# Wilson's Mills

## 2024 Bicycle & Pedestrian

## **Acceleration Plan**





#### **ACKNOWLEDGEMENTS**

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#### TABLE OF CONTENTS

Executive Summary
Community Analysis
Recommended Bicycle & Pedestrian System Plan 13
Project Descriptions
Implementation Plan
Appendices

## FIGURES

Figure 1: Wilson's Mills Bicycle and Pedestrian Proposed Projects
Figure 2: Bicycle and Pedestrian Crashes in Wilson's Mills (2007-2021)
Figure 3: Wilson's Mills Community Features
Figure 4: Neuse River Trail Study Map 6
Figure 5: Wilson's Mills Pedestrian Map from the Johnston County CTP
Figure 6: Bicycle Map from the Johnston County CTP 7
Figure 7: Town Center Concept
Figure 8: Wilson's Mills Growth Opportunities
Figure 9: NCDOT STIP Project W-5600
Figure 10: Wilson's Mills Bicycle and Pedestrian Acceleration Plan Proposed Project Network

## TABLES

Table 1: Project Identification Sources	vi
Table 2: Explanation of Project Scoring Thresholds    1	7
Table 3: Project Scoring Breakdown by Criteria    1	7
Table 4: Prioritized List of Proposed Projects    1	8
Table 5: Key Steps to Implementation    3	9

## **Executive Summary**

In 2022, the Town of Wilson's Mills applied for and was awarded an NCDOT grant to develop the Town's first Bicycle and Pedestrian Plan. The planning grant specified that the plan be for an accelerated plan, which focuses on identifying 5 to 10 priority bicycle, pedestrian, and multi-modal projects that would improve community safety, connectivity, health, and wellbeing. The projects are prioritized and implementation guidance is provided to help guide the Town through project construction. The planning process includes input from a Steering Committee (SC) as well as input from the general public. This document is the culmination of the planning process.

Many of the projects proposed in this Plan were first identified in other Plans, including the 2014 Johnston County Comprehensive Transportation Plan (CTP) and the 2022 Neuse River Trail (NRT) Feasibility Study. The NRT Feasibility Study was developed by the Upper Coastal Plain Rural Planning Organization (RPO) and identifies several preferred alternative route locations through the Town of Wilson's Mills, including Powhatan Road, Main Street, and Fire Department Road. The Steering Committee

#### Table 1: Project Identification Sources

Proj. #	Project	SC	Other Plans	Public
1.	Powhatan Road Multi-Use Path		•	
2.	Fire Department Road Multi-Use Path		•	
3.	Southerland Road Multi-Use Path	•		
4.	Main Street, Uzzle's Pond Road, and Talton Farm Road Multi-Use Path		•	
5.	Swift Creek Multi-Use Path	•	•	
6.	US 70 and Sadisco Road Multi-Use Path	•		
7.	Main Street and Wilson's Mills Road Sidewalk	•	•	
8.	Wilson's Mills Road Multi-Use Path	•	•	
9.	Strickland Road Multi-Use Path			•

identified additional connections at meetings held in May and July of 2023. The public helped to refine and prioritize the projects, and also identified additional connections through feedback at outreach events, an online survey, and an informal pop-up held at the Wilson's Mills Farmers' Market in August 2023. **Table 1** lists the projects that were identified in the planning process and the source of each.

To refine and further develop the projects, the project team reviewed the existing conditions throughout the Town, including origins and destinations, population centers, existing and proposed development, and the characteristics of the roadway network. Facility recommendations are included along the identified project corridors to further improve the safety and comfort of bicyclists and pedestrians while using the available resources such as right-of-way (ROW). Based on the available ROW in many of the corridors, many of the projects recommend 8- to 12-foot multi-use paths, which are separated from traffic by a vegetated buffer. The team also identified several intersections in the Town that would need crossing improvements such as high-visibility crosswalks and pedestrian activated signals. Cost estimates, maps, and cross-section visualizations are also included in project recommendations.

In addition to identifying projects, the project team developed an implementation chapter that will help the Town put into action the vision set forth in this Plan. One of the recommended implementation steps is the formation of an Active Transportation Advisory Committee (ATAC) that will help the Town move the projects forward. Other project development strategies, such as funding sources, feasibility studies, and refining cost estimates are included in Section 4 of this Plan.

The corridor projects identified in this Plan are shown in **Figure 1**, and information on existing conditions, descriptions of the project, and cost

#### EXECUTIVE SUMMARY



Figure 1: Wilson's Mills Bicycle and Pedestrian Proposed Projects

# 1.

# **Community Analysis**

#### BACKGROUND

In 2022, the Town of Wilson's Mills applied for and was awarded an NCDOT grant to develop the Town's first Bicycle and Pedestrian Acceleration Plan. The Plan is an accelerated plan, which focuses on identifying five to ten priority bicycle, pedestrian, and multi-modal projects to improve community safety, connectivity, health, and wellbeing. The Plan prioritizes the list of the short- and long-term projects and also provides accompanying maps and an implementation plan.

As the first step in the Plan development process, a Steering Committee of representative stakeholders (see Acknowledgements) worked to craft a Plan vision statement to guide planning efforts and to ensure that the resulting projects align with larger community priorities and goals.

#### **PLAN VISION STATEMENT**

The Town of Wilson's Mills will be a place where people of all ages, abilities, and from diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote the following: alternative transportation modes; exercise and wellbeing; safety; connectivity; and celebration and discovery of Wilson's Mills culture and history.

#### **PLAN GOALS**

A series of foundational community goals were developed in coordination with the Plan's Steering Committee. These goals reflect the desired outcomes of the Bicycle and Pedestrian Acceleration Plan and therefore helped to guide the projects that are included and prioritized within the Plan. These goals also align with the WalkBikeNC Statewide Bicycle and Pedestrian Plan.

















#### **Increased transportation choices**

Provide multi-modal transportation choices beyond vehicular transportation modes to the residents of Wilson's Mills.

#### Improved mobility

Create and provide safe pedestrian and bicycle networks, removing barriers to walking and bicycling.

#### **Enhanced connections**

Improve connections between community origins and destinations such as schools, stores, houses of worship, and other institutions.

#### Improved safety for pedestrians and cyclists

Develop strategic, consistent, and connected pedestrian and bicycle facility improvements, education, and enforcement strategies.

#### Improved health opportunities

Provide active living environments with safe and accessible facilities along with programs that encourage walking and bicycling.

#### **Economic development**

Facilitate household savings associated with having access to low-cost, non-motorized transportation, and increased market access to local providers of goods and services.

#### **Preserved local character**

Create more attractive walkable and bikeable environment while maintaining the smalltown charm.

#### **EXISTING CONDITIONS**

Wilson's Mills is a thriving community of nearly 3,000 residents in Johnston County, North Carolina. The Town is located within a short commute to major centers like Raleigh and the Research Triangle Park but maintains a small-town charm. Wilson's Mills is rapidly growing and has several developments in the pipeline, including over 3,600 new residences and a new town center that would include a mixture of commercial, residential, and civic uses. According to 2021 American Community Survey 5-year estimate data, 86.5% report commuting alone by automobile, while 13.5% commute by carpool. Wilson's Mills is a heavily auto dependent community, and engagement efforts during recent planning efforts indicate that increasing traffic is a key concern for residents.



#### **TRANSPORTATION NETWORK**

Aside from a few neighborhood streets (e.g., Maple Tree Lane, Hanover Court) that contain sidewalks, there are no bicycle and pedestrian facilities in the Town. There are several proposed trails, including the Neuse River Trail (discussed below), and a trail that would connect the future Wilson's Mills Middle and High School campus on Talton Farm Road to a proposed passive park on the other side of the Johnston County Water Plant on Clearwater Drive.

Based on a review of NCDOT roadway data and a cursory review of Johnston County parcel data, there appears to be between 50- and 100-feet of right-of-way along many of the roadways in the Town, which would be sufficient space for off-road bike and pedestrian facilities, depending on other factors such as terrain and utilities.

The Town straddles US 70, a four-lane freeway, which is currently being upgraded to a full-control of access interstate highway (I-42) as part of NCDOT STIP Project W-5600. The project will include converting previously at-grade intersections at Swift Creek Road and Wilson's Mills Road to interchanges and eliminating access from Uzzie Drive, Tram Lane, Swift Creek Road, and Bear Farm





Multi-modal infrastructure in new subdivisions (Left: Maple Tree Lane) compared to town roads (Right: Fire Department Road).

#### **TRANSPORTATION NETWORK (CONTINUED)**

Road. Construction on W-5600 is currently on-going and is expected to be completed in the fall of 2024.

Currently, there are approximately 45 miles of roadway in the Town, 28 miles of which are maintained by NCDOT and the remaining 17 miles of which are maintained by the Town. NCDOT maintains the main roads through the Town, including Fire Department Road, Powhatan Road, Swift Creek Road, US 70, and Wilson's Mills Road. The Town-maintained roads are primarily local roads that service neighborhoods. Posted speeds in the Town vary between 25 and 55 miles per hour (mph), with lower posted speeds on neighborhood and local roads and higher speeds along State-maintained roads and US 70. Much of the Town's population lives on the north side of US 70, in neighborhoods along Powhatan Road, Fire Department Road, and Main Street/Uzzle's Pond Road.

#### CRASHES INVOLVING PEDESTRIANS AND CYCLISTS

NCDOT crash data collected between 2007 to 2021 was reviewed to determine if there is a pattern to the crashes that highlight safety issues in the town. There was a total of five pedestrian crashes over the observed period, including three that resulted in the death of a pedestrian. All three of the pedestrian fatalities occurred on US 70. One was attributed to the pedestrian attempting to cross the road and the motorist not yielding to the pedestrian. A second fatality was the result of a disabled vehicle, and the final fatality was attributed to unusual circumstances. Darkness was also noted in all three pedestrian deaths. The remaining two crashes occurred on Fire Department Road and resulted in minor injuries. There was one bicycle crash during the period that occurred on Wilson's Mills Road, between Lee Youngblood Loop and Turnage Road. In the case of the bicycle crash, a vehicle was attempting to overtake or pass the cyclist and the crash resulted in minor injury.



Figure 2: Bicycle and Pedestrian Crashes in Wilson's Mills (2007-2021)

#### **COMMUNITY FEATURES**

- Midtown Village (Future Town Center)
- Wilson's Mills Town Hall
- Wilson's Mills Community Park
- Neuse River

- Wilson's Mills Farmers' Market
- Wilson's Mills Elementary School
- Wilson's Mills High School (planned)
- Passive Park (planned)



Figure 3: Wilson's Mills Community Features

#### **PLAN REVIEW**

#### **CURRENT AND FUTURE PLANNING INITIATIVES**

Select documents and policies were reviewed to understand past, present, and future planning efforts in Wilson's Mills, Johnston County, and the surrounding region. Relevant plans are summarized below.

## WILSON'S MILLS UNIFIED DEVELOPMENT ORDINANCE (UDO)

The Code of Ordinance outlines standards to promote sidewalk and pedestrian access throughout the Town.

- The B-2 Planned Business District is for retail shopping center complexes and establishes sidewalk and crossing requirements.
- Subdivision regulations outline access and circulation requirements for streets to "facilitate safe and convenient vehicular and pedestrian access" near and within the subdivision.

#### **NEUSE RIVER TRAIL STUDY (2022)**

The Neuse River Trail Study proposes a 16-mile extension of the Neuse River Trail (NRT) through Johnston County. The preferred alignment spans from the Front Street Sidepath in the Town of Clayton to the Buffalo Creek Greenway in Smithfield Community Park. Wilson's Mills is situated between the two communities, and three segments of the recommended NRT route pass through the Town.

The study further proposes intersection treatments and crossings to ensure pedestrian and bicycle safety with the preferred alignment. Within Wilson's Mills, three minor street crossings, one major street crossing, and one railroad road crossing are identified as requiring intersection treatments.



Figure 4: Neuse River Trail Study Map

#### JOHNSTON COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2014)

The 2014 Johnston County Comprehensive Transportation Plan (CTP) identifies multimodal transportation projects that address the county's transportation needs through 2035. The CTP recommends the following for Wilson's Mills:

- Multi-use path along the Neuse River
- Sidewalk on Powhatan Road, Fire Department Road, Main Street and Uzzle's Pond Road, Wilson's Mills Road, and Swift Creek Road



Figure 5: Wilson's Mills Pedestrian Map from the Johnston County CTP



Figure 6: Bicycle Map from the Johnston County CTP

#### TOWN PLAN 2040 - COMPREHENSIVE LAND USE AND MASTER PLAN (2019)

The Wilson's Mills Comprehensive Land Use and Master Plan was adopted in 2019 and provides a framework to guide future growth and development. In particular, the plan identifies priorities to "support a resilient, self-sustaining community."

The plan notes the lack of bicycle and pedestrian infrastructure within Wilson's Mills but highlights the nearby trails that connect to the larger region. The plan also indicates that the 2009 Capital Improvement Plan (CIP) included a proposed strategy to construct 37,500 linear feet of sidewalk from the Town Hall and outward to residential neighborhoods.

Given its location within the growing Triangle region, the Town is expected to grow in population and to see additional land being developed. The Town has identified target 'catalyst areas' to direct future growth. This includes plans for a new Town center that will be located to the south of US 70.



Future Town Center Commercial Area Rendering



Future Town Center Residential Area Rendering

Figure 7: Town Center Concept



Figure 8: Wilson's Mills Growth

#### NCDOT STIP PROJECTS

US 70 passes through Wilson's Mills and is currently being improved as part of NCDOT's STIP project W-5600. Improvements to US 70 include upgrades to a nearly 5-mile section of US 70 to interstate standards between US 70 Business west of Wilson's Mills and the Neuse River just to the east. The project is expected to reduce the frequency and severity of crashes and improve traffic flow along the corridor.

The project proposes constructing interchanges at Swift Creek Road and Wilson's Mills Road as:

- A new bridge will carry Swift Creek Road over US 70 and include ramps and loops for drivers to enter and exit the highway.
- New US 70 bridges will go over Wilson's Mills Road, and ramps will be constructed to allow motorists to enter and exit the highway.

The remaining intersection and median openings will be closed to improve safety.

Service roads will be built adjacent to US 70 to provide new access to businesses and properties that front the highway. This includes an extension of Sadisco Road from its current terminus east to intersect with Strickland Road.



Figure 9: NCDOT STIP Project W-5600

#### **COMMUNITY ENGAGEMENT**

#### **PUBLIC SURVEY**

The main component of the community engagement was the creation of an online survey using the MetroQuest platform. The purpose of the survey was to introduce community members to the Bicycle and Pedestrian Acceleration Plan efforts and the preliminary proposed projects. The survey provided respondents with the opportunity to share feedback on each project, rank them in order of importance, and to identify factors that should be considered when prioritizing the projects in a recommended order of implementation. The survey was available for two months and was advertised on the Town's website and through flyers that were distributed.

#### **OUTREACH EVENTS**

The project team conducted public outreach at the Wilson's Mills Farmers' Market on a Saturday in August 2023. The team displayed a table map for community members to learn about and provide feedback on the proposed projects. Flyers with a QR code to the online survey were distributed, and an abbreviated paper survey was also available for people to complete. See **Appendix A** for detailed information.





"Ideally, Wilson's Mills would be a 'walking community' that can accommodate the necessities for living healthy, safe lives." - Survey comment

Public Engagement at the Wilson's Mills Farmers' Market





#### **Survey Key Findings**

The public survey was completed by 54 community members. Respondents expressed support for multi-modal transportation options to get around the Town and noted a desire to be able to bike and/or walk to the new Town center. Additional findings include:

- The Fire Department Road, Wilson's Mills Road, and Main Street/Wilson's Mills Road projects were frequently selected as a top priority. Many respondents noted the various community destinations located along these roadways, including the popular community park.
- Respondents would like to walk and ride their bicycles for exercise and to reach outdoor destinations such as the community park, Neuse River, and regional greenway trails.
- · Many respondents note the importance of safety considerations.
- Respondents who live along the proposed projects inquired about how the projects might affect their property.



# 2.

# Recommended Bicycle & Pedestrian System Plan

#### **PROJECT IDENTIFICATION**

The project team reviewed recommended projects in other existing plans to ensure alignment and synergy with those included in the Wilson's Mills Bicycle and Pedestrian Acceleration Plan. The Steering Committee also helped to identify projects that would connect to and support access to community features and existing and planned neighborhoods. These projects were supported by the community through the public survey and the public outreach event. See **Table 1** for more information on each project source.

The project team identified recommendations that would provide the most space for nonmotorized users and the most separation from vehicular traffic, which is why multi-use paths are primarily recommended over sidewalks. Many of the project corridors have sufficient right-of-way to accommodate multi-use paths separated from traffic with a vegetated buffer.



Work Session with the Steering Committee

#### **PROJECT TYPES**









#### **MULTI-USE PATH**

A paved multi-use path is designed to meet Americans with Disabilities Act (ADA) standards for use by active transportation users. The multi-use path is separated from the roadway by an open space or a physical barrier, or within an independent right-of-way. They are often referred to as greenways when on an independent right-of-way or follow a utility easement.

#### SIDEWALKS

Sidewalks are the portion of a roadway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. As the primary element of the pedestrian environment, sidewalks are generally constructed of concrete, pavers, or another hard surface. The Federal High-way Administration (FHWA) and Institute of Transportation Engineers (ITE) recommend a minimum width of five feet for a sidewalk (Pedestrian and Bicycle Information Center, n.d.).

#### **HIGH-VISIBILITY CROSSWALK**

A crosswalk is the portion of the roadway intended for pedestrians to use for crossing the street and is typically located at roadway intersections. It may be distinctly indicated for pedestrian crossing by lines or other markings on the surface. High-visibility crosswalks are crosswalks marked with diagonal or longitudinal lines parallel to traffic flow, such as the ladder, continental, or bar pair marking pattern.

#### PEDESTRIAN ACTIVATED SIGNALS

Rectangular rapid flashing beacons (RRFB) and pedestrian hybrid beacon (PHB) signals are examples of pedestrian-activated devices used to warn and control traffic at unsignalized location and assist pedestrians in crossing at a marked crosswalk or midblock crossing. RRFBs are particularly effective at multilane crossings with speed limits less than 40 mph. For roadways with higher speeds, PHBs are likely more appropriate.



Figure 10: Wilson's Mills Bicycle and Pedestrian Acceleration Plan Proposed Project Network

#### **PROJECT PRIORITIZATION**

#### METHODOLOGY

The project prioritization methodology was developed with input from the Steering Committee and community members. The prioritization criteria were identified and refined during Steering Committee meetings and community members ranked and provided feedback on the criteria through the public survey.

Where possible, the prioritization in this Plan should be followed as it reflects committee and public input on aspects that are important to the community. This should not, however, prevent the Town from implementing pedestrian and bicycle improvements as opportunities present themselves. The prioritization results in this chapter are meant to serve as a general guide, but there may be opportunities to carry out projects in an order different from how they have been prioritized.

#### **PRIORITIZATION CRITERIA**

The National Cooperative Highway Research Program (NCHRP) Report 803: Pedestrian and Bicycle Transportation Along Existing Roads - ActiveTrans Priority (APT) Tool Guidebook (2015) was used to identify factors that are often considered when prioritizing pedestrian and bicycle projects. Based on the Town's values and needs, five key criteria were selected to prioritize projects: community support, destinations served. locations with crash history ease of implementation. and supportive land uses. Each proposed project received a score indicating a low (1), moderate (2), or high (3) degree of impact and relevance to each prioritization criteria. Scores from the various criteria were combined for a total project prioritization score.



#### **COMMUNITY SUPPORT**

Considers feedback on the proposed projects from the Steering Committee and public that was shared through meetings, the survey, and at engagement events. Evaluates whether the community expressed a need or desire for the project.

#### **DESTINATIONS SERVED**

Evaluates how the proposed project may connect to existing and future destinations within the Town. Considers the location of existing community sites as well as findings from the public survey where participants indicated destinations that they would like to be able to walk or bike to.

#### LOCATIONS WITH CRASH HISTORY

Considers past and present bicycle and pedestrian safety challenges and crashes documented in police reports. Also takes into consideration anecdotal information shared at meetings and through public engagement.



#### EASE OF IMPLEMENTATION

Assesses the availability of right-of-way, the length and scale of the project, terrain, impediments, and potential utility relocations that may be needed as a result of the proposed project.



#### SUPPORTIVE LAND USES

Evaluates the existing and planned land uses and density along the proposed project that could encourage walking and bicycling along the corridor. Existing zoning was reviewed along with planning documents for future growth and development.

#### **PROJECT PRIORITIZATION**

#### Table 2: Explanation of Project Scoring Thresholds

6.

7.

8.

9.

Path

Sidewalk

Main Street and Wilson's Mills Road

Wilson's Mills Road Multi-Use Path

Strickland Road Multi-Use Path

Scorin Points	g Community Support	Destina	tions Served	Locations with Crash History		Ease o	of Implementation	Supportive Lan	ld Uses
1	No or Low Support	No or O	ne Destination(s)	No Crashes		Low Ea	ase	Undeveloped or Unsupportive La	and Uses
2	Moderate Support	Two Des	stinations	One Crash		Modera	ate Ease	Low Density and Land Uses	d/or Few
3	High Support	More Th Destinat	nan Two tions	More Than One (	Crash	High E	ase	Moderate Densi A Mix of Land U	ty and/or ses
Table 3: Proje	ect Scoring Breakdown by Criteria								
Proj. #	Project		Community Support	Destinations Served	Locatio Crash F	ns with listory	Ease of Implementation	Supportive Land Uses	Total Score
1.	Powhatan Road Multi-Use Path	h	3	2	1		2	2	10
2.	Fire Department Road Multi-Us	se Path	3	3	3		1	2	12
3.	Southerland Road Multi-Use P	ath	2	1	1		3	2	9
4.	Main Street, Uzzle's Pond Roa Talton Farm Road Multi-Use Pa	d, and ath	2	2	1		2	2	9
5.	Swift Creek Multi-Use Path		1	3	1		1	2	8
•	US 70 and Sadisco Road Multi	-Use							

#### **PROJECTS IN PRIORITIZED ORDER WITH DETAILS**

**Table 4: Prioritized List of Proposed Projects** 

Score	Project	Proposed Facilities	Length	Estimated Cost
13	Wilson's Mills Road Multi-Use Path	12-foot Multi-Use Path	0.9 miles	\$3,398,000
12	Fire Department Road Multi-Use Path	12-foot Multi-Use Path	2.2 miles	\$7,587,000
11	Main Street and Wilson's Mills Road Sidewalk	5-foot Sidewalk	1.6 miles	\$2,049,000
10	Powhatan Road Multi-Use Path	12-foot Multi-Use Path	2.2 miles	\$6,683,000
9	Main Street, Uzzle's Pond Road, and Talton Farm Road Multi-Use Path	12-foot Multi-Use Path	1.9 miles	\$5,296,000
9	Southerland Road Multi-Use Path	8-foot Multi-Use Path	1.4 miles	\$3,669,000
9	Swift Creek Multi-Use Path	12-foot Multi-Use Path	1.7 miles	\$6,138,000
9	Strickland Road Multi-Use Path	12-foot Multi-Use Path	1.8 miles	\$5,276,000
8	US 70 and Sadisco Road Multi-Use Path	6- to 8-foot Multi-Use Path	1.1 miles	\$7,452,000

#### **COST ASSUMPTIONS**

Costs for recommended bicycle and pedestrian infrastructure projects were primarily estimated using NCDOT's Bicycle and Pedestrian Cost Estimation (BPCE) Tool. The BPCE tool was adopted in July 2019 and updated in 2023 to assist NCDOT divisions, Metropolitan Planning Organizations, and Rural Planning Organizations in developing reasonable and comparable bicycle and pedestrian cost estimates for submittal through the Prioritization 7.0 process. The BPCE tool was used to estimate costs for sidewalks and multi-use paths that are included in the recommendations. The costs reported in this Plan include design, permitting, utility relocation, and construction.

#### **PROJECT DESCRIPTIONS**

**Chapter 3** provides the descriptions for each of the nine priority projects. The descriptions include information on the existing roadway conditions, nearby community destinations, the preferred treatment, project constraints and opportunities, cost estimates, a project location map, and proposed cross-sections. The descriptions are intended to serve as stand-alone guides with key information on each priority project. Projects are listed in the order of their prioritization score.

## 3.

# **Project Descriptions**



#### WILSON'S MILLS ROAD MULTI-USE PATH



#### PROJECT CONCEPT

Length
Extent

0.9 miles Swift Creek Road to Main Street

Estimated Cost \$3,398,000

This project recommends the construction of a 12-foot multi-use path on the north side of Wilson's Mills Road from Swift Creek Road to Main Street. Survey participants noted that the road is a widely traveled road that connects the central area of Wilson's Mills. Improvements along this corridor would also provide connectivity between several stores and churches along Wilson's Mills Road and Wilson's Mills Elementary School. Proposed improvements would also connect to recommended improvements at Swift Creek Road, Fire Department Road, and Main Street/Wilson's Mills Road. The roadway is surrounded by drainage ditches on both sides, and improvements would likely require the construction of curb and gutter to accommodate stormwater runoff.

As part of the multi-use path recommendation, a crosswalk with a pedestrian activated signal should be constructed at Yellow Stone Lane to accommodate residents of the Olde Mill Village neighborhood to cross Wilson's Mills Road to access the facility.

#### CONSTRAINTS

- A number of driveways and intersecting roadways
- Potential ROW limitations in the vicinity of First Street and Fire Department Road

#### **EXISTING CONDITIONS**

Wilson's Mills Road is a major collector that is primarily two lanes but widens to four lanes along segments of the proposed project. Lane widths are 11-12 feet. In 2021, the roadway had a traffic count of approximately 4,500 AADT. The speed limit along the roadway is 45 mph. There is approximately 100-feet of right-of-way within the corridor.

The proposed project runs along a variety of land uses, including civic, single family residential, and mixed-use districts.

Corridor Destinations

- Wilson's Mills Elementary School
- · Several stores, a church, and day care center



#### **OPPORTUNITIES**

- Would connect several neighborhoods to other recommended projects to create multi-modal network
- Would provide a connection to Wilson's Mills Elementary School

#### WILSON'S MILLS ROAD MULTI-USE PATH



COST	ESTIMATES
Cost	Total
Design:	\$292,000
ROW Acquisition:	\$26,000
Utility Relocation:	\$168,000
Construction:	\$2,912,000
Total Cost	\$3,398,000



#### FIRE DEPARTMENT ROAD MULTI-USE PATH



#### **PROJECT CONCEPT**

Length **Extents** 

2.2 miles Neuse River to Powhatan Road Estimated Cost \$7,587,000

This project recommends the construction of a 12-foot multi-use path from Powhatan Road north to the Neuse River to meet a trailhead for the Mountains to Sea Trail and water access site. Fire Department Road is part of the proposed Neuse River Trail (referred to as Connector 3), and the Neuse River Trail Feasibility Study calls for the multi-use path to be located on the south side of the road. There is sufficient right-of-way to accommodate the facility, although curb and gutter would likely need to be constructed to handle stormwater runoff.

Recommended improvements should also include crosswalks with pedestrian activated signals across Fire Department Road at Powhatan Road and at Southerland Road. These crosswalks would provide access to the facilities for neighborhoods along Powhatan and Sutherland Roads, as well as connect recommended facilities along those roads. Improvements to Fire Department Road would also need to include a railroad crossing of the Norfolk-Southern tracks for multi-use path users.

#### **CONSTRAINTS**

- Potential utility constraints in certain areas
- ROW constraints in places
- Topography changes
- Coordination with Norfolk Southern

#### **EXISTING CONDITIONS**

Fire Department Road is a major collector that is primarily two lanes and has a speed limit ranging from 35 mph to 55 mph. In 2021, the roadway had a traffic count of approximately 4,900 AADT. There is approximately 60 feet of right of way on Fire Department Road. Between 2007 and 2021, two crashes involving pedestrians were recorded along Fire Department Road.

The proposed project runs along a variety of land uses, including civic, single family residential, and agriculture districts. Much of the corridor is undeveloped and surrounded by forested areas.

- Wilson's Mills Police Department
- Wilson's Mills Fire Department

#### Corridor Destinations

- Several restaurants, stores, and churches
- Future connection to the Mountains to Sea Trail and water access at Neuse River



#### **OPPORTUNITIES**

- Part of the proposed Neuse River Trail alignment
- · Connect the Town to the Neuse River and a proposed boat ramp (at the Neuse River Trail)
- Connects several neighborhoods

Wilson's Mills | Bicycle and Pedestrian Acceleration Plan

#### SOUTHERLAND RD HARD'S T HARD'S

#### FIRE DEPARTMENT ROAD MULTI-USE PATH

Total
\$1,341,000
\$60,000
\$209,000
\$5,977,000
\$7,587,000



#### 3.

#### MAIN STREET AND WILSON'S MILLS ROAD SIDEWALK



#### **PROJECT CONCEPT**

Length
Extents
Estimated

1.6 miles

Main Street/Uzzles Pond Road to Turnage RoadCost\$2,049,000

This project recommends the construction of a 5-foot sidewalk along Main Street and Wilson's Mills Road from Main Street/Uzzles Pond Road to Turnage Road. The project would connect the southern part of the Town where future development is anticipated, to Wilson's Mills Road and Main Street. Improvements to US 70 in the vicinity of Wilson's Mills Road include the construction of an interchange with US 70 traveling over Wilson's Mills Road. Sidewalks will be constructed along Wilson's Mills Road, presenting an opportunity for the Town to reconnect the southern part of the Town for nonmotorized users. Extending the sidewalks south to Turnage Road (which is also the extent of the Town's ETJ) would also extend a pedestrian connection towards Smithfield which has a similar recommendation in their Pedestrian Plan. The sidewalk recommendation should include pedestrian crossing accommodations at the Norfolk Southern tracks near Main Street.

#### **EXISTING CONDITIONS**

Main Street is a local road while Wilson's Mills Road is a major collector. The project corridor is primarily two-lanes but widens to three lanes to accommodate a turn lane in certain areas. In 2021, the project corridor had a traffic count ranging from 2,400 AADT to 5,500 AADT. Right of way in the corridor is approximately 60-feet.

The proposed project runs along a variety of land uses, including US Highway 70 commercial, agriculture, and single-family residential districts. The speed limit varies from 45 mph to 55 mph after crossing US 70.

#### Corridor Destinations

White Swan BBQFamily Dollar



#### CONSTRAINTS

- Some ROW constraints
- · Potential utility relocation
- Coordination with Norfolk Southern

#### **OPPORTUNITIES**

- East Coast Greenway route
- Connect both sides of US 70
- · US 70 underpass will include sidewalks on both sides

#### PROJECT DESCRIPTIONS

#### Wilson's Mills | Bicycle and Pedestrian Acceleration Plan

MAIN STREET AND WILSON'S MILLS ROAD SIDEWALK



# COST ESTIMATESCostTotalDesign\$584,000ROW Acquisition\$27,000Utility Relocation\$0Construction\$1,438,000Total Cost\$2,049,000



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#### **POWHATAN ROAD MULTI-USE PATH**



#### **PROJECT CONCEPT**

Length Extents 2.2 miles Town boundary to Main Street

Estimated Cost \$6,683,000

The Powhatan Road multi-use path project recommends the construction of a 12-foot multi-use path from the Town boundary (near Blackmon Farm Lane) to Main Street. Powhatan Road is part of the proposed Neuse River Trail, and the Neuse River Trail Feasibility Study (which refers to this section as Section B) calls for the multi-use path to be located on the north side of the road. In addition to serving as part of the Neuse River Trail, the multi-use path would also connect several neighborhoods to the traditional center of Town as well to the Wilson's Mills Community Park to the north. There is sufficient space within the right of way on the north side of the road to accommodate the multiuse path, however, curb and gutter would likely be needed to accommodate stormwater runoff. Recommended improvements along Powhatan Road should also include a crosswalks and pedestrian activated signals across Powhatan Road at Southerland Road to connect to future improvements also recommended in this plan, and at Wilson's Mills Community Park to provide access to the park.

#### CONSTRAINTS

- · Potential utility and stormwater ditch relocation
- ROW limitations

#### **EXISTING CONDITIONS**

Powhatan Road is a two-lane local road with 11-foot lanes and with a speed limit of 45 mph near the Town center and 55 mph leaving Town. Near the Community Park, the speed limit drops to 35 mph. In 2021, the roadway had a traffic count of approximately 1,800 AADT. Powhatan Road has approximately 60 feet of right of way.

The proposed project runs along a variety of land uses, including civic, single family residential, agriculture, and industrial districts.

#### Corridor Destinations

Wilson's Mills Community Park

#### Wilson's Mills Fire Department



#### **OPPORTUNITIES**

- · Connect to future development
- Connects the Town center an residential areas to the Community Park
- Part of the proposed Neuse River Trail alignment

#### Wilson's Mills | Bicycle and Pedestrian Acceleration Plan

#### POWHATAN ROAD MULTI-USE PATH



Total
\$536,000
\$59,000
\$206,000
\$5,882,000
\$6,683,000



#### MAIN STREET, UZZLE'S POND ROAD, AND TALTON FARM ROAD MULTI-USE PATH



#### PROJECT CONCEPT

Length Extents 1.9 miles

Extents Fire Department Road to future US 70 Service Road Estimated Cost \$5,296,000

This project recommends the construction of a 10-foot multi-use path along Main Street and Wilson's Mills Road from Main Street/Uzzles Pond Road to Turnage Road. The project would connect the southern part of the Town where future development is anticipated, to Wilson's Mills Road and Main Street. Improvements to US 70 in the vicinity of Wilson's Mills Road include the construction of an interchange with US 70 traveling over Wilson's Mills Road. Sidewalks will be constructed along Wilson's Mills Road, presenting an opportunity for the Town to reconnect the southern part of the Town for nonmotorized users. Extending the sidewalks south to Turnage Road (which is also the extent of the Town's ETJ) would also extend a pedestrian connection towards Smithfield which has a similar recommendation in their Pedestrian Plan. The sidewalk recommendation should include pedestrian crossing accommodations at the Norfolk Southern tracks near Main Street.

#### **EXISTING CONDITIONS**

Main Street, Uzzle's Pond Road, and Talton Farm Road are two-lane local roads with speed limits that range from 35 mph to 45 mph. In 2021, Main Street had a traffic count of approximately 1,00 AADT. Main Street and Uzzle's Pond Road share right-of-way with the Norfolk Southern tracks, but there is approximately 35 feet of right-of-way on the north side of the roads. Talton Farm Road has approximately 60 feet of right of way, with 20 feet of pavement.

The proposed project runs along a variety of land uses, including civic, single family residential, agriculture, industrial, and heavy industrial districts.

#### Corridor Destinations

· Wilson's Mills Fire Department

#### Raleigh Brewing Distro



#### CONSTRAINTS

- Crosses railroad coordination needed
- ROW constraints on the south side
- Utility constraints
- Coordination with Norfolk Southern

#### **OPPORTUNITIES**

- Connect existing and planned residential developments
- Connect to Raleigh Brewing Distro
- Part of the proposed Neuse River Trail alignment

Wilson's Mills | Bicycle and Pedestrian Acceleration Plan



MAIN STREET, UZZLE'S POND ROAD, AND TALTON FARM ROAD MULTI-USE PATH

IMATES
Total
\$934,000
\$46,000
\$182,000
\$4,134,000
\$5,296,000





#### SOUTHERLAND ROAD MULTI-USE PATH



#### **PROJECT CONCEPT**

S

1.4 miles Powhatan Road to Fire Department Road

Estimated Cost \$3,669,000

This project recommends the construction of a 10-foot multi-use path from Powhatan Road to Fire Department Road. There are several existing neighborhoods along Southerland Road, and the Town anticipates future development along the corridor. The Southerland Road multi-use path would also connect the Powhatan Road and Fire Department Road multi-use path, providing additional access to the Neuse River and the Wilson's Mills Community Park. The roadway is surrounded by drainage ditches on both sides, and improvements would likely require the construction of curb and gutter to accommodate storm water runoff.

#### **EXISTING CONDITIONS**

Southerland Road is a two-lane local road with 10-foot lanes, and a speed limit of 55 mph.

The proposed project is largely surrounded by single-family residential and agriculture districts.

#### Corridor Destinations

- Believers Baptist Church
- Several existing and proposed neighborhoods



#### **CONSTRAINTS**

- ROW constraints
- Utility and stormwater ditch relocation
- Potential design challenges associated with Jones Cemetery (726 Southerland Road)

#### **OPPORTUNITIES**

- Connects existing and planned residential developments
- Connects to additional proposed projects

#### SOUTHERLAND ROAD MULTI-USE PATH



COST ESTIMATES		
Cost	Total	
Design	\$326,000	
ROW Acquisition	\$36,000	
Utility Relocation	\$139,000	
Construction	\$3,168,000	
Total Cost	\$3,669,000	



#### SWIFT CREEK ROAD MULTI-USE PATH



#### PROJECT CONCEPT

Length Extents

Extents Wilson's Mills Road to Weatherspoon Lane Estimated Cost \$6,138,000

1.7 miles

The Swift Creek Road project recommends the construction of a 12-foot multiuse path from Wilson's Mills Road to Strickland Road. The corridor south of US 70 is mostly rural along with some neighborhoods – such as the Tralee neighborhood. The Town anticipates the construction of a town center (Midtown Village) south of US 70 between Strickland and Swift Creek Roads that will be accessed by Swift Creek Road when constructed. The Swift Creek Road bridge currently being constructed over US 70 will include pedestrian accommodations when completed, which could provide a connection for the northern and southern portions of the multi-use path. The roadway is surrounded by drainage ditches on both sides, and improvements would likely require the construction of curb and gutter to accommodate stormwater runoff.

Based on GIS data and aerials, there appears to be more space available on the east side of Swift Creek Road, however a feasibility study would need to be completed to determine which side of the road the multi-use path would be located on. Regardless, this recommendation includes connections across Swift Creek Road in the form of crosswalks and pedestrian activated signals to provide access to and from the neighborhoods and Midtown Village.

#### **CONSTRAINTS**

- ROW limitations
- Crosses US 70
- · Numerous driveways along the corridor

#### **EXISTING CONDITIONS**

Swift Creek Road is a major collector that is primarily two lanes but widens to accommodate turn lanes on either side of US Highway 70. Right of way along the corridor is mostly 60 feet but widens out near the US 70 intersection. NCDOT STIP project W-5600 will add additional lanes to Swift Creek Road around US 70, and it will become a 3 to 4 lane facility. Additionally, the project will convert the intersection to an interchange.

The speed limit along Swift Creek Road ranges from 35 mph to 45 mph. In 2021, the roadway had a traffic count of 2,200 AADT to the north of US Highway 70 and approximately 4,300 AADT to the south. The proposed project runs along a variety of land uses, including civic, single family residential, US Highway 70 commercial, agriculture, and mixed-use districts.

#### Corridor Destinations

- Wilson's Mills Baptist Church
- · Wilson's Mills Elementary School



#### **OPPORTUNITIES**

- Connects neighborhoods and the future Midtown Village development with the northern part of Town
- · Connects several residential developments

#### **PROJECT DESCRIPTIONS**

#### Wilson's Mills | Bicycle and Pedestrian Acceleration Plan

#### SWIFT CREEK ROAD MULTI-USE PATH



COST ESTIMATES		
Cost	Total	
Design	\$578,000	
ROW Acquisition	\$47,000	
Utility Relocation	\$166,000	
Construction	\$5,347,000	
Total Cost	\$6,138,000	



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#### STRICKLAND ROAD MULTI-USE PATH



#### **PROJECT CONCEPT**

Length Extents 1.8 miles US 70 service road to Swift Creek Road

Estimated Cost \$5,276,000

The Strickland Road multi-use path recommendation includes the construction of a 12-foot multi-use path along Strickland Road from Swift Creek Road to the US 70 service road. The project was identified by community members during an outreach event at the Farmers' Market. The improvements, combined with the US 70/Sadisco Road and Swift Creek Road projects, would create a looped walking and cycling route. Although current adjacent land uses may not be conducive to a multi-use path, the new Town Center will be located nearby, and the Town anticipates other future development. The project is recommended on the east side of Strickland Road.

#### **EXISTING CONDITIONS**

Strickland Road currently is a 2-lane road with 10-foot lanes that travels from Swift Creek Road in the south to Wilson's Mills Road to the north. Currently, there is an interchange where Strickland Road meets US 70, but improvements to US 70 associated with W-5600 will sever the connection, and Strickland Road will be bridged over US 70. There are no pedestrian facilities associated with the bridge. There is approximately 60-feet of right of way in the corridor, with most of the available space on the east side of the road.

The proposed project primarily runs along agricultural and low-density residential districts.

#### Corridor

Destinations

- Wedgewood Subdivision
- Connection to future Midtown Village
  - Planned and anticipated future development



#### **CONSTRAINTS**

- ROW constraints
- Utility and stormwater ditch relocation

#### **OPPORTUNITIES**

- Will connect to the future Midtown Village development and with the other proposed projects would create a walking and cycling loop.
- Will connect future development planned and anticipated along the corridor.

#### STRICKLAND ROAD MULTI-USE PATH



COST ESTIMATES		
Cost	Total	
Design	\$441,000	
ROW Acquisition	\$48,000	
Utility Relocation	\$169,000	
Construction	\$4,618,000	
Total Cost	\$5,276,000	



#### 9.

#### **US 70 AND SADISCO ROAD MULTI-USE PATH**



#### **PROJECT CONCEPT**

Length
Extent

1.1 miles Swift Creek Road to Sadisco Road Estimated Cost \$7,452,000

An additional project discussed with the steering committee would be to construct a 6- to 8-foot multi-use path along the US 70 service road and Sadisco Road from Swift Creek Road to US 70 Business. This recommendation would provide non-motorized connections to and from neighborhoods along US 70 Business that have been annexed by the Town. These neighborhoods are currently only accessible by automobile. While a feasibility study would determine the location of a multi-use path, there is likely sufficient room on the south side of the proposed roadway. If there is insufficient space, the Town should consider constructing sidewalk along the length of the corridor.

Since the project did not score well with the public and cost estimates are high, this project is recommended as a long-term project and would require additional information related to feasibility to determine its cross-section. The project would also require pedestrian crossing accommodations (crosswalks and pedestrian signals) at Strickland Road and an additional crossing of US 70 Business, with an extension of the multi-use path down US 70 Business to reach the East Hampton neighborhood.

#### **EXISTING CONDITIONS**

Sadisco Road is accessed from US 70 Business and currently terminates at the IAA Raleigh business. Improvements to US 70 associated with W-5600 include extending Sadisco Road as a service road all the way to Swift Creek Road. The proposed service road would be a two-lane facility with 12-foot lanes.

The proposed project runs along a variety of land uses, including industrial, agriculture, single-family residential, agricultural-residential, light industrial, mixed use, and general business districts.

#### Corridor

Destinations

- Johnston County Sports Complex
- Several employment centers
- Several neighborhoods along US 70 Business

#### $\mathbf{(0)}$ **COST ESTIMATES** Cost Total Design \$622,000 **ROW Acquisition** \$76,000 Utility Relocation \$337.000 Construction \$6,417,000 **Total Cost** \$7,452,000

#### PROJECT DESCRIPTIONS

## 4.

# Implementation Plan

#### **IMPLEMENTATION**

Achieving the vision, goals, and objectives of this Plan will require the commitment of Town officials and staff, the Upper Coastal Plain RPO, NCDOT, and the support and leadership from the community and other partner organizations. Guided by the goals, objectives, and strategies, the Town will continue working to improve pedestrian safety and connectivity.

The implementation strategy for this Plan includes several components to assist with translating this document into implemented programs and constructed multimodal facilities:

- Key Action Steps: Describing actions to help the Town implement the recommendations of this Plan and improve overall bicycle and pedestrian facilities
- **Project Development Strategies:** Utilizing key action steps to implement specific projects
- Funding Sources: Identifying and mobilizing funding for projects

#### ACTIVE TRANSPORTATION ADVISORY COMMITTEE

Wilson's Mills should consider forming an Active Transportation Advisory Committee (ATAC) to oversee the Town's multi-modal activities. This committee would organize and maintain the proposed programs and identify and seek out funding sources that would help the Town achieve its goal of becoming a more multi-modal community.

The ATAC would research funding opportunities, assist with the submission of grant applications, and play a role in selecting and monitoring the work of consultants and contractors hired to design and construct pedestrian and bicycle infrastructure. It would also form partnerships between schools, businesses, and neighboring municipalities. The ATAC should continue to meet regularly and provide updates to the Town Council.

#### ACTION STEPS FOR PROJECT IMPLEMENTATION

The newly formed ATAC is entrusted with overseeing the implementation of the Bicycle and Pedestrian Plan with assistance from Town staff and participation by the stakeholders. The ATAC would be responsible for meeting regularly to receive updates and guide progress on the action steps. It would also author the annual progress update submitted to the Town Council on multi-modal conditions in Wilson's Mills.

In addition, all infrastructure recommendations along NCDOT maintained roadways would require review and approval by NCDOT Division 4 prior to implementation. All roadway projects along NCDOT owned roads should be compliant with the NCDOT Complete Streets policy and consider pedestrian and bicycle recommendations in this Plan. The key actions are listed in **Table 5**. The timeline for the action steps is meant as a general guide and can be modified as necessary.

#### Table 5: Key Steps to Implementation

Action	Description	Stakeholder	Timeline
Adopt the Town of Wilson's Mills Bicycle and Pedestrian Acceleration Plan	Present the Plan to the Wilson's Mills Town Council for adoption.	Town Council and Town Staff	Winter 2024
Create an Active Transportation Advisory Committee (ATAC)	Create a formal advisory committee that will be responsible for overseeing the implementation of the Plan.	Town Council and Town Staff	Spring 2024
Strengthen partnerships with the Upper Coastal Plain RPO and NCDOT Division 4	Hold an initial meeting with the stakeholders to provide an overview of the Plan's recommendations and identify opportunities for collaboration.	Upper Coastal Plain RPO, NCDOT Division 4, and Town Staff	Summer 2024/ ongoing
Apply for Watch for Me NC	Apply to participate in NCDOT's Watch for Me NC campaign to raise awareness and provide educational resources to promote bicycle and pedestrian safety to residents, drivers, and law enforcement.	ATAC and Town Staff	Fall 2024/ ongoing
Identify potential funding sources during Town budget planning	Identify potential funding sources for pedestrian programs, projects, and maintenance in the Town's budget such as Powell Bill funds. Begin to accumulate funds that can be used for the local match required for most projects.	ATAC, Town Council, and Town Staff	Fall 2024/ ongoing
Apply for alternative funding sources for the Plan's projects and programs	Refer to the funding sources identified in this Plan in <b>Appendix C</b> ; apply for funds in addition to the STIP process to implement programs and projects. Establish a fund to use for local match requirements.	ATAC and Town staff	Ongoing
Include requirements for bicycle and pedestrian facilities in city ordinances and policies	Draft amendments to Town ordinances and policies following the recommendations of this Plan and NCDOTs Complete Street Policy for bicycle and pedestrian infrastructure in existing and new development.	Town Council and Town Staff	Fall 2024/ Winter 2025
Coordinate with Active Routes to School Coordinator	Begin meeting with the Active Routes to School Coordinator to establish and develop policy for implementation and/or training or programs for Wilson's Mills schools.	ATAC, Town Staff, NCDOT, NC Division of Public Health	Fall 2024/ ongoing
Partner with local artists, businesses, and the parks department	Partner with local artists, businesses, and the parks department to work on placemaking projects.	Local artists, art organizations, and Town Staff	Fall 2024/ ongoing
Prepare the Town of Wilson's Mills Bicycle and Pedestrian Acceleration Plan Annual Report/Memo	Prepare a Bicycle and Pedestrian Acceleration Plan Annual Report or Memo assessing progress made over the past year.	ATAC and Town Staff	Winter 2025

#### **PROJECT DEVELOPMENT STRATEGY**

The development process to prepare for a project for construction involves six key components described below. This strategy can be used to implement infrastructure projects proposed in this Plan. When applicable, each component of the strategy will incorporate action steps described in **Table 5**, demonstrating how Town officials can implement the project through the following:

- Identification of funding source(s)
- Public involvement
- Feasibility study (right-of-way availability and needs)
- Engineering and design
- Analysis of affected property owners
- Design-level cost estimates

#### **IDENTIFICATION OF FUNDING SOURCES**

Funding for bicycle and pedestrian infrastructure projects needs to be identified early in project development. Many funding options are presented in **Appendix C** of this Plan. Relevant action steps include the following:

- Coordinate with the Upper Coastal Plain RPO to include infrastructure projects in the regional planning process
- Align with Town budget planning
- Apply for alternative funding sources for the Plan's projects and programs. There are many competitive and formula grant opportunities through new federal initiatives like the Infrastructure Investment and Jobs Act (IIJA) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program.
- Partner with North Carolina Department of Commerce for grants and technical assistance
- Form public-private partnerships

#### SCOPING REPORT/FEASIBILITY STUDY

Each project will require a project scoping report (part of express designs) or a feasibility study (usually part of large corridor projects). A project scoping report

or feasibility study would likely be completed for each proposed project, a small group of interrelated projects, or an entire project corridor. The study will examine the utility and right-of-way issues associated with a proposed facility and provide concept plans, profiles, and high-level cost estimates. The study will determine utility constraints, and if right-of-way acquisition is necessary for the project. The study should be conducted in consultation with NCDOT when occurring within an NCDOT right-of-way.

On NCDOT roads in the Town, roadway re-striping to reallocate road space has the potential to be accomplished cost-effectively through NCDOT division resurfacing projects. As identified in the key action steps table, coordination with NCDOT Division 4 should be initiated following the adoption of this Plan. There may be opportunities to include pedestrian and bicycle facilities proposed by this Plan in road repaving and widening projects. An important role for the ATAC would be to monitor the NCDOT Division 4 resurfacing schedule. This could be accomplished through arranging quarterly check-ins with the Division Operations and Maintenance personnel to determine upcoming resurfacing plans or coordinating with the Upper Coastal Plain RPO. Although NCDOT communicates with local municipalities concerning upcoming resurfacing plans and the 2019 Complete Streets Policy ensures pedestrian plans be considered in resurfacing projects, coordination with NCDOT is recommended to ensure projects in this Plan can be implemented through resurfacing.

Project scoping reports or a feasibility study could require coordination at multiple levels from the Town to NCDOT. The following actions would assist in coordinating and conducting feasibility studies:

- Adopt the Town of Wilson's Mills Bicycle and Pedestrian Acceleration
   Plain
- Strengthen partnerships with Johnston County and the Upper Coastal Plain RPO
- Coordinate with NCDOT Division 4
- Coordinate with the Upper Coastal Plain RPO to include infrastructure projects in the regional planning process and in the CTP

- Include in Town budget planning
- Develop partnerships with local and regional businesses to help fund wayfinding, arts, and streetscape element

#### **ENGINEERING AND DESIGN**

In the engineering and design phase, concepts developed in the feasibility study will be developed and advanced using more in-depth engineering to develop a preliminary design. During this phase additional, more specific information on right-of-way and utility constraints will be developed. As with the feasibility study, the planning and design phase should be conducted in consultation with NCDOT if the project falls within an NCDOT right-of-way. Because engineering and design follow feasibility studies closely, many applicable action steps are the same:

- Coordinate with NCDOT Division 4
- Coordinate with the Upper Coastal Plain RPO to include infrastructure projects in the regional planning process
- Align efforts with Town budgeting and planning

#### ANALYSIS OF AFFECTED PROPERTY OWNERS

It is best to develop projects within existing Town or NCDOT right-of-way to minimize right-of-way acquisition and costs. Typically, pedestrian infrastructure projects, including those in this Plan, utilize existing roadways, sidewalks, and rights-of-way, as the acquisition of private property would reduce the feasibility of the project. Multi-use paths are an example of a project that typically requires right-of-way acquisition. However, if a project requires the acquisition of additional rights-of-way, the feasibility study, engineering, and design would identify property owners who could be impacted by a project's alignment and construction. Once those property owners are identified, Town officials should coordinate with NCDOT (if on NCDOT road) on the process to initiate contact with impacted property owners and acquire the right-of-way.

This Plan considered available rights-of-way as part of the project selection process, and based on high-level analysis, only proposes projects that would fit within the existing rights-of-way. Bicycle and pedestrian projects that could require the acquisition of rights-of-way typically include those that are not using

existing roadways or sidewalks.

#### **DESIGN-LEVEL COST ESTIMATES**

A critical component of a project's engineering and design is developing the design-level cost estimates for proposed project alternatives. Detailed cost estimates allow the Town Council to evaluate alternatives, present options to the public, receive public input, and ultimately decide on the alternative that best fits the Town's goals and budget. Design-level cost estimates are generated by the project engineers tasked with designing the project alternatives. Cost estimates include the following details, at a minimum:

- Project design
- Roadway/path/sidewalk construction
- · Utility construction or relocation
- Right-of-way acquisition
- · Contingencies that could arise during project construction

#### **PUBLIC INVOLVEMENT**

This is a critical component for soliciting community input on the location, design, and function of the proposed facility. In addition, public involvement is critical in forming partnerships with local advocacy organizations and educating the community about the overall benefits of active transportation. Public involvement should be included in all phases of project development. Practical action steps include the following:

- Form an Active Transportation Advisory Committee (ATAC)
- Carry out programs that educate residents on the health benefits of active transportation
- Conduct wayfinding and traffic calming studies
- Participate in Watch for Me NC

#### **FUNDING SOURCES**

This chapter discusses the state funding process and other potential funding sources. Funding for bicycle and pedestrian projects will likely not come from a single source, and instead will need to be combined with several funding sources that can be used for a variety of activities, including the following: feasibility studies, planning, design, implementation, and maintenance. Although funding is available from outside sources, it is highly recommended that the Town establish a source of local matching funds for potential grants. Even small amounts of local funding are essential for matching and leveraging outside sources. Local matching funds can be achieved through allocations to a reserve fund from the capital budget. In addition, many grants allow in-kind matching (e.g., local staff time).

## STATE FUNDING PROCESS FOR TRANSPORTATION IMPROVEMENTS

In June 2013, the North Carolina General Assembly overhauled the process for funding state transportation projects with the Strategic Transportation Investments law (House Bill 817). This law establishes the Strategic Mobility Formula to allocate funds through a competitive process based on quantitative criteria and local input. The formula is intended: "to maximize North Carolina's existing transportation funding to enhance the state's infrastructure and support economic growth, job creation and high quality of life." This formula is applied in creating the STIP, which is NCDOT's ten-year transportation improvement plan for the state. The STIP is updated every two years and includes projects across six transportation modes: highway, aviation, bicycle/pedestrian, public transportation, ferry, and rail.

Active transportation projects that are submitted through the NCDOT project prioritization process as part of a roadway project must meet the following requirements based on the current round of prioritization (Prioritization 7.0):

• Minimum project cost of \$100,000 for stand-alone pedestrian (or bicycle) projects (this does not apply for active transportation elements that are part of a roadway project).

- According to the 2019 Complete Streets Policy, if the bicycle and pedestrian facility is included in an adopted local plan, the Town will not be responsible for the cost. If the pedestrian project component is not included in a plan, the Town will have to provide a local match.
- Must be included in an adopted plan (pedestrian plans, bicycle plans, greenway plans, Safe Routes to School action plans, CTPs, and long-range transportation plans)
- Right-of-way must be secured prior to receiving federal construction funding
- The formula funds projects according to the three following categories:
  - Division Needs (30 percent)
  - Regional Impact (30 percent)
  - Statewide Mobility (40 percent)

Bicycle and pedestrian projects that are independent of larger roadway projects are only funded through the Division Needs category. Projects in this category compete equally against all six transportation modes within the division. Selection is based on 50 percent on the quantitative score and 50 percent on local input. Local input is split evenly between the NCDOT division and MPO or RPO. The public may comment on the local input point assignment, which the Division Engineer will review prior to final local input point assignment. The Upper Coastal Plain RPO also provides a public comment period.

## FEDERAL FUNDING FROM COMPETITIVE AND FORMULA GRANTS

The Infrastructure Investment and Jobs Act (IIJA) – also known as the Bipartisan Infrastructure Law (BIL) - was signed into law on November 15, 2021, and authorized \$1.2 trillion for transportation and infrastructure initiatives across the country. The law further designates that \$550 billion of the spending go towards new programs and investments. The law builds on existing Federal funding sources and creates new opportunities for a diversity of transportation projects, including to promote active modes.

Note that many of the federal funding sources are distributed by NCDOT

through the prioritization process and are not directly attributed to municipalities or MPOs/RPOs.

#### **OTHER FUNDING SOURCES**

The Town of Wilson's Mills may consider alternative funding sources to augment state funds for pedestrian and bicycle projects, which are limited and competitive. Miscellaneous sources may help to fund entire projects or be directed towards covering the cost of spot improvements like crosswalks or amenities such as benches and signage.

Detailed federal, state, local, and other funding sources are discussed in **Appendix C**.

# Appendices

#### APPENDIX A: STEERING COMMITTEE AND PUBLIC ENGAGEMENT

#### **STEERING COMMITTEE MEETING #1**

#### April 12, 2023 | 3:00 PM - 4:00 PM

The Steering Committee for the Town of Wilson's Mills' Bicycle and Pedestrian Acceleration Plan met on Wednesday, April 12, 2023, at the Believers Baptist Church. The Town sent notice to the Steering Committee via email and 9 individuals attended the meeting.

The meeting began with an overview of the planning process, the purpose of the project, the schedule, a working session, and next steps.

#### AGENDA

The project team discussed the project background, purpose and benefits of the Plan, the role of the Steering Committee, and an overview of the tasks and project schedule. The schedule noted future milestones and the anticipated delivery of the Plan document. Todd also led the Steering Committee through a discussion on the vision and a set of goals for the Plan.

#### WORKING SESSION

AECOM consultants facilitated the working session at the tables. The Steering Committee members used table maps to lay the groundwork for developing projects that will be presented in the Plan. The committee identified bicycle and pedestrian opportunities, constraints, and community features or destinations. They also identified specific bicycle and pedestrian routes or connections in the Town.

#### **NEXT STEPS**

The consultant team will continue to work on the draft Plan through Winter 2023. The date for the final Plan presentation is to be decided. The consultant team will summarize the comments provided during the meeting and will begin to draft the projects. Following the meeting, the consultant team sent out a survey link to collect additional feedback from the Steering Committee. Results will be shared at the second Steering Committee meeting.

Meeting #1 Sign-in Sheet

#### Steering Committee Meeting #1 Town of Wilson's Mills Bicycle and Pedestrian Acceleration Plan Toloon Planing Dimote Wendy Oldhom Chick Marre Tome / Roble bloks Director A2-William Timm | Polia Dept Trimes minutes NCOOT Redacted for privacy Stair Grocker Taun Admin Seen Landors WARD Fleta & Byrd Town - Mayor

Meeting #1 Draft Vision and Goals Review



#### Wilson's Mills | Bicycle and Pedestrian Acceleration Plan

#### Meeting #1 Presentation Slides



#### PURPOSE OF TODAY'S MEETING

DRAFT GOALS OF THE PLAN

improved multility options

Improved health apportunities **Economic development** Preserve local character



#### PROJECT OVERVIEW | ROLE OF THE STEERING COMMITTEE

BENEFITS OF THE PLAN

NCDOT requires an adapted plan showing planned facilities in order to include them in improvements

Allows the town to primitize investment in bicycle and pedestrian facilities.





#### DRAFT VISION OF THE PLAN

The Town of Wilson's Mills will be a The Town of Wilson's Mills will be a place where people of all ages and diverse backgrounds have access to bicycle and pedestrian facilities and programs that promote the following alternative transportation modes; exercise and wellbeing; safety; consectivity; and celebration and discovery of Wilson's Mills culture and history."



AECOM



#### PROJECT BACKGROUND

communities to improve walking and bicycling opportunities whether for recreation, exercise or transportation to create a safer, more efficient network everyone can use.

- The Town applied for a in May of 2022, and was rewarded with the grant late in the year



#### PROJECT OVERVIEW | KEY TASKS & SCHEDULE

Prepet Kick of Meeting (Tewn, NCDOT, ALCOM)	February Jess
investory and Evaluation of Current Conditions	Marris song
Contract Streeting Contractions	Marcalan I
Third Stearing Committee Meeting, Public Engagement	Summer sess
C. Preliminary Perlevinian and Bicycle Plan	Summer July.
Final Plan	Winter seco

#### PROJECT DEVELOPMENT APPROACH

#### APPENDIX A: STEERING COMMITTEE AND PUBLIC ENGAGEMENT

#### **STEERING COMMITTEE MEETING #1**

SAMPLE LINEAR PROJECTS



#### SAMPLE SPOT PROJECTS



#### THANK YOU



#### WORKING SESSION



#### NEXT STEPS



#### Meeting #1 Work Session Activity



#### APPENDIX A: STEERING COMMITTEE AND PUBLIC ENGAGEMENT

#### STEERING COMMITTEE MEETING #2

#### June 20, 2023 | 10:00 AM - 11:00 AM

The Steering Committee for the Town of Wilson's Mills' Bicycle and Pedestrian Acceleration Plan met virtually on Tuesday, June 20, 2023. The Town sent notice to the Steering Committee via email and 8 individuals attended the meeting.

#### AGENDA

Todd McAulliffe (AECOM) gave an overview of the draft project corridors that the team had identified. He also shared a draft network map illustrating how the various projects would fit together. Todd introduced potential project prioritization criteria before sharing next steps.

#### WORKING SESSION

The Steering Committee provided feedback on each proposed project. They shared aspects that they liked and ways to refine or add additional projects to ensure diverse community needs are met. The Steering Committee also reviewed the proposed project prioritization criteria and shared feedback on how best to rank the various projects.

#### **NEXT STEPS**

Using the insight from the Steering Committee, the project team will refine the proposed projects and prioritization criteria. The team will also continue developing the draft Plan.

Meeting #2 Attendees

Todd McAulliffe, AECOM	Nick Morrison, NCDOT IMD
Siobhan Nelson, AECOM	James Salmons, NCDOT Division 4
Wendy Oldham, Wilson's Mills	Jennifer Collins, NCDOT Division 4
Bentley Powell, Fire Chief, Wilson's Mills District	Fleta Byrd, Wilson's Mills

#### Wilson's Mills | Bicycle and Pedestrian Acceleration Plan



#### Agenda

- Greetings and Mroductions · Overview of corridors
- developed in April
- + Project prioritization criteria exercise

+ Next Steps



#### **Project Overview**

- NODOT offendiciple and Pedeather Perring Diants to constructive is improve adding and implifing report address solutions for remaining, exercise or transportation to preate a water, more efficient instauch everyone can use.
- · The Town applied for a in Use of 2022, and was rewarded with the grantials in the year
- + The plan will
- · Proversion priority biopile and probatives propert derivation and project implementation.
- + Provided bit and maps of 5 10 short ferm and brig ferm individual representation + Instale an implementation plan



#### Project 1 - Powhatan Rd Side Path

- · From Town Insuralizy to Main Street (or conditionth add)
- 17 with path with latter · Opportunities:
- Contexts the central part of Wilson's Mile, to the Construinty Parts
- · Weakl pass by several neighborhoods
- · Part of the recommendant Neurale River That
- + Otaberges:
- + 12 site path recommended in the 1977 Feasibility Report · Limitations of the ROVI may impute curb and putter



#### Project 4 - Main St / Uzzle's Pond Rd /

- From Fire Deput Rd in US 78 service read (1.8 miles)

- + Part of the recommended heuse River Trail (Segment C).
- · Limitations of the RDM may require curk and guiler
- Multitle suit on the north sale of them to and Upple's Find Ro-due to release ROM on each sale - Commenta?







#### Project 2 - Fire Department Rd Side Path

and Kink off Mechine (Town, SPIRIT BLUCK) Invantory and Tublistics of Carriers Conditions

C And Money Consolitor J. Jacob Descrip Consolitor Thad Secret Consolitor Maring Public Frights

E. Postminary Robinstan and Muschi Flat

- From Beans How in Predictor Softlines's Mile Rd - 17 side path with laster
- Departmention:
- Scorectorite cannot part of Viberoria Milleror Review Bure and a potentiar Autor business included in the VMT.
- Visual pasts to several neighborhoods.
- Pet attre accessministration from that clanearies to
- Challenges
- + 12 side path movements in the WT Passivity Report

**Project Schedule** 

T. Frini Plan

- Contained the ROV way request curt and galar Was require modifications to the bridge over the Vacue lines.
- Contrationalitikalitik Southern
- Connector?





March 2025

Subsection 2021

Minist 2022

April 10214

#### Project 3 - Southerland Rd Shared Use Path and Sidewalk

- From Peoplation Rd to Time Department Rol (1.4 index)
- 8.0 mile path with buffer from
- Opportunities: · Connects several entring and pierreel mapping hands
- · Would convert projects 1 and 2 Challenges:
- require surb and puber - Commente?





Map of

corridors

50

- Postulation Rai to Mastellause Or. In analisating to a 3-fact addressift from Westellause (in to Fire Department Rai
- Linkeline of the ROM may

#### Model convector: Double Barley Browing · Challenges. - 12 side path recommended in the WET Passibility Report



#### · Wook pass to several easing and latere neighborhoots





#### **APPENDIX A: STEERING COMMITTEE AND PUBLIC ENGAGEMENT**

#### **STEERING COMMITTEE MEETING #2**

#### Project 5 - Swift Creek Shared Use Path

- From Wilson's Mile Ra'ss Weatherspeen La (1.8 miles)
- · U nich pult with haffer · Opportunities:
  - + Connects religible/hoods and the future Multiver Village
  - development with the northern part of lown. · Hould pase by animal neighborhoods
- · Challenges
  - + Itituali require resolutions to birdge over US.70 or a separate pedestrian bridge
  - + 12 min path reconversient in the SRT Passibility Report
  - + Lantatole of the ROW may require isoft and gather
- · Comments?



#### Project 6 - US 70 / Sadisco Rd Shared Use Path

- From Switt Creek Rd to Bedleco Rd. along US 74 warview rood and Sadaco Rd (1.1 miles)

#### - Etc.5-foot abured use path with buffer

· Opportunities Corrects the future littleser Wage development with produces of the from in the word that have been spot arranged, multipling potentials the East Hangton reightorhood. Could provide twightomood

strengthene. New developments could provide a crossing of US 70 Duarness at

#### Seclecs Rd · Challenges.

Limitations of the ROW map

require such and puller · Connected

Map



#### Project 7 - Main St and Wilson's Mills **Rd Sidewalk**

- From Main Bitlight's Pand Rd to Turnege Rd (1.8 miles)
- 5-foot sidewolk, likely on the east side
- · Opportunities · Weak append to assess registerbasis and Web Dawn
- 89Q and Family Dollar - Undergona order 121 74 and reduce advention or lash-asine
- · Dallarges
- · Undeform of the ROW may require outs and patter · Coordinator with Norfold Southern
- · Colomerca?



#### Project 8 - Wilson's Mills Rd Multi-Use Path

- · From Swift Creek Rul to Main 21 (2.3 miles)
- · 17 mile path with buffer
- < Opportunities:
- Nould convect to several neglocyhoots to other projects client/Creak Rd, Find Department Rd, Nen Schlassen Mile Rd
- Provides convention to Wilson's MEL Plenethers School · Challenges: · Limitations of the ROV may require parts and gather
- · Contrator with Norbit Southers
- · Commenta?





#### How do you think we should prioritize the projects? (Potential Criteria)

Community support A Ease of implementation · Cell

· Right of any localization pace

· Ubline

+ Terran

- Con Destinations served
- Location with crash history
- Supportive land use

Next Steps





Todd McAulliffe - todd.mcaulliffe@aecom.com

Siobhan Nelson - siobhan.nelson@aecom.com



#### FARMERS' MARKET PUBLIC ENGAGEMENT

#### August 19, 2023 | 9:00 AM – 12:00 PM

The project team hosted a public engagement event at the Wilson's Mills Farmers' Market. The project consultants and Wendy Oldham presented the purpose and objectives of the Wilson's Mills Bicycle and Pedestrian Acceleration Plan, promoted the survey, and collected feedback on the proposed projects. Community members were excited to learn about the Plan and were supportive of the proposed projects. The event also resulted in the addition of the Strickland Road project.



#### FARMERS' MARKET PUBLIC ENGAGEMENT

Ranking activity shared at the Farmers' Market

## Share your feedback by completing and returning this sheet!

Please prioritize the proposed projects in the order of importance to you and your community (1 being the most important).

Your Ranking	Map Label	Recommended Project	Description	Opportunities	
	1	Powhatan Rd Shared Use Path	12-foot shared-use path from the Town limits to Main Street	<ul> <li>Connects the central part of Wilson's Mills to the Community Park</li> <li>Would pass by several neighborhoods.</li> <li>Part of the recommended Neuse River Trail</li> <li>Could be used by both pedestrians and cyclists</li> </ul>	
	2	Fire Department Rd Shared Use Path	12-foot shared-use path from the Neuse River to Wilson's Mills Road	<ul> <li>Connects the central part of Wilson's Mills to the Neuse River and a potential future boat ramp</li> <li>Would pass by several neighborhoods.</li> <li>Part of the recommended Neuse River Trail</li> <li>Could be used by both pedestrians and cyclists</li> </ul>	
	3	Southerland Rd Shared Use Path	8-foot shared-use path from Powhatan Road to Fire Department Road	<ul> <li>Would connect several existing and planned neighborhoods</li> <li>Would connect recommended projects on Powhatan Road and Fire Station Road</li> <li>Could be used by both pedestrians and cyclists</li> </ul>	
	4	Main St/ Uzzle's Pond Rd/ Talton Farm Rd Shared Use Path	12-foot shared-use path from Fire Department Road to US 70 service road	<ul><li>Would pass by several existing and future neighborhoods</li><li>Part of the recommended Neuse River Trail</li></ul>	
	5	Swift Creek Shared Use Path	12-foot shared-use path from Wilson's Mills Road to Strickland Road	<ul> <li>Connects neighborhoods and the future Midtown Village development with the northern part of Town</li> <li>Would pass by several neighborhoods</li> <li>US 70 underpass includes pedestrian accommodations</li> <li>Could be used by both pedestrians and cyclists</li> </ul>	
	6	US 70 and Sadisco Rd Shared Use Path	6- to 8-foot shared-use path from Swift Creek Road to Alliance Drive	<ul> <li>Connects the future Midtown Village development with the western part of Town.</li> <li>Could provide neighborhood connections.</li> <li>Could include a pedestrian crossing of US 70 Business at Sadisco Road.</li> <li>Could be used by both pedestrians and cyclists</li> </ul>	
	7	Main St and Wilson's Mills Rd Sidewalk	5-foot sidewalk from Main Street/Uzzle's Pond Road to Turnage Road (Town limits)	<ul> <li>Would connect to several neighborhoods, White Swan BBQ, and Family Dollar</li> <li>US 70 underpass will include sidewalks on both sides</li> </ul>	
	8	Wilson's Mills Rd Sidewalk	12-foot shared-use path from Swift Creek Road to Main Street	<ul> <li>Would connect several neighborhoods to other recommended projects (Swift Creek Road, Fire Department Road, Main Street/Wilson's Mills Road)</li> <li>Provides connection to Wilson's Mills Elementary School</li> </ul>	

#### **APPENDIX B: PUBLIC SURVEY**



#### **APPENDIX C: FUNDING SOURCES**

Source	Eligible Activity Examples	Characteristics and Requirements			
Federal Funding Sources					
Rebuilding American Infra- structure with Sustainability and Equity (RAISE) Grant	<ul> <li>Bicycle lanes on road</li> <li>Bicycle parking and repair stations</li> <li>Crosswalks for pedestrians, pedestrian refuge islands</li> <li>Lighting for pedestrian and bicyclists</li> <li>Recreational trails</li> </ul>	<ul> <li>Annual, competitive grant program that is merit-based.</li> </ul>			
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	<ul> <li>Planning activities to build transportation resilience</li> <li>Resilience improvements to existing surface transportation assets</li> </ul>	<ul> <li>Formula grants and competitive, merit-based grants</li> <li>Federal share is generally up to 80% but the non-Federal share may be reduced under certain conditions</li> </ul>			
INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects)	<ul> <li>Separated bicycle lanes</li> <li>Sidewalks</li> <li>Signs, signals</li> <li>Bicycle lanes on road</li> </ul>	<ul> <li>Annual, competitive grant program that is merit-based.</li> </ul>			
Reconnecting Communities Pilot (RCP) Grant	<ul> <li>Recreational trails</li> <li>Bicycle lanes</li> <li>Curb ramps and paved shoulders for pedestrians</li> <li>Sidewalks</li> </ul>	Planning and capital construction grants			
Safe Streets and Roads for All (SS4A) Grant	<ul> <li>Barrier removal for ADA compliance</li> <li>Bicycle lanes</li> <li>Rail at-grade crossings</li> <li>Sidewalks</li> </ul>	<ul> <li>Annual, competitive grant program that is merit-based.</li> </ul>			
Highway Safety Improvement Program (HSIP)	<ul> <li>Safety projects that are consistent with the state's Strategic Highway Safety Plan (SHSP)</li> <li>Pedestrian hybrid beacons</li> <li>Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.</li> <li>Road diets</li> </ul>	Typically requires 10% match			

Source	Eligible Activity Examples	Characteristics and Requirements
National Priority Safety Program (Section 405)	<ul> <li>Training law enforcement on state laws applicable to pedestrian and bicycle safety</li> <li>Enforcement mobilizations and campaigns designed to enforce those state laws</li> <li>Public education and awareness programs designed to inform motorists, pedestrians and bicyclists of those state laws</li> </ul>	<ul> <li>Only states where the annual combined pedestrian and bicyclist fatalities exceed 15 percent of the total annual crash fatalities are eligible</li> <li>Requires 20% state match</li> </ul>
State and Community High-way Safety Grant Program (Section 402)	Education, enforcement, and research programs designed to reduce traffic crashes, deaths, injuries, and property damage	Administered by the Governor's Representative for Highway Safety
Surface Transportation Block Grant (STBG) Program	<ul> <li>Recreational trail projects eligible under 23 U.S.C. 206</li> <li>Pedestrian and bicycle projects in accordance with 23 U.S.C. 217</li> <li>Modifications to comply with accessibility requirements under the ADA</li> <li>Safe Routes to School Program</li> </ul>	<ul> <li>Project must be identified in STIP and consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s)</li> <li>State may obligate up to 15 percent of the STBG amounts suballocated for that year for use in areas with a population of 5,000 or less on roads functionally classified as minor collectors.</li> </ul>
Transportation Alternatives (TA) Set-aside of the STBG Program	<ul> <li>Bicycle and pedestrian facilities</li> <li>Recreational trails</li> <li>Safe Routes to School projects</li> <li>Technical assistance</li> <li>Programmed through the Strategic Transportation Investments <ul> <li>Strategic Mobility Formula process</li> </ul> </li> </ul>	<ul> <li>Typically requires 20% match</li> <li>Can be received directly by local governments</li> <li>Competitive funding process</li> <li>\$850 million set aside in FY 2018</li> </ul>
State Funding Sources		
Clean Water Management Trust Fund (CWMTF)	<ul> <li>Projects that enhance or restore degraded waters, acquire land with ecological, cultural, and historic significance</li> <li>Greenway (multi-use path) projects are eligible</li> <li>Innovative stormwater projects</li> </ul>	<ul> <li>Requires matching funds</li> <li>Annual grant cycle</li> </ul>

#### **APPENDIX C: FUNDING SOURCES**

Source	Eligible Activity Examples	Characteristics and Requirements
Downtown Associate Community Program	<ul> <li>Technical assistance for downtown revitalization projects from the NC Main Street &amp; Rural Planning Center</li> </ul>	<ul> <li>Competitive application process every other year</li> <li>Municipalities with populations less than 50,000 and that are not already designated as an active Main Street or Small Town Main Street community</li> </ul>
Land and Water Conservation Fund (LWCF)	<ul> <li>Land acquisition and/or development projects for public outdoor recreation and/or to protect outstanding natural or scenic resources</li> <li>Can include new or renovated outdoor recreational facilities and support facilities</li> </ul>	<ul> <li>Requires 50% match</li> <li>Projects must be on a single site</li> <li>Administered by the Division of Parks and Recreation</li> </ul>
Parks and Recreation Trust Fund (PARTF)	<ul> <li>Acquisition and/or development of park and recreational projects</li> </ul>	<ul> <li>Requires 50% match</li> <li>Administered by the Division of Parks and Recreation</li> </ul>
Powell Bill	<ul> <li>Municipalities may use Powell Bill funds to resurface, repair, or widen streets, or for the planning, construction and maintenance of bikeways, greenways, or sidewalks.</li> </ul>	Annual allocation from the State to qualifying municipalities
Recreational Trails Program (RTP)	<ul> <li>Trail construction</li> <li>Trail facilities and amenities</li> <li>Programs that promote safety and environmental protection as they relate to recreational trail projects</li> </ul>	<ul> <li>Requires 25% match</li> <li>Federal funds managed by the Division of Parks and Recreation</li> </ul>
Safe Routes to School (SRTS)	<ul> <li>Infrastructure projects within 2 miles of a K-8 school</li> <li>Project must be within the public right-of-way</li> </ul>	<ul> <li>No match required</li> <li>Currently funding with leftover SRTS funds, once expended TA funds will be used and programmed through the Strategic Transportation Investments         <ul> <li>Strategic Mobility Formula process</li> </ul> </li> </ul>

Source	Eligible Activity Examples	Characteristics and Requirements
Congestion Mitigation and Air Quality Improvement (CMAQ)	<ul> <li>For projects that reduce traffic congestion and improve air quality to meet requirements of the Clean Air Act</li> <li>Bicycle and pedestrian facilities</li> </ul>	<ul> <li>Funding is distributed to each state , which then divides the total among apportioned programs</li> </ul>
Local Funding Source		
Capital Reserve Fund	May be used to fund pedestrian infrastructure projects	<ul> <li>The Town Council would establish the fund through an ordinance</li> <li>May be financed through Town budget allocations, grants, and donation</li> </ul>
Community Crowd Funding	<ul> <li>Unrestricted source of funds, would apply to pedestrian infrastructure projects and programs</li> </ul>	<ul> <li>Residents make monetary contributions through online platforms such as Indiegogo</li> <li>Town would pay a nominal fee</li> </ul>
Fees	The fee ordinance would establish which projects are eligible	<ul> <li>Would require adoption by the Town Council</li> <li>Fee types may include stormwater fees assessed per area of impervious surface or streetscape fees assessed per length of street frontage</li> </ul>
General Obligation Bonds	May be used to fund pedestrian infrastructure projects	<ul> <li>Would require adoption by the Town Council</li> <li>Would require approval by Town residents</li> </ul>
Special Tax District	<ul> <li>May be levied by the municipality to raise funds to provide services or fund projects such as pedestrian infrastructure projects</li> </ul>	Would require adoption by the Town Council
Tax Increment Financing	<ul> <li>Pedestrian infrastructure improvements, land acquisition, utilities, and other improvements</li> </ul>	<ul> <li>Increased property values resulting from the constructed facility are used to pay the debt borrowed to build the facility</li> </ul>

#### APPENDIX D: PROGRAMS, POLICIES, AND DESIGN GUIDELINE RESOURCES

#### **RECOMMENDED PROGRAMS**

To encourage walking and biking in the Town, a series of programs can be administered to familiarize the public to multi-modal activities and/or facilities. The focus is to educate both active transportation users and vehicular users while bringing awareness to proposed recommendations. Six programs that would be beneficial to the Town of Wilson's Mills are as follows:

- Active Transportation Advisory Committee
- Safety campaigns to educate pedestrians, active transportation users, and drivers
- Enhance safe access to schools
- Open streets and walking events
- Public art and environmental education
- · Educate citizens on existing driving laws and speed limits

#### ACTIVE TRANSPORTATION ADVISORY COMMITTEE

Wilson's Mills should consider forming an Active Transportation Advisory Committee (ATAC) to oversee the Town's multi-modal activities. This committee would organize and maintain the proposed programs and identify and seek out funding sources that would help the Town achieve its goal of becoming a more multi-modal community.

The ATAC would research funding opportunities, assist with the submission of grant applications, and play a role in selecting and monitoring the work of consultants and contractors hired to design and construct pedestrian and bicycle infrastructure. It would also form partnerships between schools, businesses, and neighboring municipalities. The ATAC should continue to meet regularly and provide updates to the Town Council.

## SAFETY CAMPAIGNS TO EDUCATE PEDESTRIANS, ACTIVE TRANSPORTATION USERS, AND DRIVERS

Watch for Me NC is a comprehensive campaign aimed at reducing the number of active transportation users hit and injured in crashes with vehicles. The campaign



is a collaboration between NCDOT, municipalities, and universities and consists of educational messages on traffic laws and safety, and an enforcement effort by area police. Educational materials in the form of a website, public service announcements, pamphlets,

bus wraps, billboards, and bumper stickers have been developed and distributed to increase awareness of pedestrians and bicyclists and applicable laws. Many of the materials can be distributed at local festivals, events, and at local businesses. The campaign also provides increased training to law enforcement. Many of these resources are downloadable from Watch for Me NC.

#### ENHANCE SAFE ACCESS TO SCHOOLS

NCDOT's Safe Routes to School (SRTS) is a program that enables and encourages children to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

As part of the SRTS program, the Town could facilitate its school's participation in Let's Go NC! — Pedestrian and Bicycle Safety Curriculum. Aimed to instruct children between grades K-5, the program focuses on walking and biking skills to promote safety, a curriculum was developed that includes aspects of the SRTS program in addition to classroom, video, and exercise materials.





#### PUBLIC ART AND ENVIRONMENTAL EDUCATION

Creating a welcoming and enjoyable walking environment is an important component of developing a walkable community. Local art could be incorporated with multi-modal projects and alongside signage for local businesses and seen as an advertising opportunity to promote economic vitality for local businesses, as well as support environmental awareness and a sense of stewardship for the local flora and fauna. By including a small plaque with the name of the species or artist along with their business name and location, Wilson's Mills could encourage local artists to donate their art or even pay a small fee to cover installation and maintenance in exchange for the advertising that would result from the public display of their art. The Town may also partner with the Johnston County Arts Council on outdoor public art projects.

## EDUCATING CITIZENS ON EXISTING DRIVING LAWS AND SPEED LIMITS

Education is essential for teaching and reminding drivers of all ages the applicable laws and responsibilities of motorists as they pertain to safely sharing the road with bicyclists and pedestrians. This also includes educating police officers on pedestrian and bicycle user laws.

Although children aged 5 to 15 years are not yet old enough to drive, many will become drivers in the future. Educating elementary and middle school students about bicycle and pedestrian safety provides an excellent opportunity to make a difference for drivers and active transportation users alike.

Pedestrian safety, as well as how to safely maneuver an automobile while in the presence of pedestrians and bicycles can be an instrumental part of any driver's education program in the Town.



More information can be found at: <u>www.ncdot.gov/dmv</u> The NC Bicycle and Pedestrian laws can be found at: <u>https://www.ncdot.gov/divisions/integrated-mobility/safety/</u> Pages/bike-ped-laws.aspx

#### PROGRAMS

- Watch for Me NC: <u>https://www.watchformenc.org/</u>
- Safe Routes to School Program: <u>https://www.ncdot.gov/divisions/</u> integrated-mobility/safety/Pages/safe-routes-school.aspx
- Open Street Events: <u>https://www.openstreetsproject.org</u>
- America Walks: <u>https://americawalks.org/</u>

#### APPENDIX D: PROGRAMS, POLICIES, AND DESIGN GUIDELINE RESOURCES

#### **RECOMMENDED POLICIES**

One of the most cost-effective strategies for implementing this Plan would be to establish land development regulations and street design policies and standards that promote walkable new development and capital projects. These should work in tandem with the infrastructure projects recommended in this Plan.

Including safe alternative options to vehicular use can help encourage residents to walk for both transportation and leisure purposes. Redevelopment and new development permitted in the Town should provide for active transportation facilities. The Town Council can encourage pedestrian activity by adopting the policy updates as listed in below.

#### POLICIES

- North Carolina Department of Transportation Complete Streets: <u>https://connect.ncdot.gov/projects/BikePed/Pages/Com-plete-Streets.aspx</u>
- Bicycle and Pedestrian Laws: <u>https://www.ncdot.gov/divisions/inte-grated-mobility/safety/Pages/bike-ped-laws.aspx</u>
- United States Access Board. Public Rights of-Way Accessibility Guidelines (PROWAG): <u>https://www.access-board.gov/prowag/</u>
- Smart Growth Codes: <u>https://www.epa.gov/smartgrowth</u>
- NCDOT Safe Routes to School Policy Initiative: <u>https://www.ncdot.gov/divisions/integrated-mobility/safety/Pages/safe-routes-school.aspx</u>
- FHWA, Pedestrian Safety Guide for Transit Agencies: <u>https://highways.dot.gov/safety/pedestrian-bicyclist/</u> pedestrian-safety-guide-transit-agencies

#### **DESIGN GUIDELINES AND OTHER RESOURCES**

- AASHTO Guide fort the Planning, Design, and Operation of Pedestrian Facilities: <u>https://onlinepubs.trb.org/onlinepubs/nchrp/ docs/NCHRP20-07(263) FR.pdf</u>
- WalkBikeNC North Carolina Statewide Pedestrian and Bicycle Plan: <u>https://www.ncdot.gov/bikeped/walkbikenc/about/default.</u> <u>aspx</u>
- 2009 MUTCD: <u>https://mutcd.fhwa.dot.gov/htm/2009/html\_index.</u>
   <u>htm</u>
- Urban Street Design Guide: <u>https://nacto.org/publication/</u> <u>urban-street-design-guide/</u>
- Pedestrian and Bicycle Information Center: <u>https://www.pedbikeinfo.org/</u>
- NC Local Programs Handbook: <u>https://connect.ncdot.gov/</u> <u>municipalities/Funding/Pages/LPM%20Handbook.aspx</u>