



2024





Thank You

In 2019, we launched the first Mobi Awards to showcase the game-changing investments communities are making in multimodal transportation.

In the five years since, we've hosted two other Mobi Awards and honored nearly 50 communities for all kinds of transportation projects.

Greenways that are better connecting towns. Public transit services that are increasing peoples' access to work and appointments. Rail stations that are helping make travel more efficient and environmentally friendly. Streetscape projects that allow cyclists and motorists to safely share the road.

That's just a small sampling of the projects recognized during the three previous Mobi Awards contests.

Today, we'll host a fourth NCDOT Mobi Awards Contest and we'll honor more of these wonderful projects.

All of these projects started when someone came up with an idea to make their community a better place. Someone identified something their community badly needed and sought to address it. Some projects make citizens safer. Some provide people more ways to get where they were going or provide an outlet for folks to exercise and explore.

Whatever the case may be, multimodal projects breathe life into North Carolina communities. They open opportunities, help local economies and improve the quality of life.

This has become very important as our state grows and becomes more diverse. Our population is demanding a transportation system that offers something for everyone. We've embraced that philosophy at NCDOT and I know many of our communities have, too.

Y'all are making our state a better place to live, work and play. For that, my team, including Julie White, NCDOT's deputy secretary of Multimodal Transportation who came up with the idea for the Mobi Awards, are grateful.

Thank you.

Joey Hopkins, N.C. Transportation Secretary

Table Of Contents

- The NCDOT Mobi Awards Information 5
- Submissions..... 6
- Thank you..... 9
- Meet the Judges.....10
- Awards 12
 - Rural Category** 12
 - Small Urban Category**14
 - Urban Category**.....18
 - Large Urban Category** 22
 - Innovation Category**28
 - Most Voted Project**.....30



The NCDOT Mobi Awards

Welcome to the 2024 N.C. Department of Transportation Mobi Awards celebration.

The NCDOT Mobi Awards were developed to increase the visibility of multimodal transportation and recognize the positive community impacts these projects have on North Carolina's economy and quality of life.

This book provides descriptions and photographs of the 20 transportation projects that competed in the 2024 NCDOT Mobi Awards competition.

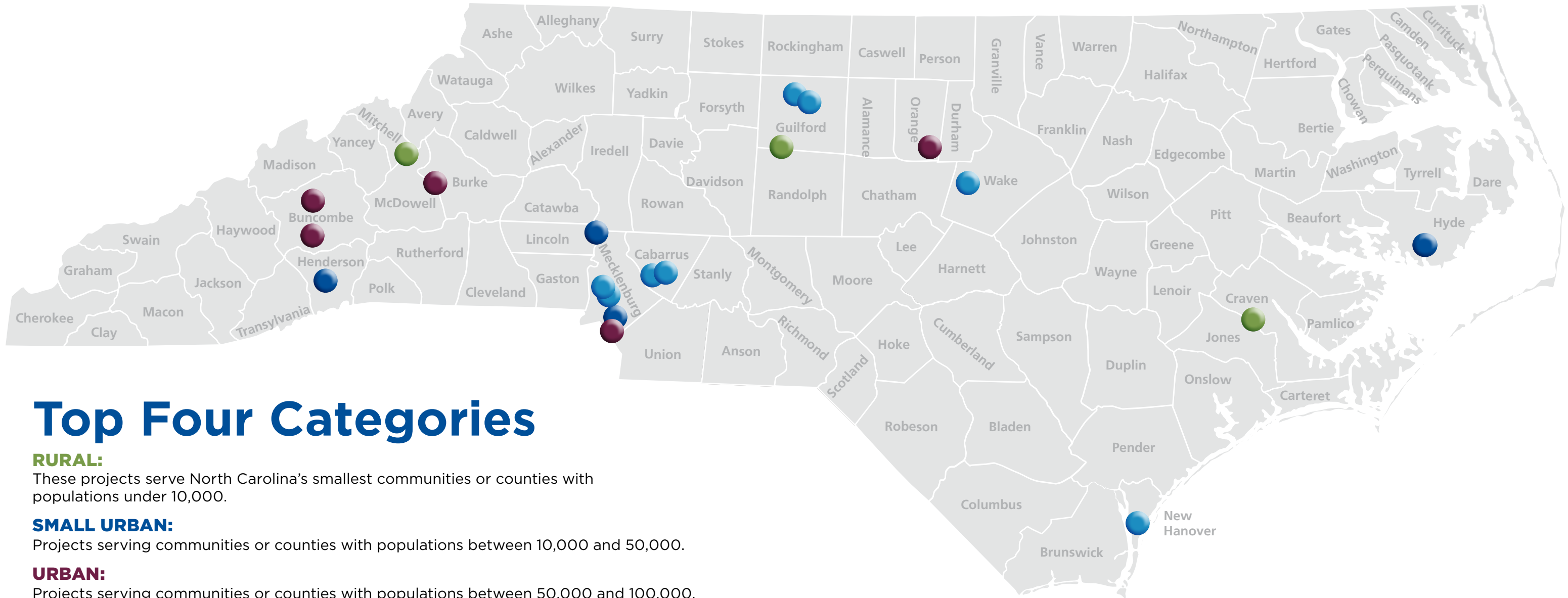
A panel of distinguished judges selected winners in five categories – Rural, Urban, Small Urban, Large Urban and Innovation. Each of these projects was scored by our team of judges based on how well the project spurred economic development, created jobs or improved public health or made other unique and significant contributions.

We also had a sixth category – Most Voted Project. For this category, we placed all this year's entries online and let the public decide First, Second and Third Place winners.

We're grateful to the nominees, hosts and sponsors of the 2024 NCDOT Mobi Awards. We hope everyone enjoys browsing through the projects and that they inspire your community to make investments in game-changing multimodal transportation projects.

Submissions from Across the State

This map shows the distribution of nominees for this year's NCDOT Mobi Awards. This year, we received 20 applications from 18 different communities or counties. Projects competed in categories based on the size of the population in the community where the project had the greatest impact or is largely located. The populations were based on July 2020 Census data.



Top Four Categories

- RURAL:** These projects serve North Carolina's smallest communities or counties with populations under 10,000.
- SMALL URBAN:** Projects serving communities or counties with populations between 10,000 and 50,000.
- URBAN:** Projects serving communities or counties with populations between 50,000 and 100,000.
- LARGE URBAN:** Projects serving communities with populations over 100,000.

Innovation and Most Voted Project Categories

All projects were entered into our other two categories—Innovation and Most Voted Project. For the Innovation category, the project that won is the one that our panel of judges determined took the most innovative or creative approach to planning, programming, management, leadership or implementation of the project. For the Most Voted Project, the project's galleries were opened to an online public vote, with the winners being the top three highest vote-getters.

Thank you

The NCDOT Mobi Awards is again honoring communities with the state's top multimodal projects. We've been impressed by each nominee and all the 1st, 2nd and 3rd place winners recognized in 2024. All of this year's participants should be proud of their work to make North Carolina a great place to live, work and play.

We're grateful for the support of the NCDOT Mobi Awards' hosts and sponsors.

Sponsors this year were:



This year's event was hosted by:



Thank you all for helping make the 2024 NCDOT Mobi Awards a success.



MEET THE JUDGES



Edwin Harris

Edwin Harris is the co-founder of EVOKE Studio. He believes that remarkable architecture enhances the lives of its occupants. For over a decade, he has generated exciting designs that are decisive, focused and rooted in clear objectives and novel concepts. Harris's distinctive design abilities have been recognized throughout his career with over 40 design awards. His design aptitude and competitive spirit have resulted in several international competition wins including the National Center for Civil and Human Rights.

Harris serves as a role model for aspiring designers and encourages them through career lectures and design dialogues. In 2020, he was named to the Triangle Business Journal 40 under 40 for his professional achievements and community service initiatives. In 2022, Harris garnered the Young Architects Award from the American Institute of Architects. He also serves as a board member for Diversify Architecture, a nonprofit organization that aims to increase diversity within the architecture profession. He regularly mentors grade school and high school students throughout the Triangle area. Currently, Harris teaches the next generation of architects and designers as a professor of practice at North Carolina State University.



Andre L. Johnson

Andre L. Johnson is the president and design principal of the award-winning architecture studio Andre Johnson Architect. His studio was founded in 2014 after successful tenures at some of the largest and most influential firms in the Southeast and mid-Atlantic region. His studio is founded on the principals of a collaborative design process, a deep commitment to client service and design excellence. Johnson has been recognized as a leading voice in the advancement of modern architecture. His firm was recently recognized as one of 10 architecture practices from around the world as Design Vanguard for 2021 by Architectural Record. He has been lead designer on many projects that have received local, state, regional and national design awards from the American Institute of Architects and the National Organization of Minority Architects.

Johnson is also involved in the advancement of equity, diversity and inclusion in the architectural profession. He is a board member for Diversify Architecture, a nonprofit focused on advancing diversity in the architectural profession. He devotes much of his time to mentoring students interested in architecture.



Natalie English

Natalie English is the president and chief executive officer of the Wilmington Chamber of Commerce. She has over 30 years of experience advocating for businesses. Her leadership has elevated her community as a prime destination for business growth and investment.

Her experience spans monitoring legislative and regulatory issues at local, state and federal levels. She has contributed to pivotal infrastructure investments crucial for economic development in the regions she has served. She also helped orchestrate an educational campaign that led to a transformative \$1.2 billion community foundation creation with Novant Health. She's passionate about workforce development and works closely with educational institutions to innovate job-specific opportunities in southeastern North Carolina.

English has a bachelor's degree in Communications from N.C. State University and is a certified chamber executive. She's been recognized as one of the 50 Most Influential Women in Charlotte by the Mecklenburg Times and is a consistent presence in the WilmingtonBiz 100 list. She dedicates her time to various nonprofit boards, and holds leadership roles in the United Way of the Cape Fear, the Ports, Waterways & Beaches Commission and others.

Since 2013, Patrick Woodie has served as the president of the North Carolina Rural Center. He previously served as the center's vice president of programs.



Patrick Woodie

As president, he led the organization through a new era of work and community engagement while continuing its mission of promoting sound economic strategies in rural North Carolina. Woodie initially came to the center as the vice president of programs after leading local and regional economic development initiatives in Western North Carolina. Woodie was raised in Alleghany County, where he served as a county commissioner from 2000-2004. He is a 1987 graduate of Wake Forest University and 1990 graduate of the Wake Forest University School of Law.

RURAL CATEGORY

FIRST PLACE

Improvements to Main Street (U.S. 17 Business) – Pollocksville

Nominated By: **Down East Rural Planning Organization**
Modes: **Bicycle, Roadway and Pedestrian**



After U.S. 17 was rerouted to a four-lane bypass around Pollocksville in 2019, improvements were made to the remaining road to promote the revitalization of the Jones County town as well as multimodal access and safety. The road was repaved and restriped to remove the center turn lane and replace it with a dedicated cyclist lane and designated, on-street parking. Bulb-outs were constructed along the road within the town limits to promote safety and improve the streetscape with signage promoting the town's heritage. These changes increased safety by separating bicyclists, parked cars and traffic. The changes have produced a calming effect on traffic, which allows pedestrians to cross the street more easily. The project has been a major step in Pollocksville's recovery after the town was damaged during Hurricane Florence. It has made the downtown area more attractive and accessible, as evidenced by an increase in people visiting Pollocksville.

SECOND PLACE

Lydia's Bridge

Nominated By: **Town of Jamestown**
Modes: **Bicycle, Pedestrian and Rail**



“Lydia’s Bridge” was a 0.6-mile sidewalk project to revitalize an abandoned road creating safe, multimodal access to downtown Jamestown for necessity and leisure. The project, which was completed in 2021, required significant forethought from town leaders and collaboration with the railroad to provide a safe route for bicycles and pedestrians while showcasing and preserving the history of Jamestown’s most infamous ghost story. Before this project, people had to travel under the railroad bridge on an abandoned, narrow road that was clogged with vines, brush and overgrowth. A new sidewalk was constructed to join existing sidewalks. This improved accessibility by providing a safe connection from the Yorkleigh Neighborhood and Ragsdale High School to the restaurants, shopping and entertainment in historic downtown Jamestown. This project also gave people without vehicles walking access to grocery stores and pharmacies, and has helped reduce vehicle emissions and lessen congestion.

THIRD PLACE

First Ever Spruce Pine-Pine Line Shuttle

Nominated By: **Mitchell County and Town of Spruce Pine**
Modes: **Public Transportation**



Mitchell County Transportation used federal grants from the National Rural Transit Assistance Program to plan and launch a 10-stop, fare-free shuttle for Spruce Pine. The First ever Spruce Pine – Pine Line Shuttle route has been a success since it opened in 2021. It was designed with public housing, employment, shopping and dining in mind to create a safe and equitable transportation option for people in the mountain community. The project helped address the community's lack of sidewalks and the safety concerns prompted by people who would walk along the busy N.C. 226 highway that comes through Spruce Pine. Since operations started, the Spruce Pine-Pine Line Shuttle has given people free transportation to work, shopping, and the local pharmacy. Younger passengers enjoy the shuttle and have even referred to it as the “Christmas tree bus” due to its unique branding.

SMALL URBAN CATEGORY

FIRST PLACE

Oklawaha Greenway Phase III

Nominated By: **City of Hendersonville**
Modes: **Bicycle, Pedestrian, Public Transportation, Roadway**



Completed in July 2019, the Oklawaha Greenway Phase III project enhances the area's active transportation system by expanding the Oklawaha Greenway an additional 1.5 miles and completing a city-wide network that connects four parks in Hendersonville. The 10-foot-wide asphalt, multi-use path provides an inviting place for visitors to exercise in nature. The North Main Street sidewalk portion of the project creates a half-mile of sidewalk along a busy corridor where no walkway previously existed. A beautiful, 70-foot pedestrian bridge provides safe passage over Mud Creek and gives the Oklawaha Village direct greenway access.

SECOND PLACE

Antiquity Greenway

Nominated By: **Town of Cornelius**
Modes: **Pedestrian, Bicycle**



The Antiquity Greenway, a 0.6-mile trail in Cornelius, was completed in September 2019 and connects neighborhoods, businesses and schools while enhancing pedestrian and bicycle access. As part of Cornelius's "Emerald Necklace" and the Carolina Thread Trail, the greenway links to 10 miles of existing trails in Davidson and Cornelius north of Charlotte. The greenway features a scenic covered bridge and an elevated boardwalk, offering views of natural areas that help reduce flooding, improve air and water quality, and preserve wildlife habitats. It provides convenient, ADA-compliant access to downtown and nearby mass transit, benefiting residents of all ages.

THIRD PLACE

Ocracoke Express: Connecting Hatteras and Ocracoke Islands with Passenger Ferry and Tram Services

Nominated By: **Hyde County**
Modes: **Bicycle, Pedestrian, Ferry, Public Transportation**



The Ocracoke Express Passenger Ferry, launched by the N.C. Department of Transportation's Ferry Division in 2019, connects Hatteras and Ocracoke islands with a pedestrian ferry, providing a faster, more sustainable travel option between the two barrier islands. Hyde County provided a supporting tram service that passengers could use to ride around Ocracoke Island for free. The passenger ferry service was developed in response to longer ferry routes caused by shifting sands. The ferry has successfully served over 75,000 ferry passengers and more than 110,000 people have ridden the tram. By eliminating the need for cars, the passenger ferry and tram services enhance tourism, reduce congestion, and bypass unstable sections of N.C. 12. The services offer visitors an easy way to access and explore Ocracoke Village while boosting the local economy.

SMALL URBAN NOMINEES**Advisory Shoulder – Town of Matthews**Nominated By: **Town of Matthews**Modes: **Bicycle, Pedestrian**

The Advisory Shoulder on Crestdale Heritage Multi-Use Path was created in 2023 to connect a missing gap on Matthews Chapel Road. It provides safe pedestrian and bicycle access for the historically minority community in Matthews. This project links residents to bus stops, shopping, schools, the library and downtown Matthews, a suburb of Charlotte. Featuring a 500-foot abstract mural designed by a local artist and painted with volunteers, the Advisory Shoulder enhances safety and accessibility, completing the Crestdale Heritage Multi-Use Path and improving equity by offering better transportation options for those without cars.

This page intentionally left blank.

URBAN CATEGORY

FIRST PLACE

Little Sugar Creek Greenway, I-485 to James K. Polk Historic Site

Nominated By: **Mecklenburg County Park and Recreation**
Modes: **Bicycle and Pedestrian**



This portion of Little Sugar Creek Greenway connects the Cross Charlotte Trail to the President James K. Polk State Historic Site in Pineville. Since the project was completed in 2021, the Little Sugar Creek Greenway has provided easy and safe access to recreational activities and social connections for cyclists, walkers and runners. With access to uptown Charlotte, trail users have access to large malls for shopping and dining, as well as impressive wetlands and an overlook in Marsh Park. This 1.8-mile trail strengthens the connection between visitors, local wetlands, and wildlife, while highlighting the community's engagement with John Grade's public artwork, "STEM."

SECOND PLACE

Fonta Flora Trail Boardwalk

Nominated By: **Burke County**
Modes: **Bicycle and Pedestrian**



Since it opened in 2021, the Fonta Flora Trail Boardwalk provides a safe trail connection for bicyclists and pedestrians to access Lake James. The project included the construction of 554 linear feet of new boardwalk, over 2,800 linear feet of new natural surface trail, and a new high visibility trail crossing at N.C. 126. To preserve the integrity of the road above and minimize disturbances to the slope, the boardwalk was constructed with minimal ground contact and hand-augered post-holes, following the hillside's contour rather than being flat. Since the construction of the Fonta Flora Trail Boardwalk, several new businesses have relocated to locations near the lake increasing recreation related services to trail users and promoting the economy of Burke County.

THIRD PLACE

Merrimon Avenue Road Diet

Nominated By: **French Broad River MPO**
Modes: **Roadway, Bicycle, Pedestrian**



Before and After Streetview Images on Merrimon

The Merrimon Avenue Road Diet, which was completed in May 2024, converted a four-lane roadway to a three-lane road with a center turn lane and 5-foot bike lanes on each side. This conversion, which is known as a road diet, has provided better access for people using different modes of transportation and has made traveling safer for pedestrians, bicyclists and motorists. The project, which also involved resurfacing the road, has led to lower vehicle speeds and reduced the number of injury crashes along the stretch.

URBAN NOMINEES

Estes Drive Connectivity ProjectNominated By: **Town of Chapel Hill**Modes: **Bicycle, Pedestrian, Public Transportation and Roadway**

The Estes Drive Connectivity Project transformed 3/4-mile of road into an accessible multimodal corridor for all travelers. Completed in June of 2024, this project transformed a narrow, disconnected sidewalk into raised, curb-protected bike lanes, wide multiuse paths, and three enhanced crosswalks with protective medians and rapid flashing beacons. The new project provides safer and more efficient travel along Estes Drive in Chapel Hill. This project emphasizes Chapel Hill's "Vision Zero" goals of eliminating traffic fatalities and severe injuries. The multimodal improvements along the corridor enable safer connection to community spaces that frequently provide athletic and academic services for underserved communities, such as the town library, the YMCA and schools.

I-26 / N.C. 191 (Brevard Road) Interchange Upgrade: Providing Mode ChoiceNominated By: **French Broad River MPO**Modes: **Bicycle, Pedestrian, Public Transportation and Roadway**

The I-26 / N.C. 191 (Brevard Road) Interchange Upgrade modified the interchange ramps to reduce traffic congestion, improve interchange efficiency and provide facilities for safe interactions between motorists and non-motorists. The project involved widening the Brevard Road bridge and approaches through the interchange to create dedicated bicycle and pedestrian facilities for 3,600 feet of Brevard Road. Key modal features include standard 5-foot bicycle lanes, sidewalks, high visibility crosswalks, pedestrian signalization and concrete bus stop pads at all existing transit stops. Completed in 2022, the interchange upgrade provides transportation options for individuals who may not be able to drive a car.

LARGE URBAN CATEGORY

FIRST PLACE

Park Avenue Multiuse Trail Phase 2

Nominated By: **Wilmington Urban Area Metropolitan Planning Organization**
Modes: **Bicycle and Pedestrian**



The Park Avenue Multiuse Trail Phase Two is a one-mile off-road, 10-foot-wide multi-use path in Wilmington. The trail completes the Park Avenue Multiuse Trail project that totals 1.5 miles in length and includes two pedestrian bridges and seven street crossings. The trail is part of the River to the Sea Bikeway that follows the historic beach car line alignment from downtown Wilmington to Wrightsville Beach. The trail intersects with the Gary Shell Cross City Trail, Wilmington's primary multiuse path facility. The completion of the trail provides safe access to numerous homes, businesses, a community park, and the UNC-Wilmington campus. The completion of the Park Avenue Multiuse Trail has increased opportunities to use biking and walking for transportation and recreation.

SECOND PLACE

Hector H. Henry Greenway - Riverwalk

Nominated By: **City of Concord**
Modes: **Bicycle, Pedestrian, Public Transportation and Roadway**



The Hector H. Henry Greenway - Riverwalk offers a pathway for pedestrians and cyclists to use alternative modes of transportation to recreation facilities, the Concord Area Transit system, restaurants, shopping centers and hotels.

The path is 10-foot-wide, generally following the northern shore of the Rocky River and traversing 3,210 feet of wetlands on a wooden boardwalk. The greenway was designed to protect the natural habitat and bring people closer to nature. The greenway is now part of the regional Carolina Thread Trail system which links approximately 2.3 million people in 15 counties in North Carolina and South Carolina.

THIRD PLACE

Reedy Creek Road Improvements

Nominated By: **Cary**
Modes: **Bicycle, Pedestrian and Roadway**



The Reedy Creek Road Project transformed a two-lane road with shoulders and ditches into a multimodal, user-friendly corridor between Harrison Avenue and NE Maynard Road in Cary. The project connects residential and shopping areas, an elementary school and a middle school. The improvements addressed the lack of sidewalks and crosswalks, which had made it challenging and unsafe for residents, especially schoolchildren, to walk or bike. By adding sidewalks, bike lanes, landscaped medians, and two roundabouts, the project enhanced pedestrian and bicycle safety, increased usage, and improved traffic flow and aesthetics. The Reedy Creek Road Project addressed public health and safety concerns by transforming a hazardous corridor into a safer, multimodal route.

LARGE URBAN NOMINEES

Route One Crossmax Purple

Nominated by: **City of Greensboro / Greensboro Urban Area Metropolitan Planning Organization**
 Modes: **Public Transportation, Pedestrian and Bicycle**



The Greensboro Transit Agency Crossmax Purple route combines GTA Routes 1, 10, and 73 into a new route that connects the campuses of N.C. Agriculture and Technical State University, the University of North Carolina at Greensboro, and Guilford Technical Community College in Greensboro. It also connects major retail centers, dense residential areas, and downtown Greensboro. The route operates on 15-minute headways with every other bus alternating between Sapp Road (1A) and Koger Boulevard (1B). The project is complemented by approximately four miles of transit-oriented sidewalk to be constructed along the route. By providing 15-minute headways and single seat crosstown rides, the Crossmax Purple provides a much more useful and convenient service for 56,556 residents, 52,150 employees, and more than 30,000 college and university students and staff within a half mile of the route.

Horse Pen Creek Road

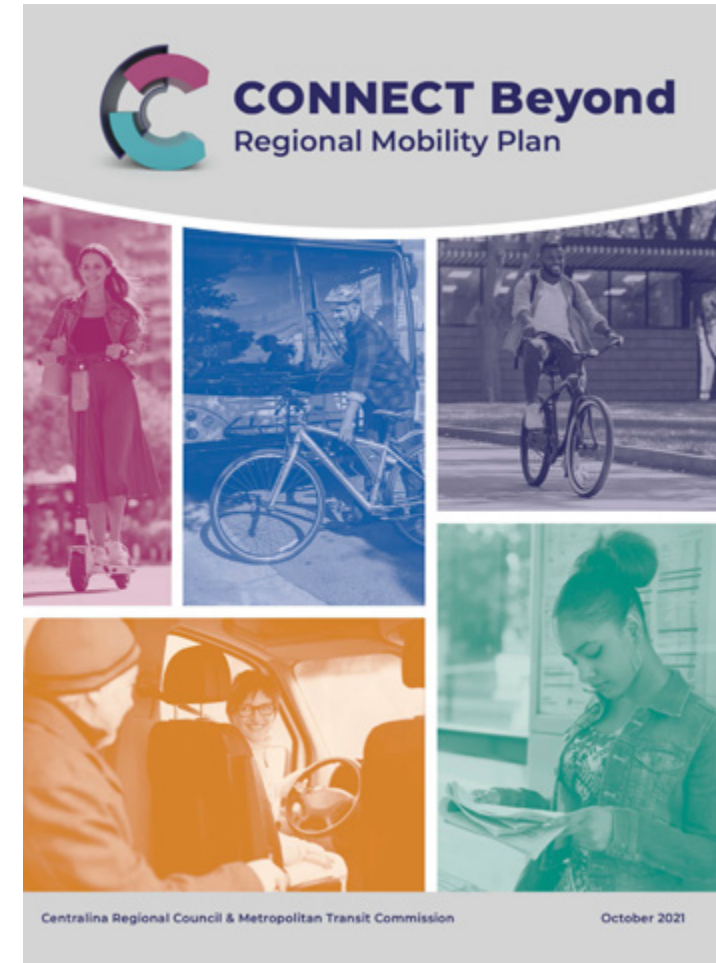
Nominated By: **City of Greensboro Transportation Department**
 Modes: **Bicycle, Pedestrian and Roadway**



The Reconstruction of Horse Pen Creek Road in Greensboro from New Garden Road to Battleground Avenue transformed the busy road from a typical, 2-lane road to a 4-lane divided road with bike lanes and sidewalks. The project included new traffic signals and a portion of the Bicentennial Trail. It also involved removing a triple barrel culvert with a bridge over Horse Pen Creek, which removed a constraint in the flow of the creek. The project has provided for the needs of pedestrians, bicyclists and trail users where the previous roadway did not. The additional traffic capacity has made accessing three private schools, two private recreational facilities, and a public park easier. It has also made the area attractive for additional residential units and two proposed medical facilities.

CONNECT Beyond: A Regional Mobility Initiative

Nominated By: **Charlotte Regional Transportation Planning Organization**
 Modes: **Rail and Public Transportation**



CONNECT Beyond is a regional mobility project that created a long-term transit plan for the two state, 12-county Charlotte area. This regional transit plan will guide and coordinate mobility investments for the next two decades and serve as a blueprint for how to implement a robust, interconnected public transit network that will combine high-capacity transit lines, enhanced bus services, local mobility options, and innovative transportation technologies. The plan's vision is to allow residents and visitors to travel seamlessly throughout the region aboard modern, high-quality public transportation services. This will increase access and improve economic mobility. CONNECT Beyond is grounded in the principle of public transit as a core pillar of the Charlotte region's ability to grow sustainably and inclusively while remaining economically competitive.

Spring St. Mini Roundabout, Tear Drop

Nominated By: **City of Concord**

Modes: **Pedestrian, Roadway and Bicycle**



A teardrop mini roundabout was constructed in Concord to eliminate the need for signalization at the existing five-leg intersection of Spring Street SW, Chestnut Drive SW and Broad Drive SW. The location of the intersection serves as a major connection for the Logan community, numerous churches and a community support center. The intersection sits along Route 1 of the Bicycling Cabarrus County system. The final design decreased the delay for all travelers, minimized conflicts with existing utilities, allowed for maneuvering of larger vehicles, and most importantly, increased safe mobility for both vehicles and pedestrians.

Beyond 77 - Move Us Forward - Mobilization Phase

Nominated By: **Charlotte Regional Transportation Planning Organization**

Modes: **Bicycle, Pedestrian, Public Transportation and Roadway**



The Beyond 77 Corridor Study examined the long-term mobility vision for a 68-mile section of Interstate 77, including 22 jurisdictions. It evaluated new policies, programs and technologies, and developed funding strategies for short- and long-term goals. Beyond 77 envisions a multimodal network around a critical corridor in the Charlotte region, and identifies steps that can be taken to enhance community benefits and quality of life. Quality of life was a key factor in evaluating recommendations from the study. The upcoming Beyond 77 Coalition will put in place strategies and solutions to promote public health and safety in the region.

INNOVATION CATEGORY

FIRST PLACE

Little Sugar Creek Greenway, I-485 to James K. Polk Historic Site

Nominated By: **Mecklenburg County Park and Recreation**
Modes: **Bicycle and Pedestrian**



This portion of Little Sugar Creek Greenway connects the Cross Charlotte Trail to the President James K. Polk State Historic Site in Pineville. Since the project was completed in 2021, the Little Sugar Creek Greenway has provided easy and safe access to recreational activities and social connections for cyclists, walkers and runners. With access to uptown Charlotte, trail users have access to large malls for shopping and dining, as well as impressive wetlands and an overlook in Marsh Park. This 1.8-mile trail strengthens the connection between visitors, local wetlands, and wildlife, while highlighting the community’s engagement with John Grade’s public artwork, “STEM.”

SECOND PLACE

Oklawaha Greenway Phase III

Nominated By: **City of Hendersonville**
Modes: **Bicycle, Pedestrian, Public Transportation, Roadway**



Completed in July 2019, the Oklawaha Greenway Phase III project enhances the area’s active transportation system by expanding the Oklawaha Greenway an additional 1.5 miles and completing a city-wide network that connects four parks in Hendersonville. The 10-foot-wide asphalt, multi-use path provides an inviting place for visitors to exercise in nature. The North Main Street sidewalk portion of the project creates a half-mile of sidewalk along a busy corridor where no walkway previously existed. A beautiful, 70-foot pedestrian bridge provides safe passage over Mud Creek and gives the Oklawaha Village direct greenway access.

THIRD PLACE

Fonta Flora Trail Boardwalk

Nominated By: **Burke County**
Modes: **Bicycle and Pedestrian**



Since it opened in 2021, the Fonta Flora Trail Boardwalk provides a safe trail connection for bicyclists and pedestrians to access Lake James. The project included the construction of 554 linear feet of new boardwalk, over 2,800 linear feet of new natural surface trail, and a new high visibility trail crossing at N.C. 126. To preserve the integrity of the road above and minimize disturbances to the slope, the boardwalk was constructed with minimal ground contact and hand-augered post-holes, following the hillside’s contour rather than being flat. Since the construction of the Fonta Flora Trail Boardwalk, several new businesses have relocated to locations near the lake increasing recreation related services to trail users and promoting the economy of Burke County.

MOST VOTED PROJECT

FIRST PLACE

Oklawaha Greenway Phase III

Nominated By: **City of Hendersonville**

Modes: **Bicycle, Pedestrian, Public Transportation, Roadway**



Completed in July 2019, the Oklawaha Greenway Phase III project enhances the area's active transportation system by expanding the Oklawaha Greenway an additional 1.5 miles and completing a city-wide network that connects four parks in Hendersonville. The 10-foot-wide asphalt, multi-use path provides an inviting place for visitors to exercise in nature. The North Main Street sidewalk portion of the project creates a half-mile of sidewalk along a busy corridor where no walkway previously existed. A beautiful, 70-foot pedestrian bridge provides safe passage over Mud Creek and gives the Oklawaha Village direct greenway access.

SECOND PLACE

Reedy Creek Road Improvements

Nominated By: **Cary**

Modes: **Bicycle, Pedestrian and Roadway**



The Reedy Creek Road Project transformed a two-lane road with shoulders and ditches into a multimodal, user-friendly corridor between Harrison Avenue and NE Maynard Road in Cary. The project connects residential and shopping areas, an elementary school and a middle school. The improvements addressed the lack of sidewalks and crosswalks, which had made it challenging and unsafe for residents, especially schoolchildren, to walk or bike. By adding sidewalks, bike lanes, landscaped medians, and two roundabouts, the project enhanced pedestrian and bicycle safety, increased usage, and improved traffic flow and aesthetics. The Reedy Creek Road Project addressed public health and safety concerns by transforming a hazardous corridor into a safer, multimodal route.

THIRD PLACE

Ocracoke Express: Connecting Hatteras and Ocracoke Islands with Passenger Ferry and Tram Services

Nominated By: **Hyde County**

Modes: **Bicycle, Pedestrian, Ferry, Public Transportation**



The Ocracoke Express Passenger Ferry, launched by the N.C. Department of Transportation's Ferry Division in 2019, connects Hatteras and Ocracoke islands with a pedestrian ferry, providing a faster, more sustainable travel option between the two barrier islands. Hyde County provided a supporting tram service that passengers could use to ride around Ocracoke Island for free. The passenger ferry service was developed in response to longer ferry routes caused by shifting sands. The ferry has successfully served over 75,000 ferry passengers and more than 110,000 people have ridden the tram. By eliminating the need for cars, the passenger ferry and tram services enhance tourism, reduce congestion, and bypass unstable sections of N.C. 12. The services offer visitors an easy way to access and explore Ocracoke Village while boosting the local economy.

All this year's contestants were entered into the Most Voted Project category. The project galleries were opened to an online public vote, with the top three winners being the projects with the highest number of votes. This year, people could select from among 20 entries, showcasing a range of projects including improvements to public transportation, new bicycle and pedestrian paths, and enhancements that made roads safer and more accessible to people using different modes of travel. The public was able to vote using a website and social media, and each person could cast a ballot up to three times a day.

Oklawaha Greenway Phase III in Hendersonville was the top vote-getter with 3,266 votes followed by the 2nd Place finisher Reedy Creek Road Improvements in Cary with 1,896 votes, and Ocracoke Express: Connecting Hatteras and Ocracoke Islands with Passenger Ferry and Tram Services in 3rd Place with 199 votes.





*Learn more about this year's
NCDOT Mobi Awards.*



connect.ncdot.gov/events/Pages/Mobi-awards.aspx

STAY CONNECTED



/ncdot



@ncdotcom



ncdotcom



ncdot



@ncdot



NCDOTcommunications