Town of Leland
Integrated Mobility Plan

July 2025

Town of Leland

Inside front cover

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Leland Integrated Mobility Plan

Leland, NC

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Town of Leland

Leland, NC

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Town of Leland

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A. Public Engagement Plan
B. Public and Focus Group Engagement
C. Draft Project List
D. Policy Review Memorandum
E. Transportation Systems Analysis Mapping
F. Draft Alternatives List
G. Draft Project Recommendations
H. Project Prioritization and Implementation Plan

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Introduction

Figure 1: Town of Leland. Accessed April 2025.

Overview

The Town of Leland, located in Brunswick County, is one of the fastest-growing areas in North Carolina. Situated just west of Wilmington, it is part of the Cape Fear region and serves as a key gateway between the coastal City of Wilmington and other parts of southeastern North Carolina.

The Town of Leland's rapid growth has put increasing pressure on its transportation network, highlighting the need for strategic improvements to infrastructure. As more residents and businesses move to the area, congestion, connectivity gaps, and safety concerns have become more pressing.

To address these challenges, the Integrated Mobility Plan (IMP) provides a framework for prioritizing transportation network projects that will enhance mobility, improve multimodal options, and plan for infrastructure that keeps pace with the Town's expansion.

The IMP establishes a framework for prioritizing transportation network projects and is the foundation for an ongoing, repeatable process that will guide transportation improvements over the next 25 years in the Town of Leland. The chart below describes the process for developing the IMP:

Figure 2: IMP Development Process

This report details the existing plan review, project list creation, prioritization methodology, and public engagement efforts that informed the high-priority recommendations.

Organization of the Executive Summary

The executive summary for the IMP is organized as follows:

- Goals and Objectives
- Public Engagement
- Existing Conditions
- Project Identification and Prioritization
- Recommendations and Strategies for Implementation

To support the repeatable process performed to create this plan, the executive summary is supplemented by the following technical appendices:

A. Public Engagement Plan
B. Public and Focus Group Engagement
C. Draft Project List
D. Policy Review Memorandum
E. Transportation Systems Analysis Mapping
F. Draft Alternatives List
G. Draft Project Recommendations
H. Project Prioritization and Implementation Plan

Integrated Mobility Plan Development Timeline

Figure 3 illustrates the IMP development schedule. The Town launched the IMP in June 2024 by examining existing conditions, mapping the network, and reviewing plans to identify potential projects. In October 2024, the Town hosted the first public open house and comment period, which offered valuable insight into project priorities based on the lived experiences of residents walking, biking, and driving in Leland. With input from the Leland IMP Focus Group, community members, and Town staff, the project lists were refined for the prioritization process. The second public open house and comment period took place in February 2025, giving the public another opportunity to weigh in on the prioritized recommendations and share their vision for Leland's transportation network. In April 2025, the team finalized this report, compiling the updated project lists, high-priority projects, and final recommendations.

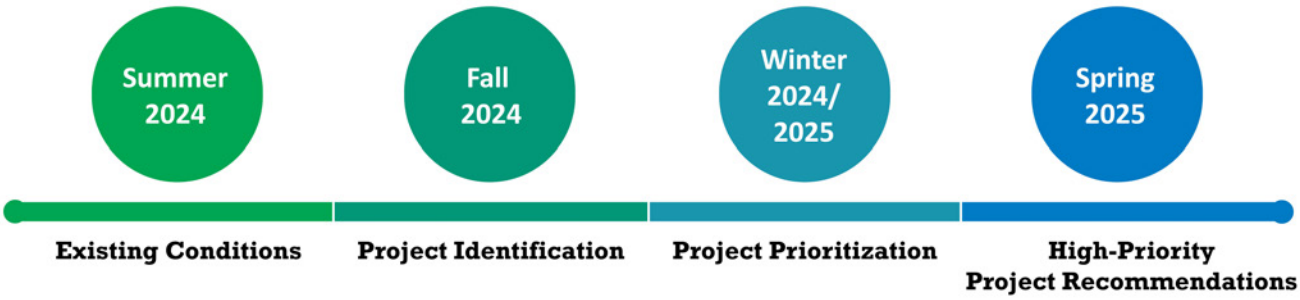

Figure 3: Town of Leland IMP Development Timeline

Goals and Objectives

The purpose of this plan is to provide the Town of Leland with a prioritized list of transportation projects that will have the greatest impact on mobility for all residents.

To achieve this overarching vision and purpose, the following goals were created to guide the creation of the IMP:

1. Identify All Planned, Proposed, and Existing Projects

Cataloging a full range of transportation needs ensures no mode or area is overlooked, building a comprehensive foundation for planning.

2. Create a Prioritization Framework

A clear system for ranking projects helps Leland invest in the most impactful improvements first, maximizing efficiency and transparency.

3. Emphasize Safety

Focusing on reducing crashes and protecting vulnerable users supports a safer, more welcoming environment for everyone.

4. Improve Comfort and Accessibility

Designing for all ages and abilities encourages walking, biking, and transit use, making travel more enjoyable.

5. Support Environmental Resiliency

Sustainable infrastructure choices help Leland adapt to climate change and protect natural resources.

6. Advance Fairness

Equitable planning ensures that all residents, especially underserved communities, benefit from transportation improvements.

Public Engagement

Public engagement played a key role in shaping the Integrated Mobility Plan, ensuring that the recommendations reflect the needs and priorities of Leland residents. The public engagement for this project occurred in two phases. Phase 1 focused on filling in any project gaps and obtaining resident input on the projects that were most important to them. Phase 2 then focused on providing residents with the draft project recommendations to gather feedback on how well the final recommendations align with community goals.

Within each phase, Town of Leland residents participated in two public meetings, interactive online maps that allowed them to explore and comment on proposed projects, and two surveys available both online and in person.

Figure 4: Public Participation by Phase

In addition to these public engagement events and feedback opportunities, the Town also hosted two focus group meetings with community members and local stakeholders willing to envision the Town of Leland in the next 25 years and provide insight on how best the IMP can be a part of shaping that future.

IMP Focus Group

The Town held three focus group meetings with a core steering committee of staff and elected officials from the Town of Leland, as well as staff from the Wilmington Urban Area Metropolitan Planning Organization (WMPO) and North Carolina Department of Transportation (NCDOT) Division 3, to gather expert insights ahead of each phase of public outreach. At these focus group meetings, the project team presented the IMP goals and objectives, public engagement materials, and detailed methodology for identifying and prioritizing project recommendations. The Focus Group members provided valuable insights and direction for the IMP, from ensuring clear communication with the public to recommending additional projects for prioritization. The Focus Group members who were invited to attend these meetings are listed in Appendix A.

Initial Engagement

Prior to the start of formal public engagement for the IMP, the project team attended and participated in an open house for the Leland Safe Streets and Roads for All (SS4A) Safety Action Plan, which was held on July 15, 2024. With the understanding that attendees for the SS4A would be interested in many of the same transportation goals and objectives for the

IMP, the team used this event to introduce the IMP and point attendees to the project website. In addition to the feedback collected for the SS4A, the following needs were identified from public comments:

- Greater street connectivity,
- More recreational trails and separated bicycle paths,
- Parallel transportation corridors to U.S. Highway 17, and
- Additional capacity for Lanvale Road.

Phase 1: Filling in the Gaps

To support the IMP's alignment with the values and goals of residents, the Town held two open house events as a part of the two-phase public engagement approach. Both open house events were held at Leland Town Hall and included opportunities for residents to review project lists, take a survey, talk with project staff, and share location-specific comments on the interactive comment map.

Open House #1

The first public engagement event was held on October 15, 2024, from 3 to 7 p.m. This event was combined with an open house for Leland's Safety Action Plan to allow residents to share feedback on both projects in one place. The combined public engagement event created an opportunity to explore an overview of all transportation-related projects and then zoom into the Town's plans for improving traffic safety. The IMP's focus for this open house was on gathering feedback on the findings from the plan review of all transportation projects in the past two decades. During the entirety of the phase 1 comment period, community members were able to explore the comprehensive list of proposed projects and the updated maps of existing bicycle, pedestrian, and roadway networks.

Using the provided static maps and the interactive map at the open house, community members shared location-specific information and ideas related to roadway maintenance, speeding concerns, prominent sidewalk gaps, needed pedestrian and bicycle infrastructure, and ideas around building climate resiliency into the transportation network. This feedback helped shape the prioritization methodology to make sure the project ratings and weights reflected priorities shared by community members.

Online Survey #1

In the first phase of public engagement, a survey was conducted from October 15, 2024, to November 15, 2024, to gather feedback on community priorities, transportation needs, and goals for the future of transportation in the Town of Leland. 201 people participated in the survey and shared their vision and hopes for Leland's transportation network.

Below are a few highlights from the survey feedback:

The Top Three Goals for Transportation in Leland:

1. Protect the natural environment and promote public health
2. Ensure a safe, secure, and resilient transportation system
3. Manage traffic congestion and system reliability

The survey participants highlighted that their top three highest priority transportation investments were expanding sidewalk and crosswalk coverage, expanding and improving on-street bicycle network and trails, and improving overall transportation safety.

Interactive Comment Map #1

The interactive comment map proved to be a valuable and dynamic tool for engaging residents throughout the planning process. The feedback received through the map played a key role in expanding the project list and refining priorities based on real, on-the-ground experiences. Across both phases of engagement, the map received 115 comments. In addition to submitting new ideas, participants could also reply to or "like" existing comments, fostering a collaborative and community-driven dialogue.

In the first phase, focused on identifying needs and concerns, the interactive map received 24 comments between October 1, 2024, and October 31, 2024, as well as 28 additional comments and project recommendations by email.

These comments and project recommendations identified maintenance concerns, safety concerns, and gaps in the transportation network, especially for walking and biking in Leland. These comments and recommendations were then reviewed by the Town of Leland planning staff to create new projects, remove existing projects, and alter projects to meet these needs identified by the community.

Phase 2: High-Priority Recommendations and Treatment Strategies

Phase 2 of the public engagement plan focused on gathering resident feedback on the draft recommendations and project list identified through the prioritization process. This phase also included an open house, interactive comment map, and survey for multiple opportunities to provide feedback.

Open House #2

The second open house was held on February 20, 2025, from 4 to 6 p.m. This event focused on sharing the prioritized list of medium- and high-priority projects by project type: roadway and projects focused on the bicycle and pedestrian network. The Town of Leland emphasized during this phase that roadway projects should not just improve travel for vehicles.

All new roadway projects should include pedestrian and bicycle infrastructure, helping to build out the Town of Leland's multimodal connectivity. During this comment period, community members shared feedback on the prioritization methodology and the high-priority recommendations. Additionally, the open house also included examples of potential treatment strategies that can be used to implement the projects being prioritized in the Town of Leland over the next 25 years.

The feedback gathered at the open house helped to finalize the prioritization methodology and the list of high-priority recommendations.

Online Survey #2

In the second phase of public engagement, a second survey was conducted from February 20, 2025, to March 20, 2025, to identify which major roadways should be prioritized and community input on preferred treatment strategies to address the needs identified in the first phase of the project.

The survey received 165 responses in total. In unison with the feedback received on the second comment map, the identified priority roadways for pedestrian and bicycle improvements were U.S. Highway 17 and Village Road. Additionally, survey participants overwhelmingly (87%) also identified U.S. Highway 17 as the roadway that needs the most vehicle safety and mobility investment.

For treatment options, participants highlighted preferred treatments for crosswalks, bicycle infrastructure, and methods to address traffic congestion.

Examples of each treatment were included as a part of the survey and are described in detail in this report in the treatment strategies section on page 55.

Below were the top three preferred treatments for each category:

Crosswalks

1. Grade-separated Crosswalks
2. Raised Crosswalks
3. Rectangular Rapid Flashing Beacons (RRFB)

Bicycle Infrastructure

1. Multi-use paths away from streets
2. Multi-use paths parallel to streets
3. On-street separated/buffered bicycle lanes

Congestion Management

1. Providing more street grid connectivity
2. Adding medians
3. Improving/expanding public transportation

To see a complete list of survey questions and responses from Phases 1 and 2 of engagement, see Appendix B.

Interactive Comment Map #2

The second phase focused on reviewing the high- and medium-priority recommendations shown in Table 3. This comment map received 91 comments between February 15, 2025, and March 26, 2025. The comments highlighted safety concerns and additional project needs alongside feedback on the high- and medium-priority project categories. Overall, the comments received were in favor of the priority classifications and echoed the feedback received in the survey to focus efforts along U.S. Highway 17 and Village Road.

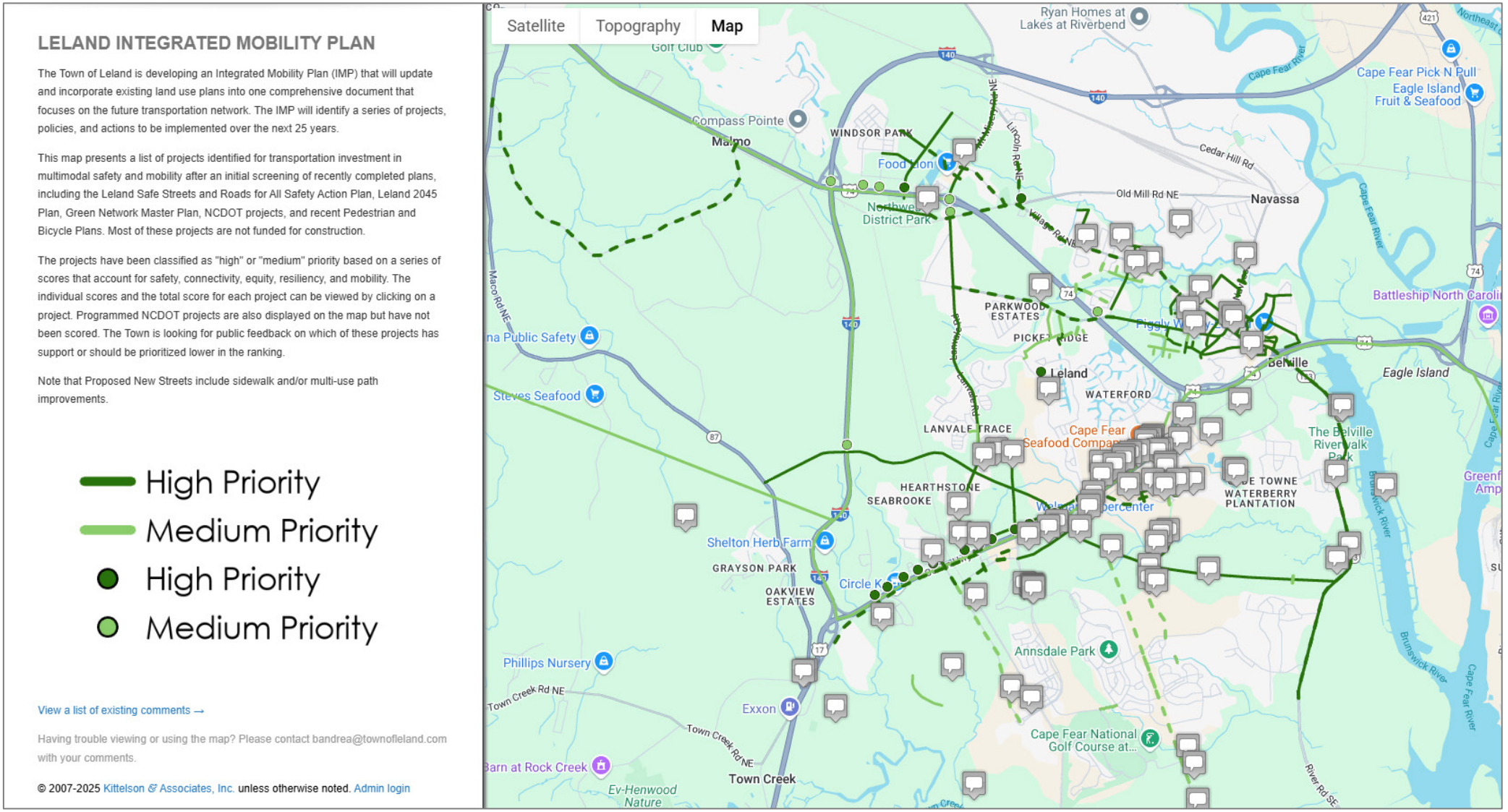

Figure 5: Screenshot of the Interactive Comment Map from Phase 2 of Public Engagement

Plan Review and Policy Assessment

Plan Review

The plan review summarizes the identified needs and recommendations in recently completed plans for consideration when developing focus areas and project recommendations. To create the project recommendations, the IMP process identified all previously recommended bicycle, pedestrian, and roadway projects between 2006 and 2024. Using these plans, the team identified over 300 projects for further screening and prioritization later in the IMP. The local plans and programs used to create the project list included the following:

- Leland 2045 Comprehensive Plan
- WMPO 2045 and 2050 (draft) MTPs
- Military Ocean Terminal Sunny Point Joint Land Use
- Parks, Recreation, and Open Space Master Plan
- Collector Street Plan
- Age Friendly Plan
- Green Network Framework Guide
- Gullah Geechee Heritage Trail Feasibility Study
- Leland Safety Action Plan
- NCDOT SPOT/STIP
- Pedestrian Plan (2016)
- Comprehensive Bicycle Plan for Leland
- Street Infill Plan

Policy Assessment

The project team reviewed the Town of Leland's municipal code for land development and related policy and identified recommended policies in recent plans associated with land use changes and areas of focus. The intent of the policy assessment is to help with the scoring and prioritization of project recommendations within the Integrated Mobility Plan.

Key Takeaways

After a review of the Town's municipal code and recent plans, it is recommended that the following key takeaways be considered when developing project prioritization criteria and weighting:

- The Town places a high priority on connectivity between developments, neighborhoods, trails, environmental resources, recreational opportunities (open spaces), transit systems, and streets. Any project that improves connectivity should be given higher priority.
- The Town places a high priority on the creation of connected open space areas. Priority should be given to projects, especially multi-use path projects that can also connect natural areas.
- The Town is dedicated to preserving the natural environment and areas of environmental concern. Projects in low-risk areas outside of environmentally sensitive areas should be given higher priority.
- There is a strong desire by the Military Ocean Terminal Sunny Point (MOTSU)

to limit development surrounding the Leland rail corridor while improving mobility to access the base. Priority should be given to projects outside of the rail corridor buffer, unless the project eliminates an at-grade road crossing or a project that would mitigate or eliminate flooding issues along the highway access routes to the base. Those projects should be given high priority.

- The Town places a high priority on complete streets and multimodal access. Projects with multimodal accommodations, projects that fill gaps in the network, or projects that improve the condition of existing infrastructure should be given high priority.
- The Town has identified transit-ready and trail-ready nodes. Priority should be given to projects within these nodes that can help build the framework for the possibility of transit in the future.
- The Town's Pedestrian Plan identifies priority sidewalk, crosswalk, and trail projects that should be carried forward to the IMP.
- Focus areas are identified in some Town plans including the Gateway Infill Plan and the Green Network Master Plan. Priority should be given to projects within these focus areas that align with the goals and objectives of those plans.

An in-depth review of the associated plan concerning the Town of Leland is in Appendix D.

Transportation Systems Analysis

The IMP incorporated a comprehensive look at the existing conditions of the study area and the expressed priorities of the community through previously adopted plans, including those described in the Plan Review and Policy Assessment section, as well as concerns represented by the Leland IMP Focus Group. The project team organized concerns into key categories for use throughout the IMP development process. Those were:

- Safety
- Fairness
- Multimodal Comfort
- Connectivity
- Roadway and Congestion Improvement
- Environmental Resiliency

The team used these categories to summarize conditions and performance when assessing the state of Leland's existing transportation system, later using this to create evaluation criteria to rank and prioritize project recommendations when developing IMP.

Categories are summarized as:

- Safety was evaluated based on whether a project is located on a High Injury Network (HIN) corridor—locations with a history of severe crashes.
- Fairness was measured using the Transportation Disadvantaged Index (TDI), which identifies areas with higher levels of social and economic vulnerability.
- Multimodal comfort considered several factors: the Bike Level of Traffic Stress (Bike LTS), which rates how stressful roadways are for cyclists; whether the project includes a multi-use path, providing shared space for pedestrians and cyclists, and if it supports multiple travel modes, such as walking, biking, and transit.
- Connectivity was assessed by determining whether the project links two or more arterial or collector roads, improves access to nearby community destinations like schools and parks, aligns with or enhances the MOTSU Rail Corridor priorities, or connects to the Gateway District, a key area for economic development.
- Roadway and congestion improvement projects were evaluated based on their potential to relieve congestion on major routes like U.S. Highway 17 or Lanvale Road and whether they involve upgrades to existing infrastructure.
- Lastly, environmental resiliency was considered by identifying projects that fill gaps in the transportation network or address flood risks, such as by improving bridges or creating new road alignments.

Focus Area Assessment

The Town of Leland identified two focus areas for a more detailed review of existing and planned land use and the integration of programmed and proposed multimodal transportation improvements. The focus area assessment aimed for consistency with Leland 2045 and was performed to provide additional discussion of the context and relationship between new projects and developing land uses. The following are the two focus areas that were identified by Town staff and assessed as part of the IMP:

Focus Area 1: Gateway District

This focus area consists of approximately ½ mile on either side of Village Road NE from Old Fayetteville Road/S Navassa Road to U.S. Highway 17/74/76, as well as ½ mile on either side of S Navassa Road from Village Road NE to Sturgeon Creek. This is a rapidly developing area that has been previously studied as part of the Gateway Infill Plan. This area also experiences multiple challenges with multimodal safety and congestion.

Focus Area 2: Old Fayetteville Road

Focus Area 2 consists of approximately ½ mile on either side of Old Fayetteville Road from Lanvale Road to North Brunswick High School, including Leland Middle School. The Town has identified the transportation network between and surrounding the schools as a particular area of concern due to pedestrian and bicycle safety and access. An additional opportunity for this area is to provide connectivity between schools, neighborhoods, and parks and trails.

The figures on the following pages present the results of the focus area assessment and project recommendations. Projects displayed on these maps are consistent with the medium- and high-priority project recommendations presented in the following section.

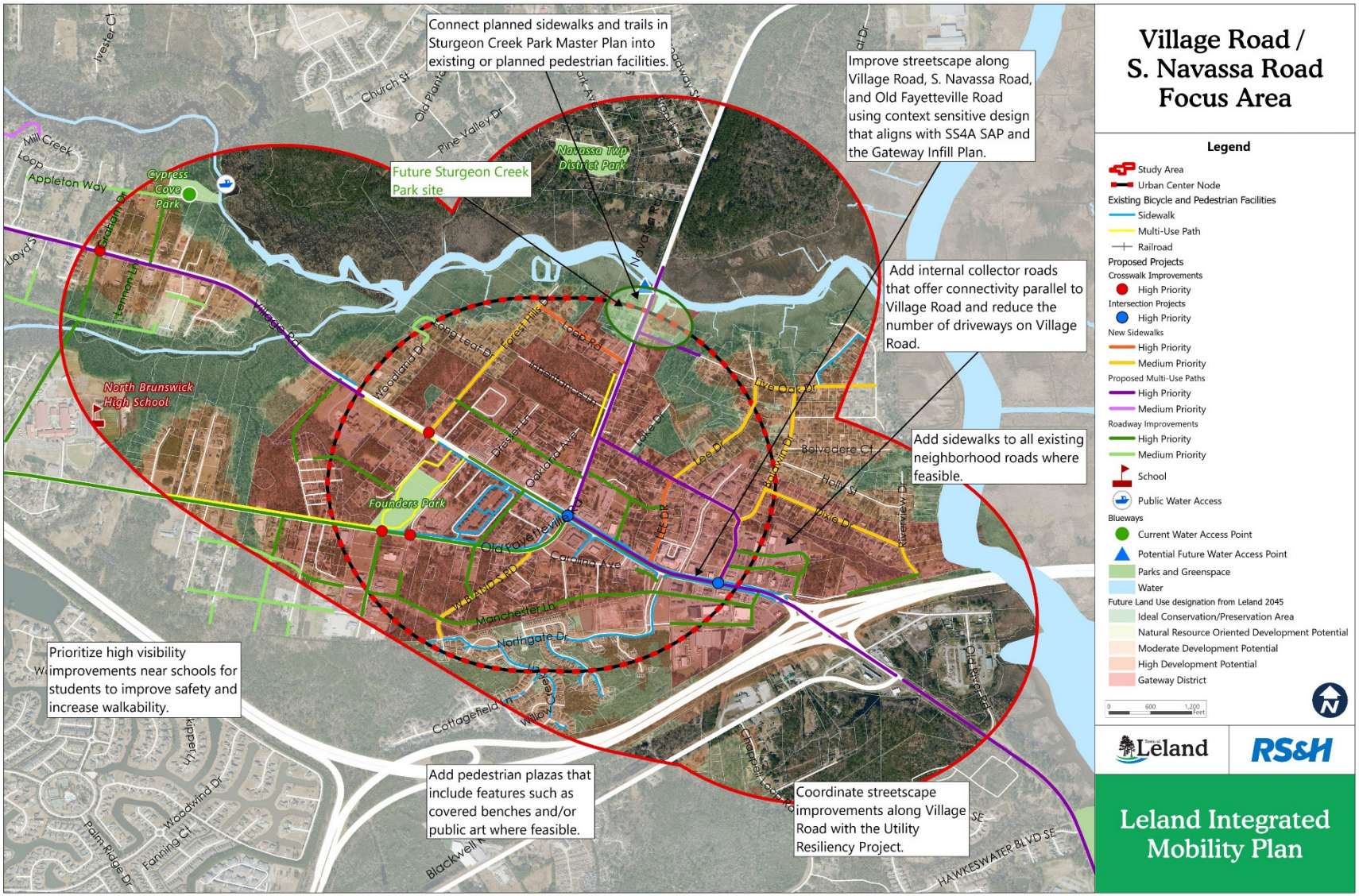

Figure 6: Village Road/S. Navassa Road Focus Area

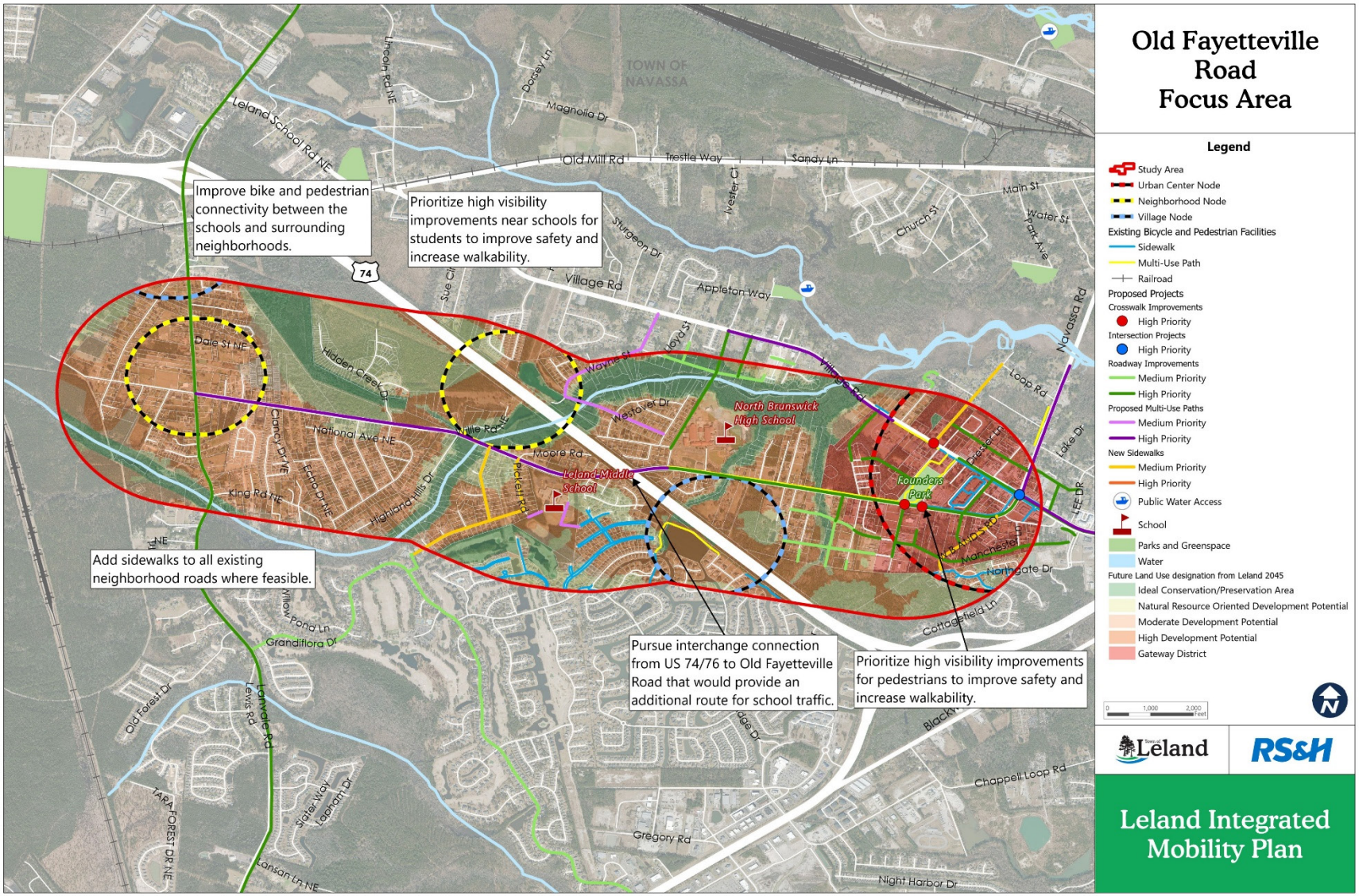

Figure 7: Old Fayetteville Road Focus Area

Project Identification and Prioritization

Project Identification

The team identified over 300 transportation projects from the plan review. Based on a review of the scoring methods within each plan, how these projects initially scored or were prioritized, and through Town of Leland staff comments, 113 projects from the initial list of projects were identified as lower priority. The team then modernized the project list to reflect existing Town infrastructure by combining projects, eliminating redundancies, and rescoping extents and purposes, leaving 150 projects to score and prioritize.

Scoring Method

The next step was to take the finalized list of projects and prioritize them based on 13 unique criteria. These criteria fell under the following 6 categories:

- Safety
- Fairness
- Multimodal Comfort
- Connectivity
- Roadway and Congestion Improvement
- Environmental Resiliency

These categories represent the metrics applied in the transportation systems analysis and prioritization process.

Prioritization Process

The team scored each project based on the evaluation criteria shown in Table 1. Each of the 13 criteria gave a maximum score of 4 and a minimum score of 0, meaning the highest possible combined score a project could receive was 52.

Once scored, the team looked to prioritize projects into high and medium priority projects, with low priority projects already filtered from the initial project list (Appendix C). The team chose a score of 25 or greater to be the dividing line between High and Low Priority projects, ensuring that at least 75 of the 150 projects were considered high priority. Three of the 88 projects received feedback from the Leland IMP Focus Group. They recommended that these projects receive medium priority instead, leaving 85 high-priority projects and 65 medium-priority projects, as shown in Table 3.

Table 1: Evaluation Criteria

Category	Evaluation Criteria	Description
Safety	High Injury Network (HIN)	Is the project on an HIN Corridor?
Fairness	Transportation Disadvantaged Index (TDI)	What is the State-Equivalent TDI Score and how does it compare to the rest of the IMP Study Area?
Multimodal Comfort	Bike Level of Traffic Stress	What is the highest (most-uncomfortable) BikeLTS within the project's extents?
	Multi-Use Path	Is the project a Multi-Use Path?
	Multimodal	Is the project non-car oriented or associated with more than one mode of travel (bike, ped, rail)?
Connectivity	Principal Arterial and Collector Roads	Does the project provide new connectivity to two or more roadways classed arterial or collector?
	Points of Interest	Number of community resources/activity centers within 0.25 miles (School, Place of Worship, Grocery Store, & Park)?
	Rail Corridor	Is the project along the Leland Rail Corridor? Or, does it eliminate at-grade rail crossing?
	Gateway	Is the project within, or connect to, the Gateway District?
Roadway and Congestion Improvement	Congestion	Is the project on a high-congestion road (U.S. Highway 17, Lanvale Road, River Road)?
	Roadway Improvement	Does the project improve existing infrastructure?
Environmental Resiliency	Fills Gaps	Does the project create new connections between existing infrastructure?
	Flood Risk	Does the project repair a bridge or create a new roadway alignment?

Project Recommendations

Priority Projects

After scoring the projects using the 13 unique criteria described in the previous section, the project rankings were split into two categories for high- and medium-priority projects. The projects in each of these categories were then reviewed by the Town and the public. To make sure all these rankings reflected Town values and goals, projects were then adjusted on a case-by-case basis.

These adjustments were performed to more closely align each high- or medium-priority ranking with Leland 2045, regional planning projects, and the community's vision for the Town's transportation future. Below is an overview of the ranked projects and subsequent pages containing maps and detailed project lists by project type. Additional materials on the project ranking metrics are shown in Appendix F.

Table 2: Overview of Prioritized Projects

Project Type	Number of Total Projects	Number of High-Priority Projects
Crosswalk	22	20
Intersection	6	4
Sidewalks	10	5
Multi-Use Paths	36	17
Roadway	76	39
All Projects	***150***	***85***

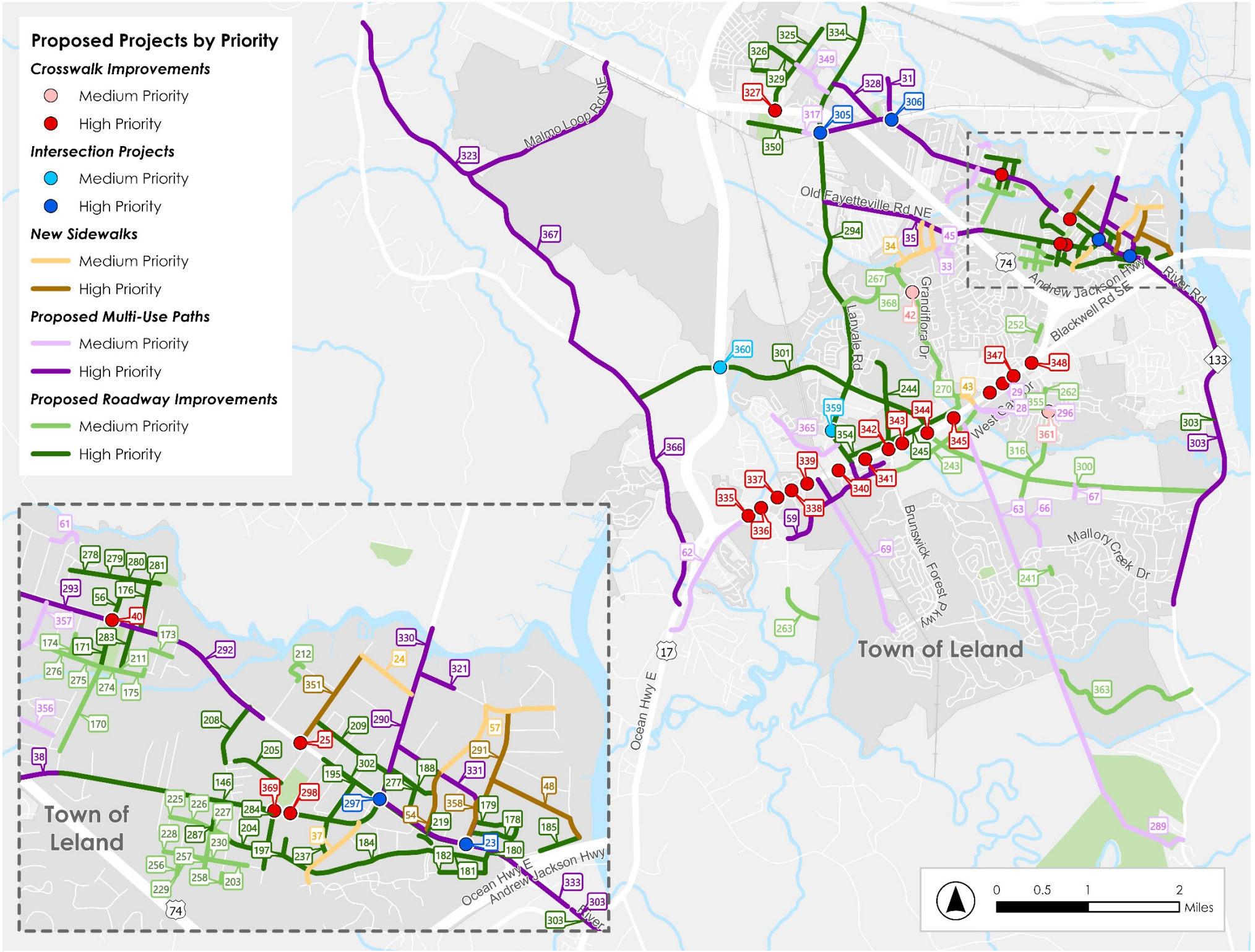

Figure 8: All Proposed Projects by Priority

Table 3: All Leland IMP Proposed Projects

IMP ID	Original Plan	Project	Priority	Score
23	**Pedestrian Plan (2016)/Leland Safety Action Plan**	**Village Road/Baldwin Drive**	**High**	**37**
24	Pedestrian Plan (2016)	Loop Road (S Navassa Road/Forest Hills Drive)	Medium	23
25	**Pedestrian Plan (2016)**	**Village Road/Forest Hills Drive**	**High**	**37**
28	Pedestrian Plan (2016)	West Gate Drive (Ocean Gate Plaza/U.S. Highway 17)	Medium	23
29	Pedestrian Plan (2016)	Ocean Gate Plaza (West Gate Drive/U.S. Highway 17)	Medium	24
31	**Pedestrian Plan (2016)**	**Lincoln Road (Playground Way/Post Office Road)**	**High**	**26**
33	Pedestrian Plan (2016)/Leland IMP Focus Group	Pickett Road MUP (Leland Middle School/Pickett Road)	Medium	21
34	Pedestrian Plan (2016)	Timber Lane, Ricefield Branch Street, & Pickett Road (Timber Lane terminus/Old Fayetteville Road)	Medium	17
35	**Pedestrian Plan (2016)**	**Old Fayetteville Road (Lanvale Road/Pickett Road)**	**High**	**31**
37	Pedestrian Plan (2016)	WB and S Road (Northgate Drive/Old Fayetteville Road)	Medium	22
38	**Pedestrian Plan (2016)/Leland Safety Action Plan**	**Old Fayetteville Road (Pickett Road/Basin Street)**	**High**	**31**
40	**Pedestrian Plan (2016)**	**Village Road/Appleton Way**	**High**	**34**
42	Pedestrian Plan (2016)	Grandiflora Drive/Pine Harvest Drive	Medium	21
43	Pedestrian Plan (2016)	Grandiflora Drive (Magnolia Village Way/U.S. Highway 17)	Medium	17
45	Pedestrian Plan (2016)/Leland IMP Focus Group	Woodbend Court MUP (Leland Middle School/Woodbend Court)	Medium	21
48	**Pedestrian Plan (2016)**	**Dixie Drive & Riverview Drive (Riverview Drive terminus/Fairview Road)**	**High**	**25**

54	**Pedestrian Plan (2016)**	**Lee Drive (Village Road/Baldwin Drive)**	**High**	**25**
56	**Pedestrian Plan (2016)**	**Graham Drive (Village Road/Appleton Way)**	**High**	**29**
57	Pedestrian Plan (2016)	Lee Drive & Live Oak Drive (Shamrock Drive/Baldwin Drive)	Medium	24
58	**Pedestrian Plan (2016)**	**U.S. Highway 17/Gregory Road**	**High**	**36**
59	**Leland IMP Focus Group**	**Brunswick Village MUP (Hewett-Burton Road/Brunswick Forest Parkway)**	**High**	**25**
61	Pedestrian Plan (2016)	Sturgeon Drive MUP (Mill Creek Loop/Sturgeon Drive)	Medium	22
62	Pedestrian Plan (2016)	Hazel Branch Road (Hewett-Burton Road/U.S. Highway 17)	Medium	21
63	Pedestrian Plan (2016)	Power Line Trail (Shelmore Way/Towne Lake Drive Extension)	Medium	20
66	Pedestrian Plan (2016)	Jackeys Crossing (Mallory Creek Drive/Atkinson Trail)	Medium	19
67	Pedestrian Plan (2016)	U.S. Highway 17 to NC-133 Connector to Atkinson Trail MUP (U.S. Highway 17 to River Road Connector/Atkinson Trail)	Medium	19
69	Pedestrian Plan (2016)/Leland IMP Focus Group	Kay Todd Road (Brunswick Forest Parkway/Brunswick Village Boulevard)	Medium	20
146	**NCDOT SPOT 6.0/Leland Safety Action Plan**	**Old Fayetteville Road (Village Road/Basin Street)**	**High**	**29**
163	**Pedestrian Plan (2016)/Street Infill Plan**	**Sturgeon Drive Extension (Holly Hills Drive/Sturgeon Drive)**	**High**	**26**
164	Street Infill Plan	Oakmont Court Extension (Village Road/Sturgeon Drive)	Medium	22
169	2050 MTP/Street Infill Plan	Royal Street Extension (Wayne Street/Royal Street)	Medium	23
170	2050 MTP/Street Infill Plan	Basin Street to Poe Street Extension Connector (Basin Street/Poe Street Extension)	Medium	23

171	**2050 MTP/Street Infill Plan**	**Village Road to Poe Street Extension Connector (Village Road/Poe Street Extension)**	**High**	**26**
173	Street Infill Plan	Kayak Crossing Trail Extension (Gardenview Court/Kayak Crossing Trail terminus)	Medium	21
174	Street Infill Plan	Oldham Way Extension (Poe Street Extension/Oldham Way terminus)	Medium	21
175	Street Infill Plan	Paddle Creek Place Extension (Lennon Lane/Paddle Creek Place terminus)	Medium	22
176	**Street Infill Plan/Leland IMP Focus Group**	**Appleton Way to Village Road Connector (Appleton Way/Village Road)**	**High**	**29**
178	**Street Infill Plan/Leland IMP Focus Group**	**Clairmont Way to Fairview Road Connector (Clairmont Way/Fairview Road)**	**High**	**29**
179	**Street Infill Plan**	**Clairmont Way (Thomas Garst Lane/Fairview Road)**	**High**	**29**
180	**Street Infill Plan**	**Village Road to Delivery Lane Extension Connector (Village Road/Delivery Lane Extension)**	**High**	**27**
181	**Street Infill Plan**	**North Brunswick Shopping Center Drive (Northgate Drive/Village Road to Delivery Lane Extension Connector)**	**High**	**27**
182	**Street Infill Plan**	**Delivery Lane Extension (Northgate Drive/Village Road to Delivery Lane Extension Connector)**	**High**	**26**
184	**Street Infill Plan**	**Division Drive to Northgate Drive Connector (Division Drive/Northgate Drive)**	**High**	**27**
185	**Street Infill Plan**	**Thomas Garst Lane Extension (Riverview Drive/Thomas Garst Lane terminus)**	**High**	**27**
188	**Street Infill Plan**	**Willetts Lane (S Navassa Road/Townsend Lane)**	**High**	**29**
195	**Street Infill Plan**	**Village Road to Old Fayetteville Road Connector (Village Road/Old Fayetteville Road)**	**High**	**33**

197	**Street Infill Plan**	**Ale Avenue Extension (Division Drive to Northgate Drive Connector/Ale Avenue terminus)**	**High**	**26**
203	Street Infill Plan	Blackmon Drive Extension (Murrill Lane/Blackmon Drive terminus)	Medium	22
204	**Street Infill Plan**	**Platinum Way Extension (Murrill Lane/Platinum Way terminus)**	**High**	**26**
205	**Street Infill Plan**	**3rd Street Extension (Perry Avenue/3rd Street terminus)**	**High**	**27**
208	**Street Infill Plan/Leland IMP Focus Group**	**Hill Lane Extension (Village Road/Hill Lane terminus)**	**High**	**28**
209	**Leland IMP Focus Group**	**Sara Chip Lane (Forest Hills Drive/S Navassa Road)**	**High**	**29**
211	Street Infill Plan	Lennon Lane Extension (Paddle Creek Place Extension/Lennon Lane terminus)	Medium	22
212	Street Infill Plan	Woodland Drive to Long Leaf Drive Connector (Woodland Drive/Long Leaf Drive)	Medium	23
219	**Street Infill Plan**	**Carolina Avenue Extension (Northgate Drive/Carolina Avenue)**	**High**	**26**
225	Street Infill Plan	King Moore Road (Oak Lane/King Moore Road to Hollis Lane Connector)	Medium	21
226	Street Infill Plan	King Moore Road to Hollis Lane Connector (King Moore Road/Hollis Lane)	Medium	22
227	Street Infill Plan	Hollis Lane to Murrill Lane Connector (Hollis Lane/Murrill Lane)	Medium	22
228	Street Infill Plan	Oak Lane Extension (King Moore Road/Oak Lane terminus)	Medium	21
229	Street Infill Plan	Oak Lane Extension to Hollis Lane Extension Connector (Oak Lane Extension/Hollis Lane Extension)	Medium	21

230	Street Infill Plan	Hollis Lane Extension to Murrill Lane Connector (Hollis Lane Extension/Murrill Lane)	Medium	21
237	**Street Infill Plan**	**Old Fayetteville Road to WB and S Road Connector (Old Fayetteville Road/WB and S Road)**	**High**	**27**
241	Street Infill Plan	Pinnacle Pt to Sleepy Oak Lane Connector (Pinnacle Pt/Sleepy Oak Lane)	Medium	20
243	Street Infill Plan/Leland IMP Focus Group	Towne Lake Drive Extension (Brunswick Forest Parkway/Towne Lake Drive terminus)	Medium	23
244	Street Infill Plan	Kingsbridge Road Extension (U.S. Highway 17/Kingsbridge Road terminus)	Medium	25
245	**Street Infill Plan**	**Collins Way Extension (Kingsbridge Road Extension/Collins Way)**	**High**	**25**
252	Street Infill Plan	Olde Regent Way Extension (Olde Waterford Way/Wind Lake Way)	Medium	22
256	Street Infill Plan	King Moore Road Extension (King Moore Road Extension terminus/King Moore Road terminus)	Medium	21
257	Street Infill Plan	Hollis Lane Extension (Hollis Lane Extension terminus/Hollis Lane terminus)	Medium	22
258	Street Infill Plan	Murrill Lane Extension (Murrill Lane Extension terminus/Murrill Lane terminus)	Medium	21
262	Street Infill Plan	Birch Creek Lane Extension (Night Harbor Drive/Birch Creek Lane terminus)	Medium	20
263	Street Infill Plan	Hewett-Burton Road Extension (Hewett-Burton Extension terminus/Hewett-Burton Road terminus)	Medium	20
265	Street Infill Plan	Glendale Drive to Lindenwood Drive Connector (Glendale Drive/Lindenwood Drive)	Medium	21
266	**Street Infill Plan/Pedestrian Plan (2016)/Leland IMP Focus Group**	**Pickett Road to Trail Pines Court Connector (Pickett Road/Trail Pines Court)**	**High**	**25**

267	Street Infill Plan	Timber Lane to Grandiflora Drive Connector (Timber Lane/Grandiflora Drive)	Medium	20
270	Street Infill Plan	Grandiflora Drive to Collins Way Connector (Grandiflora Drive/Collins Way)	Medium	24
274	Street Infill Plan	Poe Street Extension (Village Road to Poe Street Extension Connector/Lennon Lane Extension)	Medium	21
275	Street Infill Plan	Poe Street Extension (Oldham Way Extension/Village Road to Poe Street Extension Connector)	Medium	22
276	Street Infill Plan	Poe Street Extension (Oldham Way Extension/Poe Street terminus)	Medium	21
277	**Street Infill Plan**	**Townsend Lane (Village Road/Willetts Lane)**	**High**	**27**
278	**Street Infill Plan**	**Appleton Way (Appleton Way/Apple Road)**	**High**	**25**
279	**Street Infill Plan**	**Appleton Way (Apple Road/Graham Drive)**	**High**	**25**
280	**Street Infill Plan/Pedestrian Plan (2016)**	**Appleton Way (Graham Drive/Anaita Road)**	**High**	**25**
281	**Street Infill Plan/Pedestrian Plan (2016)**	**Appleton Way (Anaita Road/Cypress Cove Park)**	**High**	**25**
283	**Street Infill Plan**	**Lennon Lane (Village Road/Terminus)**	**High**	**26**
284	**Street Infill Plan**	**Division Drive (Old Fayetteville Road/Blackmon Drive)**	**High**	**30**
287	**Street Infill Plan**	**Hollis Lane (Old Fayetteville Road/King Moore Road to Hollis Lane Connector)**	**High**	**26**
289	2050 MTP/Pedestrian Plan (2016)	Brunswick Nature Park Connector (Rice Gate Way/River Road)	Medium	21
290	**2050 MTP/Pedestrian Plan (2016)/GGHT**	**S Navassa Road (Village Road/Leland Town limits)**	**High**	**32**
291	**2050 MTP/Pedestrian Plan (2016)**	**Fairview Road (Baldwin Drive/Live Oak Drive)**	**High**	**25**
292	**2050 MTP/NCDOT SPOT 6.0/Pedestrian Plan (2016)**	**Village Road (Graham Drive/Woodland Drive)**	**High**	**39**

293	**2050 MTP/Pedestrian Plan (2016)**	**Village Road (Lanvale Road/Graham Drive)**	**High**	**37**
294	**2050 MTP/Pedestrian Plan (2016)/Leland Safety Action Plan**	**Lanvale Road (US-74 & 76/U.S. Highway 17)**	**High**	**44**
296	2050 MTP/Pedestrian Plan (2016)	Tradeway Drive (Night Harbor Drive/West Gate Drive)	Medium	20
297	**2050 MTP/Pedestrian Plan (2016)/Leland Safety Action Plan**	**Village Road/Old Fayetteville Road**	**High**	**37**
298	**2050 MTP**	**Old Fayetteville Road/Town Hall Drive**	**High**	**36**
300	2050 MTP	U.S. Highway 17 to River Road Connector (U.S. Highway 17/River Road)	Medium	24
301	2050 MTP	U.S. Highway 17 to Maco Road Connector (U.S. Highway 17/Maco Road)	Medium	25
302	**2050 MTP**	**Village Road (Town Hall Drive/U.S. Highway 17)**	**High**	**45**
303	2050 MTP/NCDOT SPOT 7.0/NCDOT STIP	River Road (Blackwell Road/Rabon Way)	Medium	37
305	**2050 MTP/Leland Safety Action Plan**	**Village Road/Fletcher Road**	**High**	**34**
306	**2050 MTP/Leland IMP Focus Group**	**Village Road/Lincoln Road**	**High**	**28**
316	Leland IMP Focus Group	Jackeys Crossing Extension (Atkinson Trail/Westgate Nature Park)	Medium	24
317	Leland IMP Focus Group	Fletcher Road (Landvale Road/Fletcher Road to Popular Street Connector)	Medium	22
321	**Leland IMP Focus Group**	**Live Oak Drive MUP (S Navassa Road/Live Oak Drive terminus)**	**High**	**27**
323	**Leland IMP Focus Group**	**Malmo Loop Road (US-74/Maco Road)**	**High**	**27**
325	**Leland IMP Focus Group**	**Mercantile Drive (Fletcher Road/Industrial Boulevard)**	**High**	**29**
326	**Leland IMP Focus Group**	**Mercantile Drive to Enterprise Drive Connector (Mercantile Drive/Enterprise Drive)**	**High**	**25**

327	**Leland IMP Focus Group**	**US-74/Mercantile Road**	**High**	**30**
328	**Leland IMP Focus Group**	**Leland School Road (Village Road/Mt Misery Road)**	**High**	**34**
329	**Leland IMP Focus Group**	**Pine Harbor Way Extension (Mercantile Drive/Terminus)**	**High**	**27**
330	**2050 MTP/Pedestrian Plan (2016)/GGHT**	**Sturgeon Creek MUP Crossing (/)**	**High**	**28**
331	**Gullah Geechee Heritage Trail**	**Baldwin Drive & Fairview Road (S Navassa Road/Village Road)**	**High**	**29**
333	**Gullah Geechee Heritage Trail**	**Village Road (S Navassa Road/Blackwell Road)**	**High**	**35**
334	**Leland Safety Action Plan**	**Mt Misery Road (US-74 & 76/Old Mount Misery Road)**	**High**	**39**
335	**Leland Safety Action Plan**	**U.S. Highway 17/East of Goodman Road**	**High**	**30**
336	**Leland Safety Action Plan**	**U.S. Highway 17/Goodman Road**	**High**	**34**
337	**Leland Safety Action Plan**	**U.S. Highway 17/East of Knightbell Circle**	**High**	**37**
338	**Leland Safety Action Plan**	**U.S. Highway 17/Knightbell Circle**	**High**	**37**
339	**Leland Safety Action Plan**	**U.S. Highway 17/Carol Lynn Drive**	**High**	**37**
340	**Leland Safety Action Plan**	**U.S. Highway 17/East of Lanvale Road**	**High**	**35**
341	**Leland Safety Action Plan**	**U.S. Highway 17/West of Lanvale Road**	**High**	**36**
342	**Leland Safety Action Plan**	**U.S. Highway 17/Brunswick Forest Parkway**	**High**	**36**
343	**Leland Safety Action Plan**	**U.S. Highway 17/West of Brunswick Forest Parkway**	**High**	**35**
344	**Leland Safety Action Plan**	**U.S. Highway 17/East of Collins Way**	**High**	**35**
345	**Leland Safety Action Plan**	**U.S. Highway 17/West of Collins Way**	**High**	**31**
346	**Leland Safety Action Plan**	**U.S. Highway 17/West of Benton Brown Way**	**High**	**31**
347	**Leland Safety Action Plan**	**U.S. Highway 17/West of Gregory Road**	**High**	**32**
348	**Leland Safety Action Plan**	**U.S. Highway 17/West of Olde Waterford Way**	**High**	**31**
349	Leland IMP Focus Group	Mercantile Drive to Mt Misery MUP (Mercantile Drive/Mt Misery Road)	Medium	24

350	**Leland IMP Focus Group**	**Fletcher Road to Popular Street Connector (Fletcher Road/Popular Street)**	**High**	**27**
351	**Pedestrian Plan (2016)**	**Forest Hills Drive (Village Road/Loop Road)**	**High**	**25**
352	Leland IMP Focus Group	Elfin Court MUP (U.S. Highway 17 to River Road Connector/Elfin Court terminus)	Medium	19
354	**Leland IMP Focus Group**	**Lanvale Road to Kingsbridge Extension Connector (Lanvale Road/Kingsbridge Road Extension)**	**High**	**25**
355	Leland IMP Focus Group	Future Street from Ocean Gate Plaza (/)	Medium	24
356	Leland IMP Focus Group	Royal Street (Rampart Street/Terminus)	Medium	20
357	Leland IMP Focus Group	Wayne Street (Village Road/Terminus)	Medium	21
358	**Leland IMP Focus Group**	**Fairview Road (Baldwin Drive/Village Drive)**	**High**	**25**
359	Leland IMP Focus Group	Lanvale Road/Springstone Drive	Medium	20
360	Leland IMP Focus Group	US-40/U.S. Highway 17 to Highway 87 Connection	Medium	18
361	Leland IMP Focus Group	W Gate Drive/East of Tradeway Drive	Medium	20
362	Leland IMP Focus Group	Hewett-Burton Road (Brunswick Village Boulevard/Hazels Branch Road)	Medium	24
363	Leland IMP Focus Group	Collingwood Drive Extension (Wire Road/River Road)	Medium	24
364	**Leland IMP Focus Group**	**River Road (Rabon Way/Wire Road)**	**High**	**35**
365	Leland IMP Focus Group	Buckeye Road (Highcroft Drive/Lanvale Road)	Medium	20
366	**Leland IMP Focus Group**	**Maco Road (U.S. Highway 17/Colon Mintz Road)**	**High**	**32**
367	**Leland IMP Focus Group**	**Colon Mintz Road (Maco Road/Malmo Loop Road)**	**High**	**27**
368	Leland IMP Focus Group	Grandiflora Drive (Lanvale Road/U.S. Highway 17)	Medium	23
369	**Leland IMP Focus Group**	**Old Fayetteville Road/Perry Avenue**	**High**	**31**
370	**Leland IMP Focus Group**	**Old Lanvale Road (Lanvale Road/U.S. Highway 17)**	**High**	**26**

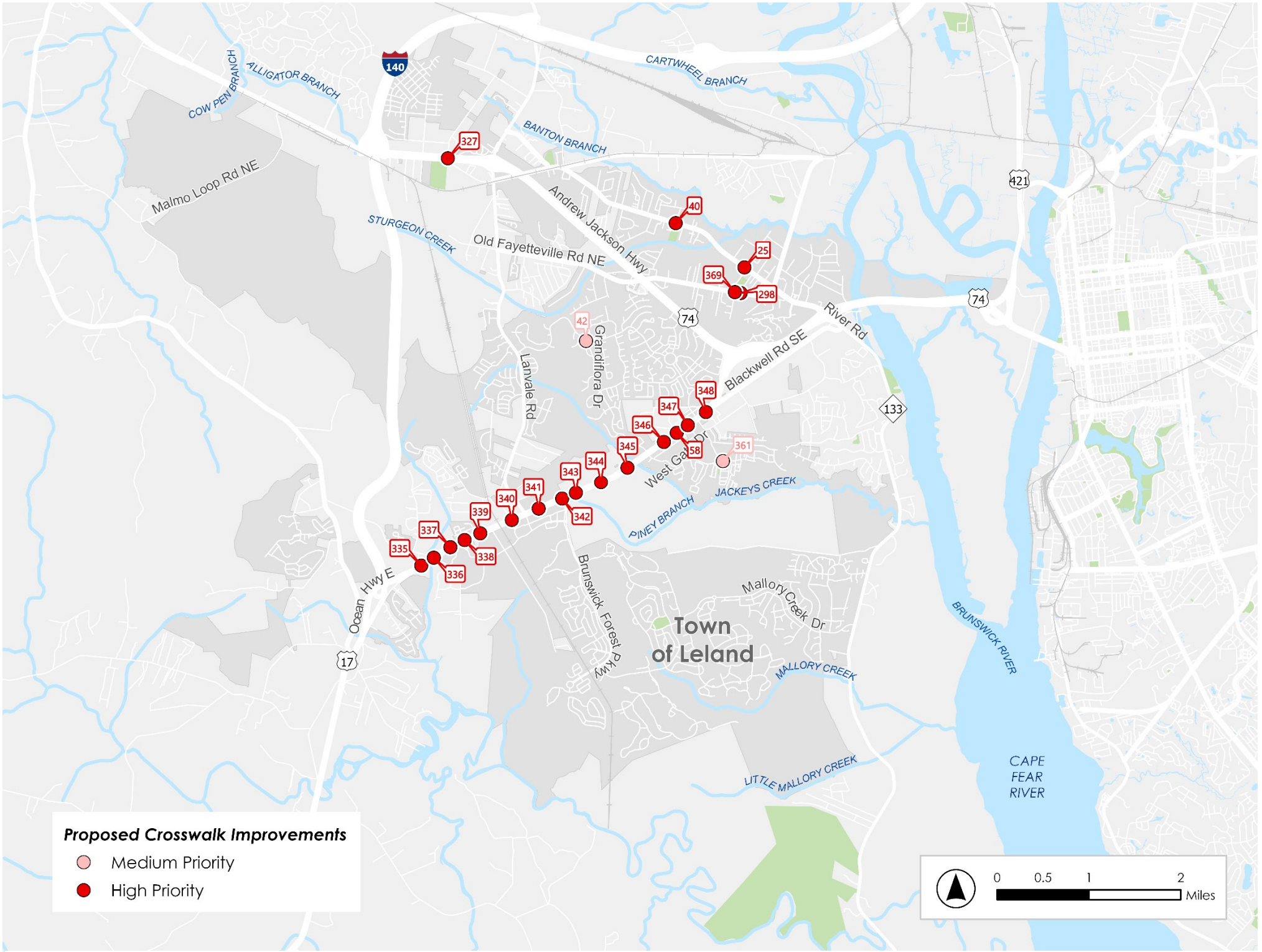

Figure 9: Proposed Pedestrian Crossing Projects by Priority

Table 4: Crosswalk Improvement Projects

IMP ID	Original Plan	Project	Priority	Score
25	**Pedestrian Plan (2016)**	**Village Road/Forest Hills Drive**	**High**	**37**
337	**Leland Safety Action Plan**	**U.S. Highway 17/East of Knightbell Circle**	**High**	**37**
338	**Leland Safety Action Plan**	**U.S. Highway 17/Knightbell Circle**	**High**	**37**
339	**Leland Safety Action Plan**	**U.S. Highway 17/Carol Lynn Drive**	**High**	**37**
58	**Pedestrian Plan (2016)**	**U.S. Highway 17/Gregory Road**	**High**	**36**
298	**2050 MTP**	**Old Fayetteville Road/Town Hall Drive**	**High**	**36**
341	**Leland Safety Action Plan**	**U.S. Highway 17/West of Lanvale Road**	**High**	**36**
342	**Leland Safety Action Plan**	**U.S. Highway 17/Brunswick Forest Parkway**	**High**	**36**
340	**Leland Safety Action Plan**	**U.S. Highway 17/East of Lanvale Road**	**High**	**35**
343	**Leland Safety Action Plan**	**U.S. Highway 17/West of Brunswick Forest Parkway**	**High**	**35**
344	**Leland Safety Action Plan**	**U.S. Highway 17/East of Collins Way**	**High**	**35**
40	**Pedestrian Plan (2016)**	**Village Road/Appleton Way**	**High**	**34**
336	**Leland Safety Action Plan**	**U.S. Highway 17/Goodman Road**	**High**	**34**
347	**Leland Safety Action Plan**	**U.S. Highway 17/West of Gregory Road**	**High**	**32**
345	**Leland Safety Action Plan**	**U.S. Highway 17/West of Collins Way**	**High**	**31**
346	**Leland Safety Action Plan**	**U.S. Highway 17/West of Benton Brown Way**	**High**	**31**
348	**Leland Safety Action Plan**	**U.S. Highway 17/West of Olde Waterford Way**	**High**	**31**
369	**Leland IMP Focus Group**	**Old Fayetteville Road/Perry Avenue**	**High**	**31**
327	**Leland IMP Focus Group**	**US-74/Mercantile Road**	**High**	**30**
335	**Leland Safety Action Plan**	**U.S. Highway 17/East of Goodman Road**	**High**	**30**
42	Pedestrian Plan (2016)	Grandiflora Drive/Pine Harvest Drive	Medium	21
361	Leland IMP Focus Group	W Gate Drive/East of Tradeway Drive	Medium	20

Figure 10: Proposed Roadway Intersection Projects by Priority

Table 5: Intersection Projects

IMP ID	Original Plan	Project	Priority	Score
23	**Pedestrian Plan (2016)/Leland Safety Action Plan**	**Village Road/Baldwin Drive**	**High**	***37***
297	**2050 MTP/Pedestrian Plan (2016)/Leland Safety Action Plan**	**Village Road/Old Fayetteville Road**	**High**	***37***
305	**2050 MTP/Leland Safety Action Plan**	**Village Road/Fletcher Road**	**High**	***34***
306	**2050 MTP/Leland IMP Focus Group**	**Village Road/Lincoln Road**	**High**	***28***
359	Leland IMP Focus Group	Lanvale Road/Springstone Drive	Medium	*20*
360	Leland IMP Focus Group	US-40/U.S. Highway 17 to Highway 87 Connection	Medium	*18*

Figure 11: Proposed Sidewalk Projects by Priority

Table 6: Sidewalk Projects

IMP ID	Original Plan	Project	Priority	Score
48	**Pedestrian Plan (2016)**	**Dixie Drive & Riverview Drive (Riverview Drive terminus/Fairview Road)**	**High**	**25**
54	**Pedestrian Plan (2016)**	**Lee Drive (Village Road/Baldwin Drive)**	**High**	**25**
291	**2050 MTP/Pedestrian Plan (2016)**	**Fairview Road (Baldwin Drive/Live Oak Drive)**	**High**	**25**
351	**Pedestrian Plan (2016)**	**Forest Hills Drive (Village Road/Loop Road)**	**High**	**25**
358	**Leland IMP Focus Group**	**Fairview Road (Baldwin Drive/Village Drive)**	**High**	**25**
57	Pedestrian Plan (2016)	Lee Drive & Live Oak Drive (Shamrock Drive/Baldwin Drive)	Medium	24
24	Pedestrian Plan (2016)	Loop Road (S Navassa Road/Forest Hills Drive)	Medium	23
37	Pedestrian Plan (2016)	WB and S Road (Northgate Drive/Old Fayetteville Road)	Medium	22
34	Pedestrian Plan (2016)	Timber Lane, Ricefield Branch Street, & Pickett Road (Timber Lane terminus/Old Fayetteville Road)	Medium	17
43	Pedestrian Plan (2016)	Grandiflora Drive (Magnolia Village Way/U.S. Highway 17)	Medium	17

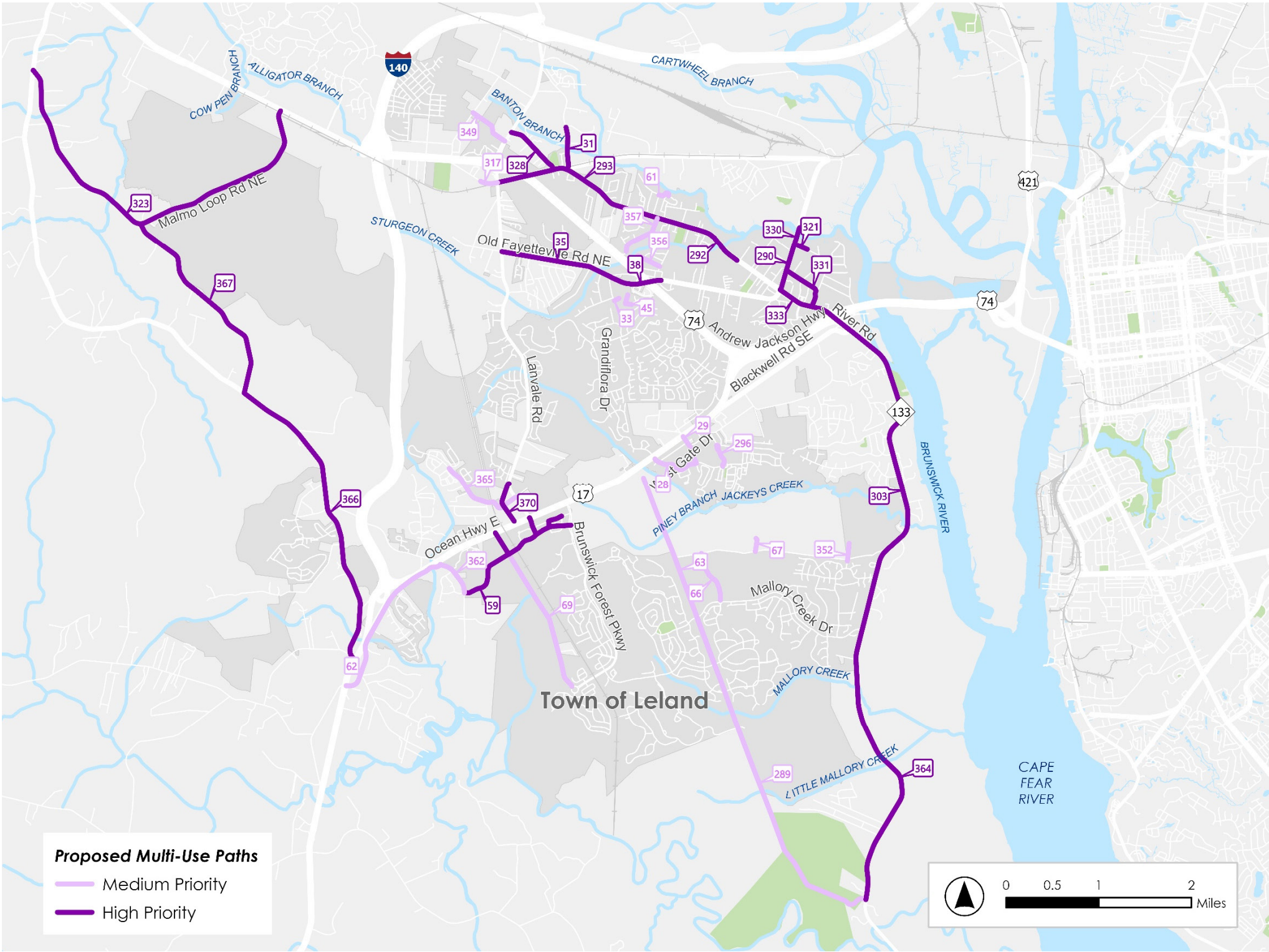

Figure 12: Proposed Multi-Use Path Projects by Priority

Table 7: Multi-Use Path Projects

IMP ID	Original Plan	Project	Priority	Score
292	2050 MTP/NCDOT SPOT 6.0/Pedestrian Plan (2016)	Village Road (Graham Drive/Woodland Drive)	High	39
293	2050 MTP/Pedestrian Plan (2016)	Village Road (Lanvale Road/Graham Drive)	High	37
333	Gullah Geechee Heritage Trail	Village Road (S Navassa Road/Blackwell Road)	High	35
364	Leland IMP Focus Group	River Road (Rabon Way/Wire Road)	High	35
328	Leland IMP Focus Group	Leland School Road (Village Road/Mt Misery Road)	High	34
290	2050 MTP/Pedestrian Plan (2016)/GGHT	S Navassa Road (Village Road/Leland Town limits)	High	32
366	Leland IMP Focus Group	Maco Road (U.S. Highway 17/Colon Mintz Road)	High	32
35	Pedestrian Plan (2016)	Old Fayetteville Road (Lanvale Road/Pickett Road)	High	31
38	Pedestrian Plan (2016)/Leland Safety Action Plan	Old Fayetteville Road (Pickett Road/Basin Street)	High	31
331	Gullah Geechee Heritage Trail	Baldwin Drive & Fairview Road (S Navassa Road/Village Road)	High	29
330	2050 MTP/Pedestrian Plan (2016)/GGHT	Sturgeon Creek MUP Crossing	High	28
321	Leland IMP Focus Group	Live Oak Drive MUP (S Navassa Road/Live Oak Drive terminus)	High	27
323	Leland IMP Focus Group	Malmo Loop Road (US-74/Maco Road)	High	27
367	Leland IMP Focus Group	Colon Mintz Road (Maco Road/Malmo Loop Road)	High	27
31	Pedestrian Plan (2016)	Lincoln Road (Playground Way/Post Office Road)	High	26
370	Leland IMP Focus Group	Old Lanvale Road (Lanvale Road/U.S. Highway 17)	High	26
59	Leland IMP Focus Group	Brunswick Village MUP (Hewett-Burton Road/Brunswick Forest Parkway)	High	25

29	Pedestrian Plan (2016)	Ocean Gate Plaza (West Gate Drive/U.S. Highway 17)	Medium	24
349	Leland IMP Focus Group	Mercantile Drive to Mt Misery MUP (Mercantile Drive/Mt Misery Road)	Medium	24
362	Leland IMP Focus Group	Hewett-Burton Road (Brunswick Village Boulevard/Hazels Branch Road)	Medium	24
28	Pedestrian Plan (2016)	West Gate Drive (Ocean Gate Plaza/U.S. Highway 17)	Medium	23
61	Pedestrian Plan (2016)	Sturgeon Drive MUP (Mill Creek Loop/Sturgeon Drive)	Medium	22
317	Leland IMP Focus Group	Fletcher Road (Landvale Road/Fletcher Road to Popular Street Connector)	Medium	22
33	Pedestrian Plan (2016)/Leland IMP Focus Group	Pickett Road MUP (Leland Middle School/Pickett Road)	Medium	21
45	Pedestrian Plan (2016)/Leland IMP Focus Group	Woodbend Court MUP (Leland Middle School/Woodbend Court)	Medium	21
62	Pedestrian Plan (2016)	Hazel Branch Road (Hewett-Burton Road/U.S. Highway 17)	Medium	21
289	2050 MTP/Pedestrian Plan (2016)	Brunswick Nature Park Connector (Rice Gate Way/River Road)	Medium	21
357	Leland IMP Focus Group	Wayne Street (Village Road/Terminus)	Medium	21
63	Pedestrian Plan (2016)	Power Line Trail (Shelmore Way/Towne Lake Drive Extension)	Medium	20
69	Pedestrian Plan (2016)/Leland IMP Focus Group	Kay Todd Road (Brunswick Forest Parkway/Brunswick Village Boulevard)	Medium	20
296	2050 MTP/Pedestrian Plan (2016)	Tradeway Drive (Night Harbor Drive/West Gate Drive)	Medium	20
356	Leland IMP Focus Group	Royal Street (Rampart Street/Terminus)	Medium	20
365	Leland IMP Focus Group	Buckeye Road (Highcroft Drive/Lanvale Road)	Medium	20

66	Pedestrian Plan (2016)	Jackeys Crossing (Mallory Creek Drive/Atkinson Trail)	Medium	19
67	Pedestrian Plan (2016)	U.S. Highway 17 to NC-133 Connector to Atkinson Trail MUP (U.S. Highway 17 to River Road Connector/Atkinson Trail)	Medium	19
352	Leland IMP Focus Group	Elfin Court MUP (U.S. Highway 17 to River Road Connector/Elfin Court terminus)	Medium	19

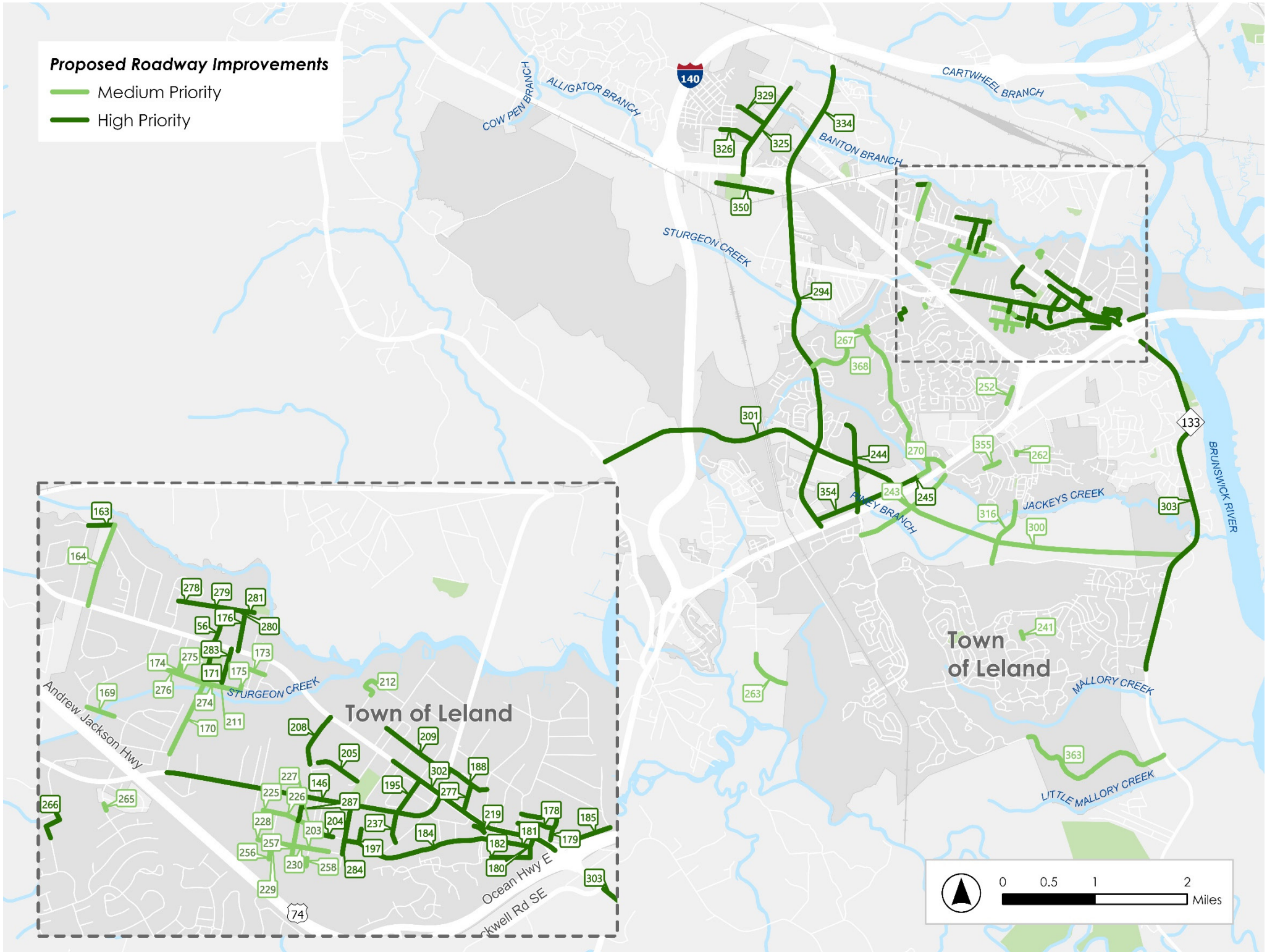

Figure 13: Proposed Roadway Project by Priority

Table 8: Roadway Improvement Projects

IMP ID	Original Plan	Project	Priority	Score
302	2050 MTP	Village Road (Town Hall Drive/U.S. Highway 17)	High	45
294	2050 MTP/Pedestrian Plan (2016)/Leland Safety Action Plan	Lanvale Road (US-74 & 76/U.S. Highway 17)	High	44
334	Leland Safety Action Plan	Mt Misery Road (US-74 & 76/Old Mount Misery Road)	High	39
195	Street Infill Plan	Village Road to Old Fayetteville Road Connector (Village Road/Old Fayetteville Road)	High	33
284	Street Infill Plan	Division Drive (Old Fayetteville Road/Blackmon Drive)	High	30
56	Pedestrian Plan (2016)	Graham Drive (Village Road/Appleton Way)	High	29
146	NCDOT SPOT 6.0/Leland Safety Action Plan	Old Fayetteville Road (Village Road/Basin Street)	High	29
176	Street Infill Plan/Leland IMP Focus Group	Appleton Way to Village Road Connector (Appleton Way/Village Road)	High	29
178	Street Infill Plan/Leland IMP Focus Group	Clairmont Way to Fairview Road Connector (Clairmont Way/Fairview Road)	High	29
179	Street Infill Plan	Clairmont Way (Thomas Garst Lane/Fairview Road)	High	29
188	Street Infill Plan	Willetts Lane (S Navassa Road/Townsend Lane)	High	29
209	Leland IMP Focus Group	Sara Chip Lane (Forest Hills Drive/S Navassa Road)	High	29
325	Leland IMP Focus Group	Mercantile Drive (Fletcher Road/Industrial Boulevard)	High	29
208	Street Infill Plan/Leland IMP Focus Group	Hill Lane Extension (Village Road/Hill Lane terminus)	High	28

180	**Street Infill Plan**	**Village Road to Delivery Lane Extension Connector (Village Road/Delivery Lane Extension)**	**High**	**27**
181	**Street Infill Plan**	**North Brunswick Shopping Center Drive (Northgate Drive/Village Road to Delivery Lane Extension Connector)**	**High**	**27**
184	**Street Infill Plan**	**Division Drive to Northgate Drive Connector (Division Drive/Northgate Drive)**	**High**	**27**
185	**Street Infill Plan**	**Thomas Garst Lane Extension (Riverview Drive/Thomas Garst Lane terminus)**	**High**	**27**
205	**Street Infill Plan**	**3rd Street Extension (Perry Avenue/3rd Street terminus)**	**High**	**27**
237	**Street Infill Plan**	**Old Fayetteville Road to WB and S Road Connector (Old Fayetteville Road/WB and S Road)**	**High**	**27**
277	**Street Infill Plan**	**Townsend Lane (Village Road/Willetts Lane)**	**High**	**27**
329	**Leland IMP Focus Group**	**Pine Harbor Way Extension (Mercantile Drive/Terminus)**	**High**	**27**
350	**Leland IMP Focus Group**	**Fletcher Road to Popular Street Connector (Fletcher Road/Popular Street)**	**High**	**27**
163	**Pedestrian Plan (2016)/Street Infill Plan**	**Sturgeon Drive Extension (Holly Hills Drive/Sturgeon Drive)**	**High**	**26**
171	**2050 MTP/Street Infill Plan**	**Village Road to Poe Street Extension Connector (Village Road/Poe Street Extension)**	**High**	**26**
182	**Street Infill Plan**	**Delivery Lane Extension (Northgate Drive/Village Road to Delivery Lane Extension Connector)**	**High**	**26**
197	**Street Infill Plan**	**Ale Avenue Extension (Division Drive to Northgate Drive Connector/Ale Avenue terminus)**	**High**	**26**

204	**Street Infill Plan**	**Platinum Way Extension (Murrill Lane/Platinum Way terminus)**	**High**	**26**
219	**Street Infill Plan**	**Carolina Avenue Extension (Northgate Drive/Carolina Avenue)**	**High**	**26**
283	**Street Infill Plan**	**Lennon Lane (Village Road/Terminus)**	**High**	**26**
287	**Street Infill Plan**	**Hollis Lane (Old Fayetteville Road/King Moore Road to Hollis Lane Connector)**	**High**	**26**
245	**Street Infill Plan**	**Collins Way Extension (Kingsbridge Road Extension/Collins Way)**	**High**	**25**
266	**Street Infill Plan/Pedestrian Plan (2016)/Leland IMP Focus Group**	**Pickett Road to Trail Pines Court Connector (Pickett Road/Trail Pines Court)**	**High**	**25**
278	**Street Infill Plan**	**Appleton Way (Appleton Way/Apple Road)**	**High**	**25**
279	**Street Infill Plan**	**Appleton Way (Apple Road/Graham Drive)**	**High**	**25**
280	**Street Infill Plan/Pedestrian Plan (2016)**	**Appleton Way (Graham Drive/Anaita Road)**	**High**	**25**
281	**Street Infill Plan/Pedestrian Plan (2016)**	**Appleton Way (Anaita Road/Cypress Cove Park)**	**High**	**25**
326	**Leland IMP Focus Group**	**Mercantile Drive to Enterprise Drive Connector (Mercantile Drive/Enterprise Drive)**	**High**	**25**
354	**Leland IMP Focus Group**	**Lanvale Road to Kingsbridge Extension Connector (Lanvale Road/Kingsbridge Road Extension)**	**High**	**25**
303	2050 MTP/NCDOT SPOT 7.0/NCDOT STIP	River Road (Blackwell Road/Rabon Way)	Medium	37
244	Street Infill Plan	Kingsbridge Road Extension (U.S. Highway 17/Kingsbridge Road terminus)	Medium	25
301	2050 MTP	U.S. Highway 17 to Maco Road Connector (U.S. Highway 17/Maco Road)	Medium	25

270	Street Infill Plan	Grandiflora Drive to Collins Way Connector (Grandiflora Drive/Collins Way)	Medium	24
300	2050 MTP	U.S. Highway 17 to River Road Connector (U.S. Highway 17/River Road)	Medium	24
316	Leland IMP Focus Group	Jackeys Crossing Extension (Atkinson Trail/Westgate Nature Park)	Medium	24
355	Leland IMP Focus Group	Future Street from Ocean Gate Plaza	Medium	24
363	Leland IMP Focus Group	Collingwood Drive Extension (Wire Road/River Road)	Medium	24
169	2050 MTP/Street Infill Plan	Royal Street Extension (Wayne Street/Royal Street)	Medium	23
170	2050 MTP/Street Infill Plan	Basin Street to Poe Street Extension Connector (Basin Street/Poe Street Extension)	Medium	23
212	Street Infill Plan	Woodland Drive to Long Leaf Drive Connector (Woodland Drive/Long Leaf Drive)	Medium	23
243	Street Infill Plan/Leland IMP Focus Group	Towne Lake Drive Extension (Brunswick Forest Parkway/Towne Lake Drive terminus)	Medium	23
368	Leland IMP Focus Group	Grandiflora Drive (Lanvale Road/U.S. Highway 17)	Medium	23
164	Street Infill Plan	Oakmont Court Extension (Village Road/Sturgeon Drive)	Medium	22
175	Street Infill Plan	Paddle Creek Place Extension (Lennon Lane/Paddle Creek Place terminus)	Medium	22
203	Street Infill Plan	Blackmon Drive Extension (Murrill Lane/Blackmon Drive terminus)	Medium	22
211	Street Infill Plan	Lennon Lane Extension (Paddle Creek Place Extension/Lennon Lane terminus)	Medium	22

226	Street Infill Plan	King Moore Road to Hollis Lane Connector (King Moore Road/Hollis Lane)	Medium	22
227	Street Infill Plan	Hollis Lane to Murrill Lane Connector (Hollis Lane/Murrill Lane)	Medium	22
252	Street Infill Plan	Olde Regent Way Extension (Olde Waterford Way/Wind Lake Way)	Medium	22
257	Street Infill Plan	Hollis Lane Extension (Hollis Lane Extension terminus/Hollis Lane terminus)	Medium	22
275	Street Infill Plan	Poe Street Extension (Oldham Way Extension/Village Road to Poe Street Extension Connector)	Medium	22
173	Street Infill Plan	Kayak Crossing Trail Extension (Gardenview Court/Kayak Crossing Trail terminus)	Medium	21
174	Street Infill Plan	Oldham Way Extension (Poe Street Extension/Oldham Way terminus)	Medium	21
225	Street Infill Plan	King Moore Road (Oak Lane/King Moore Road to Hollis Lane Connector)	Medium	21
228	Street Infill Plan	Oak Lane Extension (King Moore Road/Oak Lane terminus)	Medium	21
229	Street Infill Plan	Oak Lane Extension to Hollis Lane Extension Connector (Oak Lane Extension/Hollis Lane Extension)	Medium	21
230	Street Infill Plan	Hollis Lane Extension to Murrill Lane Connector (Hollis Lane Extension/Murrill Lane)	Medium	21
256	Street Infill Plan	King Moore Road Extension (King Moore Road Extension terminus/King Moore Road terminus)	Medium	21
258	Street Infill Plan	Murrill Lane Extension (Murrill Lane Extension terminus/Murrill Lane terminus)	Medium	21

265	Street Infill Plan	Glendale Drive to Lindenwood Drive Connector (Glendale Drive/Lindenwood Drive)	Medium	21
274	Street Infill Plan	Poe Street Extension (Village Road to Poe Street Extension Connector/Lennon Lane Extension)	Medium	21
276	Street Infill Plan	Poe Street Extension (Oldham Way Extension/Poe Street terminus)	Medium	21
241	Street Infill Plan	Pinnacle Pt to Sleepy Oak Lane Connector (Pinnacle Pt/Sleepy Oak Lane)	Medium	20
262	Street Infill Plan	Birch Creek Lane Extension (Night Harbor Drive/Birch Creek Lane terminus)	Medium	20
263	Street Infill Plan	Hewett-Burton Road Extension (Hewett-Burton Extension terminus/Hewett-Burton Road terminus)	Medium	20
267	Street Infill Plan	Timber Lane to Grandiflora Drive Connector (Timber Lane/Grandiflora Drive)	Medium	20

Additional Recommendations

Build a Connected Multimodal Network for All Residents

As previously stated, the purpose of this plan is to equip the Town of Leland with a prioritized list of transportation projects that will most effectively enhance mobility for all residents. In addition to the ranked project list, the Town remains committed to broader priorities that support a safe, connected, and multimodal network.

The Town's goal is that all new roadway projects will include bicycle and pedestrian facilities to provide accessibility for users of all ages and abilities. While the project maps show specific alignments, these lines are still in the planning stages—what matters most are the beginning and end points and the connections they create. Project routes may shift during design and implementation based on context, constraints, and community needs.

Regardless of alignment, the goal of each project is to improve connectivity across all modes of transportation and advance a cohesive, inclusive network that serves the Town of Leland now and into the future.

Enhance the Functional Street Design of Leland's Horizontal Cross Sections

The Town of Leland recently prepared draft horizontal cross sections for its streets as part of the Street Design Guidelines. Another outcome of the IMP was reviewing these typical cross sections to contextualize functional street design.

The following are recommendations proposed for enhancing these horizontal cross sections:

- Provide alternate minimum cross sections in constrained areas. For example, while an 8–10-foot vegetative strip is shown on many of the cross sections, it can be acceptable to provide as little as 2 feet if fencing or other separation between traffic and pedestrians is provided.
- Consider a maximum 11-foot lane width, particularly where curb and gutter are provided. The use of 11-foot standard lanes can help reduce new construction costs, right-of-way needs, and vehicle speeds, which may be desirable in sensitive areas.
- Consider bollards or other vertical separation between traffic and protected bicycle lanes beyond paint.
- Consider painting a "door zone" or 2-5-foot buffer between on-street parking and bicycle lanes.
- Illustrate examples of bus stop placement within cross sections, where applicable.

Engage in Conversations for Future Cape Fear River Crossings

The Town should participate early and openly in any future discussions of additional bridge crossings over the Cape Fear River into New Hanover County. As the region continues to grow, increased vehicle and freight trips on roads that go through Leland can exacerbate congestion and safety issues. An additional river crossing could benefit Leland residents by both offering an alternative route and relieving existing thoroughfares of through trips.

Road Diet on Village Road

Finally, the Town should explore the potential of a road diet of Village Road in the Gateway District area. An alternative design of Village Road would correlate well with the desired vision of the Gateway District. Elements such as improved public frontages, lower speeds, a reduction in travel lanes and widths, on-street parking, tightened curb radii, and similar changes would help facilitate the more walkable, “downtown” area that Leland has envisioned in adopted plans since 2009.

Treatment Strategies

Treatment strategies refer to the on-the-ground implementation options for building the high-priority recommended projects. A range of bicycle, pedestrian, and roadway treatments allows the Town of Leland to improve safety, accessibility, and mobility in various roadway and land use contexts. Images illustrating each treatment type follow these explanations to help visualize how they can be applied.

Pedestrian and Bicycle Treatments

Several infrastructure types are available to improve accessibility and safety for people walking and bicycling. Multi-use paths and trails away from streets offer a high level of comfort and safety for all users by providing separation from vehicle traffic. Similarly, multi-use paths parallel to streets offer accessible, protected space for walking and biking alongside key corridors. On-street separated or buffered bike lanes provide physical or painted buffers between cyclists and vehicles, increasing safety and rider confidence. Standard on-street bike lanes support direct and convenient bike travel where space is limited. Sidewalks are essential for pedestrian mobility, improving walkability, and ensuring safe connections between neighborhoods, workplaces, shopping, and recreation.

Figure 14: Sidewalk, Bike Lane, and Trail Treatments

Roadway Treatments

Roadway treatments support safety and mobility for all users, especially during peak travel times. These strategies include enhancing non-motorized transportation through the bicycle and pedestrian treatments outlined above. These strategies also include improving and expanding public transportation to reduce vehicle reliance. Building parallel roadways can help distribute traffic and reduce congestion on major corridors. Adding medians increases safety by managing turning movements and reducing crash risk. Improving street grid connectivity provides alternate routes for local traffic and emergency access. Roundabouts enhance safety and improve traffic flow at intersections, particularly where signalization is not warranted or effective.

Summary of Treatment Types

These treatment options offer flexible implementation strategies that the Town of Leland can use on the roadways to enhance safety, improve access for all travel modes, and manage congestion. This mixture of pedestrian, bicycle, and roadway improvements provides an example of the many ways the Town can tailor the IMP recommendations to each corridor's context and the community's needs.

Figure 15: Roadway Capacity and Safety Treatments

Project Funding and Implementation

The IMP identifies 150 roadway, bicycle, and pedestrian projects as part of the planning process. This includes projects from previous plans, those presented in Focus Group discussions, results and priorities learned from public input, and conversations with key stakeholders such as Town staff and NCDOT. After scoring the projects with a scoring system that reflects Leland's transportation and mobility goals, 85 projects have been identified as high-priority projects, and 65 have been identified as medium-priority projects.

For the purposes of planning for implementation, the focus will be on the 85 high-priority projects. All projects are transportation infrastructure projects. Each has several phases of work, which could include a feasibility study, environmental analysis, engineering and design, permitting, right-of-way, and construction costs.

Several funding sources are available to fund the various phases, and federal and state grants are available through different federal and state agencies. Ultimately, close communication and partnership with NCDOT and the WMPO are needed to implement the projects.

There are two funding sources in which a vast majority (if not all) recommended projects are eligible projects: NCDOT's State Transportation Improvement Plan (STIP); and the WMPO's Surface Transportation Program's Direct Attributable (DA), Transportation Alternatives (TA), and Carbon Reduction Efforts (CR) programs. Both are competitive in that they must score well. Most other state and federal funding sources call for documented support and partnership with NCDOT and/or the WMPO.

Funding Opportunities

There are several funding options for transportation infrastructure projects. Federal grants tend to be more competitive but can award funding for larger and more expensive projects. State grants can be less competitive and tend to award smaller amounts for projects. Appendix H's Table 9 on Federal and State Funding Opportunities for Recommended Projects cross-references 69 of the 85 high-priority projects with potential federal and state funding sources. Details about the funding sources can be found in Appendix H, Table 10: Funding Sources.

Among the federal and state funding opportunities, there are several 'themes' of projects within transportation infrastructure funding. There are specific grant programs for multimodal projects, safety projects, bicycle/pedestrian projects that have strong recreation connections, large-scale (expensive) projects, and resiliency projects.

Below is an overview of themes presented in Appendix H:

- Multimodal projects will score better and have more funding opportunities, particularly those that connect to key destinations. Funding sources include:
  - WMPO's DA/TA/CR funding programs
  - USDOT's BUILD program for a larger-scale project
  - USDOT's ATTIP program
  - SCRC's Program for Economic and Infrastructure Development Assistance
  - NCDOT's STIP
  - NCDOT's High Impact/Low Cost funds
  - NCDOT's Small Construction Funds
- Safety projects will score better and have more funding opportunities, specifically projects in the Leland Safe Streets for All Safety Action Plan (SAP) and those on the High Injury Network (HIN).
  - WMPO's DA/TA/CR funding programs
  - Road to Zero Grant Program
  - USDOT's SS4A Grant Program
  - USDOT's LHSIP
  - NCDOT's Spot Safety program
  - NCDOT's High Impact/Low Cost funds
  - NCDOT's Small Construction Funds
  - NCDOT's Statewide Contingency Funds
- Multi-use path projects that connect to a park, and the Gullah Geechee Heritage Trail (GGHT) projects could be funded through recreation-based programs.
  - NCDNCR's Recreational Trails Program
  - NCDNCR's Parks & Recreation Trust Fund Grant
  - Note: Also see the multimodal list of funding sources
- There are several federal funding sources that award tens and hundreds of millions of dollars for large-scale projects. A series of IMP recommended projects can be combined to create a corridor of proposed improvements (such as the Gateway Corridor or the GGHT).
  - USDOT's BUILD grant program (for Gateway Corridor or GGHT)
  - USDOT's ATTIP grant program (for GGHT)
  - Note: USDOT also offers the Infrastructure for Rebuilding America (INFRA) grant and the MEGA (National Infrastructure Project Assistance) Program that fund project over $100 million. Individual IMP recommended projects would not be competitive, but the corridor projects could, depending on scope and cost estimates.
- Bridge projects and those that require replacing/expanding culverts can be funded through environmental resiliency programs. One IMP recommended project can be bundled with one of the recommended projects in the Town's Resilient Routes

Report to create a competitive transportation infrastructure resiliency project.

- WMPO's DA/TA/CR funding programs
- USDOT's Bridge Investment Program
- FEMA's Building Resilient Infrastructure and Communities grant program
- USDOT's Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation grant program
- NCDOT's STIP

Please see Appendix H: Implementation and Funding for information about specific funding sources for each IMP high-priority project, the 2025 federal legislation update for transportation projects, and information about how to plan for projects with the priorities of the federal administration at the time of plan adoption.

Conclusion

The IMP represents a forward-looking approach to improving transportation in the Town of Leland by supporting a connected, multimodal network that serves all users. By creating a structured and transparent prioritization process, the IMP supports future transportation investments that align with community needs, existing conditions, and long-term goals. With 150 projects scored and 85 identified as high priority, the plan provides a clear path for implementing impactful improvements over the next 25 years. As the Town of Leland grows and evolves, the IMP will serve as a living tool to guide decision-making and support a safe, accessible, and resilient transportation network.

Next Steps

Over the next 25 years, the Town of Leland will move forward with implementing the high-priority projects identified in the IMP, focusing on projects that have the most significant potential to improve safety, accessibility, and multimodal connectivity.

As the community continues to grow and change, the Town plans to revisit project priorities every 5 years using the IMP's scoring methodology. Refreshing project priorities every 5 years will ensure that future investments remain aligned with the current conditions and community goals, keeping the IMP relevant and responsive over time.

Key Actions

- Begin implementation of high-priority projects identified in the IMP.
- Reassess project prioritization every 5 years using the plan's methodology.
- Use the IMP as a living tool to guide transportation decisions over time.
- Align future investments to evolving needs, growth patterns, and mobility goals.

By taking these next steps, the Town of Leland reaffirms its commitment to a resilient, multimodal future that supports sustainable growth and improved quality of life for all residents.

Appendix A
Public Engagement Plan

Leland's Public Engagement Plan for the Integrated Mobility Plan

Overview

The Town of Leland is developing a comprehensive transportation plan to be known as the Integrated Mobility Plan (IMP). The IMP will update, incorporate, and build upon land use and transportation plans previously adopted by the Town. The plan will establish a vision for the Town's transportation network and identify a scope of projects, policies, and actions that will allow for incremental progress toward that vision over a 25-year planning horizon.

The purpose of this document is to establish the strategy for public engagement for the IMP. The planning and public engagement process will involve three groups of people: the Project Development Team consists of core Town staff, NCDOT, and consultants that are responsible for the development of the Plan; the Focus Group is a larger group that represents community transportation needs, community members of all ages and abilities, and key decision makers that understand the importance of the IMP and can help guide the development of the IMP; and the Project Support Group will promote public engagement opportunities by communicating information about the public survey, public input map, and public workshops. The goal is to have as many community members participate in the planning process as possible.

A kickoff meeting for the IMP took place on Friday June 21, 2024, with the Project Development Team. At this meeting, the team discussed the list of existing/previous plans for review, potential focus areas, data gathering, the land use analysis component, public engagement, and key plan components for success.

Purpose of the Integrated Mobility Plan

The purpose of the IMP is to:

- Update transportation planning goals to reflect current conditions within the Town and to align with the Leland 2045 Comprehensive Plan.
- Consolidate existing adopted transportation plans and relevant planning recommendations into one comprehensive document.
- Identify a prioritized list of multimodal transportation projects for moving forward in the project development and funding process.

The Town of Leland has a list of previous plans including bicycle/pedestrians plans, street infill plans, design plans, economic development plans, parks and recreation plans, and transportation plans. The IMP will build upon the previous planning work and identify mobility and transportation needs and recommendations for transportation improvements for motorists, bicyclists, pedestrians, and transit.

Recommendations will consider elements of fairness and inclusivity that will help create mobility and transportation choices that meet the needs of all existing and future residents and visitors. A consolidated plan will be more effective for utilization by staff and will increase accessibility of information for residents. The plan will establish a vision for the transportation network in the Town and identify a scope of projects, policies, and actions that will permit incremental progress toward that vision.

The components of the IMP include:

- Multimodal connectivity
- Travel demand and patterns
- Bicycle, pedestrian, and trail facility recommendations
- Transit node recommendations
- Collector street and street infill recommendations
- Horizontal cross sections that align with Leland 2045 community and node types
- Implementation actions and goals

Goals

The goals, priorities, and objectives of Leland's IMP will be determined at the first Focus Group meeting and will be updated in this section accordingly.

Project Development Team

The Project Development Team consists of Town staff, NCDOT, and consultants that are responsible for the development of the Plan. The consultant team will meet with town staff bi-weekly to ensure the project stays on track.

Town of Leland's Integrated Mobility Plan – Project Development Team		
Name	Agency	Email
Ben Andrea	Town of Leland	BAndrea@TownofLeland.com
Ashli Barefoot	Town of Leland	ABarefoot@TownofLeland.com
Julian Griffee	Town of Leland	JGriffee@TownofLeland.com
Adrienne Cox	NCDOT	AMCox1@NCDOT.gov

Andrew Ooms	Kittelson & Associates	AOoms@Kittelson.com
Zachary Bugg	Kittelson & Associates	ZBugg@Kittelson.com
Erin Musiol	RS&H	Erin.Musiol@RSandH.com
Adrienne Harrington	Smart Moves Consulting	Adrienne@SmartMovesConsulting.net

Focus Group Members

The Focus Group will guide the development of the Plan. The responsibilities of the Focus Group are to:

- Attend four Focus Group meetings in person (with a virtual option),
- Share public engagement opportunities with constituents, colleagues, neighbors, and community groups. This includes public engagement events, online surveys, and online input maps.
- Join us at one of the public engagement events.

There will be three Focus Group meetings, all held in person with a virtual option:

- Meeting #1: Early October 2024- Intro to the IMP, Focus Group member roles, results of the plan review and policy assessment, and feedback on public engagement materials for public engagement phase one.
- Meeting #2: Late February 2025 – Discuss and review the alternatives development and gather feedback on public engagement materials for public engagement phase two.
- Meeting #3: April 2025 – Discuss and review the project results and implementation plan.

The Project Development Team has identified a list of Focus Group members. Please see below.

Town of Leland's Integrated Mobility Plan – Focus Group		
Name	Agency/Department/Role	Email
Ben Andrea	Town of Leland	BAndrea@TownofLeland.com
Julian Griffee	TOL's Community Development Planner	JGriffee@TownofLeland.com
Lynn Vetter	TOL's Public Works Director	LVetter@TownofLeland.com
Abby Clayboss	TOL Engineering	AClayboss@TownofLeland.com

Nicole Whiteside	TOL Parks & Recreation Board	Nicole.Whiteside@Bolton-Menk.com
Steve Whitney	TOL Planning Board	SWhitney0628@ec.rr.com
Wilmington Metropolitan Planning Organization	Abby Lorenzo	Abigail.Lorenzo@WilmingtonNC.gov
Adrienne Cox	NCDOT	AMCox1@NCDOT.gov
Michelle Howes*	NCDOT	MNHowes@NCDOT.gov
Chris Stevenson	Resident	
Trish Farnham	We Live Here	TrishFarnham@gmail.com
Richard Eggeling*	We Live Here	Richard.Eggeling@gmail.com
Brian Ross	We Live Here	BWRoss333@gmail.com
Olivia Lepard*	We Live Here	OLepard@gmail.com
Travis Greer	BC Health Department / Safe Kids Coalition	Travis.Greer@BrunswickCountyNC.gov
Ashlei Shaw-McFadden	Disability Resource Center	A.McFadden@DRC-cil.org
Veronica Lett-McGee	Leland Senior Center	vlettmcgee@bsrinc.org
Cape Fear Cyclists	Sandy Morrison	The.Morrisons@Verizon.net
Andrew Ooms	Kittelson & Associates	AOoms@Kittelson.com
Zachary Bugg	Kittelson & Associates	ZBugg@Kittelson.com
Erin Musiol	RS&H	Erin.Musiol@RSandH.com
Adrienne Harrington	Smart Moves Consulting	Adrienne@SmartMovesConsulting.net

*Indicates a Focus Group member that has been designated as an alternate/additional contact to the primary contact.

A list of the Focus Group members, their department/business, and contact information can be found here: https://docs.google.com/spreadsheets/d/1GO6J4TLJxx1ZWrfV-KZzAgrDajFHMRoY3VrDjkqdXj8/edit?usp=sharing

Project Support Group

The Project Development Team and Focus Group will work together to establish the Project Support Group. The purpose of the Project Support Group is to help champion the Integrated Mobility Plan and promote public engagement opportunities through social media, emails, listservs, newsletters, and word-of-mouth. A list of potential Project Support Group members/agencies is in the same Google Sheet as the Focus Group members (above). Examples of Project Support Group members are the Town of Leland's elected officials, homeowners associations, Brunswick County Schools, the Newcomers Club, media outlets, the Senior Resource Center, the Disability Resource Center, civic clubs, running/walking clubs, and other community advocates.

The Project Support Group will share opportunities for the public to provide feedback throughout the development of the IMP. The Project Development Team will provide email and social media templates for the Focus Group and Project Support Group to share with their constituents, colleagues, neighbors, and friends. They will be asked to share information on social media, email blasts, newsletters, etc. The goal is to get as much public input as possible through public engagement opportunities.

The project support group will not be responsible for attending meetings or providing formal review or comment on project deliverables, but they will be kept up to date on project activities and milestones as the Integrated Mobility Plan progresses.

Public Engagement Strategy

There is an opportunity to leverage resources and maximize quality community input by continuing momentum from the development of the Town's Safe Streets for All Safety Action Plan (SAP). Both plans will be developed with many of the same project partners including the consultant team and Town staff. The planning efforts for the SAP began prior to the IMP. Phase 2 of public engagement for SAP will take place approximately at the same time as Phase 1 of public engagement for the IMP. Please see page 6 for details about collaboration on the workshops for each plan.

This Public Engagement Plan (PEP) is developed on the guiding philosophy of meeting people where they are and gaining quality insight from the public regarding their future transportation needs. Public engagement for the IMP will be organized into two phases:

- Phase 1: October/November 2024. Phase 1 will occur after completion of Task 3 (Plan Review and Policy Assessment). The purpose of Phase 1 is to introduce the project goals and objectives, master list of candidate projects for analysis in the IMP and gather feedback on critical transportation and land use needs.
- Phase 2: March 2025. Phase 2 will occur after completion of Task 5 (Alternatives Development). The purpose of Phase 2 is to present the results of the project list evaluation and gather feedback on project alternatives before the recommendations are selected.

Public engagement is important to achieving the goals of the IMP. The following tasks and public engagement activities will take place, and are described further in this PEP:

- Establish a Focus Group to guide the development of the Plan.
- Set up a project webpage under the Town's website.
- Design and draft content for social media outreach, email blasts, newsletters, and listservs.
- Design printed and digital materials such as handouts and flyers.
- Create two online interactive maps.
- Release two public input surveys and analyze its results.
- Host two 2-hour community input workshops.

To ensure an equitable approach to public engagement strategies, the consulting team will work with Town staff to review transportation disadvantaged areas and ensure public workshops are accessible to traditionally underserved communities. During each phase of public engagement, information and hard copy surveys will be available at various locations around Leland such as the Leland Library, Senior Center, and Town Hall. This will allow people without internet access or those that are not comfortable with an online survey and public input map to be able to provide their input on the IMP. Surveys will be available in Spanish and English and available at those locations throughout each phase of public engagement.

Project Website

The Town of Leland set up a project webpage: www.townofleland.com/IMP. The Project Development Team will work together to update that webpage to serve as the project website. The consultant team will provide the Town with content for the page, and the Town will update it accordingly.

Content for Social Media and Digital Outreach

The consultant team will develop content for the following Social Media platforms: Facebook, Instagram, X, and LinkedIn. This will take place prior to when the public survey is open to the public and the community events have been scheduled. Social media and digital content will be sent to the Focus Group and Project Support Group for them to share among their colleagues, friends, and neighbors.

Content for Printed Materials that Promote Public Engagement

The consultant team will create printed materials to make the public aware of the upcoming engagement opportunities. This includes quarter page and one-page fliers for community events that provide details about the public survey and the community input opportunities. Fliers can be displayed in lobbies and added to communication boards. This information will be released on the first day of the public engagement period.

Public Survey and Online Interactive Map

The consultant team will develop two public surveys and two online interactive maps (one of each for both phases of public engagement). The public survey will utilize Survey Monkey or a similar platform. Questions will be developed by the consultant team and approved by the Project Development Team. Survey questions will gather feedback on critical transportation and land use needs (survey 1/phase 1) and gather feedback on alternatives before the recommendations are selected (survey 2/phase 2). Hard copy surveys will be available at in-person public meetings and at various locations (see first paragraph of this page). The online interactive map will allow the public to indicate where bicycle, pedestrian, roadway, and transit improvements are needed over the next 25 years (online map 1/phase 1) and then to gather input on the proposed bicycle, pedestrian, roadway and transit improvements based on previous public input, existing plans, and data analysis (online map 2/phase 2). Surveys and the maps will be available on the Town's webpage.

The consultant team will set up information stations at the Leland library, Senior Center, Leland Cultural Arts Center, and Town Hall. These stations will include one mapping activity poster on an easel, information handouts, the QR code for the online survey and input map, and hard copy surveys with a basket to leave survey responses. This will allow the public to go to any of those locations, learn about the project, participate in the mapping activity, and take the survey (either hard copy or online).

Community Input Workshops

Community input workshops will be held to provide the public with an opportunity to provide in-person suggestions about bicycle, pedestrian, roadway, and transit projects needed in the Town of Leland over the next 25 years. To maximize resources, Phase I of public engagement for the IMP will be conducted in partnership with Phase 2 of public engagement for the SAP. This will take place in October/November 2024. Both scopes of work call for one workshop per phase of public engagement. Rather than offer one open house style workshop for each plan during this time, two workshops will be held that will address both plans. This will give the public two public input workshop date/time options to choose from, and it will allow community members to attend one meeting to provide input on both plans, rather than attending two separate meetings for two separate plans. Each meeting will allow the public to provide suggestions for future transportation facilities (IMP) and where to create safer roadways and review the proposed safety countermeasures (SAP).

The IMP community input workshops will be designed for the public to provide input in a way that will be documented and incorporated into the development of the IMP. Each event will last for two hours and contain the same content

The Project Development Team will be responsible for reserving the meeting space. The date/location of the community meetings will be finalized at least four weeks in advance in order to allow the consultant team to develop meeting materials and to advertise the meetings. The consultant team will be responsible for purchasing supplies and materials and setting up the meeting layout. The layout for the public meetings can include:

1. Welcome Table – sign in sheet and project information handouts.
2. Project Information – approximately four to eight informational boards will be displayed.
3. Public Input – the public will be asked to provide input about the information presented.
4. Mapping Activity – maps with the existing transportation network will be displayed; the public will be invited to draw or leave sticky notes and add information in a geographical sense to describe where they see the need for future transportation projects in Leland.
5. Project and Program Feedback – attendees can provide direct feedback on their outlook of transportation needs in Leland.
6. Thank You Table – people will be thanked for dropping into the meeting; paper and digital surveys will be distributed; additional project information will be provided including a timeline of the next steps.

Potential Community Input Event Locations:

Ample space needs to be provided with tables and chairs. Events should be located in an area that is accessible for people of all abilities. The Project Development Team will finalize the community input event locations and will ensure that they are evenly distributed across all demographic and income populations in Leland.

Responsibilities and Next Steps

To implement the public engagement strategy, the following tasks need to be completed. The responsible party is identified for each task.

Task	Responsible Party
Finalize list of Focus Group members	Project Development Team
Coordinate schedules and send template email to Town staff with meeting invite for 1st Focus Group meeting.	Smart Moves
Send an official invite email to potential Focus Group members inviting them to join with a link for Group members to indicate when they are available for Focus Group meeting #1.	Town staff
Reserve meeting space for Focus Group meeting #1.	Town staff

Create agenda and presentation for the 1st Focus Group meeting and lead the meeting.	Smart Moves, Kittelson
Finalize inventory of outreach opportunities from Focus Group, including Project Support Group contacts.	Focus Group, Project Support Group
Reserve meeting location for community input workshop locations.	Town staff
Finalize questions for public survey.	Project Development Team
Create online and hard copy surveys.	Smart Moves, Kittelson
Update up project webpage.	Project Development Team
Develop social media content/images to share with Focus Group and Project Support Group about upcoming community input events and public surveys.	Smart Moves
Draft template emails for email blasts, newsletters, etc.; share with Focus Group and Project Support Groups for them to share with constituents, neighbors, etc.	Smart Moves
Design ¼ page handouts, one-page fliers, and printed handouts for community input events.	Smart Moves
Design boards and maps for community input events.	Kittelson
Staff the community input events.	Project Development Team

Draft press release for events.	Smart Moves

Appendix B
Public and Focus Group Engagement

TOWN OF LELAND OPEN HOUSE

Town of Leland
Growing our future. Nourishing our roots.

Transportation Projects in Leland

Please share your thoughts, comments, and suggestions for these two ongoing transportation-related projects that both aim to improve transportation for the Town of Leland.

Leland Integrated Mobility Plan

WHAT IS AN INTEGRATED MOBILITY PLAN?

The Integrated Mobility Plan will identify a series of multimodal transportation projects, policies, and actions to be implemented over the next 25 years.

For more information, scan this QR code for:
- the project website
- an online survey
- an interactive map

TO LEARN MORE ABOUT INTEGRATED MOBILITY HEAD THIS WAY

Leland SS4A Comprehensive Safety Action Plan

WHAT IS A SAFETY ACTION PLAN?

The Safety Action Plan will identify projects and strategies to eliminate fatal and serious injury crashes on Leland's transportation network.

For more information, scan this QR code for:
- the project website
- an online survey
- an interactive map

TO LEARN MORE ABOUT THE SAFETY ACTION PLAN HEAD THIS WAY

Leland Integrated Mobility Plan

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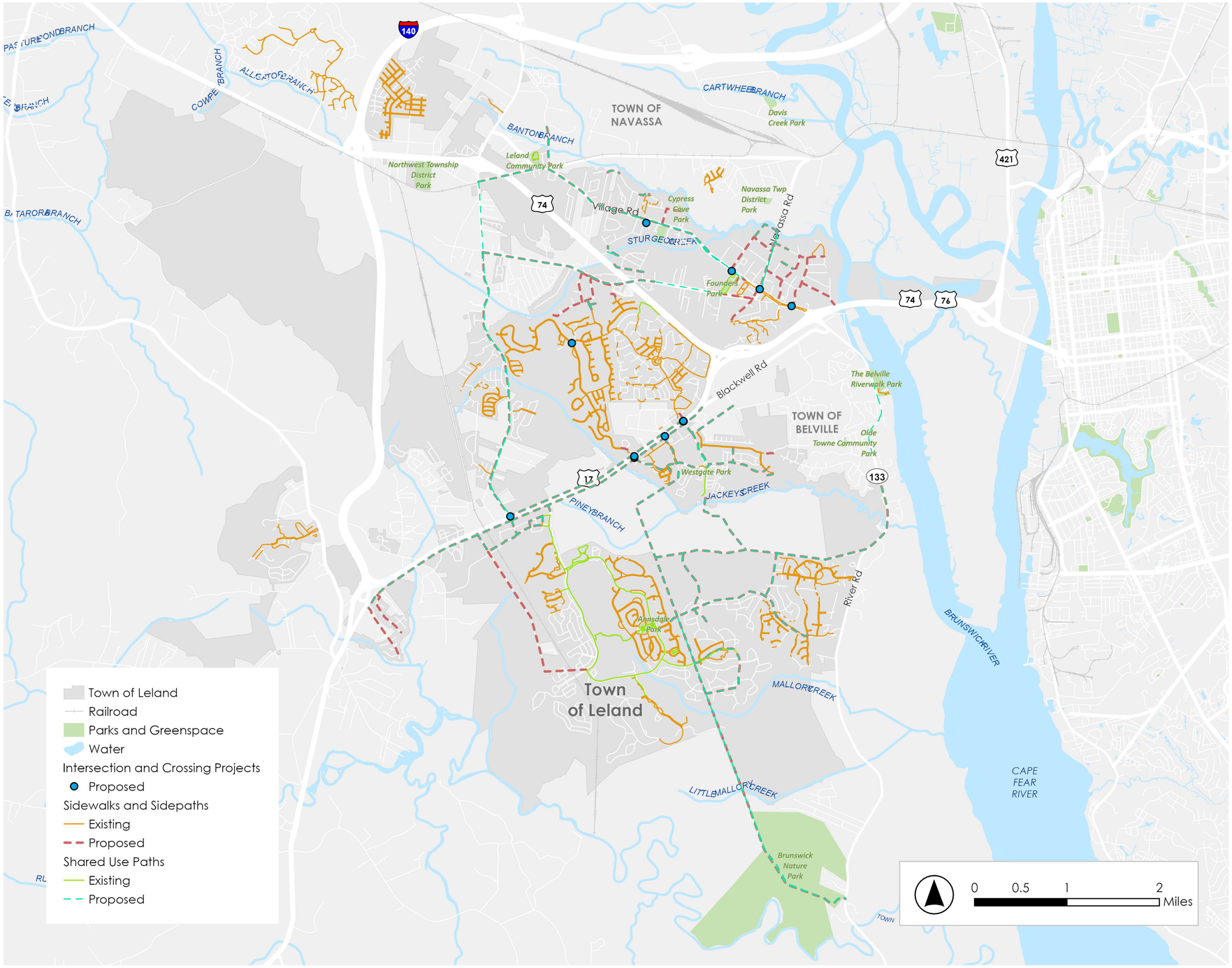
Pedestrian Projects



WHAT ARE PEDESTRIAN PROJECTS?

Pedestrian-focused projects focus on making the Town of Leland more walkable and accessible by increasing connectivity and safety.

WHICH PLANS ARE THESE PROJECTS FROM?

These projects come from a variety of plans created by the Town of Leland, including the Pedestrian Plan (2016), the 2050 Metropolitan Transportation Plan, and NCDOT-funded project lists.

WHAT ARE THE DIFFERENT PROJECT TYPES?

The three project types include intersection crossings, sidewalks, and shared use paths. The main difference between shared use path projects and sidewalk projects is that shared use paths offer space for both pedestrians and bicyclists.

Please visit the project website for more information and the online survey and interactive map!

Leland Integrated Mobility Plan

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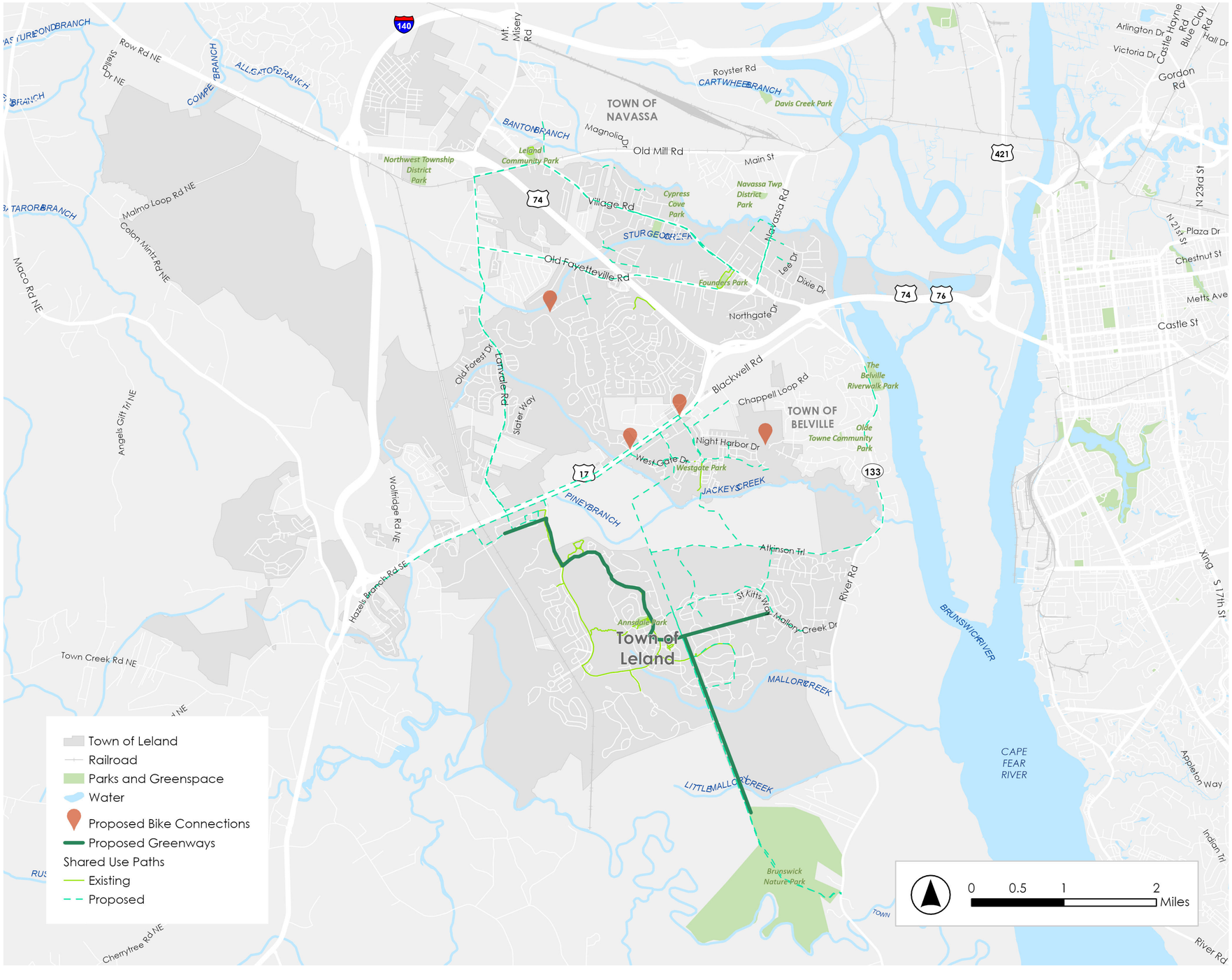
Bike and Trail Projects



WHAT ARE BIKE PROJECTS?

Bike projects focus specifically on creating and expanding connectivity for cyclists. These projects may be planned on existing roadway or on separate trails for cyclists.

WHICH PLANS ARE THESE PROJECTS FROM?

These projects come from a variety of plans created by the Town of Leland, including the Pedestrian Plan (2016), the 2050 Metropolitan Transportation Plan, the Bike Plan (2006) and NCDOT-funded project lists.

WHAT ARE PROPOSED CONNECTIONS?

Proposed connections are places where bike-friendly routes could be better connected with a small additional connection point. These connection points can look like a trail connecting two neighborhoods or a safe way to cross a large intersection.

Please visit the project website for more information and the online survey and interactive map!

Leland Integrated Mobility Plan

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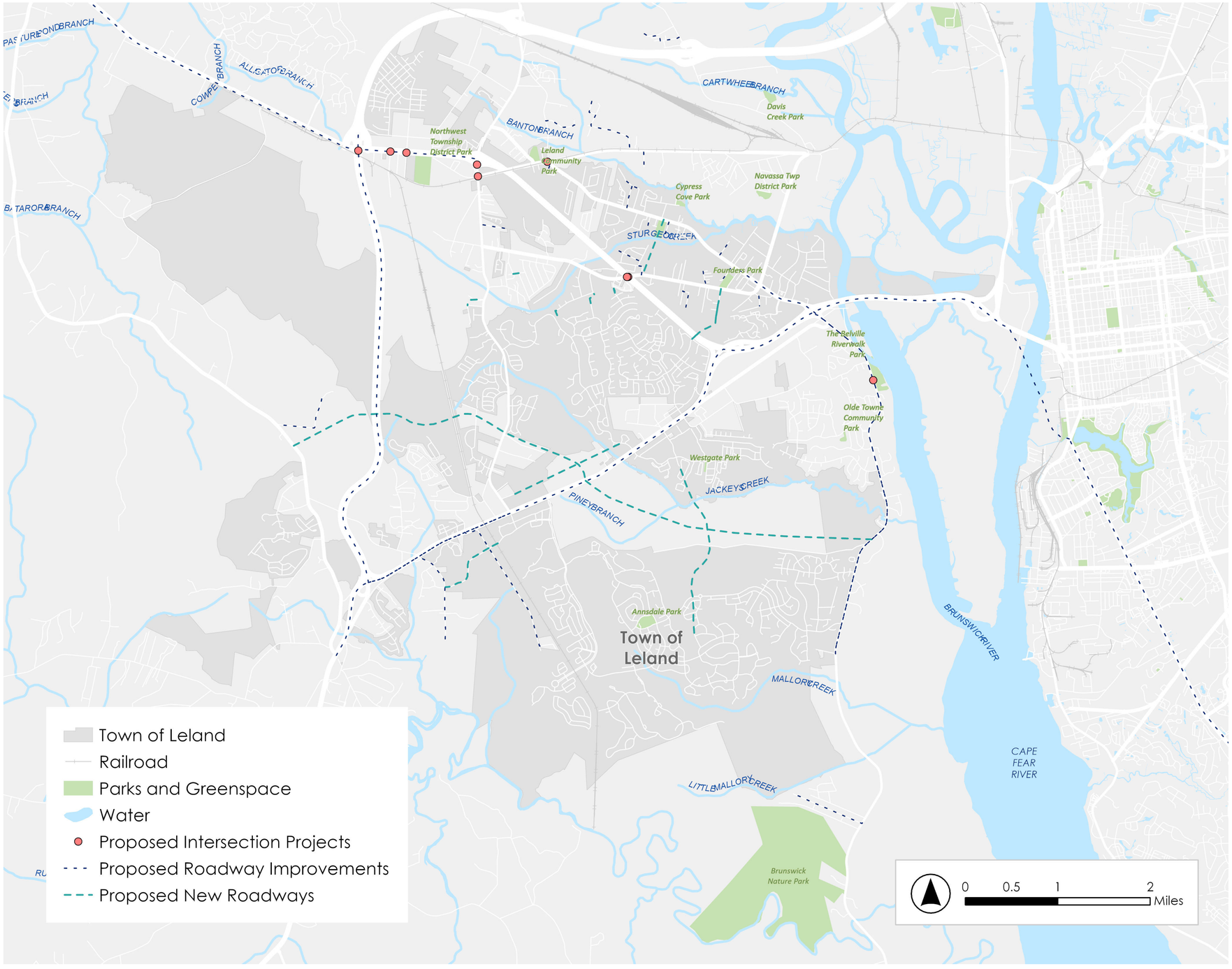
Roadway Projects



WHAT ARE ROADWAY PROJECTS?

These projects highlight any incoming road improvements and proposed intersection updates in the Town of Leland. This map also shows a few potential new roadways for increased connectivity.

WHICH PLANS ARE THESE PROJECTS FROM?

These projects come from the 2050 Metropolitan Transportation Plan, the Collector Street Plan (2013), and NCDOT-funded project lists.

HOW WILL THESE PROJECTS IMPROVE MOBILITY?

These projects aim to improve overall connectivity in Leland with a focus on vehicular traffic. Understanding these plans provides context for how the Town of Leland can increase coordination and improve seemless integratation of roadway projects with the pedestrian- and bike-focused projects.

Please visit the project website for more information and the online survey and interactive map!

Leland Integrated Mobility Plan

Town of Leland
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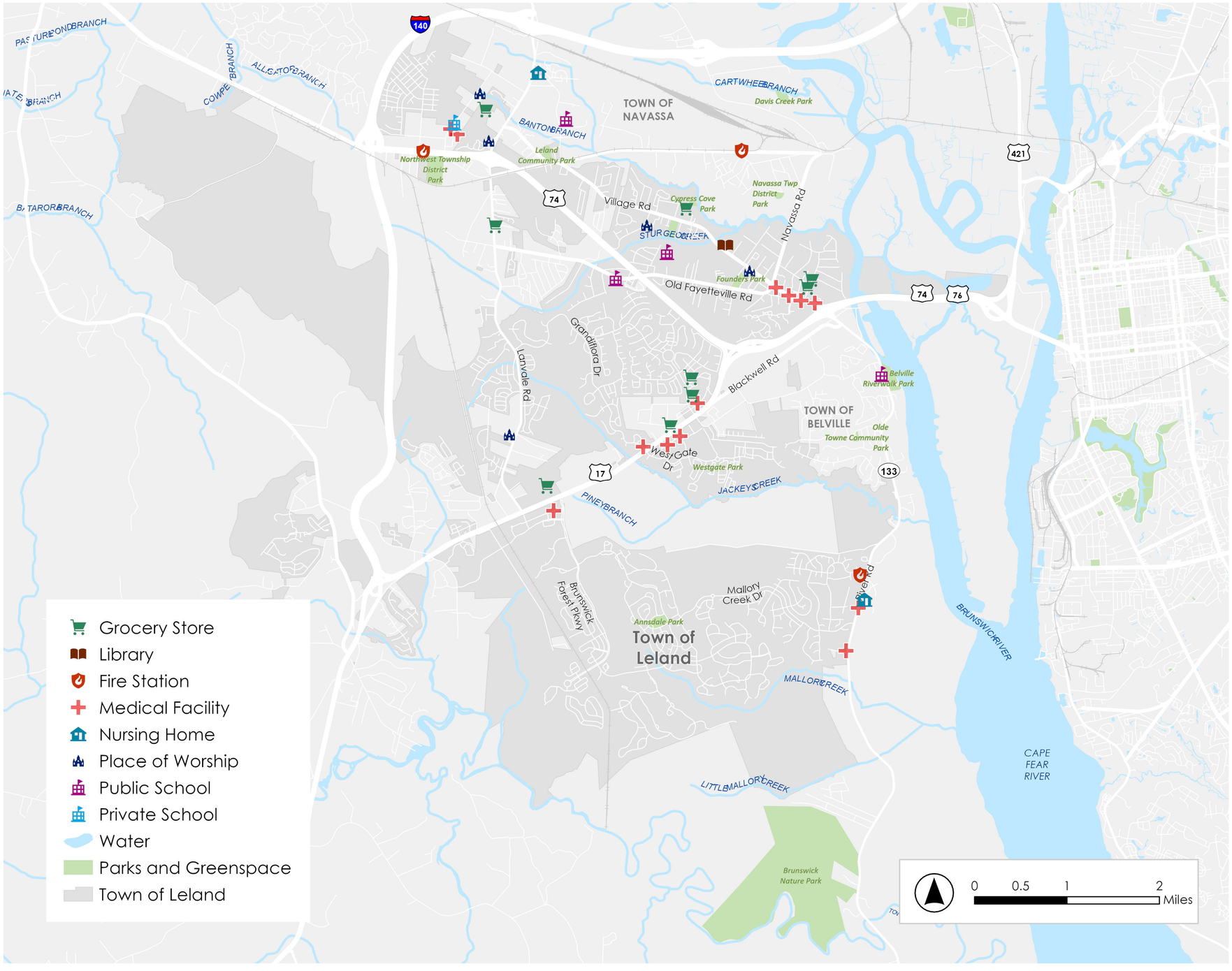
Points of Interest



ORIENTING TO THE TOWN OF LELAND

Each of the pedestrian, bicycle, and roadway projects should be understood within the broader context of the Town of Leland. This map shows a collection of points of interest in and around Leland to orient us to familiar places. These locations demonstrate the potential for better connection between these important places with improved integrated mobility.

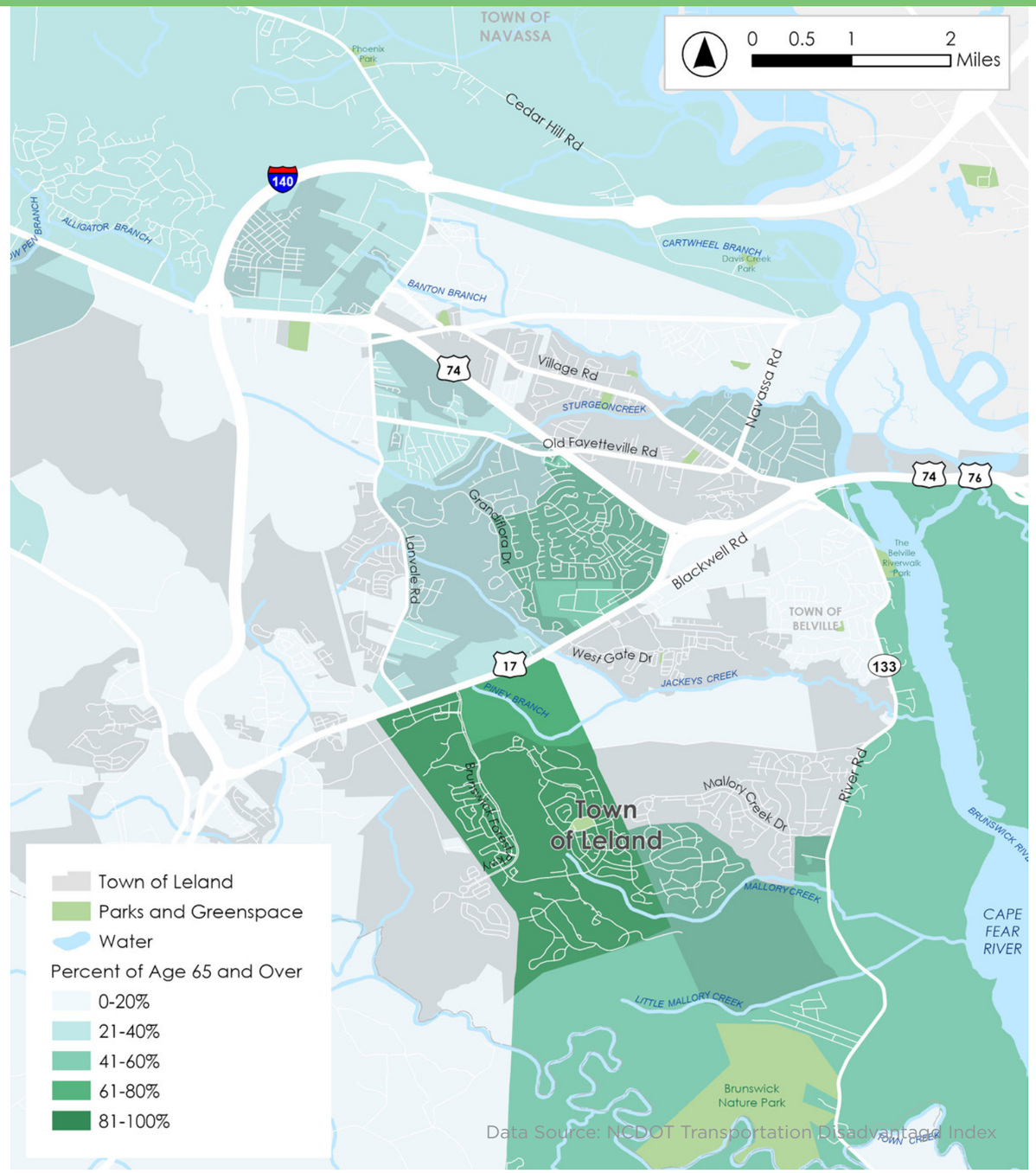
WHAT WOULD YOU ADD TO THIS MAP?

If there are places that you would add to this map, please let us know!

Please visit the project website for more information and the online survey and interactive map!

Town of Leland Demographics

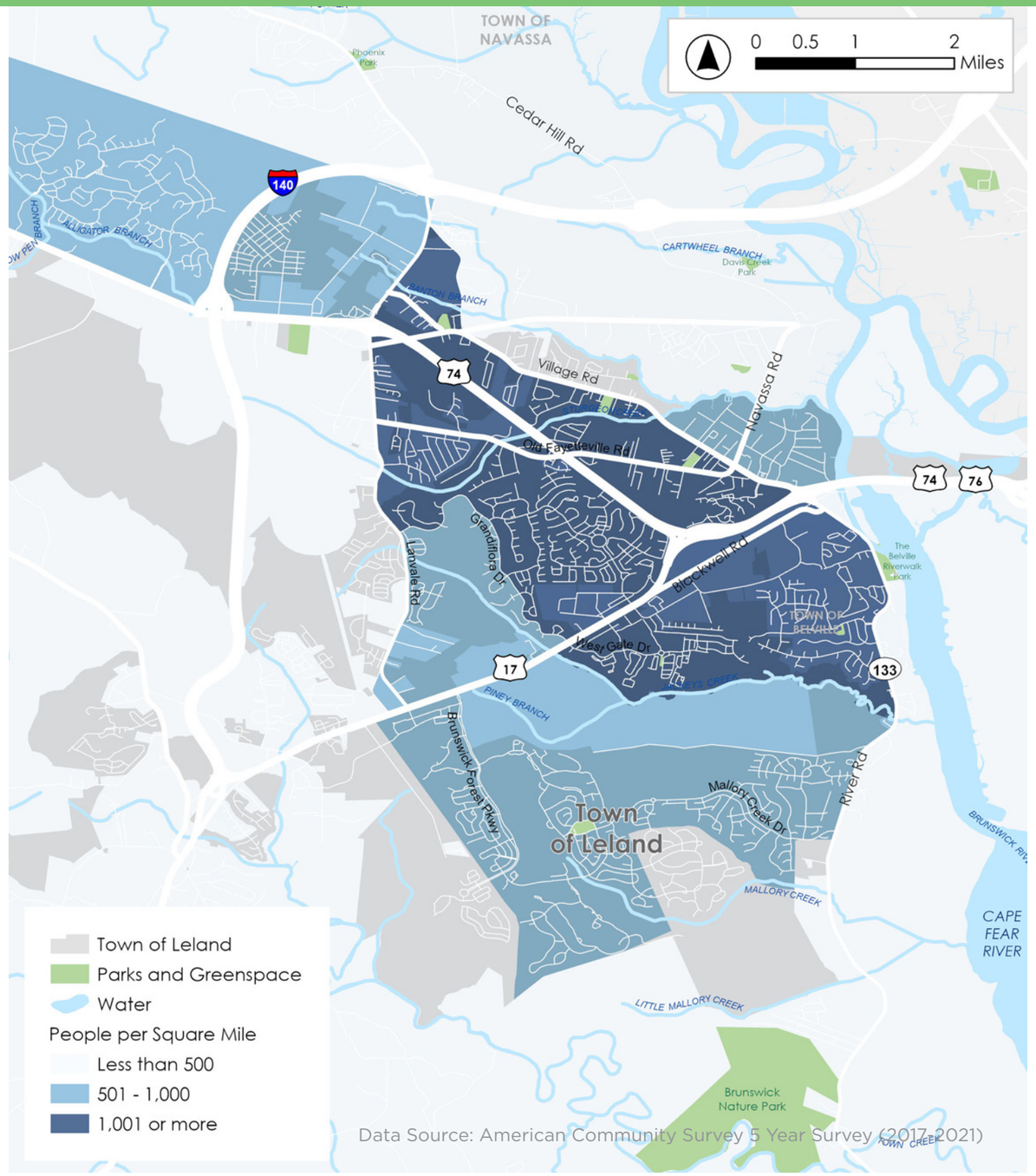
AGE 65 AND OVER



Data Source: NCDOT Transportation Disadvantaged Index

Town of Leland Demographics

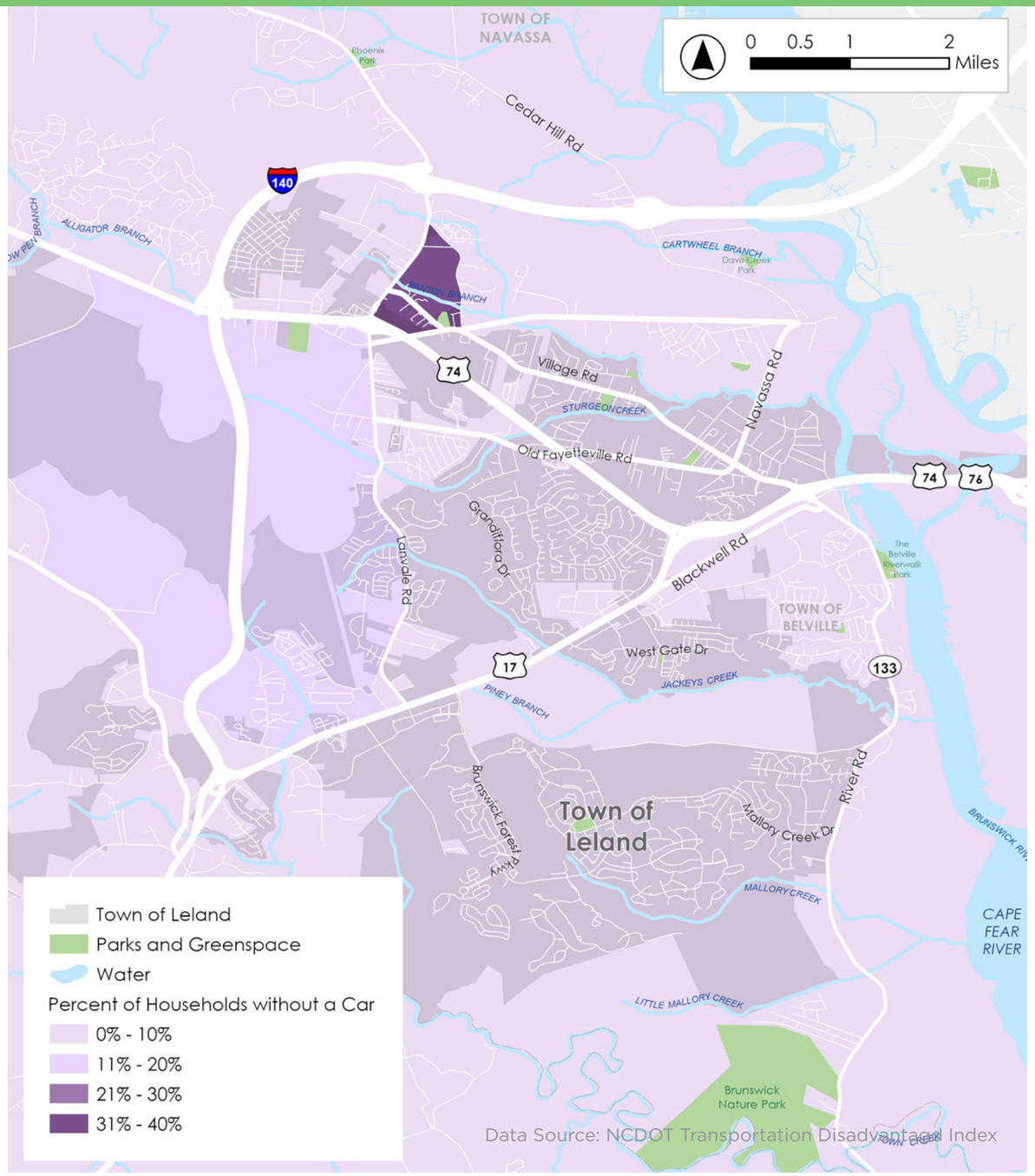
POPULATION DENSITY



Data Source: American Community Survey 5 Year Survey (2017-2021)

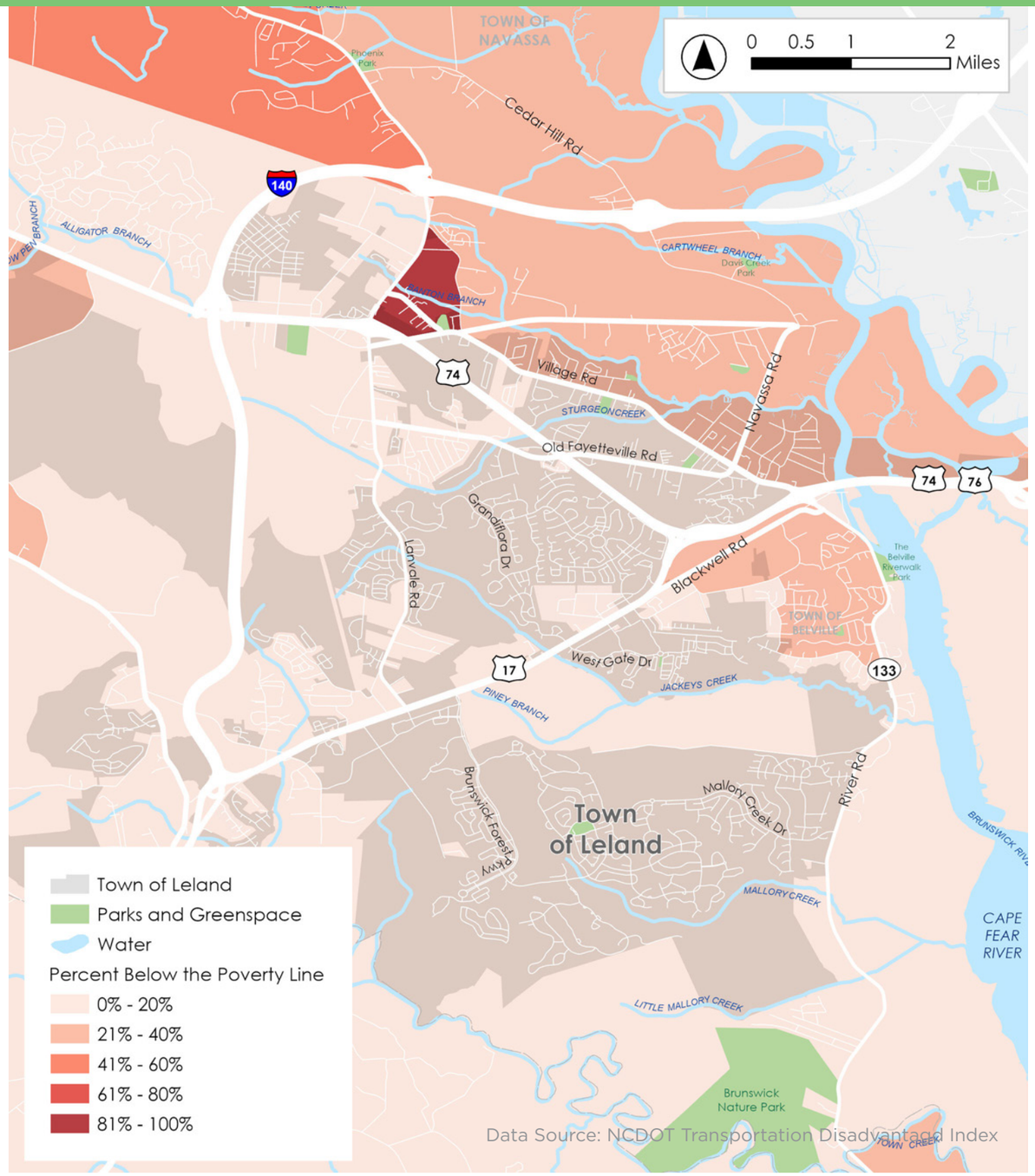
Town of Leland Demographics

ZERO CAR HOUSEHOLDS



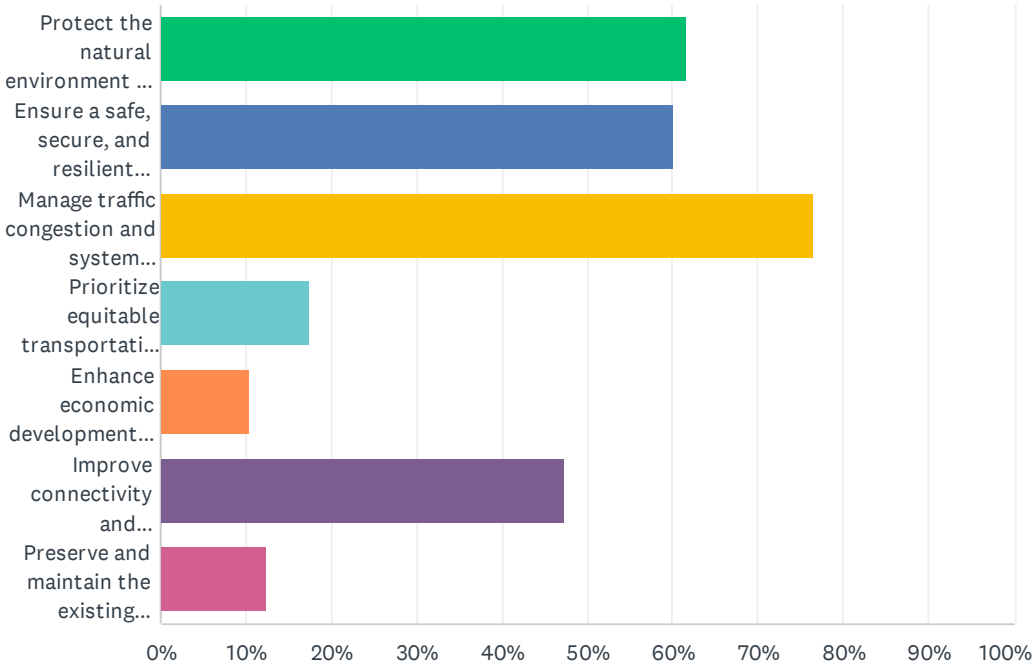
Town of Leland Demographics

PERCENT OF POPULATION IN POVERTY



Q1 Please select your top three goals for transportation in Leland. Please select only three from the list below:

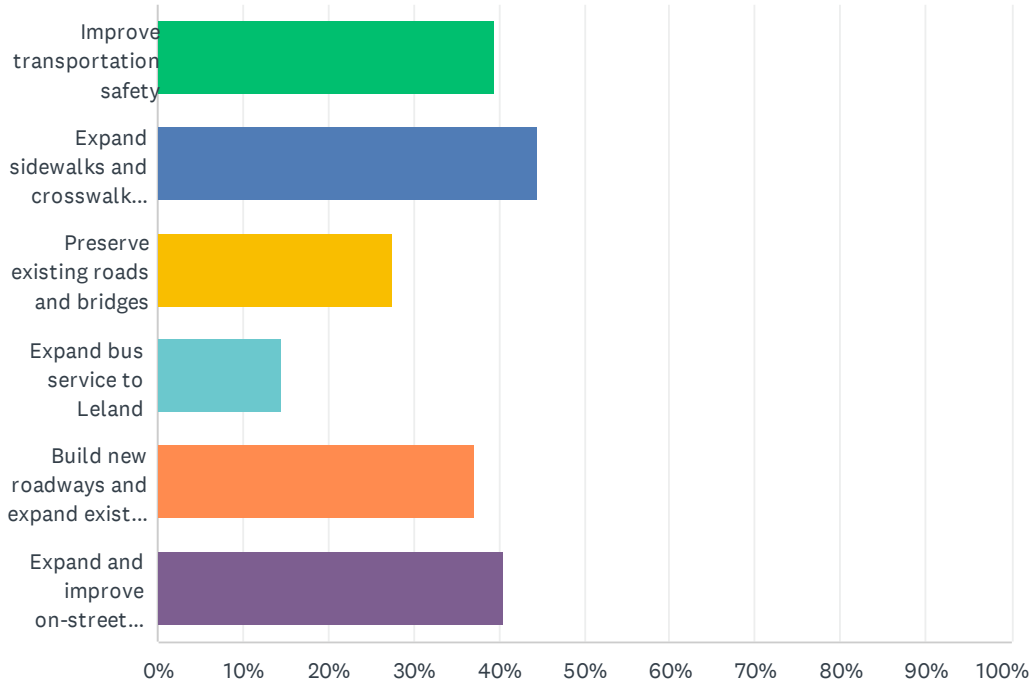
Answered: 201 Skipped: 0



ANSWER CHOICES	RESPONSES	
Protect the natural environment and promote public health	61.69%	124
Ensure a safe, secure, and resilient transportation system	60.20%	121
Manage traffic congestion and system reliability	76.62%	154
Prioritize equitable transportation options	17.41%	35
Enhance economic development opportunities and competitiveness	10.45%	21
Improve connectivity and accessibility for all modes	47.26%	95
Preserve and maintain the existing transportation system	12.44%	25
Total Respondents: 201		

Q2 Which are the following are your two highest priorities for transportation investment in Leland? Please select two from the list below:

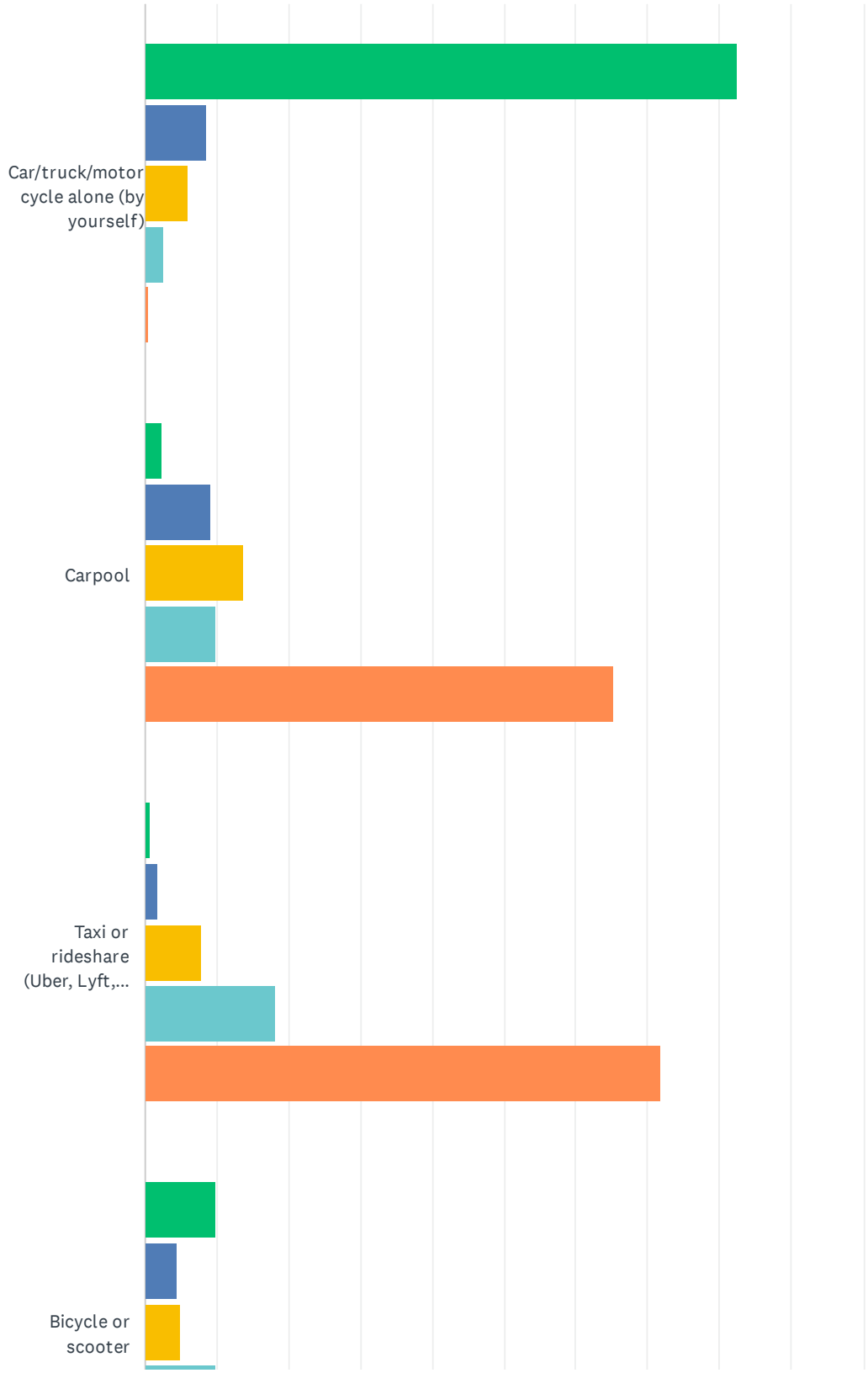
Answered: 200 Skipped: 1

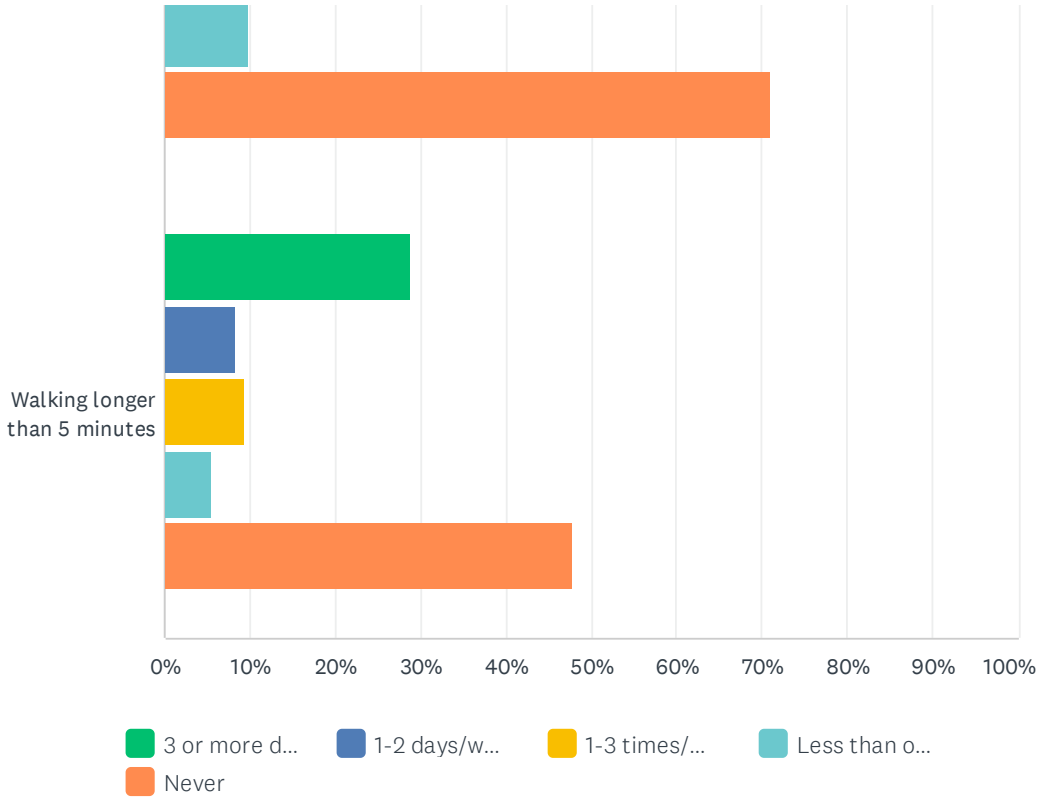


ANSWER CHOICES	RESPONSES	
Improve transportation safety	39.50%	79
Expand sidewalks and crosswalk coverage	44.50%	89
Preserve existing roads and bridges	27.50%	55
Expand bus service to Leland	14.50%	29
Build new roadways and expand existing roadways	37.00%	74
Expand and improve on-street bicycle network and trails	40.50%	81
Total Respondents: 200		

Q3 How often do you travel within or from Leland using the following methods of transportation, not for recreational purposes?

Answered: 201 Skipped: 0

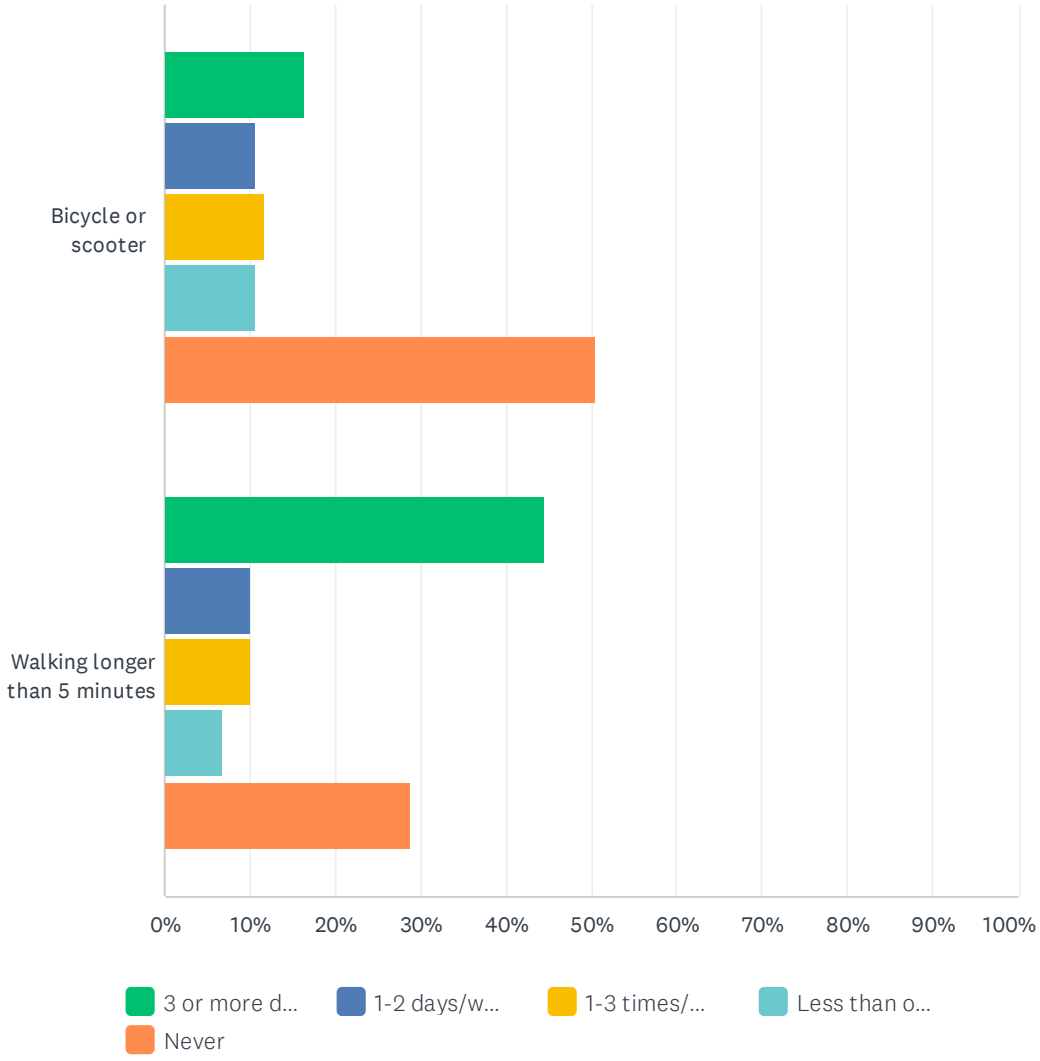




	3 OR MORE DAYS/WEEK	1-2 DAYS/WEEK	1-3 TIMES/MONTH	LESS THAN ONCE/MONTH	NEVER	TOTAL
Car/truck/motorcycle alone (by yourself)	82.41% 164	8.54% 17	6.03% 12	2.51% 5	0.50% 1	199
Carpool	2.29% 4	9.14% 16	13.71% 24	9.71% 17	65.14% 114	175
Taxi or rideshare (Uber, Lyft, etc.)	0.56% 1	1.69% 3	7.91% 14	18.08% 32	71.75% 127	177
Bicycle or scooter	9.84% 18	4.37% 8	4.92% 9	9.84% 18	71.04% 130	183
Walking longer than 5 minutes	28.89% 52	8.33% 15	9.44% 17	5.56% 10	47.78% 86	180

Q4 How often do you travel within or from Leland using the following methods of transportation, for recreational purposes?

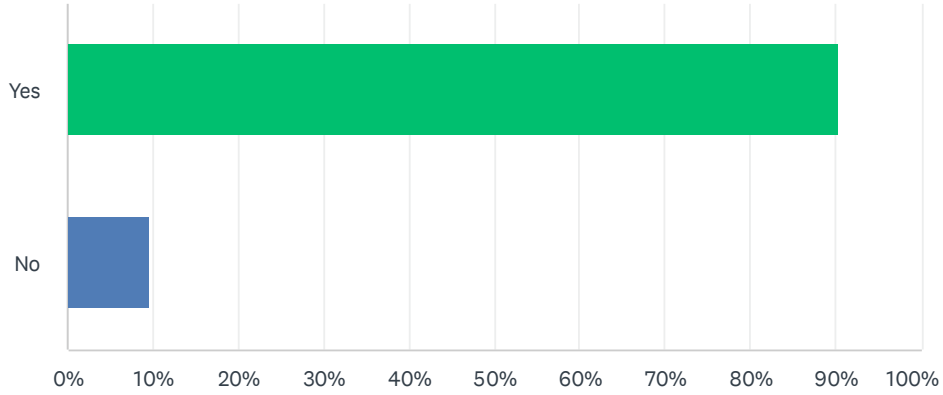
Answered: 199 Skipped: 2



	3 OR MORE DAYS/WEEK	1-2 DAYS/WEEK	1-3 TIMES/MONTH	LESS THAN ONCE/MONTH	NEVER	TOTAL
Bicycle or scooter	16.49% 31	10.64% 20	11.70% 22	10.64% 20	50.53% 95	188
Walking longer than 5 minutes	44.50% 85	9.95% 19	9.95% 19	6.81% 13	28.80% 55	191

Q5 Do you live in Leland?

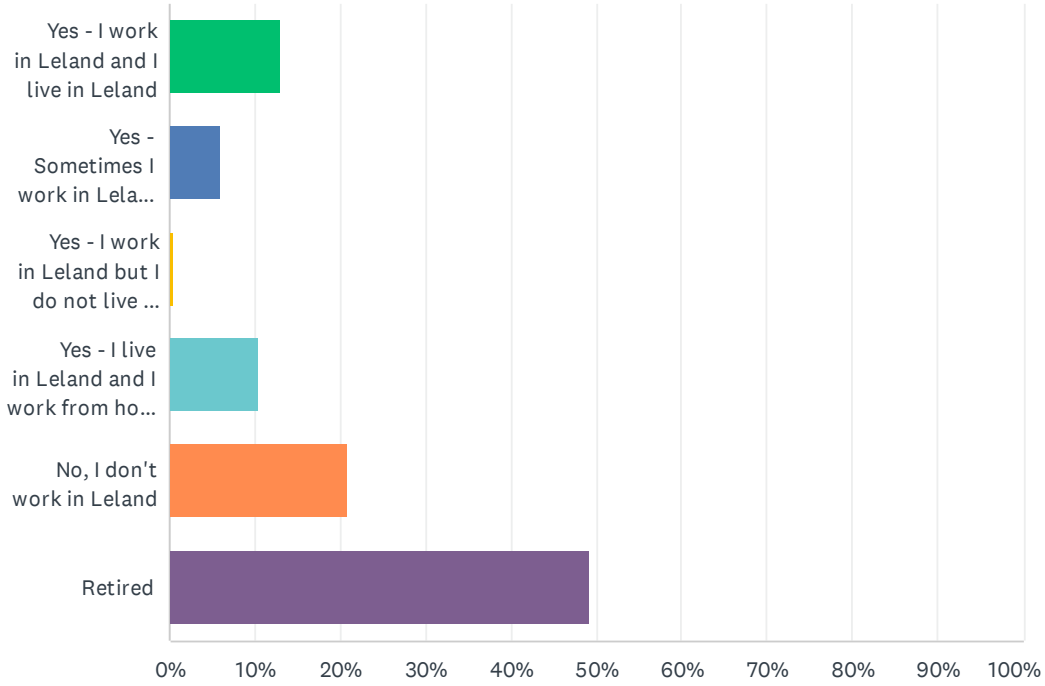
Answered: 200 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	90.50%	181
No	9.50%	19
TOTAL		200

Q6 Do you work in Leland?

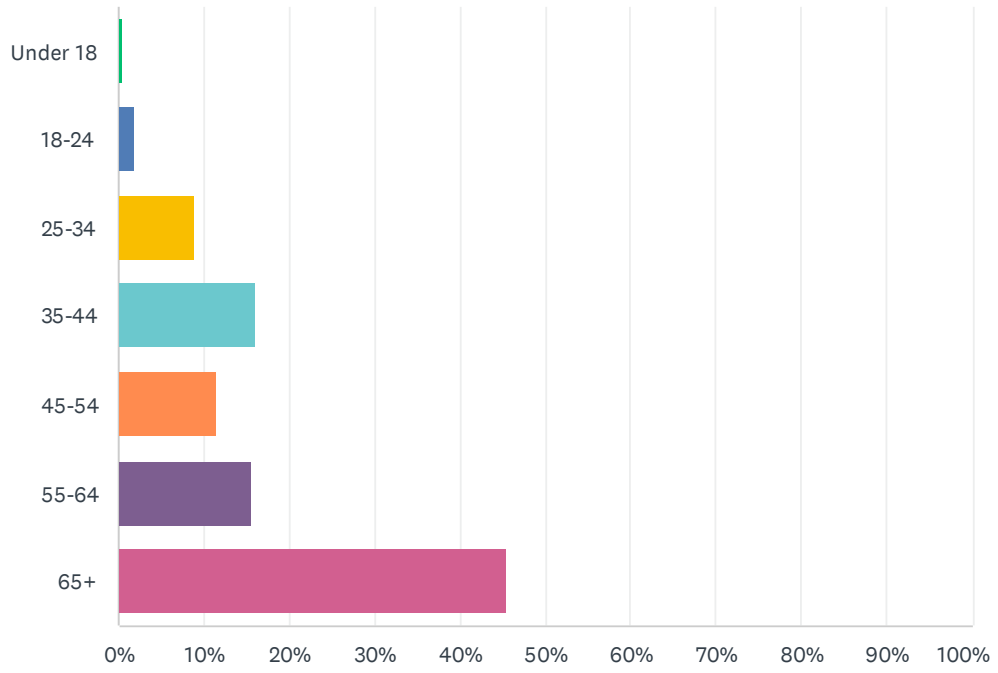
Answered: 201 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes - I work in Leland and I live in Leland	12.94%	26
Yes - Sometimes I work in Leland, but not consistently (for example, having some clients in Leland but not all)	5.97%	12
Yes - I work in Leland but I do not live in Leland	0.50%	1
Yes - I live in Leland and I work from home in Leland, including stay-at-home parents	10.45%	21
No, I don't work in Leland	20.90%	42
Retired	49.25%	99
TOTAL		201

Q7 What is your age?

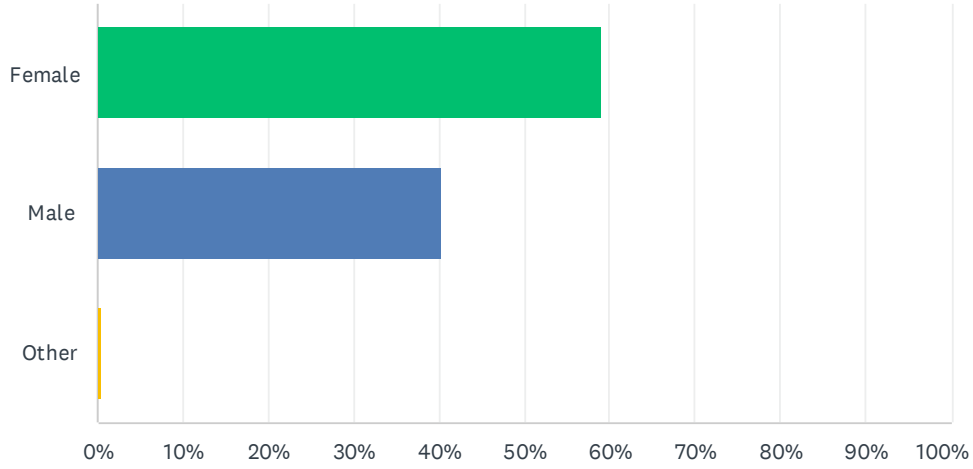
Answered: 200 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18	0.50%	1
18-24	2.00%	4
25-34	9.00%	18
35-44	16.00%	32
45-54	11.50%	23
55-64	15.50%	31
65+	45.50%	91
TOTAL		200

Q8 What is your gender?

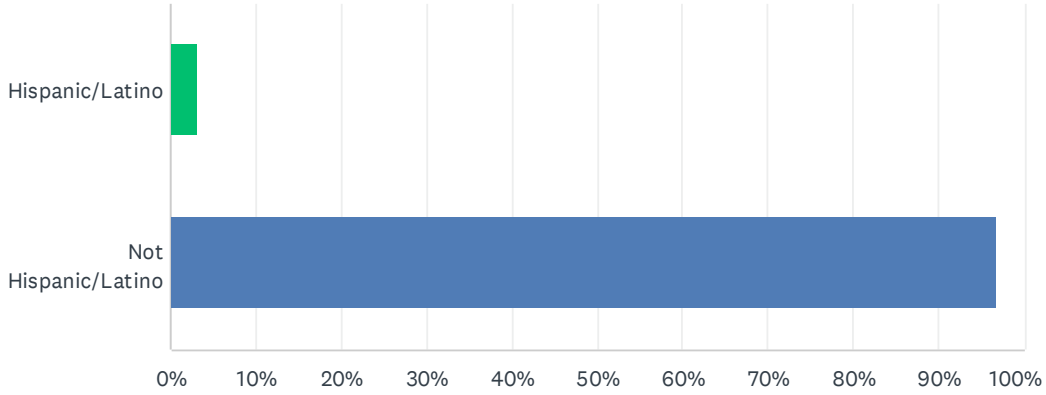
Answered: 198 Skipped: 3



ANSWER CHOICES	RESPONSES	
Female	59.09%	117
Male	40.40%	80
Other	0.51%	1
TOTAL		198

Q9 What is your ethnicity?

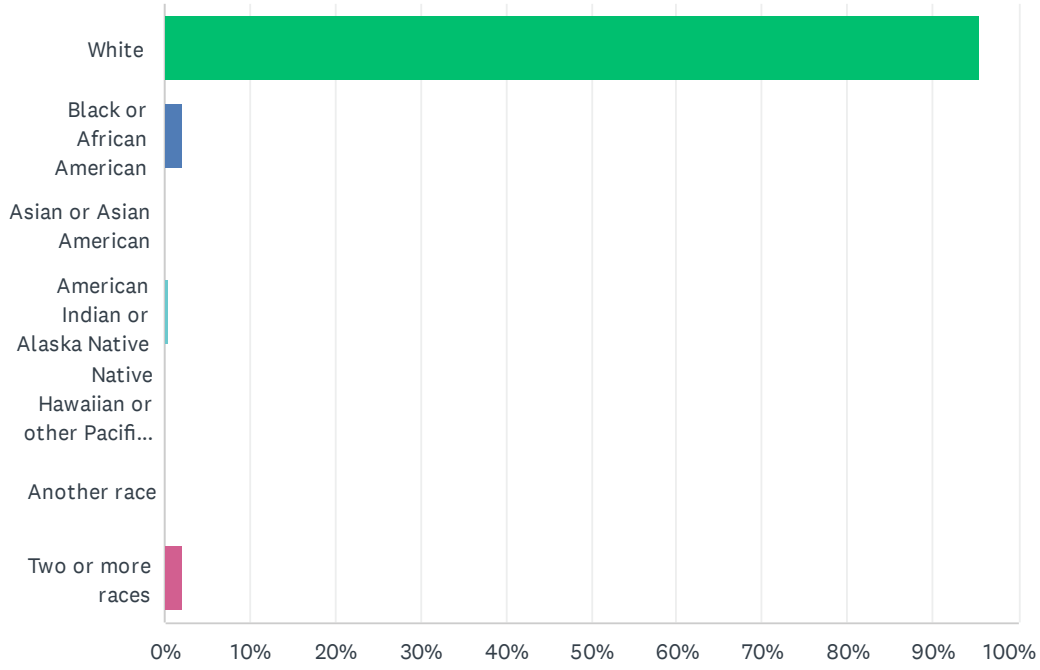
Answered: 194 Skipped: 7



ANSWER CHOICES	RESPONSES	
Hispanic/Latino	3.09%	6
Not Hispanic/Latino	96.91%	188
TOTAL		194

Q10 What is your race?

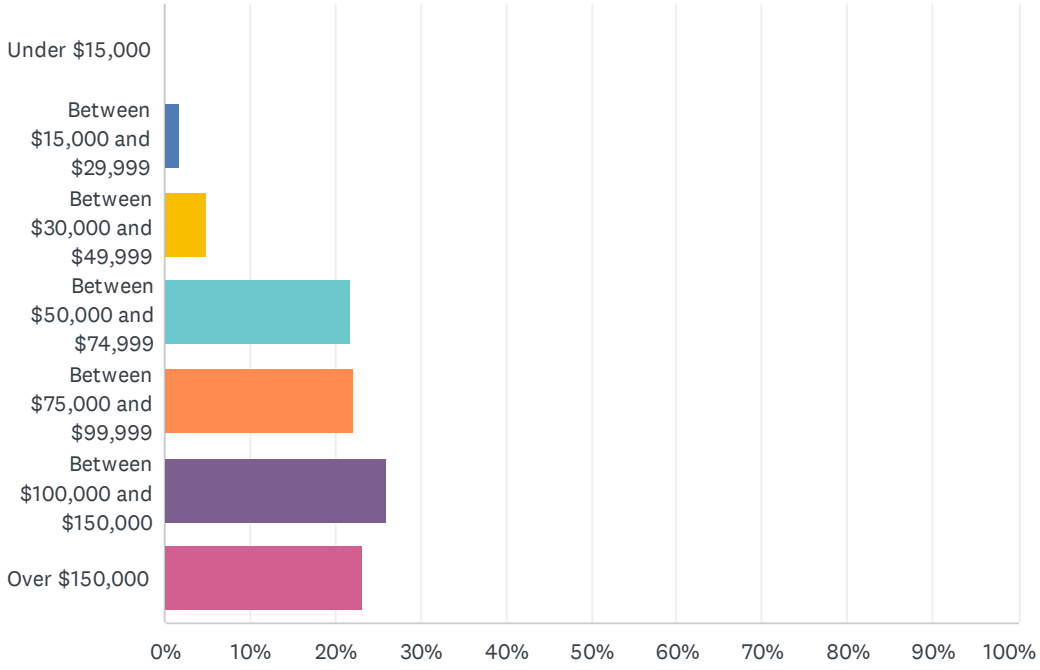
Answered: 197 Skipped: 4



ANSWER CHOICES	RESPONSES	
White	95.43%	188
Black or African American	2.03%	4
Asian or Asian American	0.00%	0
American Indian or Alaska Native	0.51%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Two or more races	2.03%	4
TOTAL		197

Q11 What is your household income before taxes?

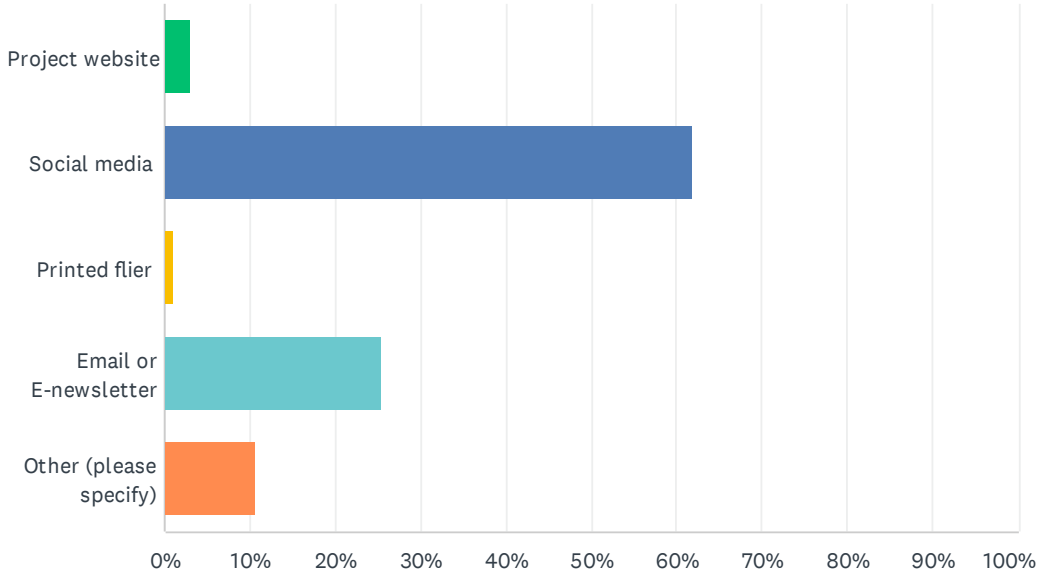
Answered: 180 Skipped: 21



ANSWER CHOICES	RESPONSES	
Under $15,000	0.00%	0
Between $15,000 and $29,999	1.67%	3
Between $30,000 and $49,999	5.00%	9
Between $50,000 and $74,999	21.67%	39
Between $75,000 and $99,999	22.22%	40
Between $100,000 and $150,000	26.11%	47
Over $150,000	23.33%	42
TOTAL		180

Q12 How did you hear about the Leland Integrated Mobility Plan?

Answered: 197 Skipped: 4



ANSWER CHOICES	RESPONSES	
Project website	3.05%	6
Social media	61.93%	122
Printed flier	1.02%	2
Email or E-newsletter	25.38%	50
Other (please specify)	10.66%	21
Total Respondents: 197		

Q13 Do you have any additional feedback about transportation needs within the Town of Leland?

Answered: 90 Skipped: 111

#	RESPONSES	DATE
1	I would love to walk or ride my bike for transportation more frequently as opposed to my car, but living off Lanvale Rd I feel it is highly unsafe. I live close enough to grocery stores, restaurants, etc. to walk or bike but rarely do because there are no sidewalks, bike lanes, or even enough of a shoulder on the side of the road to safely travel.	11/4/2024 9:17 AM
2	The traffic congestion and flow does meet the safety and efficiency standards that it should. Traffic lights need to be added in lots of cross traffic areas to help improve traffic flow and safety. Also need to add lanes down 17 to help traffic flow move more efficiently. I think that would reduce accidents greatly. Leland is not walking or bicycle friendly. For that reason, I would never feel safe walking or riding a bicycle downtown. I don't feel safe most times driving in Leland. There's daily accidents doen 17 and 74. We need red-light cameras for all the people consistently running the red lights because the traffic flow is so awful. The timing of the lights needs to be adjusted in some areas as well. Please make Leland roads safer and reliable for us!	11/2/2024 8:14 PM
3	Bike abd ped paths for recreation, public health, abd transportation	11/2/2024 2:24 PM
4	We desperately need a sidewalk on Hartwood Loop, Road as it is now a thorough fare for a New Community. There are over 23 kids that live on the street and have to walk in the road because there’s no sidewalk. Get it done.	11/1/2024 8:35 AM
5	Please include a sidewalk on Heartwood Loop Rd NE! With the addition of Jackey’s Ridge there is a huge increase in traffic. They speed ALL the time and we have young children riding bikes and scooters, dog walkers, bike riders. We are the ONLY street in Lanvale Forest without one and have seen 2 kids almost get hit. It’s extremely dangerous and would rather be proactive to ensure resident’s safety before someone gets injured or even killed. This is a serious issue and hope it is addressed as soon as possible. Thank you!	11/1/2024 7:37 AM
6	Stop the red light runners! Cameras on signals but not for red light runners specifically but to determine who is at fault in an accident. Work with the state to get the main roads widened. Make outer lanes on 17 with limited access to the highway. Get on/off the outer road at Waterford, get on/off at Magnolia Greens. Slow speed limit from 74/76 to Waterford. Slow speed limit coming into Brunswick forest.	10/31/2024 9:22 AM
7	Improve connectivity including roads and sidewalks while maintaining ecological integrity and increase public transportation	10/31/2024 8:58 AM
8	Traffic congestion HAS to be considered during planning and approval of new builds. Our roads are choked out.	10/31/2024 5:58 AM
9	The U-turn and turning lanes on 17 in between the shopping centers are dangerous for many. Too confusing when traffic lights are lined up for different traffic sets	10/31/2024 12:04 AM
10	Congestion	10/30/2024 11:50 PM
11	The volume of traffic on grandiflora is too damn high!!! And 30mph is too damn fast! That’s common sense! Give these residents their community back!	10/30/2024 10:23 PM
12	Really would love more parks with playgrounds and walking paths that are safe.	10/30/2024 10:04 PM
13	I live in Navassa but frequently bike in Leland. I would really love more bike trails and more space on the side of roads for bikes.	10/30/2024 8:34 PM
14	Need more left turns on 17. We moved here 2 years ago and it is very dangerous.	10/30/2024 7:53 PM
15	133 is really dangerous. Turn lanes necessary. Bike lane is a great start but only connects 3 neighborhoods to the school and Circle K. It would be great if a bike lane went all the way to	10/30/2024 7:45 PM

	the nature park, but at least to Mallory Creek which already has sidewalks that connect back to 17 through Brunswick Forrest. Add another bike land down 17 and you have a huge number of people that can now bike almost everywhere in Leland. I would love to see this happen.	
16	Please do not approve any more developments that don't have multiple inlet/outlets - this is the #1 cause for unnecessary traffic. Also, who authorized the Mayway?????? That "intersection" is ridiculous - perfect example of poor planning, & giving up Q.O.L. for existing residents.	10/30/2024 7:23 PM
17	More monitoring of traffic (I.e. speeding, tailgating, running traffic signals)	10/30/2024 6:15 PM
18	Please put a light at Landvale and Village road. Please!	10/30/2024 4:42 PM
19	I love traffic circles and Michigan lefts. They are safer and keep traffic flowing.	10/30/2024 4:04 PM
20	Bike paths that are not the road. Just like Raleigh and Charlotte	10/30/2024 2:44 PM
21	More sidewalks and bike lanes would be wonderful. I would like to be able to bike more, but it isn't safe on the existing roads.	10/30/2024 2:12 PM
22	Expand to Brunswick County College and DSS	10/30/2024 1:44 PM
23	Bike lanes desperately needed on Lanvale Rd. in Leland.	10/30/2024 1:41 PM
24	We need taxis or buses as the population ages!	10/30/2024 1:39 PM
25	Extremely dangerous no turn on red leaving Brunswick Forest near Wendy's. There is not a time that I'm at that intersection that people just continuously make right turns on a red. There r 2 signs stating No Turn on Red. Drivers don't care they make the right sign.	10/30/2024 1:24 PM
26	I would love to be able to use public transportation or walk/bike to areas. At the moment biking and walking doesn't feel safe and I am unaware if there are public transportation options.	10/29/2024 7:00 PM
27	Stop cutting down all the trees to build that bike path.	10/29/2024 1:40 PM
28	I would love to see a sidewalk along Lanvale, 133, 17, and more.	10/29/2024 1:13 PM
29	More high visibility crosswalks with narrowed lanes, push button activated signage, flashing lights etc. Additional roadway from mallory creek to the back of lowes area. Push at a state level to widen 133	10/29/2024 11:24 AM
30	please connect our neighborhoods with bike walk paths. I have ridden over 7000 miles just this year so many of are neighborhoods should easily be connected. also safe ways to get to and from either side of route 17 for both bikes and walkers	10/27/2024 2:37 PM
31	Leland is overly car focused. We live in the perfect climate for non car transportation. RT 17 has no save non car crossings. We need traffic calming on 17, not accessing 17 but the highway itself. Ideally through traffic get diverted up 140 and around. Significantly slowing traffic through Leland would help a natural change in traffic flow. We need safe bike lanes and paths.	10/27/2024 12:12 PM
32	There needs to be safer biking & walking trails throughout Leland area - like a greenway.	10/27/2024 10:30 AM
33	Honor the land forms rather than change for simple efficiency...	10/26/2024 8:02 AM
34	Build fewer apts and developments until roads are built to supprt the influx of population.	10/26/2024 12:48 AM
35	You need a transportation bus system for people who do not drive	10/25/2024 9:11 PM
36	Please stop building. Protect our forests and make the roads as safe as can be.	10/25/2024 8:00 PM
37	The ability for pedestrians and bicyclists to safely get around Leland is extremely important to me.	10/25/2024 2:37 PM
38	too many people!! building is destroying natural storm defenses. need more law to stop speeders and distracted drivers causing way more wrecks than there should be.	10/25/2024 2:36 PM
39	I would love to walk more around my neighborhood but there are no sidewalks (Old Fayetteville RD). Would love to have safer options around Old Fayetteville and Lanvale roads for walking/biking.	10/25/2024 2:32 PM
40	Please make a roundabout or something more controlled at the Walmart/7-11/Chingon	10/25/2024 2:31 PM

	intersection!	
41	Would love to see pedestrian/golf cart bridges over 17	10/25/2024 2:24 PM
42	It takes SO VERY LITTLE to improve the safety of many of our streets ---- reduce speeds, remove speeders, provide for safety corridors at construction sites, and put in crosswalks.	10/25/2024 1:31 PM
43	Repave the rest of mt misery road	10/25/2024 12:43 PM
44	I love the idea of more biking trails/multi-use trails that connect old Leland and new Leland. I also would support bonds or other fund raising vehicles to get there.	10/16/2024 11:13 AM
45	Loved the interactivity of the public meeting!	10/16/2024 11:11 AM
46	Connectivity between Leland, Belville, and Navassa	10/16/2024 11:05 AM
47	alternatives to Rt. 17	10/15/2024 7:11 PM
48	Please provide transportation to people that cross the highways and walk or bike. It is unsafe	10/15/2024 9:59 AM
49	Unfortunately, there is too much ridiculous. Traffic due to the constant building. Leland has become nothing more than a huge traffic nightmare. Stop the inane construction and you will have no problem with transportation. Plus the people are jackasses as they drive, do not stop for red lights when it’s no turn on red, are in the wrong lanes to make U-turns. It’s a nightmare, but Town of Leland is to blame.	10/14/2024 3:46 PM
50	Bike lanes on main roads	10/14/2024 2:23 PM
51	I wish to see residents be able to safely cross HWY 17 Too often to I witness, employees who walk to work crossing HWY 17 in their uniforms. Or I see folks trying to cross coming back carrying groceries from Harris Heeter. This is dangerous. These folks are our work force and work for a min. wage salery. Or do not have the resources to own a car. Leland can do better by providing a safe way for people to walk or ride a bicycle within this community, whether for work or shopping, or for recreation.	10/14/2024 11:27 AM
52	Current road systems are 20 plus years old and can not handle current traffic flows based on all the current and future building plans! Then there is the high flooding potential in a major hurricane event. A moratorium on building is needed till the infrastructure road systems are addressed!!	10/14/2024 11:21 AM
53	Need a pedestrial/ golf cart overpass on rt 17	10/14/2024 11:15 AM
54	Integrity, honest representation, curtail spending, please!!	10/14/2024 10:44 AM
55	We need more shoulders for bicycle riders and walk/ bike trails to encourage people to exercise who are afraid to walk or ride with traffic in streets.	10/14/2024 10:27 AM
56	I answered “never” on questions regarding walking and cycling because there are no trails or sidewalks to safely get around my area. If they were in place I would use them.	10/13/2024 11:29 PM
57	It is really terrible that there is no way to ride a bike or walk in Leland if you leave your neighborhood. I live in Brunswick Forest I can ride my bike to Lowe’s and the stores in Brunswick Forest but there is no accessibility for biking or walking to other locations outside of Brunswick Forest That should change There should be bike pathsthat available to take people to all the shops and restaurants in Leland. Including crosswalks with walking lights throughout the town	10/13/2024 9:41 PM
58	Need reliable transportation for the disabled!!	10/13/2024 9:36 PM
59	No more circles!	10/13/2024 4:50 PM
60	The OVER development of way too many apartment complexes and housing projects needs to STOP so the roadways can catch up. Very poor planning to allow the congestion that is already present and now unsafe for current residents.	10/13/2024 3:36 PM
61	I am very pleased that Leland is developing it's Integrated Mobility Plan. Tis is a very important step that will benefit the t own, its businesses and its residents and visitors.	10/11/2024 1:37 PM
62	Would ultimately like to see safer options for transportation alternatives like walking, biking and (one day) rail. Would like more connectivity between residential and commercial areas of	10/11/2024 1:27 PM

	Leland, ie. Old Leland to the 17 corridor, Brunswick Forest/Mallory Creek/Westport to 17. Having only two ways in/out makes me nervous about evacuating in a disaster scenario.	
63	Transportation has to hand in hand with intelligent managed growth. If you build it, they will bring their vehicles.	10/10/2024 11:40 AM
64	to maintain roads that are not overly congested.	10/10/2024 11:27 AM
65	Need more direct routes parallel to rt 17 thru the commercial areas between Brunswick Forest and the Rt 74 split.	10/10/2024 11:14 AM
66	Stop building houses and apartments. Leland cannot handle the new development. Already too many people, roads are not safe too crowded	10/10/2024 10:59 AM
67	Get rid of all Roundabouts. Not many people know how to navigate them and they’re very dangerous.	10/10/2024 10:32 AM
68	Please get rid of the u-turn stop lights on the 17 corridor and just use fewer larger intersections with more lanes. Noone likes them. It creates more traffic, headache, wear and tear on our cars.	10/10/2024 10:24 AM
69	The high rate of speed down 17 from bridge to Ploof - no one ever there to enforce 45 mph so they go 85. What will happen with a crosswalk/bridge?	10/8/2024 12:19 PM
70	More crosswalks across 17 It would be great to have bus service to and from Wilmington, perhaps twice per day. I think many people would take advantage of that, thereby reducing auto traffic.	10/5/2024 9:56 PM
71	Stop clear cutting the trees. Require green space and keep the trees .	10/5/2024 11:05 AM
72	We need animal crossways for animals to be able to cross the highway as we ruin their habitat with dreadful clear cutting of forests.	10/4/2024 7:22 PM
73	Something must be done to reduce traffic on Grandiflora Drive. Volume is very heavy from cut-thru traffic, speed limits are ignored and people actually pass others on this street!!	10/4/2024 2:26 PM
74	Plan for Option "B" access if primary road is made impassible.	10/4/2024 10:24 AM
75	Grandiflora Dr in Magnolia Greens MUST be managed to slow speeds, heavy equipment, and dangerous traffic to residents. It is a 'highway' for Lanvale Rd and Compass Pt residents.	10/3/2024 10:24 AM
76	Definitely need more walking trails	10/3/2024 9:14 AM
77	You need to do something about Lanvalle Rd, transportation to BCC and grocery shopping would be great. Id love to bike to work but but I'd be hit by a car. You can't walk anywhere but the neighborhoods.	10/3/2024 6:06 AM
78	There needs to be a larger focus on expansion of pedestrian safety. I dont know of one single area that capitalizes on lane narrowing to slow drivers down. We need enhanced crosswalk visibility I am so tired of hearing that crosswalk signs are pollution. How is it that we have a goal of enhancing other modes beside cars yet were mainly funding transportation for cars? Never going to reach the 2045 goal at this glacier pace.	10/2/2024 11:12 PM
79	Low cost Shuttle transportation is needed especially for seniors and nondrivers.	10/2/2024 8:43 PM
80	1. The quality of the existing roads to withstand storms such as Helene needs to be addressed. Evacuation of people would be impacted if the evacuation routes were damaged by a storm. 2. The number of new homes projected and or approved for building will impact the already heavily used single-lane roads. many of these project developments are close to or in flood zones.	10/2/2024 7:21 PM
81	We need access to different neighborhoods for bicycles	10/2/2024 7:06 PM
82	Bike lanes please!!!	10/2/2024 5:41 PM
83	Rte.17 through Leland to Lanvale Road is dangerous - poorly designed thought out with too many ingress/egress roads onto it. Improve Village Road. Stop density of development - the entrance to the new apartments on River Road should never have been approved as is. Waiting for the first fatality to occur.	10/2/2024 2:35 PM
84	ENFORCE THE TRAFFIC LAWS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	10/2/2024 9:49 AM

85	I dream of the day I can commute to my job in Wilmington via light rail and/or train. The highways are very congested and dangerous and exacerbate my deteriorating chronic health conditions due to the constant car travel. Please think of commuters who do not want to have to rely on automobile transit. We need public transit options. I WANT TO BE ABLE TO WALK MORE--SAFELY!! Also please stop deforesting everything for a quick buck. The planet is dying and I likely won't live past 50 given how we've already warmed globally past 2 degrees Fahrenheit. STOP PRIORITIZING CARS! DREAM BIGGER!	10/2/2024 8:25 AM
86	Repave the rest of mt misery road. Install some street lights as well	10/1/2024 6:47 PM
87	All malls/shops that are adjacent to each other should have "back" ways to go between them without having to go onto main road, i.e. Route 17.	10/1/2024 3:26 PM
88	The main issue I see is that it’s very congested. Too many cars, maybe because there are too many residents in such a small area = overpopulated due to excessive development.	10/1/2024 3:01 PM
89	Town of Leland needs to be ahead of maintenance and preservation of the Town's existing streets both in our neighborhoods and around Town. Recommend more street dedications for older neighborhoods and those without a HOA to maintain. Secondly, sidewalk/Multi-Use path connectivity needs to made a priority especially in and around old Leland as well as ADA compliance throughout older neighborhoods where no ADA mats are, curb ramps nonexistent or need to be brought up to standard. Town needs to look into way to bring our pedestrian facilities into ADA compliance, recommend a standalone capital improvement project that focuses on connectivity (gaps) and ADA compliant sidewalks and curb ramps.	10/1/2024 8:40 AM
90	I will be attending the meetings	9/25/2024 12:26 PM

Leland Integrated Mobility Plan

Welcome

OVERVIEW OF THE INTEGRATED MOBILITY PLAN

The Town of Leland is developing an Integrated Mobility Plan (IMP) that will update and incorporate existing transportation and land use plans into one comprehensive document that focuses on the future transportation network. The IMP will identify a series of projects, policies, and actions to be implemented over the next 25 years.

Most of the projects shown at today's meeting are not funded for construction. The projects have been classified as **"high"** or **"medium"** priority based on a series of evaluation criteria. The Town is looking for public feedback on which of these projects has support or should be prioritized lower in the ranking.

Goals for Today

- **Learn** about the proposed transportation projects
- **Review** the priority rankings given to each project
- **Provide feedback** on any missing projects and the proposed priority rankings

HOW TO PROVIDE FEEDBACK

If you think a project should be ranked higher or lower, we want to know! To share your perspective on project rankings, any missing projects, general concerns or questions:

- Fill out a survey either online or in-person
- Add comments to the interactive public comment map
- Share directly with the project team

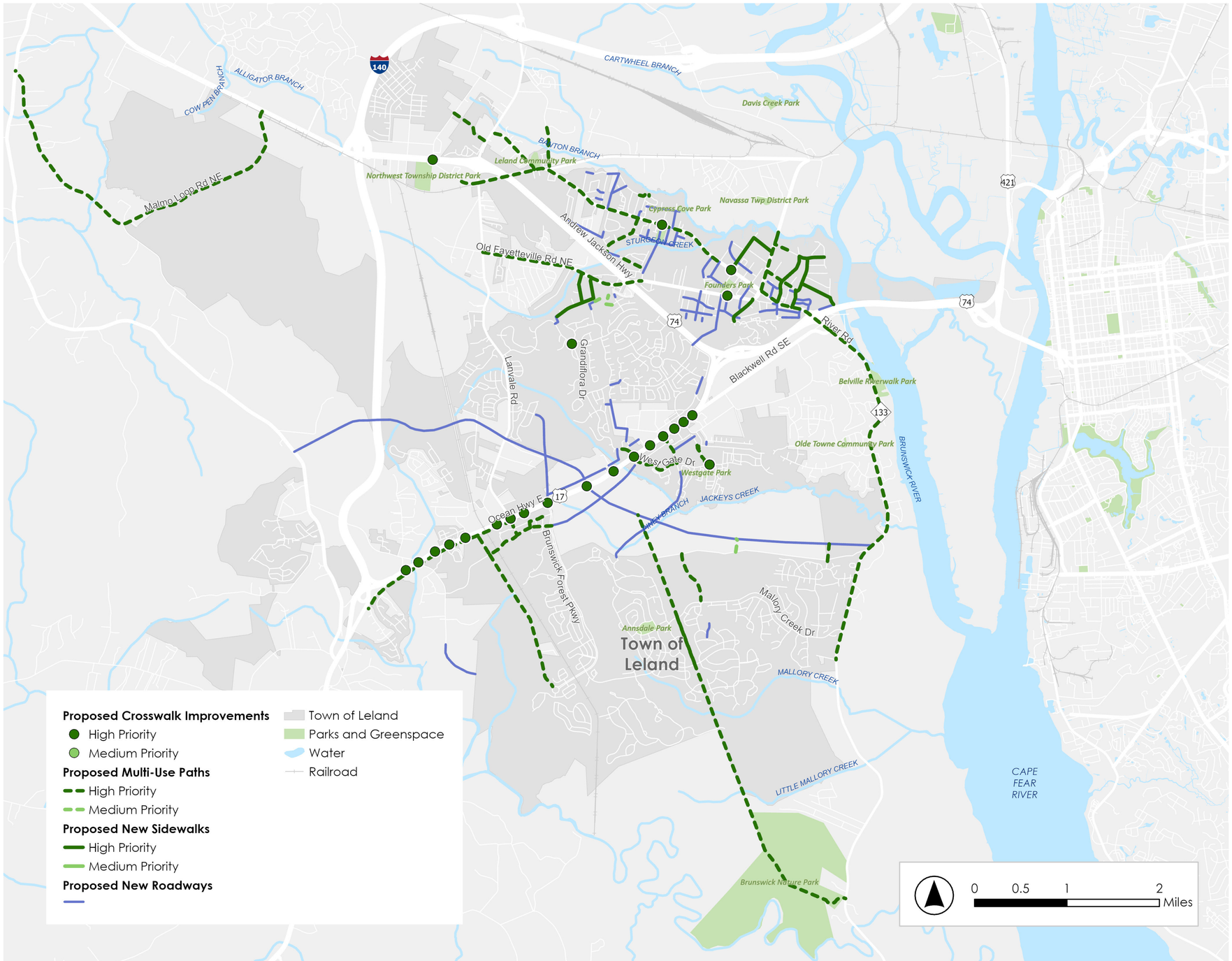
For more information, scan the QR code for:

- **the project website**
- **online survey**
- **interactive map**

Leland Integrated Mobility Plan

Town of Leland
Growing our future. Nourishing our roots.

Draft Recommended Pedestrian and Bike Projects



WHAT PROJECTS ARE INCLUDED HERE?

This map shows crosswalk improvements, sidewalks, and multi-use path projects in Leland. These projects come from the Town of Leland, NCDOT-funded projects, and public input from the first phase of engagement for the IMP.

WHY ARE NEW ROADWAYS SHOWN HERE?

The Town's goal is that all new roadway projects, shown in blue on this map, include pedestrian and bicycle infrastructure. These projects are shown here because they would provide important connection points for the pedestrian and bicycle network if the infrastructure can be included.

HOW WERE THE PROJECTS SCORED?

Each pedestrian and bicycle project shown here was scored based on a series of metrics related to the goals and objectives of the IMP, which were established based on public and Town input. These performance measures included safety, environmental resiliency, connectivity, equity, and level of user comfort.

Are there any projects that you are surprised they are ranked **"high"** or **"medium"** priority? Curious about what a certain improvement is? Let us know!

Please visit the project website for more information, the online survey, and the interactive map!

Leland Integrated Mobility Plan

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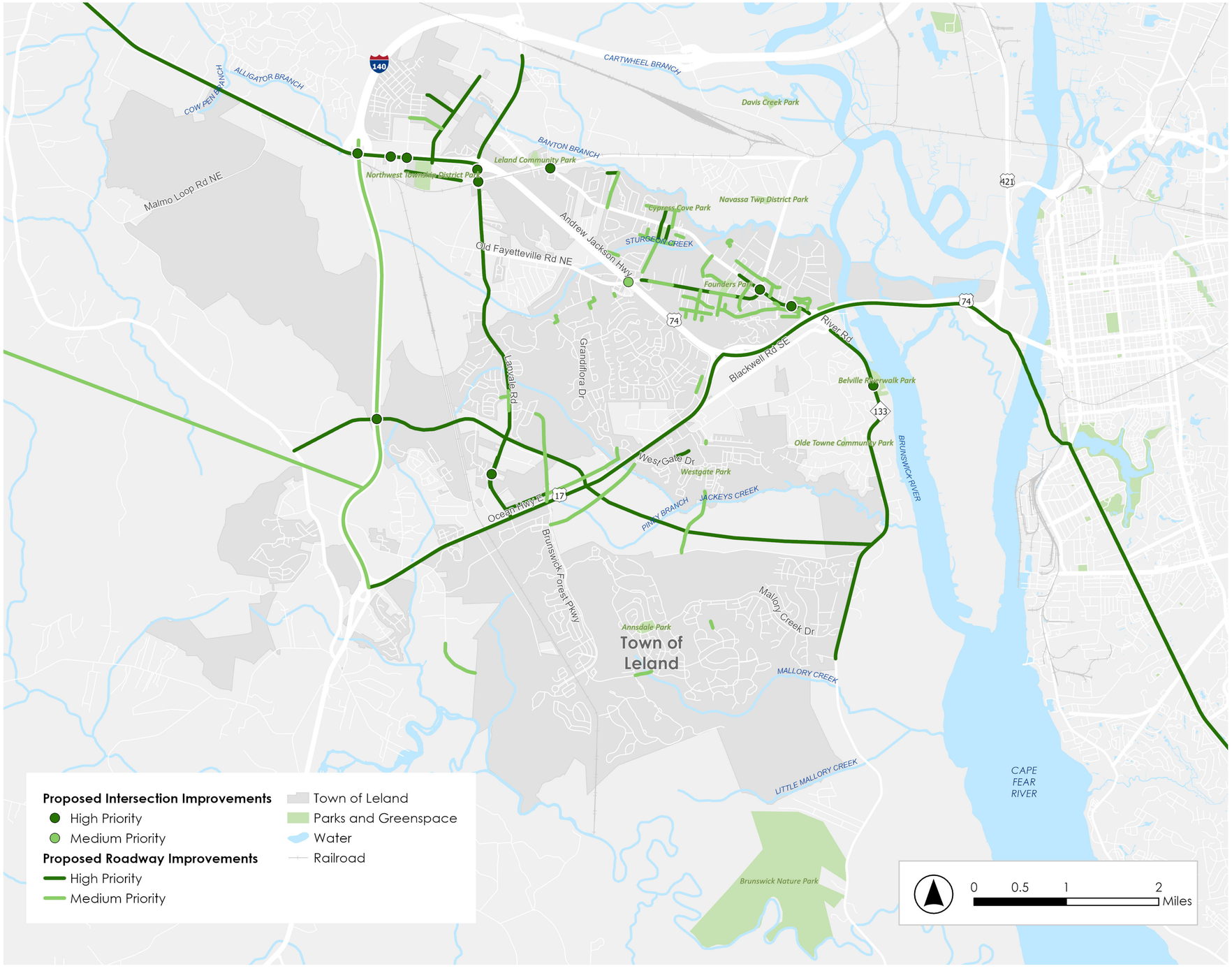
Draft Recommended Roadway Projects



WHAT PROJECTS ARE INCLUDED HERE?

These projects highlight roadway safety and mobility improvements, new roadways, and proposed intersection improvements in the Town of Leland.

These projects come from the draft 2050 Metropolitan Transportation Plan, the Collector Street Plan (2013), the Street Infill Plan (2019), and the NCDOT-funded project lists. These projects were also developed from public input from the first phase of engagement for the IMP.

HOW WERE THE PROJECTS SCORED?

Each roadway project shown here was scored based on a series of metrics related to the goals and objectives of the IMP, which were established based on public and Town input. These performance measures included safety, environmental resiliency, connectivity, equity, and traffic mobility.

Are there any projects that you are surprised they are ranked **"high"** or **"medium"** priority? Curious about what a certain improvement is? Let us know!

Please visit the project website for more information, the online survey, and the interactive map!

Leland Integrated Mobility Plan

Town of Leland
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Crosswalk Treatments

Pedestrian Refuge Island

Pedestrian Hybrid Beacons (PHBs)

Rectangular Rapid Flashing Beacons (RRFBs)

Curb Extensions

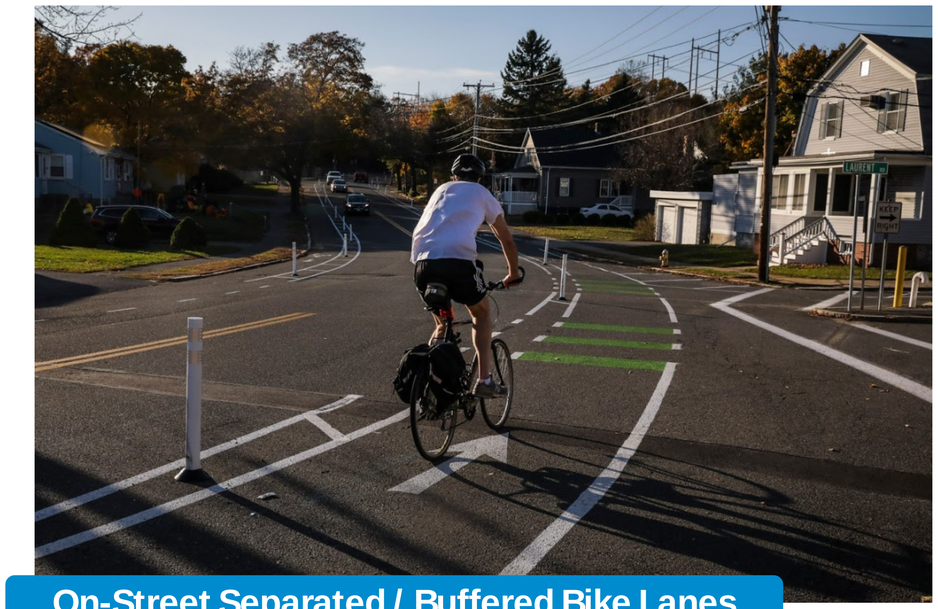
Grade Separated Crosswalks

Raised Crosswalks

Leland Integrated Mobility Plan

Sidebar, Bike Lane, and Trail Treatments

Multi-Use Paths and Trails away from Streets



On-Street Separated / Buffered Bike Lanes

Multi-Use Paths Parallel to Streets

On-Street Bike Lanes

Sidewalks

Leland Integrated Mobility Plan

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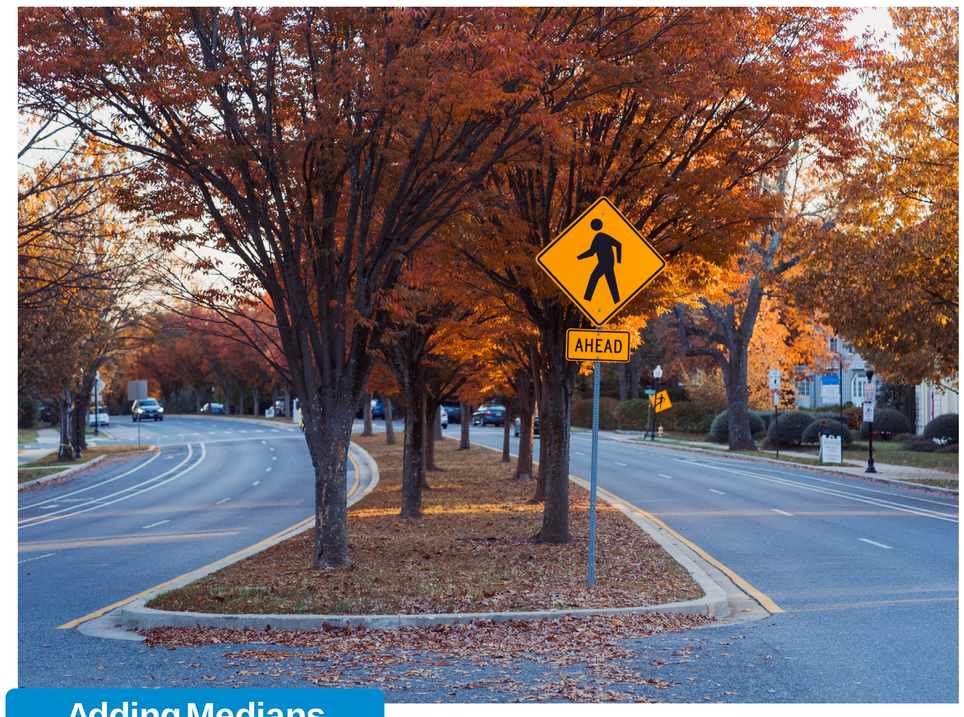
Roadway Capacity and Safety Treatments

Enhancing Non-Motorized Transportation

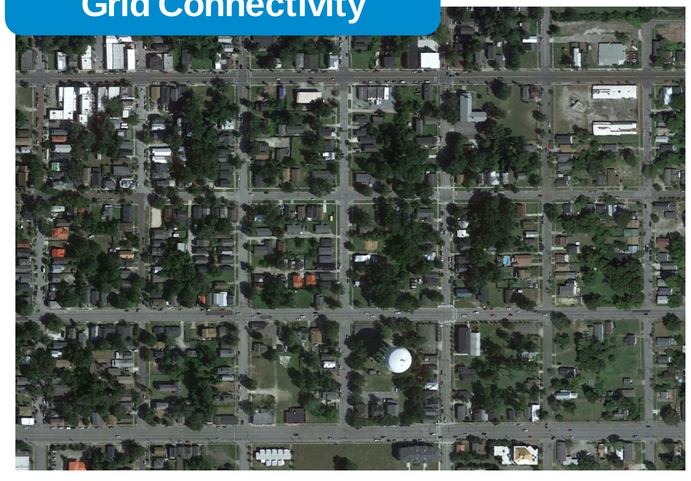
Improving / Expanding Public Transportation

Building Parallel Roadways



Adding Medians

Providing more Street Grid Connectivity

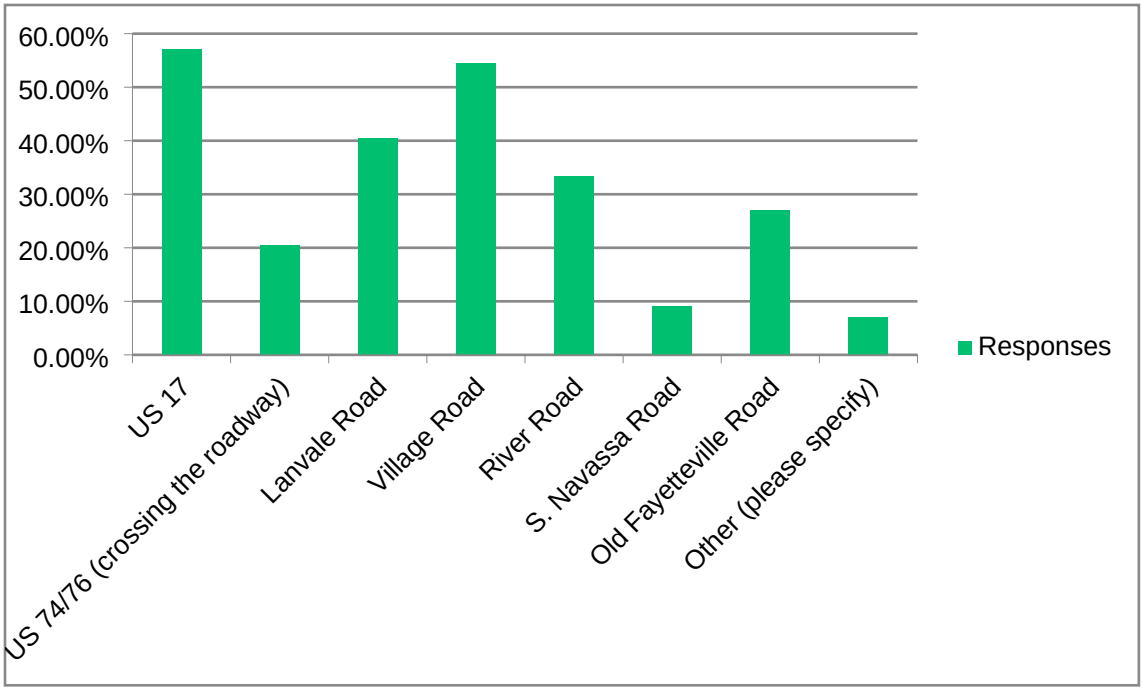


Adding Roundabouts

Leland Integrated Mobility Plan Public Survey #2

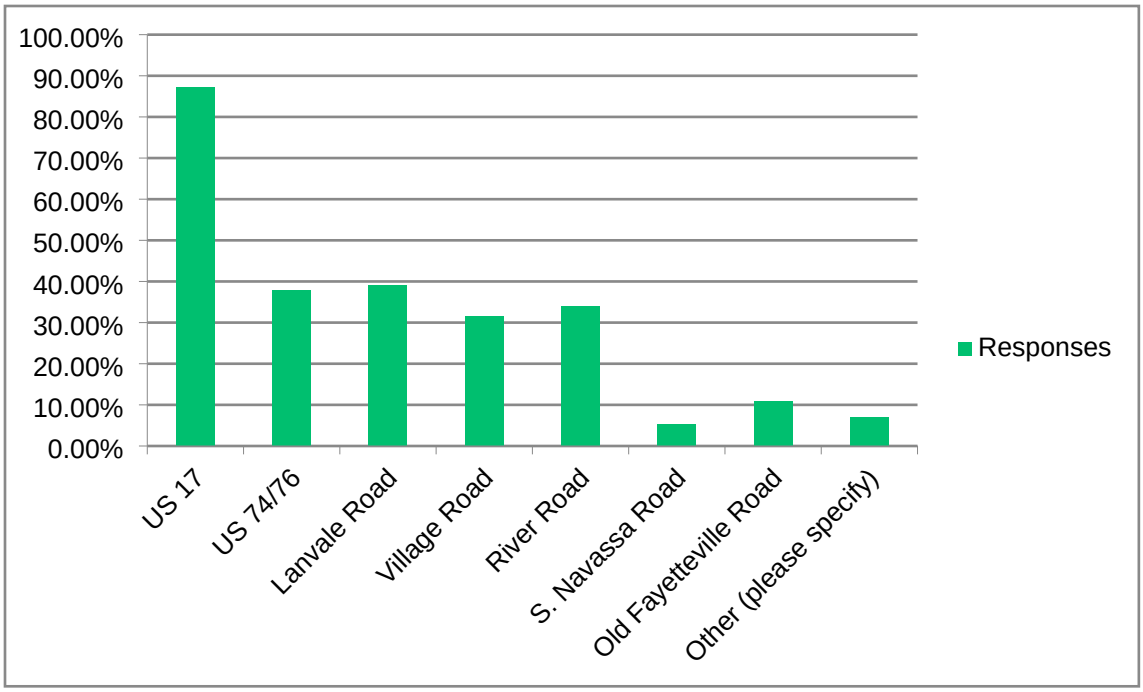
Q1. Which of the major roadways should the Town of Leland and NCDOT prioritize investments in pedestrian and bicycling transportation safety and connectivity? Select your top 3.

Answer Choices	Responses	
US 17	57.05%	89
US 74/76 (crossing the roadway)	20.51%	32
Lanvale Road	40.38%	63
Village Road	54.49%	85
River Road	33.33%	52
S. Navassa Road	8.97%	14
Old Fayetteville Road	26.92%	42
Other (please specify)	7.05%	11
	Answered	**156**
	Skipped	**9**



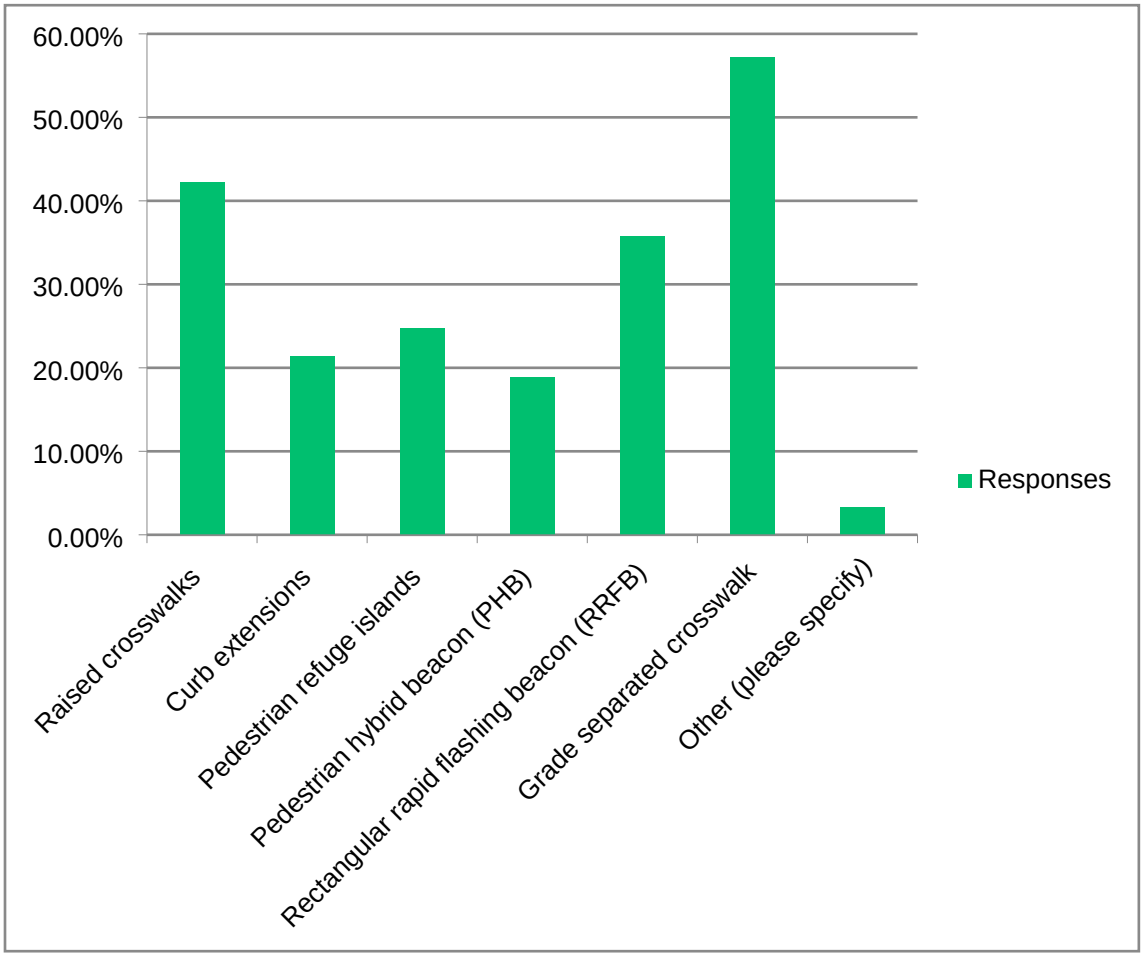
Q2. Which of the major roadways should the Town of Leland and NCDOT prioritize investment in automobile traffic safety and mobility? Select your top 3.

Answer Choices	Responses	
US 17	87.18%	136
US 74/76	37.82%	59
Lanvale Road	39.10%	61
Village Road	31.41%	49
River Road	33.97%	53
S. Navassa Road	5.13%	8
Old Fayetteville Road	10.90%	17
Other (please specify)	7.05%	11
	Answered	**156**
	Skipped	**9**



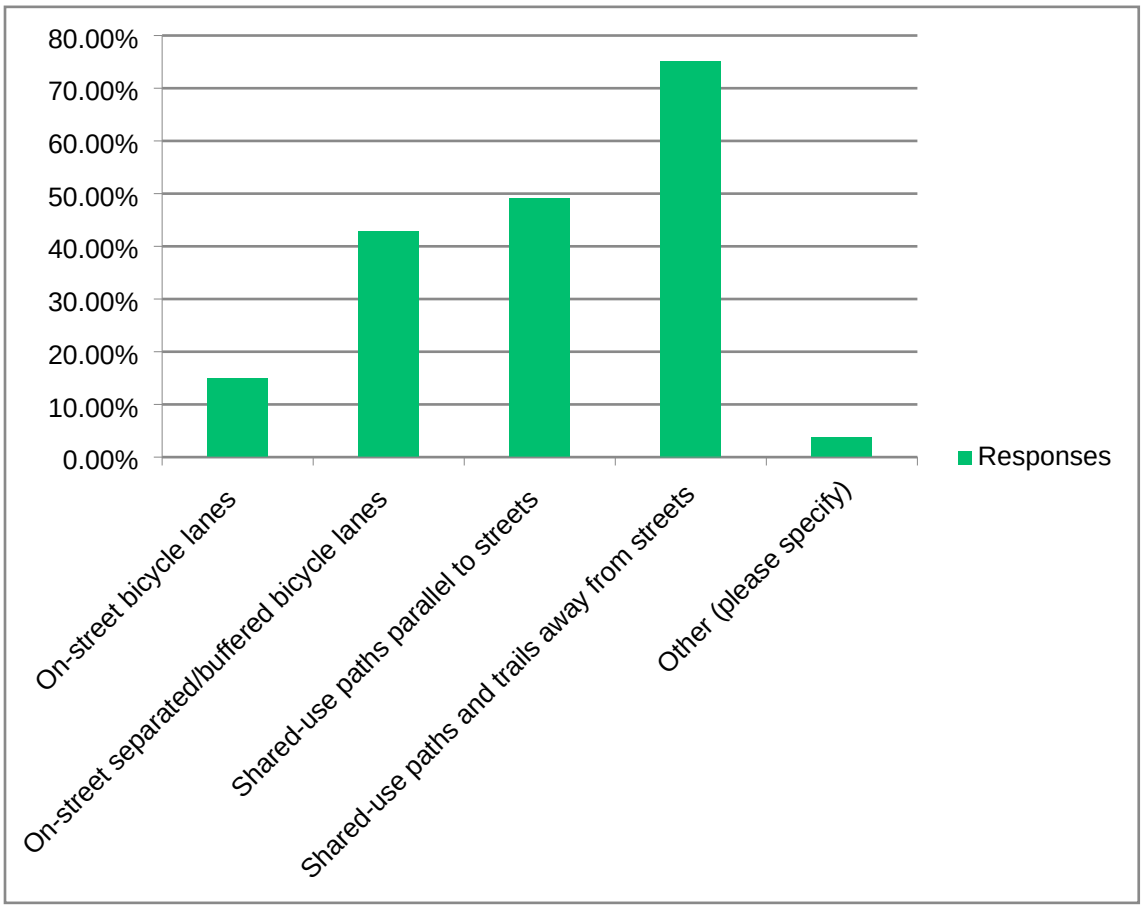
Q3. Which of the following crosswalk treatments would you like to see more of in Leland?

Answer Choices	Responses	
Raised crosswalks	42.21%	65
Curb extensions	21.43%	33
Pedestrian refuge islands	24.68%	38
Pedestrian hybrid beacon (PHB)	18.83%	29
Rectangular rapid flashing beacon (RRFB)	35.71%	55
Grade separated crosswalk	57.14%	88
Other (please specify)	3.25%	5
	Answered	**154**
	Skipped	**11**



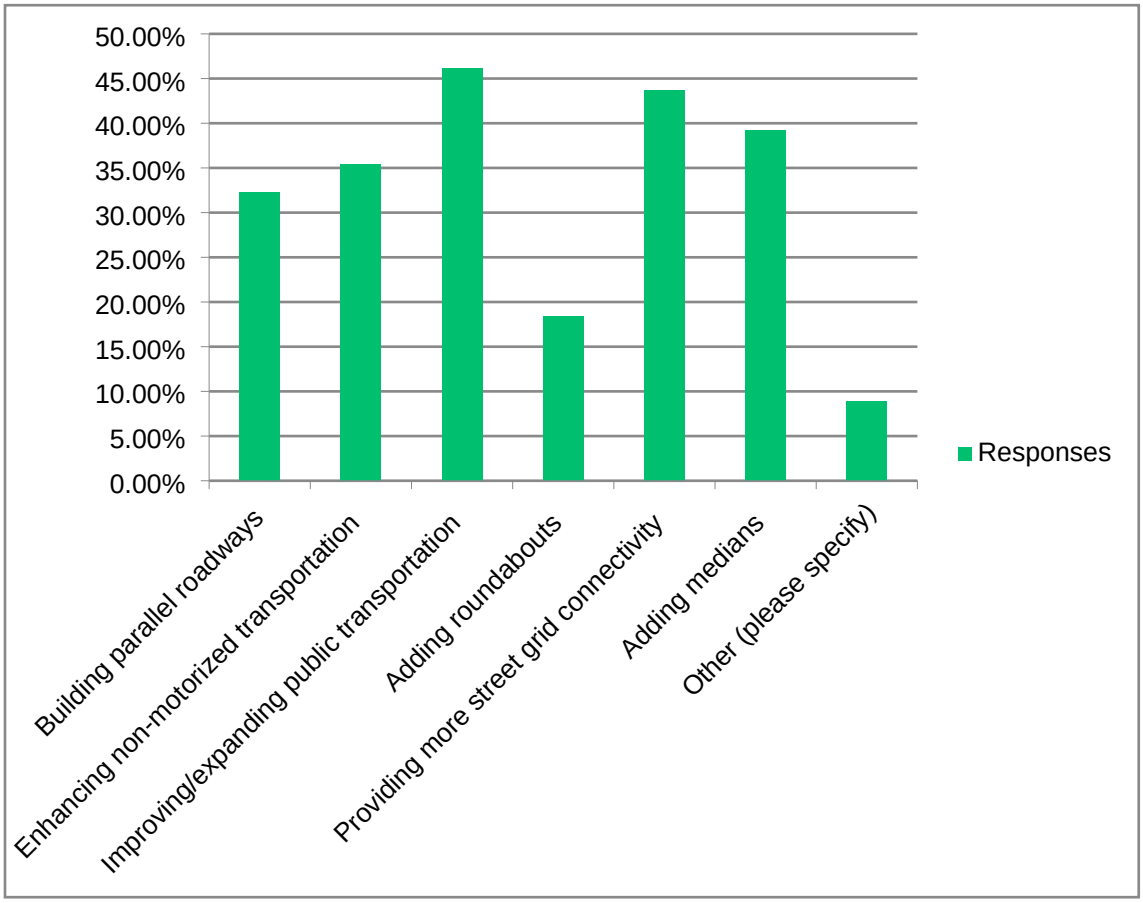
Q4. Which of the following bicycling facilities would you like to see more of in Leland?

Answer Choices	Responses	
On-street bicycle lanes	14.91%	24
On-street separated/buffered bicycle lanes	42.86%	69
Shared-use paths parallel to streets	49.07%	79
Shared-use paths and trails away from streets	75.16%	121
Other (please specify)	3.73%	6
	Answered	**161**
	Skipped	**4**



Q5. Which of the following strategies for addressing traffic congestion in Leland do you support? Select up to 3.

Answer Choices	Responses	
Building parallel roadways	32.28%	51
Enhancing non-motorized transportation	35.44%	56
Improving/expanding public transportation	46.20%	73
Adding roundabouts	18.35%	29
Providing more street grid connectivity	43.67%	69
Adding medians	39.24%	62
Other (please specify)	8.86%	14
	Answered	**158**
	Skipped	**7**



Demographics

Q6. Do you live in Leland?

Yes	95.15%	157
No	4.85%	8
	Answered	**165**
	Skipped	**0**

Q7. Do you work in Leland?

Yes - I work in Leland and I live in Leland	22.22%	36
Yes - sometimes I work in Leland	3.70%	6
Yes - I work in Leland but do not live in Leland	3.09%	5
Yes - I live in Leland and I work from home	10.49%	17
No - I don't work in Leland	20.99%	34
Retired	39.51%	64
	Answered	**162**
	Skipped	**3**

Q8. What is your age?

Under 18	0.61%	1
18-24	3.66%	6
25-34	10.37%	17
35-44	13.41%	22
45-54	14.02%	23
55-64	17.07%	28
65+	40.85%	67
	Answered	**164**
	Skipped	**1**

Q9. What is your gender?

Female	59.26%	96
Male	40.12%	65
Other	0.62%	1
	Answered	**162**
	Skipped	**3**

Q10. What is your ethnicity?

Hispanic/Latino	1.32%	2
Not Hispanic/Latino	98.68%	150
	Answered	**152**
	Skipped	**13**

Q11. What is your race?

American Indian or Alaska Native	0.67%	1
Asian or Asian American	2.67%	4
Black or African American	6.00%	9
Hispanic or Latino	0.67%	1
Middle Eastern or North African	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
White	88.00%	132
Another race	2.00%	3
	Answered	**150**
	Skipped	**15**

Q12. What is your household income before taxes?

Under $15,000	1.46%	2
Between $15,000 and $29,999	1.46%	2
Between $30,000 and $49,999	8.03%	11
Between $50,000 and $74,999	18.98%	26
Between $75,000 and $99,999	24.82%	34
Between $100,000 and $150,000	23.36%	32
Over $150,000	21.90%	30
	Answered	**137**
	Skipped	**28**

Q13. How did you hear about the Leland Integrated Mobility Plan?

Project website	8.70%	14
Social media	63.35%	102
Printed flier	0.00%	0
Email or E-newsletter	20.50%	33
Other (please specify)	16.77%	27
	Answered	**161**
	Skipped	**4**

Appendix C
Draft Project List

Draft Project List

IMP ID	Original Plan	Project	Improvement
1	MOTSU-JLUS	Develop and Implement Plans to Eliminate Railroad Grade Crossings	Intersection Improvements
2	MOTSU-JLUS	Develop and Implement a Plan to Mitigate Highway Flooding Hazards	Road Improvements
3	Parks and Rec	Develop loop connecting High School, Village Rd, Old Fayetteville Rd, and Municipal Park	Trails
4	Parks and Rec	Develop Jackey's Creek Trail connecting Westgate Nature Park to Brunswick Nature Park	Trails
5	Parks and Rec	Develop neighborhood parks in Village Road corridor with connections via trail network	Trails
6	Parks and Rec	Make key North Sector connections such as the Navassa Rd Multi-Use Path and missing sidewalk sections to link parks, schools, and neighborhoods	Sidewalks, Trails
7	Parks and Rec	Work toward a design solution with NCDOT for Highway 17 Pedestrian Crossing opportunities	Crossing upgrades
8	Parks and Rec	Partner to execute connections already in use such as the Powerline Trail connecting Magnolia Gardens, Wawterford, and the LCAC	Trails
9	Parks and Rec	Address connectivity throughout the town and look for easy links such as powerline access Magnolia Greens between Poole and Grandiflora to link LCAC	Trails
10	Parks and Rec	Improve access road to existing Cypress Cove Park so that residents can more easily navigate access to the park	Road Improvements
11	Economic Development	Identify ways to connect a town center development to other development nodes	Policy & Planning
12	Regional Hazard Mitigation Plan	Hurricane Evacuation Routes	Road Improvements
13	Regional Hazard Mitigation Plan	Routes to critical facilities	Policy & Planning
14	Regional Hazard Mitigation Plan	Evaluate areas with limited evacuation capacity and pursue methods of improving capacity. These efforts will be carried out with support from NCDOT and NCDPS.	Policy & Planning
15	Age-Friendly Plan	Create cross sections that meet standards for complete streets	Road Improvements

IMP ID	Original Plan	Project	Improvement
16	Age-Friendly Plan	Update and consolidate the bicycle and pedestrian plans to reflect the FLUM and Focal Areas	Policy & Planning
17	Age-Friendly Plan	Create blueways, greenways, and water access plan in collaboration with partners to assist with funding, design, and development	Trails
18	Age-Friendly Plan	Coordinate recommendations for new streets, roads, trails, sidewalks, multi-use paths, streetscapes, and other improvements to public spaces	Policy & Planning
19	Age-Friendly Plan	Update and consolidate the collector street plan and street infill plan to reflect the FLUM and Focal Area Plans	Road Improvements
20	Resilient Routes Potential Project Locations	Various	Road Improvements
21	Pedestrian Plan (2016)	Lanvale Rd intersection to Blackwell Rd	Sidepath (both sides)
22	Pedestrian Plan (2016)	Old Fayetteville at Village Rd	Intersection Improvements
23	Pedestrian Plan (2016)	Village Rd	Intersection Improvements
24	Pedestrian Plan (2016)	Navassa Road to Village Road	Sidewalk
25	Pedestrian Plan (2016)	Town Hall pedestrian crossing	Intersection Improvements
26	Pedestrian Plan (2016)	Leland Community Park to Wayne Street	Sidepath Extension
27	Pedestrian Plan (2016)	Westgate Nature Park to Ocean Gate Plaza	Sidepath
28	Pedestrian Plan (2016)	Ocean Gate Plaza to US 17	Sidepath
29	Pedestrian Plan (2016)	West Gate Dr to US 17	Sidepath
30	Pedestrian Plan (2016)	Wayne Street to Church (Woodland Dr)	Sidepath
31	Pedestrian Plan (2016)	Lincoln Elementary to Leland Community Park	Sidepath
32	Pedestrian Plan (2016)	Grandifiora Dr to West Gate Dr	Intersection Improvements
33	Pedestrian Plan (2016)	Middle School to Trail Pines Ct & Timber Ln	Sidepath
34	Pedestrian Plan (2016)	Middle School to Grandifiora Dr. Timber Ln. Ricefield Br. St & Pickett Rd	Sidewalk
35	Pedestrian Plan (2016)	Lanvale Road to Pickett Rd	Sidepath
36	Pedestrian Plan (2016)	Lanvale Rd intersection to Leland Community Park	Sidepath
37	Pedestrian Plan (2016)	End of street where it meets connector to Old Fayetteville Rd	Sidewalk
38	Pedestrian Plan (2016)	High School to Middle School	Sidepath
39	Pedestrian Plan (2016)	Basin St NE (Brunswick HS) to Sturgeon Creek	Sidepath Connector
40	Pedestrian Plan (2016)	Village Rd	Intersection Improvements
41	Pedestrian Plan (2016)	Village Rd to Old Fayetteville Rd	Sidepath, Sidewalk, Bridge
42	Pedestrian Plan (2016)	Pine Harvest Dr to Grandifiora Dr & Pine Harvest Dr crosswalk improvements	Intersection Improvements

IMP ID	Original Plan	Project	Improvement
43	Pedestrian Plan (2016)	Existing Grandiflora Dr sidewalks to US 17	Sidewalk
44	Pedestrian Plan (2016)	Old Fayetteville Rd/Village Rd to Leland/Navassa Town limits at Sturgeon Creek	Sidepath
45	Pedestrian Plan (2016)	Middle School to Glendale Dr & Lindenwood Dr	Sidewalk Connector
46	Pedestrian Plan (2016)	Old Fayetteville Rd to US 17	Sidepath
47	Pedestrian Plan (2016)	Village Rd to Live Oak Dr	Sidewalk
48	Pedestrian Plan (2016)	Proposed sidepath on north side of US 17 to Fairview Rd	Sidewalk
49	Pedestrian Plan (2016)	Olde Waterford Way to Ploof Rd	Intersection Improvements
50	Pedestrian Plan (2016)	Forest Hills Drive to Navassa Rd	Sidepath
51	Pedestrian Plan (2016)	Sturgeon Rd/Mill Creek proposed connector to Village Road	Sidewalk, Sidepath
52	Pedestrian Plan (2016)	Eastern terminus of West Gate Dr to Westgate Nature Park	Sidepath
53	Pedestrian Plan (2016)	West Gate Dr to Night Harbor Dr/Ploof Rd	Sidepath
54	Pedestrian Plan (2016)	Village Rd to Lee Drive	Sidewalk
55	Pedestrian Plan (2016)	Westgate Nature Park shared use path terminus to Hickory Hill Dr	Sidepath
56	Pedestrian Plan (2016)	Sturgeon Creek Park to Village Rd and Appleton Way	Sidewalks
57	Pedestrian Plan (2016)	Proposed sidewalk on Live Oak Dr near Cape Fear River access to Village Road	Sidewalk Connector
58	Pedestrian Plan (2016)	Waterford Business Center/Gregory Rd to Ocean Gate Plaza	Intersection Improvements
59	Pedestrian Plan (2016)	Brunswick Village Blvd to US 17 (via Provision Pkwy)	Sidepath
60	Pedestrian Plan (2016)	Existing Brunswick Forest Pkwy sidepath @@ E Cutlar Crossing) to US 17	Sidepath
61	Pedestrian Plan (2016)	Mill Creek Loop to Village Road	Sidewalk Connector
62	Pedestrian Plan (2016)	Combine Ln and Stoney Creek Ln neighborhoods to Lanvale Rd (on east side)	Sidepath
63	Pedestrian Plan (2016)	Wire Road to US 17	Sidepath
64	Pedestrian Plan (2016)	E Cutlar Crossing to Brunswick Village Blvd	Sidepath
65	Pedestrian Plan (2016)	Coral Stone Ct to Westgate Nature Park shared use path phase 2	Sidepath
66	Pedestrian Plan (2016)	Mallory Creek to Westport Trail	Sidepath
67	Pedestrian Plan (2016)	Jackey's Creek/Westgate Nature Park trail to Westport Trail	Sidewalk Connector
68	Pedestrian Plan (2016)	Brunswick Nature Park (ending sidepath at River Road) to Wire Road	Sidepath
69	Pedestrian Plan (2016)	Brunswick Forest Parkway to Brunswick Village Proposed Sidepath	Sidewalk Connector
70	Pedestrian Plan (2016)	Southern Blvd to Proposed Power Line Trail	Sidepath

IMP ID	Original Plan	Project	Improvement
71	Pedestrian Plan (2016)	US 17 (via Kay Todd and new road connecting across RR tracks) to Provision Pkwy	Sidepath
72	Pedestrian Plan (2016)	Low Country Blvd (via Wire Road) & Shemore Way to Existing Shelmore Way	Sidepath
73	Pedestrian Plan (2016)	Live Oak Drive to Navassa Rd	Sidepath
74	Pedestrian Plan (2016)	Lee Drive to Lake Drive	Sidepath
75	Pedestrian Plan (2016)	N Olde Wynd and Jackeys Creek Ln to Night Harbor Dr	Sidewalk Connector
76	Pedestrian Plan (2016)	Neighborhood end to Proposed US 17 sidepath	Sidewalk
77	Pedestrian Plan (2016)	Chappell Loop Rd to US 17	Sidepath
78	Pedestrian Plan (2016)	Rice Gate Way to Mallory Creek Drive	Sidewalk Connector
79	Pedestrian Plan (2016)	NW corner of Westport existing development to Power line trail	Sidepath
80	Pedestrian Plan (2016)	River Rd/NC Highway 133 where it meets Belville Town Limits to NW corner of Westport existing development	Sidepath
81	Pedestrian Plan (2016)	Proposed trail at NW corner of Westport neighborhood to Mallory Creek Drive sidepath	Sidepath
82	Pedestrian Plan (2016)	Village Rd	Intersection Recommendations
83	Pedestrian Plan (2016)	Village Rd	Intersection Recommendations
84	Pedestrian Plan (2016)	Village Rd	Intersection Recommendations
85	Pedestrian Plan (2016)	Village Rd	Intersection Recommendations
86	Pedestrian Plan (2016)	Grandifiora Dr	Intersection Recommendations
87	Pedestrian Plan (2016)	Old Fayetteville Rd	Intersection Recommendations
88	Pedestrian Plan (2016)	Old Fayetteville Rd	Intersection Recommendations
89	Pedestrian Plan (2016)	US 17	Intersection Recommendations
90	Pedestrian Plan (2016)	US 17	Intersection Recommendations
91	Pedestrian Plan (2016)	US 17	Intersection Recommendations
92	Pedestrian Plan (2016)	US 17	Intersection Recommendations
93	Pedestrian Plan (2016)	Ocean Gate Plaza	Intersection Recommendations
94	Pedestrian Plan (2016)	US 17	Intersection Recommendations
95	Pedestrian Plan (2016)	Hazels Branch Rd	Intersection Recommendations
96	Pedestrian Plan (2016)	Westport Drive	Intersection Recommendations
97	Bicycle Plan (2008)	Fletcher Road / Northwest District Park Connection	Bike path
98	Bicycle Plan (2008)	US 17	Crossing upgrades
99	Bicycle Plan (2008)	Leland Greenway	Bike path

IMP ID	Original Plan	Project	Improvement
100	Bicycle Plan (2008)	Old Leland Loop	Road improvements
101	Bicycle Plan (2008)	Village Road	Road improvements
102	Bicycle Plan (2008)	Wayne Street/Royal Street Connection	Bike path
103	Bicycle Plan (2008)	Night Harbor Drive / Olde Towne Wynd Connection	Bike path
104	Bicycle Plan (2008)	Holly Hills Drive / Sturgeon Drive Connection	Bike path
105	Bicycle Plan (2008)	Eagle Island Connection	Bike path
106	Bicycle Plan (2008)	NC 133	Road improvements
107	Bicycle Plan (2008)	Old Lanvale Road	Road improvements
108	Bicycle Plan (2008)	GrandaFlora/Palm Ridge	Road improvements, bike path
109	Bicycle Plan (2008)	Chappell Loop	Road improvements
110	Bicycle Plan (2008)	Cedar Hill Loop	Road improvements
111	Bicycle Plan (2008)	Green Hill Loop	Road improvements
112	Bicycle Plan (2008)	Ploof Rd	Maintain current conditions
113	Master Plan Update (2016)	Revise zoning and subdivision ordinances to require pedestrian facilities in new development	Policy & Planning
114	Master Plan Update (2016)	Prioritize sidewalk improvements in the Gateway District when planning for capital improvements.	Sidewalk
115	Master Plan Update (2016)	Continue to expand the trail network and water access.	Trails
116	Master Plan Update (2016)	Work with WMPO to plan for expansion of bicycle and pedestrian facilities	Policy & Planning
117	Master Plan Update (2016)	Coordinate capial projects with NCDOT and WMPO at the design phase. Prioritize pedestrian, bicycle, and transit options.	Policy & Planning
118	Master Plan Update (2016)	Require onstreet parking in all streets except those controlled by NCDOT	Parking
119	Master Plan Update (2016)	Reduce parking minimums for neighborhood plans.	Parking
120	Master Plan Update (2016)	Require context sensitive thoroughfare design with design speeds that match posted speeds for all lane widths.	Road improvements
121	Master Plan Update (2016)	Set speed limits in all Compact Urban areas to less than 30 mph	Policy & Planning
122	Master Plan Update (2016)	Create a connected network of thoroughfares that reflect and enlarge upon the adopted Collector Street Plan that enable travel parallel to US 17	Road improvements
123	Master Plan Update (2016)	Coordinate infrastructure spending with the Sector Map and Table 2 Investment Priority. (Prioritize most suitable areas for development)	Policy & Planning
124	Master Plan Update (2016)	20' turning radii for side street intersections in the Gateway District	Road improvements

IMP ID	Original Plan	Project	Improvement
125	Master Plan Update (2016)	Limit turn lanes on side streets at Village Road intersections	Road improvements
126	Master Plan Update (2016)	Permit street trees and on-street parking	Road improvements
127	Master Plan Update (2016)	Require 10' sidewalks along village road upon property redevelopment	Sidewalks
128	NCDOT STIP	[I-40 in Asheville] to I-140	Other
129	NCDOT STIP	[I-95 in Lumberton] to I-140	Other
130	NCDOT STIP	Eastern end of Monroe Bypass to I-140	Other
131	NCDOT STIP	US 17 to North of US 74	Road improvements
132	NCDOT STIP	I-140	Road improvements
133	NCDOT STIP	US 74/76	Intersection Improvements
134	NCDOT STIP	US 74/76	Intersection Improvements
135	NCDOT STIP	US 17	Crossing upgrades
136	NCDOT STIP	US 17 to SR 1554	Road improvements
B1	NCDOT STIP	Entrances of Hawkeswater Development to Belville Elementary School	Sidepath
B2	NCDOT STIP	Morecamble Blvd to Rice Hope Run	Sidepath
B3	NCDOT STIP	NC 133	Intersection Improvements
P1	NCDOT STIP	Add crosswalk to west leg of Mallory Creek Dr/Salter Path roundabout	Crosswalk
137	NCDOT SPOT (P6) / Cape Fear Transportation 2040, Leland Pedestrian Plan (2016)	US17 & Old Waterford Way/Ploof Road SE Crosswalk	Marked Crosswalk
138	NCDOT SPOT (P6) /Cape Fear Transportation 2040 (2015); Town of Leland Pedestrian Plan (2016)	SR 1472 (Village Road) from Lossen Lane to Wayne Street	Sidepath
139	NCDOT SPOT (P6) /Cape Fear Transportation 2040 (2015); Town of Leland Pedestrian Plan (2016)	US 17 (Ocean Highway) from (W Gate Drive) to (Grandiflora Drive)	Marked Crosswalk
140	NCDOT SPOT (P6) /Cape Fear Transportation 2040 (2015); Town of Leland Pedestrian Plan (2016)	US 17 from Provision Pkwy to SR 1438 (Lanvale Road)	Marked Crosswalk
141	NCDOT SPOT (P6 and P7) / Cape Fear Transportation 2040 (2017)	US 17 (Ocean Highway), US 74, US 421 (Carolina Beach Road), US 117 (Shipyard Boulevard), US 17 BUS, Cape Fear Crossings Alternative from US 117 (Shipyard Boulevard) to I-140 (Wilmington Bypass)	Widen Existing Roadway and Construct Part on New Location

IMP ID	Original Plan	Project	Improvement
142	NCDOT SPOT (P6 and P7) / Cape Fear Transportation 2040 (2015)	NC 133 (River Road) from SR 1599 (Jackey's Creek Ln SE) to Rabon Way SE	Widen Existing Roadway
143	NCDOT SPOT (P6) / Draft Cape Fear Moving Forward 2045 MTP - 2020	New Route - Cape Fear Crossings from US 17 in Brunswick County to US 421 (Independence Boulevard) in New Hanover County	Construct Roadway on New Location
144	NCDOT SPOT (P6) / Draft Cape Fear Moving Forward 2045 MTP - 2021	New Route - Cape Fear Crossings from US 17 in Brunswick County to NC 133	Construct Roadway on New Location
145	NCDOT SPOT (P6 and P7) / Cape Fear Transportation 2040 (2015)	New Route from US 17 (Ocean Highway) to NC 133 (River Road)	Construct Roadway on New Location
146	NCDOT SPOT (P6) / Cape Fear Transportation 2040 (2015)	SR 1437 (Old Fayetteville Road) from SR 1472 (Village Road) to US 74/76 (Andrew Jackson Highway)	Modernize Roadway
147	NCDOT SPOT (P6 and P7) / Cape Fear Transportation 2040 (2015)	US 74, US 76 from NC 87 (Maco Road) to SR 1426 (Mount Misery Road)	Upgrade Arterial to Freeway/Expressway
148	NCDOT SPOT (P6) / Columbus County CTP (2020)	New Route - Future I-74, US 74 from I-140 (Wilmington Bypass) to US 74 at NC 87 (Old Stage Road)	Construct Roadway on New Location
307	NCDOT SPOT (P7)	NC 87 to Carol Lynn Drive NE	Roadway Improvements
149	NCDOT SPOT (P7)	CSX AC (MRSX DOD Junction) from SE Quandrant of the AC/DOD junction, near Leland	Freight rail corridor improvement or construction (point)
150	NCDOT SPOT (P7)	I-140 at US 74/76	Improve Interchange
151	NCDOT SPOT (P7)	CSX AC Line on SR 1438 (Lanvale Rd), Brunswick County	Highway-rail crossing improvement (point)
152	NCDOT SPOT (P7)	SR 1437 (Old Fayetteville Road) at US 74/76 (Andrew Jackson Highway)	Convert Grade Separation to Interchange
153	NCDOT SPOT (P6 and P7)	NC 133 (River Road) from US 17/74/76 to SR 1599 (Jackeys Creek Lane)	Widen Existing Roadway
154	NCDOT SPOT (P6 and P7)	New Route: from Davis Yard to the Port of Wilmington	Freight rail corridor improvement or construction (line)
155	NCDOT SPOT (P7)	CSX AC Line from Malmo to the RJ Corman Carolina Line in Whiteville	Freight rail corridor improvement or construction (line)
156	NCDOT SPOT (P7)	CSX AC Line from Malmo to the International Logistics Park near the Columbus/Brunswick County Line	Freight rail corridor improvement or construction (line)
157	Connecting Northern Brunswick County	Mallory Creek to Brunswick Forest Connection	Connector Street

IMP ID	Original Plan	Project	Improvement
158	Connecting Northern Brunswick County	Night Harbor Drive Extension to Jackeys Creek Lane	Connector Street
159	Connecting Northern Brunswick County	Wide Way Extension to Mt. Misery Road	Connector Street
160	Connecting Northern Brunswick County	Magnolia Drive Extension to Mt. Misery Road	Connector Street
161	Connecting Northern Brunswick County	Lindenwood Drive Extension	Connector Street
162	Street Infill Plan	Hevener to Hollyhills	Connector Street
163	Street Infill Plan	Hollyhills to Sturgeon	Connector Street
164	Street Infill Plan	Oakmont to Sturgeon	Connector Street
165	Street Infill Plan	Oakmont to Sturgeon	Connector Street
166	Street Infill Plan	Blake to Hollyhills	Connector Street
167	Street Infill Plan	Masonsplace to Hollyhills	Connector Street
168	Street Infill Plan	Sue to Shandy	Connector Street
169	Street Infill Plan	Wayne to Royal	Connector Street
170	Street Infill Plan	Basin to Poe Ext	Connector Street
171	Street Infill Plan	Village to Poe Ext	Connector Street
172	Street Infill Plan	Village to Poe Ext	Connector Street
173	Street Infill Plan	Faircloth to Gardenview Ext	Connector Street
174	Street Infill Plan	Oldham to Poe Ext	Connector Street
175	Street Infill Plan	Poe to Faircloth Ext	Connector Street
176	Street Infill Plan	Appleton to Village	Connector Street
177	Street Infill Plan	Village to Millcreek	Connector Street
178	Street Infill Plan	Fairview to Clairmont	Connector Street
179	Street Infill Plan	Riverview to Thomasgarst	Connector Street
180	Street Infill Plan	Delvery to Village	Connector Street
181	Street Infill Plan	Northgate to Village Con	Connector Street
182	Street Infill Plan	Delivery to Ext	Connector Street
183	Street Infill Plan	Baldwin to Northgate	Connector Street
184	Street Infill Plan	Preston to Baldwin Ext	Connector Street
185	Street Infill Plan	Thomasgarst to Riverview	Connector Street
186	Street Infill Plan	Baldwin to Fairview Ext	Connector Street

IMP ID	Original Plan	Project	Improvement
187	Street Infill Plan	Baldwin Ext	Connector Street
188	Street Infill Plan	Willetts to Townsend	Connector Street
189	Street Infill Plan	Willetts to Baldwin	Connector Street
190	Street Infill Plan	Baldwin Ext	Connector Street
191	Street Infill Plan	Dresser to Oakland	Connector Street
192	Street Infill Plan	Shadygrove to Dresser	Connector Street
193	Street Infill Plan	Loop to Inheritance	Connector Street
194	Street Infill Plan	Foresthills to Inheritance	Connector Street
195	Street Infill Plan	Woodburn to Oldfayetteville	Connector Street
196	Street Infill Plan	Lobben to Oldfayetteville	Connector Street
197	Street Infill Plan	Oldfayetteville to Platinum	Connector Street
198	Street Infill Plan	Perry to Oldfayetteville	Connector Street
199	Street Infill Plan	Wb&S to Manchester	Connector Street
200	Street Infill Plan	Wb&S to Northgate	Connector Street
201	Street Infill Plan	Platinum to Wb&S	Connector Street
202	Street Infill Plan	Murrill to Division	Connector Street
203	Street Infill Plan	Murrill to Blackmon	Connector Street
204	Street Infill Plan	Murrill to Playinum	Connector Street
205	Street Infill Plan	35R to Perry	Connector Street
206	Street Infill Plan	3Rd to Woodland	Connector Street
207	Street Infill Plan	3Rd to Village	Connector Street
208	Street Infill Plan	Village to 3Rd	Connector Street
209	Street Infill Plan	Shadygrove to Dresser	Connector Street
210	Street Infill Plan	Lyn to Shandy	Connector Street
211	Street Infill Plan	Lennon to Poe Ext	Connector Street
212	Street Infill Plan	Longleaf to Woodland	Connector Street
213	Street Infill Plan	Village to Woodland	Connector Street
214	Street Infill Plan	Woodland to Foresthills	Connector Street
215	Street Infill Plan	Foresthills to Shadygrove	Connector Street
216	Street Infill Plan	Dresser to Sarahchip	Connector Street
217	Street Infill Plan	Inheritance to Baldwin	Connector Street
218	Street Infill Plan	Thomasgarst Ext	Connector Street

IMP ID	Original Plan	Project	Improvement
219	Street Infill Plan	Carolina to Baldwin	Connector Street
220	Street Infill Plan	Baldwin to Morthgate	Connector Street
221	Street Infill Plan	Village to Delivery	Connector Street
222	Street Infill Plan	Baldwin to Northgate	Connector Street
223	Street Infill Plan	Baldwin to Northgate	Connector Street
224	Street Infill Plan	Manchester to Preston	Connector Street
225	Street Infill Plan	Oak to Kingmoore	Connector Street
226	Street Infill Plan	Kingmoore to Hollis	Connector Street
227	Street Infill Plan	Morris to Murrill	Connector Street
228	Street Infill Plan	Oak to Kingmoore	Connector Street
229	Street Infill Plan	Kingmoore to Hollis	Connector Street
230	Street Infill Plan	Hollis to Murrill	Connector Street
231	Street Infill Plan	Oak to Kingmoore	Connector Street
232	Street Infill Plan	Kingmoore to Hollis	Connector Street
233	Street Infill Plan	Hollis to Murrill	Connector Street
234	Street Infill Plan	Division to Northgate	Connector Street
235	Street Infill Plan	Platinum to \Wb&S	Connector Street
236	Street Infill Plan	Townhall to Oldfayetteville	Connector Street
237	Street Infill Plan	Oldfayetteville to Wbs	Connector Street
238	Street Infill Plan	Village to Woodburn	Connector Street
239	Street Infill Plan	Oakland to Snavassa	Connector Street
240	Street Infill Plan	St Kitts Ext	Connector Street
241	Street Infill Plan	Pinnacle Pt to Sleepy Oak Ln	Connector Street
242	Street Infill Plan	Myrtlecreek to Kaytodd	Connector Street
243	Street Infill Plan	Townelake to Brunswickforest	Connector Street
244	Street Infill Plan	Kingsbridge to Ocean	Connector Street
245	Street Infill Plan	Collins to Kingbridge	Connector Street
246	Street Infill Plan	Eastowne to Bentonbrown	Connector Street
247	Street Infill Plan	Gregory to Magnoliavillage	Connector Street
248	Street Infill Plan	Windingtrail to Gregory	Connector Street
249	Street Infill Plan	Silvermaple to Windingtrail Ext	Connector Street
250	Street Infill Plan	Windingtrail to Gregory	Connector Street

IMP ID	Original Plan	Project	Improvement
251	Street Infill Plan	Windingtrail to Woodwind	Connector Street
252	Street Infill Plan	Windlake to Oldregent	Connector Street
253	Street Infill Plan	Oldregent to Oldewaterford	Connector Street
254	Street Infill Plan	Davidson to Andrewjackson	Connector Street
255	Street Infill Plan	Oldfayetteville to Oak	Connector Street
256	Street Infill Plan	Kingmoore Ext	Connector Street
257	Street Infill Plan	Hollis Ext	Connector Street
258	Street Infill Plan	Murrill Ext	Connector Street
259	Street Infill Plan	Oceangate to Talmage	Connector Street
260	Street Infill Plan	Oceangate plaza to Ploof	Connector Street
261	Street Infill Plan	Oceangateplaza to Ploof ext	Connector Street
262	Street Infill Plan	Birchcreek to Nightharbor	Connector Street
263	Street Infill Plan	Hewittburton to Ext	Connector Street
264	Street Infill Plan	Emberwood to River	Connector Street
265	Street Infill Plan	Glendale to Lindenwood	Connector Street
266	Street Infill Plan	Pickett to Trailpines	Connector Street
267	Street Infill Plan	Timber to Grandifloria	Connector Street
268	Street Infill Plan	Andrew Jackson to Windlake	Connector Street
269	Street Infill Plan	Winding Trail to Gregory	Connector Street
270	Street Infill Plan	Grandflora to Collins	Connector Street
271	Street Infill Plan	Brunswick Village to Kaytodd	Connector Street
272	Street Infill Plan	Nightharbor to Ploof	Connector Street
273	Street Infill Plan	Ploof to Ploof Ext	Connector Street
274	Street Infill Plan	Poe to Faircloth Ext	Connector Street
275	Street Infill Plan	Poe to Faircloth Ext	Connector Street
276	Street Infill Plan	Poe to Faircloth Ext	Connector Street
277	Street Infill Plan	Townsend Easement to	Connector Street
278	Street Infill Plan	Appleton to Apple	Connector Street
279	Street Infill Plan	Apple to Graham	Connector Street
280	Street Infill Plan	Graham to Anita	Connector Street
281	Street Infill Plan	Anita to Cypress Cove Park	Connector Street
282	Street Infill Plan	Oakmont Ct	Connector Street

IMP ID	Original Plan	Project	Improvement
283	Street Infill Plan	Lennon Ln	Connector Street
284	Street Infill Plan	Village to Platinum	Connector Street
285	Street Infill Plan	Platinum to Blackmon	Connector Street
286	Street Infill Plan	Blackmon to Division	Connector Street
287	Street Infill Plan	Village to Hollis	Connector Street
288	Street Infill Plan	Us17 to Brunswick Village	Connector Street
289	2050 MTP	Brunswick Nature Park Connector	Shared Use Path
290	2050 MTP	S Navassa Rd MUP	Shared Use Path
291	2050 MTP	Fairview Rd Sidewalk	Shared Use Path
292	2050 MTP	Village Rd MUP Phase 1	Shared Use Path
293	2050 MTP	Village Rd MUP Phase 2	Shared Use Path
294	2050 MTP	Lanvale Rd MUP	Shared Use Path
295	2050 MTP	Wayne St to Royal St Connector	Shared Use Path
296	2050 MTP	Tradeway Dr	Shared Use Path
297	2050 MTP	Village Rd/Old Fayetteville Rd Pedestrian Improvements	Intersection Improvements
298	2050 MTP	Old Fayetteville Rd Pedestrian Crossing	Intersection Improvements
299	2050 MTP	Basin St Extension (Old Fayetteville Rd/Village Rd Connection)	Connector Street
300	2050 MTP	US 17/NC 133 Connection	Connector Street
301	2050 MTP	US 17/Hwy 87 Connection	Connector Street
302	2050 MTP	Village Rd Streetscape	Roadway Improvements
303	2050 MTP	NC 133/River Rd SE Widening	Roadway Improvements
304	2050 MTP	Old Fayetteville Road Interchange at US 74/76 Interchange	New Interchange
305	2050 MTP	Village Rd/Lanvale Rd/Fletcher Rd Intersection Improvements	Intersection Improvements
306	2050 MTP	Village Rd/Lincoln Rd Intersection Improvements	Intersection Improvements

Appendix D
Policy Review Memorandum

TO: Leland Staff
FROM: RS&H
DATE: 8/21/24
SUBJECT: Leland Integrated Mobility Plan - Policy Assessment Memorandum

This memorandum summarizes the Town of Leland's municipal code for land development and related policy and identifies recommended policies in recent plans associated with land use changes and areas of focus. The intent of the policy assessment is to help with the scoring and prioritization of project recommendations within the Integrated Mobility Plan.

Key Takeaways

After a review of the Town municipal code and recent plans, it is recommended that the following key takeaways be considered when developing project prioritization criteria and weighting:

1. The Town places a high priority on connectivity – between developments, neighborhoods, trails, environmental resources and recreational opportunities (open spaces), transit systems, and streets. Any project that improves connectivity should be given higher priority.

2. The Town places a high priority on the creation of a connected green network. Priority should be given to greenway projects, especially greenway projects that extend or join to existing or programmed greenway facilities.

3. The Town is dedicated to preserving the natural environment and areas of environmental concern. Projects in low-risk areas outside of environmentally sensitive areas should be given higher priority.

4. There is a strong desire by the Military Ocean Terminal Sunny Point (MOTSU) to limit development surrounding the Leland rail corridor while improving mobility to access the base. Priority should be given to projects outside of the rail corridor buffer, unless the project eliminates an at-grade road crossing or a project that would mitigate or eliminate flooding issues along the highway access routes to the base. Those projects should be given high priority.

5. The Town places a high priority on complete streets and multimodal access. Projects with multimodal accommodations, projects that fill gaps in the network, or projects that improve the condition of existing infrastructure should be given high priority.

6. The Town has identified transit ready and trail ready nodes. Priority should be given to projects within these nodes.

7. The Town's Pedestrian Plan identifies priority projects. These projects should be given high priority.

8. Focus areas are identified in some town plans including the Gateway Infill Plan and the Green Network Master Plan. Priority should be given to projects within these focus areas.

Municipal Code Review

The Leland Code of Ordinances was reviewed as a part of the Policy Assessment. A high-level summary of key components is included below:

Subdivision Regulations

- Design standards
  - Proposed subdivisions must comply with adopted plans
  - Block length (400' – 1800')
- Streets and connections
  - Connection requirements
  - Access to adjacent properties
- Multimodal design provisions
- Recreation and open space (both active and passive) requirements
- Discourages through traffic on residential local and collector streets

Zoning Regulations

- Have design requirements when sidewalks are constructed, but do not have sidewalk requirements; may be required by Planning Board, encourages "walkways" to attractions
- Have PUD District that offers greater flexibility
- No bike lane requirements

FlexCode

- Can build walkable, mixed-use development by right in Leland Gateway District
- Focused on creating a place-appropriate look and feel more than regulating particular building uses
- Have the option to use the FlexCode to redevelop outside of the Gateway if its more than 20 contiguous acres

CAMA Areas of Environmental Concern (AEC)

- 4 AECs in Leland
  - Coastal Wetlands
  - Estuarine Waters – Brunswick River
  - Public Trust Areas
  - Coastal Shorelines
    - Estuarine shoreline – Brunswick River
    - Public trust shoreline – Town Creek, Mallory Creek, Jackeys Creek, Sturgeon Creek

Environment, Floods, and Stormwater

- Flood damage prevention ordinance
- Floodplain administrator and floodplain development standards
- Water quality design standards
- Require a floodplain development permit prior to the commencement of any development activities within special flood hazard areas
- Require an elevation certificate prior to the start of any new construction
- Have provisions for flood hazard reduction in all special flood hazard areas
- Have stormwater ordinance and stormwater control measures
- 50-foot-wide vegetative buffer for new development activities and a 30-foot-wide vegetative buffer for redevelopment activities is required along all perennial or intermittent surface waters

State Policies

The following state policy is relevant to the Policy Assessment.

NCDOT Complete Streets Policy

NCDOT implemented a Complete Streets policy in 2019 that applies statewide. This policy directs the department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this approach include:

- Making it easier for travelers to get where they need to go;
- Encouraging the use of alternative forms of transportation;
- Building more sustainable communities;
- Increasing connectivity between neighborhoods, street, and transit systems;
- Improving safety for pedestrians, cyclists, and motorists.

Plan Review – Recommended Land Use Changes or Areas of Focus

The Policy Assessment included a review of recommended policies in recent plans. A summary of those policies from the various plans is provided below.

Military Ocean Terminal Sunny Point (MOTSU) Joint Land Use Study (JLUS)

The plan includes recommendations in the following categories:

- Coordination
- Land Use
- Public Safety
- Transportation
- Pleasure Island ESCZ – not applicable

Coordination

The Coordination recommendations are concentrated around strengthening communication and coordination between the MOTSU and local jurisdictions.

Applicable recommendations include:

- Incorporate military-related plan policies into comprehensive plan/ land use plan (in background section, general land use policies/coordination, and/or limitations on land use to encourage/require compatibility with MOTSU)
- Adopt formal regulations which prohibit land uses incompatible with military operations at MOTSU
- Adopt a formal mechanism for coordinating with MOTSU on land use matters, tall structures, and siting of wind energy facilities
- Work with other local governments and MOTSU to establish an enduring regional organization to serve as a forum and advocacy group for joint civil-military relations between MOTSU and its host communities.
- Adopt policies through the land use ordinances to require notification of statutorily required actions (as well as any local modifications) within 5 miles of the MOTSU rail corridor and interchange yard.
- Consider adopting policies to expand the types of actions / decisions that are covered by notice to MOTSU within the 5-mile notification areas due to lack of clarity / relevance in the military land use notification statutes

- Invite MOTSU representatives to participate on steering / advisory committees for local comprehensive / land use planning projects, and MOTSU staff should participate in meetings of those committees.

Land Use

Land Use recommendations pertinent to Leland are focused on compatibility along the rail corridor.

Applicable recommendations include:

- Consider implementing zoning regulations along the MOTSU – Leland rail corridor and around the interchange yard to limit the density and intensity of residential development and restrict uses that are incompatible with the potential need to evacuate in case of an emergency situation.
- Update the comprehensive plan to include relevant information, policies, and land use guidance related to MOTSU and the JLUS.
- Update the land use ordinance to explicitly reference the statutory military land use notification requirements (as well as any locally adopted expansions of notice requirements).
- Ensure the CAMA Land Use Plan is consistent with MOTSU's mission with regard to its ongoing activities in areas of environmental concern.
- Consider the adoption of policies requiring that any response or analysis provided by MOTSU regarding the compatibility of a proposed land use action be provided to the governing board as part of the staff report for that item.
- Develop additional zoning / subdivision standards to provide for enhanced safety and security in areas immediately adjacent to the rail corridor. Examples could include requirements for establishing berms, fencing, or similar development standards in areas of potential public safety concern.
- Monitor planning efforts for the NC State Port property south of MOTSU and seek to work collaboratively with the NCSPA on its plans for the future of the site.
- Invite MOTSU staff to participate in Technical Review Committee meetings where items of potential concern to the installation will be discussed.
- Consider adopting regulations in the subdivision ordinances to require plat notations indicating proximity to MOTSU, its rail corridor and interchange yard, as well as require preliminary subdivision plats and site plans to indicate their distance to those facilities when submitted for review to ensure that developers (and future purchasers) are aware of the potential hazards and associated risk

Public Safety

Public safety recommendations are focused on protecting the public.

Applicable recommendations include:

- Continue participation in mutual aid agreements and joint exercises with law enforcement, fire, and other emergency response agencies.
- Coordinate with MOTSU and local emergency response/management agencies to develop, and regularly review and update, contingency plans for evacuation measures for rail, truck, and facility related incidents.
- Continue to work towards agreements on concurrent law enforcement jurisdiction on the rail corridor as the Army continues to pursue efforts to acquire fee simple ownership of the corridor.

Transportation

Transportation recommendations are focused on mobility along the rail corridor and access to the base.

- Explore opportunities for the elimination of at-grade road crossings of the MOTSU rail line and work toward sealing the rail corridor between MOTSU and Leland (to the extent practical).
- Continue working with NCDOT to mitigate and eliminate flooding issues along the highway access routes to MOTSU to ensure continuous access to the installation.

Leland 2045 Plan

The plan includes six themes:

- Highly valued and protected natural and cultural resources
- Livable, diverse, and connected neighborhoods that accommodate growth
- A resilient and stable economy
- An inclusive, supported, healthy, safe, and educated community
- Infrastructure that supports community life
- An active participant in a cooperative region

Areas of focus within these themes include:

Highly valued and protected natural and cultural resources

- Create and connect a green network
- Create a plan to conserve land
- Improve resiliency

- Concentrate development in low-risk areas
- Promote environmentally friendly development and operations practices

Livable, diverse, and connected neighborhoods that accommodate growth

- Target growth where there is existing, planned, or programmed infrastructure to support it
- Promote development patterns that support safe, effective, and multi-modal transportation options, including auto, pedestrian, bicycle, and transit
- Promote a mix of uses in a walkable pattern
- Promote use of the FlexCode
- Improve connectivity (transit ready nodes, trail ready nodes, connectivity between developments)
- Mitigate flood risk

A resilient and stable economy

- Diversify the tax base
- Attract business and workforce
- Locate jobs nearer to where people live

An inclusive, supported, healthy, safe, and educated community

- Make health and wellness a priority
- Promote walking and biking for both exercise and commuting
- Coordinate on future school sitings and future land purchases
- Locate schools near residential areas
- Support mixed housing types and price points
- Reduce social vulnerabilities
- Ensure safe multimodal access to desired destinations

Infrastructure that supports community life

- Improve connectivity
    - Update relevant plans
    - Adopt a Complete Streets Policy
    - Add development requirements
    - Explore innovative links (consider wildlife)
    - Expand alternative mode infrastructure (transit, greenways)

- Adopt land use regulations that encourage internal trip capture and promote development whose location and density are suitable to support public transit and other alternative modes of transportation.
- Introduce environmentally responsible utilities and infrastructure

An active participant in a cooperative region

- Improve regional coordination associated with growth, open space connectivity, trail connectivity and economic development

Town of Leland Pedestrian Plan

The Town's Pedestrian Plan includes the following program recommendations:

- Get involved in the Watch for Me NC campaign.
- Develop a communication campaign that includes "one-stop" website that houses all pedestrian- and bicycle-related information and promotions.
- Create a Leland Walk and Bike Map to reflect the most current public pedestrian and bicycle infrastructure in town, with a list of suggestions for self-guided walks and bike rides around town, and recommended routes.
- Develop a customized wayfinding program that includes directional signage to destinations, such as Town Hall and Westgate Nature Park.
- Implement a "20's Plenty" campaign to lower residential speeds to 20 MPH.
- Partner with Active Routes to School/Safe Routes to School to begin planning for a Safe Routes to School program.
- Form a Bicycle and Pedestrian Advisory Committee or designate a representative to serve on the WMPO Bike/Ped Committee.
- Coordinate annual meetings with key project partners, YMCA, Chamber of Commerce, and school district to implement plan.
- Combine resources and efforts with surrounding municipalities, regional entities, and stakeholders
    - Communicate and coordinate and regional projects and partner for joint-funding opportunities
    - Participate in the formulation of regional transportation plans
- Participate in training for pedestrian facility design.
- Incorporate pedestrian recommendations from this Plan into future updates to the CTP and into future project design plans.
- Improve existing bike/ped programs and launch new programs (like a media campaign to educate motorists, bicyclists, and pedestrians and a "20s Plenty" campaign")

- Maintain existing sidewalks, crosswalks, and shoulders and address crosswalks that are missing.
- Coordinate with Public Works on all upcoming roadway reconstruction or resurfacing/restriping projects.
- Establish sidewalk and crosswalk maintenance program.
- Provide enforcement and education training for police officers.
- Develop a long-term funding strategy for pedestrian facility construction.
- Adopt a Complete Streets Policy.
- Seek designation as a Walk-Friendly Community.
- Amend development regulations and town policies to require specified pedestrian elements for all developments and have policies in place for right-of-way dedication/ acquisition and facility construction as part of subdivision review and approval. For example, developers could set aside land for trails whenever a development proposal overlaps with proposed routes, as adopted.
    - Ensure effective review of all pedestrian elements of proposed developments takes place
    - Revise local policies to address the needs of pedestrians (i.e. revise language to allow for public access for trail users by right on all new sewer and utility easements)
- Develop an access management policy.
- Develop pedestrian facility specifications.
- Establish a monitoring program to monitor facility conditions and safety, obtain usage information, and celebrate accomplishments.
- Coordinate with neighboring municipalities to explore the possibility of providing funding for a regional full-time Multi-Modal Transportation Coordinator.
- Complete Priority Projects discussed in Chapter 3
    - Baldwin, Lee, and Live Oak Drive Sidewalk to Brunswick River Access
    - Navassa Road Multi-Use Path
    - US 17 Pedestrian Crossing
    - Ocean Gate Plaza and West Gate Drive Multi-Use Path
    - South Leland Trail
    - Southeast Leland Trail Concept
- Update Pedestrian Plan

Comprehensive Bicycle Plan

Goals

- Safety
- Public Awareness
- Connectivity, Coordination, and Continuity
- Quality of Life
- Maintenance and Implementation

Categories of Recommendations

- Programs
- Policies
- Facilities

Policy recommendations

- Integrate accommodations for cyclists into all new development and roadway planning, design, and construction projects
- Adopt design standards for bicycle facilities in Chapter 22 of the Town’s code
- Develop a roadway design manual
- Consider the unique scenic vistas available for viewing when developing new bike facilities
- Establish bicycle parking standards for new developments in the land development code
- Implement a plan to provide end-of-trip facilities
- Require greenway or sidewalk connections between cul-de-sac termini and nearby roadways and developments
- Require developments located in the vicinity of a planned greenway to set aside land for the development of the greenway or a connection to the greenway
- Encourage mixed-use, pedestrian-oriented developments
- Allow alleys for vehicular and service access in pedestrian-oriented residential developments

Green Network Master Plan

Key Themes and Goal

- Key theme: navigating the influx of development while preserving and maintaining the environmental integrity of the surrounding area
- Support proactive, responsible, and sustainable planning by promoting the connectivity of residents and visitors of Leland to nearby environmental resources and recreational opportunities within the planning area
- Shared goal: To protect and maintain the health and ecological function of the Town's natural resources that are fundamental to the lifestyle, economy, well-being, and resilience of the community.

Guiding Principles

- We value our unique and complex natural environment as a source of life, recreation, economy, culture, and sense of place.
- Our natural environment supports and defines the location of our built environment and is essential to our economy and way of life.
- Our development is done in balance with preserving our natural systems.
- We leverage environmental preservation and conservation to build resiliency and hazard mitigation.
- We take efforts to preserve our critical natural environments so that future generations can enjoy them.
- We promote safe and sensitive access to our open spaces and waterways.
- We value our cultural history and respectfully promote it whenever we can.
- We value walkable and bikeable connections between neighborhoods to promote a sense of community and belonging.
- Our neighborhoods have accessible parks, open spaces, and places to gather, which provides a place of neighborhood identity.
- We support the growth of environmentally friendly infrastructure that protects our air, water, comfort, and landscape.

Community Priorities Regarding Areas Best Suitable for Protection

- Hydrological soil groups
- Storm surge
- Natural areas
- Flood hazard zones
- Wetlands

- Biodiversity and wildlife habitat
- Vacant and undeveloped parcels that are in environmentally sensitive areas, protected or conservation areas, areas unsuitable for development and recreational points of interest should be proactively identified to be part of the Green Network
- Preserve tree canopy
- Weave into the green network areas that have been designated and recorded as passive and active open spaces and utility easements

Objectives Tied to Themes/Opportunities in the Leland 2024 Plan

Highly Valued and Protected Natural and Cultural Resources Theme Opportunities 1, 3, 4, 5, 6

- Consider designating areas of environmental importance, such as the floodplain, as areas that have unique development standards that protect the natural environment they are within or adjacent to.
- Consider development forms that are more resilient to environmental hazards, while accommodating future growth.
- Create a plan to put more land in conservation through open space requirements based on a regularly updated land / environmental suitability analysis.
- Consider open space requirements for all development types based on best practices.
- Incentivize land purchases and development restrictions in flood-prone areas for open space preservation.
- Create a strategic and prioritized open space acquisition plan that targets lands that will aid in resiliency planning and mitigation efforts.
- Implement use of green building and Low Impact Development (LID) techniques for new home, commercial, and institutional developments.
- Explore design standards and innovative road construction techniques to link wildlife habitat and preserve wetlands.
- Develop a masterplan for a Green Network that will connect existing and proposed conservation areas, neighborhoods, riparian corridors, and sensitive natural environments.
- Create requirements for developments to connect open spaces designated on the Green Network plan through their projects where feasible.
- Coordinate park plans, future land use plans, zoning, conservation plans, scenic corridor plans, and greenway plans with environmental systems mapping to create a consolidated green network plan that expands green/open space connectivity.

- Create plans for water access, blueways, and greenways in coordination with the Green Network plan.

Livable, Diverse, and Connected Neighborhoods that Accommodate Growth Theme Opportunities 1 and 4.

- Create policies to limit growth or reduce impact of development in 100- year and 500-year flood plains.
- Use the Environmental Composite Framework, created in this Comprehensive Plan, that designates areas of environmental importance, such as the floodplain, wetlands, critical habitat, etc. to craft development standards that protect the natural environment and to review all development and land use proposals for their compatibility with the natural environment.
- Use regulatory tools such as lower-density zoning, conservation-based planning, LID standards, open space set-a-side requirements and buffers, and natural resource protection standards, as the primary tools to protect areas of environmental importance.
- Consider the use of “Node Types” that define mixed-use nodes and centers of varying scales located along major roadways and the Green Network.

Infrastructure that Supports Community Life Theme Opportunity 2

- Plan for Trail Ready Nodes along the Green Network.

Focus Areas

- US Highways 74/76
    - Promote job creation while discouraging heavy industrial uses
    - Provide for a variety of housing types
    - Preserve environmentally sensitive open spaces, natural drainage ways, and floodplains within a connected corridor that also provides opportunities for multipurpose trail connectivity; design trails to be on edge of natural areas
    - Encourage 200’ wide stream buffers on each side of stream
    - Encourage Conservation Communities on projects that are adjacent to protected natural areas
- Cameron/Goodman
    - Locate village centers along Highway 17
    - Locate higher densities, mixed uses, parks, schools, gathering areas and community services within mixed-use nodes that range from neighborhood nodes to village nodes.

    - Encourage higher density development next to existing infrastructure to reduce development pressure in more sensitive natural areas.
    - Preserve environmentally sensitive open spaces, natural drainage ways, and floodplains within a connected corridor that also provides opportunities for multipurpose trail connectivity; design trails to be on edge of natural areas
    - Reduce mass grading and clear-cutting activities in developed areas, especially adjacent to floodplains (500 – year, ideally).
    - Encourage Conservation Design on projects that are adjacent to protected natural areas so that these natural areas are buffered.
    - Prohibit non-native and invasive plants for landscaping
    - Buffer floodplain from impacts of adjacent developed land uses
    - 300’ buffer around protected natural areas
    - Limit/restrict infrastructure in floodplains
- Gateway District
    - Proponent of a code that emphasizes standards and parameters for form with predictable physical outcomes
    - Smart Growth approach – encourage mix of building types and uses, diverse housing options, walkable development
    - Encourage higher density development next to existing infrastructure to reduce development pressure in more sensitive natural areas.
    - Promote and conserve an interconnected street network and pedestrian-scaled blocks.
    - Pursue conservation easements to prioritize permanent protection of bordering NHNAs
    - 300’ buffer around protected natural areas
    - Limit/restrict development and all infrastructure in floodplains
    - Encourage or require conservation communities in areas adjacent to NHNAs
- NC Highway 87 South
    - Encourage development that maintains a habitat network of large natural areas connected with wide wildlife corridors
    - Maintain 150’ to 300’ of connected, native forest greenways, with up to 1,000’ in priority areas, riparian buffers of 300’ to 600’ on either side of streams, and 150’ to 600’ of native, forested buffers around small wetlands where possible

Open Space Framework

- Connect protected areas using proposed trail network
- Link natural areas and gathering places

- Create a connected town – connect to Cape Fear River, regional trails, proposed Gullah Geechee Heritage Trail for active transportation and recreation
- Develop neighborhood nature nodes in areas near NHNAs
- Adopt regulations and ordinances to advance green growth principles

Connecting Northern Brunswick County Collector Street Plan

- Guiding Statements
    - Connectivity & Continuity
    - Constructability & Implementation
    - Economic Development
    - Multimodal Connectivity
    - Public Awareness & Education
    - Quality of Life
    - Safety
- Create choice and foster connectivity through a recommended collector street network
- Performance Measures
    - External Road Connections
        - At least 1 connection up to 90 DU; min of 2 connections greater than 90 Dus
    - Connecting with Adjoining Property
        - Provide a minimum of one (1) street stub-connection for every 500 linear feet of property on any side of a development parcel.
    - Gated Communities
        - Support interconnectivity for emergency management, evacuation purposes, and bicycle & pedestrian connectivity.
    - Multimodal Design Provisions
        - Provide pedestrian accommodations along both sides of all collector and neighborhood collector streets as well as all neighborhood streets that connect to adjoining property and ensure that the streets are designed as bicycle friendly streets.
    - Traffic Calming
        - Design collector streets so that travel speeds are appropriate for their context (25mph-30mph) within neighborhoods.

Note: The Street Infill Plan and Gateway Infill Plan did not have any policy recommendations.

Appendix E

Transportation Systems Analysis Mapping

Transportation Systems Analysis Mapping

The IMP development process ensured a comprehensive look at the existing conditions of the study area and the express priorities of the community through previously adopted plans, like those described in the Plan Review and Policy Assessment section, and concerns represented by the Leland IMP Focus Group. The project team organized concerns into key categories for use throughout the IMP development process. Those were:

- Safety
- Equity
- Multimodal Comfort
- Connectivity
- Roadway and Congestion Improvement
- Environmental Resiliency

Understanding the Safety, Equity, Multimodal Comfort, and Connectivity categories was integral to the Transportation Systems Analysis process and the eventual project scoring and prioritization. The figures below represent a visual representation of these categories and their use as evaluation criteria.

- Figure 1 represents Safety in the form of reported vehicle crashes between 2019 and 2023. These crashes were used to develop the High Injury Network (HIN) as part of the Town of Leland Safety Action Plan.
- Figure 2 represents Equity as measured using North Carolina Department of Transportation's Transportation Disadvantaged Index (TDI), which identifies areas with higher levels of social and economic vulnerability. The higher the number, or deeper shade of purple, the higher disadvantaged the population is compared to the other North Carolina communities.
- Figure 3 and Figure 4 demonstrate Multimodal comfort considering Bike Level of Traffic Stress (Bike LTS), which rates how stressful roadways are for cyclists, and infrastructure for people walking and biking. When analyzing Bike LTS, the higher the number, the more stressful the roadway.
- Finally, Connectivity is shown on Figure 4 and Figure 5. While pedestrian infrastructure is an important factor in connectivity, so is the destination to key areas within the community. Project were rated higher if they were able to improve these connections and access to key destinations.

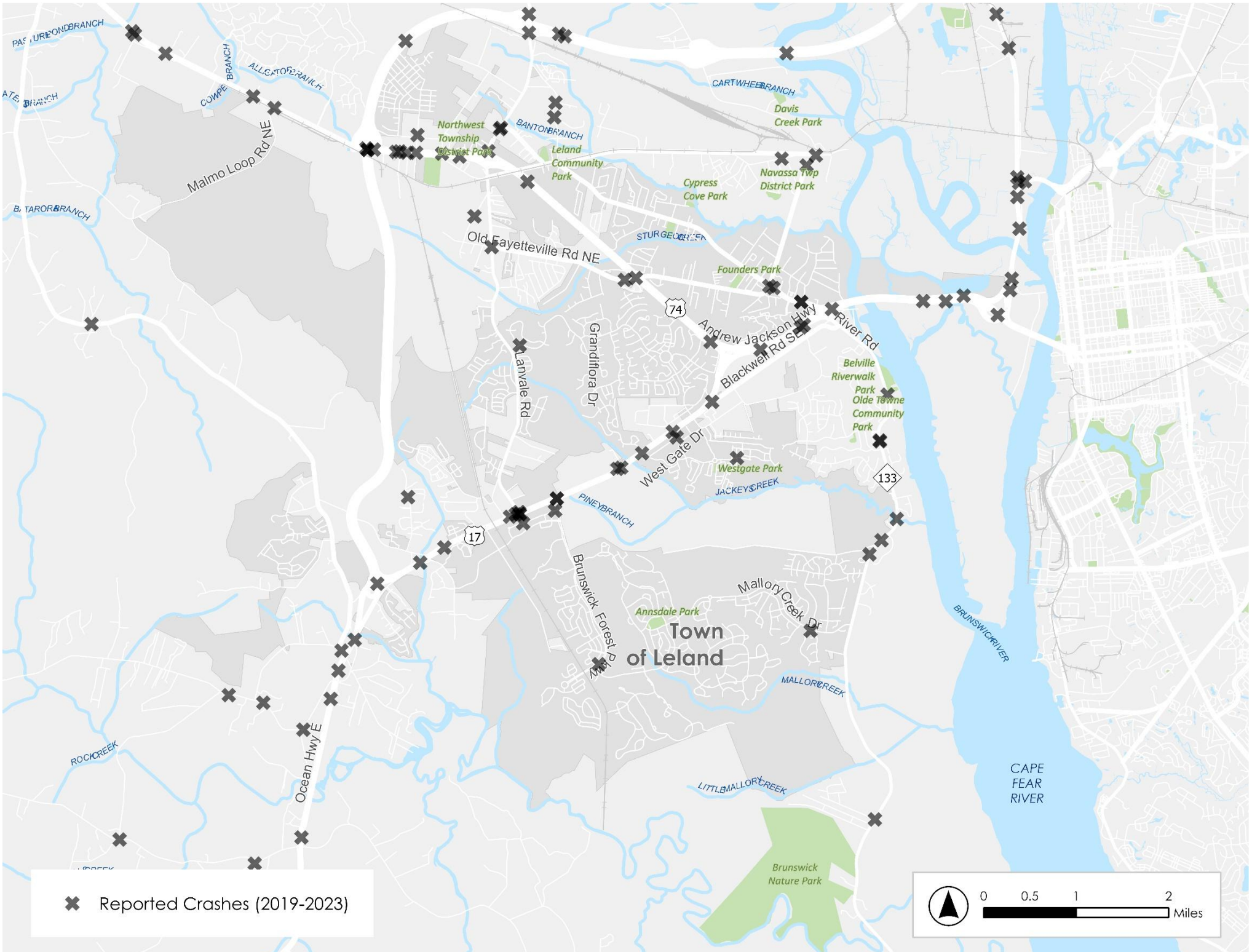


Figure 1: Reported Crashes between 2019 and 2023

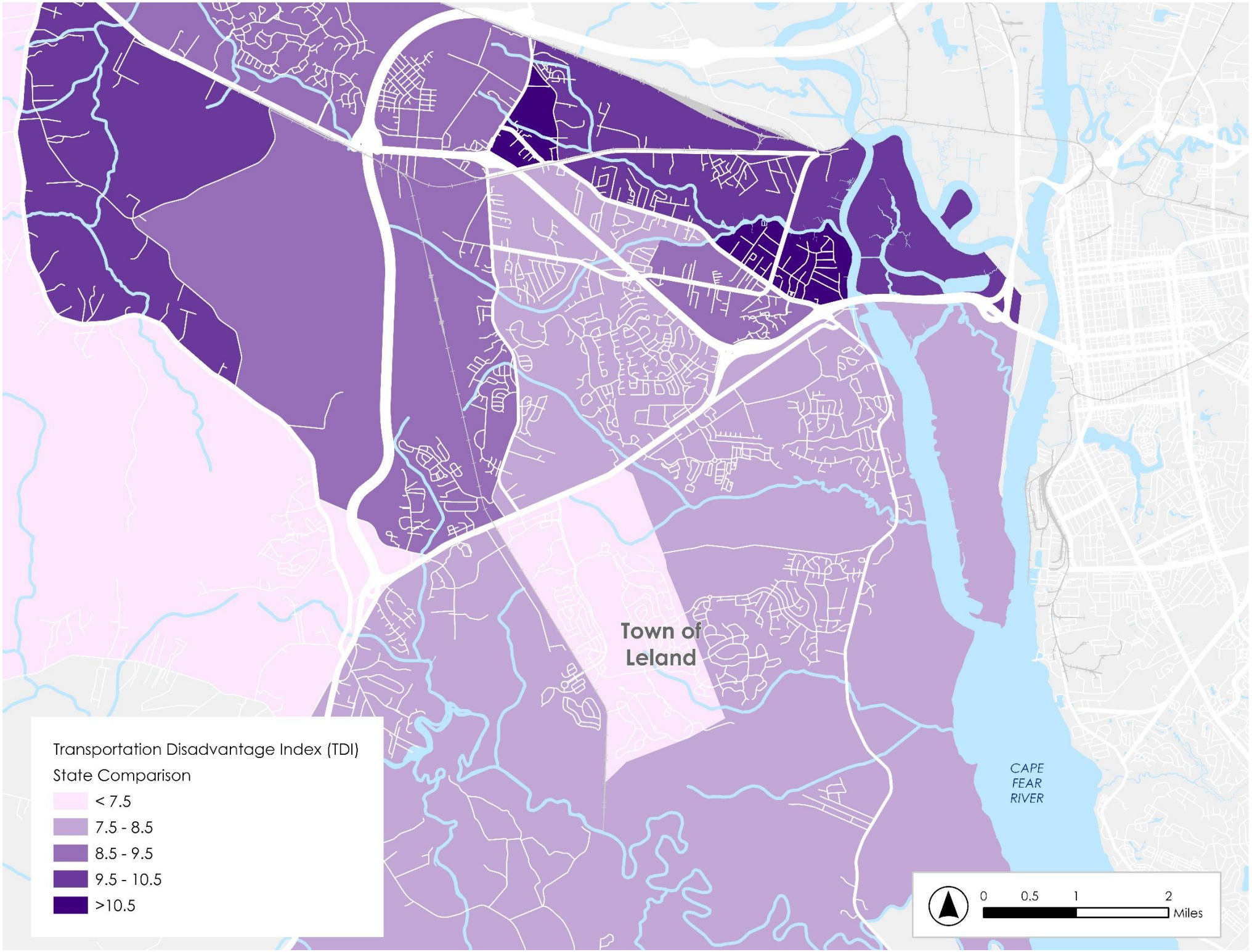


Figure 2: NCDOT's Transportation Disadvantage Index scoring

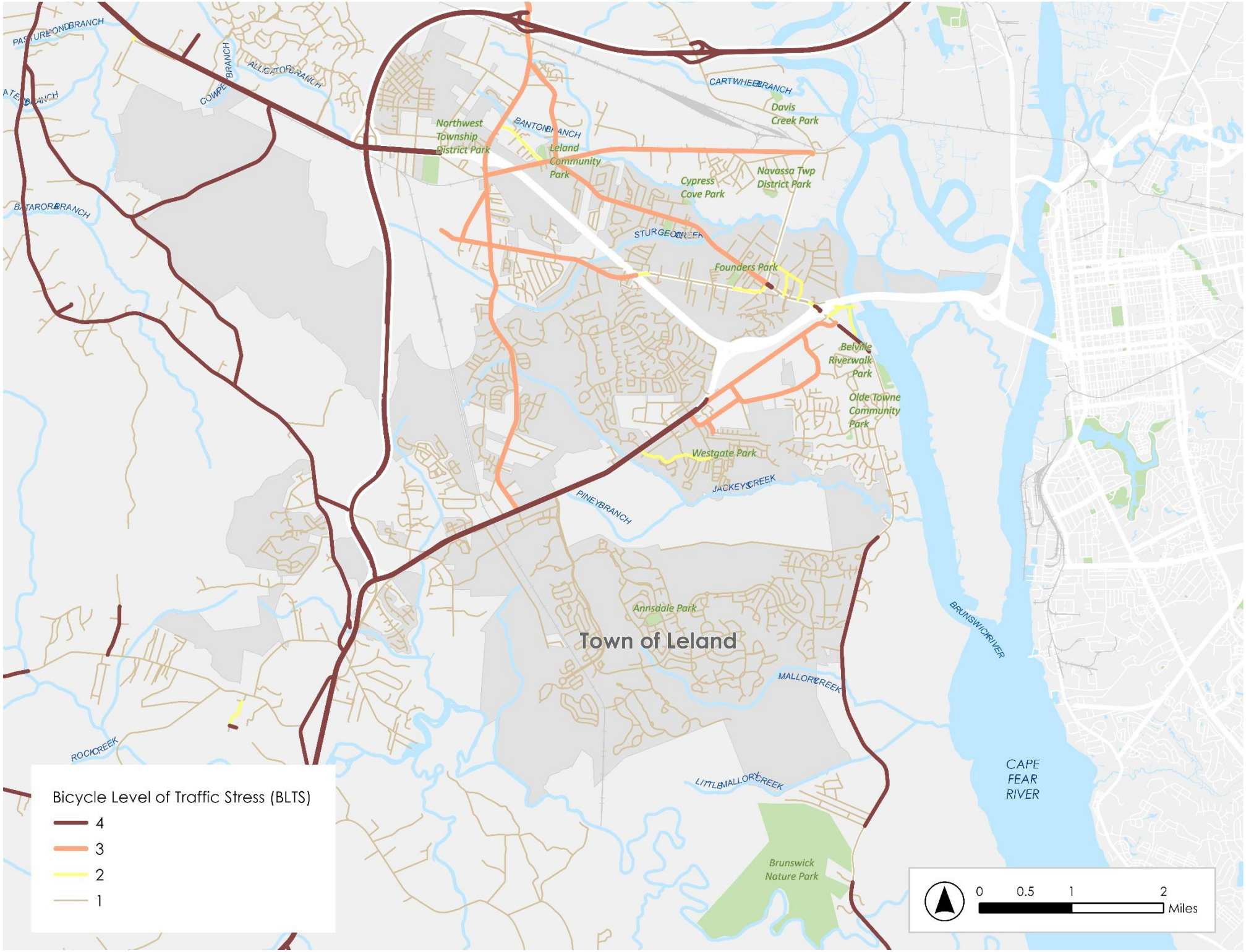


Figure 3: Bicycle Level of Traffic Stress

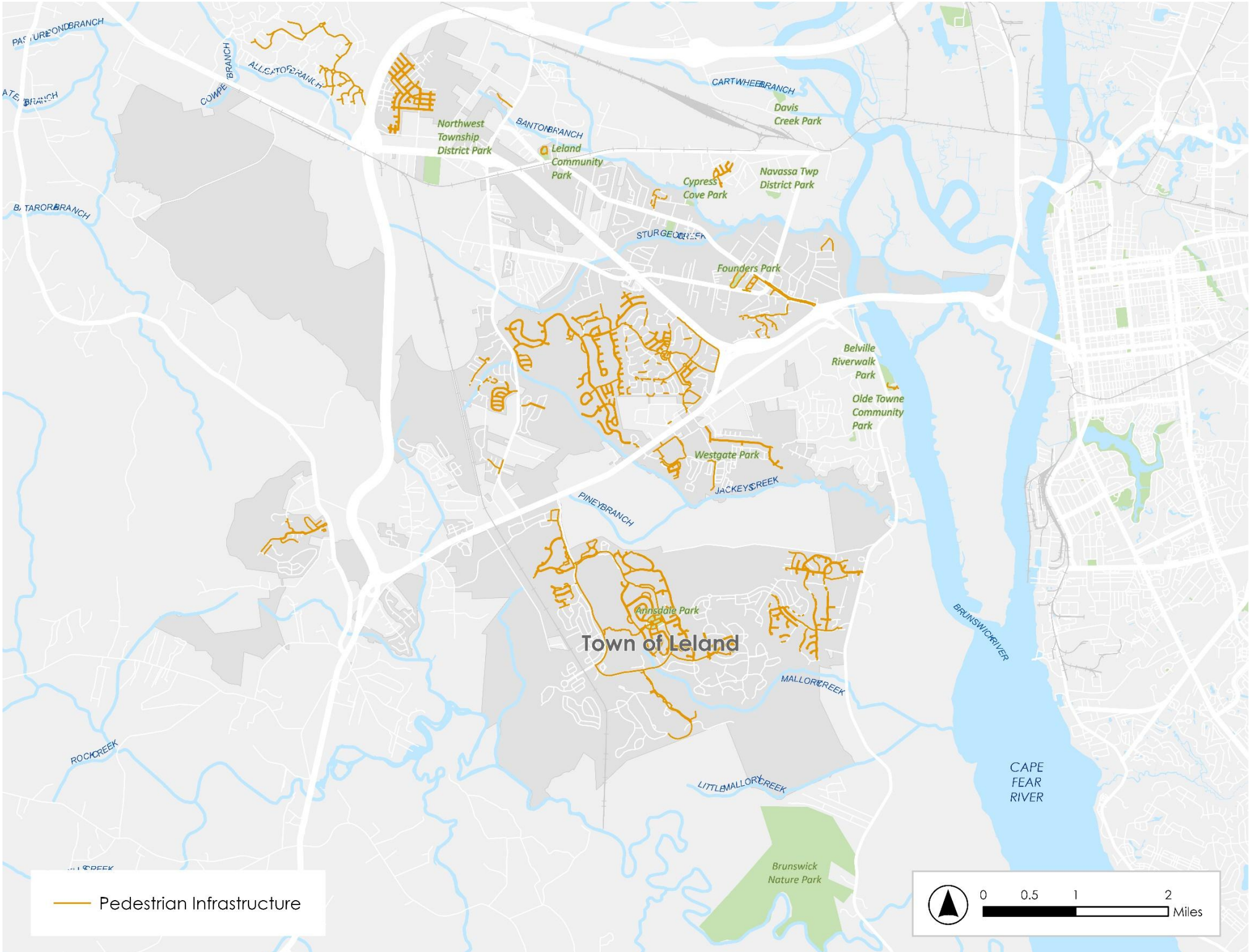


Figure 4: Existing Sidewalks and Multi-Use Paths

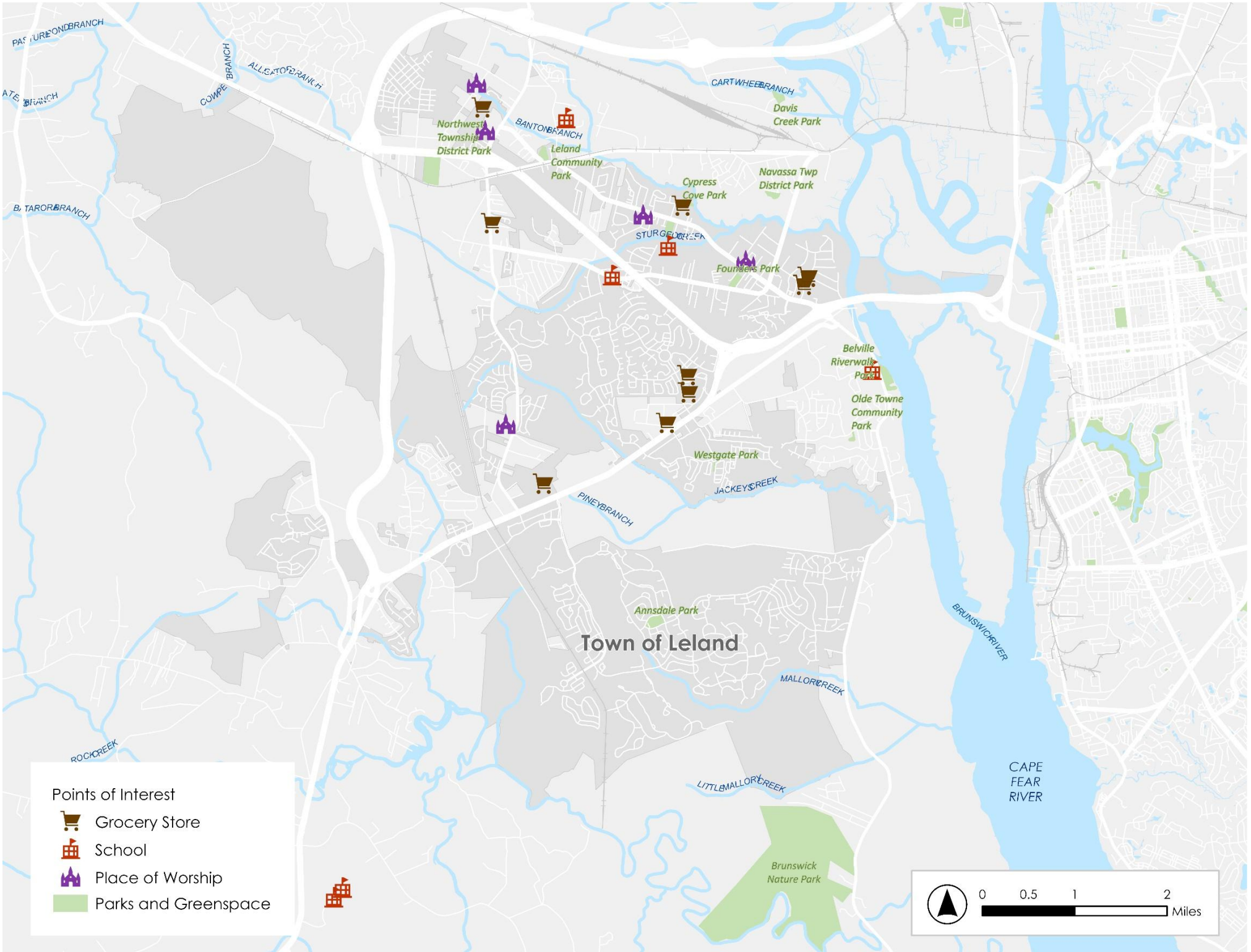


Figure 5: Points of Interest

Appendix F
Draft Alternatives List

Project Scoring

Once the IMP development team filtered out low priority projects, the team scored every remaining project IMP project based on the 13 criteria described in Table 1 below.

Table 2 shows the final project scoring per criterion and the total summed score per project.

Table 1: Project Evaluation Criteria

Category	Evaluation Criteria	Description	Scoring Range	Potential Score
Safety	High Injury Network (HIN)	Is the project on an HIN Corridor?	Yes or No	Yes = 4 No = 0
Equity	Transportation Disadvantaged Index (TDI)	What is the State-Equivalent TDI Score and how does it compare to the rest of the IMP Study Area?	Scaled based on relative TDI Score	< 8.5 = 0 8.5 to 9 = 1 9 to 9.5 = 2 9.5 to 10 = 3 > 10 = 4
Multimodal Comfort	Bike Level of Traffic Stress	What is the highest (most-uncomfortable) BikeLTS within the project's extents?	BLTS 1 to BLTS 4	BLTS 1 = 1 BLTS 2 = 2 BLTS 3 = 3 BLTS 4 = 4
Multimodal Comfort	Multi-Use Path	Is the project a Multi-Use Path?	Yes or No	Yes = 4 No = 0
Multimodal Comfort	Multimodal	Is the project non-car oriented or associated with more than one mode of travel (bike, ped, rail)?	Yes or No	Yes = 4 No = 0
Connectivity	Principal Arterial and Collector Roads	Does the project provide new connectivity to two or more roadways classed arterial or collector?	Yes or No	Yes = 4 No = 0
Connectivity	Points of Interest	Number of community resources/activity centers within 0.25 miles (School, Place of Worship, Grocery Store, & Park)?	Count of Locations	No nearby POIs = 0 1 nearby POIs = 1 2 nearby POIs = 2 3 nearby POIs = 3 4 nearby POIs = 4
Connectivity	Rail Corridor	Is the project along the Leland Rail Corridor? Or, does it eliminate at-grade rail crossing?	Yes, No, or it eliminates at grade crossing	Yes = 0 No = 2

				Eliminates at grade crossing = 4
Connectivity	Gateway	Is the project within, or connect to, the Gateway District?	Yes or No	Yes = 4 No = 0
Roadway and Congestion Improvement	Congestion	Is the project on a high congestion road (US 17, Lanvale Road, River Road)?	Yes or No	Yes = 4 No = 0
Roadway and Congestion Improvement	Roadway Improvement	Does the project improve existing infrastructure?	Yes or No	Yes = 4 No = 0
Environmental Resiliency	Fills Gaps	Does the project create new connections between existing infrastructure?	Yes or No	Yes = 4 No = 0
Environmental Resiliency	Flood Risk	Does the project repair a bridge or create a new roadway alignment?	Yes or No	Yes = 4 No = 0

Table 2: Final Project Scoring

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
23	4	4	2	3	0	2	4	2	4	4	4	0	4	***37***
24	0	4	4	1	0	0	0	2	4	4	0	0	4	***23***
25	4	4	2	3	0	2	4	2	4	4	4	0	4	***37***
28	4	4	0	1	0	0	4	2	4	4	0	0	0	***23***
29	4	4	0	1	0	1	4	2	4	4	0	0	0	***24***
31	0	4	4	2	0	2	4	2	4	4	0	0	0	***26***
33	0	4	1	1	0	1	4	2	4	4	0	0	0	***21***
34	0	4	1	1	0	1	0	2	4	4	0	0	0	***17***
35	4	4	1	2	4	2	4	2	4	4	0	0	0	***31***
37	0	4	2	1	0	1	0	2	4	4	0	0	4	***22***
38	4	4	2	2	4	1	4	2	4	4	0	0	0	***31***
40	4	4	3	3	0	2	4	2	4	4	4	0	0	***34***
42	0	4	1	2	0	0	0	2	4	4	4	0	0	***21***
43	0	4	1	2	0	0	0	2	4	4	0	0	0	***17***
45	0	4	1	1	0	1	4	2	4	4	0	0	0	***21***
48	0	4	4	1	0	2	0	2	4	4	0	0	4	***25***
54	0	4	4	1	0	2	0	2	4	4	0	0	4	***25***
56	0	4	3	1	0	3	4	2	4	4	4	0	0	***29***
57	0	4	4	1	0	1	0	2	4	4	0	0	4	***24***
58	4	4	1	4	0	1	4	2	4	4	4	4	0	***36***
59	4	4	3	1	0	1	4	0	4	0	4	0	0	***25***
61	0	4	3	1	0	0	4	2	4	4	0	0	0	***22***
62	0	4	1	2	0	0	4	2	4	0	4	0	0	***21***
63	0	4	1	1	0	0	4	2	4	4	0	0	0	***20***
66	0	4	0	1	0	0	4	2	4	4	0	0	0	***19***
67	0	4	0	1	0	0	4	2	4	4	0	0	0	***19***
69	0	4	1	1	0	0	4	2	4	4	0	0	0	***20***
146	4	4	2	2	4	3	0	2	0	0	4	0	4	***29***
163	0	4	3	1	0	0	4	2	4	4	0	4	0	***26***

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
164	0	4	3	1	0	0	0	2	4	4	0	4	0	***22***
169	0	4	0	1	0	0	4	2	4	4	0	4	0	***23***
170	0	4	2	1	0	2	0	2	4	4	0	4	0	***23***
171	0	4	3	1	0	4	0	2	4	4	0	4	0	***26***
173	0	4	0	1	0	2	0	2	4	4	0	4	0	***21***
174	0	4	0	1	0	2	0	2	4	4	0	4	0	***21***
175	0	4	0	1	0	3	0	2	4	4	0	4	0	***22***
176	4	4	3	1	0	3	0	2	4	4	0	4	0	***29***
178	0	4	4	1	0	2	0	2	4	4	0	4	4	***29***
179	0	4	4	1	0	2	0	2	4	4	0	4	4	***29***
180	0	4	2	1	0	2	0	2	4	4	0	4	4	***27***
181	0	4	2	1	0	2	0	2	4	4	0	4	4	***27***
182	0	4	2	1	0	1	0	2	4	4	0	4	4	***26***
184	0	4	2	1	0	2	0	2	4	4	0	4	4	***27***
185	0	4	4	1	0	0	0	2	4	4	0	4	4	***27***
188	0	4	4	1	0	2	0	2	4	4	0	4	4	***29***
195	0	4	4	1	4	2	0	2	4	4	0	4	4	***33***
197	0	4	2	1	0	1	0	2	4	4	0	4	4	***26***
203	0	4	2	1	0	1	0	2	4	4	0	4	0	***22***
204	0	4	2	1	0	1	0	2	4	4	0	4	4	***26***
205	0	4	2	1	0	2	0	2	4	4	0	4	4	***27***
208	0	4	4	1	0	1	0	2	4	4	0	4	4	***28***
209	0	4	4	1	0	2	0	2	4	4	0	4	4	***29***
211	0	4	0	1	0	3	0	2	4	4	0	4	0	***22***
212	0	4	4	1	0	0	0	2	4	4	0	4	0	***23***
219	0	4	2	1	0	1	0	2	4	4	0	4	4	***26***
225	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***
226	0	4	2	1	0	1	0	2	4	4	0	4	0	***22***
227	0	4	2	1	0	1	0	2	4	4	0	4	0	***22***
228	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
229	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***
230	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***
237	0	4	2	1	0	2	0	2	4	4	0	4	4	***27***
241	0	4	1	1	0	0	0	2	4	4	0	4	0	***20***
243	0	4	0	1	0	0	4	2	4	4	0	4	0	***23***
244	0	4	1	1	0	1	4	2	4	4	0	4	0	***25***
245	0	4	1	1	0	1	4	2	4	4	0	4	0	***25***
252	0	4	1	1	0	2	0	2	4	4	0	4	0	***22***
256	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***
257	0	4	2	1	0	1	0	2	4	4	0	4	0	***22***
258	0	4	2	1	0	0	0	2	4	4	0	4	0	***21***
262	0	4	0	1	0	1	0	2	4	4	0	4	0	***20***
263	0	4	1	1	0	0	0	2	4	4	0	4	0	***20***
265	0	4	1	1	0	1	0	2	4	4	0	4	0	***21***
266	0	4	1	1	0	1	4	2	4	4	0	4	0	***25***
267	0	4	1	1	0	0	0	2	4	4	0	4	0	***20***
270	0	4	1	1	0	0	4	2	4	4	0	4	0	***24***
274	0	4	0	1	0	2	0	2	4	4	0	4	0	***21***
275	0	4	0	1	0	3	0	2	4	4	0	4	0	***22***
276	0	4	0	1	0	2	0	2	4	4	0	4	0	***21***
277	0	4	4	1	0	0	0	2	4	4	0	4	4	***27***
278	0	4	3	1	0	3	0	2	4	4	0	4	0	***25***
279	0	4	3	1	0	3	0	2	4	4	0	4	0	***25***
280	0	4	3	1	0	3	0	2	4	4	0	4	0	***25***
281	0	4	3	1	0	3	0	2	4	4	0	4	0	***25***
283	0	4	3	1	0	4	0	2	4	4	0	4	0	***26***
284	0	4	2	1	0	1	4	2	4	4	4	0	4	***30***
287	0	4	2	1	0	1	0	2	4	4	0	4	4	***26***
289	0	4	1	1	0	1	4	2	4	4	0	0	0	***21***
290	0	4	4	2	4	0	4	2	4	4	0	0	4	***32***

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
291	0	4	4	1	0	2	0	2	4	4	0	0	4	***25***
292	4	4	2	3	4	4	4	2	4	4	0	0	4	***39***
293	4	4	4	3	4	4	4	2	4	4	0	0	0	***37***
294	4	4	4	3	4	3	4	2	4	4	4	4	0	***44***
296	0	4	0	1	0	1	4	2	4	4	0	0	0	***20***
297	4	4	4	3	0	0	4	2	4	4	4	0	4	***37***
298	4	4	2	2	0	2	4	2	4	4	4	0	4	***36***
300	0	4	1	1	0	0	4	2	4	4	0	4	0	***24***
301	0	4	3	1	0	1	4	0	4	4	0	4	0	***25***
302	4	4	4	3	4	4	4	2	4	4	4	0	4	***45***
303	0	4	1	3	4	3	4	2	4	4	4	4	0	***37***
305	4	4	1	3	4	0	4	2	4	4	4	0	0	***34***
306	4	4	3	2	0	1	4	2	4	0	4	0	0	***28***
316	0	4	0	1	0	1	4	2	4	4	0	4	0	***24***
317	0	4	3	1	0	0	4	2	4	4	0	0	0	***22***
321	0	4	4	1	0	0	4	2	4	4	0	0	4	***27***
323	0	4	4	1	4	0	4	2	4	4	0	0	0	***27***
325	0	4	3	1	0	3	4	2	4	4	4	0	0	***29***
326	0	4	2	1	0	0	4	2	4	4	4	0	0	***25***
327	0	4	3	4	0	1	4	2	4	4	4	0	0	***30***
328	4	4	4	1	4	3	4	2	4	4	0	0	0	***34***
329	0	4	2	1	0	2	4	2	4	4	0	4	0	***27***
330	0	4	4	2	0	0	4	2	4	4	0	0	4	***28***
331	0	4	4	1	0	2	4	2	4	4	0	0	4	***29***
333	0	4	4	3	0	2	4	2	4	4	0	4	4	***35***
334	4	4	4	3	4	2	4	2	4	4	4	0	0	***39***
335	0	4	0	4	0	0	4	2	4	4	4	4	0	***30***
336	4	4	0	4	0	0	4	2	4	4	4	4	0	***34***
337	4	4	3	4	0	0	4	2	4	4	4	4	0	***37***
338	4	4	3	4	0	0	4	2	4	4	4	4	0	***37***

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
339	4	4	3	4	0	0	4	2	4	4	4	4	0	***37***
340	4	4	1	4	0	0	4	2	4	4	4	4	0	***35***
341	4	4	1	4	0	1	4	2	4	4	4	4	0	***36***
342	4	4	1	4	0	1	4	2	4	4	4	4	0	***36***
343	4	4	1	4	0	0	4	2	4	4	4	4	0	***35***
344	4	4	1	4	0	0	4	2	4	4	4	4	0	***35***
345	4	4	1	4	0	0	0	2	4	4	4	4	0	***31***
346	4	4	0	4	0	1	0	2	4	4	4	4	0	***31***
347	4	4	0	4	0	2	0	2	4	4	4	4	0	***32***
348	4	4	0	4	0	1	0	2	4	4	4	4	0	***31***
349	0	4	2	1	0	3	4	2	4	4	0	0	0	***24***
350	0	4	3	1	0	1	4	2	4	4	0	4	0	***27***
351	0	4	4	1	0	2	0	2	4	4	0	0	4	***25***
352	0	4	0	1	0	0	4	2	4	4	0	0	0	***19***
354	0	4	1	1	0	1	4	2	4	4	0	4	0	***25***
355	0	4	0	1	0	1	4	2	4	4	0	4	0	***24***
356	0	4	0	1	0	1	4	2	4	4	0	0	0	***20***
357	0	4	0	1	0	2	4	2	4	4	0	0	0	***21***
358	0	4	4	1	0	2	0	2	4	4	0	0	4	***25***
359	4	0	3	3	0	0	0	2	0	0	4	4	0	***20***
360	0	4	3	1	4	0	0	2	0	0	0	4	0	***18***
361	0	4	0	1	0	1	0	2	4	4	4	0	0	***20***
362	0	4	1	1	0	0	4	2	4	4	4	0	0	***24***
363	0	4	1	1	0	0	4	2	4	4	0	4	0	***24***
364	0	4	1	3	4	1	4	2	4	4	4	4	0	***35***
365	0	4	3	1	0	0	4	0	4	0	4	0	0	***20***
366	0	4	3	3	4	0	4	2	4	4	4	0	0	***32***
367	0	4	4	1	0	0	4	2	4	4	4	0	0	***27***
368	0	4	3	2	0	0	0	2	4	4	4	0	0	***23***
369	4	4	2	2	0	1	4	2	4	0	4	0	4	***31***

IMP ID	High Injury Network (HIN)	Transportation Disadvantaged Index (TDI)	Bike Level of Traffic Stress	Multi-Use Path	Multimodal	Principal Arterial and Collector Roads	Points of Interest	Rail Corridor	Gateway	Congestion	Roadway Improvement	Fills Gaps	Flood Risk	*Total Score*
370	0	4	3	1	0	0	4	2	4	4	4	0	0	***26***

Appendix G
Draft Project Recommendations

Project Recommendations

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
23	**Pedestrian Plan (2016) / Leland Safety Action Plan**	**Village Rd / Baldwin Dr**	**Crossing Improvements**	**Road**	**High**	***37***
24	Pedestrian Plan (2016)	Loop Rd (S Navassa Road/Forest Hills Dr)	Sidewalk	Bike/Ped	Medium	*23*
25	**Pedestrian Plan (2016)**	**Village Rd / Forest Hills Dr**	**Crossing Improvements**	**Bike/Ped**	**High**	***37***
28	Pedestrian Plan (2016)	West Gate Dr (Ocean Gate Plaza/US-17)	Multi-Use Path	Bike/Ped	Medium	*23*
29	Pedestrian Plan (2016)	Ocean Gate Plaza (West Gate Dr/US-17)	Multi-Use Path	Bike/Ped	Medium	*24*
31	**Pedestrian Plan (2016)**	**Lincoln Rd (Playground Way/Post Office Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***26***
33	Pedestrian Plan (2016) / Leland IMP Focus Group	Pickett Rd MUP (Leland Middle School/Pickett Rd)	Multi-Use Path	Bike/Ped	Medium	*21*
34	Pedestrian Plan (2016)	Timber Ln, Ricefield Branch St, & Pickett Rd (Timber Ln terminus/Old Fayetteville Rd)	Sidewalk	Bike/Ped	Medium	*17*
35	**Pedestrian Plan (2016)**	**Old Fayetteville Rd (Lanvale Rd/Pickett Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***31***
37	Pedestrian Plan (2016)	WB and S Rd (Northgate Dr/Old Fayetteville Rd)	Sidewalk	Bike/Ped	Medium	*22*
38	**Pedestrian Plan (2016) / Leland Safety Action Plan**	**Old Fayetteville Road (Pickett Rd/Basin St)**	**Multi-Use Path**	**Bike/Ped**	**High**	***31***
40	**Pedestrian Plan (2016)**	**Village Rd / Appleton Way**	**Crossing Improvements**	**Bike/Ped**	**High**	***34***
42	Pedestrian Plan (2016)	Grandiflora Dr / Pine Harvest Dr	Crossing Improvements	Bike/Ped	Medium	*21*
43	Pedestrian Plan (2016)	Grandiflora Dr (Magnolia Village Way/US-17)	Sidewalk	Bike/Ped	Medium	*17*
45	Pedestrian Plan (2016) / Leland IMP Focus Group	Woodbend Ct MUP (Leland Middle School/Woodbend Ct)	Multi-Use Path	Bike/Ped	Medium	*21*
48	**Pedestrian Plan (2016)**	**Dixie Dr & Riverview Dr (Riverview Dr terminus/Fairview Rd)**	**Sidewalk**	**Bike/Ped**	**High**	***25***
54	**Pedestrian Plan (2016)**	**Lee Dr (Village Rd/Baldwin Dr)**	**Sidewalk**	**Bike/Ped**	**High**	***25***
56	**Pedestrian Plan (2016)**	**Graham Dr (Village Rd/Appleton Way)**	**Upgrade Roadway and Multi-Use Path**	**Road**	**High**	***29***
57	Pedestrian Plan (2016)	Lee Dr & Live Oak Dr (Shamrock Dr/Baldwin Dr)	Sidewalk	Bike/Ped	Medium	*24*

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
58	**Pedestrian Plan (2016)**	**US-17 / Gregory Rd**	**Crossing Improvements**	**Bike/Ped**	**High**	***36***
59	**Leland IMP Focus Group**	**Brunswick Village MUP (Hewett-Burton Rd/Brunswick Forest Pkwy)**	**Multi-Use Path**	**Bike/Ped**	**High**	***25***
61	Pedestrian Plan (2016)	Sturgeon Dr MUP (Mill Creek Loop/Sturgeon Dr)	Multi-Use Path	Bike/Ped	Medium	*22*
62	Pedestrian Plan (2016)	Hazel Branch Rd (Hewett-Burton Rd/US-17)	Multi-Use Path	Bike/Ped	Medium	*21*
63	Pedestrian Plan (2016)	Power Line Trail (Shelmore Way/Towne Lake Dr Ext)	Multi-Use Path	Bike/Ped	Medium	*20*
66	Pedestrian Plan (2016)	Jackeys Crossing (Mallory Creek Dr/Atkinson Trl)	Multi-Use Path	Bike/Ped	Medium	*19*
67	Pedestrian Plan (2016)	US-17 to NC-133 Connector to Atkinson Trl MUP (US-17 to River Rd Connector/Atkinson Trl)	Multi-Use Path	Bike/Ped	Medium	*19*
69	Pedestrian Plan (2016) / Leland IMP Focus Group	Kay Todd Rd (Brunswick Forest Pkwy/Brunswick Village Blvd)	Multi-Use Path	Bike/Ped	Medium	*20*
146	**NCDOT SPOT 6.0 / Leland Safety Action Plan**	**Old Fayetteville Rd (Village Rd/Basin St)**	**Upgrade Roadway**	**Road**	**High**	***29***
163	**Pedestrian Plan (2016) / Street Infill Plan**	**Sturgeon Dr Extension (Holly Hills Dr/Sturgeon Dr)**	**New Roadway and Multi-Use Path**	**Road**	**High**	***26***
164	Street Infill Plan	Oakmont Ct Extension (Village Rd/Sturgeon Dr)	New Roadway and Sidewalk	Road	Medium	*22*
169	2050 MTP / Street Infill Plan	Royal St Extension (Wayne St/Royal St)	New Roadway and Multi-Use Path	Road	Medium	*23*
170	2050 MTP / Street Infill Plan	Basin St to Poe St Ext Connector (Basin St/Poe St Ext)	New Roadway and Sidewalk	Road	Medium	*23*
171	**2050 MTP / Street Infill Plan**	**Village Rd to Poe St Ext Connector (Village Rd/Poe St Ext)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
173	Street Infill Plan	Kayak Crossing Trl Extension (Gardenview Ct/Kayak Crossing Trl terminus)	New Roadway and Sidewalk	Road	Medium	*21*
174	Street Infill Plan	Oldham Way Extension (Poe St Ext/Oldham Way terminus)	New Roadway and Sidewalk	Road	Medium	*21*
175	Street Infill Plan	Paddle Creek Pl Extension (Lennon Ln/Paddle Creek Pl terminus)	New Roadway and Sidewalk	Road	Medium	*22*
176	**Street Infill Plan / Leland IMP Focus Group**	**Appleton Way to Village Rd Connector (Appleton Way/Village Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***29***
178	**Street Infill Plan / Leland IMP Focus Group**	**Clairmont Way to Fairview Rd Connector (Clairmont Way/Fairview Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***29***

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
179	**Street Infill Plan**	**Clairmont Way (Thomas Garst Ln/Fairview Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***29***
180	**Street Infill Plan**	**Village Rd to Delivery Ln Ext Connector (Village Rd/Delivery Ln Ext)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
181	**Street Infill Plan**	**North Brunswick Shopping Center Dr (Northgate Dr/Village Rd to Delivery Ln Ext Connector)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
182	**Street Infill Plan**	**Delivery Ln Extension (Northgate Dr/Village Rd to Delivery Ln Ext Connector)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
184	**Street Infill Plan**	**Division Dr to Northgate Dr Connector (Division Dr/Northgate Dr)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
185	**Street Infill Plan**	**Thomas Garst Ln Extension (Riverview Dr/Thomas Garst Ln terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
188	**Street Infill Plan**	**Willetts Ln (S Navassa Rd /Townsend Ln)**	**New Roadway and Sidewalk**	**Road**	**High**	***29***
195	**Street Infill Plan**	**Village Rd to Old Fayetteville Rd Connector (Village Rd/Old Fayetteville Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***33***
197	**Street Infill Plan**	**Ale Ave Extension (Division Dr to Northgate Dr Connector/Ale Ave terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
203	Street Infill Plan	Blackmon Dr Extension (Murrill Ln/Blackmon Dr terminus)	New Roadway and Sidewalk	Road	Medium	*22*
204	**Street Infill Plan**	**Platinum Way Extension (Murrill Ln/Platinum Way terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
205	**Street Infill Plan**	**3rd St Extension (Perry Ave/3rd St terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
208	**Street Infill Plan / Leland IMP Focus Group**	**Hill Ln Extension (Village Rd/Hill Ln terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***28***
209	**Leland IMP Focus Group**	**Sara Chip Ln (Forest Hills Dr/S Navassa Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***29***
211	Street Infill Plan	Lennon Ln Extension (Paddle Creek Pl Extension/Lennon Ln terminus)	New Roadway and Sidewalk	Road	Medium	*22*
212	Street Infill Plan	Woodland Dr to Long Leaf Dr Connector (Woodland Dr/Long Leaf Dr)	New Roadway and Sidewalk	Road	Medium	*23*
219	**Street Infill Plan**	**Carolina Ave Extension (Northgate Dr/Carolina Ave)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
225	Street Infill Plan	King Moore Rd (Oak Ln/King Moore Rd to Hollis Ln Connector)	New Roadway and Sidewalk	Road	Medium	*21*
226	Street Infill Plan	King Moore Rd to Hollis Ln Connector (King Moore Rd/Hollis Ln)	New Roadway and Sidewalk	Road	Medium	*22*
227	Street Infill Plan	Hollis Ln to Murrill Ln Connector (Hollis Ln/Murrill Ln)	New Roadway and Sidewalk	Road	Medium	*22*
228	Street Infill Plan	Oak Ln Extension (King Moore Rd/Oak Ln terminus)	New Roadway and Sidewalk	Road	Medium	*21*
229	Street Infill Plan	Oak Ln Ext to Hollis Ln Ext Connector (Oak Ln Ext/Hollis Ln Ext)	New Roadway and Sidewalk	Road	Medium	*21*
230	Street Infill Plan	Hollis Ln Ext to Murrill Ln Connector (Hollis Ln Ext/Murrill Ln)	New Roadway and Sidewalk	Road	Medium	*21*
237	**Street Infill Plan**	**Old Fayetteville Rd to WB and S Rd Connector (Old Fayetteville Rd/WB and S Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
241	Street Infill Plan	Pinnacle Pt to Sleepy Oak Ln Connector (Pinnacle Pt/Sleepy Oak Ln)	New Roadway and Sidewalk	Road	Medium	*20*
243	Street Infill Plan / Leland IMP Focus Group	Towne Lake Dr Extension (Brunswick Forest Pkwy/Towne Lake Dr terminus)	New Roadway and Multi-Use Path	Road	Medium	*23*
244	Street Infill Plan	Kingsbridge Rd Extension (US-17/Kingsbridge Rd terminus)	New Roadway and Multi-Use Path	Road	Medium	*25*
245	**Street Infill Plan**	**Collins Way Extension (Kingsbridge Rd Ext/Collins Way)**	**New Roadway and Multi-Use Path**	**Road**	**High**	***25***
252	Street Infill Plan	Olde Regent Way Extension (Olde Waterford Way/Wind Lake Way)	New Roadway and Sidewalk	Road	Medium	*22*
256	Street Infill Plan	King Moore Rd Extension (King Moore Rd Ext terminus/King Moore Rd terminus)	New Roadway and Sidewalk	Road	Medium	*21*
257	Street Infill Plan	Hollis Ln Extension (Hollis Ln Ext terminus/Hollis Ln terminus)	New Roadway and Sidewalk	Road	Medium	*22*
258	Street Infill Plan	Murrill Ln Extension (Murrill Ln Ext terminus/Murrill Ln terminus)	New Roadway and Sidewalk	Road	Medium	*21*
262	Street Infill Plan	Birch Creek Ln Extension (Night Harbor Dr/Birch Creek Ln terminus)	New Roadway and Sidewalk	Road	Medium	*20*
263	Street Infill Plan	Hewett-Burton Rd Extension (Hewett-Burton Ext terminus/Hewett-Burton Rd terminus)	New Roadway and Sidewalk	Road	Medium	*20*
265	Street Infill Plan	Glendale Dr to Lindenwood Dr Connector (Glendale Dr/Lindenwood Dr)	New Roadway and Sidewalk	Road	Medium	*21*

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
266	Street Infill Plan / Pedestrian Plan (2016) / Leland IMP Focus Group	Pickett Rd to Trail Pines Ct Connector (Pickett Rd/Trail Pines Ct)	New Roadway and Multi-Use Path	Road	High	*25*
267	Street Infill Plan	Timber Ln to Grandiflora Dr Connector (Timber Ln/Grandiflora Dr)	New Roadway and Sidewalk	Road	Medium	*20*
270	Street Infill Plan	Grandiflora Dr to Collins Way Connector (Grandiflora Dr/Collins Way)	New Roadway and Multi-Use Path	Road	Medium	*24*
274	Street Infill Plan	Poe St Extension (Village Rd to Poe St Ext Connector/Lennon Ln Ext)	New Roadway and Sidewalk	Road	Medium	*21*
275	Street Infill Plan	Poe St Extension (Oldham Way Ext/Village Rd to Poe St Ext Connector)	New Roadway and Sidewalk	Road	Medium	*22*
276	Street Infill Plan	Poe St Extension (Oldham Way Ext/Poe St terminus)	New Roadway and Sidewalk	Road	Medium	*21*
277	**Street Infill Plan**	**Townsend Ln (Village Rd/Willetts Ln)**	**New Roadway and Sidewalk**	**Road**	**High**	***27***
278	**Street Infill Plan**	**Appleton Way (Appleton Way/Apple Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***25***
279	**Street Infill Plan**	**Appleton Way (Apple Rd/Graham Dr)**	**New Roadway and Sidewalk**	**Road**	**High**	***25***
280	**Street Infill Plan / Pedestrian Plan (2016)**	**Appleton Way (Graham Dr/Anaita Rd)**	**New Roadway and Sidewalk**	**Road**	**High**	***25***
281	**Street Infill Plan / Pedestrian Plan (2016)**	**Appleton Way (Anaita Rd/Cypress Cove Park)**	**New Roadway and Sidewalk**	**Road**	**High**	***25***
283	**Street Infill Plan**	**Lennon Ln (Village Rd/Terminus)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
284	**Street Infill Plan**	**Division Dr (Old Fayetteville Rd/Blackmon Dr)**	**Upgrade Roadway and Multi-Use Path**	**Road**	**High**	***30***
287	**Street Infill Plan**	**Hollis Ln (Old Fayetteville Rd/King Moore Rd to Hollis Ln Connector)**	**New Roadway and Sidewalk**	**Road**	**High**	***26***
289	2050 MTP / Pedestrian Plan (2016)	Brunswick Nature Park Connector (Rice Gate Way/River Rd)	Multi-Use Path	Bike/Ped	Medium	*21*
290	**2050 MTP / Pedestrian Plan (2016) / GGHT**	**S Navassa Rd (Village Rd/Leland town limits)**	**Multi-Use Path**	**Bike/Ped**	**High**	***32***
291	**2050 MTP / Pedestrian Plan (2016)**	**Fairview Rd (Baldwin Dr/Live Oak Dr)**	**Sidewalk**	**Bike/Ped**	**High**	***25***

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
292	**2050 MTP / NCDOT SPOT 6.0 / Pedestrian Plan (2016)**	**Village Rd (Graham Dr/Woodland Dr)**	**Multi-Use Path**	**Bike/Ped**	**High**	***39***
293	**2050 MTP / Pedestrian Plan (2016)**	**Village Rd (Lanvale Rd/Graham Dr)**	**Multi-Use Path**	**Bike/Ped**	**High**	***37***
294	**2050 MTP / Pedestrian Plan (2016) / Leland Safety Action Plan**	**Lanvale Rd (US-74 & 76/US-17)**	**Upgrade Roadway and Multi-Use Path**	**Road**	**High**	***44***
296	2050 MTP / Pedestrian Plan (2016)	Tradeway Dr (Night Harbor Dr/West Gate Dr)	Multi-Use Path	Bike/Ped	Medium	*20*
297	**2050 MTP / Pedestrian Plan (2016) / Leland Safety Action Plan**	**Village Rd / Old Fayetteville Rd**	**Intersection and Crossing Improvements**	**Road**	**High**	***37***
298	**2050 MTP**	**Old Fayetteville Rd / Town Hall Dr**	**Crossing Improvements**	**Bike/Ped**	**High**	***36***
300	2050 MTP	US-17 to River Rd Connector (US 17/River Rd)	New Roadway and Multi-Use Path	Road	Medium	*24*
301	2050 MTP	US-17 to Maco Rd Connector (US-17/Maco Rd)	New Roadway and Multi-Use Path	Road	Medium	*25*
302	**2050 MTP**	**Village Rd (Town Hall Dr/US-17)**	**Upgrade Roadway and Multi-Use Path**	**Road**	**High**	***45***
303	2050 MTP / NCDOT SPOT 7.0 / NCDOT STIP	River Rd (Blackwell Rd/Rabon Way)	Upgrade Roadway and Multi-Use Path	Road	Medium	*37*
305	**2050 MTP / Leland Safety Action Plan**	**Village Rd / Fletcher Rd**	**Intersection and Crossing Improvements**	**Road**	**High**	***34***
306	**2050 MTP / Leland IMP Focus Group**	**Village Rd / Lincoln Rd**	**Intersection Improvements**	**Road**	**High**	***28***
316	Leland IMP Focus Group	Jackeys Crossing Extension (Atkinson Trl/Westgate Nature Park)	New Roadway and Multi-Use Path	Road	Medium	*24*
317	Leland IMP Focus Group	Fletcher Rd (Landvale Rd/Fletcher Rd to Popular St Connector)	Multi-Use Path	Bike/Ped	Medium	*22*
321	**Leland IMP Focus Group**	**Live Oak Dr MUP (S Navassa Rd/Live Oak Dr terminus)**	**Multi-Use Path**	**Bike/Ped**	**High**	***27***
323	**Leland IMP Focus Group**	**Malmo Loop Rd (US-74/Maco Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***27***

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
325	Leland IMP Focus Group	Mercantile Dr (Fletcher Rd/Industrial Blvd)	Upgrade Roadway and Multi-Use Path	Road	High	*29*
326	Leland IMP Focus Group	Mercantile Dr to Enterprise Dr Connector (Mercantile Dr/Enterprise Dr)	Upgrade Roadway and Multi-Use Path	Road	High	*25*
327	Leland IMP Focus Group	US-74 / Mercantile Rd	Crossing Improvements	Bike/Ped	High	*30*
328	Leland IMP Focus Group	Leland School Rd (Village Rd/Mt Misery Rd)	Multi-Use Path	Bike/Ped	High	*34*
329	Leland IMP Focus Group	Pine Harbor Way Extension (Mercantile Dr/Terminus)	New Roadway and Multi-Use Path	Road	High	*27*
330	2050 MTP / Pedestrian Plan (2016) / GGHT	Sturgeon Creek MUP Crossing (/)	Multi-Use Path and Bridge	Bike/Ped	High	*28*
331	Gullah Geechee Heritage Trail	Baldwin Dr & Fairview Rd (S Navassa Rd/Village Rd)	Multi-Use Path	Bike/Ped	High	*29*
333	Gullah Geechee Heritage Trail	Village Rd (S Navassa Rd/Blackwell Rd)	Multi-Use Path	Bike/Ped	High	*35*
334	Leland Safety Action Plan	Mt Misery Rd (US-74 & 76/Old Mount Misery Rd)	Upgrade Roadway and Multi-Use Path	Road	High	*39*
335	Leland Safety Action Plan	US-17 / East of Goodman Rd	Intersection and Crossing Improvements	Bike/Ped	High	*30*
336	Leland Safety Action Plan	US-17 / Goodman Rd	Intersection and Crossing Improvements	Bike/Ped	High	*34*
337	Leland Safety Action Plan	US-17 / East of Knightbell Cir	Intersection and Crossing Improvements	Bike/Ped	High	*37*
338	Leland Safety Action Plan	US-17 / Knightbell Cir	Intersection and Crossing Improvements	Bike/Ped	High	*37*
339	Leland Safety Action Plan	US-17 / Carol Lynn Dr	Intersection and Crossing Improvements	Bike/Ped	High	*37*

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
340	**Leland Safety Action Plan**	**US-17 / East of Lanvale Rd**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***35***
341	**Leland Safety Action Plan**	**US-17 / West of Lanvale Rd**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***36***
342	**Leland Safety Action Plan**	**US-17 / Brunswick Forest Pkwy**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***36***
343	**Leland Safety Action Plan**	**US-17 / West of Brunswick Forest Pkwy**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***35***
344	**Leland Safety Action Plan**	**US-17 / East of Collins Way**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***35***
345	**Leland Safety Action Plan**	**US-17 / West of Collins Way**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***31***
346	**Leland Safety Action Plan**	**US-17 / West of Benton Brown Way**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***31***
347	**Leland Safety Action Plan**	**US-17 / West of Gregory Rd**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***32***
348	**Leland Safety Action Plan**	**US-17 / West of Olde Waterford Way**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***31***
349	Leland IMP Focus Group	Mercantile Dr to Mt Misery MUP (Mercantile Dr/Mt Misery Rd)	Multi-Use Path	Bike/Ped	Medium	*24*
350	**Leland IMP Focus Group**	**Fletcher Rd to Popular St Connector (Fletcher Rd/Popular St)**	**New Roadway and Multi-Use Path**	**Road**	**High**	***27***
351	**Pedestrian Plan (2016)**	**Forest Hills Dr (Village Rd/Loop Rd)**	**Sidewalk**	**Bike/Ped**	**High**	***25***
352	Leland IMP Focus Group	Elfin Ct MUP (US-17 to River Rd Connector/Elfin Ct terminus)	Multi-Use Path	Bike/Ped	Medium	*19*
354	**Leland IMP Focus Group**	**Lanvale Rd to Kingsbridge Ext Connector (Lanvale Rd/Kingsbridge Rd Ext)**	**New Roadway and Multi-Use Path**	**Road**	**High**	***25***

IMP ID	Original Plan	Project Location	Improvement	Project Type	Priority	Final Score
355	Leland IMP Focus Group	Future Street from Ocean Gate Plaza (/)	New Roadway and Multi-Use Path	Road	Medium	*24*
356	Leland IMP Focus Group	Royal St (Rampart St/Terminus)	Multi-Use Path	Bike/Ped	Medium	*20*
357	Leland IMP Focus Group	Wayne St (Village Rd/Terminus)	Multi-Use Path	Bike/Ped	Medium	*21*
358	**Leland IMP Focus Group**	**Fairview Rd (Baldwin Dr/Village Dr)**	**Sidewalk**	**Bike/Ped**	**High**	***25***
359	Leland IMP Focus Group	Lanvale Rd / Springstone Dr	New Roundabout	Road	Medium	*20*
360	Leland IMP Focus Group	US-40 / US 17 to Hwy 87 Connection	New Interchange	Road	Medium	*18*
361	Leland IMP Focus Group	W Gate Dr / East of Tradeway Dr	Crossing Improvements	Bike/Ped	Medium	*20*
362	Leland IMP Focus Group	Hewett-Burton Rd (Brunswick Village Blvd/Hazels Branch Rd)	Multi-Use Path	Bike/Ped	Medium	*24*
363	Leland IMP Focus Group	Collingwood Dr Extension (Wire Rd/River Rd)	New Roadway and Multi-Use Path	Road	Medium	*24*
364	**Leland IMP Focus Group**	**River Rd (Rabon Way/Wire Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***35***
365	Leland IMP Focus Group	Buckeye Rd (Highcroft Dr/Lanvale Rd)	Multi-Use Path	Bike/Ped	Medium	*20*
366	**Leland IMP Focus Group**	**Maco Rd (US-17/Colon Mintz Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***32***
367	**Leland IMP Focus Group**	**Colon Mintz Rd (Maco Rd/Malmo Loop Rd)**	**Multi-Use Path**	**Bike/Ped**	**High**	***27***
368	Leland IMP Focus Group	Grandiflora Dr (Lanvale Rd/US-17)	Bike Lane	Road	Medium	*23*
369	**Leland IMP Focus Group**	**Old Fayetteville Rd / Perry Ave**	**Intersection and Crossing Improvements**	**Bike/Ped**	**High**	***31***
370	**Leland IMP Focus Group**	**Old Lanvale Rd (Lanvale Rd/US-17)**	**Multi-Use Path**	**Bike/Ped**	**High**	***26***

Appendix H

Project Prioritization and Implementation Plan

Appendix H: Funding Strategies and Implementation Guidance

FUNDING OPPORTUNITIES

The recommended high-priority projects in the IMP are eligible projects for several federal, state, and local grant programs. Table 9: Federal and State Funding Opportunities for Recommended Projects cross references 69 of the 85 high-priority projects with potential federal and state funding sources. Details about the funding sources can be found in Table 10: Funding Sources. As described in the executive summary, the grant programs can have slightly different priorities and focus areas such as multi-modal, safety, recreation, large-scale projects, bridge projects, and/or resiliency projects. Table 9 at the end of the Appendix cross-references 69 of the 85 high-priority projects with potential funding sources. The next table, Table 10 provides details about each funding source.

FEDERAL FUNDING FOR TRANSPORTATION PROJECTS: 2025 UPDATE

All grant programs are competitive and projects will need to score well and meet the priorities of the program. The 2024 election brought in new administration with new funding priorities. This section focuses on what we know about those priorities and how to plan for them and consider the most-competitive projects for potential grant applications.

Early 2025 Federal Legislative Decisions

The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden on November 15, 2021. Commonly known as the Bipartisan Infrastructure Law (BIL), it provides funding to the Department of Transportation to improve roadways and bridges, freight projects, public transportation, safety, and it addresses climate change.

The Inflation Reduction Act (IRA) was passed by Congress and signed into law by President Biden on August 16, 2022. The IRA provides funding for transportation projects through grants, loans, and incentives with a focus on combating climate change.

In January and February 2025 President Trump signed a series of Executive Orders (EOs) that impact priorities and funding of the IIJA and IRA. The US Department of Transportation (USDOT) has been tasked with rescinding, canceling and revoking all orders, rules, funding agreements and policies that reference topics such as climate change; greenhouse gas (GHG) emissions; racial equity; gender identity; Diversity, Equity, and Inclusion (DEI) goals; environmental justice; and/or the Justice40 Initiative (Justice40 aims to direct 40% of federal investments in communities determined to be disadvantaged by the Climate and Environmental Justice Screening Tool (CEJST)). While many of President Trump's EOs are facing litigation challenges, and others will require congressional approval prior to full implementation, the EOs nevertheless signal the intention and direction of the Trump administration. The EOs and department orders to note are:

- EO 14148 – Initial Recissions of Harmful Executive Orders: This EO rescinds 78 Biden EOs, including EO 14052 (Implementation of the Infrastructure Investment and Jobs Act); EO 14082 (Implementation of the Energy and Infrastructure Provisions of the Inflation Reduction Act); EO 13990 (Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and EO 14008 (Tackling the Climate Crisis at Home and Abroad).
- EO 14154 – Unleashing American Energy: This EO pauses disbursement of funds appropriated through the IIJA and IRA. It also rescinds the National Environmental Policy Act (NEPA) which significantly impacts the environmental review portion of the project delivery phase.

- USDOT Oder - Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities: This departmental order reflects a shift to traditional cost-benefit approach with an economic efficiency focus rather than a broader social or environmental consideration. The cost-benefit approach will apply to all grantmaking, lending, policymaking, and rulemaking decisions.

How To Plan for the New Administration's Transportation Priorities

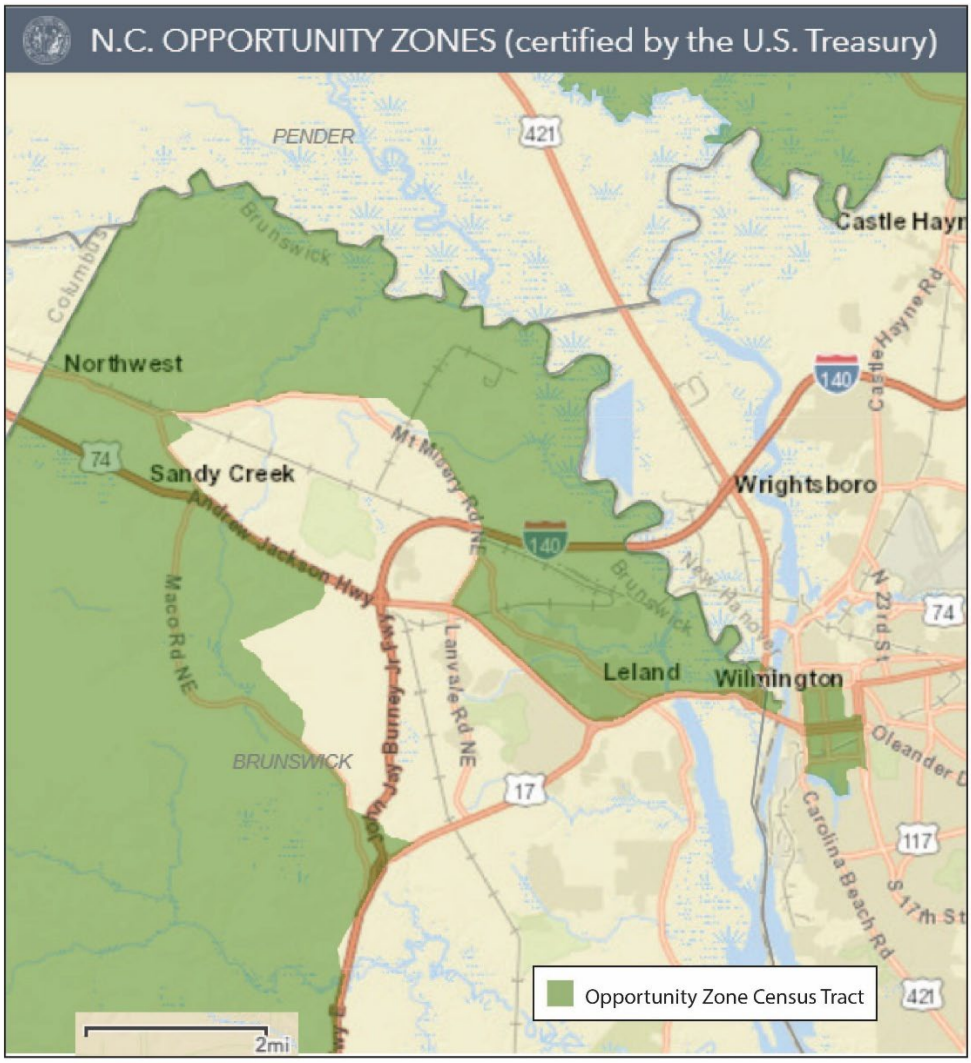
As of April 2025, many of President Trump's EOs are in litigation. Fine details about federally funded grant programs are unknown (except for a few electric vehicle/infrastructure programs that have been eliminated). However, the intent and priorities of federal funds for transportation projects can be understood. Funding will be prioritized for the following communities/projects:

- Those that are in a designated Opportunity Zone;
- Those in Census tracts with higher marriage and birth rates compared to the national average;
- Those with a stronger financial commitment/local match;
- Those that include or implement user-pay revenue models (gas tax, tolls, vehicle related fees, etc.);
- Those that yield significant economic development benefits;
- Those that don't include equity considerations/data;
- Those that aren't driven and justified by environmental benefits, climate change, or GHG emissions

Appendix H includes information about federal, state, and local funding opportunities for the transportation infrastructure projects recommended in this plan. Please note that as of April 2025, there is not yet a clear indicator of which federally funded programs will continue, and which will not. It is likely that several programs will continue, but the evaluation criteria may be modified.

OPPORTUNITY ZONES

Federal funding will be prioritized in Opportunity Zones. Opportunity Zones are economically distressed communities, defined by individual census tract, nominated by America's governors, and certified by the U.S. Secretary of the Treasury via his delegation of that authority to the Internal Revenue Service. Under certain conditions, new investments in Opportunity Zones may be eligible for preferential tax treatment. There are 8,764 Opportunity Zones in the United States, 252 are in North Carolina. Many have experienced a lack of investment for decades. The Opportunity Zones initiative is not a top-down government program from Washington but an incentive to spur private and public investment in America's underserved communities. In NC, it is coordinated by the NC Department of Commerce. Below is a map of the Opportunity Zones in the Leland area.



DISADVANTAGED COMMUNITY DATA

The Climate and Economic Justice Screening Tool (CEJST) was the tool that defined Census tracts as disadvantaged for the purposes of the Justice40 Initiative. While this tool is no longer available on federal government websites and this data is not used to define disadvantaged communities for federal funding opportunities, the data can be used to better understand Census tracts. It can be used in other grant applications that focus on any of the burden thresholds: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. The Public Environmental Data Partners (PEDP) preserve and provide public access to federal data no longer used with the current administration. Their data can be found at https://screening-tools.com/

The map below shows the disadvantaged community Census tracts per CEJST data. Tracts are considered disadvantaged because it meets more than one burden threshold AND the associated socioeconomic threshold. To learn more about each Census tract and the associated burden threshold(s), visit PEDP's website to engage the map and datasets.

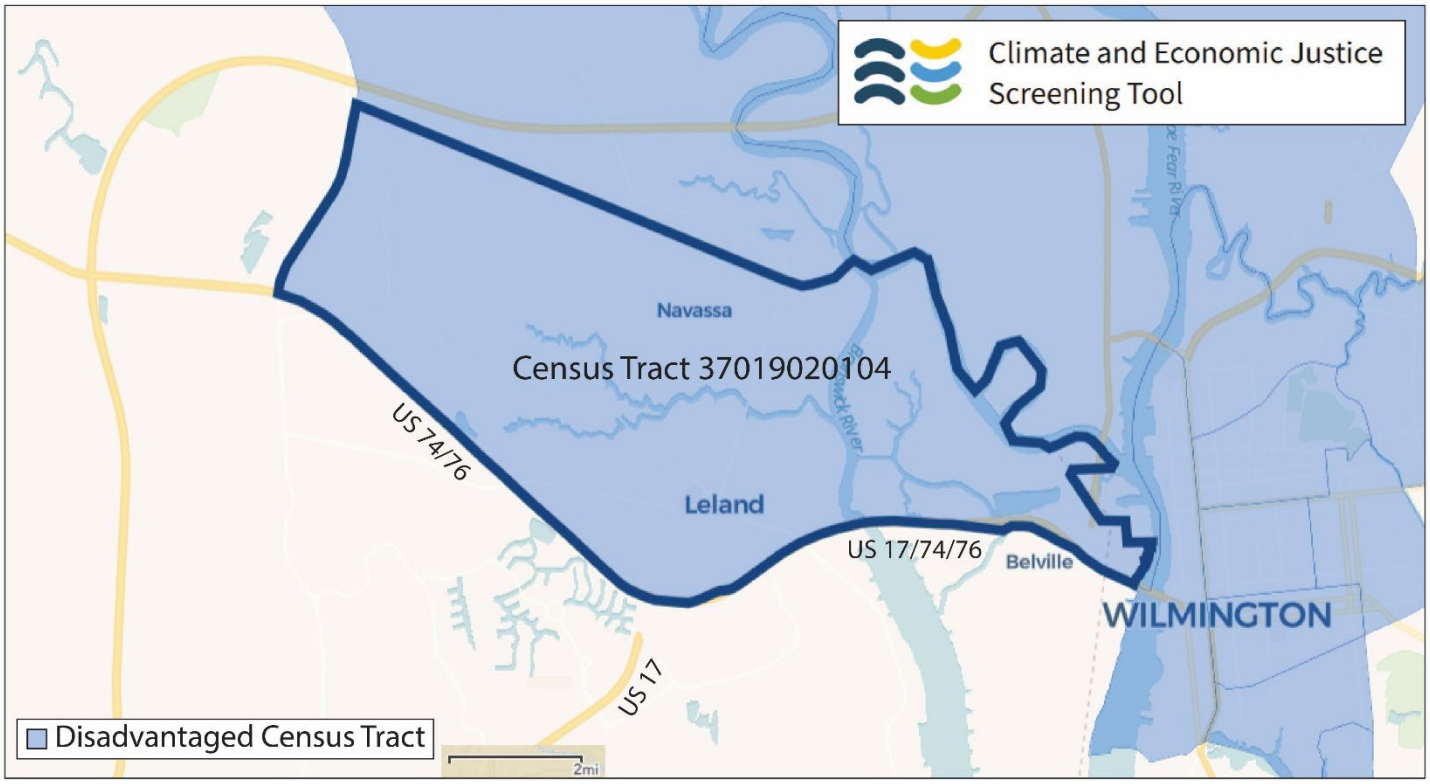

Climate and Economic Justice Screening Tool
Navassa
Census Tract 37019020104
US 74/76
Leland
US 17/74/76
Belville
WILMINGTON
US 17
Disadvantaged Census Tract
2mi

Table 9: Federal and State Funding Opportunities for Recommended Projects

				FEDERAL FUNDING OPPORTUNITIES											STATE FUNDING OPPORTUNITIES								
RANK	MASTER ID	Project	Improvement	Surface Transportation Program's Direct Attributable (DA), Transportation Alternatives (TA), and Carbon Reduction Efforts (CR) funding sources	USDOT's Reconnecting Communities Pilot Program (RCP)	USDOT's BUILD Discretionary Grant Program	USDOT's Active Transportation Infrastructure Investment Program (ATTIP)	USDOT's Bridge Investment Program (BIP)	Federal Emergency Management Agency's (FEMA) Building Resilient Infrastructure and Communities (BRIC) Program	Program for Economic and Infrastructure Development Assistance	USDOT's Promoting Resilient Operations for Transformatvie, Efficient, and Cost Saving Transportation (PROTECT) Grant Program	National Safety Council's Road to Zero Grant Program	USDOT's Safe Streets and Roads for All (SS4A) Grant Program	NCDOT/ State Transportation Improvement Program (STIP)	Local Highway Safety Improvement Program (LHSIP)	NCDOT's Spot Safety	NCDOT High Impact/Low Cost Funds	NC Department of Natural and Cultural Resources (DNCR) Division of Parks and Recreation's Recreational Trails Program (RTP)	DNCR Division of Parks and Recreation's Parks and Recreation Trust Fund Grant (PARTF)	Powell Bill Funds	NCDOT Small Construction Funds	NCDOT Statewide Contingency Funds
SCORING CRITERIA FOR EVALUATION				In an existing plan, preferably 2050 MTP	TDI + POI + GGHT	Projects in 2050 MPT and/or SPOT 6.0	BLOS + POI; GGHT; Gateway District; Old Fay. Rd corridor	Project includes a bridge	Town's Resilient Routes Report Recommended Projects	Environ. Resiliency + Gateway District	Town's Resilient Routes Report Recommended Projects	Safety Action Plan Projects and/or HIN	Safety Action Plan Projects, HIN	Projects in 2050 MPT and/or SPOT 6.0	Safety Action Plan Projects and/or HIN + state owned road	Safety Action Plan Projects, HIN	Cost estimate is less than $1.5 million	GGHT and/or MUP that connectos to a park	GGHT and/or MUP that connectos to a park	7/10/2024 Powell Bill map	Small projects/ intersection and crossing improvements	Small Construction Funds + Spot Safety
NOTES				Any IMP recommended project would be eligible; needs to score well; funding is prioritized for multimodal projects with a safety benefit and connections to destinations.	Priority is to reconnect communities harmed by past transportation infrastructure decisions; GGHT would be competitive.	Max. award is $25 million.			Same as PROTECT	Max award is $500,000	Same as BRIC	Max award is $200,000	Implementation funding range is $2.5 - $25 million		Priority is state owned roads	NCDOT uses Spot Safety Index to prioritize projects	Max award is $1.5 million	Same as PARTF	Same as RTP	Town owned roads	Less than $250K/year	
1	302	Village Rd	Upgrade Roadway and Multi-Use Path	Yes	-	Yes	Yes, MUP	-	-	Yes	-	Yes, HIN	Yes, HIN	Yes	Yes, HIN	Yes, if less than $400K	TBD	-	-	-	-	-
2	294	Lanvale Rd	Upgrade Roadway and Multi-Use Path	Yes	-	Yes	-	-	-	Yes	-	Yes, SAP	Yes, SAP	Yes	Yes, SAP	Yes, if less than $400K	TBD	-	-	-	-	Yes, SAP
3	292	Village Rd	Multi-Use Path	Yes	-	Yes	Yes	Yes	-	Yes	-	Yes, HIN	Yes, HIN	Yes	Yes, HIN	Yes, if less than $400K	TBD	-	-	-	-	Yes, HIN
4	334	Mt. Misery Rd	Upgrade Roadway and Multi-Use Path	Yes	-		-	-	-	-	-	Yes, HIN + SAP	Yes, HIN + SAP		-	Yes, if less than $400K	TBD	-	-	Yes	Yes	Yes, HIN + SAP
5	23	Village Rd	Crossing Improvements	Yes	-		Yes	-	-	-	-	Yes, HIN + SAP	Yes, HIN + SAP		Yes, HIN + SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN + SAP
6	25	Town Hall Pedestrian Crossing	Crossing Improvements	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	-	-	-
7	293	Village Rd	Multi-Use Path	Yes	-	Yes	Yes	-	-	-	-	-	-	Yes	-	-	TBD	Yes, MUP connects to park	s, MUP connects to p	-	Yes	-
8	297	Village Rd	Intersection and Crossing Improvements	Yes	-	Yes	crossing improver	-	-	-	-	Yes, SAP	Yes, SAP	Yes	Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
9	337	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, HIN + SAP	Yes, HIN + SAP		Yes, HIN + SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN + SAP
10	338	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	Yes	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
11	339	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, HIN + SAP	Yes, HIN + SAP		Yes, HIN + SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN + SAP
12	58	US-17	Crossing Improvements	Yes	-		-	-	-	-	-	Yes, HIN	Yes, HIN		Yes, HIN	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN
13	298	Old Fayetteville Rd	Crossing Improvements	Yes	-	Yes	Yes	-	bine with Resilient Rout	-	mbine with Resilient Rout	-	-	Yes	-	-	TBD	Yes, MUP connects to park	s, MUP connects to p	-	Yes	-
14	303	NC 133/River Rd SE Widening	Upgrade Roadway and Multi-Use Path	Yes	-	Yes	Yes, MUP	-	-	-	-	-	-	Yes	-	-	TBD	Yes, GGHT, connects to parks	GGHT, connects to p	-	-	-
15	341	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
16	342	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	Yes	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
17	333	Village Rd	Multi-Use Path	Yes	Yes		Yes	-	-	Yes	-	-	-		-	-	TBD	Possibly, GGHT but no park	Yes, GGHT	-	-	-
18	340	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
19	343	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	Yes	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
20	344	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, HIN + SAP	Yes, HIN + SAP		Yes, HIN + SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN + SAP
21	40	Village Rd	Crossing Improvements	Yes	-		Yes	-	-	-	-	Yes, HIN	Yes, HIN		Yes, HIN	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, HIN
22	305	Lanvale Rd	Intersection and Crossing Improvements	Yes	-	Yes	-	-	-	-	-	Yes, SAP	Yes, SAP	Yes	Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
23	336	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
24	56	Graham Dr	Upgrade Roadway and Multi-Use Path	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
25	195	WOODBURN_OLDFAYETTEVILLE	New Roadway and Sidewalk	Yes	-	Yes	-	-	-	-	-	-	-	Yes	-	-	TBD	-	-	Yes	-	-
26	290	S Navassa Rd	Multi-Use Path	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
27	347	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
28	35	Old Fayetteville Rd	Multi-Use Path	Yes	-		Yes	-	-	Yes	-	-	-		-	-	TBD	-	-	-	-	-
29	38	Old Fayetteville Road	Multi-Use Path	Yes	-		Yes	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	-	Yes, SAP
30	328	Leland School Road	Multi-Use Path	Possibly, not in any previous plan	-		-	-	-	-	-	-			-	-	TBD	-	-	Yes	-	-
31	345	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
32	346	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
33	348	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
34	327	US-74	Crossing Improvements	Possibly, not in any previous plan	-		-	-	-	-	-	-			-	-	TBD	-	-	-	Yes	-
35	335	US-17	Intersection and Crossing Improvements	Yes	-		-	-	-	-	-	Yes, SAP	Yes, SAP		Yes, SAP	Yes, if less than $400K	TBD	-	-	-	Yes	Yes, SAP
36	163	HOLLYHILLS_STURGEON	New Roadway and Multi-Use Path	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
37	284	VILLAGE_PLATINUM	Upgrade Roadway and Multi-Use Path	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
38	176	APPLETON_VILLAGE	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
39	178	FAIRVIEW_CLAIRMONT	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
40	179	RIVERVIEW_THOMASGARST	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
41	209	Sara Chip Ln	New Roadway and Sidewalk	Possibly, not in any previous plan	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
42	306	Village Rd	Intersection Improvements	Yes	-	Yes	Yes	-	-	Yes	-	-	-	Yes	-	-	TBD	-	-	-	Yes	-
43	330	Sturgeon Creek Crossing	Multi-Use Path and Bridge	Yes	Yes	Yes	Yes	Yes	-	Yes	-	-	-	Yes	-	-	TBD	bly, GGHT but no park and expens	s. GGHT but expens	Yes	-	-
44	331	Baldwin Dr / Fairview Rd	Multi-Use Path	Yes	Yes		Yes	-	-	Yes	-	-	-		-	-	TBD	Possibly, GGHT but no park	Yes, GGHT	Yes	-	-
45	146	Old Fayetteville Rd	Upgrade Roadway	Yes	-	Yes	-	-	-	Yes	-	Yes, SAP	Yes, SAP	Yes	Yes, SAP	Yes, if less than $400K	TBD	-	-	-	-	Yes, SAP
46	325	Mercantile Rd	Upgrade Roadway and Multi-Use Path	Possibly, not in any previous plan	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
47	24	Loop Rd	Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
48	28	West Gate Dr	Multi-Use Path	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
49	31	Lincoln Rd	Multi-Use Path	Yes	-		-	Yes	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
50	54	Lee Dr	Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
51	170	BASIN_POE_EXT	New Roadway and Sidewalk	Yes	-	Yes	-	-	-	Yes	-	-	-	Yes	-	-	TBD	-	-	Yes	-	-
52	180	DELVERY_VILLAGE	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
53	185	THOMASGARST_RIVERVIEW	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
54	188	WILLETTS_TOWNSEND	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
55	205	3rd St - Perry Ave Connector	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
56	208	VILLAGE_3RD	New Roadway and Sidewalk	Yes	-		Yes, Sidewalk	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
57	277	TOWNSEND EASEMENT	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
58	321	Pedestrian Connection	Multi-Use Path	Possibly, not in any previous plan	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
59	323	Malmo Loop Rd	Multi-Use Path	Possibly, not in any previous plan	-		-	Yes	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
60	350	Fletcher Rd to Popular St	New Roadway and Multi-Use Path	Possibly, not in any previous plan	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
61	181	NORTHGATE_VILLAGE_CON	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
62	182	DELIVERY_EXT	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
63	184	PRESTON_BALDWIN_EXT	New Roadway and Sidewalk	Yes	-		-	-	-	Yes	-	-	-		-	-	TBD	-	-	Yes	-	-
64	197	OLDFAYETTEVILLE_PLATINUM	New Roadway and Sidewalk	Yes	-		Yes, Sidewalk	-	-	-	-	-	-		-	-	TBD	-	-	-	-	-
65	204	MURRILL_PLAYINUM	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
66	219	CAROLINA_BALDWIN	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
67	222	BALDWIN_NORTHGATE	New Roadway and Sidewalk	Yes	-		-	-	-	-	-	-	-		-	-	TBD	-	-	Yes	-	-
68	237	OLDFAYETTEVILLE_WBS	New Roadway and Sidewalk	Yes	-		Yes, Sidewalk	-	-	-	-	-	-		-	-	TBD	-	-	-	-	-
69	287	VILLAGE_HOLLIS	New Roadway and Sidewalk	Yes	-		Yes, Sidewalk	-	-	-	-	-	-		-	-	TBD	-	-	-	-	-

STATE				
NCDOT/ State Transportation Improvement Program (STIP)	Passed in 2013, the Strategic Transportation Investments (STI) law equips the N.C. Department of Transportation to use funding efficiently and effectively to enhance infrastructure while supporting economic growth, job creation and a higher quality of life. The STI law establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop the State Transportation Improvement Program (STIP), which identifies the projects that will receive funding during a 10-year period. The WMPO and NCDOT facilitate the STIP process. The Town of Leland should work with the WMPO to incorporate the high-priority projects in the STIP (and the long-range transportation plan).	Varies	N/A	Local governments in partnership with WMPO and NCDOT
USDOT's Highway Safety Improvement Program (HSIP)	HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. In NC, funds are administered by NCDOT. Priority is state owned roads.	Varies	Varies	Local governments working with NCDOT
NCDOT's Spot Safety	The Spot Safety Program is used to develop smaller improvement projects to address safety, potential safety, and operational issues. The program is funded with state funds and currently receives approximately $9 million per state fiscal year. Other monetary sources (such as Small Construction or Contingency funds) can assist in funding Spot Safety projects, however, the maximum allowable contribution of Spot Safety funds per project is $400,000. A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest. NCDOT uses the Spot Safety Index to prioritze projects.	Varies	$400,000 max	Local governments working with NCDOT
NCDOT High Impact/Low Cost Funds	High Impact / Low-Cost funds are for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. Funds are used to complete low-cost projects with high impacts to the transportation system including intersection improvement projects, minor widening projects, and operational improvement projects. Applications are submitted to NCDOT Division Engineers for a field inspection, review, and recommendation to be approved by the NCDOT Board.	N/A	Max. $1,500,000	Local governments working with NCDOT
NC Department of Natural and Cultural Resources (DNCR) Division of Parks and Recreation's Recreational Trails Program (RTP)	The Recreational Trails Program provides funding for construction of new trails, maintenance and repair of existing trails, land acquisition, purchase of trail tools and planning, legal, environmental and permitting costs. It is a federal grant reviewed by the NC Trails Committee and recommendations are made to the Secretary of the NC Department of Natural and Cultural Resources who makes the final determination. In 2024, applications were due early September.	25% local match	Min. award is $10,000; Max. award is $100,000	State, federal, or local government agency or qualified nonprofit organization
DNCR Division of Parks and Recreation's Parks and Recreation Trust Fund Grant (PARTF)	The North Carolina Parks and Recreation Trust Fund (PARTF) provides matching grants to local governments to assist with public park and recreation projects, including greenways. In 2024, applications were due in early May. The project must be on a single site.	50% local match	Max. award is $500,000	NC counties and municipalities
Powell Bill Funds	The Powell Bill program, also known as the State Street Aid program, is administered by the North Carolina Department of Transportation (NCDOT) to provide state funding to eligible municipalities for street maintenance and improvements. The funds are derived from a percentage of the state's gasoline tax revenue. Municipalities can use the funds to maintain, repair, reconstruct, or improve streets, sidewalks, bikeways, greenways, and public thoroughfares; build or widen streets, bridges, and drainage areas; and plan, build, and maintain bicycle paths. Each municipality manages Powell Bill funds differently as they own/maintain different roads.	N/A	N/A	Local governments decide how to allocate Powell Bill funds
NCDOT Small Construction Funds	Established 1985 to fund small projects in and around cities and towns which could not be funded in the Statewide Transportation Improvement Program (STIP). Budget Bill provisions currently allow for use on variety of transportation projects for municipalities, counties, businesses, schools and industries throughout the State. An equal amount of funds are allocated to each NCDOT Division. Division engineer performs field inspection, forwards information to Chief Engineer, who sends along to the Project Review Committee that will approve or deny.	Unknown	Max. $250,000 per project per year.	Municipalities, counties, businesses, schools and industrial entities, and NCDOT staff
NCDOT Statewide Contingency Funds	These funds were created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. Same review/approval process as above.	Unknown	Unknown; $12 million made available for NC annually.	Municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff
OTHER				
Governors' Highway Safety Program	This program does not fund transportation infrastructure projects, but helps fund the efforts of law enforcement agencies, local governments, community organizations, schools and nonprofits to reduce traffic crashes in North Carolina. GHSP funds projects/programs that address the following areas of highway safety: drunken driving, seat belt safety, police traffic services, young drivers, motorcycle safety, and traffic record-keeping. GHSP also provides funds to address			
NCDOT's Complete Streets Policy	This policy requires incorporating multimodal facilities in NCDOT roadway projects. If the bicycle/pedestrian project is included in the adopted Metropolitan Transportation Plan (MTP) or Comprehensive Transportation Plan (CPT), it could reduce costs to the town.			
NCDOT's Safe Routes to School (SRTS) Program	This is a non-infrastructure, reimbursable grant. Non-infrastructure projects consist of programs and activities that, when implemented, aim to build a culture for active travel through education, encouragement and evaluation that increase the safety and convenience of children to walking and/or bicycling to and from school. Communities should also consider the role of law enforcement officers within their plans. Projects must address all three categories (education, encouragement, and evaluation).	NCDOT will fund as many projects as possible at 100% (no match)	Awards range from $50,000 - $500,000	Local government, MPOs, school districts, non-profit organizations
LOCAL				
Town of Leland's Capital Improvement Plan (CIP)	The CIP is a document that outlines the city's capital improvement projects and funding sources for the Town of Leland. The CIP identifies projects that need capital improvements, estimates the costs of those projects, prioritizes the projects, schedules the projects, and identifies funding sources and financing options.			
Tax Incremental Financing (TIF)	TIF leverages future tax gains to finance current improvements that will create those gains. It dedicates increased tax revenues to finance the debt created by the project. TIFs are authorized by state law in nearly all 50 states and begin with th designation of a geographic area as a TIF district. Plans for specific improvements within the TIF district are developed. The TIF creates funding for public or private projects by borrowing against the future increase in these property-tax revenues. The intent is for the improvement to enhance the value of existing properties and encourage new development in the district.			
COMMUNITY PARTNERSHIPS				
Local businesses	Local communities in the region may be able to partner with the private sector to fund or sponsor some aspects of a project. For example, Blue Cross Blue Shield has funded trail projects in other cities (Wilmington). The Greenville Health System sponsors a portion of the Swamp Rabbit Trail in Greenville. Banks, local businesses, law firms, healthcare companies, and breweries are all potential sponsorship opportunities.			
Developer Contributions	Bicycle and pedestrian facilities and roadway improvements can be funded through developer contributions when the local ordinance language requires developers to construct those facilities because they are included in locally adopte plans. The Transportation Impact Analysis (TIA) process will require infrastructure construction when a new development creates the need for it. Planning projects are also included in the TIA process.			
Municipal Service District (MSD)	Designates a district with a property tax in addition to the town-wide property tax. Within the MSD, revitalization projects are one of the eligible uses and can include street, sidewalk, or bikeway improvements within the downtown taxin district.			
NON-PROFIT FUNDING FOR HEALTHY COMMUNITIES (BICYCLE/PEDESTRIAN FACILITIES)				
Robert Wood Johnson Foundation	Larges U.S. foundation devoted to improving the health and healthcare of all Americans. Grant making is concentrated in four areas: (1) To ensure that all Americans have access to basic health care at a reasonable cost, (2) To improve care and support for people with chronic health conditions, (3) To promote healthy communities and lifestyles, and (4) To reduce the personal, social, and economic harm caused by abuse of tobacco, alcohol, and illicit drugs.			
Rite Aid Foundation Grants	Supports projects that promote health and wellness in the communities Rite Aid serves.			
Blue Cross Blue Shield Of North Carolina Foundation (BCBS)—Healthy Place Grant	Program focuses on outcome approach to improve the health and well-being of residents. Eligible projects for grants concentrate on increased physical activity and active play through support of built environment improvements like sidewalks and safe places to bicycle.			

Table 10: Funding Sources

FEDERAL				
Source	**Eligible projects, purpose, timeline, and background information**	**Match**	**Award Amount**	**Eligible Applicants**
Surface Transportation Program's Direct Attributable (DA), Transportation Alternatives(TA), and Carbon Reduction Efforts (CR) funding sources	Funding source under the current transportation reauthorization bill (IIJA) The WMPO is a direct recipient and therefore administers these funds. DA funds may be used for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road; pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. TA funds may be used for pedestrian and bicycle facilities; construction of turnouts, overlooks and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to storm water and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. CR funds may be used to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Applications are the same for each program. Projects are administered by the local government agency, including preliminary engineering/design, right-of-way, and construction phases.	20% local match	None specified	State DOTs, MPOs, local government, transit agencies
USDOT's Reconnecting Communities Pilot Program (RCP)	Funded under IIJA, RCP advances community-centered transportation connection projects, with a priority for projects that benefit low-capacity communities. RCP focuses on improving access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster development and restoration, and provide technical assistance to further these goals. The primary goal of the RCP Program is to reconnect communities harmed by past transportation infrastructure decisions, through community-supported planning activities and capital construction projects that are championed by those communities. Includes Capital Construction and Community Planning grant types. A BCA is required for construction applications which typically needs to be completed by an engineer.	Planning grants require a 20% local match; Construction grants require a 50% local match.	FY24 funded $544.6 million in grant awards for 81 projects; 15 were capital construction and 66 were planning grants.	State DOTs, MPOs, local government, transit agencies, tribal communities, etc.
USDOT's Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program	Eligible projects include all modes of transportation: highway/bridge, public transportation, passenger/freight rail, port, airport, bike/ped, and stormwater projects. Funding can be awarded to projects that connect communities and people to jobs, services, and education as well as to projects that anchor economic revitalization and job growth in communities. Previously known as RAISE and TIGER grantsFY25 AND FY26 applications will be due in January of that year. Capital projects and planning projects have slightly different applications. Capital projects require a BCA using USDOT's template. This typically needs to be completed by an engineer.	20% local match if NOT a disadvantaged or rural community	Max. $25 million.	State DOTs, MPOs, local government, transit agencies, tribal communities, etc.
USDOT's Active Transportation Infrastructure Investment Program (ATTIP)	ATIIP is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP funds projects to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region. In FY24, $44,550,000 is available nationwide; applications were due in June 2024 and will be available annually.	20% match unless poverty rate is over 40%	Awards between $100,000 - $2 million for planning; $7.5 million-$15 million for construction	State DOTs, MPOs, local government, tribal communities, etc.
USDOT's Bridge Investment Program (BIP)	The Bridge Investment Program was established by the President's Bipartisan Infrastructure Law. provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition. BCA required	Min. 20% local match	Planning projects, bridge projects (less than $100 million), and large bridge project (more than $100 million). $40 billion over 5 years.	State DOTs, MPOs, local government, transit agencies, tribal communities, etc.
Federal Emergency Management Agency's (FEMA) Building Resilient Infrastructure and Communities (BRIC) Program	BRIC provides funding to support eligible entities undertaking pre-disaster and hazard mitigation projects or capability and capacity building (C&CB) activities to reduce their risks from disasters and natural hazards. BRIC also provides financial assistance to help entities manage the costs of these endeavors and non-financial, direct technical assistance.	25% unlessed economically disadvantaged rural communities	$1 Million - $50 Million	State DOTs, MPOs, local government, tribal communities, etc.
The Southeast Crescent Regional Commission (SCRC) Program for Economic and Infrastructure Development Assistance (EIDA)	The Southeast Crescent Regional Commission (SCRC) grant program will invest $10 million in projects that align with the priorities identified in SCRC's Five-Year Strategic Plan and State Economic and Investment Development Plans. The Program for Economic and Infrastructure Development Assistance is a competitive grant program designed to encourage and support economic and infrastructure development activities across the Southeast Crescent region. The six strategic priorities outlined in the strategic plan are: invest in critical infrastructure; improve health an dpublic service access and outcomesd; strengthen workforce capacity; foster entrepreneurial and business development activities; expand affordable housing stock and access; and promote environmental conservation, preservnation, and access.	The Commission may contribute up to 50% of project costs. Counties designated as distressed may receive an allocation of up to 80% of project costs		State DOTs, MPOs, local government, transit agencies, tribal communities, etc.
Promoting Resilient Operations for Transformatvie, Efficient, and Cost Saving Transportation (PROTECT) Grant Program	PROTECT provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. Eligible uses include highway, transit, and certain port projects that include resilience planning, strengthening and protecting evacuation routes, enabling communities to address vulnerabilities and increasing the resilience of surface transportation infrastructure from the impacts of sea level rise, flooding, wildfires, extreme weather events, and other natural disasters. BCA is required.	20%	For Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coast Infrastructure Grants, the minimum award size is $500,000 and there is no maximum award size. For FY 2024-2025, FHWA anticipates awarding between 30 to 40 grants across the three implementation project categories.	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories
Road to Zero Grant Program	The Road to Zero Community Traffic Safety Grant Program is focused on supporting innovative and promising approaches for implementing evidence-based countermeasures, supporting a Safe System approach, and performing necessary research to address traffic fatalities and serious injuries, and disparities in mobility safety and access. In 2025, applications were due January 17th.	N/A	Awarded grants are contingent upon the availability of funds; awards may be given in the range of $50,000 - $200,000.	Applicant must be a Road to Zero Coalition Member. Government entities and non-profits can become members.
Safe Streets and Roads for All (SS4A) Grant Program	Funds initiatives through grants to prevent roadway deaths and serious injuries. Provides two types of grants: Planning and Demonstration Grants- May be used to develop, complete, or supplement a Safety Action Plan (Leland has completed). May also be used for supplementary planning activities (such as road safety audits, safety planning for a corridor or subarea, or community engagement) and demonstration activities (such as pilot programs or feasibility studies). Examples of demonstration grants include implementing low-cost/quick-build materials that can inform potential permanent projects (e.g., protected bike lanes), new technology pilot programs (e.g., use of GIS/GPS technology for signal preemption for emergency vehicles), or pilot training for law enforcement. It should be noted that most demonstration activities require the collection and analysis of before-and-after crash data related to the safety problems being addressed. Implementation Grants - May be used to implement projects and strategies identified in a Safety Action Plan. Includes infrastructural, behavioral, and operational activities. May also include supplemental planning and demonstration activities. In FY24, eligible entities could submit their Safety Action Plan for pre-application review so USDOT could affirm or provide details regarding whether the Action Plan met the eligibility requirements. In 2024, those were due in April. Additional Considerations: In 2024, approximately 20% of applications were awarded Implementation Grant funds. Nearly all eligible Planning and Demonstration grant applications received grant funds. The Implementation Grant program is much more competitive than the Planning and Demonstration Grant Program.	20%	Implementation grant awards range from $2.5 million - $25 million.	State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; U.S. Territories