



NORTH CAROLINA
Department of Transportation

Pender County Comprehensive Transportation Plan (CTP)

Sam Boswell & Nazia Sarder

March 26, 2024



Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Overview

Vision, Goals and Objectives (VGO)

Decision

Suggested Vision Statement: Pender County aims to have an integrated multi-modal transportation system that is safe, environmentally sensitive, aesthetically pleasing, and user friendly. For the community to optimize local transportation networks while maintaining regional connectivity that makes access to the area and its attractions, easy; and aids in economic growth. To improve access for emergency services, provide equitable opportunities to all socioeconomic groups, minimize congestion, and strengthen the community's resiliency; while maintaining and protecting the area's natural, cultural, and recreational resources over the next 25-30 years.



Review remainder of Goals and Objectives that were sent out.

VGO continued

Draft Pender County Vision Statement (3.12.2024 Version)

Pender County aims to have a safe transportation network that allows mobility for all people in the County. To that end, an integrated multi-modal transportation system that respects citizens' rights to safety and free movement is to be prioritized. The transportation network in the county should be environmentally sensitive, aesthetically pleasing, and user friendly. Regional connectivity is encouraged to aid in economic growth in the areas of industry, commerce, and tourism. To improve access for emergency services, provide equitable opportunities to all socioeconomic groups, encourage efficiency, and strengthen the community's resiliency; while maintaining and protecting the area's natural, cultural, and recreational resources over the next 25-30 years.

Goal: Help to reduce injuries along the county transportation network while increasing safe, healthy, and equitable mobility for all.

Objective: Make informed decisions to increase safety over all other objectives of the road system.

Objective: The transportation network should be designed to reduce fatalities.

Objective: Safety on our transportation network is our responsibility and solutions must be collaborative, equitable, and data driven.

Goal: Create a transportation network that serves and supports the county's population in times of emergency and disaster.

Objective: Enhance reliability and predictability of the transportation network in preparation for emergency situations through coordination of local, state, and federal partners.

Objective: Increase the reliability, predictability, and efficiency of the transportation network experience through system improvements and enhanced communication.

Objective: Improve safety and security by enhancing the evacuation route network for natural disaster events.

Goal: Create a more efficient transportation system through improved connectivity and operations.

Objective: Promote reductions in recurring congestion through a network-wide look at transportation capacity, access management, and policy improvements.

Objective: Recognize savings (e.g. fuel consumption) by minimizing vehicle miles traveled through enhanced integration and connectivity of the transportation system, across and between modes, for

Goal: Support economic resiliency through a transportation network that serves local, interregional, and intraregional accessibility and mobility needs for both people and goods.

Objective: Identify transportation recommendations that enable global competitiveness, productivity, and efficiency without sacrificing the priority of safety in the network.

Objective: Increase the accessibility and mobility of people and freight within the region and to other areas.

Objective: Leverage gateways and aesthetics to create an atmosphere that fosters economic investment.

Objective: Support economic resiliency and connectivity in and around new residential and commercial developments by constructing state-maintained collector streets in those vicinities.

Goal: Preserve the social and environmentally sensitive character of the county through an integrated transportation and land use strategy that addresses transportation solutions.

Objective: Protect and enhance the natural and social environment using context-sensitive transportation strategies that minimize social isolation and wildlife habitat fragmentation.

Objective: Minimize direct and indirect environmental impacts of the transportation system while planning and prioritizing transportation recommendations.

Objective: Encourage social cohesion and resiliency through the prioritization of safe routes for pedestrians, bicyclists, and other road users.

Objective: Promote consistency between transportation improvements, land use decisions, and economic development patterns.

Objective: Consider future projects and locations based on policies of Environmental Justice (EJ) Communities.

Goal: Provide a safe, integrated transportation network that encourages use of all modes by offering travel choices that are accessible to all segments of the region's population.

Objective: Provide desirable and user-friendly transportation options for all user groups regardless of socioeconomic status or physical ability.

Objective: Support a fully integrated multi-modal network that advances safety through the concept of complete streets.

Objective: Expand and maintain a safe network of bicycle, pedestrian, and transit facilities that connects

ncdot.gov

Pender County CTP

VGO Survey - Decision

Survey up on MetroQuest

Review of survey questions

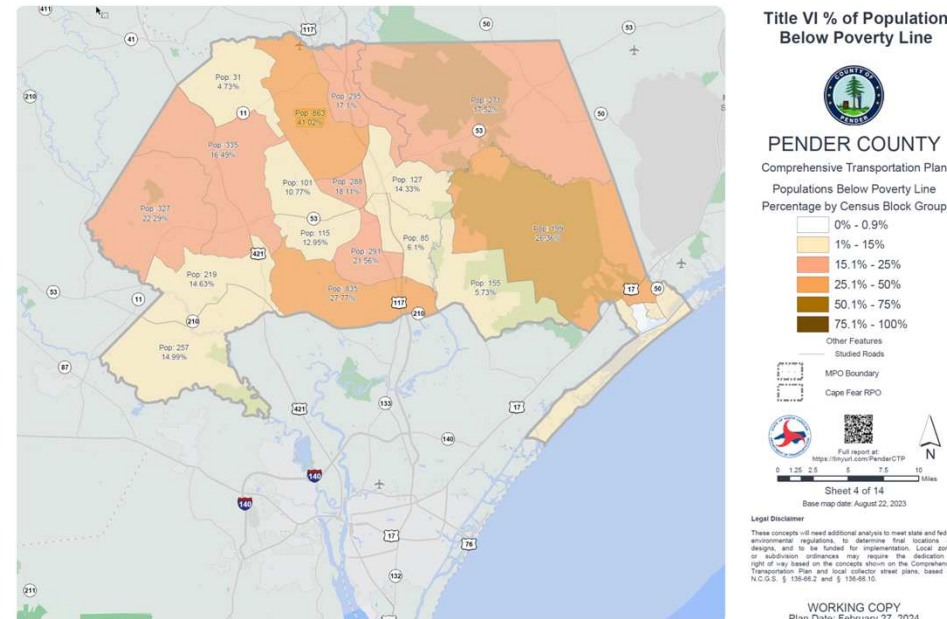
Spanish version of survey is available

90 day survey comment period: starting in June.

The screenshot displays the 'Pender County CTP' survey interface. At the top, the title 'Pender County CTP' is followed by the subtitle '§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways.' A navigation bar on the left shows '1 WELCOME' and '2 Ranking Priorities'. A central map of Pender County is overlaid with a survey notification box that reads: 'We need your help! Pender County invites you to help develop the Pender County Comprehensive Transportation Plan (CTP). Please fill out as much of [redacted] as you can. Español [button] Next [button]'. Below this, a smaller white box says: 'Please take a moment to tell us what you think and help us better understand what is important to you.' with a checkmark icon. At the bottom, a banner states: 'Survey closes on September 1st! Make your voice heard now!' and includes the Pender County seal.

Title VI for Outreach - Decision

Decision Meeting on Title VI Maps to select locations to reach out for survey outreach



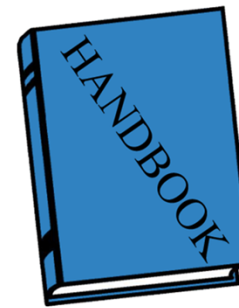
Finalize Steering Committee Handbook - Decision

Introduction

Roles and responsibilities of each committee member

Steering Committee List

Core Steering Committee



STEERING + CORE COMMITTEE HANDBOOK

PENDER COUNTY, NORTH CAROLINA
COMPREHENSIVE TRANSPORTATION PLAN (CTP)
2024

Introduction

A Comprehensive Transportation Plan (CTP) will assess Pender County's existing and future transportation needs, including roads, transit, and pedestrian facilities, transit services, and identifying short- and long-term transportation needs, and to reinforce local and regional expectations, and to reinforce and funding initiatives. The CTP typically focuses on providing a framework for local governments, regional transportation planning organizations, and the North Carolina Department of Transportation to work together to identify and prioritize transportation facilities. The CTP is used to identify transportation facilities that will eventually connect to a regional transportation system. When a new project is funded, the CTP provides a process to inform the identified purpose and need for the project. The CTP also addresses and identifies needs to identify local transportation needs. Pender County's CTP was adopted in 2010 and was developed for the future. The CTP was updated in 2009, bases year was 2005 and was updated periodically to reevaluate the transportation system based on the latest available data and growth trends. The current CTP was adopted in 2023 and will be completed in 2025 and will be developed by Pender County CTP will be a joint effort with Pender County, North Carolina Department of Transportation -Transportation Planning Unit, and the Fear Rural Planning Organization (CFRPO).

Next Steps



Highway Base Year Network



Survey Outreach and Advertising



Paper Survey



Update Adopting Agencies

Contact Us

Sam Boswell
**Cape Fear Council of Governments Regional
RPO Director**
sboswell@capefearcog.org
910.395.4553

Nazia Sarder
**NCDOT Transportation Planning Division
Engineer**
nsarder@ncdot.gov
919.707.0980

 [ncdot.gov](https://www.ncdot.gov)

 [@NCDOT](https://twitter.com/NCDOT)

 [ncdotcom](https://www.instagram.com/ncdotcom)

 [NCDOTcommunications](https://www.youtube.com/NCDOTcommunications)

 [ncdotcom](https://www.soundcloud.com/ncdotcom)

 [@NCDOT](https://www.facebook.com/NCDOT)

 [NCDOT](https://www.linkedin.com/company/NCDOT)

 [NCDOTcommunications](https://discord.com/invite/NCDOTcommunications)

 [View All Channels](#)

Thank you!
