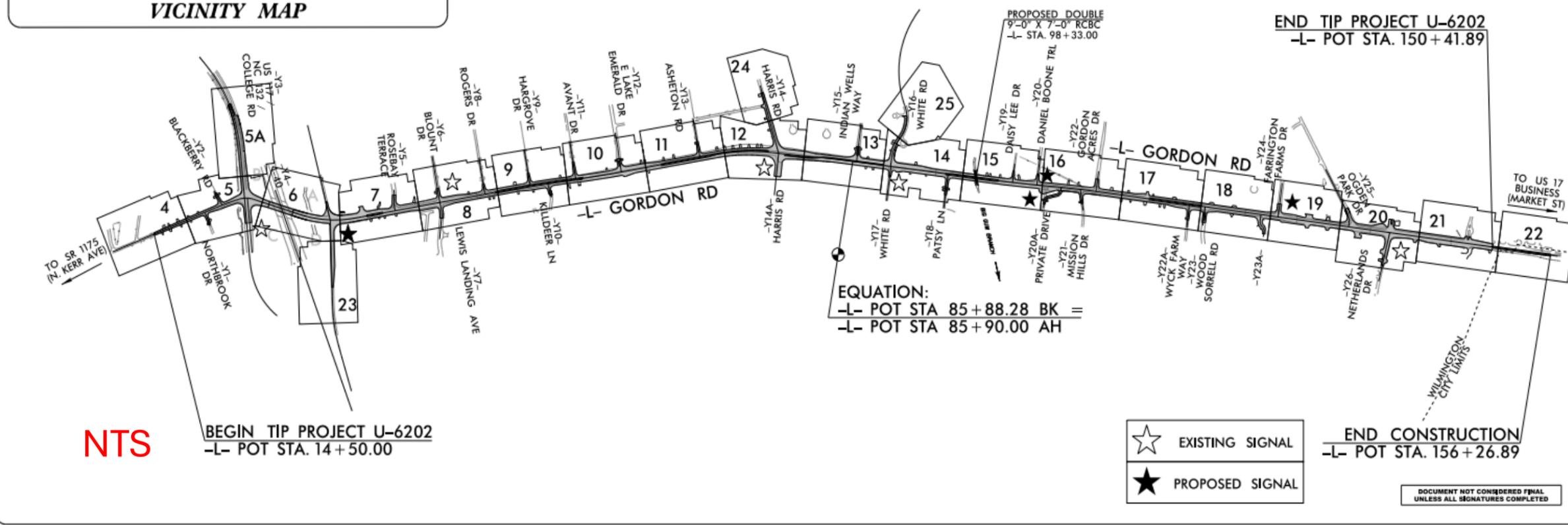
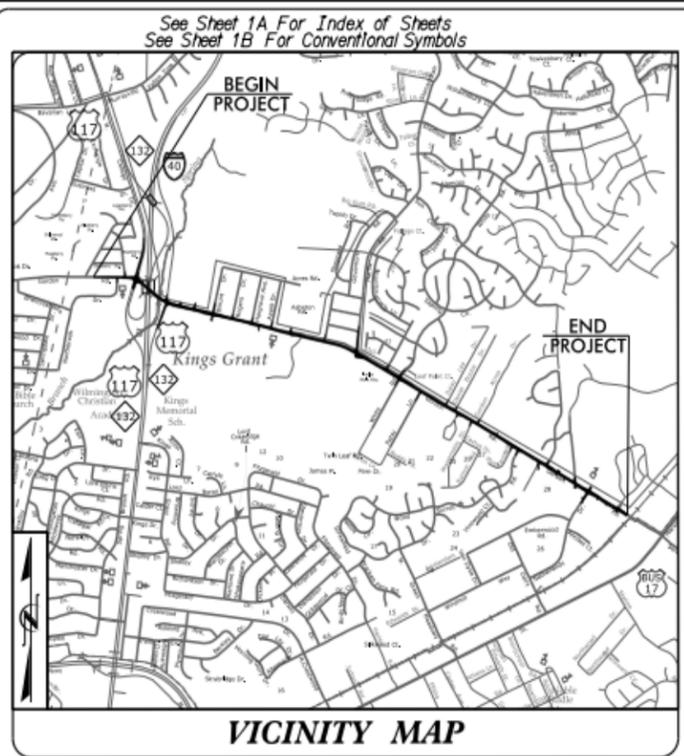
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**NEW HANOVER COUNTY**

LOCATION: SR 2048 (GORDON ROAD) FROM WEST OF INTERSTATE-40 TO WEST OF US 17 BUS (MARKET STREET)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, CULVERT, AND SIGNALS

STATE	STATE PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
N.C.	U-6202	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48662.1.1		PE	
48662.2.1		ROW	
48662.2.2		UTILITY	
48662.3.1		CONSTRUCTION	



**DESIGN DATA**

ADT 2024 = 27,600  
ADT 2044 = 35,300

K = 8 %  
D = 55 %  
T = 4 % \*  
V = 50 MPH

\* TTST = 1% DUAL 3%  
FUNC CLASS = URBAN ARTERIAL  
REGIONAL TIER

**PROJECT LENGTH**

LENGTH OF ROADWAY T.I.P. PROJECT U-6202 = 2.574 MILES

TOTAL LENGTH OF T.I.P. PROJECT U-6202 = 2.574 MILES

LENGTH BASED ON -L- CENTERLINE

PREPARED IN THE OFFICE OF:  
**HNTB**  
HNTB NORTH CAROLINA, P.C.  
3043 E. Six Forks Road, Suite 200  
Raleigh, North Carolina 27609  
NC License No: C-15514

FOR NCDOT DIVISION 3

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JUNE 17, 2022

LETTING DATE: NOVEMBER 19, 2024

J. MATTHEW PICKENS, PE  
PROJECT ENGINEER

ANDREW J. McOMBER, PE  
PROJECT DESIGN ENGINEER

BRIAN HARDING, PE  
NCDOT CONTACT

HYDRAULICS ENGINEER

8/23/2024  
SIGNATURE: [Signature]  
ROADWAY DESIGN ENGINEER

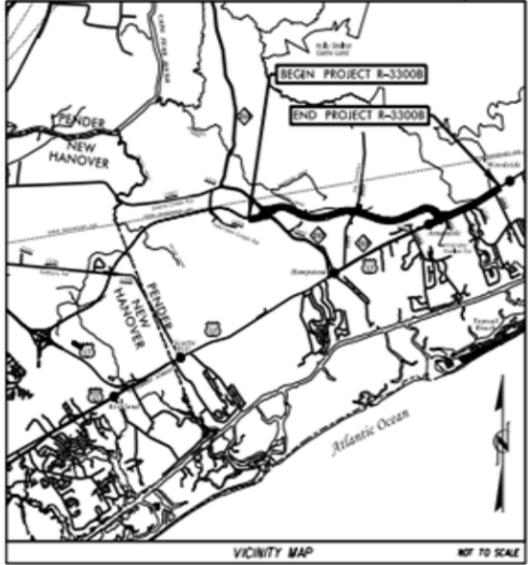
8/23/2024  
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TIP PROJECT: R-3300B

CONTRACT: C204553

See Sheet 1A For Index of Sheets See Sheet 1B for Conventional Symbols



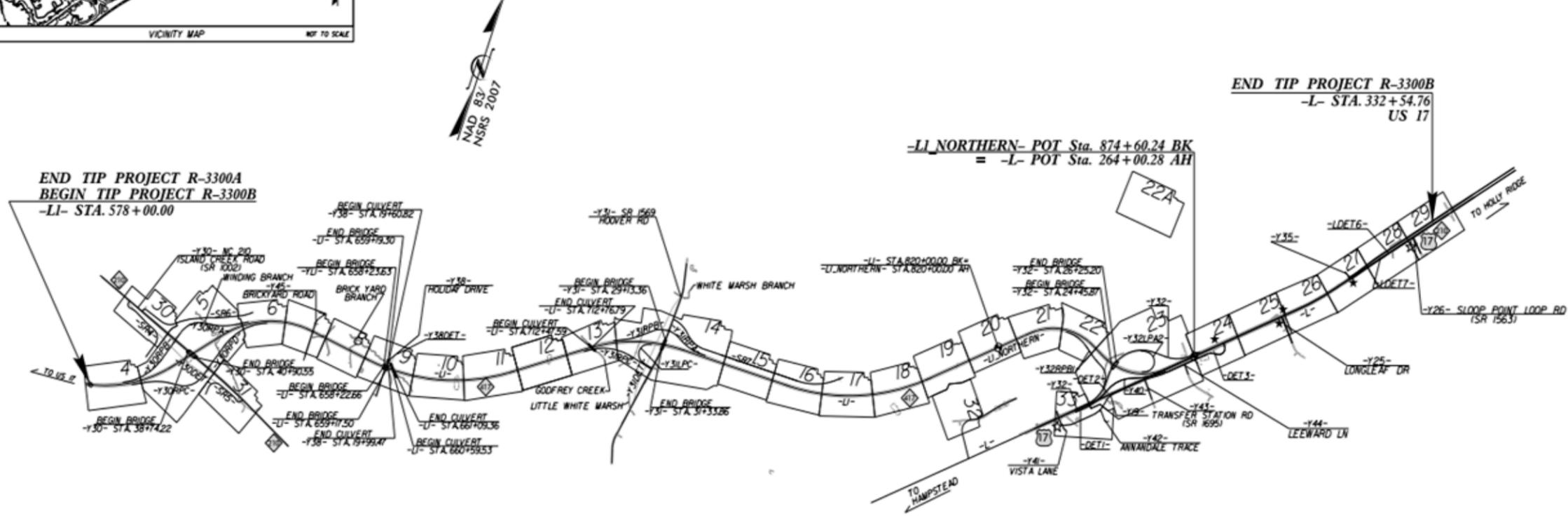
# STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS

## PENDER COUNTY

**LOCATION: NC 417 (HAMPSTEAD BYPASS) FROM SOUTH OF NC 210  
TO NORTH OF SR 1563 (SLOOP POINT LOOP ROAD).**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, STRUCTURES,  
SIGNALS, ITS, NOISE WALLS, RETAINING WALLS,  
AND CULVERTS**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	R-3300B	1	
STATE PROJ. NO.	F.A.P. PROJ. NO.	DESCRIPTION	
40237.1.2	N/A	PE	
40237.2.5	N/A	R/W & UTIL	
40237.3.3	N/A	CONSTR	

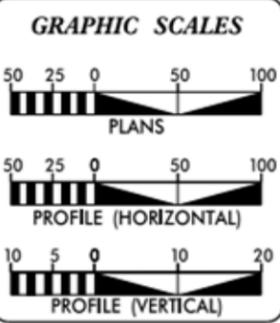


NTS

SUNGATE DESIGN GROUP, P.A. **Dewberry**

★ UPDATE EXISTING SIGNAL    -THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.  
★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



**DESIGN DATA**

ADT 2016	= N/A
ADT 2040	= 55,400
K	= 8 %
D	= 60 %
T	= 6 % *
V	= 70 MPH
*(TTST 2% + DUALS 4%)	
FUNC CLASS	= FREEWAY
REGIONAL TIER	

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT R-3300B	= 6.898 MILES
LENGTH STRUCTURE TIP PROJECT R-3300B	= 0.018 MILES
TOTAL LENGTH TIP PROJECT R-3300B	= 6.916 MILES

PREPARED IN THE OFFICE OF:  
**Stantec**  
STANTEC CONSULTING  
400 Jones Franklin Road | Suite 200 | Raleigh, NC 27609  
Tel: (919) 851-0888 | Fax: (919) 851-7624 | www.stantec.com  
License No. P-8812

FOR THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
301 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MARCH 16, 2018

LETTING DATE: JANUARY 18, 2022

**MICHAEL D. LINDGREN, P.E.**  
PROJECT ENGINEER

**TRACE HOWELL, P.E.**  
NCDOT DIVISION 3 CONTACT

**HYDRAULICS ENGINEERS**

Designed by: **John G. Datta, P.E.** (Signature: 11/22/2022)

Designed by: **Steve Bender, P.E.** (Signature: 11/22/2022)

**ROADWAY DESIGN ENGINEER**

Designed by: **Mike Lindgren, P.E.** (Signature: 11/22/2022)



**Project Details:**

Work Begin: 03/2022

Est. Completion: 03/2027

Rev. Completion: 12/2027

Contractor: CONTI CIVIL

NCDOT Contact: Brad Haste

Contract: \$185,680,442

**Project Comments:**

**R-3300B**  
HAMPSTEAD BYPASS

FROM SOUTH OF NC 210 TO NORTH OF SR 1563 (SLOOP POINT ROAD)

- **Facilities:** Offices updates for ongoing work progress.
- **Culvert 15 (Sloop Point):** Widening and TMP phasing reviewed; revisions approved by Engineers.
- **US 17 Widening:** Caisson North section complete.
- **Roundabout (Island Creek/NC 210 Split):** Awaiting final construction plans from central office.
- **Culverts 9 & 10:** Stream restoration pricing being reviewed.
- **Sloop Point Intersection:** Revision request in progress.
- **Joint Sealing:** Non-conformance letter issued; work proceeding.
- **Noise Wall:** Pay reduction applied due to low grout samples — issue complete.
- **Signal Software:** Maxtime coordination underway with Traffic Services.

**CONSTRUCTION  
PROGRESS**

# 65%

01/2026 177

TIP PROJECT: B-5156

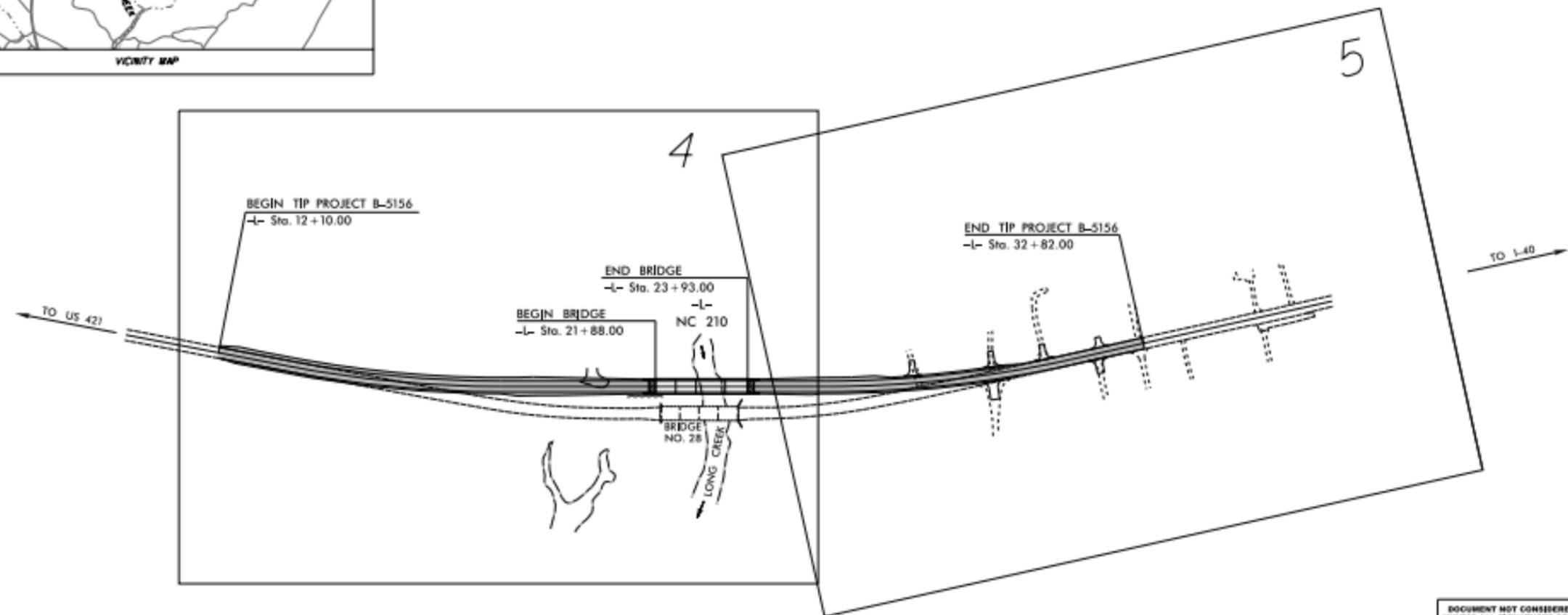
CONTRACT: C204724



**STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
PENDER COUNTY**

STATE	STATE PROJECT NUMBER	FISCAL YEAR	SECTION
N.C.	B-5156	1	
42331.1.2			P.E.
42331.2.1			RIGHT OF WAY
42331.2.1			UTILITIES
42331.3.1			CONSTRUCTION

*LOCATION: BRIDGE 28 OVER LONG CREEK ON NC 210*  
*TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURES*



NTS

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED

**Project Details:**

Work Begin: 06/2024

Est. Completion: 03/2026

Rev. Completion: 05/2026

Contractor: SMITH-ROWE, LLC

NCDOT Contact: Brad Haste

Contract: \$5,022,225.46

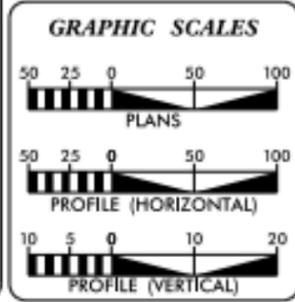
**Project Comments:**

**B-5156**

**NC-210**

BRIDGE 28 OVER LONG CREEK

- Bridge Demo started 8/25/25
- Completed working on SA – additional Structure Removal (\$189,000)
- Planning to pave final on 11/17/25
- Finale inspection on 12-1-25 – still need pavement repairs (12-16-25) and slope repairs.



**DESIGN DATA**

AADT 2020 = 3,000  
AADT 2040 = 3,600  
K = 10%  
D = 55%  
T = 12%\*  
V = 60 MPH

\* (TTST 4% + DUAL 8%)  
FUNCTIONAL: RURAL MAJOR  
CLASSIFICATION: COLLECTOR  
REGIONAL TIER

**PROJECT LENGTH**

LENGTH ROADWAY TIP PROJECT B-5156 = 0.353 MILES  
LENGTH STRUCTURES TIP PROJECT B-5156 = 0.039 MILES  
TOTAL LENGTH TIP PROJECT B-5156 = 0.392 MILES

PLANS PREPARED FOR THE NCDOT BY:

2014 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: AUGUST 28, 2019

LETTING DATE: APRIL 16, 2024

**Kimley Horn**

JEFFREY W. MOORE, P.E.  
PROJECT ENGINEER

SETH DENNEY, P.E.  
PROJECT DESIGN ENGINEER

DAVID STUTTS, P.E.  
STRUCTURES MANAGEMENT UNIT  
PROJECT ENGINEER-  
PROGRAM MANAGEMENT

**HYDRAULICS ENGINEER**

Developed by: David Haste 7/2024  
SIGNATURE: [Signature]

**ROADWAY DESIGN ENGINEER**

Developed by: Jeffrey W. Moore  
SIGNATURE: [Signature]



**CONSTRUCTION  
PROGRESS**

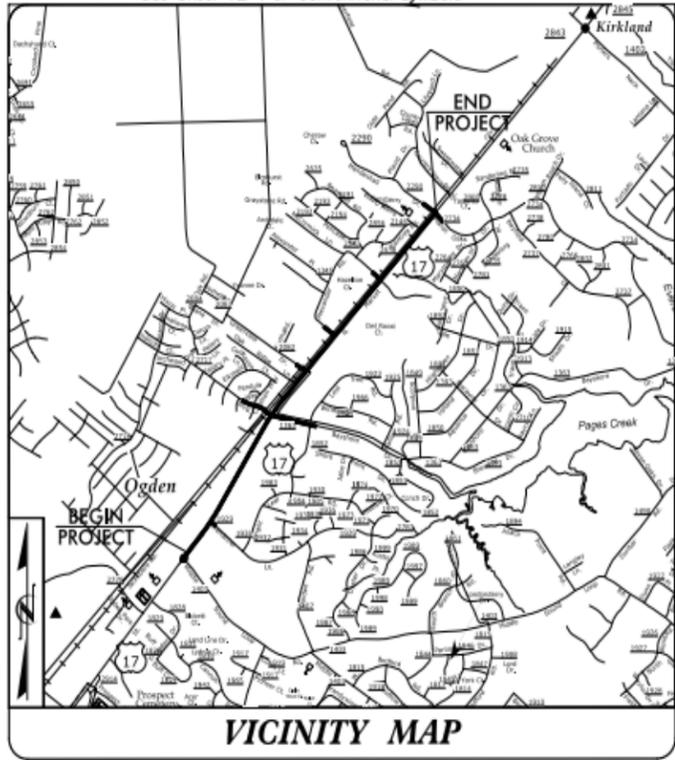
**90%**

01/2026 178

TIP PROJECT: U-4902D

CONTRACT: C204319

See Sheet 1A For Index of Sheets  
See Sheet 1B For Conventional Symbols



STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**NEW HANOVER COUNTY**

**LOCATION: US 17 (MARKET STREET) FROM  
SR 1403 (MIDDLE SOUND LOOP ROAD)  
TO SR 2290 (MENDENHALL DRIVE)  
SR 2734 (MARSH OAKS DRIVE)**

**TYPE OF WORK: GRADING, PAVING, DRAINAGE, SIGNALS,  
AND RETAINING WALL**

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-4902D	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
40238.1.4		P.E.	
40238.2.4		R/W/UTIL	
40238.3.5		CONST	



**Project Details:**

Work Begin: 04/2019

Est. Completion: 11/2022

Rev. Completion: 01/2026\*

Contractor: Sealand Contractors

NCDOT Contact: Joshua Pratt

Contract: \$24,654,091

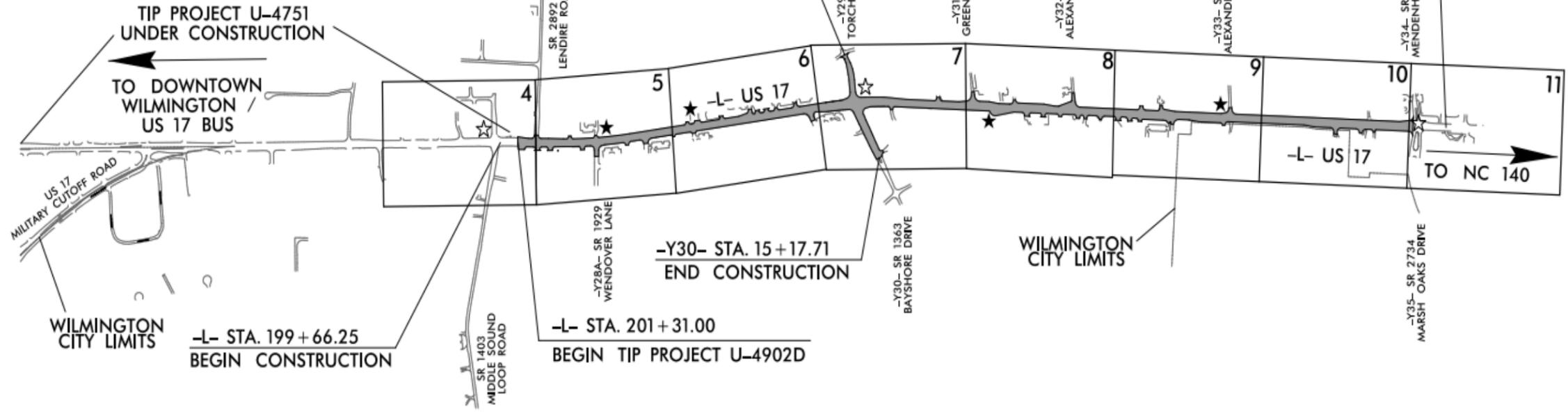
**Project Comments:**

**U-4902D**

US 17 (MARKET STREET)

FROM SR 1403 TO SR 2734 IN WILMINGTON.

- Completed Multi-Use Path asphalt is complete
- Ongoing / Near-Completion Work\*:
  - Curb and gutter installation at Novant Health and Torchwood
  - ADA ramp construction
  - Torchwood Road widening
  - Median islands construction
  - Retaining wall extension
  - Waterline tie-in (7 total connections)
  - Masonry drainage structure punch-list items
  - Topsoil placement and final grading in shoulders and medians
- Active Issue: Repairs needed at 777 Smoke Shop driveway and parking lot
- Coordination: Progress milestone meeting held with the Construction Unit on July 2, 2025

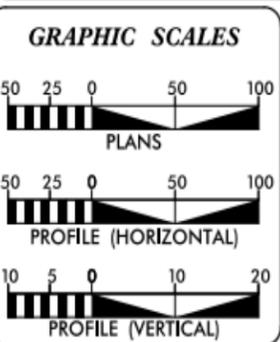


NTS

☆ EXISTING SIGNAL

★ PROPOSED SIGNAL

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED



**DESIGN DATA**

ADT 2018 =	52,130
ADT 2038 =	65,390
K =	11 %
D =	55 %
T =	6 % *
V =	50 MPH
* TTST = 2% DUAL 4%	
FUNC CLASS = PRINCIPAL ARTERIAL	
STATEWIDE TIER	

**PROJECT LENGTH**

LENGTH OF ROADWAY T.I.P. PROJECT U-4902D =	1.670 MILES
TOTAL LENGTH OF T.I.P. PROJECT U-4902D =	1.670 MILES
LENGTH BASED ON -L- CENTERLINE	

PREPARED IN THE OFFICE OF

**HNTB**

FOR DIVISION OF HIGHWAYS

2018 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: JANUARY 30, 2017

LETTING DATE: FEBRUARY 19, 2019

DOUGLAS M. WHEATLEY, PE  
PROJECT ENGINEER

ROY TELLIER, PE  
PROJECT DESIGN ENGINEER

KRISTA KIMMEL, PE  
NCDOT CONTACT

HYDRAULICS ENGINEER

James A. Byrd  
1/7/2019

ROADWAY DESIGN ENGINEER

Roy Tellier  
1/4/2019



**CONSTRUCTION  
PROGRESS**

**86%**

01/2026

179

# Project Details:

Work Begin: TBD  
 Est. Completion: TBD  
 Rev. Completion: N/A.  
 Contractor: TBD  
 NCDOT Contact: Ross Kimbro  
 Contract: TBD

# Project Comments:

## HS-2003A

### S. 17<sup>th</sup> St. & Dock St.

-Final plans and Funds released.

-Managed by NCDOT Division Traffic, they will be ordering materials and continue as on-call signal contractor.

-Tentative timelines of 12 months for installation due to metal pole lead times.

# CONSTRUCTION PROGRESS

# 0%

### PHASING DIAGRAM

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

### TABLE OF OPERATION

SIGNAL FACE	PHASE		
	2	4	7
2L, 2R	G	R	R
4L, 4R	R	G	R
4L	-	-	-
P2L, P2R	W	DN	DRN
P4L, P4R	DN	W	DRN
P8L, P8R	DN	W	DRN

### OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	EXISTING	DETECTOR PROGRAMMING										
					PHASE	CHANGING	EXTENSION	TRUCK DETECT	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CASE			
2A	6X6	200	EXISTING	-	2	Y	Y	-	-	-	-	-	-	-	-
2B	6X6	200	EXISTING	-	2	Y	Y	-	-	-	-	-	-	-	-
4A	6X40	0	2-4-2	-	4/8	Y	Y	-	-	-	3	-	-	-	-
4B	6X40	0	2-4-2	-	4/8	Y	Y	-	-	-	-	-	-	-	-

PROJECT REFERENCE NO. HS-2003A  
 SHEET NO. SIG.1.0

2 Phase Fully Actuated Wilmington Signal System

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Reposition Heads 42, 43.
- Set all detector units to presence mode.
- Omit WALK and Flashing Don't Walk with no pedestrian calls.
- Program Pedestrian heads to countdown the "Flashing DON'T WALK" time only.
- Pavement Markings are Existing.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data Controller Asset # 0193.
- All new pedestrian hardware is black.

### SIGNAL FACE I.D.

All Heads L.E.D.

See Note 10.

### OASIS 2070 TIMING CHART

FEATURE	PHASE		
	2	4	7
All Green 1"	10	5	5
Extension 1"	6.0	2.0	2.0
All Green 1"	45	25	25
Yellow Clearance	3.0	3.1	3.1
Red Clearance	1.5	2.0	2.0
Walk 1"	15	7	15
Don't Walk 1"	5	9	10
Advance Walk	6	-	6
Seconds Per Activation "	1.5	-	-
All Variable Interval "	24	-	-
Time Before Reduction "	10	-	-
Time To Reduce "	1.5	-	-
Minimum Gap	3.0	-	-
Recall Mode	MIN RECALL	-	-
Vehicle Call Memory	YELLOW	-	-
Dead Time	-	ON	ON
Simultaneous Gap	ON	ON	ON

\* These values may be VBI adjusted. Do not adjust the Green and Extension times for phases 2 and 4 lower than what is shown.  
 WALK Green for 4L (other phases show) if not lower than 4 seconds.

### LEGEND

PROPOSED	EXISTING

SR 1217 (S. 17th Street)

Dock Street

Wrightsville Avenue

EXISTING R/W

25 mph +1% Grade

35 mph 0% Grade

Pole Mounted Cabinet

EXISTING R/W VARIES

Project #: 230902

DAVENPORT

Signal Upgrade (Corr. File 03-20-59791)

SR 1217 (S. 17th Street) at Dock Street / Wrightsville Avenue

Wilmington 3, New Hanover County, Wilmington

PLN DATE: December 2024 REVISION BY: S. Bennett

PREPARED BY: S. Shafiqe REVISION BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL REVISIONS COMPLETED

03-2026

SIG. NUMBER: 03-2026

# Project Details:

Work Begin: TBD  
 Est. Completion: TBD  
 Rev. Completion: N/A.  
 Contractor: TBD  
 NCDOT Contact: Ross Kimbro  
 Contract: TBD

# Project Comments:

## HS-2003AQ

17<sup>th</sup> St. & Castle St.

-Final plans and Funds released.  
 -Managed by NCDOT Division Traffic, they will be ordering materials and continue as on-call signal contractor.  
 -Tentative timelines of 12 months for installation due to metal pole lead times.

# CONSTRUCTION PROGRESS

# 0%

### DEFAULT PHASING DIAGRAM

### ALTERNATE PHASING DIAGRAM

**PHASING DIAGRAM DETECTION LEGEND**

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

### SIGNAL FACE I.D.

All Heads L.E.O.

Accessible Pedestrian Signal  
 P21,P22  
 P23,P24  
 P41,P42  
 P81,P82

### OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SR	DETAILED FROM STOPBAR PT	TUBING	NEW LOOP	PHASE	CHANGING	EXISTING	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CASE
2A	6X6	200	EXIST	-	2	Y	Y	-	-	-	Y
2B	6X6	200	EXIST	-	2	Y	Y	-	-	-	Y
4A	6X6	200	4	Y	4	-	Y	-	-	-	Y
4B	6X40	0	2-4-2	-	4	Y	Y	2.0	5	-	Y
7A	6X40	0	2-4-2	-	7	Y	Y	-	3	-	Y
8A	6X40	0	2-4-2	-	8	Y	Y	-	-	-	Y
8B	6X40	0	2-4-2	-	8	Y	Y	-	15	-	Y

Reduce delay to 3 seconds during Alternate Phasing operation.  
 Disable phase call during Alternate Phasing operation.

### DEFAULT PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	82	84+7	84+8	FL
21	Y	R	R	R
22,23	G	R	R	R
24	Y	R	R	R
41	R	G	G	R
42	R			R
71	R	-	-	R
81	R	R		R
82	R	R	G	R
83	R	R	Y	R
P21,P22, P23,P24	W	D	W	D
P41,P42	D	W	W	D
P81,P82	D	W	W	D

### ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE			
	82	84+7	84+8	FL
21	Y	R	R	R
22,23	G	R	R	R
24	Y	R	R	R
41	R	G	G	R
42	R			R
71	R	-	-	R
81	R	R		R
82	R	R	G	R
83	R	R	Y	R
P21,P22, P23,P24	W	D	W	D
P41,P42	D	W	W	D
P81,P82	D	W	W	D

### OASIS 2070 TIMING CHART

FEATURE	PHASE			
	2	4	7	8
Min Green 1"	10	5	5	5
Extension 1"	6.0	6.0	2.0	2.0
Max Green 1"	60	45	15	45
Yellow Clearance	5.8	5.8	5.0	5.8
Red Clearance	1.3	1.5	2.3	1.5
Walk 1"	7	7	-	7
Don't Walk 1"	11	10	-	11
Advanced Walk "	-	-	-	-
Seconds Per Actuation "	1.5	-	-	-
Max Variable Interval "	24	-	-	-
Time Before Redesign "	20	15	-	-
Time To Reduce "	30	30	-	-
Minimum Gap	3.0	3.0	-	-
Recall Mode	MIN RECALL	-	-	-
Vehicle Call Priority	YELLOW	-	-	-
Dual Entry	-	ON	-	ON
Signalness Gap	ON	ON	ON	ON

### ACCESSIBLE PEDESTRIAN SIGNAL OPERATION

SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P21	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross Castle.
P22	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross Castle.
P23	-	X	Bah	Castle, Bah sign is on to cross Castle.
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross Castle.
P24	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross Castle.
P41	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross 17th.
P42	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross 17th.
P81	-	X	Bah	17th, Bah sign is on to cross 17th.
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross 17th.
P82	-	X	Bah	Percussive Tone
	X	-	Flashing Don't Walk / Don't Walk	Bah, Bah to cross 17th.

### LEGEND

	PROPOSED Traffic Signal Head		EXISTING Traffic Signal Head
	PROPOSED Modified Signal Head		EXISTING Modified Signal Head
	PROPOSED Pedestrian Signal Head		EXISTING Pedestrian Signal Head
	PROPOSED Signal Pole with Guy		EXISTING Signal Pole with Guy
	PROPOSED Signal Pole with Sidewalk Guy		EXISTING Signal Pole with Sidewalk Guy
	PROPOSED Inductive Loop Detector		EXISTING Inductive Loop Detector
	PROPOSED Controller & Cabinet		EXISTING Controller & Cabinet
	PROPOSED Junction Box		EXISTING Junction Box
	PROPOSED 2-in Underground Conduit		EXISTING 2-in Underground Conduit
	PROPOSED Right of Way		EXISTING Right of Way
	PROPOSED Directional Arrow		EXISTING Directional Arrow
	PROPOSED Left Arrow "ONLY" Sign (R3-5L)		EXISTING Left Arrow "ONLY" Sign (R3-5L)
	PROPOSED Right Arrow "ONLY" Sign (R3-SR)		EXISTING Right Arrow "ONLY" Sign (R3-SR)
	PROPOSED No Right Turn Sign (R3-1)		EXISTING No Right Turn Sign (R3-1)
	PROPOSED No Left Turn Sign (R3-2)		EXISTING No Left Turn Sign (R3-2)
	PROPOSED Street Name Sign		EXISTING Street Name Sign
	PROPOSED "RIGHT TURN SIGNAL" Sign (R10-10R)		EXISTING "RIGHT TURN SIGNAL" Sign (R10-10R)

Signal Upgrade - Corr. File No 03-19-58986

SR 1217 (South 17th Street) at Castle Street

Division 3 - New Hanover County - Wilmington

PLAN DATE: February 2025 REVISION BY: MJ Hamilton

PREPARED BY: JA Bond REVISION BY:

EXULT ENGINEERING

304-F.W. Millbrook Rd. Raleigh, NC 27609 919.500.5426 www.exultengineering.com

NC License NC-4445

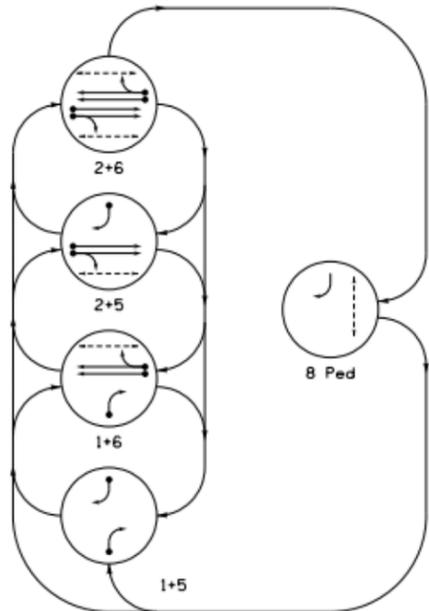
SEAL NORTH CAROLINA PROFESSIONAL ENGINEER WILLIAM J. HAMILTON

11/20/2025

116. UNIFORM NO. 03-0830

NTS

PHASING DIAGRAM



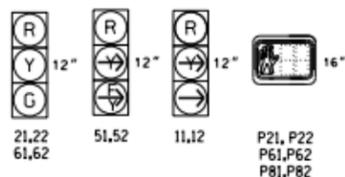
PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE				
	1 5	2 6	3 5	4 6	8
11,12		R	R	R	R
21,22	R	R	G	G	R
51,52	R	R	R	R	R
61,62	R	G	R	G	R
P21,P22	DW	DW	W	W	DW DRK
P61,P62	DW	W	DW	W	DW DRK
P81,P82	DW	DW	DW	W	DRK
SIGN "B"	OFF	OFF	OFF	OFF	ON OFF

SIGNAL FACE I.E.D.



OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	DETECTOR PROGRAMMING					
				PHASE	CALLING	EXTENDING	FULL TIME DELAY	STRETCH TIME	DELAY TIME
1A	6X25	0	*	1	Y	Y	-	10	-
5A	6X25	0	*	5	Y	Y	-	10	-

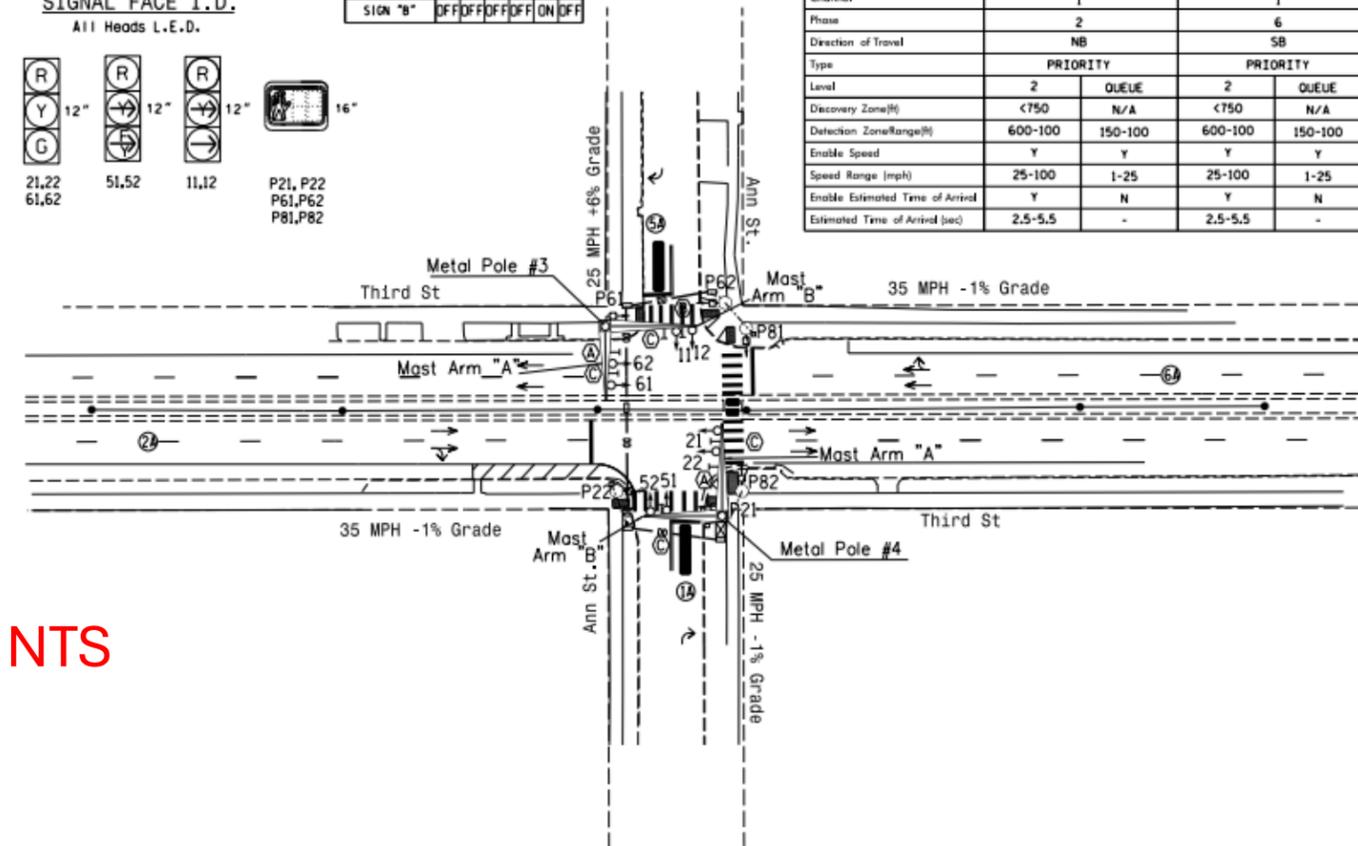
\* Multizone Microwave Detection

FUNCTION	Sensor 1 (2)		Sensor 2 (6)	
	1	2	1	2
Channel	1		1	
Phase	2		6	
Direction of Travel	NB		SB	
Type	PRIORITY		PRIORITY	
Level	2	QUEUE	2	QUEUE
Discovery Zone(ft)	<750	N/A	<750	N/A
Detection Zone(ft)	600-100	150-100	600-100	150-100
Enable Speed	Y	Y	Y	Y
Speed Range (mph)	25-100	1-25	25-100	1-25
Enable Estimated Time of Arrival	Y	N	Y	N
Estimated Time of Arrival (sec)	2.5-5.5	-	2.5-5.5	-

5 Phase Fully Actuated (Wilmington Signal System)

NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024, and all applicable sections of the latest version of the generic Project Special Provisions.
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- Enable Ped Yellow Clear for Phase 8.
- Repaint existing crosswalks per Roadway Standard Drawing 1205.07 sheet 2 of 2
- This intersection uses multi-zone microwave detection. Install detectors according to manufacturer's instructions to achieve the desired detection.
- Maximum time shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Closed loop system data: Controller Asset#1222

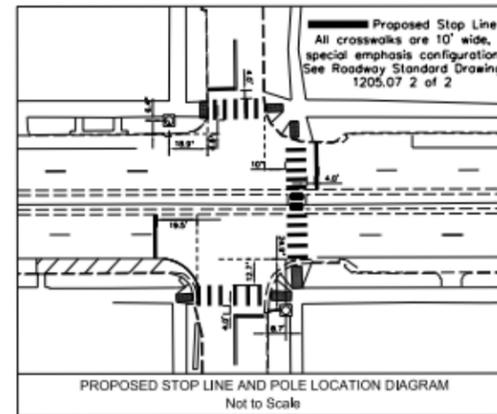


NTS

PROPOSED	EXISTING
○ Traffic Signal Head	● N/A
○ Modified Signal Head	○ N/A
○ Pedestrian Signal Head With Push Button & Sign	○ N/A
○ Metal Pole with Mastarm	○ N/A
○ Type II Signal Pedestal	○ N/A
○ Multizone Microwave Detection	○ N/A
□ Controller & Cabinet Junction Box	□ N/A
□ Oversized Junction Box	□ N/A
--- 2-in Underground Conduit	--- N/A
→ Right of Way	→ N/A
→ Directional Arrow	→ N/A
→ Directional Drill	→ N/A
Ⓐ Right "Turning Vehicle" Yield "to" Pedestrians Sign (R10-15R)	Ⓐ
Ⓑ No Turn on Red Blankout Sign(R10-11a)	Ⓑ
Ⓒ Street Name Sign	Ⓒ

FEATURE	PHASE				
	1	2	5	6	8
Min Green 1*	5	10	5	10	5
Extension 1*	2.5	2.0	2.5	2.0	0.0
Max Green 1*	20	75	20	75	32
Yellow Clearance	3.0	3.9	3.0	3.9	3.0
Red Clearance	1.6	1.3	1.8	1.3	2.0
Walk 1*	-	14	-	12	7
Don't Walk 1	-	7	-	5	19
Advanced Walk *	-	7	-	5	-
Seconds Per Actuation *	-	-	-	-	-
Max Variable Initial *	-	-	-	-	-
Time Before Reduction *	-	-	-	-	-
Time To Reduce *	-	-	-	-	-
Minimum Gap	-	-	-	-	-
Recall Mode	-	MIN RECALL	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	YELLOW	-
Dual Entry	-	-	-	-	-
Simultaneous Gap	ON	ON	ON	ON	ON

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



NEW INSTALLATION

Prepared For: **US 17 Business (S. Third St.) at Ann Street**

Division 3 - New Hanover County - Wilmington

PLN DATE: September 2025 REVIEWED BY: D. Bennett

PREPARED BY: F. Al Aishrak REVIEWED BY:

REVISIONS: \_\_\_\_\_

SCALE: 1" = 40'

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL: SOUTH CAROLINA SEAL 020808

SIGNATURE: Donald R. Bennett II DATE: 9/11/2025

SIG. INVENTORY NO. 03-1222

**Project Details:**

Work Begin: TBD

Est. Completion: TBD

Rev. Completion: N/A.

Contractor: TBD

NCDOT Contact: Ross Kimbro

Contract: TBD

**Project Comments:**

**HL-0109**

**S. 3<sup>rd</sup> Street & Ann Street**

-Final plans and Funds released.

-Managed by NCDOT Division Traffic, they will be ordering materials and continue as on-call signal contractor.

-Tentative timelines of 12 months for installation due to metal pole lead times.

**CONSTRUCTION PROGRESS**

**0%**

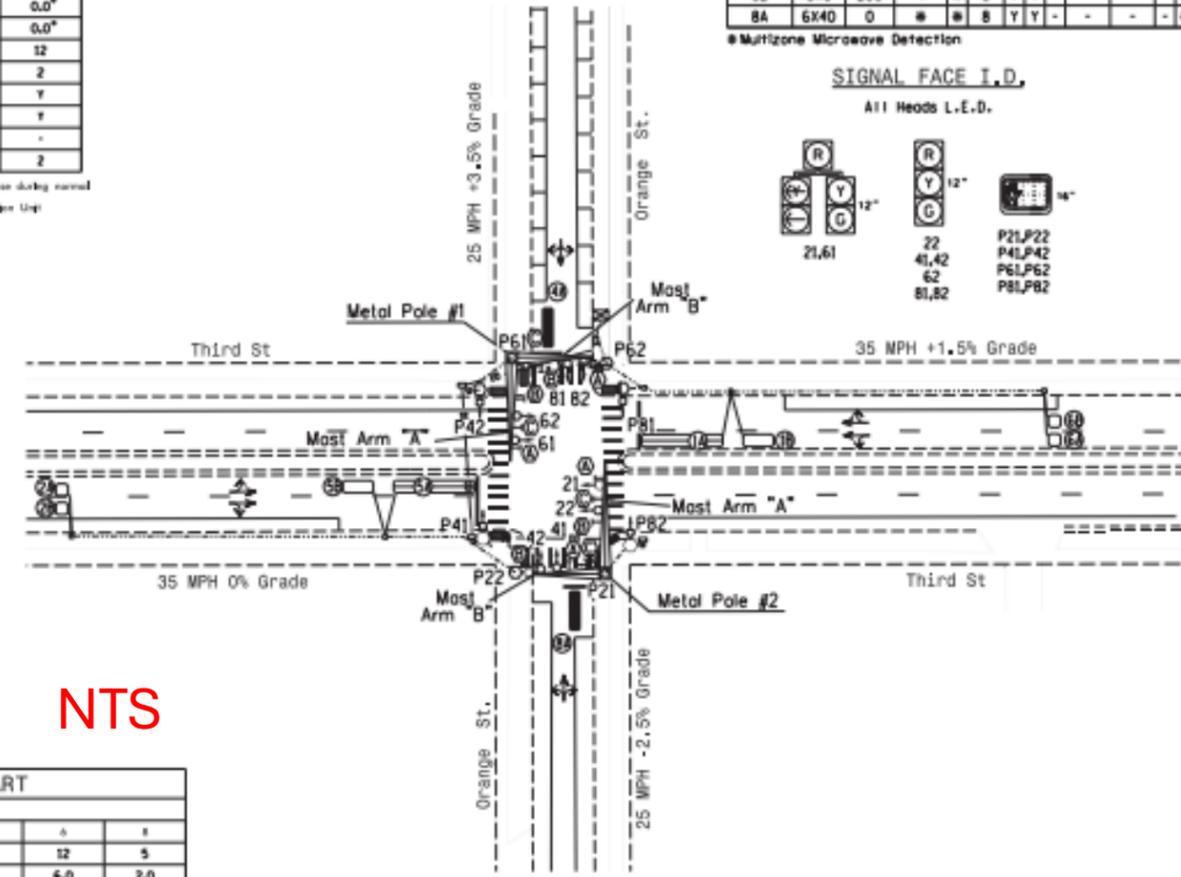
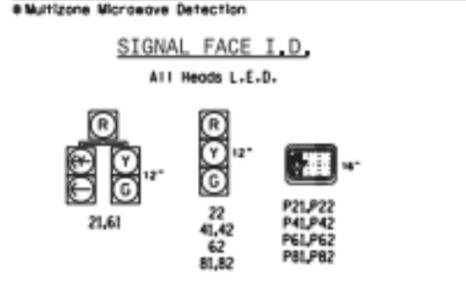
01/2026

182

OASIS 2070 EV PREEMPT	
FUNCTION	PRE 3
Intersect 1 - Drive Green	255
Intersect 1 - Drive Yellow	0.0*
Intersect 1 - Drive Red	0.0*
Intersect 5 - Drive Green	1
Intersect 5 - Yellow	0.0
Intersect 5 - Red	0.0
Sign Phase(s)	2+6
Priority	MED
Delay Type	0.0
Min Green Before Ped	1
Ped Clear Before Ped	0
Yellow Clear Before Ped	0.0*
Red Clear Before Ped	0.0*
Drive/Min Time	12
Drive/Max Time	2
Enable Backup Protection	Y
Ped Clear Through Yellow	Y
Onset Overlap	-
Preempt Island**	2

\* These values are used for phase during normal operation  
 \*\* Program Timing on Cycle/Device Unit

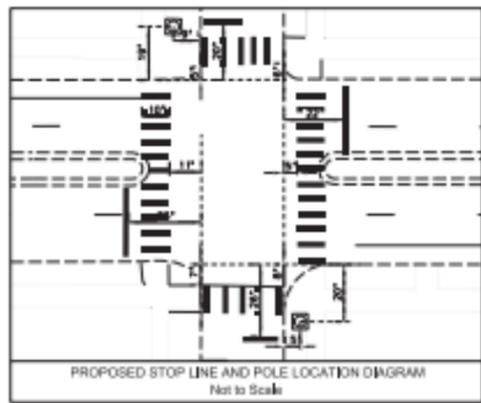
OASIS 2070 LOOP & DETECTOR INSTALLATION CHART												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNING	NEW LOOP	DETECTOR PROGRAMMING				STRETCH (ft)	DELAY (sec)	SYSTEM LOOP	NEW CAB
					PHASE	CALLING	EXTENSION	CALL THE LOOP				
1A	6X40	0	2-4-2	X	1	Y	Y	-	-	120	-	X
1B	6X15	50	3	X	1	Y	Y	-	-	15	-	X
2A	6X6	200	5	X	2	Y	Y	-	-	-	-	X
2B	6X6	200	5	X	2	Y	Y	-	-	-	-	X
4A	6X40	0	4	X	4	Y	Y	-	-	-	-	X
5A	6X40	0	2-4-2	X	5	Y	Y	-	-	120	-	X
5B	6X15	50	3	X	5	Y	Y	-	-	15	-	X
6A	6X6	200	4	X	6	Y	Y	-	-	-	-	X
6B	6X6	200	4	X	6	Y	Y	-	-	-	-	X
8A	6X40	0	4	X	8	Y	Y	-	-	-	-	X



NTS

OASIS 2070 TIMING CHART							
FEATURE	PHASE						
	1	2	4	5	6	7	8
Min Green 1"	5	12	5	5	12	5	5
Extension 1"	2.0	6.0	2.0	2.0	6.0	2.0	2.0
Max Green 1"	20	90	30	20	90	30	30
Yellow Clearance	3.0	3.8	3.3	3.0	3.8	3.3	3.3
Red Clearance	2.4	1.6	2.8	2.4	1.6	2.8	2.8
Red Reset	2.0	5.0	2.0	2.0	5.0	2.0	2.0
Walk 1"	-	12	12	-	12	12	12
Don't Walk 1"	-	6	16	-	6	17	17
Walk Advance Time *	-	5	5	-	5	4	4
Seconds Per Actuation *	-	1.5	-	-	1.5	-	-
Max Variable Interval *	-	24	-	-	24	-	-
Time Before Reduction *	-	15	-	-	15	-	-
Time To Reduce *	-	30	-	-	30	-	-
Minimum Gap	-	3.0	-	-	3.0	-	-
Recall Mode	-	MIN RECALL	-	-	MIN RECALL	-	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-	-
Dead Entry	-	-	ON	-	-	ON	ON
Simultaneous Gap	-	ON	ON	ON	ON	ON	ON

\* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.



NC Dept of Transportation  
 Division of Highways  
 Final Drawing Date: \_\_\_\_\_  
 ITS & Signals Unit

Project #: 230902  
**DAVENPORT**  
 1100 S. W. BROADWAY, SUITE 100  
 WILMINGTON, NC 28401  
 TEL: 910.762.1234 FAX: 910.762.1235  
 WWW.DAVENPORTSIGNALS.COM

New Installation - Sheet 1 of 2

US 17 Bus. (Third St.)  
 at  
 Orange Street

Division 3 New Hanover Wilmington  
 PLAN DATE: November 2024 REVISIONS BY: E. Bennett  
 PREPARED BY: J. Bellarhite REVISIONS BY: \_\_\_\_\_

SCALE: 1"=40'

SEAL: \_\_\_\_\_  
 PRELIMINARY PLANS  
 NOT TO BE USED FOR CONSTRUCTION

SIG. INVENTORY NO. 03-1217

US 421 Bus. (Third St.)  
 at  
 Orange Street  
 (Wilmington Signal System)

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2024 and "Standard Specifications for Roads and Structures" dated January 2024.
2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
3. Omit phase 1 during phase 2 on.
4. Omit phase 5 during phase 6 on.
5. Enable Backup Protect for phases 1 and 5 to allow the controller to clear from phase 1 or 5 to phase 2 or 6 by progressing through an all red display.
6. Set all detector units to presence mode.
7. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
8. The cabinet should be designed to include an Auxiliary Output file for future use.
9. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
10. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
11. This intersection features a GPS preemption system.
12. This intersection uses multi-zone microwave detection. Install detectors according to the manufacturer's instructions to achieve the desired detection.
13. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
14. Signal System Data: Controller Asset #1217
15. Install GPS emergency preemption system per manufacturer's instructions to achieve the preemption needed as shown in the phasing diagram
16. All heads, pushbuttons, mounting hardware and pedestals shall be black.

LEGEND	
PROPOSED	EXISTING
	Traffic Signal Head
	Modified Signal Head
	Sign
	Pedestrian Signal Head
	Type II Signal Pedestal
	Signal Pole with Guy
	Signal Pole with Sidewalk Guy
	Multizone Microwave Detection
	Inductive Loop Detector
	Controller & Cabinet
	Junction Box
	2-in Underground Conduit
	Directional Drill
	Right of Way
	Directional Arrow
	Turning Traffic Yield to Pedestrians (RTD-15L)
	Turning Traffic Yield to Pedestrians (RTD-15R)
	Street Name Sign

**Project Details:**  
 Work Begin: TBD  
 Est. Completion: TBD  
 Rev. Completion: N/A.  
 Contractor: TBD  
 NCDOT Contact: Ross Kimbro  
 Contract: TBD

**Project Comments:**  
**HL-0110**  
 S. 3rd Street & Orange Street

-Final plans and Funds released.  
 -Managed by NCDOT Division Traffic, they will be ordering materials and continue as on-call signal contractor.  
 -Tentative timelines of 12 months for installation due to metal pole lead times.

**CONSTRUCTION PROGRESS**

**0%**

01/2026

183

# Project Details:

Work Begin: TBD  
 Est. Completion: TBD  
 Rev. Completion: N/A.  
 Contractor: TBD  
 NCDOT Contact: Ross Kimbro  
 Contract: TBD

# Project Comments:

## HS-2003H

US 117-NC132 (Collage Road) & Lake Avenue-Hugh McRae Park.

- Final plans and Funds released.
- Managed by NCDOT Division Traffic, they will be ordering materials and continue as on-call signal contractor.
- Tentative timelines of 12 months for installation due to metal pole lead times.

# CONSTRUCTION PROGRESS

# 0%

### DEFAULT PHASING DIAGRAM

### ALTERNATE PHASING DIAGRAM

### DEFAULT EV PREEMPT PHASES

### ALTERNATE EV PREEMPT PHASES

### PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+3	04+8	05+5	06+8
1	---	---	---	---	---	---	---	---
2L,22	R	R	G	G	R	R	G	Y
4L,42	R	R	R	R	G	R	R	R
43	---	---	---	---	---	---	---	---
5l	---	---	---	---	---	---	---	---
6L,62,63	R	G	R	G	R	G	R	Y
8L,82	R	R	R	R	G	R	R	R
83	---	---	---	---	---	---	---	---
P4L, P42	DN	DN	DN	DN	W	DN	DN	DN

### ALTERNATE PHASING TABLE OF OPERATION

SIGNAL FACE	PHASE							
	01+5	01+6	02+5	02+6	03+3	04+8	05+5	06+8
1	---	---	---	---	---	---	---	---
2L,22	R	R	G	G	R	R	G	Y
4L,42	R	R	R	R	G	R	R	R
43	---	---	---	---	---	---	---	---
5l	---	---	---	---	---	---	---	---
6L,62,63	R	G	R	G	R	G	R	Y
8L,82	R	R	R	R	G	R	R	R
83	---	---	---	---	---	---	---	---
P4L, P42	DN	DN	DN	DN	W	DN	DN	DN

### NOTES

- Refer to "Roadway Standard Drawings NCDOT" dated January 2024, "Standard Specifications for Roads and Structures" dated January 2024, and all applicable sections of the latest version of the generic Project Special Provisions. The PSP can be accessed at the following website: <https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx>
- Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- Phase 1 and/or phase 5 may be lagged.
- Reposition existing signal head numbered #81.
- Set all detector units to presence mode.
- Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- This intersection features accessible pedestrian signals utilizing percussive tone walk indications and/or speech messages.
- Pavement markings are existing.
- This intersection features a GPS Preemption system
- The Division (City) Traffic Engineer will determine the hours of use for each phasing plan.
- Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- Signal system data: Controller Asset #.0441
- Loop data based on previous plans and/or field observation.

### ACCESSIBLE PEDESTRIAN SIGNAL OPERATION

SIGNAL FACE	VOICE	TONES	INTERVAL	SPEECH MESSAGE
P4L/P42	X	X	Both	RAPID TALK
	X	-	-	Flashing Don't Walk / Don't Walk
	-	X	-	BAIT

### OASIS 2070 TIMING CHART

FEATURE	PHASE					
	1	2	4	5	6	8
Min Green 1"	5	12	5	5	12	5
Extension 1"	2.0	6.0	2.0	2.0	6.0	2.0
Max Green 1"	20	100	20	20	100	20
Yellow Clearance	3.0	4.5	3.1	3.0	4.5	3.0
Red Clearance	2.1	1.6	3.0	2.8	1.6	3.5
Walk 1"	-	-	7	-	-	7
Don't Walk 1"	-	-	20	-	-	20
Advance Walk	-	-	6	-	-	6
Seconds Per Actuation 1"	-	1.5	-	-	1.5	-
Min Variable Leg 1"	-	34	-	-	34	-
Time Before Reduction 1"	-	15	-	-	15	-
Time To Red 1"	-	35	-	-	35	-
Minimum Gap	-	3.0	-	-	3.0	-
Small Mode	-	MIN RECALL	-	-	MIN RECALL	-
Vehicle Call Memory	-	YELLOW	-	-	YELLOW	-
Dead Entry	-	-	ON	-	-	ON
Simultaneous Gap	ON	ON	ON	ON	ON	ON

### OASIS 2070 EV PREEMPT

FUNCTION	PRE 3	PRE 5
Interval - Dual Green	255	255
Interval - Dual Yellow	0.0	0.0
Interval - Dual Red	0.0	0.0
Interval - Exp Green	1	1
Interval - Yellow	0.0	0.0
Interval - Red	0.0	0.0
Exp Phase	2+6	2+6
Priority	MED	MED
Delay Time	0.0	0.0
High Green Before Pre	1	1
Red Clear Before Pre	0	0
Yellow Clear Before Pre	0.0	0.0
Red Clear Before Pre	0.0	0.0
Overlap Time	12	12
Overlap Time (MINUTES)	2	2
Enable Backup Protection	N	N
Red Clear Through Yellow	Y	Y
Comp Overlap	8	8
Preempt Extend	2	2

### OASIS 2070 LOOP & DETECTOR INSTALLATION CHART

LOOP	SET (FT)	DISTANCE FROM STOPBAR (FT)	TURN	DETECTOR PROGRAMMING										
				PHASE	CALLING	EXTENSION	CALL TIME (SECS)	SWITCH	DELAY (Sec)	SYSTEM	LOOP	NEW CARD		
1A	6X40	0	2-4-2	-	1	Y	-	-	10#	-	Y			
1B	6X40	0	2-4-2	-	1	Y	-	-	15	-	Y			
2A	6X6	300	EXISTING	-	2	Y	-	-	-	-	Y			
2B	6X6	300	EXISTING	-	2	Y	-	-	-	-	Y			
4A	6X40	0	2-4-2	-	4	Y	-	-	-	-	Y			
5A	6X40	0	2-4-2	-	5	Y	-	-	10#	-	Y			
5B	6X40	0	2-4-2	-	5	Y	-	-	15	-	Y			
6A	6X6	300	EXISTING	-	6	Y	-	-	-	-	Y			
6B	6X6	300	EXISTING	-	6	Y	-	-	-	-	Y			
6C	6X6	300	EXISTING	-	6	Y	-	-	-	-	Y			
8A	6X40	0	2-4-2	-	8	Y	-	-	3	-	Y			
S1	6X6	+245	EXISTING	-	-	-	-	-	-	-	Y			
S2	6X6	+245	EXISTING	-	-	-	-	-	-	-	Y			

### LEGEND

PROPOSED	EXISTING
	N/A

Project #: 230902

Signal Upgrade (Corr. File No. 03-18-53720)

Seal of the State of North Carolina

US 117/NC 132 (College Road) at Lake Avenue and Entrance to Long Leaf Park

Division 3 - New Hanover County - Wilmington

PLM DATE: March 2024 REVISION BY: B. Bennett

PREPARED BY: F. Al-Asholeh REVISION BY:

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

SEAL

PRELIMINARY PLANS

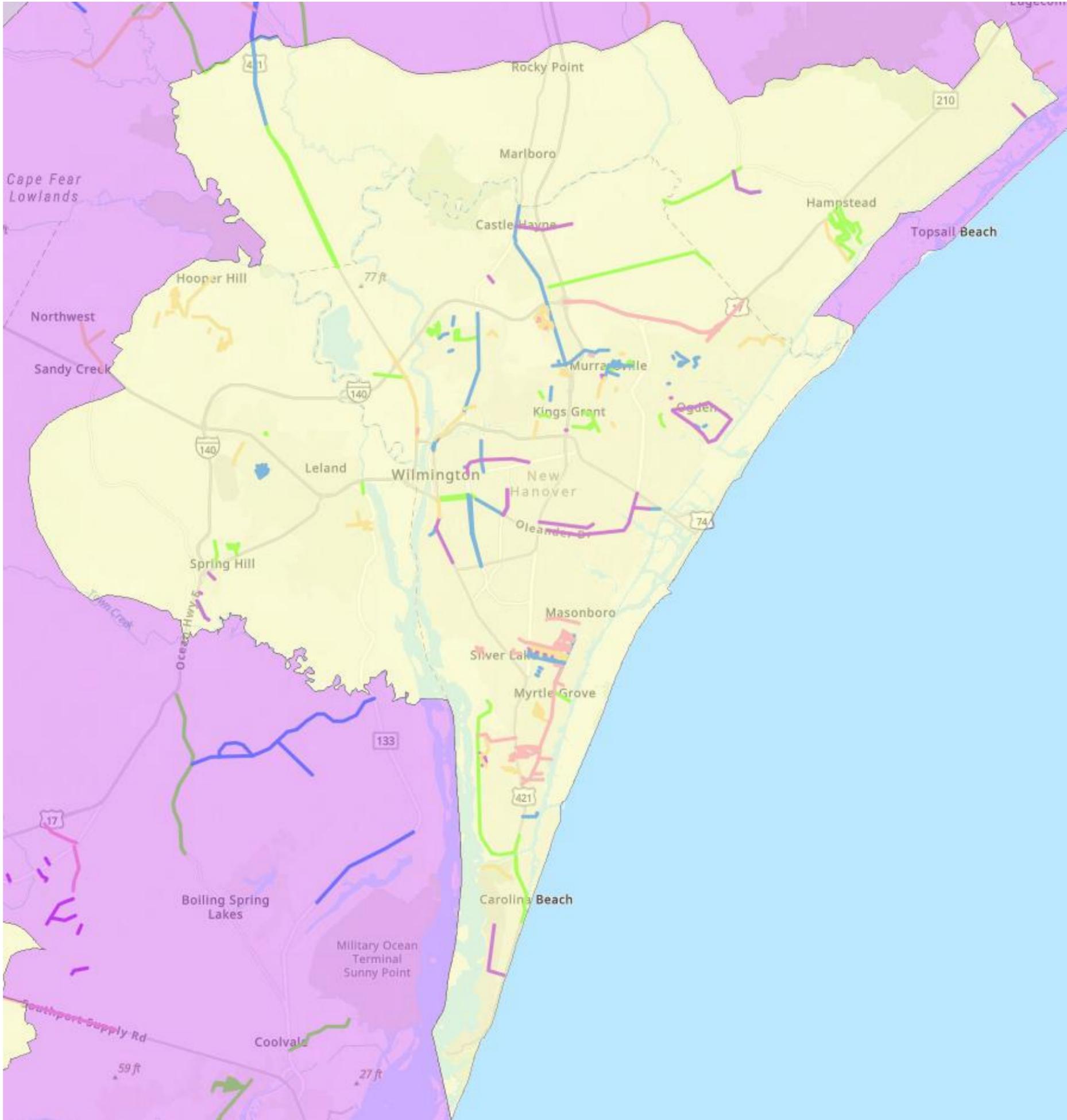
SCALE: 1" = 40'

SHEET INVENTORY NO. 03-0441

WMPO JANUARY RESURFACING/PRESERVATION PROJECTS					
Contract Number	Contract Year	County	Routes	*Estimated Completion (year.month.date)	Percent Complete
DC00462	2025	PENDER	VARIOUS LOCATIONS THROUGHOUT ONSLOW AND PENDER COUNTIES (SR 1113 / MONTAGUE RD. & SR 1114 / BLUEBERRY RD.)	2025.11.22	83.23%
C204833	2023	NEW HANOVER, PENDER	I-40 RESURFACING FROM MM-420 TO MM-408 AT NC-210 (I-6039)	2025.11.23	77.22%
DC00457	2024	NEW HANOVER	VARIOUS ROUTES IN NEW HANOVER COUNTY	2025.12.01	83.42%
C204866	2023	BRUNSWICK	I-140 RESURFACING FROM US-17 TO NORTH OF US-74 (I-6036)	2026.04.22	36.01%
C204964	2024	BRUNSWICK	1 SECTION OF NC-87, AND 8 SECTIONS OF SECONDARY ROADS.	2026.05.06	88.16%
DC00473	2025	NEW HANOVER	VARIOUS ROUTES IN NEW HANOVER COUNTY	2026.05.16	50.82%
DC00464	2024	NEW HANOVER, PENDER	NC 210 AND 5 SECONDARY ROUTES	2026.05.29	27.13%
DC00467	2024	BRUNSWICK	VARIOUS ROUTES IN BRUNSWICK COUNTY	2026.06.26	75.13%
C205101	2025	PENDER	A SECTION OF US-421, AND 2 SECTIONS OF SECONDARY ROADS	2026.12.15	23.51%

**Eric Ritzel, NCDOT Division 3 Corridor Development Engineer**  
 email: [eartizel@ncdot.gov](mailto:eartizel@ncdot.gov) Phone: 910-341-2021

**Adrienne Cox, NCDOT Division 3 Planning Engineer**  
 email: [amcox1@ncdot.gov](mailto:amcox1@ncdot.gov) Phone: 910-341-2001



**HMIP**



**Public**

**GO!NC**  **NCDOT.GOV**

NCDOT 2023-2027 HMIP (Highway Maintenance Improvement Program) as approved by the

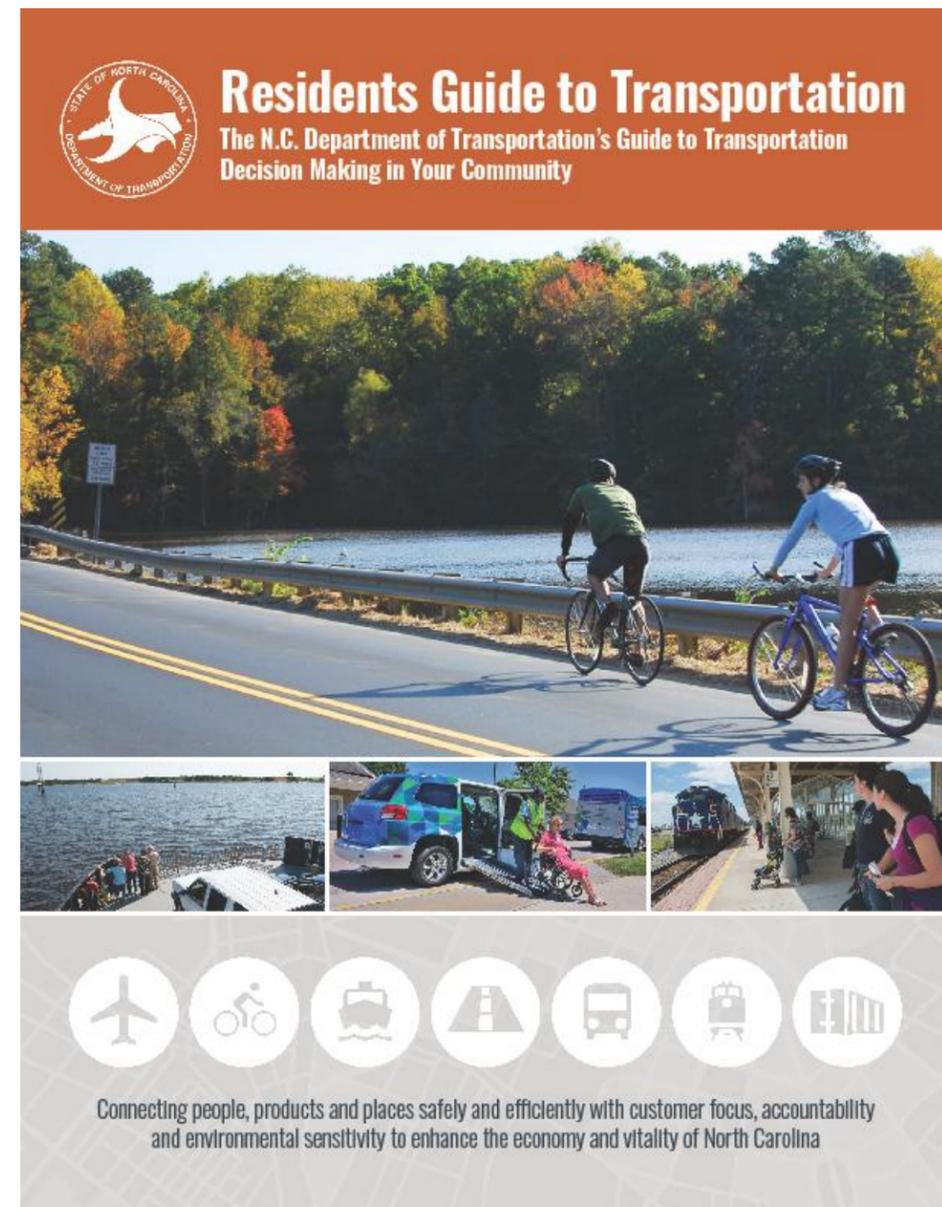
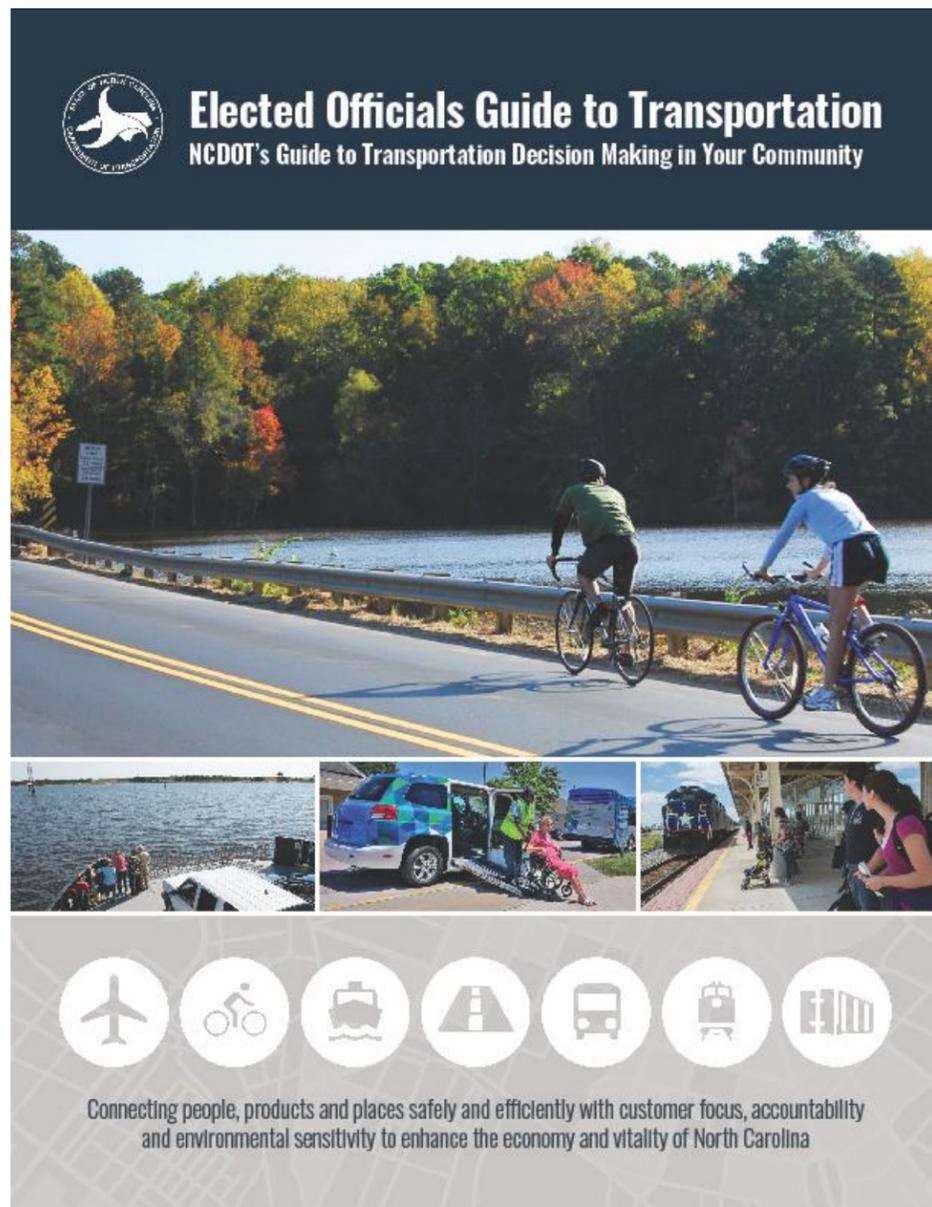
**SCAN QR CODE FOR LINK**



NOTE: Projects details are subject to change

# January NCDOT Resource Feature

## NCDOT Guide for Elected Officials, and Residents





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JOSH STEIN  
GOVERNOR

DANIEL H. JOHNSON  
SECRETARY

January 2026

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

JANUARY TPD UPDATES WILMINGTON MPO

JANUARY 2026

**Wilmington Model:** The TDM was adopted by the Wilmington MPO Board during their October 2025 meeting.

**Pender County Comprehensive Transportation Plan (CTP):** The Pender County CTP is still ongoing. The committee met on October 6<sup>th</sup> to finalize draft transit and rail projects. The next steps will be to finalize all documents, do an internal review (management and committee), and start preparing for public involvement early 2026.

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive.nc.gov) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/north-carolina-traffic-travel-information)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program— [ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey-group)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/interactive-traffic-volume-map)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/traffic-safety-data-engineering)
- NCDOT Comprehensive Transportation Plans (CTPs) – [Connect NCDOT - CTPs](https://www.ncdot.gov/connect-ncdot-ctps)

**NCDOT Statewide Plans:**

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://www.ncdot.gov/ncmoves) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves))
- [NCDOT Strategic Transportation Corridors](https://www.ncdot.gov/strategic-transportation-corridors) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](https://www.ncdot.gov/ncdot-comprehensive-state-rail-plan-25-year-vision) (or go to [ncdot.gov](https://www.ncdot.gov) and search: rail plan)

*Mailing Address:*  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27699

*Telephone:* 919 707 0980  
*Customer Service:* 1-877-368-4968

*Website:* [ncdot.gov](https://www.ncdot.gov)

*Location:*  
1554 MAIL SERVICE CENTER  
RALEIGH, NC 27699

- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: public transportation plan)
- [IMD Great Trails State Plan](#) (or go to [ncdot.gov](http://ncdot.gov) and search: Great Trails)
- [Connecting North Carolinians to Opportunities](#) (Public Transportation strategic Plan—2018) (or go to [ncdot.gov](http://ncdot.gov) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to [ncdot.gov](http://ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to [ncdot.gov/bikeped/walkbikenc](http://ncdot.gov/bikeped/walkbikenc))



525 N. Fourth Street, Wilmington, NC 28401  
P.O. Box 1810, Wilmington, NC 28402  
O: (910) 341-3258 | F: (910) 341-7870  
[www.wmpo.org](http://www.wmpo.org)

## FOR IMMEDIATE RELEASE

January 13, 2026

Contact: Tessa Jones, Public Information Officer

Wilmington Urban Area Metropolitan Planning Organization

[Tessa.Jones@wilmingtonnc.gov](mailto:Tessa.Jones@wilmingtonnc.gov) | (910) 341-0176

### WMPO Seeks Public Feedback on Draft Safety Projects Through February 2026

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is launching Round II of community engagement for its Safe Streets and Roads for All (SS4A) Safety Action Plan. The SS4A program is a federal initiative launched by the U.S. Department of Transportation to support efforts to improve transportation safety and eliminate serious injuries and fatalities, particularly for people walking, biking, using mobility devices, or taking transit.

The goal of the WMPO SS4A Safety Action Plan is to develop a comprehensive, multimodal strategy to prevent roadway fatalities and serious injuries across the WMPO region.

**We want to hear from you.** Round II of community engagement is now underway and seeks feedback on draft safety project locations through February 2026. Community input, combined with safety data, will help identify priority locations and strategies to reduce crashes.

Visit [www.wmpo.org/safetyactionplan](http://www.wmpo.org/safetyactionplan) to review project materials, take the online survey, and share comments on the interactive project map, available in both English and Spanish. The website also includes opportunities to sign up for email updates and learn more about upcoming in-person events, including:

- MLK Fun Day – January 17, 11:00 AM – 1:00 PM at MLK Community Center
- Line Dancing – January 26, 6:00 – 8:00 PM at Navassa Community Center
- Hot Chocolate Hike – January 31, 10:00 AM – 12:00 PM at Abbey Nature Preserve
- WMPO SS4A Open House – February 3, 5:00 – 7:00 PM at Skyline Center
- Cupcake & Conversation – February 4, 11:00 AM – 1:00 PM at UNCW
- Northside Community Dinner – February 12, 6:00 – 8:00 PM at DREAMS of Wilmington

For questions or additional information, please contact Tessa Jones, Public Information Officer, at [Tessa.Jones@wilmingtonnc.gov](mailto:Tessa.Jones@wilmingtonnc.gov) or (910) 341-0176.

*The WMPO is committed to providing access, equal opportunity, and reasonable accommodation for individuals with disabilities. To request accommodation, please contact us at least 48 hours in advance at 910-341-3258 or [wmpo@wilmingtonnc.gov](mailto:wmpo@wilmingtonnc.gov).*

###

Wilmington Urban Area Metropolitan Planning Organization