C

CITY OF FAYETTEVILLE PEDESTRIAN PLAN

Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

FAYETTEVILLE NORTH CAROLINA

Smart Moves Consulting

KITTELSON & ASSOCIATES

City of Fayetteville
Pedestrian Plan
Fayetteville, NC

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The City of Fayetteville partnered with the NCDOT Integrated Mobility Division to conduct a planning process to enhance pedestrian safety and comfort within city limits. The update to the Fayetteville Pedestrian Plan focuses on enhancing the network of multimodal facilities and developing projects, programs, and policies for implementation. This plan presents 144 recommended pedestrian projects throughout Fayetteville, representing both intersection enhancements and corridor wide improvements.

Fayetteville, the largest city in Cumberland County and the sixth largest in North Carolina, had a population of 208,501 according to the 2020 census. The city is most famous as the home of Fort Bragg, a significant U.S. Army base located just northwest of the city. Fayetteville has a large service population, around 7,000 soldiers each year transitioning through the area, with many choosing to remain in the region. Fayetteville is also home to three colleges and universities, including Fayetteville State University, Methodist University, and Fayetteville Technical Community College. Today, this vibrant city, located in the Sandhills region of southeastern North Carolina, benefits from its proximity to Interstate 95 and the Pope Army Airfield, driving economic growth, development, and a revitalized downtown.

The project team performed an in-depth planning analysis to assist decision-makers in building upon previous pedestrian safety efforts in Fayetteville, understanding the current challenges and opportunities the community faces, and identifying and prioritizing pedestrian projects. The study involved technical analysis, coordination with agencies, and input from the community to develop pedestrian project recommendations. This report includes the following sections:

- Introduction
- Public Engagement
- Existing Conditions
- Project Identification & Scoring
- Project Recommendations
- Project Prioritization
- Implementation and Funding Strategies.

The study area for the project is the city limits of Fayetteville (Figure 1).

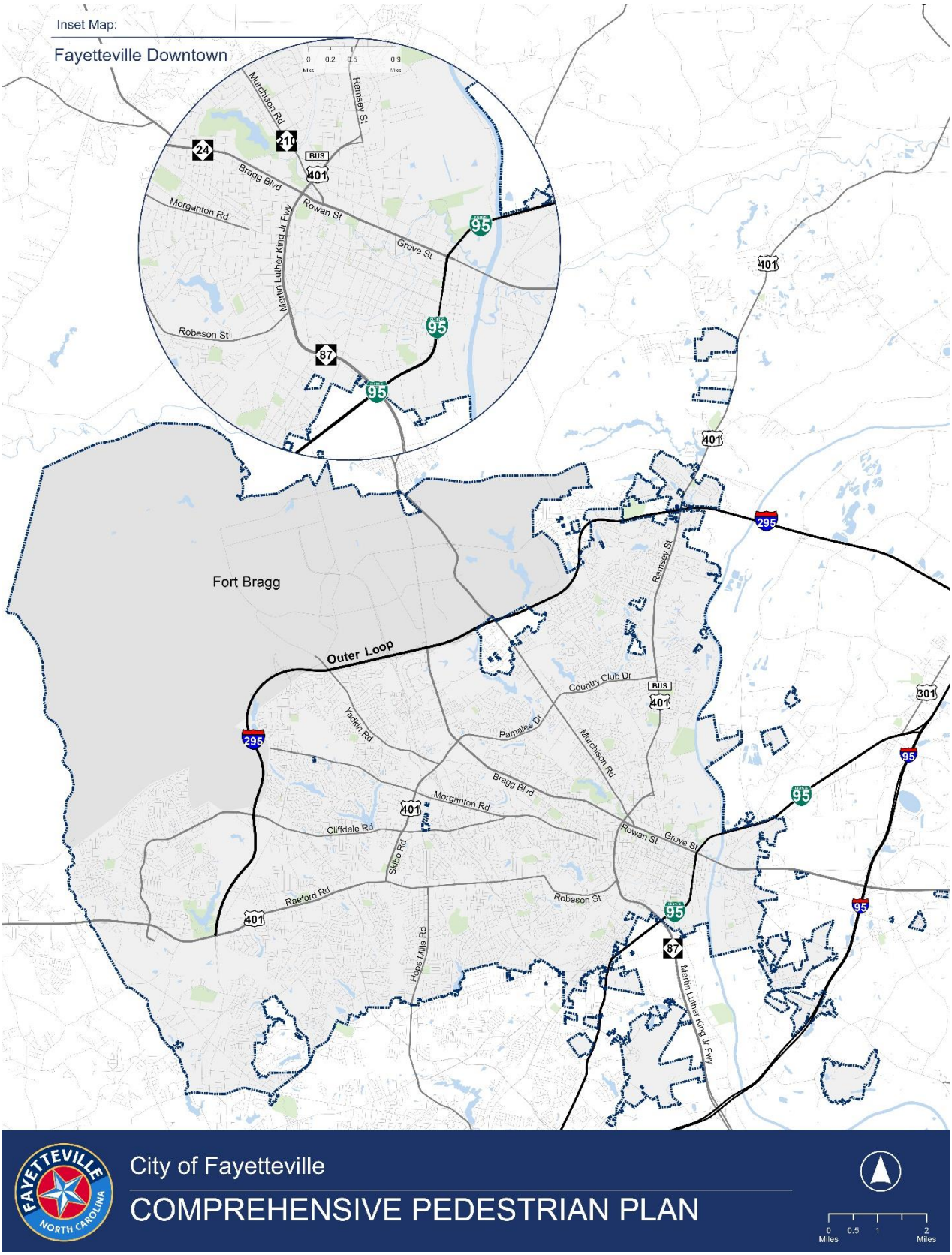


Figure 1. Project Study Area

The project team identified a Project Steering Committee to establish project goals and to provide feedback throughout the project. Members included local, regional, and state agencies as well as local community organizations supportive of enhancing pedestrian safety and comfort. The Steering Committee helped identify the following goals and objectives for the plan (Figure 2):

Figure 2. Project Goals and Objectives

Community feedback was essential to the planning process. The project team collected feedback in two rounds of engagement, held in August 2024 and December 2024 (Figure 3). The first round focused on existing conditions to gather more feedback on challenges and opportunities for pedestrians. The second round focused on collecting feedback on identified projects and prioritization to inform the plan's final recommendations. In both rounds, the project team offered several ways to engage, including public workshops, online surveys and map comments, in-person conversations, and in-person voting exercises (Figure 4). The team documented high-level results from both rounds.

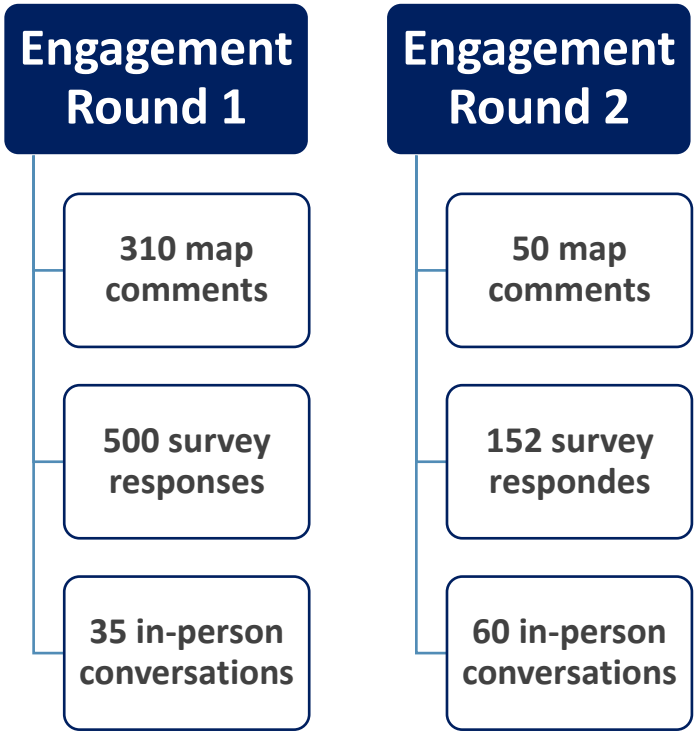


Figure 3. Engagement by the Numbers

Figure 4. Example Engagement Activities

After beginning the project with a detailed review of recent local and regional multimodal plans, the project team documented the existing transportation and land use conditions for the study area. The existing conditions analysis provides a comprehensive understanding of the study area. The project team examined various factors such as existing and proposed multimodal infrastructure, pedestrian and bicyclist crash data, roadway characteristics, land use, and community points of interest. By assessing these elements, potential challenges and opportunities could be identified that may impact pedestrian safety and comfort. High-level findings from the existing conditions analysis and first round of community engagement included the following (Table 1):

Table 1. Overview of Key Existing Conditions Findings

Category	Map	Key Findings
Community Demographics	Population Density	Data from the 2020 Census indicates the population of Fayetteville was 208,500, a nearly 4% increase from 2010
	Employment Density	Fort Bragg is a major regional employer located north of the city. Downtown Fayetteville is a tourism hub with retail, restaurants, museums, sporting facilities, and municipal services
	Zero Car Households	The highest zero-car rates are along Ramsey Street and Murchison Road in the east. Other concentrations are near Downtown, north of Raeford Road, and south of Cliffdale Road
Community Infrastructure	Points of Interest	Fort Bragg is in the northwest and serves as a major employer. Key locations in Fayetteville also include schools, colleges, libraries, hospitals, parks, and recreation centers
Transportation Infrastructure	Existing Sidewalk	Fayetteville's sidewalk network is mostly limited to major corridors. The most pedestrian-connected areas are Downtown, Haymount, and areas near Glensford Drive, Santa Fe Drive, and Bonanza Drive
	Annual Average Daily Traffic (AADT)	High traffic volumes are concentrated on major cross-town roads: Skibo Road, Raeford Road, Ramsey Street, and Cliffdale Road. Bragg Boulevard, Yadkin Road, and Murchison Road provide north-south access to Fort Bragg. Raeford Road and Cliffdale Road offer east-west connectivity.
	Transit	FAST operates 30 fixed-route buses across 17 routes. Connects major corridors to key destinations like Fort Bragg, Downtown, and Cross Creek Mall.
	Pedestrian and Bicyclist Crashes	From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes. Most crashes occurred near major arterial corridors
Community Engagement	Challenges	The absence of sidewalks, crosswalks, and pushbuttons at important intersections, along with aggressive driving, speeding, and insufficient lighting at crossings and along corridors, all contribute to challenges in pedestrian safety and comfort.
	Opportunities	Constructing new sidewalks and linking them to existing sidewalks and trails, improving connections to key destinations, reducing speeds through traffic calming measures, and enhancing crossings can all help improve pedestrian comfort and safety.

After the existing conditions analysis was completed, the project team began the project identification process. This process was comprised of the following three steps:

- Step 1: Identify Projects from Plan Review
- Step 2: Gap Analysis:
    - Identification of areas with crash history or safety/comfort issues
    - Filtering of projects without immediate safety/comfort issues
    - Review of corridors without current planned pedestrian projects
- Step 3: Project Scoring:
    - Projects were assigned a score based the following evaluation criteria:
        - Safety
        - Comfort
        - Equity
        - Connectivity
        - Land Use

During the plan review process, the project team identified a total of 244 projects that were relevant to the Fayetteville Pedestrian Plan. Key projects were identified from the previous City of Fayetteville Pedestrian Plan, the Comprehensive Transportation Plan and other City plans, Metropolitan Planning Organization (MPO) plans, and NCDOT planned and programmed projects. The team then reviewed each project status, removing any that have been completed or already had funding identified for implementation and construction.

Following the synthesis of planned projects from past project work throughout Fayetteville, the project team explored an analysis to fill any gaps between projects. The review focused on arterial, collector, and local routes within the City of Fayetteville, removing access-controlled routes along the interstate from the analysis. Using the following two factors, the project team reviewed the locations of consolidated projects from plan:

- Crash history - Projects noted for the presence of pedestrian crashes occurring within the past 10 years
- Pedestrian Level of Comfort (PLOC) - Projects noted for having a PLOC of 3 or 4 (explained on the following page)

Pedestrian crash activity in Fayetteville is concentrated along major arterial corridors and key intersections, where high traffic volumes, frequent turning movements, and access management challenges contribute to safety concerns. These areas present risks for all users, particularly at points of heavy congestion and multimodal interactions.

PLOC analysis refers to the systemic evaluation of the pedestrian network to understand corridors and intersections that are comfortable or uncomfortable to walk. This project team completed the analysis for both intersections and corridors, as described in Figure 5.

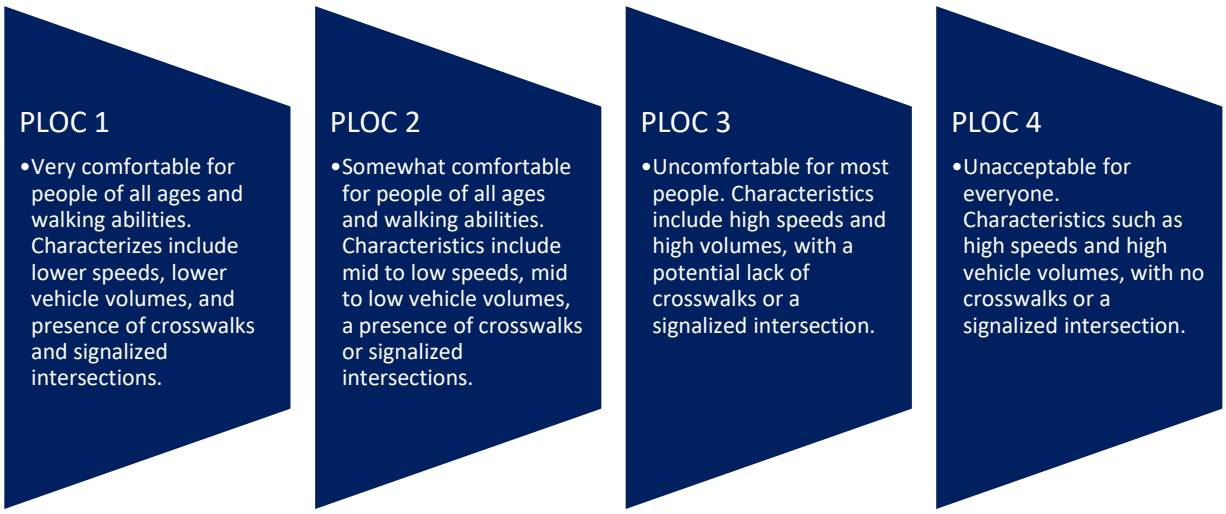


Figure 5. Pedestrian Level of Comfort Scoring

The combination of recent pedestrian crashes and PLOC 3-4 means these corridors or intersections may have high pedestrian exposure to risk and low comfort due to missing infrastructure, high vehicle speeds, or inadequate crossings. Key corridors were identified throughout the gap analysis that should be considered throughout the project identification in this plan. Throughout the gap analysis, 27 additional corridors and 70 additional projects were identified for further analysis and comparison with the remaining projects from the plan review.

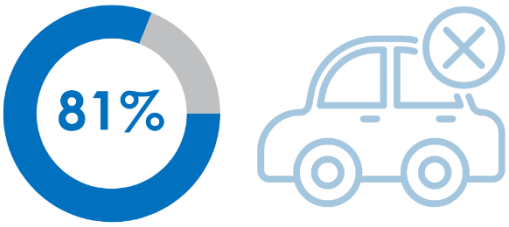
Following the identification of projects both through the plan review and gap analysis, the project team assigned these projects a score based on a series of evaluation criteria:

- Safety
- Comfort
- Equity
- Connectivity
- Land Use

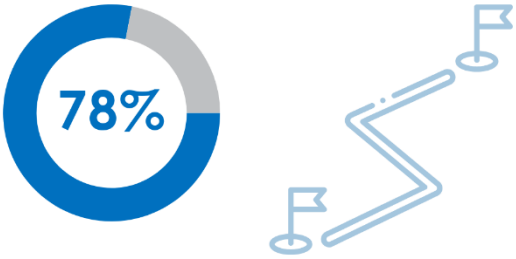
After the project identification process, the project team identified 144 projects to move forward. These projects are summarized in Figure 6 and Figure 7.

144 IDENTIFIED PROJECTS

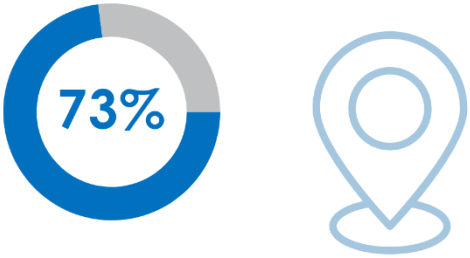
Of 144 Projects Identified in the study...



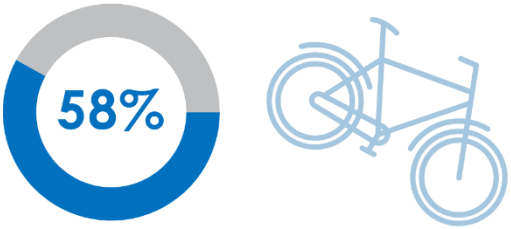
of projects connected to areas with higher amounts of zero car households.



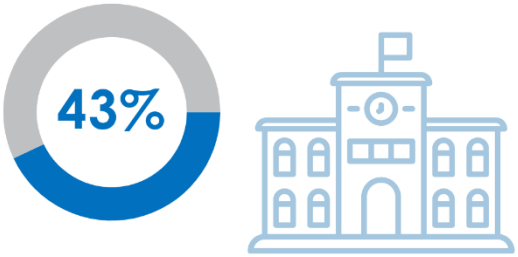
of projects connected to an existing sidewalk.



of projects are near key destinations.



of projects are on corridors or intersections where a pedestrian/bike crash took place within the last 5 years.



of projects are near schools.

Figure 6. Recommended Project Quick Facts

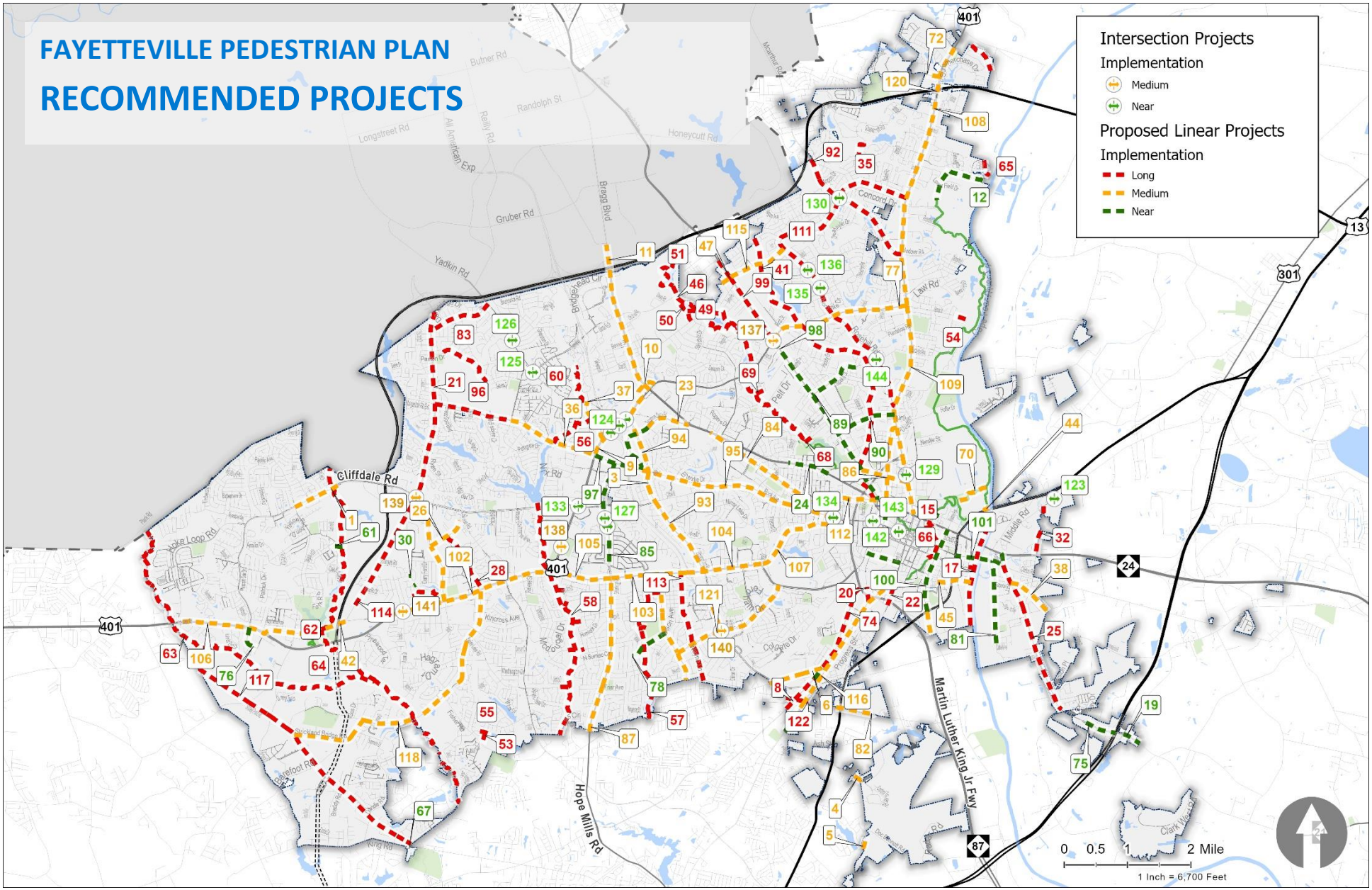


Figure 7. Recommended Projects

Following the project identification process and public engagement, projects were further refined into key recommendations and project types. The proposed network includes a variety of pedestrian infrastructure improvements tailored to specific corridor needs. Examples are included in Figure 8:

Sidewalks & Trails
Enhancing pedestrian mobility along major corridors such as Cliffdale Rd and Skibo Rd.

Greenways & Multi-Use Trails
Expanding connectivity through natural corridors like the Cape Fear River Trail Extension.

Intersection & Corridor Enhancements
Improving crossings and accessibility along high-traffic roads.

School & Neighborhood Connections
Providing safe, walkable routes for students and residents.

Figure 8. Example Project Types

Each project was evaluated based on feasibility, priority, and impact to ensure a comprehensive approach to pedestrian and bicycle infrastructure development. The following guidelines were followed to develop project prioritization (Table 2):

Table 2. Project Prioritization

Project Type	Considerations
Crosswalks and Intersection Improvements	The timeline for crosswalk and intersection enhancements was primarily determined by maintenance responsibility. Projects located on city-maintained roadways were designated as near-term priorities due to greater local control over implementation. Conversely, those on NCDOT-maintained roadways were classified as medium-term, as they require coordination with the state transportation agency, which may extend the timeline.
Neighborhood Connections	Smaller-scale neighborhood connections were generally classified as long-term priorities due to the complexity of securing necessary approvals and funding. However, shorter connections—defined as segments under 1,000 feet—were considered for near-term prioritization, given their lower cost and ease of implementation.
Corridor Projects	Corridor-wide pedestrian improvements were primarily assigned long-term status, reflecting the broader scope and potential challenges associated with funding, right-of-way acquisition, and coordination with ongoing roadway projects. However, shorter corridor projects—those less than ½ mile in length—or those that are already programmed for construction were given a higher priority and classified as near- or medium-term.
Trail Projects	Trail projects were prioritized based on whether they followed existing roadways or required new right-of-way acquisition. Those utilizing existing roadway corridors were classified as medium-term, as they can often be integrated into ongoing roadway improvements. In contrast, trails requiring new right-of-way acquisition were designated as long-term projects due to the additional time needed for property negotiations and permitting.
Sidewalk Projects	Sidewalk projects were prioritized based on length and right-of-way availability. Shorter sidewalk gap projects were identified as near-term priorities, as they address critical connectivity issues with minimal barriers to implementation. Longer sidewalk projects exceeding 1,000 feet, but where right-of-way is readily available, were classified as medium-term. In cases where right-of-way constraints exist, requiring acquisition or complex design solutions, projects were categorized as long-term.

Planning-level cost estimates were then developed for each of the corridor improvements to assist with project prioritization and implementation. The project team developed an implementation plan based on the resulting prioritization, estimated cost, and feedback from the public and project steering committee. The following table lists the total estimated cost of the plan.

Implementation Phase	Total Length of Construction (mi)	Cost ($M)
Near-Term	16.67	$52.83
Medium-Term	60.47	$210.73
Long-Term	68.84	$505.95
TOTAL	**145.98**	**$769.51**

The purpose of the implementation plan is to provide reasonable timelines for project development and identify corresponding funding sources. Projects were identified as Near-Term, Medium-Term, and Long-Term. The Near-Term projects include the most critical initiatives for immediate action. This tiered approach serves as a strategic guide for prioritizing and implementing crucial projects within the plan. The following tables categorize the 144 project recommendations by Near, Medium, or Long-Term Implementation.

NEAR TERM PROJECTS:

Master ID	Corridor Name	Type
100	Old Wilmington Road	Corridor / Crossing
98	NC 210 (Murchison Road)	Corridor / Crossing
90	Langdon Road	Corridor / Crossing
101	Person Street	Corridor / Crossing
14	Lamon Street Connector	Sidewalk / Trail
75	Cedar Creek Road	Corridor / Crossing
81	Deep Creek Road	Corridor / Crossing
52	Hillsboro Street	Sidewalk / Trail
24	NC 24 (Bragg Blvd)	Sidewalk
19	NC 53 (Cedar Creek Road)	Sidewalk / Trail
85	Glensford Road	Corridor / Crossing
134	SR 1404 (Hay Street / Morganton Road)	Intersection
129	SR 3950 (Ramsey Street)	Intersection
119	Sycamore Dairy Road	Corridor / Crossing
124	SR 1415 (Yadkin Road)	Intersection
125	SR 1415 (Yadkin Road)	Intersection
143	Hay Street & Frankin Street	Intersection
7	SR 1169 (Camden Road)	Sidewalk / Trail
73	Blount Street	Corridor / Crossing
78	Coventry Road	Corridor / Crossing
89	Jasper Street	Corridor / Crossing
97	Morganton Road	Corridor / Crossing
142	Hay Street & Burgess	Intersection
130	SR 1600 (McArthur Road)	Intersection
133	US 401 Business (Skibo Road)	Intersection
12	Dobson Drive	Sidewalk / Trail
126	SR 1415 (Yadkin Road)	Intersection
127	SR 1596 (Glensford Drive)	Intersection
132	US 401 (Skibo Road)	Intersection
144	Rosehill Road & Walstone Road	Intersection
131	US 401 (Skibo Road)	Intersection
61	Little Rockfish Creek Connector	Sidewalk / Trail
76	Cliffdale Road	Corridor / Crossing
13	SR 1132 (Legion Road)	Sidewalk / Trail
67	SR 1108 (King Road)	Sidewalk / Trail
136	SR 1615 (Rosehill Road)	Intersection
128	SR 1596 (Glensford Drive)	Intersection
123	SR 1838 (Dunn Road)	Intersection
135	SR 1615 (Rosehill Road)	Intersection
31	Burgenfield Drive Connection	Sidewalk / Trail
30	Sentinel Drive Connection	Sidewalk / Trail

MEDIUM TERM PROJECTS:

Master ID	Corridor Name	Type
86	Hillsboro Street	Corridor / Crossing
110	Ramsey Street	Corridor / Crossing
109	Ramsey Street	Corridor / Crossing
102	US 401 (Raeford Road)	Corridor / Crossing
105	US 401 (Raeford Road)	Corridor / Crossing
94	McPherson Church Road	Corridor / Crossing
9	US 401 (Skibo Road)	Sidewalk / Trail
39	SR 3147 (W Rowan Street)	Sidewalk / Trail
80	Cumberland Street	Corridor / Crossing
103	US 401 (Raeford Road)	Corridor / Crossing
104	US 401 (Raeford Road)	Corridor / Crossing
108	Ramsey Street	Corridor / Crossing
121	Village Drive	Corridor / Crossing
11	NC 24 (Bragg Blvd)	Sidewalk / Trail
27	SR 1409 (71st School Road)	Sidewalk / Trail
77	US 401 (Country Club Road)	Corridor / Crossing
84	Ft Bragg Road	Corridor / Crossing
87	NC 59 (Hope Mills Road)	Corridor / Crossing
106	US 401 (Raeford Road)	Corridor / Crossing
116	Southern Avenue	Corridor / Crossing
10	SR 1499 (Swain Street)	Sidewalk / Trail
36	SR 1404 (Morganton Road)	Sidewalk / Trail
44	Eastern Blvd Service Road	Sidewalk / Trail
2	SR 1404 (Morganton Road)	Sidewalk / Trail
38	SR 2000 (Sapona Road)	Sidewalk / Trail
47	SR 2734 (Hogan Street)	Sidewalk / Trail
70	Cross Creek to Cape Fear Connector	Sidewalk / Trail
95	Morganton Road	Corridor / Crossing
137	NC 210 (Murchison Road) & Country Club Drive	Intersection
29	SR 1007 (Owen Drive)	Sidewalk
88	SR 1219 (Ireland Drive)	Corridor / Crossing
112	NC 24 (Rowan Street)	Corridor / Crossing
118	SR 1104 (Strickland Bridge Road)	Corridor / Crossing
1	SR 1400 (Cliffdale Road)	Sidewalk / Trail
45	Campbell Terrace Road	Sidewalk / Trail
79	Cumberland Road	Corridor / Crossing
138	US 401 (Skibo Road)	Mid-Block Crossing
3	McPherson Church Road	Sidewalk / Trail
18	Old Wilmington Road	Sidewalk / Trail
26	SR 1410 (Old Bunce Road)	Sidewalk / Trail
6	SR 1141 (Cumberland Road)	Sidewalk / Trail
23	Sycamore Dairy Road	Sidewalk
82	SR 2283 (E Mountain Road)	Corridor / Crossing
93	McPherson Church Road	Corridor / Crossing
107	US 401 (Raeford Road)	Corridor / Crossing
42	SR 3569 (Raeford Road)	Sidewalk / Trail
91	SR 1132 (Legion Road)	Corridor / Crossing
115	SR 1614 (Shaw Mill Road)	Corridor / Crossing
139	South Reilly Road & Cliffdale Road	Intersection
140	Owen Drive & Village Drive	Intersection

141	US 401 (Raeford Road) & Chilton Drive	Intersection
37	SR 3499 (Lake Valley Drive)	Sidewalk / Trail
71	SR 1409 (71st School Road)	Corridor / Crossing
72	SR 1611 (Andrews Road)	Corridor / Crossing
120	US 401 (Ramsey Street)	Corridor / Crossing
4	SR 2260 (Airport Road)	Sidewalk / Trail
5	SR 2341 (Lee Road)	Sidewalk / Trail

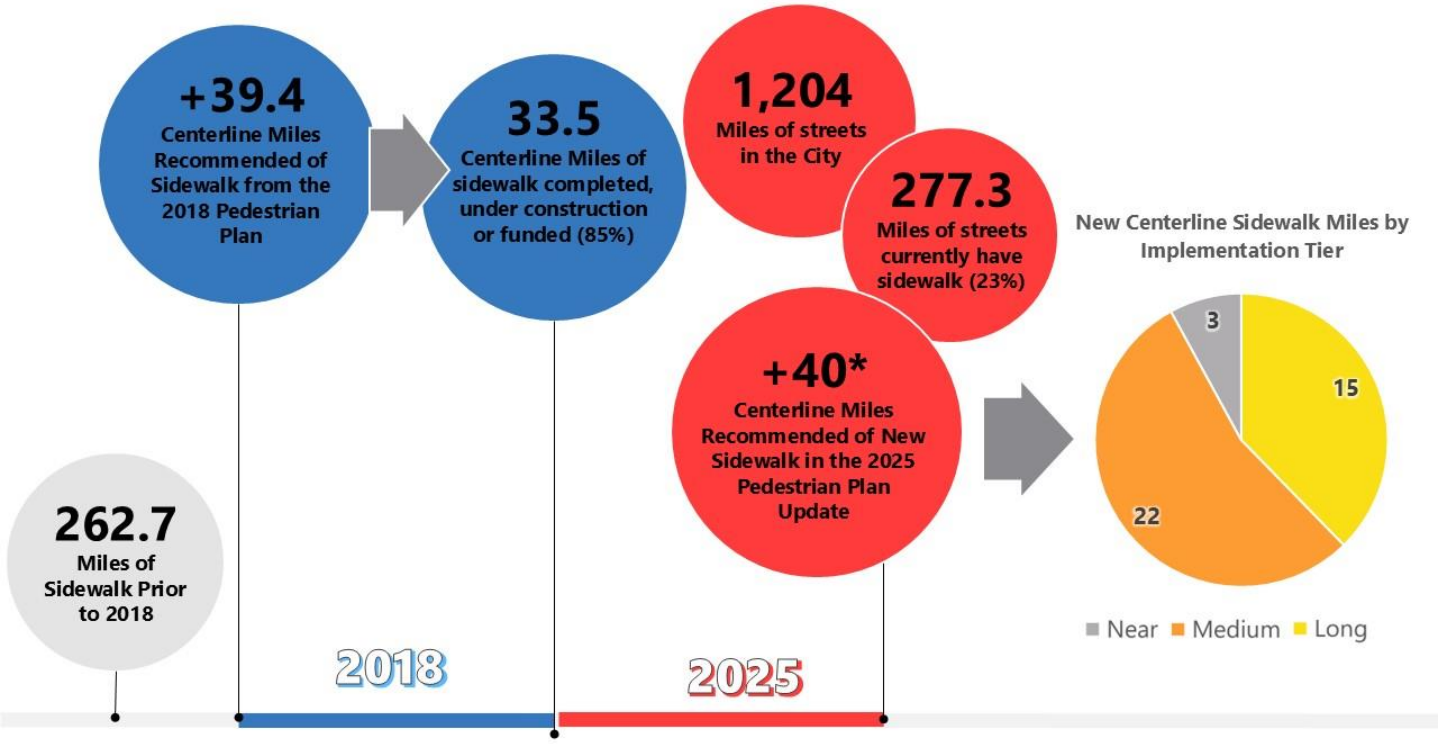
LONG TERM PROJECTS:

Master ID	Corridor Name	Type
8	SR 1003 (Camden Road)	Sidewalk / Trail
15	Blount Creek Greenway	Sidewalk / Trail
16	Cross Street Trail	Sidewalk / Trail
17	Cape Fear River Trail Extension	Sidewalk / Trail
20	Winslow Street	Sidewalk / Trail
21	SR 1403 (Reilly Road)	Sidewalk
22	SR 2311 (Gillespie Street)	Sidewalk / Trail
25	NC 53 (Cedar Creek Road)	Sidewalk
28	Badin Lake Lane Trail	Sidewalk / Trail
32	SR 1839 (Plymouth Street)	Sidewalk
33	School Connection	Sidewalk / Trail
34	School Connection	Sidewalk / Trail
35	Waterbury Drive Trail	Sidewalk / Trail
40	Cross Creek / Little Cross Creek Trail	Sidewalk / Trail
41	Cross Creek Trail	Sidewalk / Trail
43	Russell Street Trail	Sidewalk / Trail
46	Little Cross Creek Greenway	Sidewalk / Trail
48	Little Cross Creek Corridor Connection	Sidewalk / Trail
49	Little Cross Creek Trail Corridor	Sidewalk / Trail
50	Little Cross Creek Greenway	Sidewalk / Trail
51	Little Cross Creek Trail Corridor	Sidewalk / Trail
53	Dockside Drive Ext	Sidewalk / Trail
54	Tokay Drive Ext	Sidewalk / Trail
55	Dockside Drive Ext	Sidewalk / Trail
56	Beaver Creek Trail	Sidewalk / Trail
57	Odom Drive Trail	Sidewalk / Trail
58	Beaver Creek Greenway	Sidewalk / Trail
59	Paxton Drive Trail	Sidewalk / Trail
60	Beaver Creek Trail	Sidewalk / Trail
62	Bones Creek Greenway	Sidewalk / Trail
63	Little Rockfish Creek Greenway	Sidewalk / Trail
64	Little Rockfish Creek Trail	Sidewalk / Trail
65	Carvers Creek State Park Trail	Sidewalk / Trail
66	Blount Creek Greenway	Sidewalk / Trail
68	Essex Pl Greenway	Sidewalk / Trail
69	Regatta Street Greenway	Sidewalk / Trail
74	Camden Road	Corridor / Crossing
83	SR 1406 (Fillyaw Road)	Corridor / Crossing
92	McArthur Road	Corridor / Crossing
96	SR 1404 (Morganton Road)	Corridor / Crossing
99	NC 210 (Murchison Road)	Corridor / Crossing

111	NS 920 (Rosehill Road)	Corridor / Crossing
113	Roxie Avenue	Corridor / Crossing
114	SR 1403 (S Reilly Road)	Corridor / Crossing
117	SR 1112 (Stoney Point Road)	Corridor / Crossing
122	SR 1154 (W Mountain Road)	Corridor / Crossing

Lastly, the project team documented community partners, funding sources, and design resources that can be considered when moving the project recommendations through to design and implementation. Key funding sources include federal, state, and local opportunities as well partnerships with developers developing along the alignment. Key design resources include the North Carolina Complete Streets Guide, NCHRP Report 562, and NCHRP Report 834.

The image below provides the status of sidewalk implementation within the City since the previous pedestrian plan was developed in 2018:



***New sidewalk miles defined as new sidewalk where none is currently present**

SECTION 1: INTRODUCTION

INTRODUCTION

The North Carolina Department of Transportation Integrated Mobility Division awarded the City of Fayetteville a planning grant to update the City's Comprehensive Pedestrian Plan to enhance the network of pedestrian infrastructure. The plan builds on recommendations from previous planning efforts and future growth in Fayetteville. Recommendations include the development of programs and policies that support multimodal transportation, the identification of pedestrian projects for implementation, and the development of an implementation plan for the prioritized projects.

Fayetteville, with a population of nearly 209,000 as of the 2020 Census, has grown by nearly four percent per year since 2010. It is the sixth-largest city in North Carolina and has emerged as one of the state's most diverse cities. It is also home to Fort Bragg, the world's largest military installation by population. Key demographic elements include the following:

- 42% of residents identify as Black or African American,
- 19% of residents live on low incomes (under $14,500 annually),
- The age of the population is widely distributed , with 13% of residents aged 65 or older and 31% under 18, and
- 8% of residents are military veterans.

These factors underscore the importance of creating safe, accessible, and equitable pedestrian infrastructure to serve all residents, including vulnerable populations such as low-income families, older adults, and youth.

The city's growth and evolving needs require an updated approach to pedestrian planning for all users. Fayetteville has developed a series of comprehensive plans and initiatives aimed at fostering sustainable growth, enhancing transportation, and improving quality of life for its residents. Recent efforts local and regional efforts have focused on multimodal projects, transit enhancement, congestion management, and connectivity. By building on past recommendations and aligning with future growth, the new plan will prioritize policies, programs, and projects that enhance safety, accessibility, and connectivity for pedestrians (see Figure 9 for project study area). This effort reflects Fayetteville's ongoing commitment to fostering a sustainable, inclusive, and vibrant community where residents and visitors can thrive.

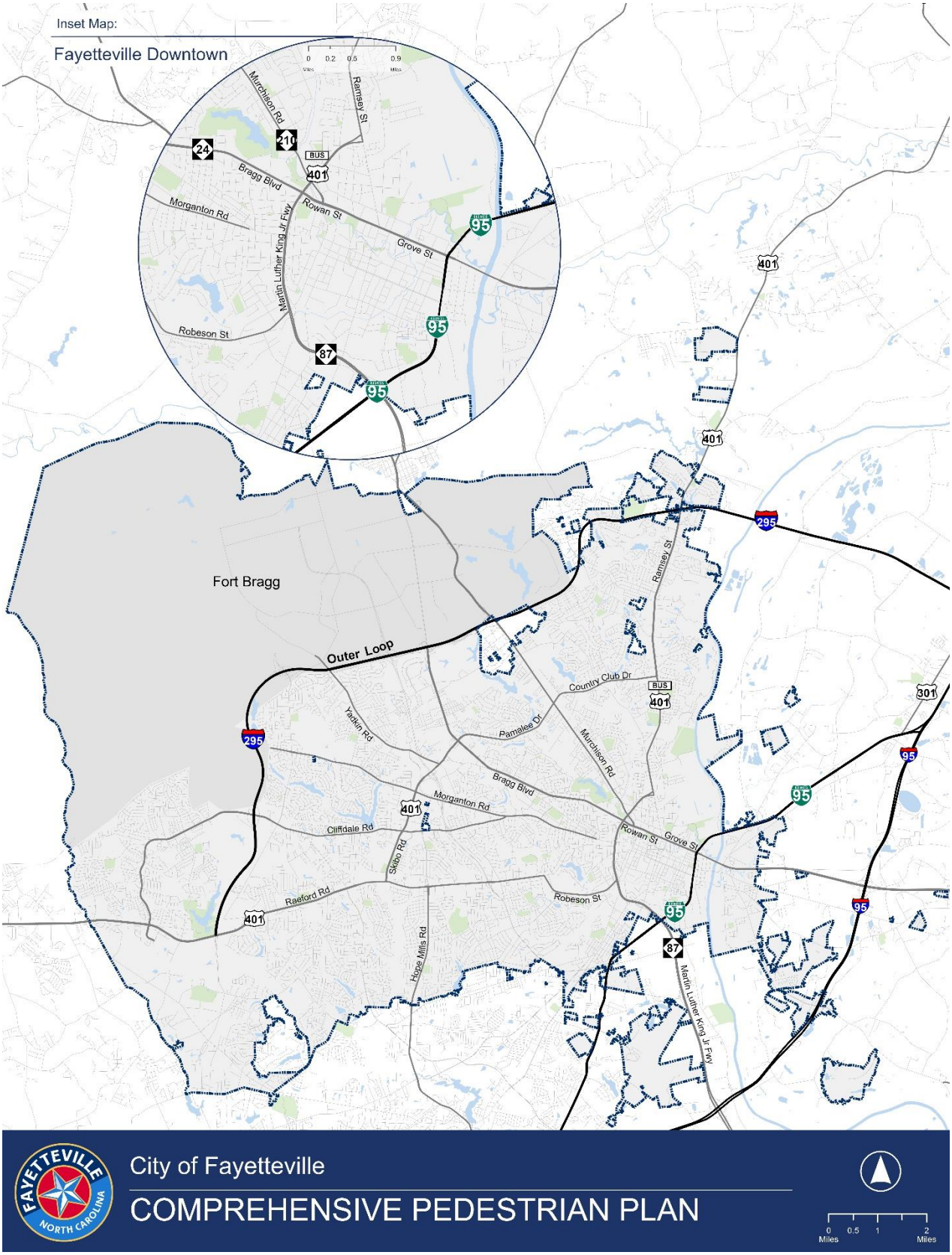


Figure 9. Project Study Area and Fayetteville City Limits

PLAN GOALS

The City of Fayetteville identified the following goals and objectives for the plan (Figure 10):

Figure 10. Project Goals and Objectives

PLANNING PROCESS

The project team, in coordination with the NCDOT Integrated Mobility Division and the City of Fayetteville, developed the City of Fayetteville Pedestrian Plan Update through a series of five tasks:

- Task 1: Project Kickoff and Administration
- Task 2: Existing Conditions Assessment
- Task 3: Public and Stakeholder Engagement
- Task 4: Project Recommendations
- Task 5: Project Prioritization and Implementation

Table 3 provides a summary of the planning process.

Table 3. Planning Process Overview

Task	Overview
Task 1: Project Kickoff and Administration	Consisted of the project kickoff meeting, review of the project background materials, and coordination with City staff
Task 2: Existing Conditions Assessment	Reviewed relevant plans to identify opportunities to enhance the City's multimodal network. Analyzed transportation, land use, and demographic data, mapped key factors like traffic, speed limits, crash history, and parks, and conducted a field inventory of major streets to assess conditions and traffic.
Task 3: Public and Stakeholder Engagement	Conducted public and stakeholder engagement, including online comment maps and steering committee meetings, held at key stages of the plan to review progress and gather feedback.
Task 4: Project Recommendations	Identified the major areas of focus within the City and developed a series of bicycle and pedestrian facility alternatives for five project locations. These alternatives were screened by the project steering committee and ultimately refined by the project team to develop visualizations, cost estimates, and cut sheets. This enabled the team to develop the recommended comprehensive bicycle and pedestrian plan for the City.
Task 5: Project Prioritization and Implementation	Identified key focus areas and developed bicycle and pedestrian facility alternatives for five locations. After screening and refinement with the steering committee, created visualizations, cost estimates, and cut sheets, resulting in a comprehensive bicycle and pedestrian plan for the City.

Figure 11 displays the timeline of key milestones throughout the project.

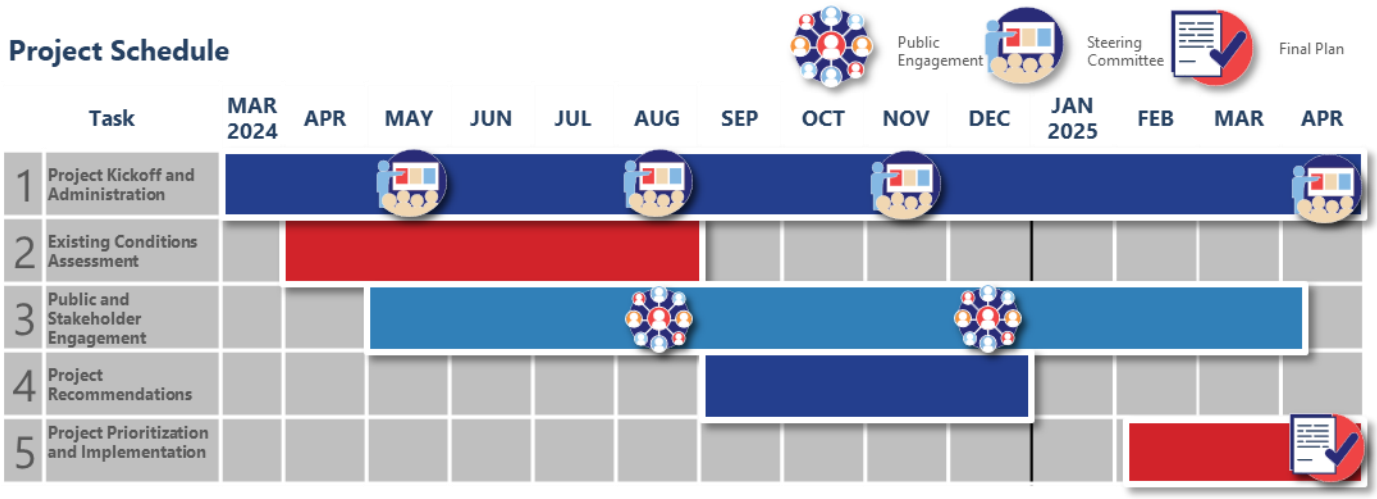


Figure 11. Project Timeline

SECTION 2:
PUBLIC ENGAGEMENT

PUBLIC ENGAGEMENT

Public engagement was a critical element of the Fayetteville Pedestrian Pan Update. The project team engaged local community members throughout the project to gather feedback on priorities, community challenges and opportunities, and prioritization of projects identified in the plan. Prior to beginning any detailed public engagement, the team created a Public Engagement Plan (Appendix A) to document the engagement strategy, timeline, key community groups, and general goals for public engagement. Public engagement for the project included a range of methods, including in-person events, online surveys, and both digital and printed materials. All public engagement results, including online survey and comment map responses, are provided in Appendix B.

ENGAGEMENT GOALS AND STRATEGIES

The project team developed a broad strategy for engaging with community members with a goal to not only inform but also to encourage interactive activities over a mix of in-person and online media. The overall public outreach strategy was to complete the following:

- Host an online input form to gather email addresses for those that want to stay involved with the development of the plan.
- Establish a Steering Committee to guide the development of the Plan.
- Maintain a project website.
- Design and draft content for social media outreach, email blasts, newsletters, and listservs.
- Design printed and digital materials such as handouts and flyers.
- Create an online interactive map.
- Release a public input survey and analyze its results.
- Host two community workshops.
- Work with the City of Fayetteville's Public Information Officer to identify additional outreach opportunities.

The project team conducted two rounds of public engagement, each coinciding with a key project milestone. Prior to each round of public engagement, the City posted fliers in store fronts, community centers, and City Hall to encourage people to sign up to stay involved with the development of the plan. Printed and digital materials were disseminated to reach people in person as well as on social media and online.

Each round of public engagement had one in-person event and online feedback opportunities to collect distinct yet cohesive feedback on how enhance pedestrian safety in Fayetteville. The first round of public engagement was held in August 2024, and the project team collected input on plan priorities, existing conditions, and key challenges and opportunities. The second round of public engagement was held in December 2024 to collect feedback on identified projects and project prioritization. The community was encouraged to engage in conversations with the study team, ask questions about the project, and meet other community members to collaborate on ideas.

The project team designed a toolkit with content to help promote the public workshops, online survey, and online input map. For each round of public engagement, the toolkit included social media materials, fliers, talking points, and email templates.

PROJECT STEERING COMMITTEE

The Steering Committee was formed to help guide the vision for the plan and review public facing materials and draft deliverables. Steering committee members consisted of representatives from local, regional, and state public agencies as well as advocates for multimodal safety. The City of Fayetteville established a robust Steering Committee consisting of 46 members representing the following agencies (Table 4):

Table 4. Steering Committee Member Overview

Steering Committee Member Agencies and Organizations			
City of Fayetteville	NCDOT Integrated Mobility Division	Cool Spring Downtown District	Sustainable Sandhills
Fayetteville Area System of Transit (FAST)	NCDOT Division 6	Food Policy Council	Cumberland County Health Department
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Fayetteville Chamber of Commerce	Haymount Business District	Fayetteville Public Works Commission
Fayetteville/Cumberland County Parks & Recreation	Cumberland County Schools	Fayetteville State University	Genesis Christian School, business owners, and one property owner.

A total of four steering committee meetings were held throughout the project (Figure 12).

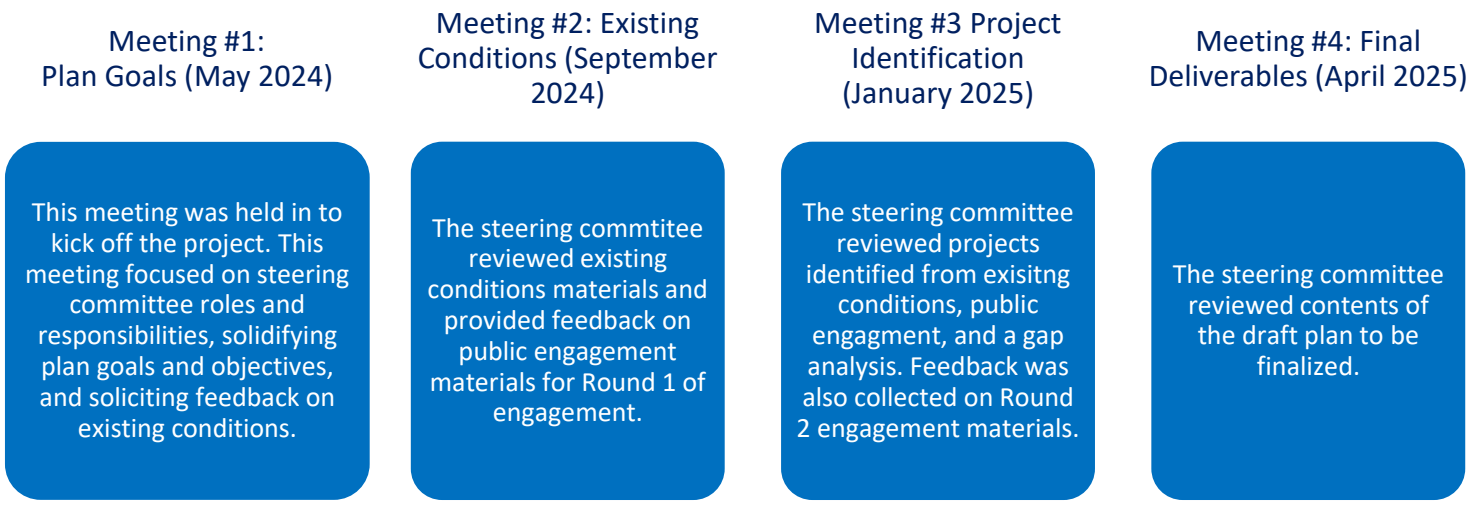


Figure 12. Steering Committee Meetings

PROJECT WEBSITE

A landing page for the pedestrian plan was created on the City of Fayetteville website to provide timely updates on the study to the community (Figure 13). The project team and City of Fayetteville's Public Information Officer provided engagement updates, resources on walking, and as links to the online surveys and comment maps on the website.

Figure 13. Project Website

OUTREACH STRATEGIES

To promote these activities, the City of Fayetteville staff and the consultant team conducted the following to inform the public:

- Social Media Efforts:
  - Paid ads and organic posts on platforms like Facebook.
  - Messages sent to 15 Facebook groups, reaching over 200,000 members.
  - YouTube video (August 2, 2024): City Update - City of Fayetteville Pedestrian Plan.
- Advertising:
  - Digital billboard ads.
  - City View ads.
  - Cumulus Radio ad.
- Outreach and Communication:
  - City e-newsletter.
  - 2 press releases.
  - Media interviews.

- Podcast appearances.
- Toolkit of information distributed to all Steering Committee members.

- Targeted Outreach:
  - Specifically engaged with the Council for Persons with Disabilities, Vision Resource Center, Fayetteville Running Club, and Fayetteville Millennials.

WRAL attended the workshop to promote the plan and online feedback opportunities (Figure 14).

Figure 14. WRAL Coverage of Round 2 Engagement

PUBLIC ENGAGEMENT ROUND 1

Round 1 of public engagement took place from August 1 through 31, 2024. The first round of public engagement had an in-person workshop, online survey, and online comment map for the community to review and provide input on plan priorities and existing conditions (see Figure 15 for example flyer). This was used to supplement mapping done for the trail to understand nuances of key challenges and opportunities the community sees for the trail.

Figure 15. Round 1 Workshop Flyer

The City partnered with the Fayetteville Woodpeckers baseball team to promote a Buy One Get One deal for everyone that took the online survey and comment map. The public workshop was held on Wednesday, August 28th from 4-7 pm at the FAST Transit Center.

Overall, a total of **400 completed surveys, over 35 in-person conversations, and 310 online map comments** were received during the first round of public engagement. Figure 16 displays participation during the public workshop. Key findings from round one engagement will be described further in Section 3: Existing Conditions.

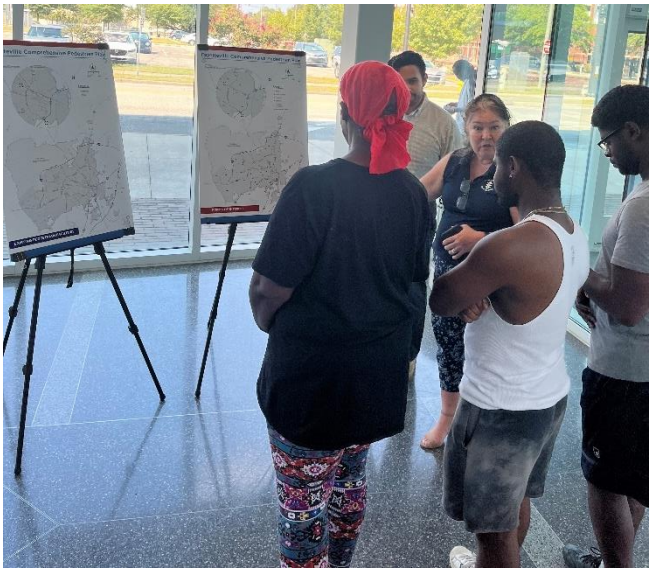


Figure 16. Round 1 Engagement Participation

PUBLIC ENGAGEMENT ROUND 2

Round 2 of public engagement took place from December 1 through 31, 2024. The second round of public engagement had an in-person workshop, online comment map, and online survey for the community to review and provide input on identified projects throughout Fayetteville. The public also provided feedback on project prioritization. The project team used feedback collected in Round 2 to supplement the technical assessment to understand community preferences.

The public workshop was held at the FAST Transit Center Thursday, December 12, 202.4, with feedback opportunities between 11:30AM and 1:00PM and 4:30PM and 6:00PM. A total of **152 completed surveys, over 60 in-person conversations, and 50 online map comments** were received during the first round of public engagement. Figure 17 displays participation during the public workshop. Key findings from round two engagement will be described further in Section 4: Project Identification and Scoring.

Figure 17. Round 2 Engagement Participation

SECTION 3:
EXISTING CONDITIONS

EXISTING CONDITIONS

The Existing Conditions analysis sets the stage for developing recommendations for the Fayetteville Pedestrian Plan Update. The analysis provides insight into the current pedestrian network and identifies opportunities for improvement through a data-focused approach.

PLAN REVIEW

The team began the existing conditions analysis by reviewing city and regional plans to assess past efforts for pedestrian improvements in Fayetteville. While prior plans addressed pedestrian infrastructure as part of broader goals, the Fayetteville Pedestrian Plan focuses on expanding the pedestrian network. The plans reviewed cover a comprehensive overview of plans for multimodal infrastructure, economic development, and future land use, among others. Table 5 provides an overview of areas the plans covered.

Table 5. Plan Review Emphasis Areas

Plan	Emphasis Area				
	Multimodal Infrastructure	*Land Use and Development*	*Points of Interest*	*Network Connectivity*	*Economic Development*
2030 Growth Vision Plan (2008)	✓	✓	✓	✓	✓
Cumberland County 2010 Land Use Plan (2010)	✓	✓		✓	✓
Cape Fear River Plan (2016)	✓	✓	✓	✓	✓
Fayetteville Pedestrian Plan (2018)	✓		✓	✓	
Downtown Urban Design Plan (2019)	✓	✓	✓	✓	✓
FAMPO Bike Ped Element of 2045 MTP (2019)	✓			✓	
Sandhills Regional Bike Plan (2019)	✓			✓	
Center City Parks and Trails Master Plan (2020)	✓	✓	✓	✓	✓
Fayetteville 2040 Comprehensive Plan (2020)		✓			✓
Fayetteville Bicycle Plan (2020)	✓			✓	✓
Central Campbellton Neighborhood Plan (2021)	✓	✓	✓	✓	✓
FAMPO Multimodal Congestion Management Process (CMP) (2022)	✓			✓	

Plan	Emphasis Area				
	Multimodal Infrastructure	*Land Use and Development*	*Points of Interest*	*Network Connectivity*	*Economic Development*
FAMPO/Cumberland County Comprehensive Transportation Plan (2022)	✓			✓	
City of Fayetteville Transit Development Plan (TDP) (2022)	✓		✓		✓
Hospital Area Plan and Overlay Ordinance (2010)	✓	✓	✓	✓	✓
Fayetteville Comprehensive Transportation Plan (2024)	✓			✓	

Relevant opportunities from adopted plans may be included in the Plan Update. Key recommendations from the Plans and Policies Review focus on enhancing pedestrian infrastructure and accessibility in Fayetteville, including the following:

- Integrating pedestrian features into all roadway projects.
- Expanding access and mobility along the Cape Fear River and trails.
- Upgrading streetscapes, crosswalks, and sidewalks, with emphasis on high-priority roads like Franklin, Hay, Gillespie, Raeford, Ramsey, Skibo, Morganton, Hope Mills, and Bragg Blvd.
- Removing pedestrian barriers and addressing deficiencies.
- Enhancing safety, connectivity, and maintenance, including in high-growth areas like Murchison Road, Downtown, Massey Hill, and Shaw Heights.
- Adopting design standards, fostering public involvement, and leveraging zoning updates and multimodal connections for Downtown improvements.
- Improving access to parks, healthcare providers, and mid-block crossings.

Key findings from selected plans are summarized below:

2030 GROWTH VISION PLAN (2008)

The 2030 Growth Vision Plan promotes a balanced, multi-modal transportation system with efficient streets, highways, sidewalks, trails, bike paths, and enhanced mass transit services. It supports integrating pedestrian and bikeway facilities as components of all roadway projects, encourages compact development along transit corridors, and emphasizes making communities pedestrian-friendly through development standards and public improvements, while also advocating for rural transit services and enhancing regional transportation connections.

CUMBERLAND COUNTY 2010 LAND USE PLAN (2010)

The Cumberland County Land Use Policies Plan provides some guidance for local governing bodies in determining parcel land use decisions. The plan provides development recommendations for pedestrian circulation in residential and commercial areas. This plan provides insight into development patterns within the county which can impact decisions for multimodal planning.

CAPE FEAR RIVER PLAN (2016)

The Cape Fear River Plan envisions transforming the lands along the riverfront to create vibrant, accessible, and sustainable urban and natural environments. The plan aims to enhance economic development, improve connectivity between neighborhoods and the Cape Fear River, and establish the riverfront as a central, appealing feature of Fayetteville. It includes goals to protect natural resources, develop recreational spaces, and foster a mixed-use environment that blends residential, commercial, cultural, and institutional uses. Key components of the plan are its focus on creating great destinations and integrating multimodal access along the river.

FAYETTEVILLE PEDESTRIAN PLAN (2018)

The 2018 Fayetteville Pedestrian Plan aims to create a walkable community by implementing comprehensive strategies focused on safety, accessibility, and connectivity. The plan emphasizes adopting policy changes, securing funding, and forming a Pedestrian Advisory Committee to guide the implementation process. Key projects include the creation of high-visibility crosswalks, regular sidewalk maintenance, development of pedestrian design standards, and updates to the City's Recreation, Park, and Open Space Plan. Education and encouragement programs are also vital components, promoting walking and ensuring public involvement.

DOWNTOWN URBAN DESIGN PLAN (2019)

The Downtown Urban Design Plan guides development in Downtown Fayetteville within the next five to ten years. The plan offers urban design recommendations and implementation action items for the core of Downtown Fayetteville, the current Municipal Services District area, sections of Hay Street and Person Street, and the surrounding blocks. Goals include updates to zoning and development standards, improving public realm and multimodal connections, and improving parking management, among others. The plan also makes specific pedestrian-oriented recommendations to streets such as Franklin Street, Hay Street, Green Street, and Gillespie Street.

FAMPO BIKE PED ELEMENT OF 2045 MTP (2019)

The Fayetteville Area Metropolitan Planning Organization (FAMPO) Bicycle and Pedestrian Element of the 2045 Metropolitan Transportation Plan (MTP) update is a comprehensive analysis of opportunities, barriers, and deficiencies in the bicycle and pedestrian transportation network within the FAMPO Study Area. It provides an area-wide network synopsis accounting for over 750 miles of both planned and proposed bicycle and pedestrian facilities. This work builds off the City of Fayetteville Pedestrian Plan 2018. The 2050 FAMPO MTP was updated in May of 2024 and has numerous sidewalk and trail projects that will be incorporated into the recommendation of this Fayetteville Pedestrian Plan.

SANDHILLS REGIONAL BIKE PLAN (2019)

The Sandhills Regional Bike Pan identifies identify opportunities and constraints for bicycling in the Sandhills region and establishes recommendations. This plan includes both long-term visionary projects for the region as well as locally-focused projects that aim to improve safety and connectivity in the short-term. In Fayetteville, the top corridors for

improvements include Raeford Road, Ramsey Road, Skibo Road, Morganton Road, Hay Street, Hope Mills Road, and Bragg Blvd.

CENTER CITY PARKS AND TRAILS MASTER PLAN (2020)

The Center City Parks and Trails Master Plan provides a framework for expanding the Cross Creek Linear Park and connecting existing and planned parks in the downtown area with key destinations like Fayetteville State University and surrounding neighborhoods. Goals and objectives include increasing access to parks and desirable destinations from surrounding residential and commercial areas, providing programming and education on the trails, beautifying public lands, re-establishing the urban tree canopy, and utilizing public lands for parks.

FAYETTEVILLE 2040 COMPREHENSIVE PLAN (2020)

The City of Fayetteville 2040 Comprehensive Plan provided an updated future land use map for the City. The plan outlines strategies and objectives for targeted growth as well as associated policies and implementation approaches. Areas with high redevelopment potential include extents along Murchison Road, Bragg Blvd, Ramsey Street, and areas including the greater Downtown core, Massey Hill, North Fayetteville, and Shaw Heights.

FAYETTEVILLE BICYCLE PLAN (2020)

The Fayetteville Bicycle Plan recommends infrastructure projects, policies, and programs to improve safety, connectivity, and well-being for people of all ages and abilities. Overall, this plan aims to ensure that individuals and planners realize the health, mobility, safety, environmental, and economic benefits of bicycling. Areas of concern for biking included Hay Street, Ireland Drive, Raeford Road, and Bragg Blvd.

CENTRAL CAMPBELLTON NEIGHBORHOOD PLAN (2021)

The Central Campbellton Neighborhood Plan provides strategies for quality-of-life enhancements in a three-quarter mile stretch of I-95 Business/Eastern Boulevard. The goals of the plan include ensuring a safe and secure community; enhancing a diverse and viable economy with a high-quality built environment; and making desirable places to live, work and recreate. Recommendations include pedestrian connectivity, friendly streetscapes, mid-block crossings, and connections to the Cross Creek Trail and Cape Fear River Trail.

FAMPO MULTIMODAL CONGESTION MANAGEMENT PROCESS (CMP) (2022)

The focus of this comprehensive Multi-Modal Congestion Management Process is on accessibility, connectivity, mobility, and safety for all transportation users. The process aims to balance strategies to improve safety and mobility for passenger cars, as well as pedestrian, bicycle, and transit modes. The CMP identified locations that are experiencing congestion and/or safety challenges and recommend projects and strategies that will improve conditions, ultimately resulting in the identification of high-priority projects for implementation within the NCDOT statewide prioritization (SPOT) and other project development processes.

FAMPO/CUMBERLAND COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2022)

FAMPO / Cumberland County Comprehensive Transportation Plan envisions a safe and reliable multimodal transportation network that accommodates all users and connects our people with the goods and services they need to thrive. The plan provides recommendations for congestion, access management, modernization, and safety improvements on corridors. It also includes recommended public transportation routes, pedestrian and bicycle facility recommendations, and shared use paths.

CITY OF FAYETTEVILLE TRANSIT DEVELOPMENT PLAN (TDP) (2022)

The City of Fayetteville Transit Development Plan provides a business development plan for the transit agency over the next decade as well as recommendations related to improved services, infrastructure, technology, plans and policies. Activity centers identified for transit include Fort Bragg, Fayetteville Regional Airport, Segra Stadium, Crown Coliseum, Fayetteville State University, and the VA Hospital.

HOSPITAL AREA PLAN AND OVERLAY ORDINANCE (2010)

The Hospital Area Plan and Overlay Ordinance provides recommendations for the growth and development of the Cape Fear Valley Medical Center. The area has become a center for the health care industry in the region, but neighborhoods near the hospital have felt the strains and impacts of growth- noise and traffic foremost among them. Pedestrian-oriented recommendations are included for Village Drive, Roxie Avenue, and Owen Drive, among others.

FAYETTEVILLE COMPREHENSIVE TRANSPORTATION PLAN (2024)

The City of Fayetteville prepared a Comprehensive Transportation Plan to identify a series of multimodal transportation projects for inclusion in the Capital Improvement Program (CIP). The plan included two components: a connectivity study and a strategic corridor analysis. The connectivity study identified a series of new local street connections intended to improve neighborhood transportation resiliency and multimodal connectivity. The strategic corridor analysis focused on City-maintained four-lane and/or high-volume streets and identified spot safety and mobility projects to improve multimodal transportation along these corridors.

EXISTING CONDITIONS MAPPING

This chapter highlights Fayetteville's population, infrastructure, and transportation infrastructure, The project team created several existing conditions maps as well as conducted a field review to gather insights into current challenges and opportunities for pedestrian safety and comfort in Fayetteville. The analysis focused on citywide trends, emphasizing safety, connectivity, and mobility opportunities. The project team summarized key findings to support plan development (Table 6).

Table 6. Existing Conditions Summary

Category	Map	Key Findings
Community Demographics	Population Density	Data from the 2020 Census indicates the population of Fayetteville was 208,500, a nearly 4% increase from 2010
	Employment Density	Fort Bragg is a major regional employer located north of the city. Downtown Fayetteville is a tourism hub with retail, restaurants, museums, sporting facilities, and municipal services
	Zero Car Households	The highest zero-car rates are along Ramsey Street and Murchison Road in the east. Other concentrations are near Downtown, north of Raeford Road, and south of Cliffdale Road
	Black, Indigenous, and People of Color (BIPOC) Populations	42% of residents identify as Black or African American. Th highest BIPOC concentrations are along Murchison Road to the east and between Morganton and Raeford Roads to the west.
	Population Living in Poverty	19% of residents are low-income, with an individual income of less than $14,500. The highest poverty concentrations around Downtown and along Murchison Road, Pamalee Drive, and Raeford Road
	Older Adults	13% of residents are 65 or older. High older adult population densities are found north of Downtown, along Murchison Road, and centrally between Bragg Boulevard and Raeford Road.
	Youth	31% of residents are under 18, with the highest youth population densities found on the western and southwest portions of the city along Cliffdale Road and Raeford Road.
Community Infrastructure	Points of Interest	Fort Bragg is in the northwest and serves as a major employer. Key locations in Fayetteville also include schools, colleges, libraries, hospitals, parks, and recreation centers
Transportation Infrastructure	Existing Sidewalk	Fayetteville's sidewalk network is mostly limited to major corridors. The most pedestrian-connected areas are Downtown, Haymount, and areas near Glensford Drive, Santa Fe Drive, and Bonanza Drive
	Annual Average Daily Traffic (AADT)	High traffic volumes are concentrated on major cross-town roads: Skibo Road, Raeford Road, Ramsey Street, and Cliffdale Road. Bragg Boulevard, Yadkin Road, and Murchison Road provide north-south access to Fort Bragg. Raeford Road and Cliffdale Road offer east-west connectivity.
	Transit	FAST operates 30 fixed-route buses across 17 routes. Connects major corridors to key destinations like Fort Bragg, Downtown, and Cross Creek Mall.
	Pedestrian and Bicyclist Crashes	From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes. Most crashes occurred near major arterial corridors

Figures 18 through 29 display maps used throughout the existing conditions analysis.

Population Density

As of 2023, Fayetteville has over 209,000 residents and an average density of 1,446 people per square mile (Figure 18). The population density map highlights areas supporting non-motorized transportation (high density) and those with growth potential (low density). The densest areas are along Cliffdale, Reilly, and Raeford Roads, with additional high-density pockets near Ramsey Street and Rosehill Road.

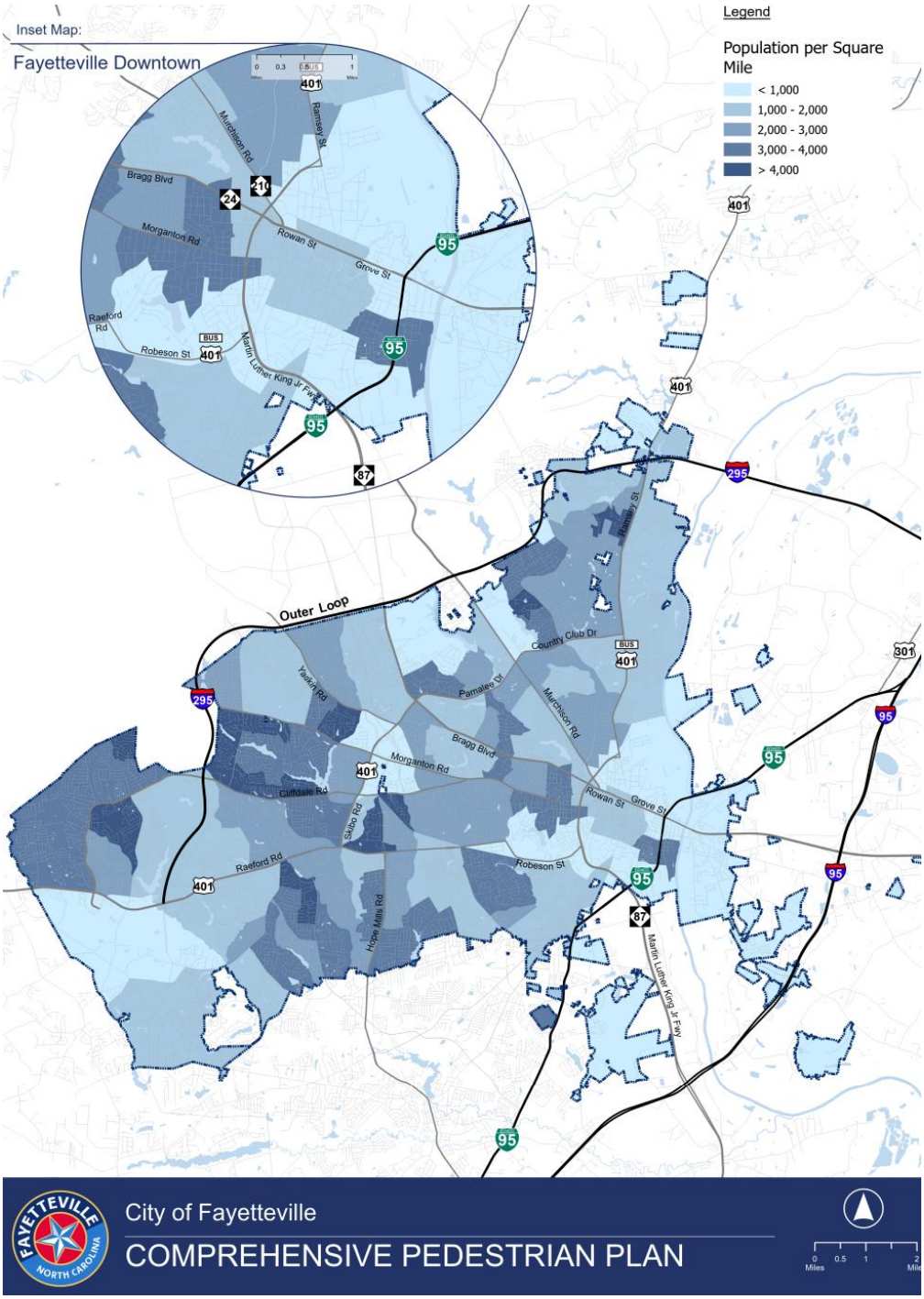


Figure 18. Population Density

Employment Density

Fort Bragg, a major regional employer, lies north of the city. Within Fayetteville, employment centers are Downtown, Skibo Road, and Owen Drive. Downtown serves as a tourism hub with retail, restaurants, museums, and sporting facilities, along with municipal services. Skibo Road is the economic center, hosting retail, restaurants, and hospitality. Owens Drive houses Cape Fear Valley Medical Center, the City's hub for medical services (Figure 19).

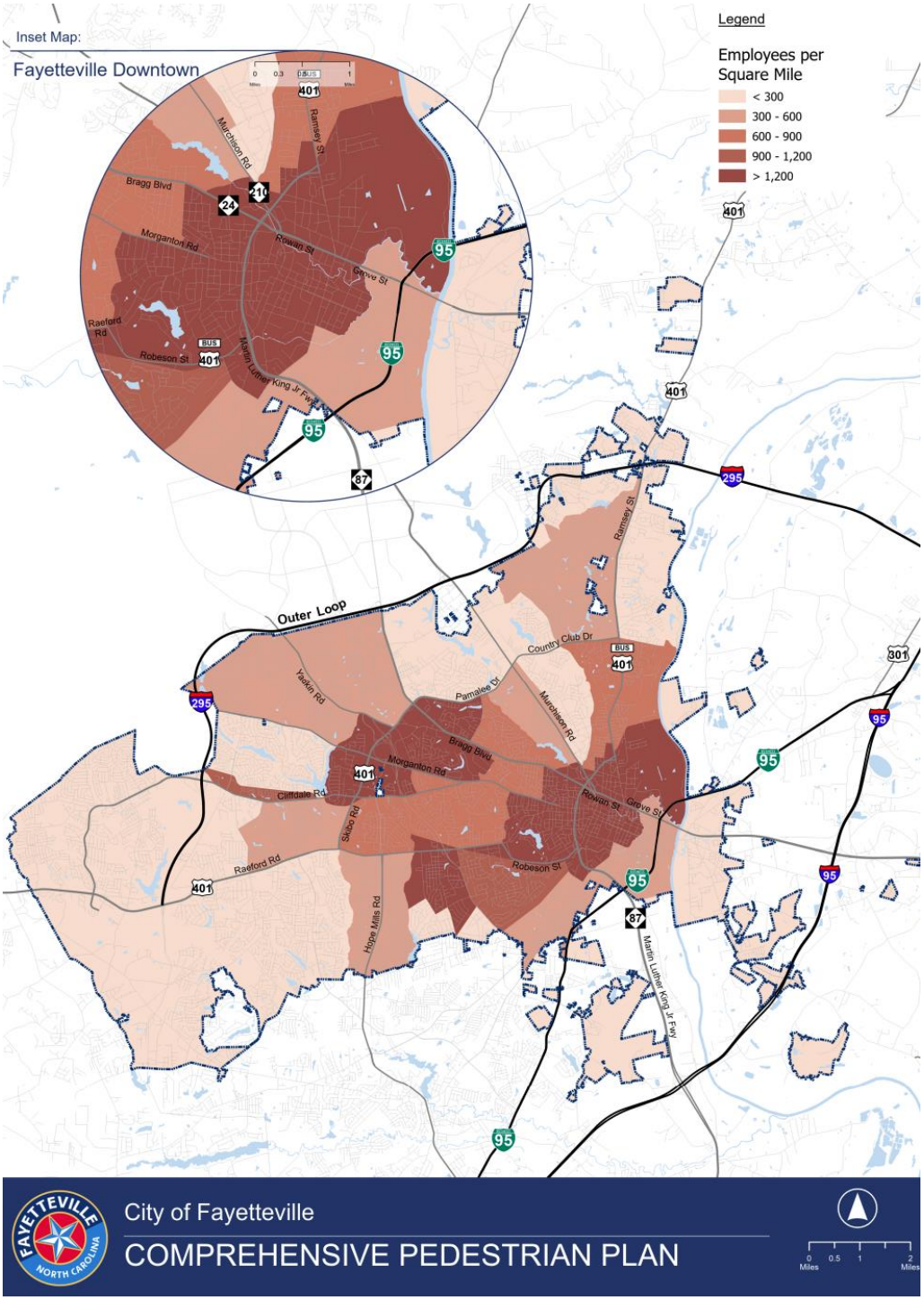


Figure 19. Employment Density

Zero-Car Households

Zero-car households highlight areas needing pedestrian, bicycle, and transit infrastructure. Figure 20 shows vehicle ownership across Fayetteville, with the highest zero-car rates in the east along Ramsey Street and Murchison Road. Other concentrations include areas near Downtown, north of Raeford Road, and south of Cliffdale Road, presenting opportunities to connect these households to employment centers via multimodal links.

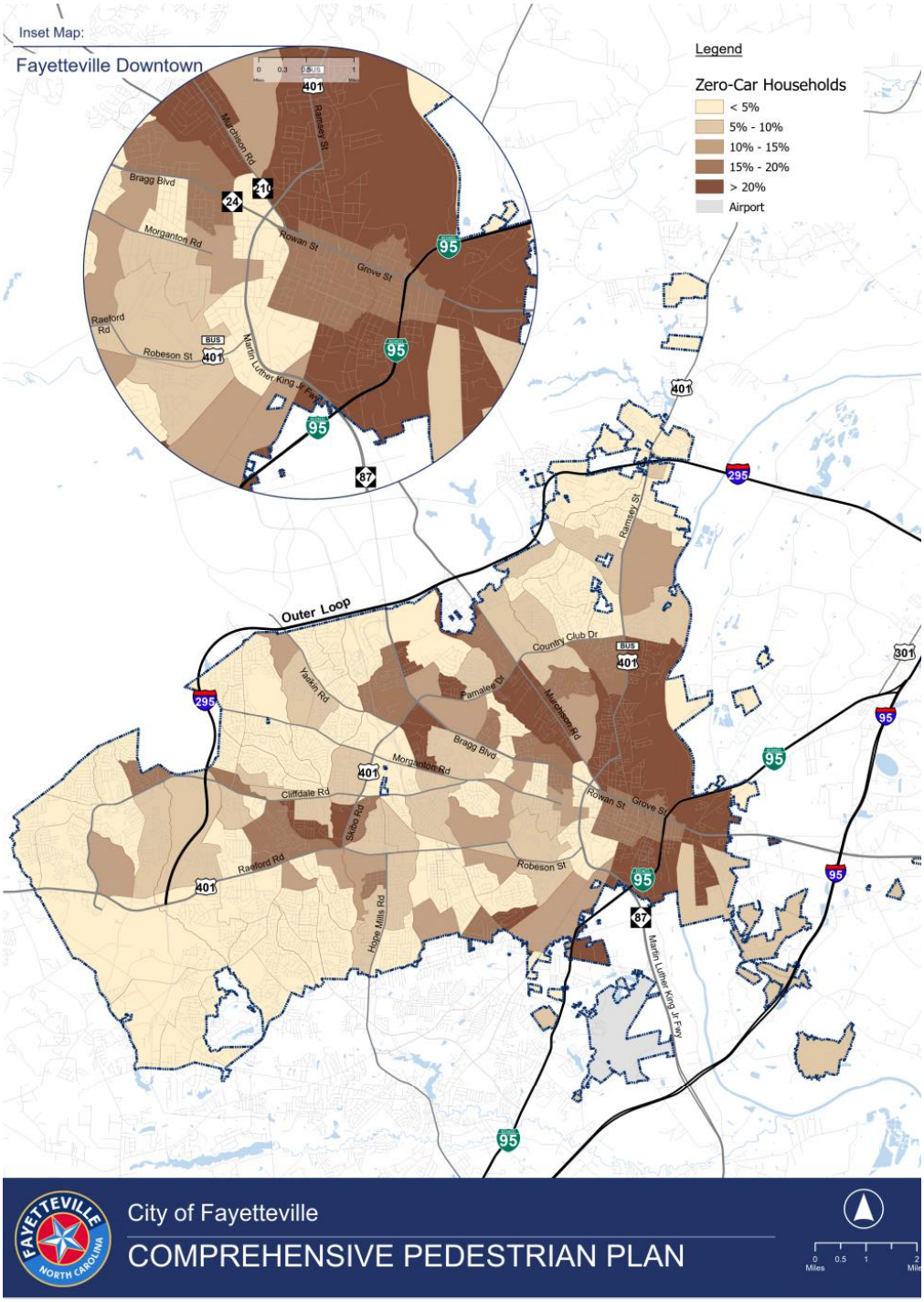


Figure 20. Zero-Car Households

Black, Indigenous, and People of Color (BIPOC) Population

Figure 21 shows that most of Fayetteville is over 50% BIPOC, a key focus per NCDOT's Transportation Disadvantaged Index (TDI). Historically underfunded, the highest BIPOC population concentrations are along Murchison Road to the east and between Morganton and Raeford Roads to the west.

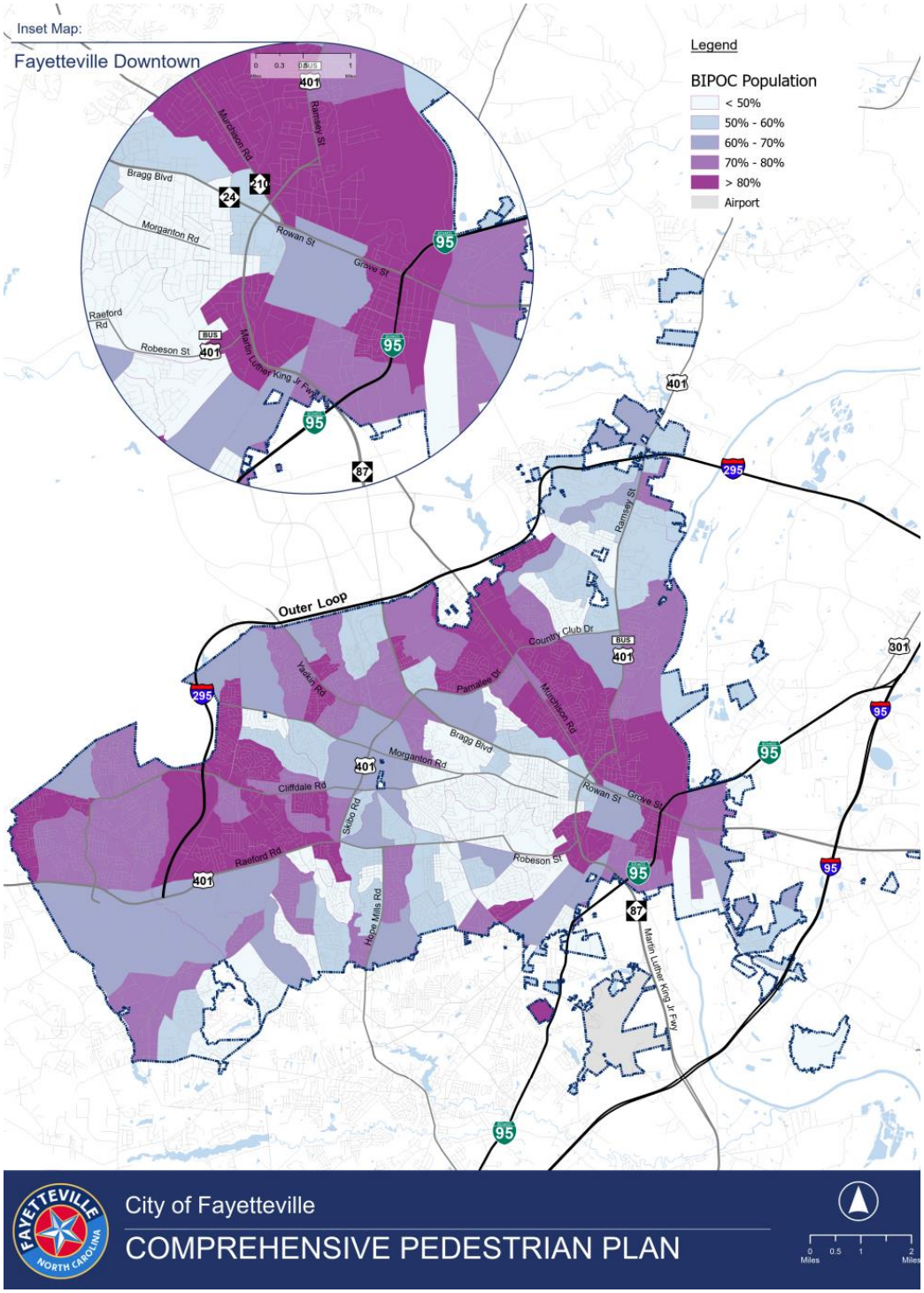


Figure 21. Black, Indigenous, and People of Color (BIPOC) Population

Population Living in Poverty

Identifying areas with higher poverty concentrations helps target multimodal investments. These communities, often without access to personal vehicles, benefit greatly from improved pedestrian facilities. Figure 22 shows the highest poverty concentrations around Downtown and along Murchison Road, Pamalee Drive, and Raeford Road.

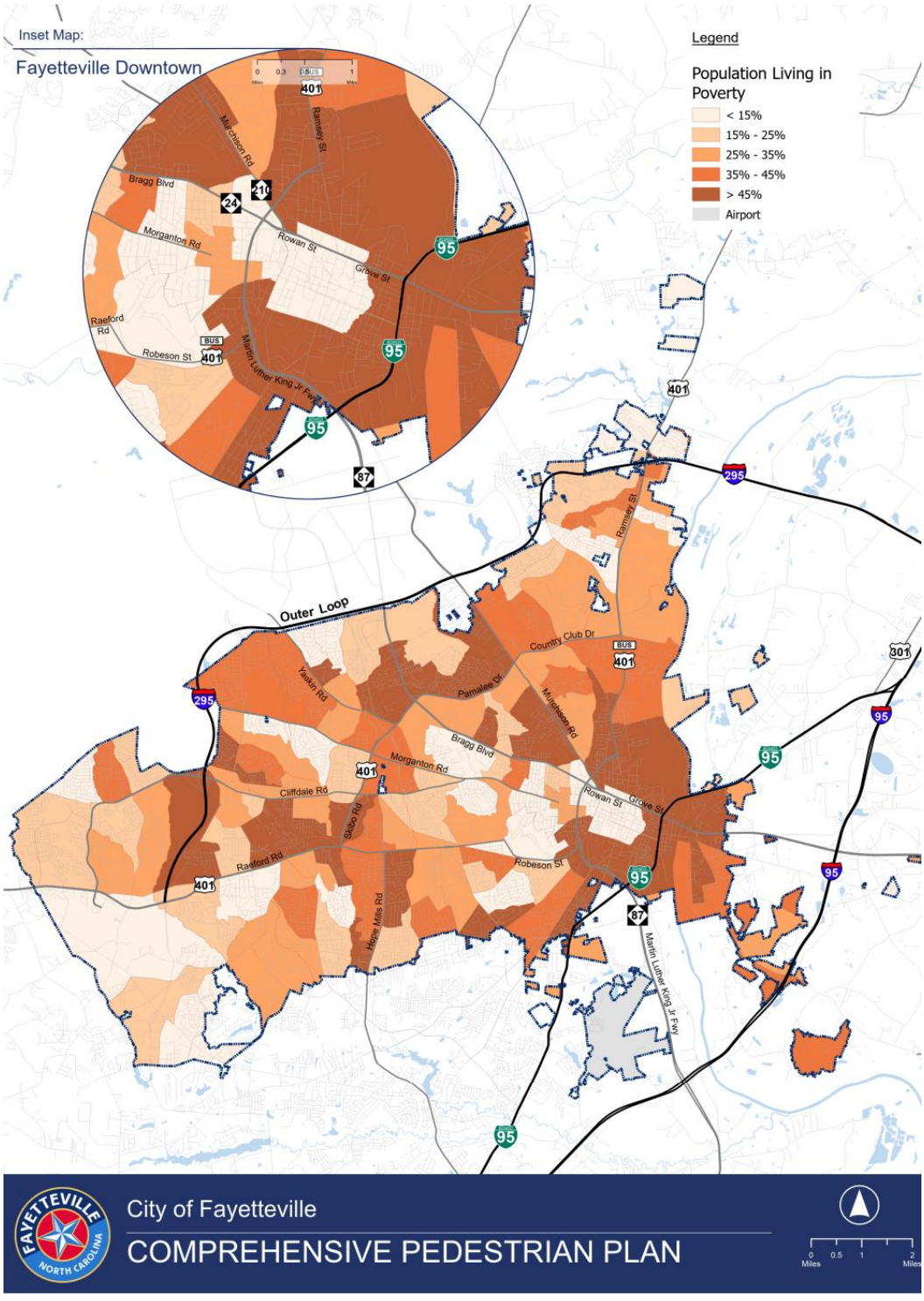


Figure 22. Population Living in Poverty

Older Adults

Figure 23 highlights Fayetteville's older adult population (65+), who benefit greatly from improved pedestrian facilities, especially those no longer driving. This is vital for a city with many military veterans and retirees. High older adult population densities are found north of Downtown, along Murchison Road, and centrally between Bragg Boulevard and Raeford Road.

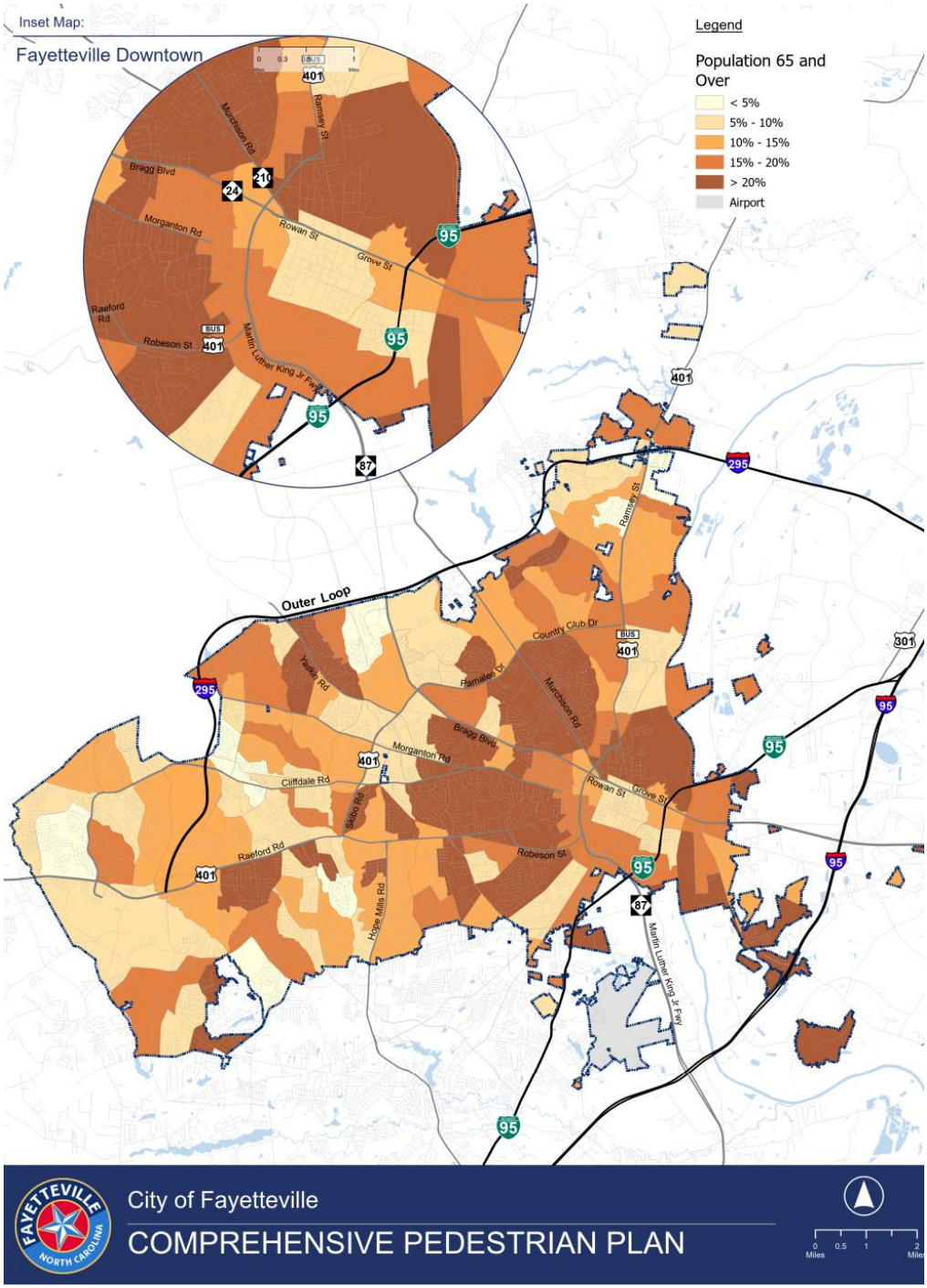


Figure 23. Population 65 and Over

Youth

Figure 24 highlights Fayetteville's youth population (15 and under), who benefit greatly from improved pedestrian facilities, especially those without access to a vehicle. The highest youth population densities are found on the western and southwest portions of the city along Cliffdale Road and Raeford Road.

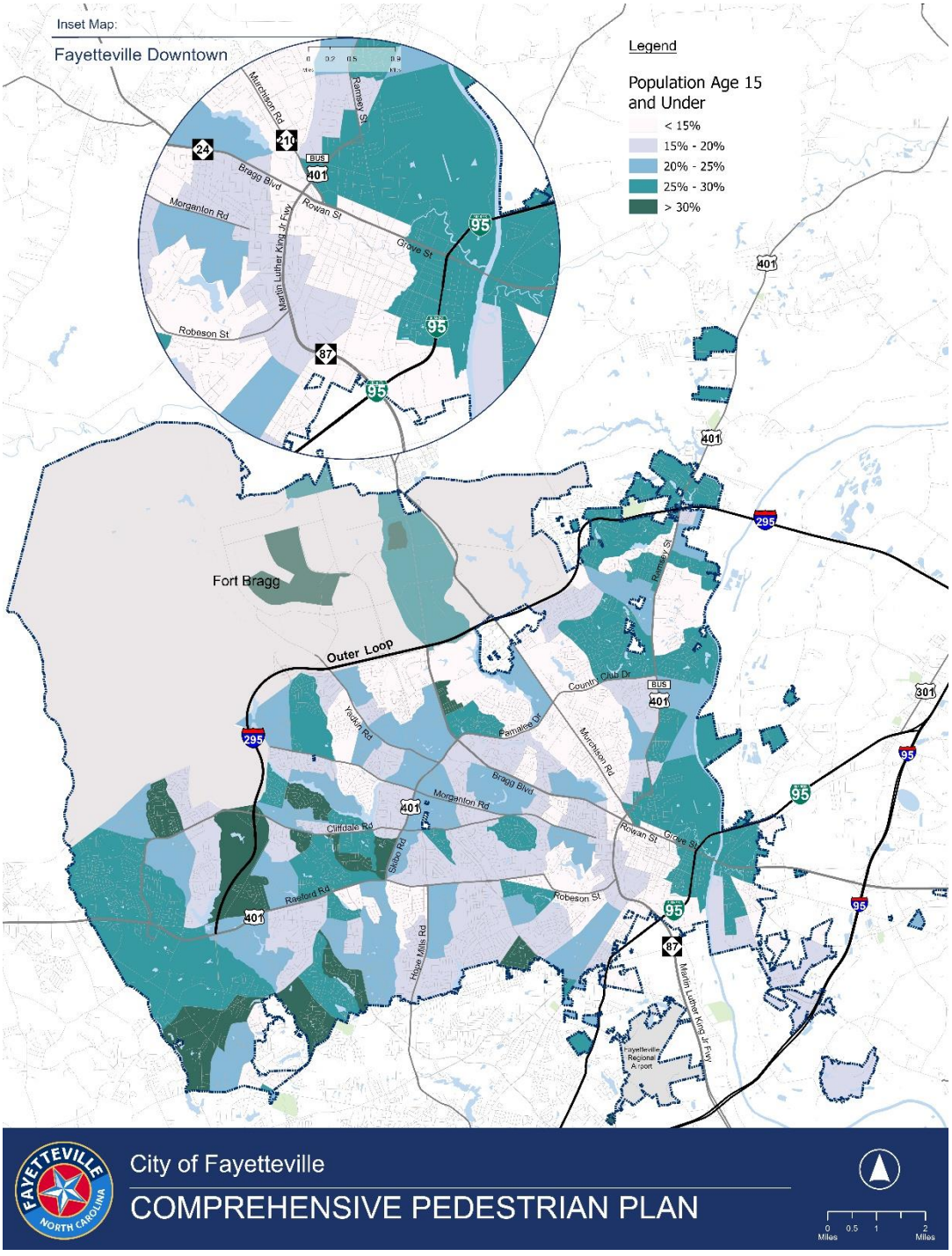


Figure 24. Youth

Points of Interest

Figure 25 highlights key locations in Fayetteville, including schools, colleges, libraries, hospitals, parks, and recreation centers. These sites serve much of the population, especially vulnerable groups like children, seniors, families, and those with health conditions or disabilities. Improved pedestrian facilities around these areas can enhance accessibility for all residents.

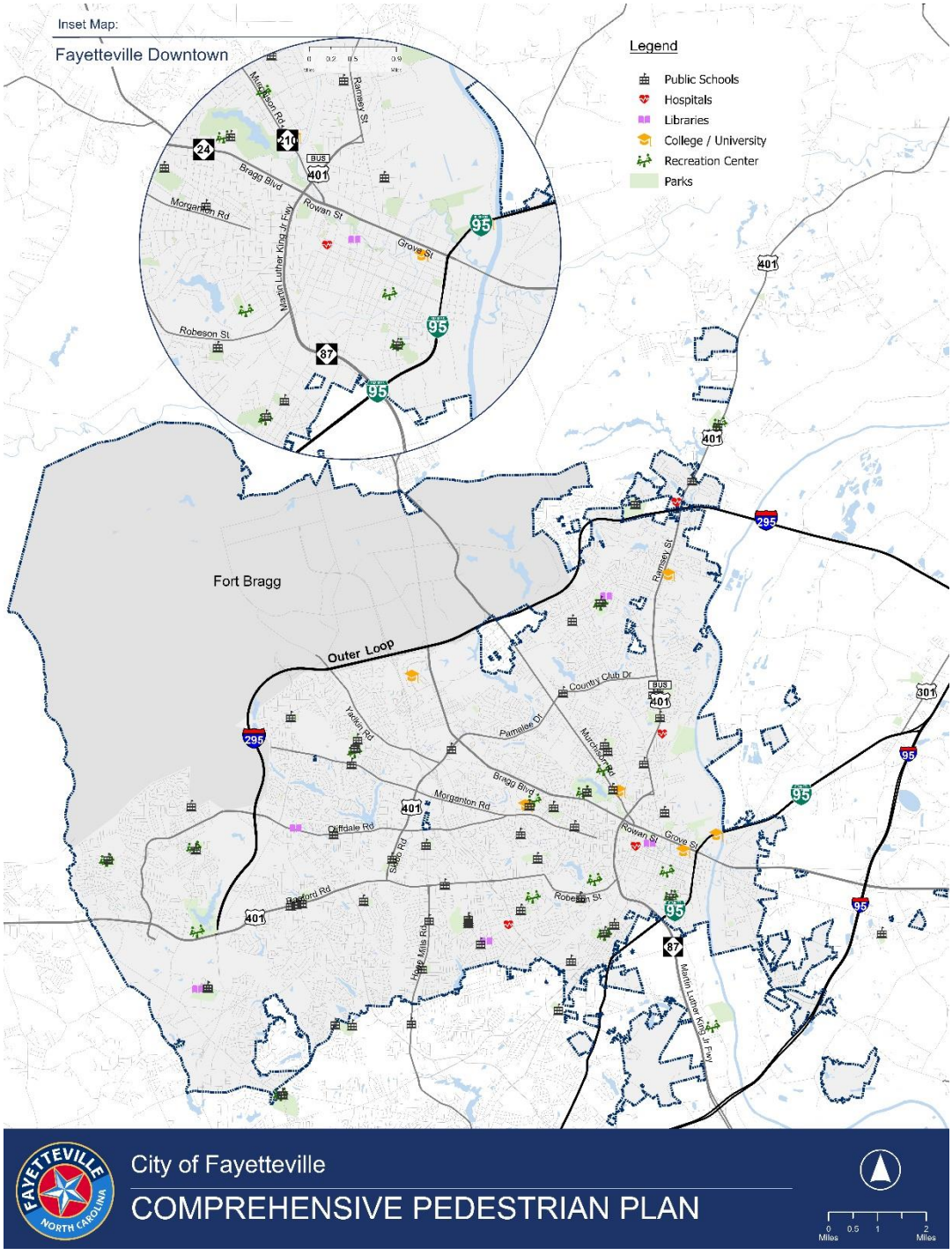


Figure 25. Points of Interest

Existing Sidewalks

Fayetteville's sidewalk network is mostly limited to major corridors (see Figure 26). Downtown, Haymount, and areas near Glensford, Santa Fe, and Bonanza Drives are the most pedestrian-connected. Other areas have isolated sidewalks. Identifying connectivity gaps can highlight opportunities to improve pedestrian infrastructure.

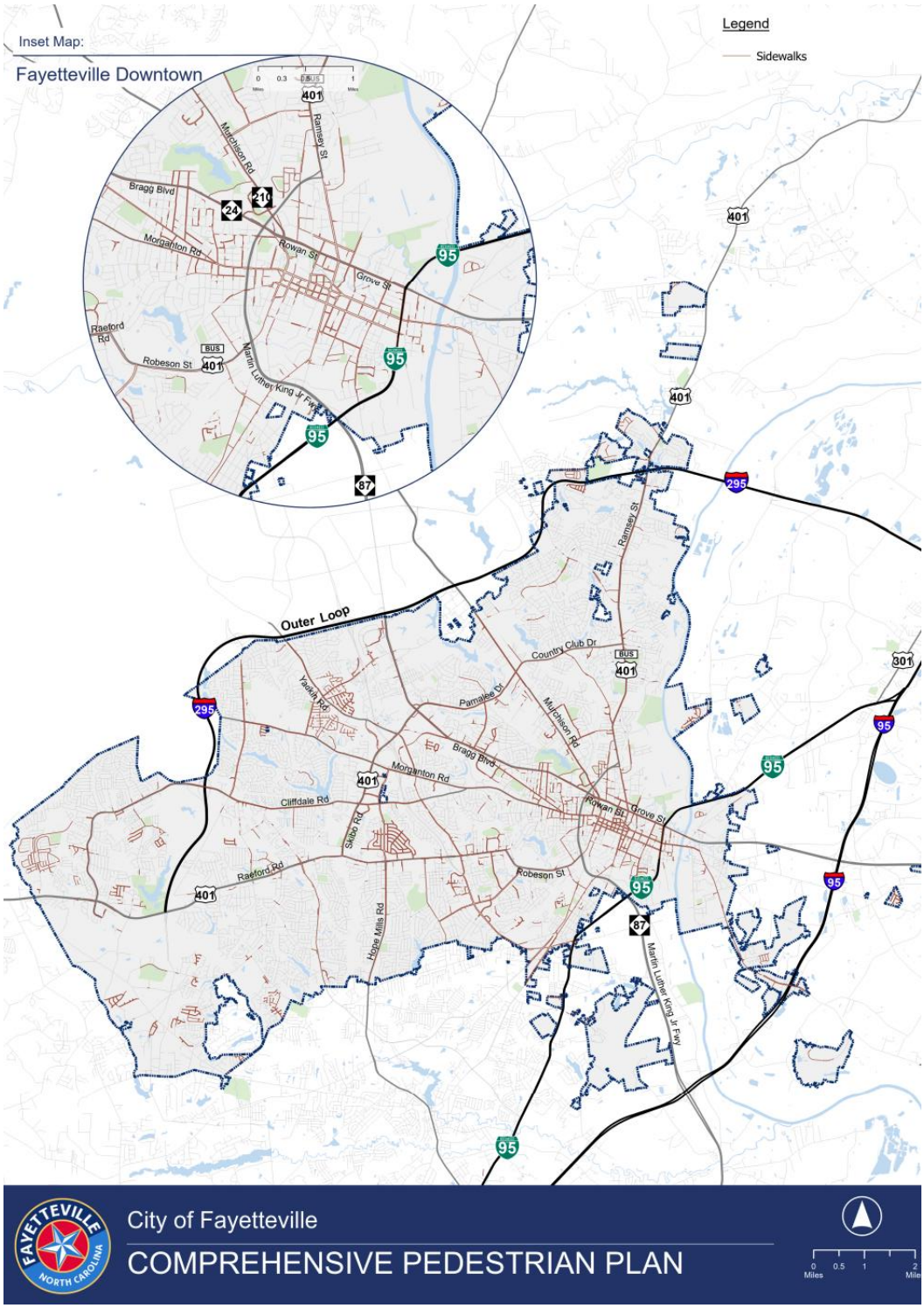


Figure 26. Existing Sidewalks

Annual Average Daily Traffic (AADT)

Figure 27 shows daily traffic volumes on Fayetteville's major corridors. High traffic is concentrated on cross-town roads like Skibo, Raeford, Ramsey, and Cliffdale, which also support much of the City's economic activity. Bragg Boulevard, Yadkin Road, and Murchison Road provide north-south access to Fort Bragg, while Raeford and Cliffdale Roads offer east-west connectivity.

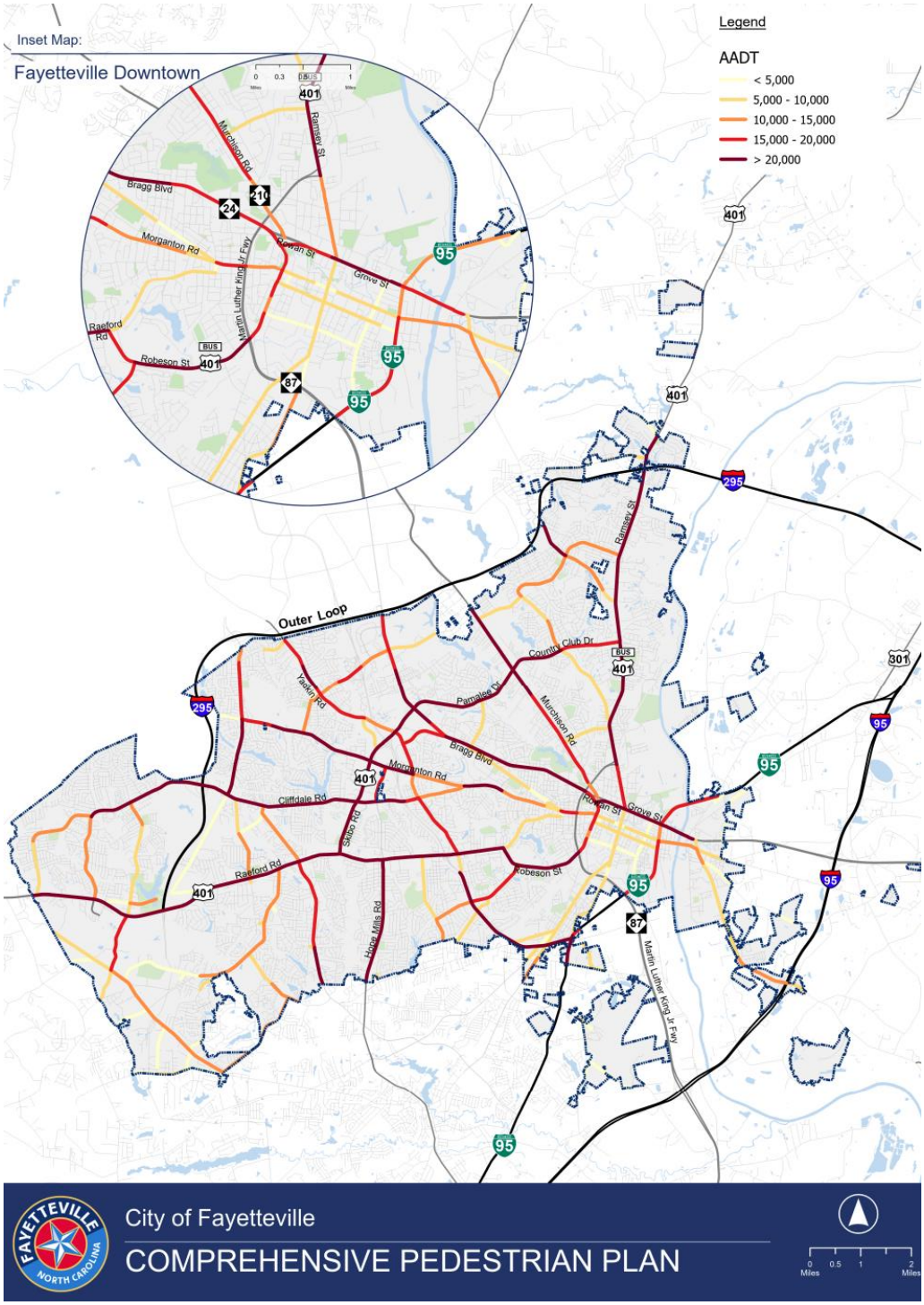


Figure 27. Annual Average Daily Traffic, 2022

Transit

The Fayetteville Area System of Transit (FAST) operates 30 fixed-route buses across 17 routes (Figure 28) and provides paratransit for customers with disabilities. FAST connects major corridors to key destinations like Fort Bragg, Downtown, and Cross Creek Mall. Pedestrian planning can enhance connectivity and access to transit routes.

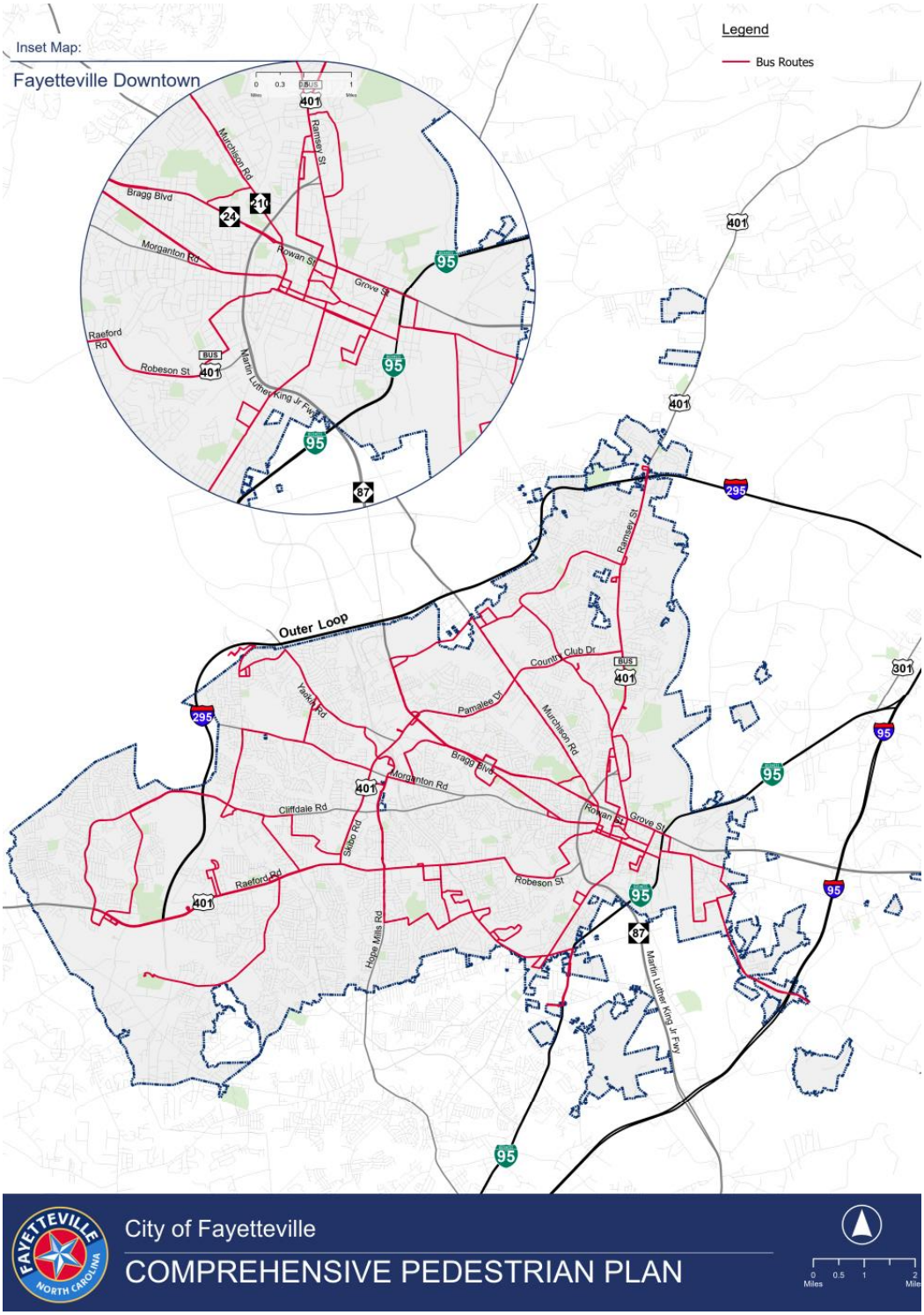


Figure 28. Fayetteville Area System of Transit (FAST) Service Routes

Pedestrian and Bicyclist Crashes

Pedestrians are particularly vulnerable to traffic injuries and fatalities. Figure 29 highlights crash locations to identify areas needing improved pedestrian infrastructure. From 2013 to 2022, Fayetteville reported 1,155 pedestrian crashes in addition to 392 bicycle crashes, including 94 fatal pedestrian crashes (8%) and 6 fatal bicycle crashes (2%). Most occurred near major arterial corridors, and crash data for both modes can inform pedestrian planning.

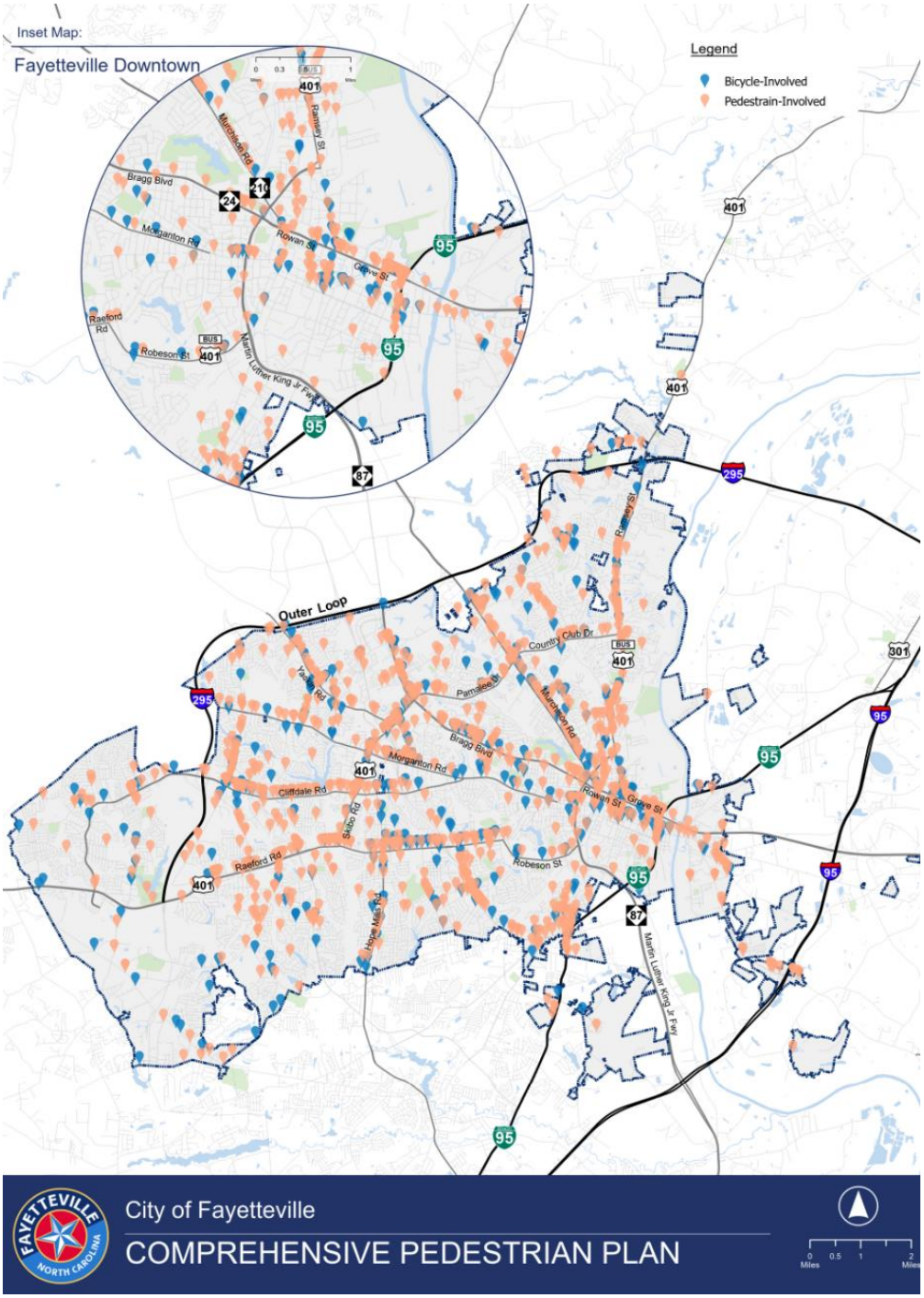


Figure 29. Reported Pedestrian and Bicycle Crashes, 2013 - 2022

FIELD REVIEW

As part of the Existing Conditions task of the Fayetteville Ped Plan Update, the Project Team conducted a Field Review to assess the pedestrian network in Fayetteville. The project team structured the filed review through several focused prompts:

- How and where would I cross the street, and how safe would I feel, especially at night?
- How comfortable do I feel at this intersection or along the road? Are there buffers or shade?
- Are there significant gaps in the sidewalk when walking toward or away from the intersection?
- Who is using the facility, and where are they coming from or going?

Areas for review were identified through existing conditions data, including crash data, roadway speed and volume, points of interest, lack of infrastructure, or existing infrastructure:

1. Intersection: Reilly Road and Cliffdale Road
2. Intersection: Yadkin Road and Santa Fe Drive
3. Intersection: Skibo and Yadkin
4. Corridor: Murchison Road from Langdon Street to Henderson Avenue
5. Intersection: Murchison Road and Pamalee Drive/ Country Club Road
6. Corridor: Hay Street and Downtown
7. Corridor Ramsey Sr from VA Hospital/Courtney Street to Treetop Drive
8. Corridor: Raeford Road and Hope Mills Road (and areas east and west)
9. Intersection: 2140 Skibo Road
10. Intersection: Owen Drive and Village Drive
11. Intersection: Raeford Drive and Chilton Drive



Figure 30. Photos from Field Review

PEDESTRIAN SAFETY AND ACCESSIBILITY

Past pedestrian crashes have occurred at many of the intersections reviewed, highlighting the need for safety improvements. Key areas lack crosswalks and push buttons, and several locations require ADA-accessible pedestrian signals and crosswalks. Visibility of pedestrians is a significant concern, especially in areas with obstructions, compounded by a broader cultural lack of respect for pedestrians. Frequent sidewalk gaps hinder connectivity, with informal trails worn through grass indicating unmet pedestrian demand. Enhancing sidewalk networks should be prioritized to improve pedestrian movement, and midblock crossings should be considered where intersection crossing facilities are inadequate or uncomfortable. Additionally, concerns about ADA accessibility and the visibility of bus stops further underscore the need for comprehensive pedestrian infrastructure improvements.

TRAFFIC AND AGGRESSIVE DRIVING

Drivers frequently exceed the posted speed limits, and the loud traffic noise is both distracting and overwhelming. Aggressive driver behavior and a lack of respect for pedestrian right-of-way are common, creating a hazardous environment for pedestrians. Drivers often block marked crosswalks, further endangering those attempting to cross. Additionally, right-turn-on-red maneuvers pose significant safety concerns, exacerbating risks for pedestrians at intersections.

DEVELOPMENT AND LAND USE

The area features numerous significant points of interest, including universities, hospitals, commercial areas, and residential complexes, highlighting the importance of pedestrian connectivity. Engaging the community meaningfully can provide valuable insights into pedestrian routes and connectivity needs, ensuring projects address real-world usage. While proposed projects often consider the impact on local development and community accessibility, there is a pressing need to build stronger support for enhancing pedestrian infrastructure

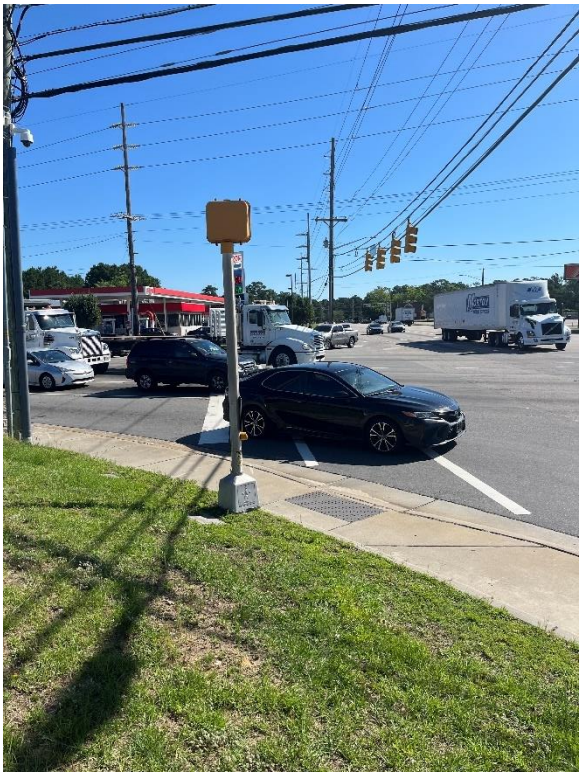


Figure 31. Photos from Field Review

ROUND 1 ENGAGEMENT FEEDBACK

The project team collected feedback on goals for the study, locations of key pedestrian challenges and opportunities, and ideas for potential solutions. Key findings from the feedback are highlighted in this section.

TOP PRIORITIES FOR PEDESTRIAN PLAN

Participants were asked to rank their top priorities for the planning process (Figure 32). This feedback can help inform project identification, project prioritization, and overall implementation of projects in Fayetteville.

Figure 32. Top Pedestrian Plan Priorities

CHALLENGES FOR PEDESTRIANS

Participants provided feedback on the top challenges they see in Fayetteville for pedestrians (Figure 33). This feedback helps supplement the existing conditions analysis and on-going technical work throughout the project.

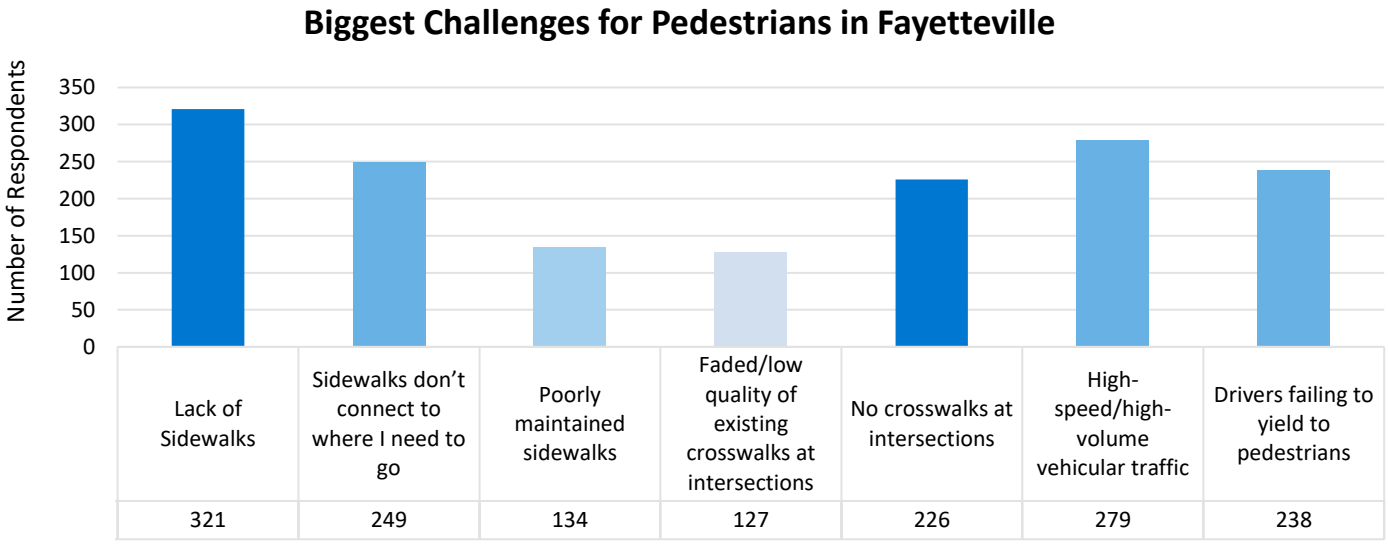


Figure 33. Biggest Challenges for Pedestrians

KEY ENGAGEMENT THEMES

Open ended feedback was collected in at the public workshop, comment map, and survey. Several key themes were identified:

- Construct and Connect Sidewalks Improvements
- Connect to Key Destinations:
- Enhance Crossings
- Invest in Shared Use Paths
- Reduce Speeds

Participants also mapped their concerns, allowing the project team to identify where specific challenges and opportunities are arising (Figure 34). The top corridors of concern that emerged from the mapping exercises include the following:

- Ramsey Street
- Raeford Road
- Bragg Blvd
- Morganton Road
- Rosehill Road
- Skibo Road
- Cliffdale Road
- Hay Street
- S Reilly Road
- Murchison Road

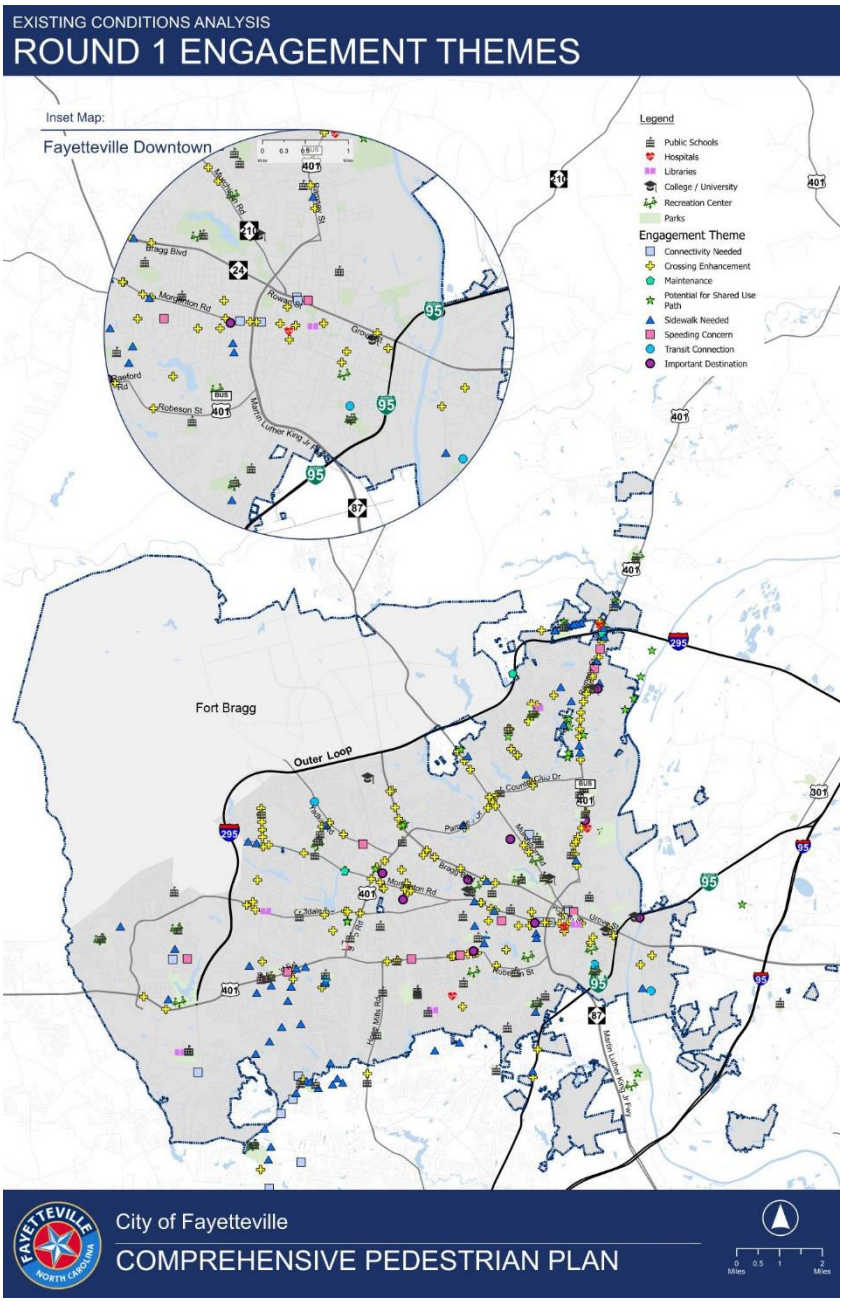


Figure 34. Public Comments Collected in Round 1

SECTION 4:
PROJECT IDENTIFICATION AND SCORING

PROJECT IDENTIFICATION AND SCORING

To identify potential project locations and corridors for the City's pedestrian network, the project team followed a series of steps (Figure 35):

Step 1: Identify Projects from Plan Review

Step 2: Gap Analysis

a. Safety and Level of Comfort: Identify areas with crash history or safety/comfort issues
b. Review of corridors: The Planning team reviewed all arterial and collector routes without planned pedestrian projects to fill gaps in the pedestrian network

Step 3: Project Scoring

c. Projects were assigned a score based on series of evaluation criteria:
    i. Safety
    ii. Comfort
    iii. Equity
    iv. Connectivity
    v. Land Use

This comprehensive approach ensures that potential project locations and corridors for the City's pedestrian network are selected through a rigorous, data-driven process, ultimately creating a more accessible and inclusive pedestrian network and environment for all residents. This section provides an overview of each step and identified locations and corridors.

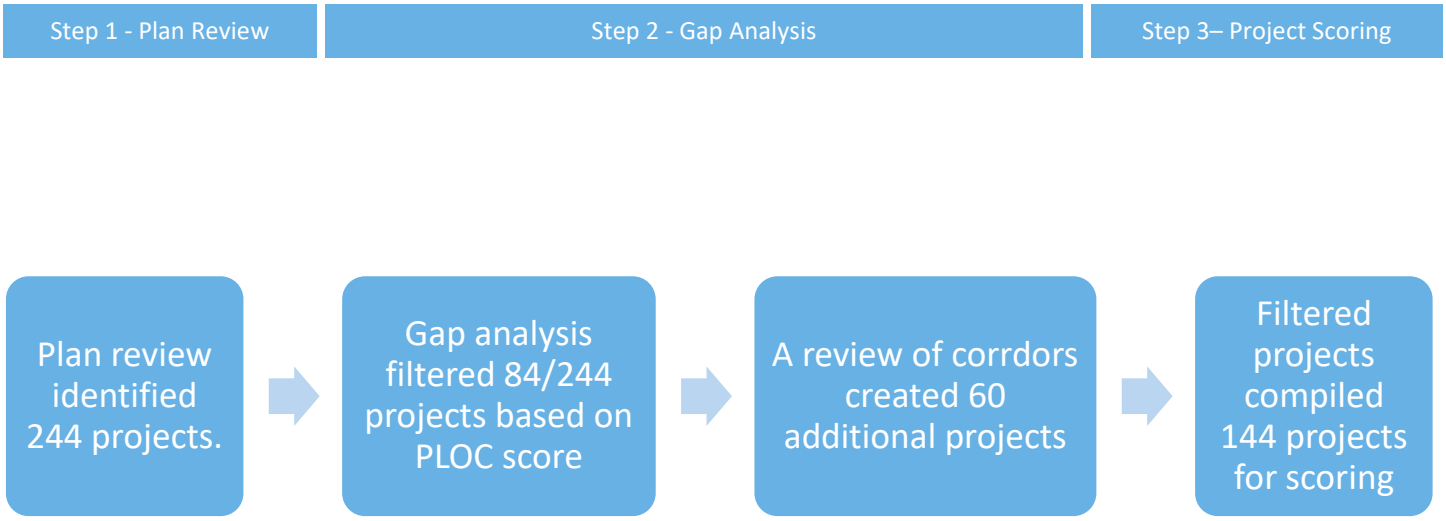


Figure 35. Project Identification Process

PROJECTS FROM PLAN REVIEW

During the plan review process described in Section 3, the project team identified a total of 244 projects that were relevant to the Fayetteville Pedestrian Plan Update. The team then reviewed each project status, removing any that have been completed or already have funding identified for implementation and construction. These projects are displayed in Figure 36.

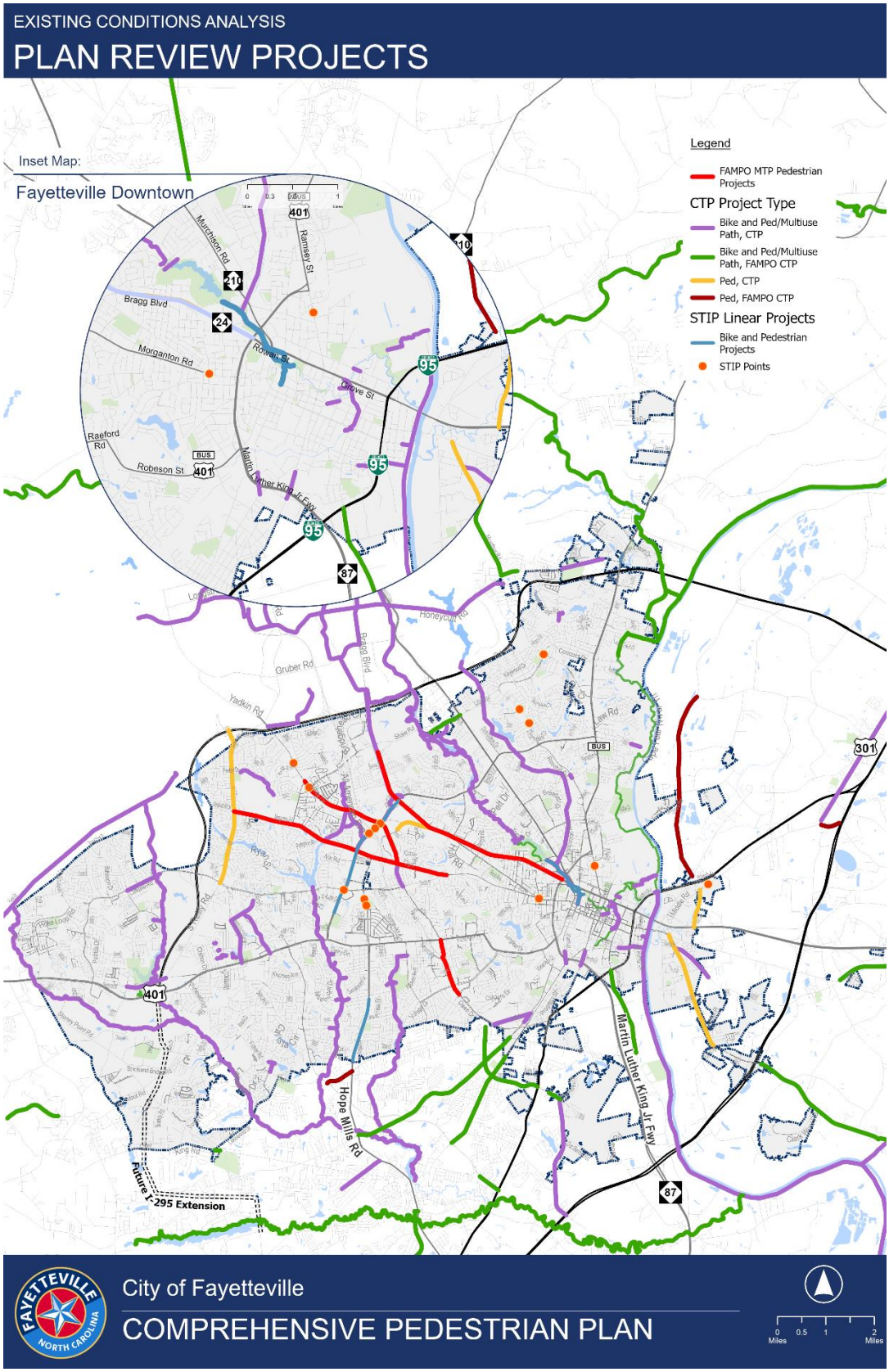


Figure 36. Projects from Plan Review

GAP ANALYSIS

Following the synthesis of planned projects from past project work throughout Fayetteville, the project team explored an analysis to fill any project gaps today. The review focused on arterial and collector routes within the City of Fayetteville (whether maintained by NCDOT or the City of Fayetteville), removing freeway and private roadways from the analysis. Using two factors, the project team reviewed the locations of consolidated projects from the plan review to identify where projects are currently underway, planned, or where there are current gaps within the pedestrian network and recommended projects list. The following two factors were used to prioritize gaps in the pedestrian network:

- Crash history - Projects noted for the presence of pedestrian crashes
- Pedestrian Level of Comfort (PLOC) - Projects noted for having a PLOC of 3 or 4

Throughout the gap analysis, 27 additional corridors were identified, including 70 additional projects.

CRASH HISTORY

Recent pedestrian crashes in Fayetteville are concentrated along major arterial corridors and key intersections, where high traffic volumes, frequent turning movements, and access management challenges contribute to safety concerns. These areas present risks for all users, particularly at points of heavy congestion and multimodal interactions. The following Corridors and Intersections were identified as some of the highest of concern:

High-Crash Corridors:

- Ramsey Street
- Raeford Road
- Cliffdale Road
- Bragg Blvd
- Murchison Road
- Glensford Drive
- Morganton Road
- Owen Drive
- Skibo Road
- Bunce Road

High-Crash Intersections:

- Skibo Road & Morganton Road – High-volume retail area with complex turning movements and frequent congestion.
- Bragg Boulevard & Rowan Street – Major gateway intersection with heavy military and commuter traffic, leading to increased crash risks.
- Ramsey Street & Country Club Drive – High-speed approaches with multiple driveways and turning conflicts.
- Cliffdale Road & Skibo Road – Busy commercial intersection with high pedestrian activity and limited crossing facilities.

PEDESTRIAN LEVEL OF COMFORT (PLOC)

PLOC analysis refers to the systemic evaluation of the pedestrian network to understand corridors and intersections that are comfortable or uncomfortable to walk. Elements that can make walking uncomfortable from both human factors and transportation safety perspectives, such as posted speed limit, driver volume, the presence (or lack thereof) of

sidewalks, and crosswalks presence, among others. These analyses can supplement public feedback as well as data from safety analysis to prioritize key intersections and corridors. Figure 37 provides a description of each level. When evaluating comfort at the pedestrian level, analyses can be done at both the intersection and segment level. PLOC was done to provide insight into intersections and corridors that may be uncomfortable due to the built environment.

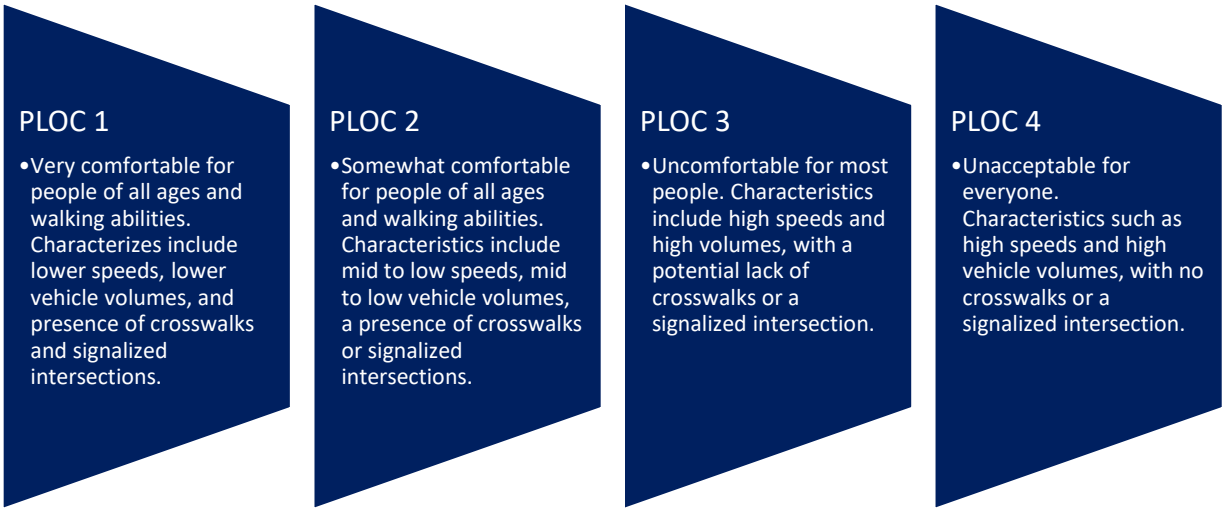


Figure 37. PLOC Overview

This metric is similar to the Bicycle Level of Traffic Stress (BLTS), which is used in practice nationwide[1]. Other research has resulted in the development of a similar scale for Pedestrian Level of Traffic Stress (PLTS)[2]. The project team adapted the Fayetteville Pedestrian Plan PLOC scoring methodology from these resources and reflects a customized scale that reflects the context and range of data in the City of Fayetteville.

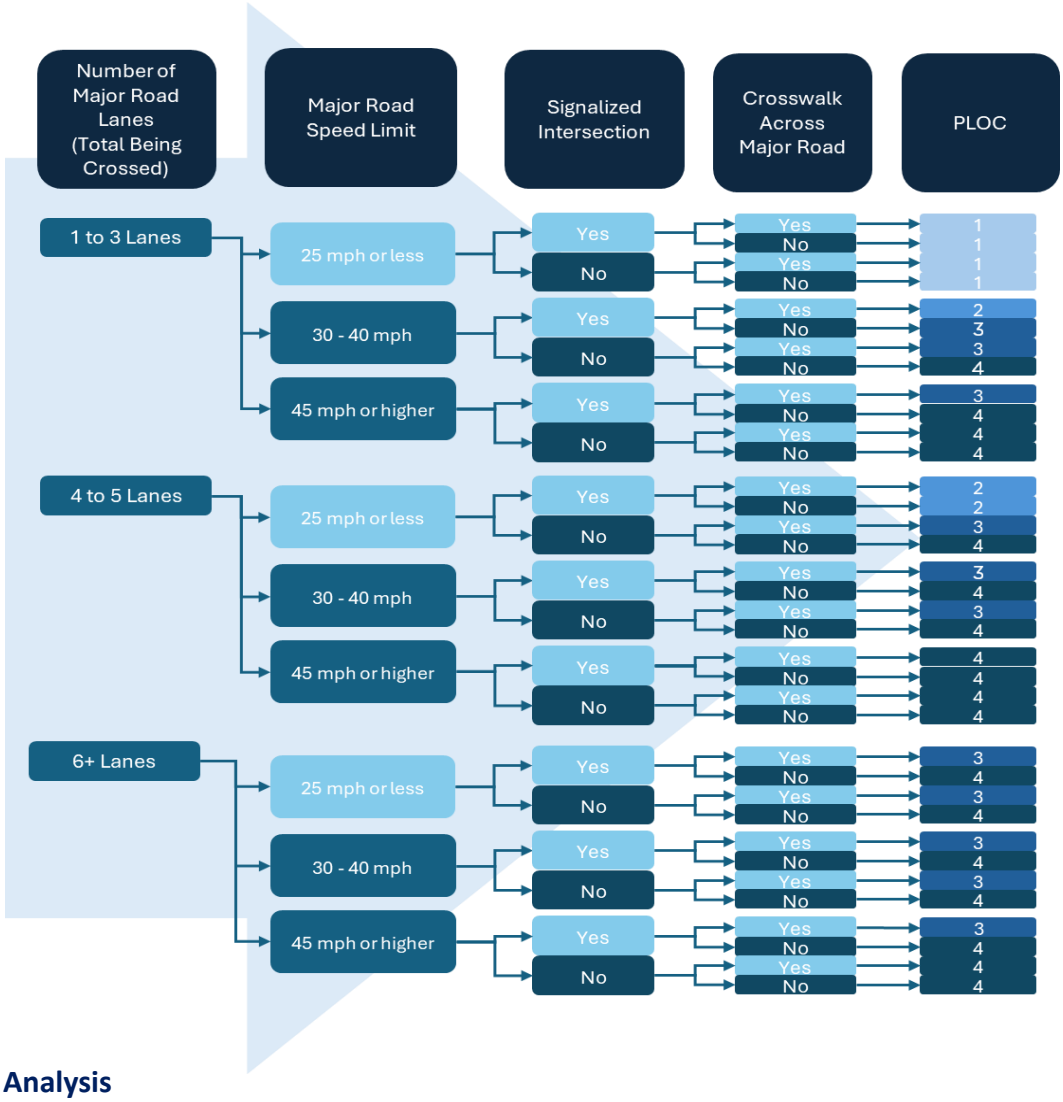
PLOC Intersection Analysis

At the intersection level, this analysis included inputs of posted speed limit, lane count, signalization, and crosswalk marking presence. Overall, lower speeds, lower lane count, signalized intersections, and crosswalks across the major road were favorable for creating more pedestrian comfort at intersections.

[1] Low-Stress Bicycling and Network Connectivity | Mineta Transportation Institute

[2] Swift, S., et al. *Pedestrian Level of Traffic Stress: A Report from the Center for Pedestrian and Bicyclist Safety*. University of Wisconsin-Madison: Madison, WI, 2024.

Table 7. PLOC Intersection Analysis



PLOC Corridor Analysis

Corridors refer to the roads in Fayetteville outside of the intersections. The analysis included posted speed limit, lane count, and sidewalk presence. Overall, lower posted speeds, lower lane count, and sidewalk presence were favorable for creating more pedestrian comfort along segments (Table 8). Analysis was performed for each direction of the roadway, so the lane counts below reflect a single direction of traffic.

Table 8. Scoring for PLOC Segments

Speed (mph)	1 Lane	2 Lanes	3 lanes	4+ lanes
<=25 mph	1	1	3	4
30 - 40 mph	3	3	4	4
>=45 mph	4	4	4	4

*Presence of a sidewalk or trail parallel to the segment reduced the PLOC by a score of 1.

PLOC Findings

Figure 38 displays the corridors and intersections that were identified as PLOC 3-4 (illustrated in red) throughout both the plan review and the gap analysis.

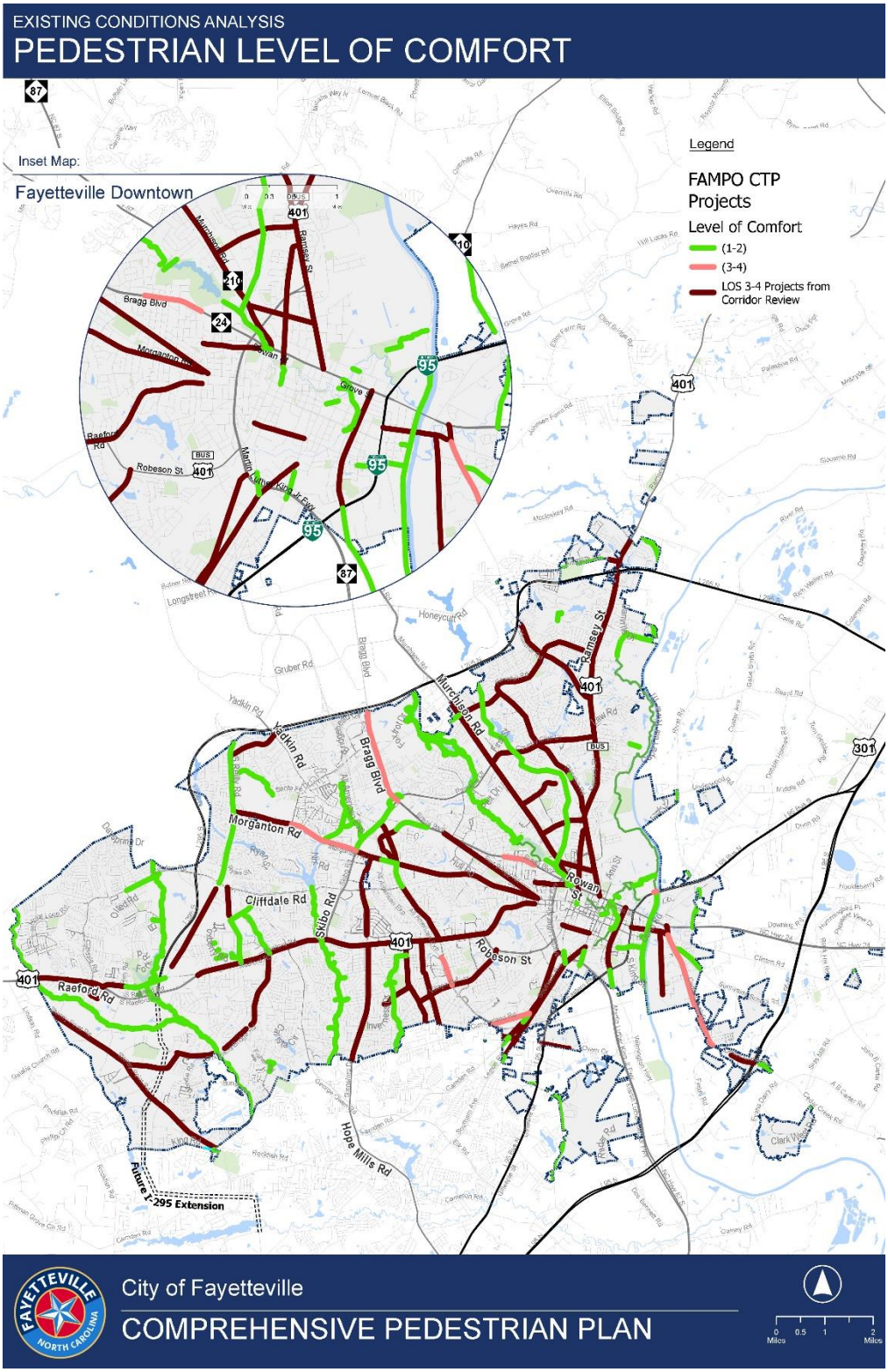


Figure 38. Pedestrian Level of Comfort

KEY FINDINGS

Crash history paired with PLOC 3-4 means these corridors may have high pedestrian exposure to risk and low comfort due to missing infrastructure, high vehicle speeds, or inadequate crossings. Key corridors were identified throughout the gap analysis that should be considered throughout the project identification in this plan. Key findings are summarized in Table 9.

Table 9. Key Gap Analysis Findings

Location	Findings
Deep Creek Road (Clinton Road to Cade Hill Avenue)	■ Multiple projects addressing pedestrian, bike, and transit improvements. ■ Crosswalk additions and shared-use path installation suggest existing pedestrian challenges.
Hillsboro Street (Rowan Street to Ramsey Street)	■ Repeated pedestrian-focused interventions (crosswalks, pedestrian connections). ■ Traffic calming devices are proposed, indicating potential speed or safety concerns.
McPherson Church Road (Raeford Road to Skibo Road)	■ Crash history and need for pedestrian crossings suggest safety risks. ■ Median installation and access control improvements planned.
Rosehill Road (West of Ramsey Street (N) to North of Country Club)	■ Frequent pedestrian infrastructure gaps. ■ Plans for sidewalk infill and crosswalk additions at schools and parks indicate current discomfort
Sycamore Dairy Road (Morganton Road to Bragg Blvd)	■ Sidewalk gaps and a proposed road diet suggest pedestrian comfort concerns.
Village Drive (Ireland Drive to Robeson Street)	■ Multiple pedestrian crossing projects at key locations (schools, libraries, medical centers).
Jasper Street (Murchison Road to Corrianna Street)	■ Crash history and planned crosswalk improvements suggest a need for better pedestrian safety.
Cumberland Street (Murchison Road to Ramsey Street)	■ Missing sidewalks and crosswalk improvements highlight pedestrian comfort issues.

Rosehill Road, Deep Creek Road, and Hillsboro Street have consistent pedestrian safety concerns across multiple sections. McPherson Church Road, Sycamore Dairy Road, and Village Drive have planned infrastructure changes that signal existing pedestrian discomfort.

PROJECT SCORING

Following the identification of projects both through the plan review and gap analysis, the project team assigned these projects a score based on the following five evaluation criteria:

- Safety
- Comfort
- Equity
- Connectivity
- Land Use

Table 10 documents key evaluation criteria used to create a preliminary list of the recommended 144 projects. Table 10 displays results of the analysis. The process identified the top projects for the plan from the plan review and gap analysis. Detailed scoring results are provided in Appendix C and are also discussed in the following section. These projects were brought forward to the public during the second round of community engagement (Figure 39).

Table 10. Project Scoring

Emphasis Area	Evaluation Criteria			
	Corridor Measure	*Intersection Measure*	*Measure Range*	*Score*
Safety	How many reported pedestrian-involved crashes per mile between 2013 and 2022 occur within the project's extents?	How many reported pedestrian-involved crashes within 250ft of the project between 2013 and 2022?	< 1	0
			1 to 3	1
			3 to 5	2
			5 to 10	3
			> 10	4
Comfort	Is the project road segment's Pedestrian Level of Comfort 3 or 4?	Does the project cross a road segment with Pedestrian Level of Comfort 3 or 4?	Yes	4
			No	0
Equity	What is the highest NCDOT Transportation Disadvantaged Index (TDI) Score, relative to state, among all census block groups that the project borders or crosses?	What is the highest NCDOT Transportation Disadvantaged Index (TDI) Score, relative to state, among all census block groups that the project borders or resides within?	< 14	0
			14 to 15	1
			15.5 to 16	2
			16.5 to 17	3
			> 17	4
	What is the highest Zero-Car Households percentage among all census block groups that the project borders or crosses according to the NCDOT TDI?	What is the highest Zero-Car Households percentage among all census block groups that the project borders or resides within according to the NCDOT TDI?	< 5%	0
			5% to 12%	1
			12% to 17%	2
			17% to 26%	3
			> 26%	4
Connectivity	How many roads with existing sidewalks and shared-use paths intersect with the project road?	How many roads with existing sidewalks and shared-use paths intersect with the project location?	0	0
			1	1
			2	2
			3 or 4	3
			5 or more	4
	Is there a transit stop on the project roadway?	Is the project within 250ft of a transit stop?	No	0
			Yes	4
	Does the project create a new connection between neighborhoods or include a shared-use trail/greenway?		No	0
			Yes	4
Land Use	How many key destinations are within a 1/4 mile of the project? (Schools, Libraries, Grocery Stores, Parks or Community Centers, and Major Employment Centers)		0	0
			1	1
			2	2
			3	3
			4	4
	Is the project compliant or is consistent with Cape Fear River Plan (2016), Downtown Urban Design Plan (2019), or Center City Parks and Trails Master Plan (2020)?		No	0
			Yes	4

Recommended Areas for Pedestrian Improvements (Draft)

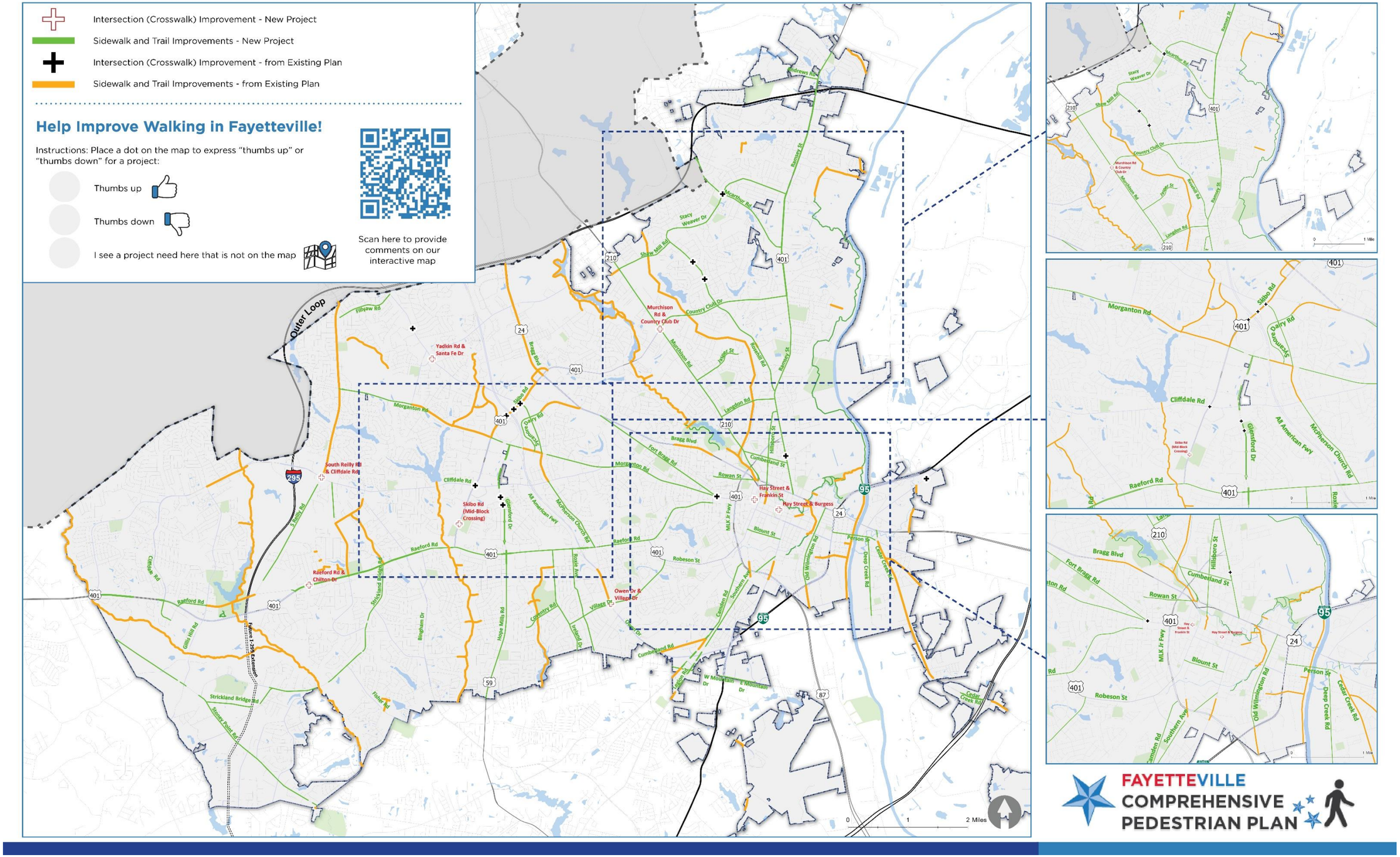


Figure 39. Draft Project Recommendations Map for Public Engagement

ROUND 2 ENGAGEMENT FEEDBACK

The second round of engagement focused on feedback on prioritization preferences, infrastructure treatments that will enhance pedestrian safety and comfort, and projects identified.

TOP PRIORITIZATION

Participants ranked what is most important to them for project prioritization (Figure 40). This feedback can help inform project importance and overall implementation of projects in Fayetteville.

Figure 40. Top Project Prioritization Goals

PROJECT TREATMENTS

Participants selected pedestrian infrastructure treatments that they would like to see implemented. Feedback was collected for both corridor improvements (Figure 41) as well as crossing improvements (Figure 42).

Figure 41. Top Corridor Treatments

Top Crossing Treatments

Figure 42. Top Crossing Treatments

Participants also provided open-ended feedback on treatments and what they would like to see on the ground as follows:

- Pedestrian signal and signage
- High visibility markings and lighting at crossings
- Traffic calming to create slower speeds
- Driver education
- Speed and red light running enforcement
- Add buffers between roads and sidewalks
- Improve street and road lighting for safety

Figure 43. Crossing Treatments Used in Open Ended-Feedback

IDENTIFIED PROJECT FEEDBACK

Synthesized feedback at both the public workshop and online comment map helped identify public support for projects on key corridors as well as gaps (Figure 44). The draft projects on the following corridors experienced the highest number of public comments expressing support for pedestrian improvements:

- Fort Bragg Road
- Morganton Road
- Raeford Road
- McPherson Church Road
- Owen Drive
- Ramsey Street
- Murchison Road
- Skibo Road
- Bragg Blvd
- Shaw Mill Road

KEY ENGAGEMENT THEMES

When asked for feedback on a range of potential linear and crosswalk treatments, the public supported the following:

- Enhance pedestrian safety and comfort
- Construct and Connect Sidewalks Improvements
- Enhance safety at crossings
- Invest in paths away from the road
- Slow Speeds

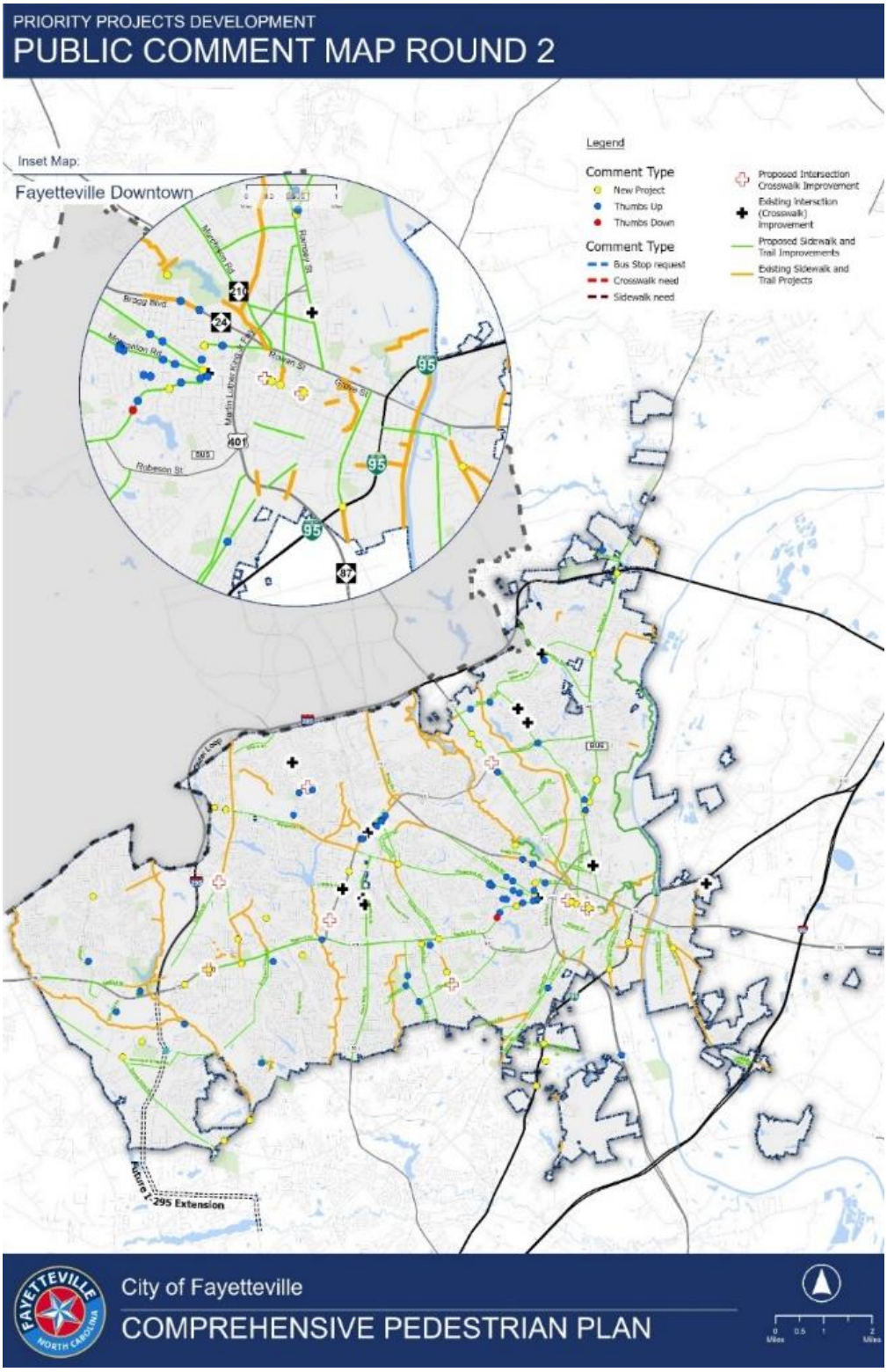


Figure 44. Round 2 Map Comments

SECTION 5:
PROJECT RECOMMENDATIONS

PROJECT RECOMMENDATIONS

The proposed pedestrian and bicycle network aims to improve safety, connectivity, and accessibility across Fayetteville. The recommendations focus on filling critical gaps, enhancing multimodal transportation options, and prioritizing projects based on community needs, school access, and feasibility.

PROPOSED NETWORK/IDENTIFIED PROJECTS

The following table organizes the identified sidewalk and trail projects by corridor name, status, and priority level. Each project is mapped to its respective council district and maintenance responsibility. The network improvements will enhance pedestrian and cyclist safety, improve access to schools and key destinations, and support active transportation goals. The proposed network includes a variety of pedestrian infrastructure improvements tailored to specific corridor needs. Examples include the following:

Overall, a total of 144 projects are recommended as a part of this plan and are listed out in Figure 46 The projects cover a large geographic area of Fayetteville as well as meet several emphasis areas of the project (Figure 46). To enhance readability and support implementation efforts, we created four inset maps dividing the City into Northern, Northwestern, Western, and Downtown sections. These maps provided a clearer view of the area's layout and facilitated a more effective analysis.

Sidewalks & Trails
Enhancing pedestrian mobility along major corridors such as Cliffdale Rd and Skibo Rd.

Greenways & Multi-Use Trails
Expanding connectivity through natural corridors like the Cape Fear River Trail Extension.

Intersection & Corridor Enhancements
Improving crossings and accessibility along high-traffic roads.

School & Neighborhood Connections
Providing safe, walkable routes for students and residents.

Figure 45. Project Type Examples

COST ESTIMATION

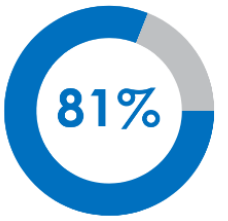
Planning-level cost estimates were then developed for each of the corridor improvements to assist with project prioritization and implementation. These accounted for the general value of construction and labor, with no adjustment for future inflation. The cost estimation assumed the following:

- $60/linear foot for sidewalk,
- $120/linear foot for shared-use path,
- $20 per square foot average right of way cost,
- 50% design allowance for planning (10%), design and permitting (20%), and CEI (20%),
- 40% construction miscellaneous allowance for mobilization,
- 50% overall contingency due to planning-level stage.

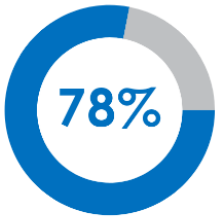
More detailed cost estimates are provided in Appendix D.

144 IDENTIFIED PROJECTS

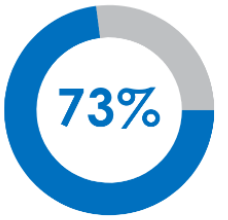
Of 144 Projects Identified in the study...



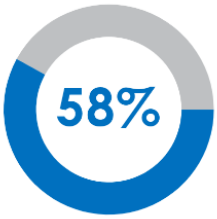
of projects connected to areas with higher amounts of zero car households.



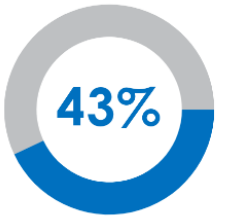
of projects connected to an existing sidewalk.



of projects are near key destinations.



of projects are on corridors or intersections where a pedestrian/bike crash took place within the last 5 years.



of projects are near schools.

Figure 46. Recommended Projects Quick Facts

PROPOSED NETWORK/IDENTIFIED PROJECTS LIST

Project Types: Corridor / **Crossing:** 52 **Intersection:** 21 **Mid-Block Crossing:** 1 **Sidewalk:** 6 **Sidewalk / Trail:** 64

Table 11. Proposed Pedestrian Projects

Master ID	Corridor Name	Plan	Project Number	Type	Details	Priority	Score	Cost
1	SR 1400 (Cliffdale Road)	CTP	FAMPO001-M	Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive	Medium	15	$ 1,860,480
2	SR 1404 (Morganton Road)	CTP	FAMPO002-M	Sidewalk / Trail	From McPherson Church Road to All American Freeway (SR 1007)	Medium	17	$ 91,200
3	McPherson Church Road	CTP	FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road	Medium	14	$ 629,280
4	SR 2260 (Airport Road)	CTP	FAMPO010-M	Sidewalk / Trail	From Bridgewood Drive to Doc Bennett Road	Medium	7	$ 661,200
5	SR 2341 (Lee Road)	CTP	FAMPO011-M	Sidewalk / Trail	From Airport Road to I-95	Medium	7	$ 1,887,840
6	SR 1141 (Cumberland Road)	CTP	FAMPO012-M	Sidewalk / Trail	From Owen Drive (SR 1007) to Camden Road	Medium	13	$ 3,347,040
7	SR 1169 (Camden Road)	CTP	FAMPO013-M	Sidewalk / Trail	From Cumberland Road (SR 1141) to N of Bailey Street (SR 1200)	Near	13	$ 273,600
8	SR 1003 (Camden Road)	CTP	FAMPO014-M	Sidewalk / Trail	From Mountain Drive to NC 59 (Hope Mills Road)	Long	12	$ 1,969,920
9	US 401 (Skibo Road)	CTP	FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.	Medium	20	$ 1,372,560
10	SR 1499 (Swain Street)	CTP	FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)	Medium	18	$ 1,491,120
11	NC 24 (Bragg Blvd)	CTP	FAMPO017-M	Sidewalk / Trail	From NC Knox Street to US 401	Medium	19	$ 7,250,400
12	Dobson Drive	CTP	FAMPO026-M	Sidewalk / Trail	Along Cape Fear River from Harnett County to Carvers Creek State Park Trail	Near	11	$ 10,515,360
13	SR 1132 (Legion Road)	CTP	FAMPO028-M	Sidewalk / Trail	From Raincloud Road to NC 162 (Elk Road)	Near	6	$ 629,280
14	Lamon Street Connector	CTP	FAMPO029-M	Sidewalk / Trail	From Lamon Street to Grove View Ter	Near	19	$ 756,960
15	Blount Creek Greenway	CTP	FAMPO030-M	Sidewalk / Trail	Along Blounts Creek from NC 210 (Grove Street) to E Russell Street.	Long	23	$ 7,378,080
16	Cross Street Trail	CTP	FAMPO031-M	Sidewalk / Trail	From Person Street to Adam Street	Long	16	$ 647,520
17	Cape Fear River Trail Extension	CTP	FAMPO033-M	Sidewalk / Trail	Along Cape Fear River from I-95 Bus to Bladen County	Long	19	$ 18,258,240
18	Old Wilmington Road	CTP	FAMPO034-M	Sidewalk / Trail	From Owen Drive (SR 1007) to I-95 Bus (Eastern Blvd)	Medium	14	$ 3,620,640
19	NC 53 (Cedar Creek Road)	CTP	FAMPO036-M	Sidewalk / Trail	From NC 210 to I-95	Near	15	$ 483,360
20	Winslow Street	CTP	FAMPO050-M	Sidewalk / Trail	From Barrett Street to Southern Avenue	Long	8	$ 729,600
21	SR 1403 (Reilly Road)	CTP	FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295	Long	22	$ 1,212,960
22	SR 2311 (Gillespie Street)	CTP	FAMPO051-M	Sidewalk / Trail	From Old Elizabethtown Road to S of Sam-Cameron Avenue	Long	12	$ 1,368,000
23	Sycamore Dairy Road	CTP	FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court	Medium	13	$ 642,960
24	NC 24 (Bragg Blvd)	CTP	FAMPO052-P	Sidewalk	From Glenville Avenue to Filter Plant Drive	Near	17	$ 1,440,960
25	NC 53 (Cedar Creek Road)	CTP	FAMPO054-P	Sidewalk	From Fields Road (SR 2215) to Clinton Road (SR 1006)	Long	18	$ 5,535,840
26	SR 1410 (Old Bunce Road)	CTP	FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road	Medium	14	$ 2,808,960
27	SR 1409 (71st School Road)	CTP	FAMPO056-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	Medium	19	$ 2,973,120
28	Badin Lake Lane Trail	CTP	FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	Long	12	$ 9,949,920
29	SR 1007 (Owen Drive)	CTP	FAMPO057-P	Sidewalk	Fill sidewalk gaps from Boone Trail (SR 1149) to US 401	Medium	16	$ 237,120
30	Sentinel Drive Connection	CTP	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road	Near	4	$ 328,320
31	Burgenfield Drive Connection	CTP	FAMPO059-M	Sidewalk / Trail	Neighborhood Connection from Burgenfield Drive to Foxberry Road	Near	4	$ 319,200
32	SR 1839 (Plymouth Street)	CTP	FAMPO059-P	Sidewalk	From NC 24 to Dunn Road	Long	12	$ 4,788,000
33	School Connection	CTP	FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School	Long	6	$ 2,316,480
34	School Connection	CTP	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School	Long	8	$ 1,513,920
35	Waterbury Drive Trail	CTP	FAMPO063-M	Sidewalk / Trail	From Waterbury Drive to Little Bridge Road	Long	4	$ 2,270,880
36	SR 1404 (Morganton Road)	CTP	FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)	Medium	18	$ 5,093,520
37	SR 3499 (Lake Valley Drive)	CTP	FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road	Medium	11	$ 1,345,200

Master ID	Corridor Name	Plan	Project Number	Type	Details	Priority	Score	Cost
38	SR 2000 (Sapona Road)	CTP	FAMPO067-M	Sidewalk / Trail	From NC 210 to South of Hughes Road	Medium	17	$ 3,648,000
39	SR 3147 (W Rowan Street)	CTP	FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210	Medium	20	$ 392,160
40	Cross Creek / Little Cross Creek Trail	CTP	FAMPO070-M	Sidewalk / Trail	From Ames Street to NC 24 along Cross Creek/ Little Cross Creek	Long	20	$ 3,301,440
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295	Long	22	$ 47,287,200
42	SR 3569 (Raeford Road)	CTP	FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)	Medium	12	$ 6,985,920
43	Russell Street Trail	CTP	FAMPO077-M	Sidewalk / Trail	from S Broad Street to Cape Fear River	Long	18	$ 921,120
44	Eastern Blvd Service Road	CTP	FAMPO079-M	Sidewalk / Trail	From Eastern Blvd Service Road to Cape Fear River	Medium	18	$ 702,240
45	Campbell Terrace Road	CTP	FAMPO081-M	Sidewalk / Trail	From Campbell Terrace Road to Cape Fear River	Medium	15	$ 5,198,400
46	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	Long	21	$ 38,276,640
47	SR 2734 (Hogan Street)	CTP	FAMPO085-M	Sidewalk / Trail	From NC 210 to West of Madonna Drive	Medium	17	$ 763,344
48	Little Cross Creek Corridor Connection	CTP	FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails	Long	12	$ 1,103,520
49	Little Cross Creek Trail Corridor	CTP	FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake	Long	10	$ 10,424,160
50	Little Cross Creek Greenway	CTP	FAMPO088-M	Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street	Long	12	$ 3,985,440
51	Little Cross Creek Trail Corridor	CTP	FAMPO089-M	Sidewalk / Trail	Around Bonnie Doone Lake	Long	16	$ 10,825,440
52	Hillsboro Street	CTP	FAMPO090-M	Sidewalk / Trail	From Hay Street to Walter Street	Near	17	$ 419,520
53	Dockside Drive Ext	CTP	FAMPO091-M	Sidewalk / Trail	From Dockside Drive Ext to Fisher Road	Long	5	$ 1,851,360
54	Tokay Drive Ext	CTP	FAMPO092-M	Sidewalk / Trail	From Tokay Drive to Cape Fear River Trail	Long	15	$ 1,933,440
55	Dockside Drive Ext	CTP	FAMPO093-M	Sidewalk / Trail	From Dockside Drive to Lakeway Drive	Long	5	$ 1,295,040
56	Beaver Creek Trail	CTP	FAMPO094-M	Sidewalk / Trail	From Beaver Creek Trail to Lake Valley Drive	Long	6	$ 2,808,960
57	Odom Drive Trail	CTP	FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street	Long	12	$ 24,505,440
58	Beaver Creek Greenway	CTP	FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road	Long	14	$ 46,457,280
59	Paxton Drive Trail	CTP	FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek	Long	8	$ 9,010,560
60	Beaver Creek Trail	CTP	FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek	Long	15	$ 14,610,240
61	Little Rockfish Creek Connector	CTP	FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive	Near	7	$ 1,035,120
62	Bones Creek Greenway	CTP	FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek	Long	13	$ 28,873,920
63	Little Rockfish Creek Greenway	CTP	FAMPO102-M	Sidewalk / Trail	Along Little Rockfish Creek from All American Trail to Lakeview Road	Long	5	$ 68,527,680
64	Little Rockfish Creek Trail	CTP	FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek	Long	11	$ 13,151,040
65	Carvers Creek State Park Trail	CTP	FAMPO110-M	Sidewalk / Trail	Along Carvers Creek State Park from Harnett County to Cape Fear River	Long	8	$ 7,706,400
66	Blount Creek Greenway	CTP	FAMPO112-M	Sidewalk / Trail	Along Blount Creek from Russell Street	Long	18	$ 91,200
67	SR 1108 (King Road)	CTP	FAMPO113-M	Sidewalk / Trail	From SR 1108 (King Road) to Stoney Point Road	Near	6	$ 63,840
68	Essex Pl Greenway	CTP	FAMPO114-M	Sidewalk / Trail	Across Little Cross Creek from Thelbert Drive to Proposed Glenville Lake Trail	Long	18	$ 1,769,280
69	Regatta Street Greenway	CTP	FAMPO115-M	Sidewalk / Trail	From Regatta Street to Little Cross Creek	Long	13	$ 1,440,960
70	Cross Creek to Cape Fear Connector	CTP	FAMPO116-M	Sidewalk / Trail	From Proposed Cross Creek trail to Cape Fear River Trail	Medium	17	$ 5,544,960
71	SR 1409 (71st School Road)	FPP		Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court	Medium	11	$ 2,610,030
72	SR 1611 (Andrews Road)	FPP		Corridor / Crossing	From Ramsey Street South to City Limits	Medium	10	$ 929,670
73	Blount Street	FPP		Corridor / Crossing	From Robenson Street to Gilespie Street	Near	13	$ 2,001,270
74	Camden Road	FPP		Corridor / Crossing	From W Mountain Drive to MLK Jr Fwy	Long	19	$ 6,378,300
75	Cedar Creek Road	FPP		Corridor / Crossing	Pedestrian Improvements along Cedar Creek Road from Grove Street to Clinton Road and Decent Road to Judson Church Road	Near	18	$ 1,417,020
76	Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln	Near	7	$ 1,163,940

Master ID	Corridor Name	Plan	Project Number	Type	Details	Priority	Score	Cost
77	US 401 (Country Club Road)	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	Medium	19	$ 6,417,060
78	Coventry Road	FPP		Corridor / Crossing	From Coventry Road to Ireland Drive	Near	13	$ 3,167,490
79	Cumberland Road	FPP		Corridor / Crossing	From City Limits along Cumberland Road to Own Drive	Medium	15	$ 467,970
80	Cumberland Street	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	Medium	20	$ 1,725,390
81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue	Near	18	$ 5,395,620
82	SR 2283 (E Mountain Road)	FPP		Corridor / Crossing	From City Limits along W Mountain Drive to Owen Drive	Medium	13	$ 3,388,650
83	SR 1406 (Fillyaw Road)	FPP		Corridor / Crossing	From Raily Road to Yadkin Road	Long	15	$ 4,096,590
84	Ft Bragg Road	FPP		Corridor / Crossing	From Bragg Blvd to Hay Street	Medium	19	$ 2,193,360
85	Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road	Near	15	$ 1,488,270
86	Hillsboro Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street	Medium	26	$ 2,484,060
87	NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road	Medium	19	$ 3,488,400
88	SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road	Medium	16	$ 4,630,110
89	Jasper Street	FPP		Corridor / Crossing	From Murchison Road to Corinna Street	Near	13	$ 2,199,630
90	Langdon Road	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	Near	23	$ 1,248,870
91	SR 1132 (Legion Road)	FPP		Corridor / Crossing	From W Mountain Drive to Raincloud Road	Medium	12	$ 2,229,840
92	SR 1600 (McArthur Road)	FPP		Corridor / Crossing	From City Limits southwest along McAuther Road to Ramsey Street	Long	14	$ 8,807,070
93	McPherson Church Road	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	Medium	13	$ 990,660
94	McPherson Church Road	FPP		Corridor / Crossing	From Skibo Road to Morganton Road	Medium	21	$ 4,062,960
95	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Mcpherson Church Road to Broadfoot Avenue	Medium	17	$ 5,825,970
96	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Reily Road to Old Farm Road	Long	19	$ 3,699,300
97	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From Skibo Road to All American Exp Bridge	Near	13	$ 2,364,360
98	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From Pamalee Drive to Rowan Street	Near	24	$ 8,201,160
99	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From City Limits southwest along Murchison Road to Country Club Drive	Long	19	$ 5,697,720
100	Old Wilmington Road	FPP		Corridor / Crossing	From Rowan Street to S Eastern Blvd	Near	28	$ 1,919,190
101	Person Street	FPP		Corridor / Crossing	From S Eastern Blvd to Lock Trail	Near	23	$ 1,217,520
102	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Raeford Road and Bentridge Ln to Skibo Road	Medium	23	$ 12,199,140
103	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Hope Mills Road to All American Exp Bridge	Medium	20	$ 4,601,040
104	US 401 (Raeford Road)	FPP		Corridor / Crossing	From All American Exp Bridge to Robeson Street	Medium	20	$ 3,146,970
105	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Skibo Road to Hope Mills Road	Medium	22	$ 3,585,870
106	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Grassy Branch Drive to Gilis Hill Road	Medium	19	$ 9,060,720
107	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Fairway Drive to Broadfoot Avenue	Medium	13	$ 5,945,670
108	Ramsey Street	FPP		Corridor / Crossing	From Country Club Drive to Farmers Road and I-295 N On Ramps	Medium	20	$ 5,916,600
109	Ramsey Street	FPP		Corridor / Crossing	From Hilton Drive to MLK Jr Fwy and Builders Blvd	Medium	24	$ 6,244,350
110	Ramsey Street	FPP		Corridor / Crossing	From MLK Jr Fwy and Builders Blvd to Grove Street	Medium	26	$ 1,990,440
111	Rosehill Road	FPP		Corridor / Crossing	From Ramsey Road and College Centre Drive to Ramsey Road and Sunset Avenue	Long	21	$ 16,527,720
112	NC 24 (Rowan Street)	FPP		Corridor / Crossing	From Oakridge Avenue to Rowan Street	Medium	16	$ 2,382,600
113	Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits	Long	19	$ 6,898,710
114	SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	Long	11	$ 8,853,240
115	SR 1614 (Shaw Mill Road)	FPP		Corridor / Crossing	From Murchison Road to Rosehill Road	Medium	12	$ 5,106,630
116	Southern Avenue	FPP		Corridor / Crossing	From W Mountain Drive to Giliespie Street	Medium	19	$ 5,758,710
117	SR 1112 (Stoney Point Road)	FPP		Corridor / Crossing	From City Limits southwest along Stoney Point Road to City Limits at Lakewood Drive	Long	10	$ 43,346,220

Master ID	Corridor Name	Plan	Project Number	Type	Details	Priority	Score	Cost
118	SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	Medium	16	$ 38,852,910
119	Sycamore Dairy Road	FPP		Corridor / Crossing	From Morganton Road to Thorngrove Court	Near	14	$ 2,056,560
120	US 401 (Ramsey Street)	FPP		Corridor / Crossing	From I-295 N On Ramps to City Limits at McCloskey Road	Medium	10	$ 2,606,040
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	Medium	20	$ 2,746,830
122	SR 1154 (W Mountain Road)	FPP		Corridor / Crossing	From City Limits east along Village Drive to City Limits at Southern Avenue	Long	16	$ 3,544,260
123	SR 1838 (Dunn Road)	STIP	HE-0012	Intersection	Construct new access road with improvements at intersection with SR 1838 (Dunn Road).	Near	5	$ 42,750
124	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at US 401 (Skibo Road), add signalized pedestrian crossings.	Near	14	$ 213,750
125	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at SR 1437 (Sante Fe Drive), add signalized pedestrian crossings.	Near	14	$ 213,750
126	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (Yadkin Road) at Southwick Drive, add signalized pedestrian crossings and upgrade signal.	Near	10	$ 213,750
127	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Chambersurg Road, install rectangular rapid flashing beacons with refuge islands.	Near	9	$ 213,750
128	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Berean Baptist Academy, install rectangular rapid flashing beacons with refuge islands.	Near	5	$ 213,750
129	SR 3950 (Ramsey Street)	STIP	HS-2006P	Intersection	SR 3950 (Ramsey Street) at railroad bridge 250216, install guardrail.	Near	14	$ 39,900
130	SR 1600 (McArthur Road)	STIP	HS-2006V	Intersection	SR 1600 (McArthur Road) at SR 1615 (Rosehill Road/Stacy Weaver Road), construct signalized pedestrian accommodations.	Near	12	$ 213,750
131	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	At SR 1007 (All American Freeway) northbound and southbound ramps, install signalized pedestrian accommodations.	Near	7	$ 213,750
132	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	At SR 1007 (All American Freeway) northbound and southbound ramps, install signalized pedestrian accommodations.	Near	9	$ 213,750
133	US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (Cliffdale Road), improve intersection	Near	12	$ 213,750
134	SR 1404 (Hay Street / Morganton Road)	STIP	W-5706U	Intersection	At SR 3578 (Fort Bragg Road), Oakridge Avenue, and Highland Avenue intersection, upgrade traffic signals and improve pedestrian crossings.	Near	14	$ 213,750
135	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (Rosehill Road) at Landau Road, construct mini-roundabout.	Near	5	$ 71,250
136	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (Rosehill Road) at Tamarack Drive, construct mini-roundabout.	Near	6	$ 71,250
137	Murchison Road & Country Club Drive	FPP		Intersection	N/A	Medium	17	$ 71,250
138	US 401 (Skibo Road)	FPP		Mid-Block Crossing	Between Louise Street and Richwood Court at Anne Chestnutt Middle School	Medium	15	$ 171,000
139	South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	Medium	12	$ 71,250
140	Owen Drive & Village Drive	FPP		Intersection	N/A	Medium	12	$ 71,250
141	US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	Medium	12	$ 213,750
142	Hay Street & Burgess	FPP		Intersection	N/A	Near	13	$ 71,250
143	Hay Street & Frankin Street	FPP		Intersection	N/A	Near	14	$ 71,250
144	Rosehill Road & Walstone Road	FPP		Intersection	N/A	Near	9	$ 213,750

Total Estimated Cost = $769.51 million

FAYETTEVILLE ALL PROJECTS

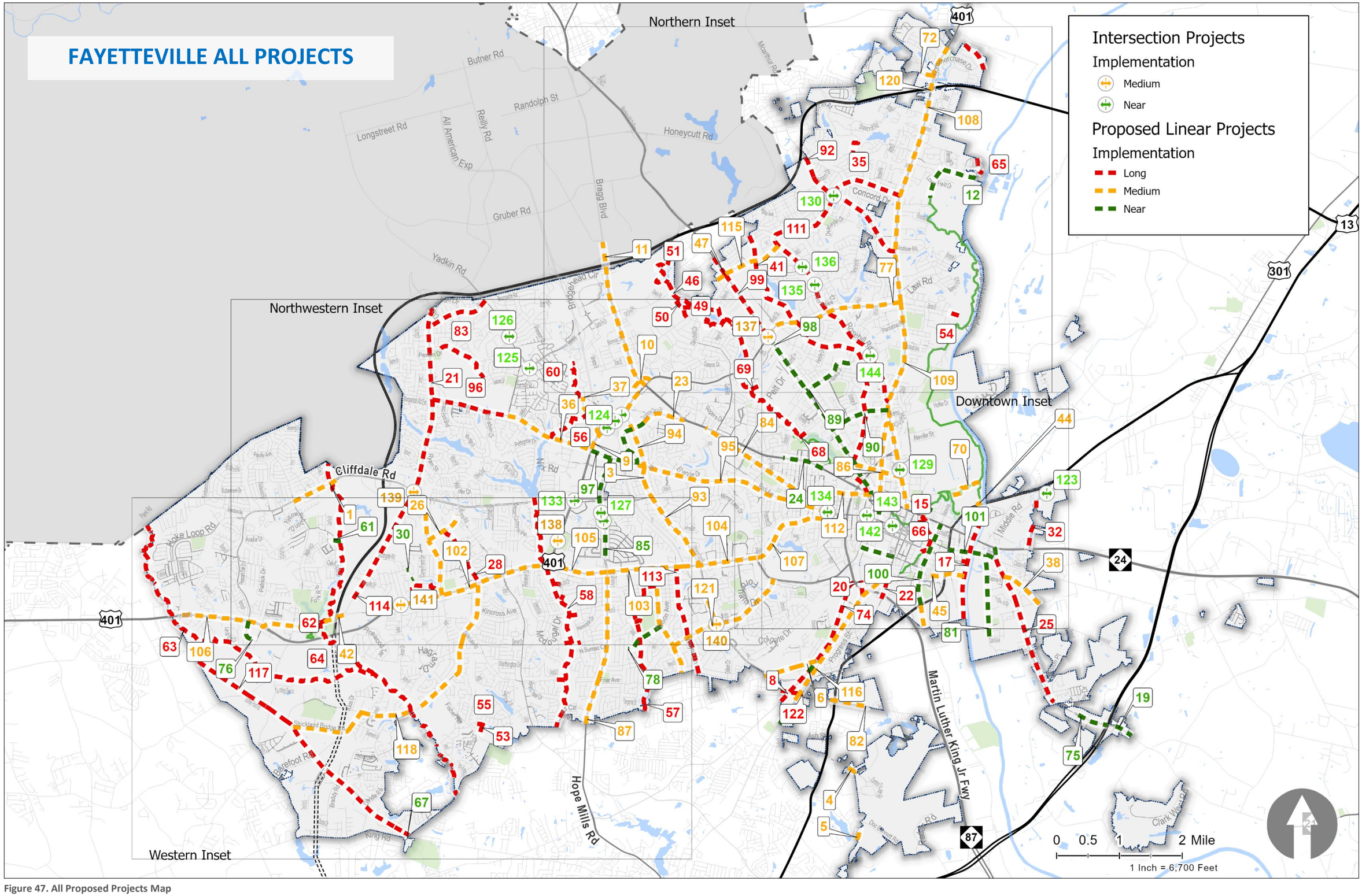


Figure 47. All Proposed Projects Map

DOWNTOWN FAYETTEVILLE

Proposed Point Projects
Exisiting Point Projects

Proposed Linear Projects
Prioritization
Long
Medium
Near

0 0.5 1 Mile
1 Inch = 1,750 Feet

Figure 48. Proposed Projects Downtown Inset

Table 12 Downtown Projects

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
104	US 401 (Raeford Road)	FPP		Corridor / Crossing	From All American Exp Bridge to Robeson Street	5	Max Abbott Middle	1.15	Medium	20
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2 / 5	Mary McArthur Elem / Ashley Elementary	2.00	Medium	20
95	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Mcpherson Church Road to Broadfoot Avenue	5 / 9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.88	Medium	17
24	NC 24 (Bragg Blvd)	CTP	FAMPO052-P	Sidewalk	From Glenville Avenue to Filter Plant Drive	2 / 5	Margaret Willis Elem	0.66	Near	17
68	Essex Pl Greenway	CTP	FAMPO114-M	Sidewalk / Trail	Across Little Cross Creek from Thelbert Drive to Proposed Glenville Lake Trail	2 / 4		0.18	Long	18
46	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2 / 3 / 4		3.97	Long	21
107	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Fairway Drive to Broadfoot Avenue	2 / 5		1.36	Medium	13
112	NC 24 (Rowan Street)	FPP		Corridor / Crossing	From Oakridge Avenue to Rowan Street	2		0.67	Medium	16
134	SR 1404 (Hay Street / Morganton Road)	STIP	W-5706U	Intersection	At SR 3578 (Fort Bragg Road), Oakridge Avenue, and Highland Avenue Intersection, Upgrade Traffic Signals and Improve Pedestrian Crossings.	5		N/A	Near	14
40	Cross Creek / Little Cross Creek Trail	CTP	FAMPO070-M	Sidewalk / Trail	From Ames Street to NC 24 along Cross Creek/ Little Cross Creek	2		0.73	Long	20
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295	2 / 3	Westarea / Ramsey Street / Cross Creek Early College / Cumberland Int'l Early College	4.91	Long	22
80	Cumberland Street	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	2	Cumberland Int'l Early College	0.75	Medium	20
39	SR 3147 (W Rowan Street)	CTP	FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210	2		0.08	Medium	20
52	Hillsboro Street	CTP	FAMPO090-M	Sidewalk / Trail	From Hay Street to Walter Street	2		0.20	Near	17
143	Hay Street & Frankin Street	FPP		Intersection	N/A	2		N/A	Near	14
74	NS 98969 (Camden Road)	FPP		Corridor / Crossing	From W Mountain Drive to MLK Jr Fwy	2	Cumberland Road Elem / Massey Hill Classical / Howard Health & Life Science	1.85	Long	19
20	Winslow Street	CTP	FAMPO050-M	Sidewalk / Trail	From Barrett Street to Southern Avenue	2		0.24	Long	8
116	Southern Avenue	FPP		Corridor / Crossing	From W Mountain Drive to Giliespie Street	2	Howard Health & Life Science / Massey Hill Classical	2.39	Medium	19
22	SR 2311 (Gillespie Street)	CTP	FAMPO051-M	Sidewalk / Trail	From Old Elizabethtown Road to S of Sam-Cameron Avenue	2		0.31	Long	12
142	Hay Street & Burgess	FPP		Intersection	N/A	2		N/A	Near	13
98	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From Pamalee Drive to Rowan Street	2 / 4	Cumberland Int'l Early College/ Cross Creek Early College / Westarea	3.00	Near	24
129	SR 3950 (Ramsey Street)	STIP	HS-2006P	Intersection	SR 3950 (RAMSEY STREET) AT RAILROAD BRIDGE 250216, INSTALL GUARDRAIL.	2		N/A	Near	14
86	Hillsboro Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street	2	Ramsey Street	1.41	Medium	26
109	Ramsey Street	FPP		Corridor / Crossing	From Hilton Drive to MLK Jr Fwy and Builders Blvd	2 / 3	Ramsey Street / Luther N Jeralds Middle / Lucile Souders Elem / Reid Ross Classical	2.45	Medium	24
110	Ramsey Street	FPP		Corridor / Crossing	From MLK Jr Fwy and Builders Blvd to Grove Street	2		0.92	Medium	26
16	Cross Street Trail	CTP	FAMPO031-M	Sidewalk / Trail	From Person Street to Adam Street	2		0.13	Long	16
15	Blount Creek Greenway	CTP	FAMPO030-M	Sidewalk / Trail	Along Blounts Creek from NC 210 (Grove Street) to E Russell Street.	2		0.77	Long	23
66	Blount Creek Greenway	CTP	FAMPO112-M	Sidewalk / Trail	Along Blount Creek from Russell Street	2		0.08	Long	18
14	Lamon Street Connector	CTP	FAMPO029-M	Sidewalk / Trail	From Lamon Street to Grove View Ter	2		0.08	Near	19

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
100	Old Wilmington Road	FPP		Corridor / Crossing	From Rowan Street to S Eastern Blvd	2	Walker Spivey	1.36	Near	28
18	Old Wilmington Road	CTP	FAMPO034-M	Sidewalk / Trail	From Owen Drive (SR 1007) to I-95 Bus (Eastern Blvd)	2	Walker Spivey	0.38	Medium	14
45	Campbell Terrace Road	CTP	FAMPO081-M	Sidewalk / Trail	From Campbell Terrace Road to Cape Fear River	2	Walker Spivey	0.54	Medium	15
17	Cape Fear River Trail Extension	CTP	FAMPO033-M	Sidewalk / Trail	Along Cape Fear River from I-95 Bus to Bladen County	2		1.90	Long	19
81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue	2		1.30	Near	18
43	Russell Street Trail	CTP	FAMPO077-M	Sidewalk / Trail	from S Broad Street to Cape Fear River	2		0.10	Long	18
101	Person Street	FPP		Corridor / Crossing	From S Eastern Blvd to Lock Trail	2		0.72	Near	23
81	Deep Creek Road	FPP		Corridor / Crossing	From Person Street to Cade Hill Avenue	2		1.30	Near	18
75	Cedar Creek Road	FPP		Corridor / Crossing	Pedestrian Improvements along Cedar Creek Road from Grove Street to Clinton Road and Decent Road to Judson Church Road	2		0.69	Near	18
25	NC 53 (Cedar Creek Road)	CTP	FAMPO054-P	Sidewalk	From Fields Road (SR 2215) to Clinton Road (SR 1006)	2		2.46	Long	18
38	SR 2000 (Sapona Road)	CTP	FAMPO067-M	Sidewalk / Trail	From NC 210 to South of Hughes Road	2		0.76	Medium	17
70	Cross Creek to Cape Fear Connector	CTP	FAMPO116-M	Sidewalk / Trail	From Proposed Cross Creek trail to Cape Fear River Trail	2		0.58	Medium	17

NORTH FAYETTEVILLE

Proposed Point Projects
Exisiting Point Projects
Proposed Linear Projects
Prioritization
Long
Medium
Near

0 0.5 1 Mile
1 Inch = 3,000 Feet

Figure 49. North Fayetteville Inset

Table 13 North Fayetteville Inset Projects

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
9	US 401 (Skibo Road)	CTP	FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.	9	Alger B Wilkins Elem	1.21	Medium	20
10	SR 1499 (Swain Street)	CTP	FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)	4 / 9	Alger B Wilkins Elem	0.45	Medium	18
12	Dobson Drive	CTP	FAMPO026-M	Sidewalk / Trail	Along Cape Fear River from Harnett County to Carvers Creek State Park Trail	1		1.09	Near	11
23	Sycamore Dairy Road	CTP	FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court	9		0.71	Medium	13
35	Waterbury Drive Trail	CTP	FAMPO063-M	Sidewalk / Trail	From Waterbury Drive to Little Bridge Road	1		0.24	Long	4
36	SR 1404 (Morganton Road)	CTP	FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)	4 / 9	Morganton Road Elem	1.44	Medium	18
37	SR 3499 (Lake Valley Drive)	CTP	FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road	9		0.71	Medium	11
41	Cross Creek Trail	CTP	FAMPO071-M	Sidewalk / Trail	Along Cross Creek from Washington Drive to I-295	2 / 3	Westarea / Ramsey Street / Cross Creek Early College / Cumberland Int'l Erly Col	4.91	Long	22
46	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2 / 3 / 4		3.97	Long	21
47	SR 2734 (Hogan Street)	CTP	FAMPO085-M	Sidewalk / Trail	From NC 210 to West of Madonna Drive	3		0.16	Medium	17
48	Little Cross Creek Corridor Connection	CTP	FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails	3		0.11	Long	12
49	Little Cross Creek Trail Corridor	CTP	FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake	3 / 4		1.08	Long	10
50	Little Cross Creek Greenway	CTP	FAMPO088-M	Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street	3 / 4		0.41	Long	12
51	Little Cross Creek Trail Corridor	CTP	FAMPO089-M	Sidewalk / Trail	Around Bonnie Doone Lake	3		1.12	Long	16
54	Tokay Drive Ext	CTP	FAMPO092-M	Sidewalk / Trail	From Tokay Drive to Cape Fear River Trail	2		0.20	Long	15
59	Paxton Drive Trail	CTP	FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek	4	Benjamin Martin Elem	0.94	Long	8
60	Beaver Creek Trail	CTP	FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek	4 / 9		1.52	Long	15
65	Carvers Creek State Park Trail	CTP	FAMPO110-M	Sidewalk / Trail	Along Carvers Creek State Park from Harnett County to Cape Fear River	1		0.80	Long	8
69	Regatta Street Greenway	CTP	FAMPO115-M	Sidewalk / Trail	From Regatta Street to Little Cross Creek	4		0.15	Long	13
72	SR 1611 (Andrews Road)	FPP		Corridor / Crossing	From Ramsey Street South to City Limits	1	Long Hill	0.22	Medium	10
77	US 401 (Country Club Road)	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	3	Westarea / Lucile Souders Elem / Reid Ross Classical	2.25	Medium	19
83	SR 1406 (Fillyaw Road)	FPP		Corridor / Crossing	From Raily Road to Yadkin Road	4		0.96	Long	15
84	Ft Bragg Road	FPP		Corridor / Crossing	From Bragg Blvd to Hay Street	5 / 9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.35	Medium	19
86	Hillsboro Street	FPP		Corridor / Crossing	From Ramsey Street to Walter Street	2	Ramsey Street	1.41	Medium	26
89	Jasper Street	FPP		Corridor / Crossing	From Murchison Road to Corinna Street	3 / 4	Ferguson-Easley Elem	0.88	Near	13
90	Langdon Road	FPP		Corridor / Crossing	From Murchison Road to Ramsey Street	2 / 3 / 4	Cumberland Int'l Early College/ Ramsey Street / Cross Creek Early College	0.96	Near	23
92	SR 1600 (McArthur Road)	FPP		Corridor / Crossing	From City Limits southwest along McAuther Road to Ramsey Street	1 / 3	College Lakes Elementary	2.15	Long	14
92	SR 1600 (McArthur Road)	FPP		Corridor / Crossing	From City Limits southwest along McAuther Road to Ramsey Street	1 / 3	College Lakes Elementary	2.15	Long	14
94	McPherson Church Road	FPP		Corridor / Crossing	From Skibo Road to Morganton Road	9	Alger B Wilkins Elem	0.93	Medium	21

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
96	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Reily Road to Old Farm Road	4 / 9	Morganton Road Elem	1.23	Long	19
98	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From Pamalee Drive to Rowan Street	2 / 4	Cumberland Int'l Early College/ Cross Creek Early College / Westarea	3.00	Near	24
99	NC 210 (Murchison Road)	FPP		Corridor / Crossing	From City Limits southwest along Murchison Road to Country Club Drive	3 / 4	Westarea	1.55	Long	19
108	Ramsey Street	FPP		Corridor / Crossing	From Country Club Drive to Farmers Road and I-295 N On Ramps	1 / 2 / 3	Reid Ross Classical	3.36	Medium	20
109	Ramsey Street	FPP		Corridor / Crossing	From Hilton Drive to MLK Jr Fwy and Builders Blvd	2 / 3	Ramsey Street / Luther N Jeralds Middle / Lucile Souders Elem / Reid Ross Classical	2.45	Medium	24
111	Rosehill Road	FPP		Corridor / Crossing	From Ramsey Road and College Centre Drive to Ramsey Road and Sunset Avenue	1 / 2 / 3	Ramsey Street / Warrenwood / College Lakes Elementary	5.78	Long	21
120	US 401 (Ramsey Street)	FPP		Corridor / Crossing	From I-295 N On Ramps to City Limits at McCloskey Road	1	Long Hill	0.79	Medium	10
124	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT US 401 (SKIBO ROAD), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	9	Alger B Wilkins Elem	N/A	Near	14
125	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SR 1437 (SANTE FE DRIVE), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	4	Ponderosa	N/A	Near	14
126	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SOUTHWICK DRIVE, ADD SIGNALIZED PEDESTRIAN CROSSINGS AND UPGRADE SIGNAL.	3		N/A	Near	10
130	SR 1600 (McArthur Road)	STIP	HS-2006V	Intersection	SR 1600 (MCARTHUR ROAD) AT SR 1615 (ROSEHILL ROAD/STACY WEAVER ROAD), CONSTRUCT SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	3	College Lakes Elementary	N/A	Near	12
132	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	AT SR 1007 (ALL AMERICAN FREEWAY) NORTHBOUND AND SOUTHBOUND RAMPS, INSTALL SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	9		N/A	Near	9
135	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (ROSEHILL ROAD) AT LANDAU ROAD, CONSTRUCT MINI-ROUNDABOUT.	3		N/A	Near	5
136	SR 1615 (Rosehill Road)	STIP	W-5806C	Intersection	SR 1615 (ROSEHILL ROAD) AT TAMARACK DRIVE, CONSTRUCT MINI-ROUNDABOUT.	3		N/A	Near	6
137	NC 210 (Murchison Road) & Country Club Drive	FPP		Intersection	N/A	4	Westarea	N/A	Medium	17
144	Rosehill Road & Walstone Road	FPP		Intersection	N/A	3		N/A	Near	9

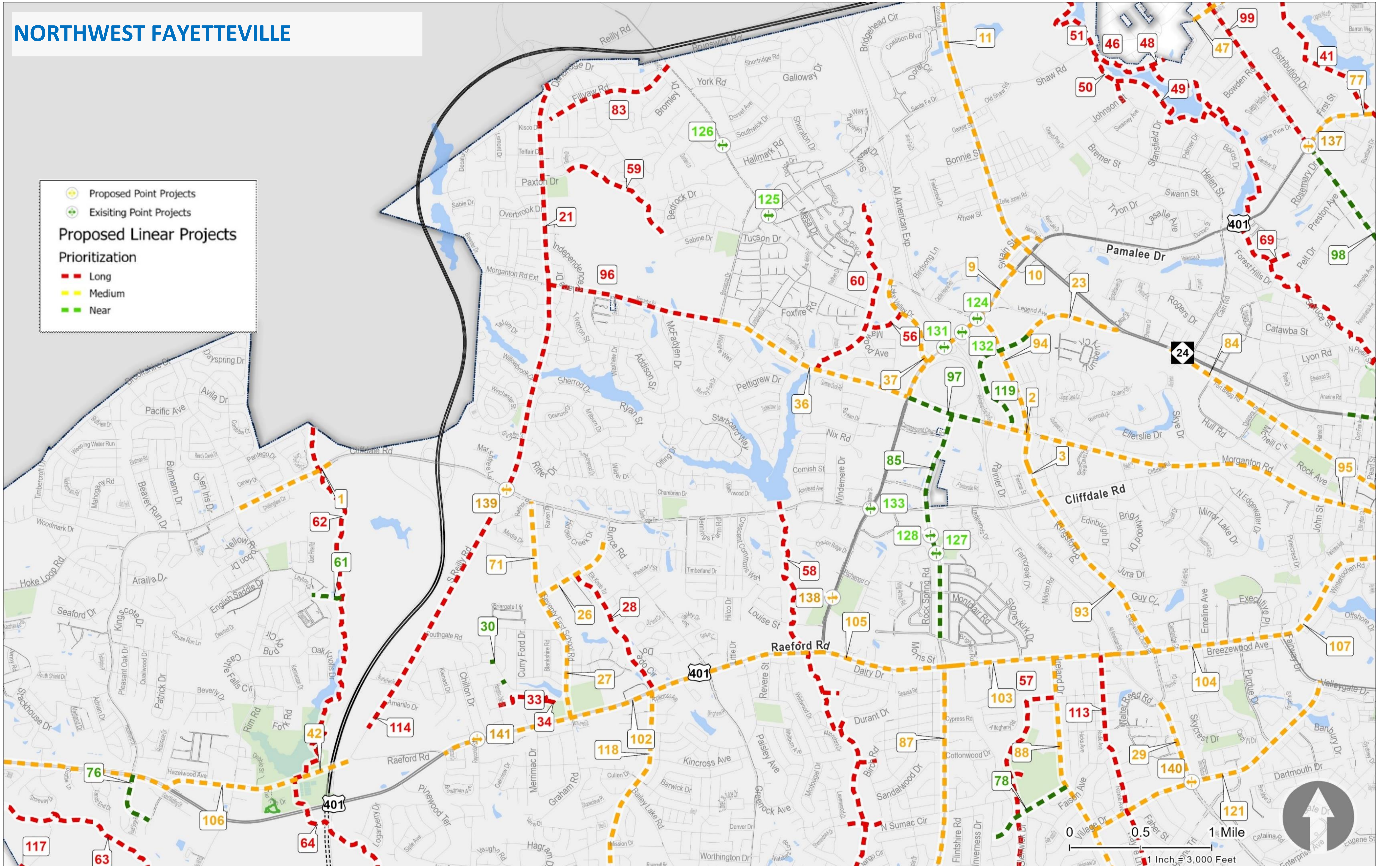


Figure 50. Northwest Fayetteville Inset

Table 14. Northwest Fayetteville Inset Projects

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
1	SR 1400 (Cliffdale Road)	CTP	FAMPO001-M	Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive	7	E E Miller Elementary	0.76	Medium	15
2	SR 1404 (Morganton Road)	CTP	FAMPO002-M	Sidewalk / Trail	From McPherson Church Road to All American Freeway (SR 1007)	9		0.32	Medium	17
3	McPherson Church Road	CTP	FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road	9		0.50	Medium	14
9	US 401 (Skibo Road)	CTP	FAMPO015-M	Sidewalk / Trail	From Morganton Road to Swain Street.	9	Alger B Wilkins Elem	1.21	Medium	20
10	SR 1499 (Swain Street)	CTP	FAMPO016-M	Sidewalk / Trail	From US 401 (Skibo Road) to US 401 (Pamalee Drive)	4 / 9	Alger B Wilkins Elem	0.45	Medium	18
11	NC 24 (Bragg Blvd)	CTP	FAMPO017-M	Sidewalk / Trail	From NC Knox Street to US 401	3 / 4 / 9	Alger B Wilkins Elem	2.43	Medium	19
21	SR 1403 (Reilly Road)	CTP	FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295	4 / 9	Benjamin Martin Elem	2.98	Long	22
23	Sycamore Dairy Road	CTP	FAMPO051-P	Sidewalk	From NC 24 to Thorngrove Court	9		0.71	Medium	13
26	SR 1410 (Old Bunce Road)	CTP	FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road	7		0.64	Medium	14
28	Badin Lake Lane Trail	CTP	FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7		1.03	Long	12
30	Sentinel Drive Connection	CTP	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road	7		0.03	Near	4
33	School Connection	CTP	FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School	7	Seventy First Middle	0.24	Long	6
34	School Connection	CTP	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School	7		0.16	Long	8
36	SR 1404 (Morganton Road)	CTP	FAMPO065-M	Sidewalk / Trail	From US 401 to Bonanza Drive (SR 1408)	4 / 9	Morganton Road Elem	1.44	Medium	18
37	SR 3499 (Lake Valley Drive)	CTP	FAMPO066-M	Sidewalk / Trail	From US 401 to Yadkin Road	9		0.72	Medium	11
39	SR 3147 (W Rowan Street)	CTP	FAMPO069-M	Sidewalk / Trail	From W Rowan Street to NC 210	2		0.08	Medium	20
42	SR 3569 (Raeford Road)	CTP	FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)	7		0.84	Medium	12
46	Little Cross Creek Greenway	CTP	FAMPO082-M	Sidewalk / Trail	Along Little Cross Creek from Shaw Road to Mazarick Memorial Park	2 / 3 / 4		3.97	Long	21
48	Little Cross Creek Corridor Connection	CTP	FAMPO086-M	Sidewalk / Trail	From Little Cross Creek to proposed Persimmon Creek Multi-Use Trails	3		0.11	Long	12
49	Little Cross Creek Trail Corridor	CTP	FAMPO087-M	Sidewalk / Trail	Around Kronbow Lake	3 / 4		1.08	Long	10
50	Little Cross Creek Greenway	CTP	FAMPO088-M	Sidewalk / Trail	Around Kronbow Lake from Little Cross Creek to Johnston Street	3 / 4		0.41	Long	12
56	Beaver Creek Trail	CTP	FAMPO094-M	Sidewalk / Trail	From Beaver Creek Trail to Lake Valley Drive	9		0.29	Long	6
57	Odom Drive Trail	CTP	FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street	5	Douglas Byrd Middle	2.54	Long	12
58	Beaver Creek Greenway	CTP	FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road	5 / 6 / 7 / 9	Lewis Chapel Middle	4.82	Long	14
59	Paxton Drive Trail	CTP	FAMPO097-M	Sidewalk / Trail	From Paxton Drive to Persimmon Creek	4	Benjamin Martin Elem	0.94	Long	8
60	Beaver Creek Trail	CTP	FAMPO098-M	Sidewalk / Trail	Along Beaver Creek from Morganton Road to Beaver Creek	4 / 9		1.52	Long	15
61	Little Rockfish Creek Connector	CTP	FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive	7		0.21	Near	7
62	Bones Creek Greenway	CTP	FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek	7 / 8		3.00	Long	13
64	Little Rockfish Creek Trail	CTP	FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek	6 / 7		1.37	Long	11
71	SR 1409 (71st School Road)	FPP		Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court	7		0.58	Medium	11
76	Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln	7		0.42	Near	7
78	Coventry Road	FPP		Corridor / Crossing	From Coventry Road to Ireland Drive	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	0.65	Near	13
83	SR 1406 (Fillyaw Road)	FPP		Corridor / Crossing	From Raily Road to Yadkin Road	4		0.96	Long	15
84	Ft Bragg Road	FPP		Corridor / Crossing	From Bragg Blvd to Hay Street	5 / 9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.35	Medium	19

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Length (Miles)	Priority	Score
85	Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road	9	Montclair Elementary	1.66	Near	15
87	NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road	5	Sherwood Park / J W Coon Elementary	2.46	Medium	19
88	SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	1.70	Medium	16
93	McPherson Church Road	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	5		1.36	Medium	13
95	SR 1404 (Morganton Road)	FPP		Corridor / Crossing	From S Mcpherson Church Road to Broadfoot Avenue	5 / 9	Cumberland Polytechnic / Terry Sanford High / Alma Eason Elementary	2.88	Medium	17
102	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Raeford Road and Bentridge Ln to Skibo Road	6 / 7	Loyd Auman Elementary / Seventy First Middle / Seventy First High / Brentwood Elem / Lewis Chapel Middle	2.78	Medium	23
103	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Hope Mills Road to All American Exp Bridge	5 / 9	William H Owen Elem	1.34	Medium	20
105	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Skibo Road to Hope Mills Road	5 / 9	Lewis Chapel Middle	0.88	Medium	22
106	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Grassy Branch Drive to Gilis Hill Road	7 / 8		1.89	Medium	19
113	Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits	5	Mary McArthur Elem	1.76	Long	19
114	SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	7		1.84	Long	11
118	SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	6 / 7		4.23	Medium	16
119	Sycamore Dairy Road	FPP		Corridor / Crossing	From Morganton Road to Thorngrove Court	9		0.95	Near	14
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2 / 5	Mary McArthur Elem / Ashley Elementary	2.00	Medium	20
124	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT US 401 (SKIBO ROAD), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	9	Alger B Wilkins Elem	N/A	Near	14
125	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SR 1437 (SANTE FE DRIVE), ADD SIGNALIZED PEDESTRIAN CROSSINGS.	4	Ponderosa	N/A	Near	14
126	SR 1415 (Yadkin Road)	STIP	HS-2006A	Intersection	SR 1415 (YADKIN ROAD) AT SOUTHWICK DRIVE, ADD SIGNALIZED PEDESTRIAN CROSSINGS AND UPGRADE SIGNAL.	3		N/A	Near	10
127	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (GLENSFORD DRIVE) AT CHAMBERSURG ROAD, INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH REFUGE ISLANDS.	9	Montclair Elementary	N/A	Near	9
128	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (GLENSFORD DRIVE) AT BEREAN BAPTIST ACADEMY, INSTALL RECTANGULAR RAPID FLASHING BEACONS WITH REFUGE ISLANDS.	9	Montclair Elementary	N/A	Near	5
131	US 401 (Skibo Road)	STIP	HS-2006X	Intersection	AT SR 1007 (ALL AMERICAN FREEWAY) NORTHBOUND AND SOUTHBOUND RAMPS, INSTALL SIGNALIZED PEDESTRIAN ACCOMMODATIONS.	9		N/A	Near	7
133	US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (CLIFFDALE ROAD), IMPROVE INTERSECTION	9		N/A	Near	12
139	South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	7		N/A	Medium	12
140	Owen Drive & Village Drive	FPP		Intersection	N/A	2		N/A	Medium	12
141	US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	7		N/A	Medium	12

SOUTHWEST FAYETTEVILLE

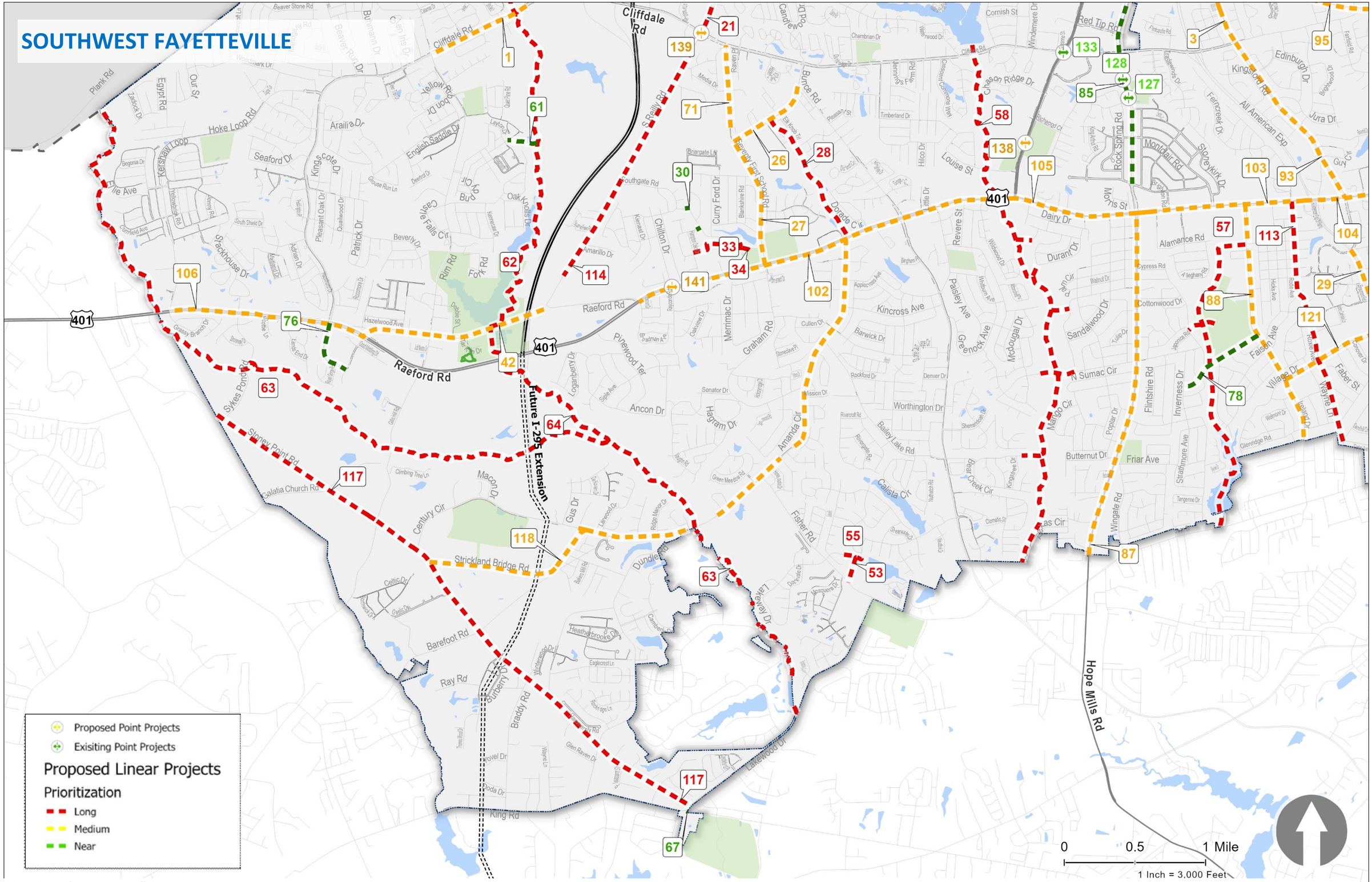


Figure 51. Southwest Fayetteville Inset

Table 15. Northwest Fayetteville Inset Projects

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Priority	Score
42	SR 3569 (Raeford Road)	CTP	FAMPO072-M	Sidewalk / Trail	From Gillis Hill Road (SR 1102) to Reilly Road (SR 1403)	7		Medium	12
29	SR 1007 (Owen Drive)	CTP	FAMPO057-P	Sidewalk	Fill sidewalk gaps from Boone Trail (SR 1149) to US 401	5	Glendale Acres Elem	Medium	16
27	SR 1409 (71st School Road)	CTP	FAMPO056-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7	Loyd Auman Elementary / Seventy First Middle / Seventy First High	Medium	19
67	SR 1108 (King Road)	CTP	FAMPO113-M	Sidewalk / Trail	From SR 1108 (King Road) to Stoney Point Road	6	Jack Britt High	Near	6
21	SR 1403 (Reilly Road)	CTP	FAMPO050-P	Sidewalk	From Cliffdale Road (SR 1400) to I-295	4 / 9	Benjamin Martin Elem	Long	22
64	Little Rockfish Creek Trail	CTP	FAMPO105-M	Sidewalk / Trail	Along Little Rockfish Creek to Raeford Road from Rockfish Creek	6 / 7		Long	11
61	Little Rockfish Creek Connector	CTP	FAMPO100-M	Sidewalk / Trail	From Little Rockfish Creek to Schult Drive	7		Near	7
55	Dockside Drive Ext	CTP	FAMPO093-M	Sidewalk / Trail	From Dockside Drive to Lakeway Drive	6		Long	5
58	Beaver Creek Greenway	CTP	FAMPO096-M	Sidewalk / Trail	From Rockfish Creek to Rockfish Road	5 / 6 / 7 / 9	Lewis Chapel Middle	Long	14
28	Badin Lake Lane Trail	CTP	FAMPO057-M	Sidewalk / Trail	From Old Bunce Road (SR 1410) to US 401	7		Long	12
26	SR 1410 (Old Bunce Road)	CTP	FAMPO055-M	Sidewalk / Trail	From Seventy First School Road (SR 1409) to Bunce Road	7		Medium	14
63	Little Rockfish Creek Greenway	CTP	FAMPO102-M	Sidewalk / Trail	Along Little Rockfish Creek from All American Trail to Lakeview Road	3 / 6 / 7		Long	5
57	Odom Drive Trail	CTP	FAMPO095-M	Sidewalk / Trail	From Rockfish Creek to David Street	5	Douglas Byrd Middle	Long	12
30	Sentinel Drive Connection	CTP	FAMPO058-M	Sidewalk / Trail	Neighborhood Connection from Sentinel Drive to Foxberry Road	7		Near	4
1	SR 1400 (Cliffdale Road)	CTP	FAMPO001-M	Sidewalk / Trail	From Rim Road (SR 1402) to 0.2m East of Town Creek Drive	7	E E Miller Elementary	Medium	15
53	Dockside Drive Ext	CTP	FAMPO091-M	Sidewalk / Trail	From Dockside Drive Ext to Fisher Road	6	E Melvin Honeycutt Elem	Long	5
62	Bones Creek Greenway	CTP	FAMPO101-M	Sidewalk / Trail	Along Little rockfish Creek from Chicken Road to Bones Creek	7 / 8		Long	13
34	School Connection	CTP	FAMPO061-M	Sidewalk / Trail	From Foxberry Road to Seventy First Middle School	7		Long	8
3	McPherson Church Road	CTP	FAMPO003-M	Sidewalk / Trail	From Morganton Road to Cliffdale Road	9		Medium	14
31	Burgenfield Drive Connection	CTP	FAMPO059-M	Sidewalk / Trail	Neighborhood Connection from Burgenfield Drive to Foxberry Road	7		Near	4
33	School Connection	CTP	FAMPO060-M	Sidewalk / Trail	From Hampton Oaks Drive to Loyd E. Auman Elementary School	7	Seventy First Middle	Long	6
78	Coventry Road	FPP		Corridor / Crossing	From Coventry Road to Ireland Drive	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	Near	13
93	McPherson Church Road	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	5		Medium	13
113	Roxie Avenue	FPP		Corridor / Crossing	From Raeford Road to Carlos Avenue and City Limits	5	Mary McArthur Elem	Long	19
121	Village Drive	FPP		Corridor / Crossing	From Ireland Road to Robeson Street	2 / 5	Mary McArthur Elem / Ashley Elementary	Medium	20
76	Cliffdale Road	FPP		Corridor / Crossing	From Raeford Road to Two Bale Ln	7		Near	7
102	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Raeford Road and Bentridge Ln to Skibo Road	6 / 7	Loyd Auman Elementary / Seventy First Middle / Seventy First High / Brentwood Elem / Lewis Chapel Middle	Medium	23
87	NC 59 (Hope Mills Road)	FPP		Corridor / Crossing	From City Limits north along Hope Mills Road to Raeford Road	5	Sherwood Park / J W Coon Elementary	Medium	19
85	Glensford Road	FPP		Corridor / Crossing	From Morganton Road to Belford Road	9	Montclair Elementary	Near	15
88	SR 1219 (Ireland Drive)	FPP		Corridor / Crossing	From City Limits north along Ireland Drive to Raeford Road	5	Mary McArthur Elem / Douglas Byrd Middle / Douglas Byrd High	Medium	16
103	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Hope Mills Road to All American Exp Bridge	5 / 9	William H Owen Elem	Medium	20
104	US 401 (Raeford Road)	FPP		Corridor / Crossing	From All American Exp Bridge to Robeson Street	5	Max Abbott Middle	Medium	20
118	SR 1104 (Strickland Bridge Road)	FPP		Corridor / Crossing	From Stoney Point Road to Raeford Road	6 / 7		Medium	16
117	SR 1112 (Stoney Point Road)	FPP		Corridor / Crossing	From City Limits southwest along Stoney Point Road to City Limits at Lakewood Drive	6 / 7	Jack Britt High	Long	10
105	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Skibo Road to Hope Mills Road	5 / 9	Lewis Chapel Middle	Medium	22
71	SR 1409 (71st School Road)	FPP		Corridor / Crossing	From Cliffdale Road (SR 1400) to Capeharbor Court	7		Medium	11
114	SR 1403 (S Reilly Road)	FPP		Corridor / Crossing	From Cliffdale Road to Raeford Road	7		Long	11
106	US 401 (Raeford Road)	FPP		Corridor / Crossing	From Grassy Branch Drive to Gilis Hill Road	7 / 8		Medium	19

Master ID	Corridor Name	Plan	Project Number	Type	Details	Council District	School	Priority	Score
127	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Chambersurg Road, Install Rectangular Rapid Flashing Beacons with Refuge Islands.	9	Montclair Elementary	Near	9
128	SR 1596 (Glensford Drive)	STIP	HS-2006O	Intersection	SR 1596 (Glensford Drive) at Berean Baptist Academy, Install Rectangular Rapid Flashing Beacons with Refuge Islands.	9	Montclair Elementary	Near	5
133	US 401 Business (Skibo Road)	STIP	U-6133	Intersection	SR 1400 (Cliffdale Road), Improve Intersection	9		Near	12
138	Skibo Road	FPP		Mid-Block Crossing	Between Louise Street and Richwood Court at Anne Chestnutt Middle School	7	Lewis Chapel Middle	Medium	15
139	South Reilly Road & Cliffdale Road	FPP		Intersection	N/A	7		Medium	12
141	US 401 (Raeford Road) & Chilton Drive	FPP		Intersection	N/A	7		Medium	12

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SECTION 6:
PROJECT PRIORITIZATION

PROJECT PRIORITIZATION

The prioritization of pedestrian infrastructure projects in Fayetteville was guided by a systematic approach that considered factors such as jurisdiction, project scale, right-of-way constraints, and feasibility. The following framework has been designed to ensure a consistent and repeatable approach for evaluating and prioritizing future pedestrian projects, ensuring a consistent and transparent approach to prioritization. By applying these criteria, future pedestrian projects can be assessed based on their scale, feasibility, and alignment with implementation timelines.

Key considerations for future project evaluation include the following:

- **Maintaining Agency:** Projects on city-maintained roadways generally advance more quickly than those requiring NCDOT approval, which may involve additional coordination and extended review periods.
- **Project Scale:** Shorter projects, whether sidewalk gaps, neighborhood connections, or corridor improvements, tend to have fewer logistical and financial barriers, allowing them to be prioritized in near- or medium-term timelines.
- **Right-of-Way Availability:** Projects that can be completed within existing right-of-way are more feasible in the near- or medium-term, while those requiring new right-of-way acquisition are classified as long-term due to the additional time needed for negotiations and approvals.
- **Funding and Programming:** Projects that are already programmed or have identified funding sources can be prioritized ahead of similar projects that still require funding commitments.

PRIORITIZATION METHODOLOGY

The following guidelines were followed to develop project prioritization (Table 16).

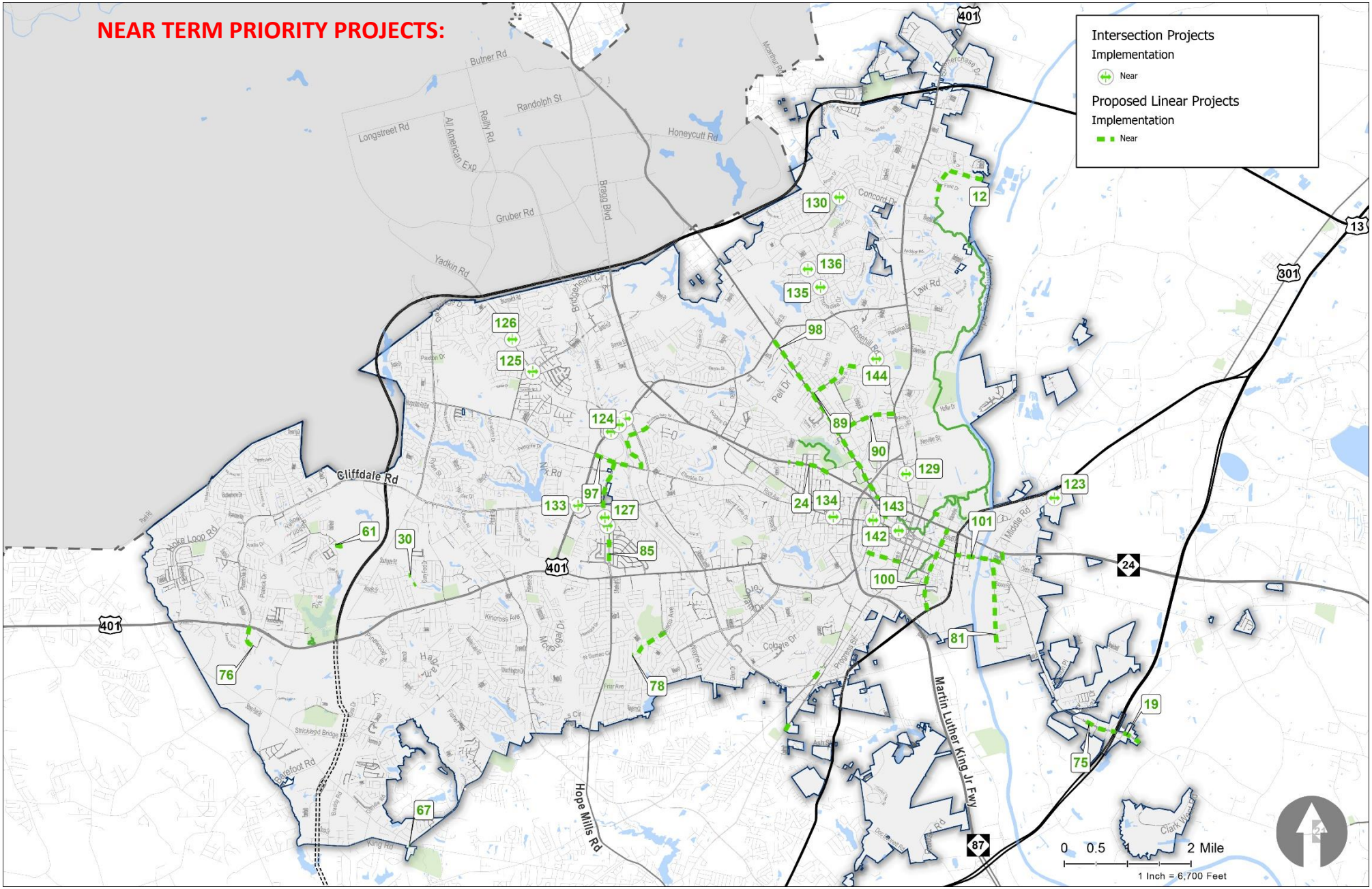
Table 16. Project Prioritization

Project Type	Considerations
Crosswalks and Intersection Improvements	The timeline for crosswalk and intersection enhancements was primarily determined by maintenance responsibility. Projects located on city-maintained roadways were designated as near-term priorities due to greater local control over implementation. Conversely, those on NCDOT-maintained roadways were classified as medium-term, as they require coordination with the state transportation agency, which may extend the timeline.
Neighborhood Connections	Smaller-scale neighborhood connections were generally classified as long-term priorities due to the complexity of securing necessary approvals and funding. However, shorter connections—defined as segments under 1,000 feet—were considered for near-term prioritization, given their lower cost and ease of implementation.
Corridor Projects	Corridor-wide pedestrian improvements were primarily assigned long-term status, reflecting the broader scope and potential challenges associated with funding, right-of-way acquisition, and coordination with ongoing roadway projects. However, shorter corridor projects—those less than ½ mile in length—or those that are already programmed for construction were given a higher priority and classified as near- or medium-term.
Trail Projects	Trail projects were prioritized based on whether they followed existing roadways or required new right-of-way acquisition. Those utilizing existing roadway corridors were classified as medium-term, as they can often be integrated into ongoing roadway improvements. In contrast, trails requiring new right-of-way acquisition were designated as long-term projects due to the additional time needed for property negotiations and permitting.
Sidewalk Projects	Sidewalk projects were prioritized based on length and right-of-way availability. Shorter sidewalk gap projects were identified as near-term priorities, as they address critical connectivity issues with minimal barriers to implementation. Longer sidewalk projects exceeding 1,000 feet, but where right-of-way is readily available, were classified as medium-term. In cases where right-of-way constraints exist, requiring acquisition or complex design solutions, projects were categorized as long-term.

PRIORITIZATION RESULTS

The prioritization framework ensures that near-term projects focus on those that can be implemented quickly and efficiently while setting a structured path for medium- and long-term investments that require more extensive planning and coordination. The Priority number should be considered for planning purposes and subject to updates by the City staff as projects are completed and reevaluate.

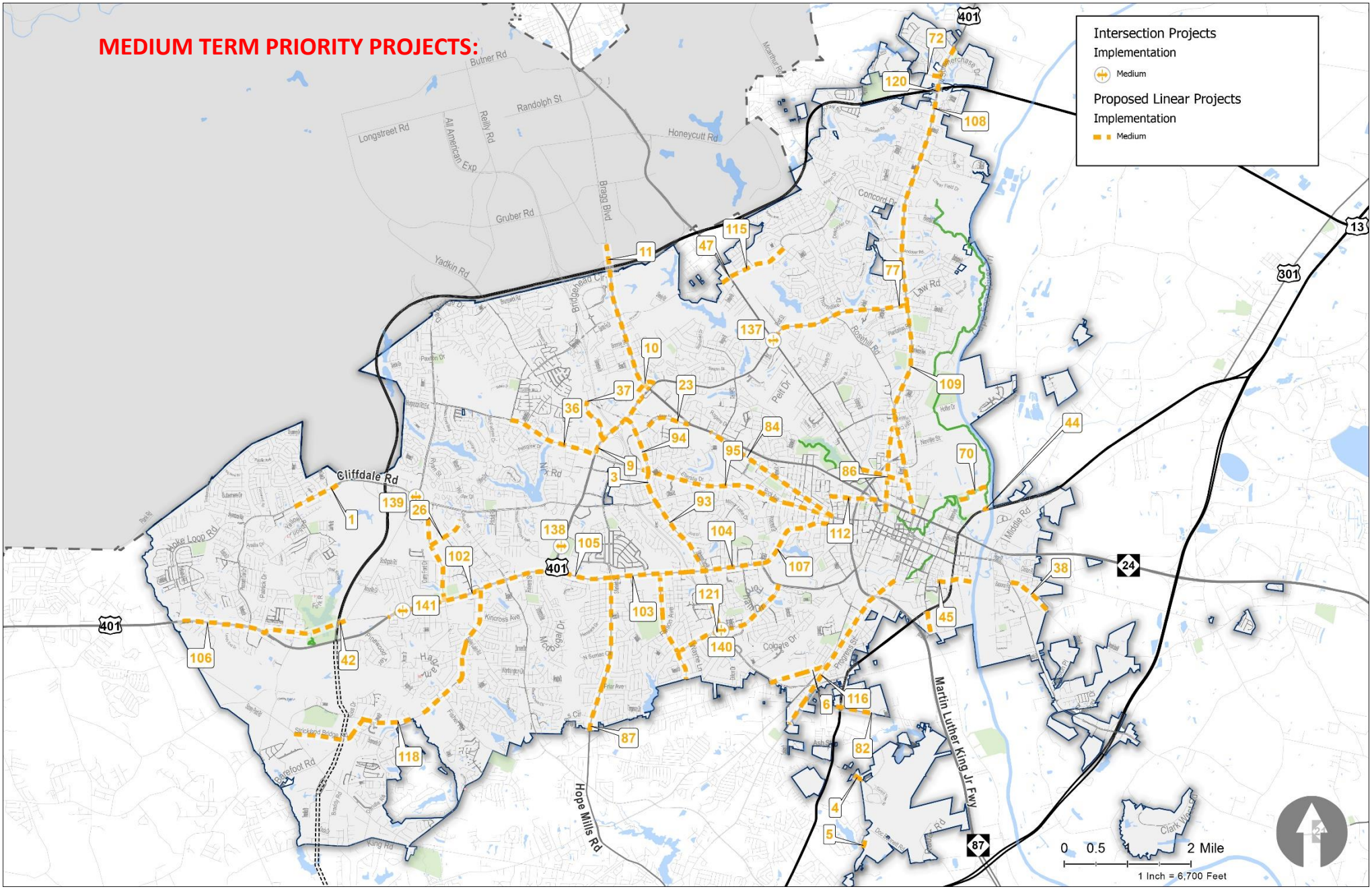
NEAR TERM PRIORITY PROJECTS:



Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
100	Old Wilmington Road	FPP	Corridor / Crossing	2	NCDOT	Near	28
98	NC 210 (Murchison Road)	FPP	Corridor / Crossing	2 / 4	NCDOT	Near	24
90	Langdon Road	FPP	Corridor / Crossing	2 / 3 / 4	NCDOT	Near	23
101	Person Street	FPP	Corridor / Crossing	2	NCDOT	Near	23
14	Lamon Street Connector	CTP	Sidewalk / Trail	2	Fayetteville	Near	19
75	Cedar Creek Road	FPP	Corridor / Crossing	2	NCDOT	Near	18
81	Deep Creek Road	FPP	Corridor / Crossing	2	Fayetteville	Near	18
52	Hillsboro Street	CTP	Sidewalk / Trail	2	Fayetteville	Near	17
24	NC 24 (Bragg Blvd)	CTP	Sidewalk	2 / 5	NCDOT	Near	17
19	NC 53 (Cedar Creek Road)	CTP	Sidewalk / Trail	2	Fayetteville	Near	15
85	Glensford Road	FPP	Corridor / Crossing	9	NCDOT	Near	15
134	SR 1404 (Hay Street / Morganton Road)	STIP	Intersection	5	NCDOT	Near	14
129	SR 3950 (Ramsey street)	STIP	Intersection	2	NCDOT	Near	14
119	Sycamore Dairy Road	FPP	Corridor / Crossing	9	Fayetteville	Near	14
124	SR 1415 (Yadkin Road)	STIP	Intersection	9	NCDOT	Near	14
125	SR 1415 (Yadkin Road)	STIP	Intersection	4	NCDOT	Near	14
143	Hay Street & Frankin Street	FPP	Intersection	2	Fayetteville	Near	14
7	SR 1169 (Camden Road)	CTP	Sidewalk / Trail	2	NCDOT	Near	13
73	Blount Street	FPP	Corridor / Crossing	2	NCDOT	Near	13
78	Coventry Road	FPP	Corridor / Crossing	5	Fayetteville	Near	13
89	Jasper Street	FPP	Corridor / Crossing	3 / 4	NCDOT	Near	13
97	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	9	NCDOT	Near	13
142	Hay Street & Burgess	FPP	Intersection	2	Fayetteville	Near	13
130	SR 1600 (McArthur Road)	STIP	Intersection	3	NCDOT	Near	12
133	US 401 Business (Skibo Road)	STIP	Intersection	9	NCDOT	Near	12
12	Dobson Drive	CTP	Sidewalk / Trail	1	Fayetteville	Near	11
126	SR 1415 (Yadkin Road)	STIP	Intersection	3	NCDOT	Near	10
127	SR 1596 (Glensford Drive)	STIP	Intersection	9	NCDOT	Near	9
132	US 401 (Skibo Road)	STIP	Intersection	9	NCDOT	Near	9
144	Rosehill Road & Walstone Road	FPP	Intersection	3	Fayetteville	Near	9
131	US 401 (Skibo Road)	STIP	Intersection	9	NCDOT	Near	7

Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
61	Little Rockfish Creek Connector	CTP	Sidewalk / Trail	7	Fayetteville	Near	7
76	Cliffdale Road	FPP	Corridor / Crossing	7	NCDOT	Near	7
13	SR 1132 (Legion Road)	CTP	Sidewalk / Trail	2	Fayetteville	Near	6
67	SR 1108 (King Road)	CTP	Sidewalk / Trail	6	Fayetteville	Near	6
136	SR 1615 (Rosehill Road)	STIP	Intersection	3	NCDOT	Near	6
128	SR 1596 (Glensford Drive)	STIP	Intersection	9	NCDOT	Near	5
123	SR 1838 (Dunn Road)	STIP	Intersection	2	NCDOT	Near	5
135	SR 1615 (Rosehill Road)	STIP	Intersection	3	NCDOT	Near	5
31	Burgenfield Drive Connection	CTP	Sidewalk / Trail	7	Fayetteville	Near	4
30	Sentinel Drive Connection	CTP	Sidewalk / Trail	7	Fayetteville	Near	4

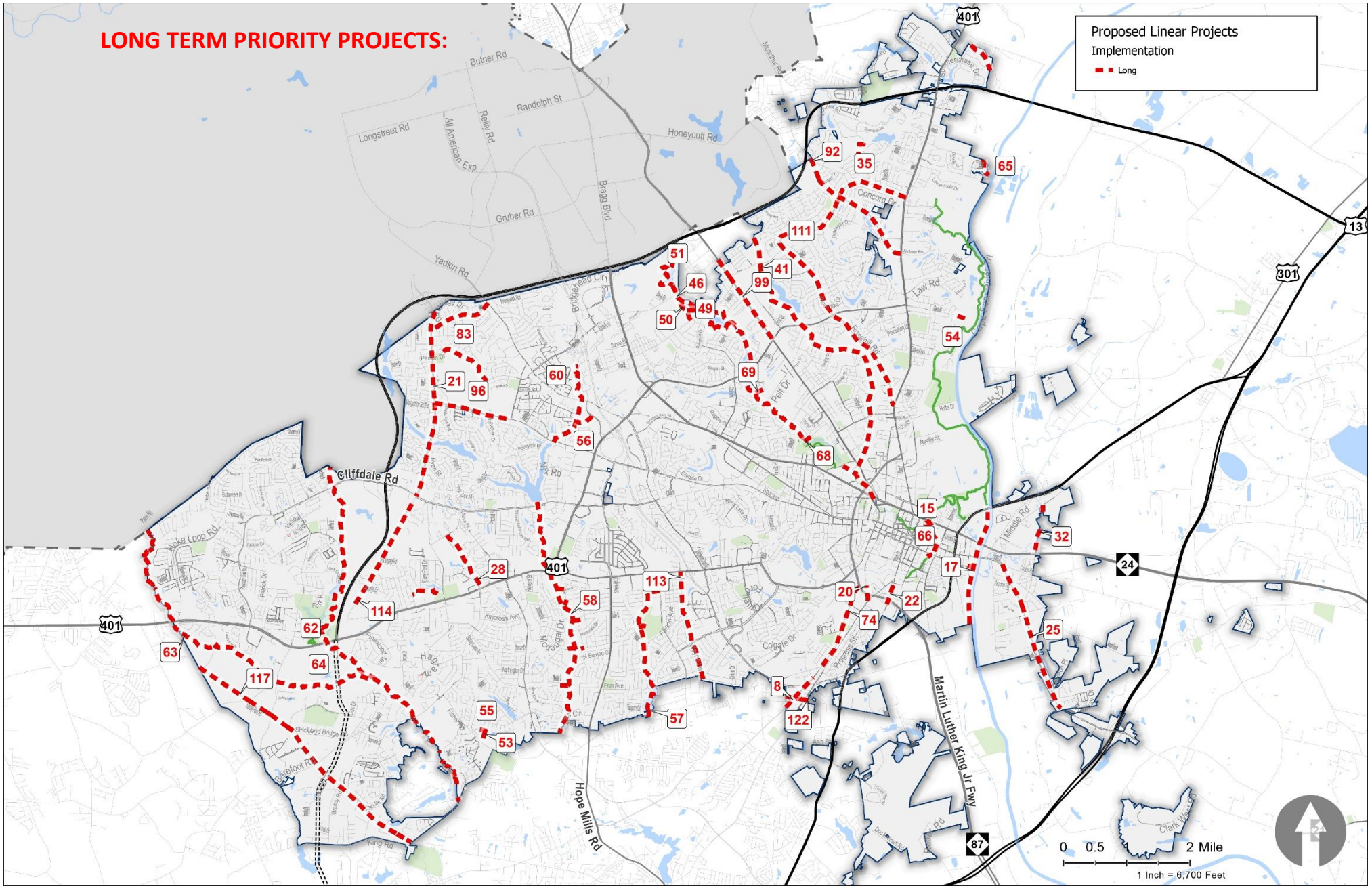
MEDIUM TERM PRIORITY PROJECTS:



Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
86	Hillsboro Street	FPP	Corridor / Crossing	2	NCDOT	Medium	26
110	Ramsey Street	FPP	Corridor / Crossing	2	NCDOT	Medium	26
109	Ramsey Street	FPP	Corridor / Crossing	2 / 3	NCDOT	Medium	24
102	US 401 (Raeford Road)	FPP	Corridor / Crossing	6 / 7	NCDOT	Medium	23
105	US 401 (Raeford Road)	FPP	Corridor / Crossing	5 / 9	NCDOT	Medium	22
94	McPherson Church Road	FPP	Corridor / Crossing	9	NCDOT	Medium	21
9	US 401 (Skibo Road)	CTP	Sidewalk / Trail	9	NCDOT	Medium	20
39	SR 3147 (W Rowan Street)	CTP	Sidewalk / Trail	2	NCDOT	Medium	20
80	Cumberland Street	FPP	Corridor / Crossing	2	NCDOT	Medium	20
103	US 401 (Raeford Road)	FPP	Corridor / Crossing	5 / 9	NCDOT	Medium	20
104	US 401 (Raeford Road)	FPP	Corridor / Crossing	5	NCDOT	Medium	20
108	Ramsey Street	FPP	Corridor / Crossing	1 / 2 / 3	NCDOT	Medium	20
121	Village Drive	FPP	Corridor / Crossing	2 / 5	NCDOT	Medium	20
11	NC 24 (Bragg Blvd)	CTP	Sidewalk / Trail	3 / 4 / 9	NCDOT	Medium	19
27	SR 1409 (71st School Road)	CTP	Sidewalk / Trail	7	NCDOT	Medium	19
77	US 401 (Country Club Road)	FPP	Corridor / Crossing	3	NCDOT	Medium	19
84	Ft Bragg Road	FPP	Corridor / Crossing	5 / 9	NCDOT	Medium	19
87	NC 59 (Hope Mills Road)	FPP	Corridor / Crossing	5	NCDOT	Medium	19
106	US 401 (Raeford Road)	FPP	Corridor / Crossing	7 / 8	NCDOT	Medium	19
116	Southern Avenue	FPP	Corridor / Crossing	2	NCDOT	Medium	19
10	SR 1499 (Swain Street)	CTP	Sidewalk / Trail	4 / 9	NCDOT	Medium	18
36	SR 1404 (Morganton Road)	CTP	Sidewalk / Trail	4 / 9	NCDOT	Medium	18
44	Eastern Blvd Service Road	CTP	Sidewalk / Trail	2	NCDOT	Medium	18
2	SR 1404 (Morganton Road)	CTP	Sidewalk / Trail	9	NCDOT	Medium	17
38	SR 2000 (Sapona Road)	CTP	Sidewalk / Trail	2	NCDOT	Medium	17
47	SR 2734 (Hogan Street)	CTP	Sidewalk / Trail	3	NCDOT	Medium	17
70	Cross Creek to Cape Fear Connector	CTP	Sidewalk / Trail	2	NCDOT	Medium	17
95	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	5 / 9	NCDOT	Medium	17
137	NC 210 (Murchison Road) & Country Club Drive	FPP	Intersection	4	NCDOT	Medium	17
29	SR 1007 (Owen Drive)	CTP	Sidewalk	5	NCDOT	Medium	16
88	SR 1219 (Ireland Drive)	FPP	Corridor / Crossing	5	NCDOT	Medium	16

Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
112	NC 24 (Rowan Street)	FPP	Corridor / Crossing	2	NCDOT	Medium	16
118	SR 1104 (Strickland Bridge Road)	FPP	Corridor / Crossing	6 / 7	NCDOT	Medium	16
1	SR 1400 (Cliffdale Road)	CTP	Sidewalk / Trail	7	NCDOT	Medium	15
45	Campbell Terrace Road	CTP	Sidewalk / Trail	2	NCDOT	Medium	15
79	Cumberland Road	FPP	Corridor / Crossing	2	NCDOT	Medium	15
138	Skibo Road	FPP	Mid-Block Crossing	7	NCDOT	Medium	15
3	McPherson Church Road	CTP	Sidewalk / Trail	9	NCDOT	Medium	14
18	Old Wilmington Road	CTP	Sidewalk / Trail	2	NCDOT	Medium	14
26	SR 1410 (Old Bunce Road)	CTP	Sidewalk / Trail	7	NCDOT	Medium	14
6	SR 1141 (Cumberland Road)	CTP	Sidewalk / Trail	2	NCDOT	Medium	13
23	Sycamore Dairy Road	CTP	Sidewalk	9	NCDOT	Medium	13
82	SR 2283 (E Mountain Road)	FPP	Corridor / Crossing	2	NCDOT	Medium	13
93	McPherson Church Road	FPP	Corridor / Crossing	5	NCDOT	Medium	13
107	US 401 (Raeford Road)	FPP	Corridor / Crossing	2 / 5	NCDOT	Medium	13
42	SR 3569 (Raeford Road)	CTP	Sidewalk / Trail	7	NCDOT	Medium	12
91	SR 1132 (Legion Road)	FPP	Corridor / Crossing	2	NCDOT	Medium	12
115	SR 1614 (Shaw Mill Road)	FPP	Corridor / Crossing	3	NCDOT	Medium	12
139	South Reilly Road & Cliffdale Road	FPP	Intersection	7	NCDOT	Medium	12
140	Owen Drive & Village Drive	FPP	Intersection	2	NCDOT	Medium	12
141	US 401 (Raeford Road) & Chilton Drive	FPP	Intersection	7	NCDOT	Medium	12
37	SR 3499 (Lake Valley Drive)	CTP	Sidewalk / Trail	9	NCDOT	Medium	11
71	SR 1409 (71st School Road)	FPP	Corridor / Crossing	7	NCDOT	Medium	11
72	SR 1611 (Andrews Road)	FPP	Corridor / Crossing	1	NCDOT	Medium	10
120	US 401 (Ramsey Street)	FPP	Corridor / Crossing	1	NCDOT	Medium	10
4	SR 2260 (Airport Road)	CTP	Sidewalk / Trail	2	NCDOT	Medium	7
5	SR 2341 (Lee Road)	CTP	Sidewalk / Trail	2	NCDOT	Medium	7

LONG TERM PRIORITY PROJECTS:



Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
15	Blount Creek Greenway	CTP	Sidewalk / Trail	2	Trail	Long	23
21	SR 1403 (Reilly Road)	CTP	Sidewalk	4 / 9	NCDOT	Long	22
41	Cross Creek Trail	CTP	Sidewalk / Trail	2 / 3	Trail	Long	22
46	Little Cross Creek Greenway	CTP	Sidewalk / Trail	2 / 3 / 4	Trail	Long	21
111	NS 920 (Rosehill Road)	FPP	Corridor / Crossing	1 / 2 / 3	NCDOT	Long	21
40	Cross Creek / Little Cross Creek Trail	CTP	Sidewalk / Trail	2	Trail	Long	20
17	Cape Fear River Trail Extension	CTP	Sidewalk / Trail	2	Trail	Long	19
74	Camden Road	FPP	Corridor / Crossing	2	NCDOT	Long	19
96	SR 1404 (Morganton Road)	FPP	Corridor / Crossing	4 / 9	NCDOT	Long	19
99	NC 210 (Murchison Road)	FPP	Corridor / Crossing	3 / 4	NCDOT	Long	19
113	Roxie Avenue	FPP	Corridor / Crossing	5	NCDOT	Long	19
25	NC 53 (Cedar Creek Road)	CTP	Sidewalk	2	NCDOT	Long	18
43	Russell Street Trail	CTP	Sidewalk / Trail	2	Trail	Long	18
66	Blount Creek Greenway	CTP	Sidewalk / Trail	2	Trail	Long	18
68	Essex Pl Greenway	CTP	Sidewalk / Trail	2 / 4	Trail	Long	18
16	Cross Street Trail	CTP	Sidewalk / Trail	2	Trail	Long	16
51	Little Cross Creek Trail Corridor	CTP	Sidewalk / Trail	3	Trail	Long	16
122	SR 1154 (W Mountain Road)	FPP	Corridor / Crossing	2	NCDOT	Long	16
54	Tokay Drive Ext	CTP	Sidewalk / Trail	2	Fayetteville	Long	15
60	Beaver Creek Trail	CTP	Sidewalk / Trail	4 / 9	Trail	Long	15
83	SR 1406 (Fillyaw Road)	FPP	Corridor / Crossing	4	NCDOT	Long	15
58	Beaver Creek Greenway	CTP	Sidewalk / Trail	5 / 6 / 7 / 9	Trail	Long	14
92	SR 1600 (McArthur Road)	FPP	Corridor / Crossing	1 / 3	NCDOT	Long	14
62	Bones Creek Greenway	CTP	Sidewalk / Trail	7 / 8	Trail	Long	13
69	Regatta Street Greenway	CTP	Sidewalk / Trail	4	Trail	Long	13
8	SR 1003 (Camden Road)	CTP	Sidewalk / Trail	2	NCDOT	Long	12
22	SR 2311 (Gillespie Street)	CTP	Sidewalk / Trail	2	NCDOT	Long	12
28	Badin Lake Lane Trail	CTP	Sidewalk / Trail	7	Trail	Long	12
32	SR 1839 (Plymouth Street)	CTP	Sidewalk	2	NCDOT	Long	12
48	Little Cross Creek Corridor Connection	CTP	Sidewalk / Trail	3	Fayetteville	Long	12

Master ID	Corridor Name	Plan	Type	Council District	Maintenance	Priority	Score
50	Little Cross Creek Greenway	CTP	Sidewalk / Trail	3 / 4	Trail	Long	12
57	Odom Drive Trail	CTP	Sidewalk / Trail	5	Trail	Long	12
64	Little Rockfish Creek Trail	CTP	Sidewalk / Trail	6 / 7	Trail	Long	11
114	SR 1403 (S Reilly Road)	FPP	Corridor / Crossing	7	NCDOT	Long	11
49	Little Cross Creek Trail Corridor	CTP	Sidewalk / Trail	3 / 4	Trail	Long	10
117	SR 1112 (Stoney Point Road)	FPP	Corridor / Crossing	6 / 7	NCDOT	Long	10
20	Winslow Street	CTP	Sidewalk / Trail	2	NCDOT	Long	8
34	School Connection	CTP	Sidewalk / Trail	7	Fayetteville	Long	8
59	Paxton Drive Trail	CTP	Sidewalk / Trail	4	Trail	Long	8
65	Carvers Creek State Park Trail	CTP	Sidewalk / Trail	1	Trail	Long	8
33	School Connection	CTP	Sidewalk / Trail	7	Fayetteville	Long	6
56	Beaver Creek Trail	CTP	Sidewalk / Trail	9	Trail	Long	6
53	Dockside Drive Ext	CTP	Sidewalk / Trail	6	Trail	Long	5
55	Dockside Drive Ext	CTP	Sidewalk / Trail	6	Trail	Long	5
63	Little Rockfish Creek Greenway	CTP	Sidewalk / Trail	3 / 6 / 7	Trail	Long	5
35	Waterbury Drive Trail	CTP	Sidewalk / Trail	1	Trail	Long	4

SECTION 7: IMPLEMENTATION AND FUNDING STRATEGIES

IMPLEMENTATION AND FUNDING STRATEGIES

This section provides information on how the plan can be implemented over time, including measuring success with performance measures, project phasing, potential partners and funding sources, and design guidelines and resources that can be used to design projects.

PROJECT PHASING

Due to the large number of projects in the recommended pedestrian network and the many steps required to move a project from planning through construction, implementation of this plan will likely take place over the next 15-20 years. Projects have been divided into the following phasing categories: Each project was categorized as near-term (0-5 years), medium-term (5-10 years), or long-term (10+ years) based on these criteria (Table 17).

Table 17. Project Phasing

NEAR TERM PROJECTS:

Master ID	Corridor Name	Type
100	Old Wilmington Road	Corridor / Crossing
98	NC 210 (Murchison Road)	Corridor / Crossing
90	Langdon Road	Corridor / Crossing
101	Person Street	Corridor / Crossing
14	Lamon Street Connector	Sidewalk / Trail
75	Cedar Creek Road	Corridor / Crossing
81	Deep Creek Road	Corridor / Crossing
52	Hillsboro Street	Sidewalk / Trail
24	NC 24 (Bragg Blvd)	Sidewalk
19	NC 53 (Cedar Creek Road)	Sidewalk / Trail
85	Glensford Road	Corridor / Crossing
134	SR 1404 (Hay Street / Morganton Road)	Intersection
129	SR 3950 (Ramsey Street)	Intersection
119	Sycamore Dairy Road	Corridor / Crossing
124	SR 1415 (Yadkin Road)	Intersection
125	SR 1415 (Yadkin Road)	Intersection
143	Hay Street & Frankin Street	Intersection
7	SR 1169 (Camden Road)	Sidewalk / Trail
73	Blount Street	Corridor / Crossing
78	Coventry Road	Corridor / Crossing
89	Jasper Street	Corridor / Crossing
97	SR 1404 (Morganton Road)	Corridor / Crossing
142	Hay Street & Burgess	Intersection
130	SR 1600 (McArthur Road)	Intersection
133	US 401 Business (Skibo Road)	Intersection
12	Dobson Drive	Sidewalk / Trail
126	SR 1415 (Yadkin Road)	Intersection

Master ID	Corridor Name	Type
127	SR 1596 (Glensford Drive)	Intersection
132	US 401 (Skibo Road)	Intersection
144	Rosehill Road & Walstone Road	Intersection
131	US 401 (Skibo Road)	Intersection
61	Little Rockfish Creek Connector	Sidewalk / Trail
76	Cliffdale Road	Corridor / Crossing
13	SR 1132 (Legion Road)	Sidewalk / Trail
67	SR 1108 (King Road)	Sidewalk / Trail
136	SR 1615 (Rosehill Road)	Intersection
128	SR 1596 (Glensford Drive)	Intersection
123	SR 1838 (Dunn Road)	Intersection
135	SR 1615 (Rosehill Road)	Intersection
31	Burgenfield Drive Connection	Sidewalk / Trail
30	Sentinel Drive Connection	Sidewalk / Trail

MEDIUM TERM PROJECTS

Master ID	Corridor Name	Type
86	Hillsboro Street	Corridor / Crossing
110	Ramsey Street	Corridor / Crossing
109	Ramsey Street	Corridor / Crossing
102	US 401 (Raeford Road)	Corridor / Crossing
105	US 401 (Raeford Road)	Corridor / Crossing
94	McPherson Church Road	Corridor / Crossing
9	US 401 (Skibo Road)	Sidewalk / Trail
39	SR 3147 (W Rowan Street)	Sidewalk / Trail
80	Cumberland Street	Corridor / Crossing
103	US 401 (Raeford Road)	Corridor / Crossing
104	US 401 (Raeford Road)	Corridor / Crossing
108	Ramsey Street	Corridor / Crossing
121	Village Drive	Corridor / Crossing
11	NC 24 (Bragg Blvd)	Sidewalk / Trail
27	SR 1409 (71st School Road)	Sidewalk / Trail
77	US 401 (Country Club Road)	Corridor / Crossing
84	Ft Bragg Road	Corridor / Crossing
87	NC 59 (Hope Mills Road)	Corridor / Crossing
106	US 401 (Raeford Road)	Corridor / Crossing
116	Southern Avenue	Corridor / Crossing
10	SR 1499 (Swain Street)	Sidewalk / Trail
36	SR 1404 (Morganton Road)	Sidewalk / Trail
44	Eastern Blvd Service Road	Sidewalk / Trail
2	SR 1404 (Morganton Road)	Sidewalk / Trail
38	SR 2000 (Sapona Road)	Sidewalk / Trail

Master ID	Corridor Name	Type
47	SR 2734 (Hogan Street)	Sidewalk / Trail
70	Cross Creek to Cape Fear Connector	Sidewalk / Trail
95	SR 1404 (Morganton Road)	Corridor / Crossing
137	NC 210 (Murchison Road) & Country Club Drive	Intersection
29	SR 1007 (Owen Drive)	Sidewalk
88	SR 1219 (Ireland Drive)	Corridor / Crossing
112	NC 24 (Rowan Street)	Corridor / Crossing
118	SR 1104 (Strickland Bridge Road)	Corridor / Crossing
1	SR 1400 (Cliffdale Road)	Sidewalk / Trail
45	Campbell Terrace Road	Sidewalk / Trail
79	Cumberland Road	Corridor / Crossing
138	US 401 Skibo Road	Mid-Block Crossing
3	McPherson Church Road	Sidewalk / Trail
18	Old Wilmington Road	Sidewalk / Trail
26	SR 1410 (Old Bunce Road)	Sidewalk / Trail
6	SR 1141 (Cumberland Road)	Sidewalk / Trail
23	Sycamore Dairy Road	Sidewalk
82	SR 2283 (E Mountain Road)	Corridor / Crossing
93	McPherson Church Road	Corridor / Crossing
107	US 401 (Raeford Road)	Corridor / Crossing
42	SR 3569 (Raeford Road)	Sidewalk / Trail
91	SR 1132 (Legion Road)	Corridor / Crossing
115	SR 1614 (Shaw Mill Road)	Corridor / Crossing
139	South Reilly Road & Cliffdale Road	Intersection
140	Owen Drive & Village Drive	Intersection
141	US 401 (Raeford Road) & Chilton Drive	Intersection
37	SR 3499 (Lake Valley Drive)	Sidewalk / Trail
71	SR 1409 (71st School Road)	Corridor / Crossing
72	SR 1611 (Andrews Road)	Corridor / Crossing
120	US 401 (Ramsey Street)	Corridor / Crossing
4	SR 2260 (Airport Road)	Sidewalk / Trail
5	SR 2341 (Lee Road)	Sidewalk / Trail

LONG TERM PROJECTS

Long Term Project List

Master ID	Corridor Name	Type
15	Blount Creek Greenway	Sidewalk / Trail
21	SR 1403 (Reilly Road)	Sidewalk
41	Cross Creek Trail	Sidewalk / Trail
46	Little Cross Creek Greenway	Sidewalk / Trail
111	NS 920 (Rosehill Road)	Corridor / Crossing
40	Cross Creek / Little Cross Creek Trail	Sidewalk / Trail
17	Cape Fear River Trail Extension	Sidewalk / Trail
74	Camden Road	Corridor / Crossing
96	SR 1404 (Morganton Road)	Corridor / Crossing
99	NC 210 (Murchison Road)	Corridor / Crossing
113	Roxie Avenue	Corridor / Crossing
25	NC 53 (Cedar Creek Road)	Sidewalk
43	Russell Street Trail	Sidewalk / Trail
66	Blount Creek Greenway	Sidewalk / Trail
68	Essex Pl Greenway	Sidewalk / Trail
16	Cross Street Trail	Sidewalk / Trail
51	Little Cross Creek Trail Corridor	Sidewalk / Trail
122	SR 1154 (W Mountain Road)	Corridor / Crossing
54	Tokay Drive Ext	Sidewalk / Trail
60	Beaver Creek Trail	Sidewalk / Trail
83	SR 1406 (Fillyaw Road)	Corridor / Crossing
58	Beaver Creek Greenway	Sidewalk / Trail
92	SR 1600 (McArthur Road)	Corridor / Crossing
62	Bones Creek Greenway	Sidewalk / Trail
69	Regatta Street Greenway	Sidewalk / Trail
8	SR 1003 (Camden Road)	Sidewalk / Trail
22	SR 2311 (Gillespie Street)	Sidewalk / Trail
28	Badin Lake Lane Trail	Sidewalk / Trail
32	SR 1839 (Plymouth Street)	Sidewalk
48	Little Cross Creek Corridor Connection	Sidewalk / Trail
50	Little Cross Creek Greenway	Sidewalk / Trail
57	Odom Drive Trail	Sidewalk / Trail
64	Little Rockfish Creek Trail	Sidewalk / Trail
114	SR 1403 (S Reilly Road)	Corridor / Crossing
49	Little Cross Creek Trail Corridor	Sidewalk / Trail
117	SR 1112 (Stoney Point Road)	Corridor / Crossing
20	Winslow Street	Sidewalk / Trail
34	School Connection	Sidewalk / Trail
59	Paxton Drive Trail	Sidewalk / Trail

Master ID	Corridor Name	Type
65	Carvers Creek State Park Trail	Sidewalk / Trail
33	School Connection	Sidewalk / Trail
56	Beaver Creek Trail	Sidewalk / Trail
53	Dockside Drive Ext	Sidewalk / Trail
55	Dockside Drive Ext	Sidewalk / Trail
63	Little Rockfish Creek Greenway	Sidewalk / Trail
35	Waterbury Drive Trail	Sidewalk / Trail

PROGRAM & POLICY RECOMMENDATIONS

While this plan's recommended pedestrian network provides the foundation for increasing walking and creating safer, more accessible streets, the City must implement effective programs to maximize the benefits of pedestrian infrastructure. Pedestrian-related programs can educate residents about walking opportunities in their community and encourage them to embrace walking as a mode of transportation. It is equally important to adopt supportive policies that prioritize pedestrian safety and accessibility and conduct ongoing evaluations to assess the effectiveness of existing infrastructure and identify the need for new or updated projects. Policies and programs can complement engineering improvements—such as sidewalks, crosswalks, and pedestrian pathways—by equipping residents with the tools and confidence they need to get around safely and comfortably.

COMPLETE STREETS POLICY AND GUIDELINES

The N.C. Department of Transportation's "Complete Streets" policy emphasizes the importance of designing and constructing transportation projects that accommodate all modes of travel, including walking, biking, driving, and public transit. This approach ensures that new projects and improvements to existing infrastructure are inclusive, safe, and accessible for everyone. Key benefits of the Complete Streets policy include:

- **Enhanced Mobility:** Making it easier for people to reach their destinations, regardless of their chosen mode of transportation.
- **Promoting Alternatives:** Encouraging the use of sustainable transportation options, such as walking, biking, and public transit.
- **Sustainable Communities:** Supporting the development of environmentally friendly and livable neighborhoods.
- **Improved Connectivity:** Strengthening links between neighborhoods, streets, and transit systems to create a more integrated transportation network.
- **Increased Safety:** Enhancing safety for all road users, including pedestrians, cyclists, and motorists.

As of 2025, the City of Fayetteville has not adopted a formal Complete Streets policy or design standards. The North Carolina Department of Transportation (NCDOT) first introduced a Complete Streets policy in 2009, later revising it in 2019 and updating implementation guidance in 2022. Under the 2019 policy and subsequent guidance, NCDOT requires multimodal accommodations in all state-led transportation projects, with limited exceptions.[3]

The City of Fayetteville should adopt a local Complete Streets Policy. A Complete Streets Policy should include the following elements as recommended from Smart Growth America and the National Complete Streets Coalition (**Table 18**).[4]

[3] CS Policy Update Memo Secretary 8.28.19.pdf

[4] 9 Smart Growth America, "The Elements of a Complete Streets Policy," 2018, https://smartgrowthamerica.org/resources/elements-completestreets-policy

Table 18. Elements of a Complete Streets Policy

#	Recommendation	Description
1	**Vision and intent**	Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create a complete, connected network and specifies at least four modes, two of which must be biking or walking.
2	**Diverse users**	Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3	**Commitment in all projects and phases**	Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4	**Clear, accountable exceptions**	Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5	**Jurisdiction**	Requires interagency coordination between government departments and partner agencies on Complete Streets.
6	**Design**	Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7	**Land use and context sensitivity**	Considers the surrounding community's current and expected land use and transportation needs.
8	**Performance measures**	Establishes performance standards that are specific, equitable, and available to the public.
9	**Project selection criteria**	Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10	**Implementation steps**	Includes specific next steps for implementation of the policy.

OTHER POLICY AND PROGRAM AREAS

Other ideas could be moved forward by the city to enhance pedestrian safety and comfort:

- Developing and adopting a City Complete Streets Policy to guide street design whenever new roadways are created or existing streets are reconstructed or upgraded, making the best use of City and NCDOT rights-of-way.
- Continue to update and refine the Residential Traffic Management Program (RTMP) and evaluate feasibility for a City-wide Traffic Calming Policy.
- Continuing to highlight the success of pedestrian infrastructure and traffic calming projects in Fayetteville.
- Piloting temporary retrofits can test pedestrian facility design ideas and enlist volunteers.
- Implementing creative safety awareness campaigns and programming.
- Establishing a transportation-focused City commission to liaise with agencies and provide resident-supported ideas to elected leaders.

Successful implementation of recommended policies and programs will require interdepartmental, interagency, and stakeholder coordination. Working together with NCDOT, FAMPO, and Cumberland County, among other partners, will be an effective way to leverage adequate funding and support for program efforts.

KEY PARTNERS AND POTENTIAL FUNDING SOURCES

Following the completion of this study, project partners should establish public, private, and non-profit agency partnerships to assist with the implementation of the Fayetteville Pedestrian Plan. A good starting point for identifying potential partners is the Steering Committee, which includes over 40 members representing a diverse range of agencies across Fayetteville. These include NCDOT, the Fayetteville Area Metropolitan Planning Organization (FAMPO), the

Fayetteville Chamber of Commerce, the FAST Transit Center, Cool Spring Downtown, Cumberland County (including the Health Department), Sustainable Sandhills, all educational institutions, local business owners, business districts, and emergency services.

Additional partnerships can also be leveraged to secure project funding through grants, sponsorships, fundraising, and public-private partnerships.

GRANTS AND FUNDING PROGRAMS

There are a variety of local, state, and federal grant programs that specifically fund pedestrian projects. Some programs fund small sidewalk/crosswalk/greenway projects. Others fund large scale projects such as multi-million dollar roadway projects that include pedestrian facilities. Preliminary research for grant funding opportunities starts on the next page. Additional grant opportunities may be available through foundations and nonprofit organizations.

GOVERNMENT AGENCIES

Local, regional, state, and federal government agencies play a significant role in funding and supporting pedestrian projects. This may include departments of transportation, parks and recreation departments, environmental agencies, and economic development agencies. Continued involvement of agency leadership particularly from the City of Fayetteville, FAMPO, and NCDOT will be crucial as all three agencies have programmed funding for pedestrian projects (the City's Capital Improvement Plan, FAMPO's Metropolitan Transportation Improvement Plan (MTIP) and NCDOT's State Transportation Improvement Program (STIP).

NONPROFIT ORGANIZATIONS

Nonprofits and community organizations dedicated recreation, economic development, health, and/or sustainability may provide funding or technical assistance for pedestrian projects. These organizations often have a vested interest in supporting walking (and bicycling) projects that align with their missions. In addition to the organizations on the Steering Committee, additional partnerships include the Great Trails State Coalition, and BikeWalk NC.

PUBLIC-PRIVATE PARTNERSHIPS (PPP)

Collaborating with private sector entities through PPPs can provide additional funding and project support. These partnerships can reflect a variety of involvement, ranging from trail sponsorships, partnering with land developers, joint financing, resource sharing, and donations. Local businesses, such as print companies, can sponsor the printing of walkability maps. Local breweries can brand a brew that will raise money and awareness of the local parks and greenways. Agreements with land developers can result in the construction of pedestrian facilities with the benefit of marketing the development as a livable, walkable area.

PRIVATE FOUNDATIONS

Private foundations that focus on areas such as health and wellness, active communities, parks and recreation, environmental conservation, or community development may offer grants or funding opportunities for pedestrian facilities and amenities such as walking trail branding and design components; kiosks and information panels about where and how to walk around the City of Fayetteville; or outdoor exercise equipment along the trail.

CORPORATE SPONSORSHIP

Businesses and corporations with a presence in the community or with interests in livable communities may be interested in sponsoring pedestrian projects. Many businesses strategically try to attract new and good talent and retain their existing employees by boasting Fayetteville as a livable community offering a high quality of life. Sponsorship can take the form of financial support, in-kind contributions, or volunteer engagement. Interest could come from both large, major employers in Fayetteville and small, local businesses.

COMMUNITY FUNDRAISING

Engaging the local community through fundraising campaigns, events, and crowdfunding platforms can help raise funds for components such as branding and design studies, educational materials, signage, and other trail amenities. Community members, businesses, and organizations may be eager to contribute to a project that enhances quality of life, promotes health and wellness, and improves recreation opportunities in their area.

Another strategy is to consider the benefits of walking and identify agencies that align with or support those benefits, such as:

- **Transportation:** Consider connections to transit services, the opportunity to mitigate traffic congestion, business and services located in walkable portions of Fayetteville, schools located in potentially walkable areas, and populations that rely more heavily on walking as a mode of transportation.
- **Recreation:** Consider connections to existing parks and recreational groups such as running clubs, Girls on the Run, and cross-country running teams.
- **Economic Development:** Consider land use planning and zoning, local businesses, developers, business districts, major employers, and business groups.
- **Health:** Consider increased physical activity for both children and adults, the need for improved air quality, and health-based organizations and clubs such as the Department of Health, adult running clubs, Girls on the Run, etc.
- **Sustainability:** Consider a reduced reliance on motor vehicles, lower greenhouse gas emissions, and less air pollution.

POTENTIAL FUNDING SOURCES

During the publication of this study in spring 2025, details regarding federal funding opportunities for transportation projects remain under development. However, several priorities for the allocation of federal transportation funds have emerged. Key focus areas include the following:

- Projects located within designated Opportunity Zones[5]
- Projects demonstrating a stronger financial commitment or local match
- Projects incorporating or implementing user-pay revenue models (e.g., gas taxes, tolls, vehicle-related fees, etc.)
- Projects expected to generate significant economic development benefits

[5] US IRS (2022). “Opportunity Zones”. Retrieved from: https://www.irs.gov/newsroom/opportunity-zones

At the state level, other priorities can help guide efforts:

- State Trail Designations

OPPORTUNITY ZONES

Federal funding will be prioritized in Opportunity Zones. There are 8,764 Opportunity Zones in the United States, with 252 in North Carolina. This incentive's purpose is to spur economic development and job creation in distressed communities by providing tax benefits to investors. Figure 52 displays maps of the Opportunity Zones for both the region and Fayetteville.

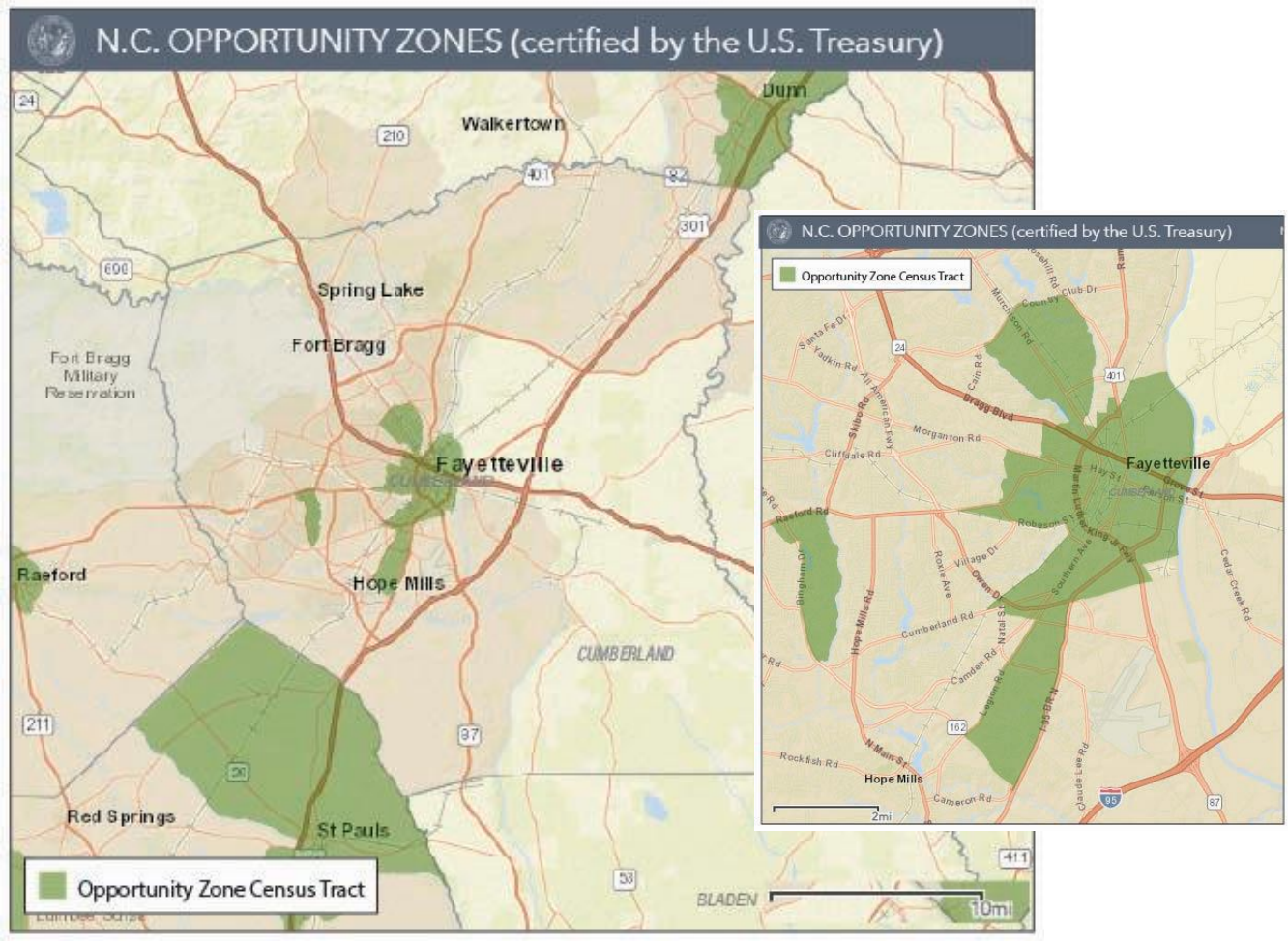


Figure 52. Opportunity Zones within Fayetteville (Source: NC Department of Commerce)

STATE TRAIL DESIGNATIONS

In NC, there are several trail designations. The NC State Parks program (under NC DNCR) designates state trails once a segment of a trail is constructed. There are currently 14 designated state trails; the Cape Fear River Trail is constructed and connects to Fayetteville on the north side offering stunning views of the Cape Fear River. The Cape Fear River Trail is also the East Coast Greenway. The proposed shared use path alignment extends from the existing Cape Fear River Trail

south to Bladen County. Additional funding opportunities may be available to extend the East Coast Greenway and the Cape Fear River Trail.

Funding applications should include the Great Trails State Network, and funding applications for pedestrian infrastructure that connects to the Network should include the state-and-nation wide significance of these trails.

The Great Trails State Coalition is a broad group of organizations, including local governments, that support increased investment in all types of trails state-wide. They hosted the Year of the Trail and support National Trail Day events. Their previous legislative achievements include tens of millions of dollars allocated to trails in NC. It is recommended that the City of Fayetteville participate in Great Trails State activities and continue to market its trail network accordingly.

The NC Great Trails Plan specifically recommends extending the Cape Fear River Trail and the East Coast Greenway through Fayetteville. This recommendation should also be leveraged and utilized in grant applications.

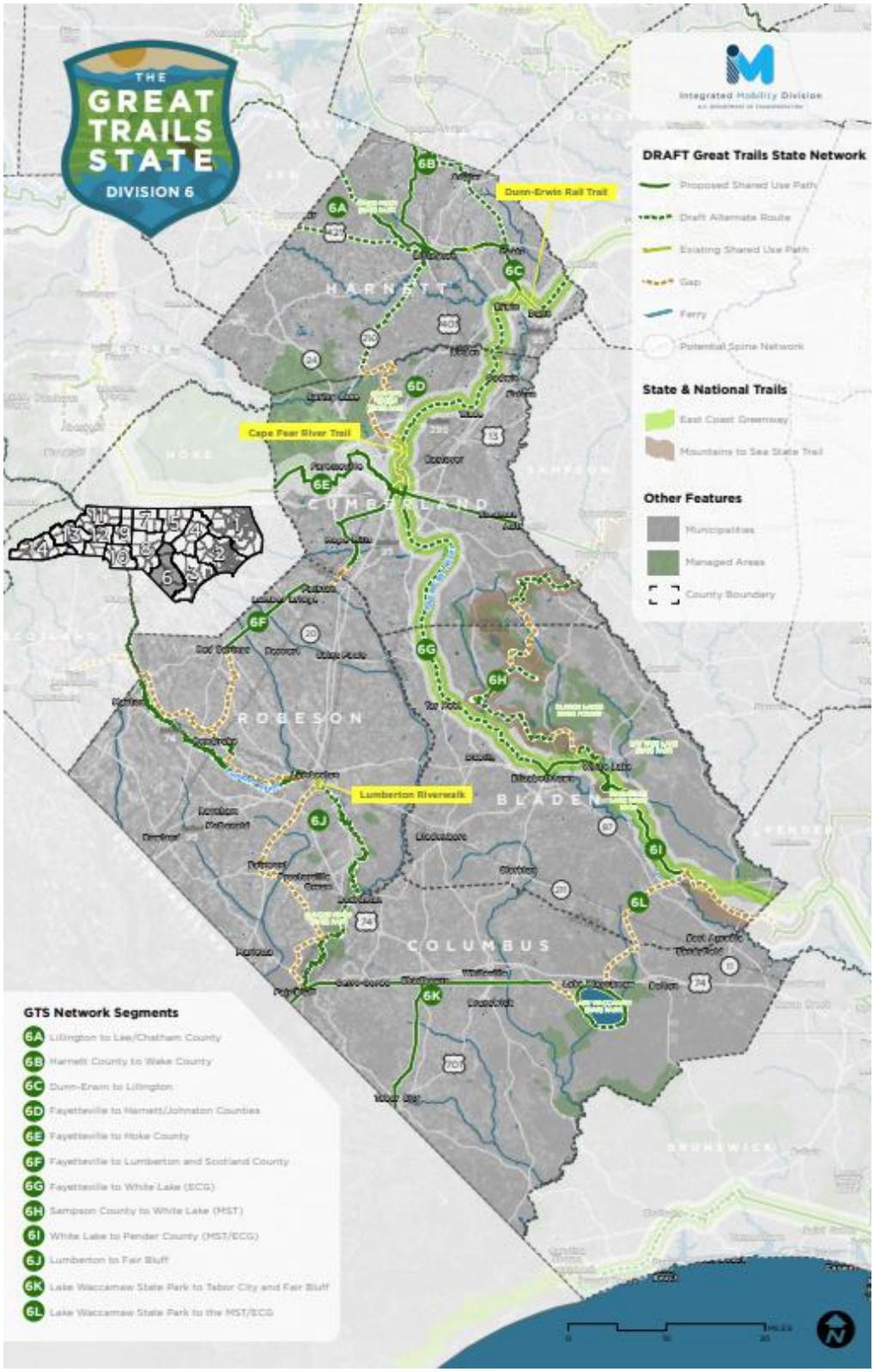


Figure 53. Great Trails State Map (Source: NCDOT IMD)

POTENTIAL FUNDING SOURCES

FEDERAL FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award Amount	Eligible Applicants
Surface Transportation Program's Direct Attributable (DA), Transportation Alternatives (TA), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Efforts (CR) funding sources	Funding under the current transportation reauthorization bill (IIJA) allows FAMPO, as a direct recipient, to allocate DA, TA, and CR funds. DA funds support Federal-aid highway, bridge, tunnel, pedestrian, bicycle, and transit projects. TA funds cover pedestrian/bicycle facilities, community improvements, environmental mitigation, and safety projects. CR funds focus on reducing transportation emissions through state strategies and emission-reduction projects. Applications are consistent across programs, and local governments manage projects, including design, right-of-way, and construction phases.	20% local match	None specified	FAMPO local government, transit agencies, and NCDOT
Active Transportation Infrastructure Investment Program (ATTIP)	The ATIIP, established by the Bipartisan Infrastructure Law, is a competitive grant program funding the planning, design, and construction of connected active transportation networks like sidewalks, bikeways, and trails. These networks link key destinations such as schools, workplaces, and recreational areas. In FY24, $44.55 million was available nationwide, with applications due in June 2024. The program operates annually.	20% match unless poverty rate is over 40%	Awards between $100,000 - $2 million for planning; $7.5 million- $15 million for construction	State DOTs, local government, MPOs
BUILD Discretionary Grant Program	Eligible projects include highway/bridge, public transit, rail, ports, airports, bike/pedestrian, and stormwater initiatives. Funding supports projects connecting communities to jobs, services, and education, as well as those driving economic revitalization and job growth. Formerly known as RAISE and TIGER grants, FY25 and FY26 applications are due each January. Capital and planning projects have separate applications, with capital projects requiring a USDOT Cost-Benefit Analysis, typically completed by an engineer.	20% local match if NOT a disadvantaged or rural community	Max. $25 million.	State DOTs, MPOs, local government, transit agencies
National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA)	RTCA supports local conservation and outdoor recreation projects nationwide. NPS-RTCA helps communities and public land managers develop or restore parks, conservation areas, rivers, wildlife habitats, and outdoor recreation programs. While they don't offer financial grants, they provide professional services to help achieve project goals.	N/A	N/A	Local government, State DOTs, community groups, non-profits

STATE FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award Amount	Eligible Applicants
NCDOT's Safe Routes to School (SRTS) Program	This is a non-infrastructure, reimbursable grant. Non-infrastructure projects consist of programs and activities that, when implemented, aim to build a culture for active travel through education, encouragement and evaluation that increase the safety and convenience of children to walking and/or bicycling to and from school. Communities should also consider the role of law enforcement officers within their plans. Projects must address all three categories (education, encouragement, and evaluation).	NCDOT will fund as many projects as possible at 100% (no match)	Awards range from $50,000 - $500,000	Local government, MPOs, school districts, non-profit organizations
NCDOT/ State Transportation Improvement Program (STIP)	Passed in 2013, the Strategic Transportation Investments (STI) law equips the N.C. Department of Transportation to use funding efficiently and effectively to enhance infrastructure while supporting economic growth, job creation and a higher quality of life. The STI law establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop the State Transportation Improvement Program (STIP), which identifies the projects that will receive funding during a 10-year period. FAMPO and NCDOT facilitate the STIP process. The City of Fayetteville should work with FAMPO to ensure the priority pedestrian projects are incorporated in the STIP (and the long-range transportation plan).	Varies	N/A	Local governments in partnership with FAMPO and NCDOT
NCDOT High Impact/Low Cost Funds	High Impact / Low-Cost funds are for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. Funds are used to complete low-cost projects with high impacts to the transportation system including intersection improvement projects, minor widening projects, and operational improvement projects. Applications are submitted to NCDOT Division Engineers for a field inspection, review, and recommendation to be approved by the NCDOT Board.	N/A	Max. $1,500,000	Local governments
NC Department of Natural and Cultural Resources (DNCR) Division of Parks and Recreation's Recreational Trails Program (RTP)	The Recreational Trails Program provides funding for construction of new trails, maintenance and repair of existing trails, land acquisition, purchase of trail tools and planning, legal, environmental and permitting costs. It is a federal grant reviewed by the NC Trails Committee and recommendations are made to the Secretary of the NC Department of Natural and Cultural Resources who makes the final determination. In 2024, applications were due early September.	25% local match	Min. award is $10,000; Max. award is $100,000	State, federal, or local government agency or qualified nonprofit organization
DNCR Division of Parks and Recreation's Parks and Recreation Trust Fund Grant (PARTF)	The North Carolina Parks and Recreation Trust Fund (PARTF) provides matching grants to local governments to assist with public park and recreation projects, including greenways. In 2024, applications were due in early May. The project must be on a single site.	50% local match	Max. award is $500,000	NC counties and municipalities

STATE FUNDING

Source	Eligible projects, purpose, timeline, and background information	Match	Award Amount	Eligible Applicants
Land and Water Conservation fund (LWCF)	The Land and Water Conservation Fund is split into the 'federal side' with money allocated to the National Parks Service and the 'state side' which allocates 40% of the funds as matching grants to states and local governments. In NC, LWCF can fund riparian greenway projects. These projects can include land and easements along streams, and often feature paved or natural surface trails for recreational, educational, and environmental uses. Greenway corridors funded by the NCLWF can connect schools, neighborhoods, and community parks in urban areas. The project must be on a single site.	50% local match	Max. award is $500,000	NC counties and municipalities
Powell Bill Funds	The Powell Bill program, also known as the State Street Aid program, is administered by the North Carolina Department of Transportation (NCDOT) to provide state funding to eligible municipalities for street maintenance and improvements. The funds are derived from a percentage of the state's gasoline tax revenue. Municipalities can use the funds to maintain, repair, reconstruct, or improve streets, sidewalks, bikeways, greenways, and public thoroughfares; build or widen streets, bridges, and drainage areas; and plan, build, and maintain bicycle paths. Each municipality manages Powell Bill funds differently as they own/maintain different roads.	N/A	N/A	Local governments decide how to allocate Powell Bill funds
NCDOT's Complete Streets Policy	This policy requires incorporating multimodal facilities in NCDOT roadway projects. If the bicycle/pedestrian project is included in the adopted Metropolitan Transportation Plan (MTP) or Comprehensive Transportation Plan (CPT), it will be no cost to the jurisdiction.	N/A	N/A	N/A
NCDOT Small Construction Funds	Established 1985 to fund small projects in and around cities and towns which could not be funded in the Statewide Transportation Improvement Program (STIP). Budget Bill provisions currently allow for use on variety of transportation projects for municipalities, counties, businesses, schools and industries throughout the State. An equal amount of funds are allocated to each NCDOT Division. Division engineer performs field inspection, forwards information to Chief Engineer, who sends along to the Project Review Committee that will approve or deny.	Unknown	Max. $250,000 per project per year.	Municipalities, counties, businesses, schools and industrial entities, and NCDOT staff
NCDOT Statewide Contingency Funds	These funds were created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects. Same review/approval process as above.	Unknown	Unknown; $12 million made available for NC annually.	Municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff

LOCAL FUNDING

Source	Details/Opportunities
Fayetteville's Capital Improvement Plan (CIP)	The CIP is a document that outlines the city's capital improvement projects and funding sources for the City of Fayetteville. The CIP identifies projects that need capital improvements, estimates the costs of those projects, prioritizes the projects, schedules the projects, and identifies funding sources and financing options.
Tax Incremental Financing (TIF)	TIF leverages future tax gains to finance current improvements that will create those gains. It dedicates increased tax revenues to finance the debt created by the project. TIFs are authorized by state law in nearly all 50 states and begin with the designation of a geographic area as a TIF district. Plans for specific improvements within the TIF district are developed. The TIF creates funding for public or private projects by borrowing against the future increase in these property-tax revenues. The intent is for the improvement to enhance the value of existing properties and encourage new development in the district.
Partnerships	Local communities in the region may be able to partner with the private sector to fund or sponsor some aspects of a project. For example, Blue Cross Blue Shield has funded trail projects in other cities (Wilmington). The Greenville Health System sponsors a portion of the Swamp Rabbit Trail in Greenville. Banks, local businesses, law firms, healthcare companies, and breweries are all potential sponsorship opportunities.
Developer Contributions	Bicycle and pedestrian facilities can be funded through developer contributions when the local ordinance language requires developers to construct bicycle or pedestrian facilities that are included in locally adopted plans, such as this feasibility study.
Municipal Service District (MSD)	Designates a district with a property tax in addition to the town-wide property tax. Within the MSD, revitalization projects are one of the eligible uses and can include street, sidewalk, or bikeway improvements within the downtown taxing district.

PRIVATE/NON-PROFIT FUNDING

Source	Eligibility/Requirements/Purpose
Robert Wood Johnson Foundation	Larges U.S. foundation devoted to improving the health and healthcare of all Americans. Grant making is concentrated in four areas: (1) To ensure that all Americans have access to basic health care at a reasonable cost, (2) To improve care and support for people with chronic health conditions, (3) To promote healthy communities and lifestyles, and (4) To reduce the personal, social, and economic harm caused by abuse of tobacco, alcohol, and illicit drugs.
Rite Aid Foundation Grants	Supports projects that promote health and wellness in the communities Rite Aid serves.
Blue Cross Blue Shield Of North Carolina Foundation (BCBS)—Healthy Place Grant	Program focuses on outcome approach to improve the health and well-being of residents. Eligible projects for grants concentrate on increased physical activity and active play through support of built environment improvements like sidewalks and safe places to bicycle.

Note: *USDOT's MEGA Program funds large, complex projects with national economic, mobility, or safety benefits, while the INFRA program supports multimodal freight and highway projects of national or regional significance, focusing on safety, efficiency, and supply chain improvements. Although these programs are unlikely to fund the pedestrian projects in this plan, including such projects in future applications could enhance their competitiveness under USDOT's scoring criteria.*

DESIGN GUIDELINES AND RESOURCES

Creating a physical network of safe and comfortable facilities for people walking and biking is a critical step towards improving and encouraging use of these modes. The following sections provide best practices for walking and biking facility design.

For walking to be a key form of transportation, facilities must be comfortable, safe, convenient, and designed to be attractive to a wide range of potential users. To plan for pedestrian facilities for all users, the City of Fayetteville and its partner agencies should consider the following best practices for walking and biking facility design for the regional network:

BEST PRACTICES IN PEDESTRIAN FACILITY DESIGN

There are several best practices to consider for pedestrian facilities and enhancing the safety and comfort of all users (Table 19).

Table 19. Best Practice Examples

Emphasis Area	Best Practices
Pedestrian Safety and Comfort	Traffic Calming Measures: Implement speed bumps, raised crosswalks, and narrowed lanes to reduce vehicle speeds in pedestrian-heavy areas. Visibility: Ensure pedestrians are visible to drivers through adequate lighting, reflective materials, and clear sightlines at crossings. Protected Crossings: Use marked crosswalks, pedestrian islands, and signalized crossings to separate pedestrians from vehicle traffic. Separation from Vehicles: Provide physical barriers (e.g., bollards, planters, or curbs) between sidewalks and roadways, especially in high-traffic areas.
Connectivity and Continuity	Seamless Networks: Ensure sidewalks and pathways connect seamlessly across neighborhoods, jurisdictions, and transit hubs. Fill Gaps: Identify and address missing links in the pedestrian network to create continuous routes. Intersection Design: Minimize crossing distances and provide curb extensions (bulb-outs) to shorten pedestrian exposure to traffic.
Accessibility	Universal Design: Ensure facilities are usable by people of all ages, abilities, and mobility levels, including those using wheelchairs, strollers, or walkers. ADA Compliance: Follow ADA standards for sidewalk width, curb ramps, crosswalk slopes, and tactile paving for visually impaired individuals. Clear Pathways: Maintain unobstructed sidewalks free of poles, signage, or other obstacles.
Users	Safe Routes to School: Design routes near schools with enhanced safety features, such as slower speed limits, crossing guards, and high-visibility crosswalks. Senior-Friendly Design: In areas with senior centers or retirement communities, prioritize wider sidewalks, benches, and slower walking speeds.
Environmental Considerations	Green Infrastructure: Incorporate trees, plants, and green spaces to improve air quality, provide shade, and enhance the pedestrian experience. Sustainable Materials: Use durable, low-maintenance, and environmentally friendly materials for sidewalks and pathways.

PEDESTRIAN DESIGN GUIDANCE

The project team identified key sources for detailed design guidance for multimodal facility selection and design:

- NCDOT Complete Street Guidelines
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Several other national resources are available for implementation and design guidance (Table 20).

Table 20. Pedestrian and Bicycle Facility Planning and Design Guidance

Report Title	Type of Guidance Provided
NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings	Crossing Selection
NCHRP Report 834: Crossings Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians With Vision Disabilities: A Guidebook	Crossing Design at Roundabouts and Channelized Turn Lanes
Americans with Disabilities Act Accessibility Guidelines (ADAAG)	ADA Design Requirements
Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG)	ADA Design Guidelines
AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities	Pedestrian Planning and Design
USDOT and FHWA Small Town and Rural Multimodal Design Guide	Pedestrian and Bikeway Design
AASHTO Guide for Achieving Flexibility in Highway Design	Multimodal Roadway Design
AASHTO A Policy on Geometric Design of Highways and Streets (Green Book)	Multimodal Roadway Design
AASHTO Guidelines for Geometric Design of Low-Volume Roadways	Multimodal Roadway Design for Low Traffic Roadways
NACTO Urban Street Design Guide, Global Street Design Guide, and Bike Share Station Siting Guide	Multimodal Design
ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	Pedestrian Design
FAST Planning Complete Streets Policy	Planning and Design Policy
Highway Capacity Manual	Multimodal Level of Service and Crossing Delay Guidance
NCHRP Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections	Intersection Design and Crash Mitigation

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2. **Transportation Alternatives (TA) Program**: https://www.fhwa.dot.gov/environment/transportation_alternatives/
3. **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**: https://www.fhwa.dot.gov/environment/air_quality/cmaq/
4. **Carbon Reduction Program (CR)**: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.cfm
5. **Active Transportation Infrastructure Investment Program (ATIIP)**: https://www.transportation.gov/grants/ATIIP
6. **NCDOT's Safe Routes to School (SRTS) Program**: https://www.ncdot.gov/initiatives-policies/safety/lets-go-nc/Pages/default.aspx
7. **NCDOT/State Transportation Improvement Program (STIP)**: https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx
8. **NCDOT High Impact/Low Cost Funds**: https://www.ncdot.gov/initiatives-policies/Transportation/high-impact-low-cost/Pages/default.aspx
9. **NC DNCR Division of Parks and Recreation's Recreational Trails Program (RTP)**: https://trails.nc.gov/trail-grants/recreational-trails-program
10. **NC DNCR Division of Parks and Recreation's Parks and Recreation Trust Fund Grant (PARTF)**: https://www.ncparks.gov/partf
11. **Land and Water Conservation Fund (LWCF)**: https://www.nps.gov/subjects/lwcf/index.htm
12. **Powell Bill Funds**: https://connect.ncdot.gov/municipalities/State-Street-Aid/Pages/default.aspx
13. **NCDOT's Complete Streets Policy**: https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx
14. **NCDOT Small Construction Funds**: https://connect.ncdot.gov/resources/State-Maintenance/Pages/Small-Construction-Program.aspx

15. **NCDOT Statewide Contingency Funds**: https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/default.aspx
16. **BUILD Discretionary Grant Program**: https://www.transportation.gov/BUILDgrants
17. **National Park Service (NPS) Rivers, Trails, and Conservation Assistance Program (RTCA)**: https://www.nps.gov/orgs/rtca/index.htm
18. **Robert Wood Johnson Foundation**: https://www.rwjf.org/
19. **Rite Aid Foundation Grants**: https://www.riteaid.com/about-us/rite-aid-foundation
20. **Blue Cross Blue Shield of North Carolina Foundation (BCBS)—Healthy Place Grant**: https://www.bcbsncfoundation.org/