

# Community Understanding Report for the New Bern Area MPO 2040 Metropolitan Transportation Plan



*MTP-ICE*

*Community Understanding Report*

*March 30, 2016*



# Community Understanding Report

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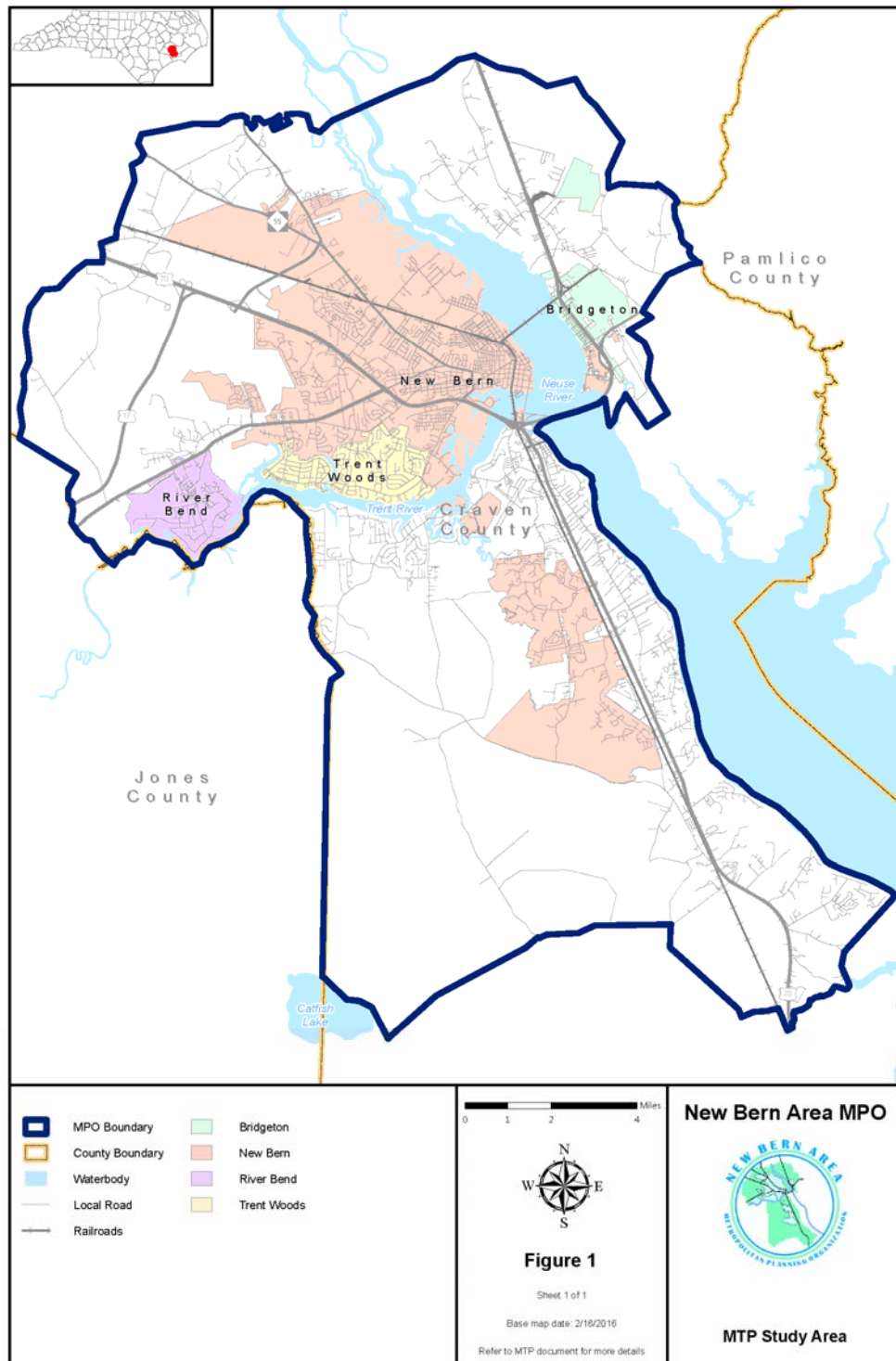
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# 1. INTRODUCTION

This Community Understanding Report is prepared for the New Bern Area Metropolitan Planning Organization (NBAMPO) as part of their 2040 Metropolitan Transportation Plan (MTP). The NBAMPO is responsible for coordinating transportation planning for an area that is approximately 106,221 acres in Craven County. The MPO area includes the City of New Bern, Town of River Bend, Town of Trent Woods, Town of Bridgeton, and unincorporated land in a portion of Craven County. The MPO area is shown in Figure 1.

Figure 1: MPO Study Area



## 2. POPULATION TRENDS AND PROJECTION

Table 1: Population Trends

Time Horizon	MTP Study Area	% Study Area Growth	County	% County Growth
1990 Census Population			81,605	
2000 Census Population			91,436	12.0%
2010 Census Population	55,754		103,505	13.2%
Projection (2020)	59,193	6.2%	109,258	5.6%
Projection (2030)	64,442	8.9%	118,536	8.5%
Projection (2040)	69,937	8.5%		

Sources: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population"; North Carolina Office of State Budget and Management population projections: <http://www.osbm.nc.gov/demog/county-projections>; NBAMPO Socioeconomic data.

**A. What are the two most important reasons the MTP Study Area experienced the population trends it did?**

1. The Cherry Point Marine Base has grown and supported continued population and employment growth in the area.
2. The rural nature of the county and the location on the coast away from major interstates has tempered population and employment growth.

**B. What are the two most important reasons the MTP Study Area is likely to experience the population trends forecast?**

1. Cherry Point Marine Base nearby provides stable employment and population base.
2. Natural features and low cost of living make the area an attractive place to live.

**C. Have the population trends occurred evenly across the MTP Study Area or are there certain areas that have grown and others that have remained the same or decreased?**

The southern and northern portions of the study area have seen elevated growth rates, particularly the area around the Coastal Carolina Regional Airport and along US 70 south of the Trent and Neuse Rivers. Population growth in downtown New Bern has lagged behind the rest of the study area, with basically flat population growth between 2000 and 2010 of only 2.3 percent based on Census Tract-level data.

Source: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population"

**D. Are there particular geographic areas within the MTP Study Area that have been especially affected, positively or negatively, by the population changes?**

Changes in population throughout the study area have been primarily positive, as new population growth has brought new businesses and tax base.

Source: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% Data, Table P1 (2010) and P001 (2000) "Total Population"

### 3. POPULATION DIVERSITY

#### A. Identify the racial groups in the MTP Study Area (total and percentage).

The largest racial group in the study area is white, with a total population of 47,098, or roughly 72 percent of the total population. The largest non-white population group is African American, with a population of 13,533 or roughly 21 percent. The next largest population group is Asian, with a population of 1,714 or 2.6 percent. There are 1,548 individuals who identify as two or more races, or 2.4 percent. Other racial groups make up about 2 percent of the population.

**Table 2: Race in the MTP Study Area**

	Total Population	White		Black or African American		American Indian and Alaska Native Alone		Asian	
		#	%	#	%	#	%	#	%
MTP Study Area	65,276	47,098	72.2%	13,533	20.7%	221	0.3%	1,714	2.6%
	Total Population	Native Hawaiian/Pacific Islander		Some Other Race		Two or More Races		Total Non-White	
		#	%	#	%	#	%	#	%
MTP Study Area	65,276	11	0.0%	1,151	1.8%	1,548	2.4%	18,178	27.8%

Source: US Census Table B02001: Race –Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates)

#### B. Note the ethnic Hispanic population in the MTP Study Area (total and percentage).

The Study Area has 2,690 individuals who identify as Hispanic. This is approximately 4.1 percent of the population of the study area. This is less than the county-wide rate of 6.4 percent.

**Table 3: Hispanic Status in the MTP Study Area**

	Total Population	Hispanic		Not Hispanic	
		#	%	#	%
MTP Study Area	65,276	2,690	4.1%	62,586	95.9%

Source: US Census Table B03002: Hispanic or Latino Origin –Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates)

#### C. Note low income populations in the MTP Study Area (total and percentage).

There are 10,702 individuals, or roughly 16.6 percent of the study area population, who are listed as below poverty. Of these individuals, 5,866, or approximately 9.1 percent of the study area population, are classified as “very poor,” meaning those with incomes less than 50 percent of the poverty level. There are a further 5,584 individuals, or approximately 8.4 percent of the study area population, who are listed as “near poverty,” meaning those individuals with incomes up to 150 percent of the poverty level. These poverty levels are very near the county rates, where 16.6 percent are below poverty, 8.0 percent are “very poor,” and 9.7 percent are “near poor”. According to local officials, there are areas around the airport and James City that have higher levels of poverty than the rest of the Study Area.

**Table 4: Low-Income Status in the MTP Study Area**

	Total Population for whom Poverty Status is Determined	Below Poverty Level		Very Poor: Under 50% of Poverty Level		Near Poor: Between 100% and 149% of Poverty Level	
		#	%	#	%	#	%
MTP Study Area	64,510	10,702	16.6%	5,866	9.1%	5,584	8.7%

Source: US Census Table C17002 - Block Group (US Census Bureau, American Community Survey 2013 5-Year Estimates “Ratio of Income to Poverty Level for Past 12 Months)

**D. Identify the main Limited English Proficiency (LEP) language groups. Note which LEP language groups total 5% or greater, or 1000, whichever is less, and which have more than 50 adult speakers.**

There are no LEP language groups which total more than 5 percent of the population or more than 1,000 speakers. However, Spanish, Other Indo-European, and Asian/Pacific language groups all have more than 50 adult speakers with 884, 101, and 650 adult speakers respectively.

**Table 5: LEP Language Groups in the MTP Study Area**

	Total Adult Population, 18 years and older	Primary Language Group of Persons Who Speak English Less than Very Well							
		Spanish		Other Indo-Euro		Asian/Pacific		Other	
		#	%	#	%	#	%	#	%
MTP Study Area	50,416	884	1.8%	101	0.2%	650	1.3%	-	0.0%

Source: US Census, Table B16004 (American Community Survey 2013 5-Year Estimates)

**E. Are there geographic areas within the MTP Study Area that are associated with certain racial, ethnic, or foreign born groups?**

There are a few geographic areas with concentrations of minority residents. The downtown New Bern area has several block groups that are over 80 percent black or African-American. In general, the central, western, and northwestern portions of the study area have higher concentrations of minority and Hispanic populations. The southern and eastern portions of the study area are more heavily white and Caucasian.

Source: US Census Bureau, American Community Survey 5-Year Estimates (2013, Table B020001, “Race”)

**F. Are there areas within the MTP Study Area where concerns about race, ethnicity, and income have effected past project outcomes? (Provide examples)**

Based on input from the MPO, there are no areas where concerns about race, ethnicity, or income have affected past outcomes.

**G. Are there communities or populations within the MTP Study Area that have raised a concern about lack of voice in public decisions? (Provide examples)**

Based on input from the MPO, no communities or populations have raised a concern about lack of voice in public decisions.

*H. If communities or populations were identified in the two previous questions immediately above, are these communities focused in a specific area of the MTP Study Area or dispersed across the study area?*

N/A

*I. Identify the presence and locations of other potential transportation disadvantaged populations, including households with zero autos and seniors.*

There are 2,515 individuals who live in households that do not have access to a car. This represents roughly 9.6 percent of the study area population, which is slightly higher than the county rate of zero vehicle households of 8.0 percent.

*Source: US Census Table B08201: Household Size by Vehicles Available (American Community Survey 2013 5-Year Average); US Census Table P12: Sex by Age (2010 Census Summary File 1)*

## **4. COMMUNITY CHARACTER**

*A. Have communities identified community character goals?*

The *New Bern, River Bend, and Trent Woods Regional Land Use Plan (2010)* identifies preservation of character, cultural resources, and historic heritage as a community goal. The *New Bern Renaissance Plan* identifies the Gateway District, around Broad, Pollock, and Queen in downtown New Bern, as an area for preservation and enhancement. The *River Bend Comprehensive Plan (2013)* identifies maintaining and enhancing the community's appearance as one of the key goals.

Sources: New Bern, River Bend, and Trent Woods Regional Land Use Plan (2010), [http://www.newbern-nc.org/files/4114/0070/2218/New\\_Bern\\_Final\\_Draft\\_12\\_14\\_10.pdf](http://www.newbern-nc.org/files/4114/0070/2218/New_Bern_Final_Draft_12_14_10.pdf); New Bern Renaissance Plan, <https://www.dropbox.com/s/a3hugnabz54fzx8/NewBernRenaissancePlan130102HI2final.pdf>; River Bend Comprehensive Plan (2013): <http://www.riverbendnc.org/assets/2013-comprehensive-plan---with-attachments.pdf>.

*B. Have communities delineated any gateways, historic districts, view sheds, open space and other areas to be protected or enhanced?*

There are four historic districts in the study area:

1. The New Bern Historic District in downtown New Bern (includes three boundary extensions)
2. The Ghent Historic District, west of downtown New Bern
3. The Degraffenried Park Historic District, west of downtown New Bern
4. The Riverside Historic District, north of downtown New Bern.

There are also numerous historic properties in New Bern, and one in Trent Woods.

## **5. SCHOOLS/PARKS**

There are 12 public schools within the study area as part of the Craven County School District. The study area contains three private schools. There is also one community college, Craven Community College, within the study area boundary. The tables below provide available enrollment information for the Craven County School District and Craven Community College.

**Table 6: Craven County Public Schools enrollment**

<b>Year/Enrollment</b>	<b>County</b>
<b>2000</b>	14,644
<b>2010</b>	15,015
<b>2015</b>	14,368
<b>2020</b>	13,597

**Table 7: Craven County Community College Enrollment**

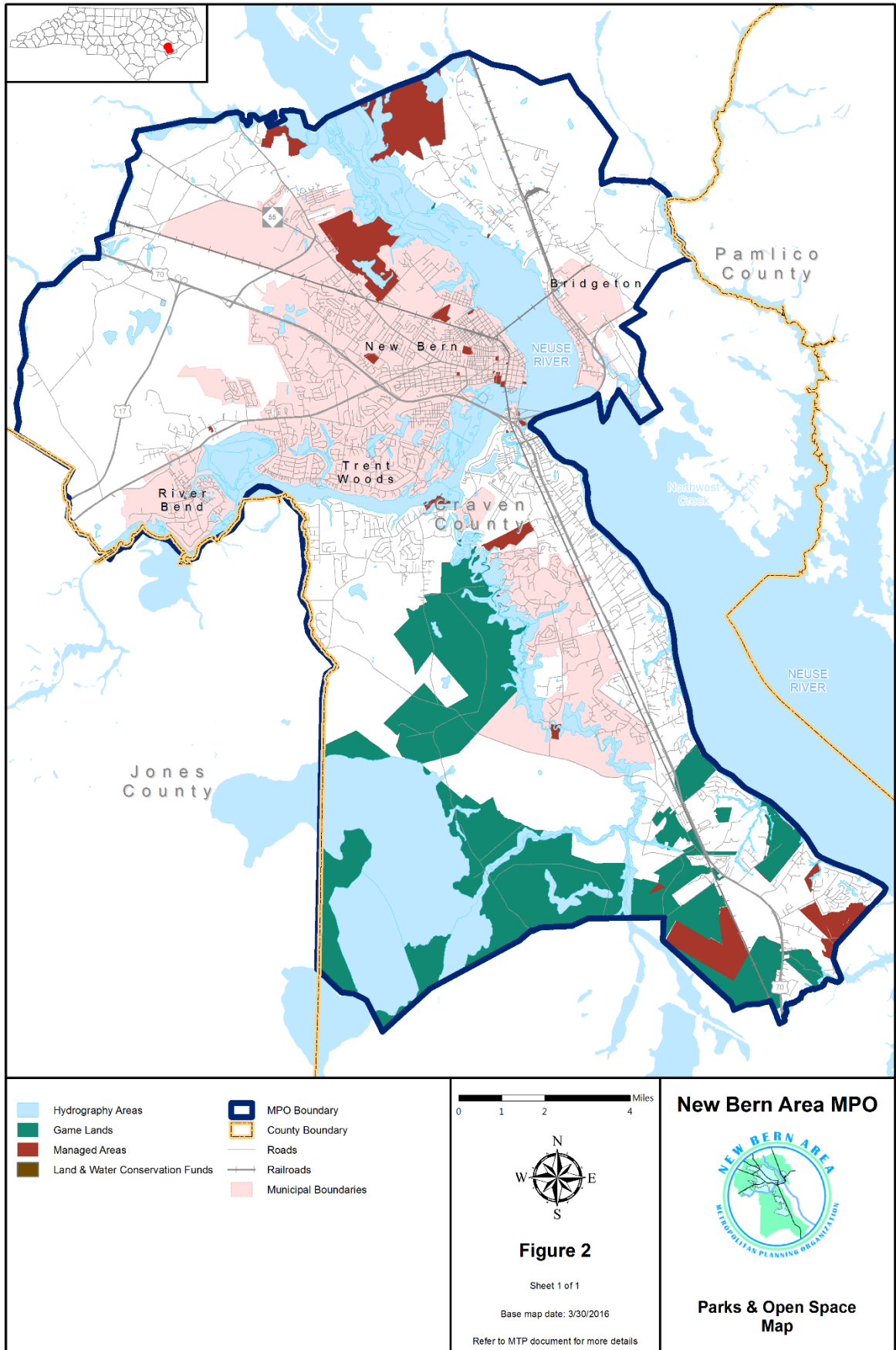
<b>Year/Enrollment</b>	<b>Craven County Community College</b>
<b>2010</b>	5,114
<b>2014</b>	4,598

- A. *Are there particular geographic areas within the MTP Study Area where school facilities or operations have been especially affected by school age population changes?*

There are no geographic concerns with school facilities or operations. The Craven County School District ensures that enrollment needs are met. Locate and map local, state, and national parks



Figure 2: Park, Conservation, and Game Lands in the MTP Study Area



**B. Assess local parks and recreational facility sufficiency**

The study area features many local parks and recreation facilities, although potentially not in sufficient amounts to satisfy current and future demand. With the population expected to increase by over 20,000 (or 25 percent) by 2040, new facilities will be needed. New Bern is the only municipality in the study area with a parks and recreation plan, but many of the issues faced by New Bern are the same as those faced by other parts of the study area. The *New Bern Parks and Recreation Comprehensive Plan* note the need for almost 300 new acres of recreation areas and multiple new fields and courts by the year 2030. Additionally, the current level of facilities and parks is insufficient for current needs. See the table below from the *New Bern Parks and Recreation Comprehensive Plan* for more information on projected demand. Other municipalities and areas within the study area will see similar growth in demand for facilities, although quantified demand in these areas was not available.

**Table 8: Public Facility Needs from New Bern Parks and Recreation Comprehensive Plan**

<b>Public Facilities Needs</b>					
<b>Facility</b>	<b>2013 Standards</b>	<b>Existing Facilities</b>	<b>Current Demand 30,000<sup>1</sup></b>	<b>2030 Demand 35,000<sup>2</sup></b>	<b>Projected Additional Need</b>
<b>Fields</b>					
Baseball	1/5000	4	6	7	3
Youth Fields	1/3000	4	10	11	6
Softball	1/6000	2	5	6	4
Football	1/6000	0	5	6	6
Soccer	1/6000	3	5	6	3
<b>Courts</b>					
Basketball	1/5000	4	6	7	3
Tennis	1/2000	6 <sup>3</sup> (4)	15	17	11 <sup>4</sup> (4)
Volleyball	1/5000	1	6	7	6
<b>Indoor Facilities</b>	<b>1/10000</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>
<b>Outdoor Facilities</b>					
Picnic Shelters	1/3000	12	10	11	0
Recreation Acres	14ac/1000	191 ac	420 ac	490 ac	299 ac
<b>Swimming Pool</b>	<b>1/20000</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>

Parks are distributed throughout the study area, providing access to residents regardless of where they live, but as population grows and shifts, future facilities will need to be coordinated with demand and need throughout the study area.

Source: *City of New Bern Parks and Recreation Comprehensive Plan for a Healthy Community, 2013.*  
[http://www.newbern-nc.org/files/9714/3075/6590/NBPR\\_Comprehensive\\_Plan.pdf](http://www.newbern-nc.org/files/9714/3075/6590/NBPR_Comprehensive_Plan.pdf)

**6. PUBLIC SAFETY/EMERGENCY RESPONSE**

**A. Are there areas within the MTP Study Area that have high crime incidents?**

According to local EMS and law enforcement officials, crime is a little elevated along US 70 corridor around James City, but overall crime remains low throughout the study area (see local input in Attachment 1).

**B. Are there areas within the MTP Study Area that have high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use? (reported or anecdotal)**

According to local EMS and law enforcement officials, the City of New Bern has higher rates of pedestrian and bicycle incidents, but also has higher rates of walking and biking. Overall, pedestrian and bicycle crashes are not a major issue. Comparing rates of crashes with pedestrians and bicyclists against North Carolina as a whole, Craven County has a much lower pedestrian crash rate and a bicyclist crash rate in line with the state average. The crash data used in this analysis is the total over the ten-year 2003 to 2012 time period.

**Table 9: Pedestrian and Bicycle Crash Rates**

	Population	Pedestrian Crashes	Bicycle Crashes	Pedestrian Crashes Per 100,000 People	Bike Crashes Per 100,000 People
Craven County	103,505	141	9,715	136.2	102.4
North Carolina	9,535,483	25,682	106	269.3	101.9

*Source: North Carolina Department of Transportation, Division of Bicycle and Pedestrian Transportation. North Carolina Pedestrian and Bicycle Crash Data Tool, [http://www.pedbikeinfo.org/pbcat\\_nc/bicycle.cfm](http://www.pedbikeinfo.org/pbcat_nc/bicycle.cfm).*

**C. Are there locations within the MTP Study Area with high medical response calls? (nursing homes, retirement communities, summer camps, etc.)**

According to local EMS officials, retirement homes and nursing homes have higher call volumes than other locations. Many of these homes are located in New Bern.

**D. Are there places in the MTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?**

According to local EMS and law enforcement officials, the Brice’s Creek area is sometimes cut off by storm surge, hampering EMS response. EMS responses can also be hampered by crossing railroad tracks at times.

## 7. CENTERS OF COMMUNITY

### A. *List all major historic downtowns and mixed use urban centers:*

New Bern is the largest downtown and mixed-use urban center in the study area, and the New Bern Historic District is listed on the National Register. Two other historic districts in New Bern are listed on the National Register – the Riverside Historic District and the Degraffenried Park Historic District. There are four municipalities in the study area – New Bern, River Bend, Trent Woods, and Bridgeton.

### B. *List major industrial parks, office parks and single use centers:*

The Marine Corps Station at Cherry Point is a major employment and single use center, although just south of the study area. Weyerhaeuser has a manufacturing plant at the north of the study area. Hatteras/Cabo Yachts LLC is a major manufacturer in New Bern. The Craven Regional Medical Center is also a major employer, in New Bern. BSH Home Appliances and Moen both have major manufacturing facilities in the study area.

### C. *List the largest commercial strips and single use corridors (from a traffic generating perspective): (listing approximately 5-7 sites is sufficient)*

- US 17 Business near US 17 in New Bern.
- US 70 near the airport and James City
- US 17 around Bridgeton on the east side of the Neuse River
- NC 55 in New Bern
- US 70 in the southern portion of the study area

### D. *List community centers, performing arts centers, libraries, museums, schools and colleges:*

Performing Arts Centers:

- New Bern Civic Theatre
- Bank of the Arts
- Cullman Performance Hall
- Double Tree Hilton Deck
- Masonic Theatre
- Orringer Auditorium
- Riverfront Convention Center
- Ratio Theatre's Front Room Cabaret Café Club
- Stanley Hall

Libraries:

- Branch of the Craven-Pamlico-Carteret Regional Library System

Museums:

- Tryon Palace
- New Bern Fireman's Museum

Colleges:

- Craven Community College

Public Schools:

- Albert H Bangert Elementary
- Ben D Quinn Elementary
- Brinson Memorial Elementary
- J T Barber Elementary
- Oaks Road Elementary
- Trent Park Elementary
- Bridgeton Elementary
- Creekside Elementary
- Grover C Fields Middle
- H J MacDonald Middle
- New Bern High
- Craven Early College High

Private Schools:

- Epiphany School
- St. Paul Catholic Education Center
- Calvary Baptist Church School

## **8. COMMUNITY EVENTS AND SPECIAL EVENT VENUES**

*A. List the largest annual festivals:*

- Mumfest (October 9-11, 2015)

*B. List the largest sporting events and venues:*

- MS Bike Weekend (September 12-13, 2015)
- Neuse River Bridge Run (October 17, 2015)

*C. List the largest commercial and civic entertainment venues:*

- New Bern Civic Theatre
- Bank of the Arts
- Cullman Performance Hall

*D. List major attractions:*

- Tryon Palace
- New Bern Civic Theatre
- Bank of the Arts
- Cullman Performance Hall

## **9. ECONOMIC CONDITIONS/JOBS**

*A. What are the major employment centers in the MTP Study Area (note the number of jobs if available):*

1. Downtown New Bern
2. Cherry Point Marine Base (just south of the MTP Study Area)
3. Craven Regional Medical Center

**B. Which three (or more if you want) industry categories and three (or more if you want) companies employ the most people in the MTP Study Area (list industries, companies, and available employment data for each)?**

1. Department of Defense, Public Administration, 1000+ Employees
2. Defense Ex Army, Air Force, and Navy, Public Administration, 1000+ Employees
3. Craven County Schools, Education and Healthcare, 1000+ Employees

*Source: NC Commerce Department 2014 4<sup>th</sup> Quarter Top 25 Employer Profile of Craven County ([http://accessnc.commerce.state.nc.us/docs/topEmployers/topEmp\\_37049.pdf](http://accessnc.commerce.state.nc.us/docs/topEmployers/topEmp_37049.pdf))*

**C. Which three (or more if you want) companies or industries have produced the most new jobs in the MTP Study Area over the last ten years?**

1. Accommodation and food service
2. Health care and social assistance
3. Professional, scientific, and technical services

*Source: Craven County Comprehensive Economic Development Strategic Plan (2013).*

**D. How many jobs are expected to be in the MTP Study Area in the next 10 years? In the next 20 years? What type of jobs are expected; are they the same as in the previous 10, 20 years?**

The New Bern Area MPO’s model provides growth information for population and employment between the 2010 base year and the 2040 model horizon year. The model estimates an additional 3,413 jobs will be added between 2010 and 2020, a further 3,193 jobs by 2030, and a further 4,862 jobs by 2040. This is an annualized growth rate of 1.3 percent.

**Table 10: Projected Employment Growth in the MTP Study Area**

	Employment	Employment Growth	Employment Growth Percent
2010	26,137		
2020	29,550	3,413	13.1%
2030	32,743	3,193	10.8%
2040	37,605	4,862	14.8%

These jobs should roughly be in similar industries as current jobs, although retail employment is expected to have a slightly elevated growth rate, and service jobs are expected to have a slightly below average growth rate.

Source: NBAMPO travel demand model socio-economic data projections.

**E. Are these jobs expected to be in the existing major employment centers or result in other areas?**

Job growth is expected to occur both around existing major employment centers and on the peripheries of established commercial and urban areas.

## **10. DEVELOPMENT GOALS (NEW GROWTH)**

### **A. *Locate major target areas for residential development***

Residential development is likely to continue in the suburban New Bern area, particularly to the west and north of New Bern and around River Bend. The US 70 Corridor could also receive new residential development.

### **B. *Locate major target areas for employment centers:***

The US 70 corridor is likely to continue to receive new employment growth. New Bern will also continue to see employment growth.

### **C. *Locate major target areas for commercial development:***

The US 70 corridor, New Bern, and Bridgeton are likely to continue to see commercial development. The western part of the study area may also see new commercial development.

### **D. *Will development density be higher, lower or about the same as existing development?***

New development should be of similar density to past development, but may be a little higher. The rural nature of the County means there is still available land to develop, so pressures to develop at higher densities are not likely, but some new infill development may increase densities in established areas.

### **E. *Where will proximity of housing to jobs, shopping and services be more, less or about the same as existing development?***

Proximity of housing to jobs, shopping, and services is expected to be about the same as existing development. Land development will continue in similar patterns which will keep jobs, homes, and services in a similar proximity.

### **F. *What plans for land use, highways, sidewalks, greenways, and bicycle routes already exist in the planning area?***

The 2040 MTP which is currently being developed by the New Bern Area MPO will provide information on planned highway, sidewalk, greenway, bicycle routes, and land development in the study area out to 2040.

## **11. FARMING OPERATIONS**

### **A. *How many acres of working farm and timber land are located in the MTP Study Area (total and percentage of overall MTP Study Area)?***

Craven County has 286 farms and 70,886 acres of farms as of the 2007. This represents about 16 percent of the land used for agricultural purposes. Craven County has 275,100 acres of timber land, which represents about 62 percent of the total land in Craven County.

Sources: NC Agriculture and Consumer Services (<http://www.ncagr.gov/stats/codata/craven.pdf>); US Department of Agriculture, Forest Service; Forest Statistics for North Carolina, 2002. ([http://www.srs.fs.usda.gov/pubs/rb/rb\\_srs088.pdf](http://www.srs.fs.usda.gov/pubs/rb/rb_srs088.pdf))

### **B. *Are the agricultural areas associated with specific areas within the MTP Study Area?***

Most of the farms in the study area on the periphery or located around the Brice's Creek area.

- C. *Are there farms within the MTP Study Area that are given special designation (Century Farms, voluntary agricultural districts VADs/EVADs, preservation agreements)?*

There are nine farms that have received VAD designation in the study area. These are primarily near the edges of the study area, in the north, west, and south.

*Source: Craven County VAD GIS data layer.*

- D. *Is there a clear and defined relationship between area farms and area consumers (Community Supported Agriculture [CSAs], local stores, and farmer markets)?*

New Bern has a farmer's market that has been running for 30 years and there are CSAs that deliver in the area as well.

- E. *Are there local (municipal), county or agricultural extension policies, programs and ordinances that promote rural or urban farming as a long term viable element of the economy?*

Craven County has Voluntary Agricultural Districts (VADs) and Enhanced Voluntary Agricultural Districts (EVADs) which promote farming and provide protections for farm operations. VADs are a voluntary program whereby farmers can designate their active farming operations as a VAD which signals their intent to continue using the land for farming. VAD and EVAD property owners are also not required to connect to water and sewer services. EVADs also provide protections against nuisance law suits. The county also has working land protection programs and tools, the Present-Use Value Tax Program, conservation easements, agricultural agreements, farm transition planning, and the NC Agricultural Development and Farmland Preservation Trust Fund.

Many of the land use plans in the area prioritize agricultural operations. Specifically, Craven County's *Comprehensive Economic Development Strategic Plan*, July 2013 (*Economic Development Plan*), identifies agribusiness as a collaborative target – recommending that the County support agricultural operations, diversify the agricultural sector, and partner with the Craven County Cooperative Extension Center, stating that “the diversification and expansion of agriculture and related industries will provide the County with business development potential far into the foreseeable future”. The County also prepared the *Craven County Agricultural Development Plan (Agricultural Plan)* through a grant provided by the NC Department of Agriculture and Consumer Services, which provides recommendations for addressing opportunities and challenges related to agriculture in the County.

*Source: Craven County Voluntary Agricultural District and Enhanced Voluntary Agricultural District Ordinance: <https://www.cals.ncsu.edu/wq/lpn/PDFOrdinances/CravenSearchable.pdf>. Craven County Comprehensive Economic Development Strategic Plan (2013). Craven County Agricultural Development Plan.*

## **12. NATURAL RESOURCES**

- A. *Locate and describe any community identified important natural areas, waters, and resources, or other valued environmental areas or resources. These areas may be identified as such by state or federal resource agencies, or not). Describe whether natural resources or lands are considered locally important for economic, environmental, social, cultural, historical, recreational, regulatory, or other reasons.*

The MTP Study Area has an abundance of sensitive notable environmental features, as illustrated on the Environmental Features Maps, shown below. There are several historic resources in downtown



New Bern, Trent Woods, and near US 70 south of the Coastal Carolina Regional Airport. Approximately 39 percent of the MTP Study Area is wetlands. There is a Natural Heritage Area south of the Trent River, near the Reedy Branch Creek. There are Land and Water Conservation Funds properties at the northern end of the MTP Study Area on both sides of the Neuse River. A smaller area at the southern end of the MTP Study Area is also Land and Water Conservation Funds property. The southern end of the MTP Study Area contains large parcels of managed land, some of which is also Conservation Tax Credit Property. There is an area of managed land to the north of downtown New Bern along the Neuse River. A large portion of New Bern, Trent Woods, River Bend, and Bridgeton are Targeted Local Watersheds, which represent opportunities for watershed improvements. Many areas have been identified in the Natural Heritage Program as having the potential for occurrences of rare plants and animals, and/or unique natural communities. There is also a sizable amount of agricultural land in the MTP Study Area.

Figure 3: Environmental Features Map #1

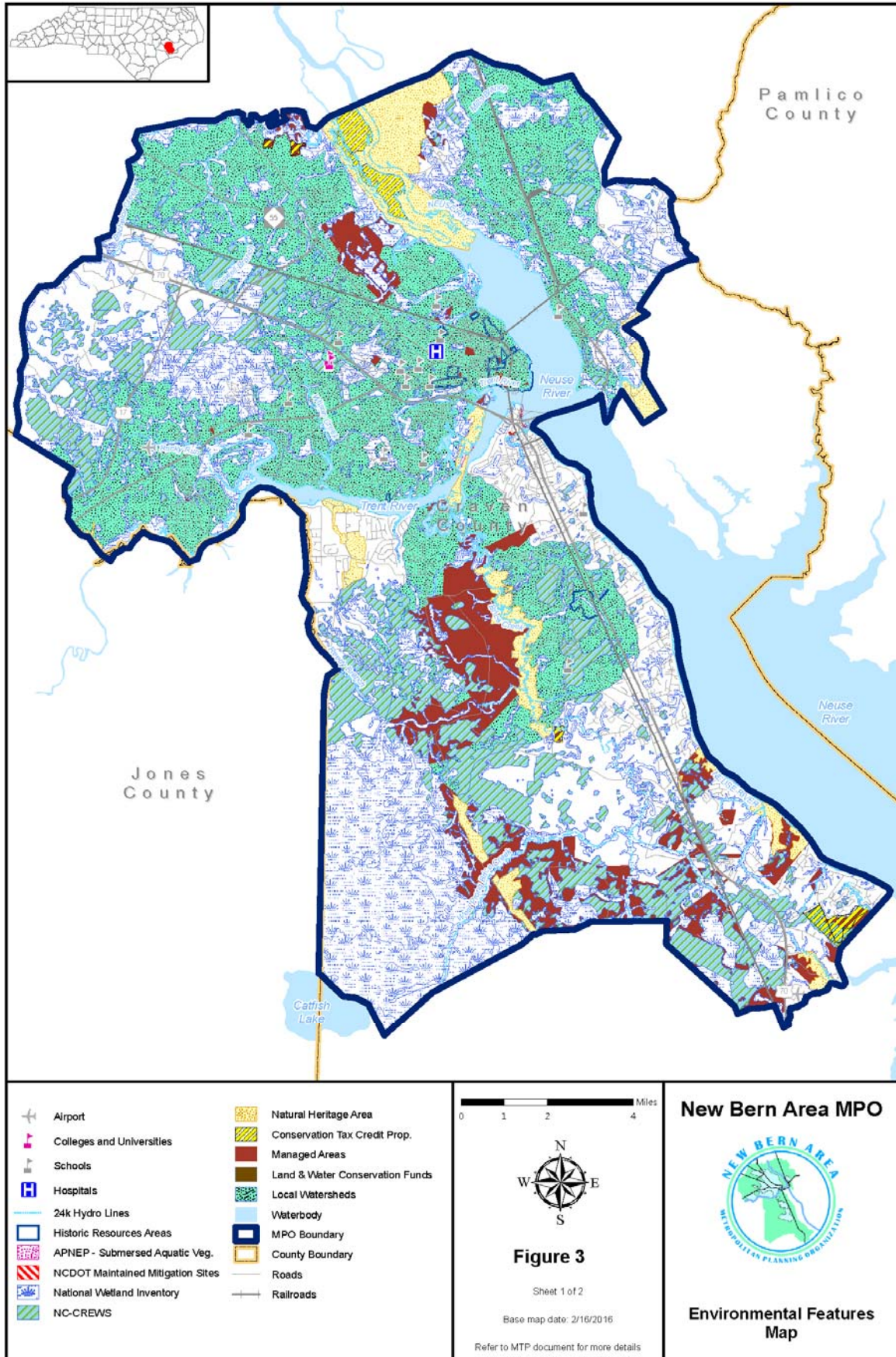
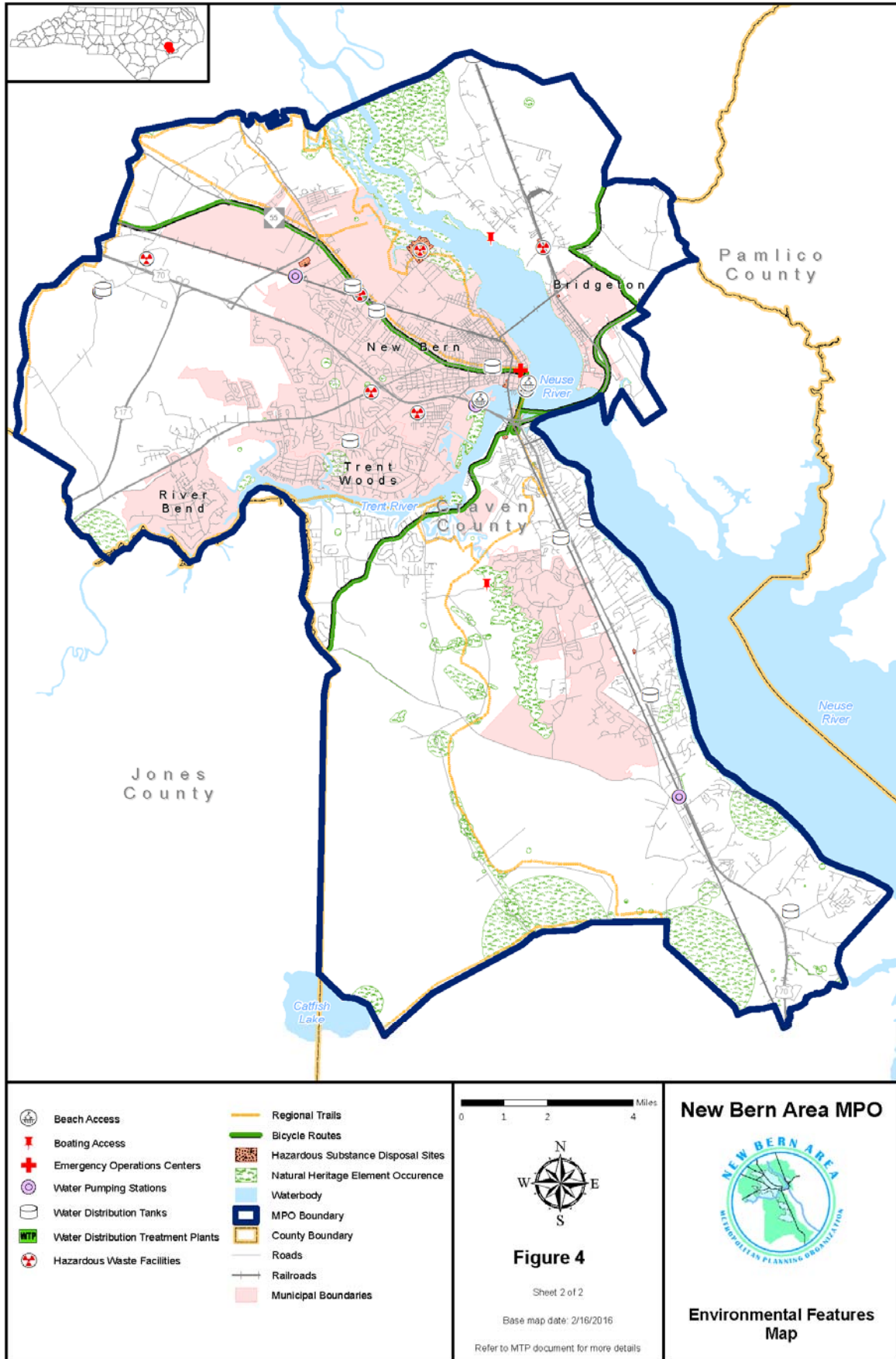


Figure 4: Environmental Features Map #2



## **13. TRANSPORTATION CHOICES**

### ***A. Identify major existing and proposed pedestrian destinations:***

There is some pedestrian activity in New Bern, but no major destinations. There are plans for a new multi-use trail along Dr. MLK Blvd between US 70 and US 17.

### ***B. Identify major existing and proposed bicycle destinations:***

The Neuse River Recreation Area has trails that bikers can use. There is also an optional pathway for the Mountains-to-Sea Trail through New Bern. The main Mountains-to-Sea Trail route is just south of the study area.

### ***C. Identify major existing and proposed transit (bus and/or rail) destinations:***

As a predominately rural county, there are no major transit routes in the area. New Bern has two fixed-route transit routes which operate in opposing directions on a loop route. Transit use is limited in the study area. There are two rail corridors in the study area, but these are used for freight service and do not currently have any passenger service.

### ***D. Do opportunities exist to expand travel to these destinations? Expansion may include infill and densification within existing destinations, increasing the service area and/or creating new destinations.***

Because of the low transit usage, there are always opportunities to increase ridership and expand service to destinations in the study area, but the rural nature of the County makes transit service a challenge.



---

# **Attachment 1**

## **Agency Coordination**

## Andre, Candice

---

**From:** Cochran, Miller  
**Sent:** Friday, February 12, 2016 10:45 AM  
**To:** Andre, Candice  
**Subject:** FW: NBAMPO MTP - ICE Assessment Input Request

**Miller Cochran, AICP**  
Transportation Planner

P 919.741.5513  
[www.vhb.com](http://www.vhb.com)

---

**From:** Tony Lee [mailto:officerlee@trentwoodsnc.org]  
**Sent:** Tuesday, November 03, 2015 7:05 PM  
**To:** Cochran, Miller <mcochran@vhb.com>  
**Subject:** Re: NBAMPO MTP - ICE Assessment Input Request

In regards to the Town of Trent Woods, please see the following responses to questions 1-4.

Q1: no  
Q2: no  
Q3: no  
Q4: no

Tony Lee  
Police Chief  
Town of Trent Woods

On Nov 2, 2015, at 3:59 PM, Cochran, Miller <[mcochran@vhb.com](mailto:mcochran@vhb.com)> wrote:

Good afternoon, Chief Lee,

I am writing to follow up on the email below that was sent a few weeks ago. We are seeking information on community characteristics in Trent Woods for use in a report we are preparing regarding impacts from future transportation impacts in the area. More information is provided below. If you could provide us with your responses to the questions below and the attached interview form, that would be greatly appreciated. Please contact me if you have questions.

Thank you,  
Miller

**Miller Cochran**  
Transportation Planner

P 919.741.5513  
[www.vhb.com](http://www.vhb.com)

---

**From:** Andre, Candice  
**Sent:** Friday, October 09, 2015 2:09 PM  
**To:** [officerlee@trentwoodsnc.org](mailto:officerlee@trentwoodsnc.org)  
**Cc:** Cochran, Miller <[mcochran@vhb.com](mailto:mcochran@vhb.com)>  
**Subject:** NBAMPO MTP - ICE Assessment Input Request

Good afternoon, Mr. Lee:

The New Bern Area Metropolitan Planning Organization (NBAMPO) is currently in the process of preparing its Metropolitan Transportation Plan (MTP), which evaluates travel patterns and projected future transportation demands and needs to the year 2040. The MTP will include an indirect and cumulative effects (ICE) assessment for the overall plan and proposed projects. Indirect effects are secondary effects from a project which may include induced growth, land use change, or other induced effects on air or water quality and natural systems. Cumulative effects are the incremental impacts of a project when added to other past, present, and future impacts. VHB Engineering, NC, PC (VHB), on behalf of the NBAMPO, would like your feedback on the questions below to assist with the ICE assessment. A map of the MPO area is attached for your reference.

1. Are there areas within the MTP Study Area that have high crime incidents?
2. Are there areas within the MTP Study Area that have high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use? (reported or anecdotal)
3. Are there locations within the MTP Study Area with high medical response calls? (nursing homes, retirement communities, summer camps, etc.)
4. Are there places in the MTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation?

Please provide input by 10/16/15. If you prefer, we are happy to discuss these topics by phone. Please let us know if there is a more appropriate person to contact for this feedback. As the assessment progresses, we may be reaching out to you for additional information.

Thank you for your assistance. Feel free to contact Miller Cochran (919.741.5513, [mcochran@vhb.com](mailto:mcochran@vhb.com)) or me if you have any questions.

Kind regards,

**Candice Andre, AICP, LEED GA**  
Senior Project Planner

<image001.png>  
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<Municipal Boundaries (9Oct15).pdf>



## Andre, Candice

---

**From:** Cochran, Miller  
**Sent:** Friday, February 12, 2016 10:45 AM  
**To:** Andre, Candice  
**Subject:** FW: NBAMPO MTP - ICE Assessment Input Request

**Miller Cochran, AICP**  
Transportation Planner

P 919.741.5513  
[www.vhb.com](http://www.vhb.com)

---

**From:** Linda Tripp Godette [mailto:godettel@newbernpd.org]  
**Sent:** Tuesday, November 03, 2015 1:08 PM  
**To:** Cochran, Miller <mcochran@vhb.com>  
**Subject:** RE: NBAMPO MTP - ICE Assessment Input Request

Miller,

See my response below. Feel free to call me if you need to. I am very passionate about the transportation issue for people in need. Sorry so late getting back to you. We have been doing some internal changes. Bear with me. ;-)

252-672-4196 office  
252-626-1755 cell

Call me any time. Cell is better most times.

---

**From:** Cochran, Miller [mailto:mcochran@vhb.com]  
**Sent:** Monday, November 02, 2015 3:57 PM  
**To:** Linda Tripp Godette  
**Subject:** FW: NBAMPO MTP - ICE Assessment Input Request

Good afternoon, Lt. Godette,

I am writing to follow up on the email below that was sent a few weeks ago. We are seeking information on community characteristics in New Bern for use in a report we are preparing regarding impacts from future transportation impacts in the area. More information is provided below. If you could provide us with your responses to the questions below, that would be greatly appreciated. Please contact me if you have questions.

Thank you,  
Miller

**Miller Cochran**  
Transportation Planner

P 919.741.5513  
[www.vhb.com](http://www.vhb.com)

---

**From:** Andre, Candice  
**Sent:** Friday, October 09, 2015 2:07 PM  
**To:** [godettel@newbernpd.org](mailto:godettel@newbernpd.org)  
**Cc:** Cochran, Miller <[mcochran@vhb.com](mailto:mcochran@vhb.com)>  
**Subject:** NBAMPO MTP - ICE Assessment Input Request

Good afternoon, Lt. Godette:

The New Bern Area Metropolitan Planning Organization (NBAMPO) is currently in the process of preparing its Metropolitan Transportation Plan (MTP), which evaluates travel patterns and projected future transportation demands and needs to the year 2040. The MTP will include an indirect and cumulative effects (ICE) assessment for the overall plan and proposed projects. Indirect effects are secondary effects from a project which may include induced growth, land use change, or other induced effects on air or water quality and natural systems. Cumulative effects are the incremental impacts of a project when added to other past, present, and future impacts. VHB Engineering, NC, PC (VHB), on behalf of the NBAMPO, would like your feedback on the questions below to assist with the ICE assessment. A map of the MPO area is attached for your reference.

1. Are there areas within the MTP Study Area that have high crime incidents? **Yes: includes specific communities, retail stores such as Walmart and places where people must walk for transportation night and day.**
2. Are there areas within the MTP Study Area that have high numbers of pedestrian or bicyclist incidents or otherwise discourage pedestrian or bicyclist use? (reported or anecdotal) **Yes: some areas in specific communities cannot support restructuring to address pedestrian/bicycle traffic due to historical neighborhood designs. A large portion of the community does not have access to a full scale grocery store and are forced to commute on foot or bicycle to accommodate shopping needs. Most all of the pertinent resources needed by the low-income citizenry are not in a reachable grasp for them because they have moved to the opposite ends of the city. This promotes the cycle of robberies, injuries and poor mental wellness. Resources have been removed from the ones in need and the question of how to get them to those resources is now being addressed by your organization. Transportation is a major, major issue.**
3. Are there locations within the MTP Study Area with high medical response calls? (nursing homes, retirement communities, summer camps, etc.) **Yes: elderly homeowners and handicap homes are scattered in neighborhoods while there are assisted living/nursing homes located in business zones. Both require medical responses along with police response as well**
4. Are there places in the MTP Study Area with known issues (isolation, access, etc.) with emergency response or evacuation? **Yes: a certain portion of residential communities are separated by railroad system that can affect medical and police response.**

Please provide input by 10/16/15. If you prefer, we are happy to discuss these topics by phone. Please let us know if there is a more appropriate person to contact for this feedback. As the assessment progresses, we may be reaching out to you for additional information.

Thank you for your assistance. Feel free to contact Miller Cochran (919.741.5513, [mcochran@vhb.com](mailto:mcochran@vhb.com)) or me if you have any questions.

Kind regards,

**Candice Andre, AICP, LEED GA**

Senior Project Planner



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**INTERVIEW FORM: New Bern Area MPO Metropolitan Transportation Plan – ICE Product 1 – Public Policy**



Document and describe the prevalence and applicability of the development policies and regulations in the jurisdictions contained in the MTP Study Area. Less stringent policies and regulations are considered “high” in ranking, whereas more stringent regulations and growth management policies are considered a “low” ranking.

<b>Municipality name:</b>	Craven County				
<b>Date:</b>	11/4/15				
<b>Interviewee:</b>	Jason Frederick				
<b>Interviewer:</b>	Miller Cochran				
<b>Overall assessment of policies</b>	High (Less Regulations)	Med-High X	Medium	Med-Low	Low (More Regulations)

<b>Existing Public Policy</b>	Describe in what ways local policies may be considered effective in the way they manage growth (i.e. by the community, planning board).	Craven County uses several plans to help manage growth such as: CAMA Land Use Plan, Multi-Jurisdictional Hazard Mitigation Plan, Subdivision Ordinance, Flood Development Ordinance. These plans implement smart growth techniques such as using buffers, open space, and impervious surface regulations to protect our riverine systems, wetlands or environmentally sensitive areas; managing our flood plain development by awareness, proper construction and locating critical facilities out of the flood plain etc... Subdivisions are reviewed for compliance with setbacks, easements, wetlands, flood, access, soil evaluations etc..
	<ul style="list-style-type: none"> <li>• Are the local policies clearly written (with examples to support answer)?</li> <li>• How easily implementable are they (why/why not, examples)?</li> <li>• How well do the implementing board(s) understand the policies?</li> <li>• How consistently does the Planning Board/Council follow the policies?</li> <li>• Do they document reasoning when policies are not followed or exceptions are granted?</li> <li>• Others?</li> </ul>	<p>-All local policies are clearly written and available for public review on our website.</p> <p>-Our policies/ordinance are mostly easily implemented b/c most are based on State/Federal regulation that we adopt locally. Often we seek public comment, support for our locally adopted ordinances.</p> <p>-Our Board of Commissioners and Planning Board are very knowledgeable and take a hands-on approach when implementing new regulations or modifying them.</p> <p>-Our Planning Board strives to base decisions on consistency with the ordinance(s) they administer.</p> <p>-When a decision is made under a special circumstance the reasoning is noted in the minutes that specifically</p>

		<p>outlines why the decision was made. Our Board is careful to not set precedence's but will entertain special circumstances when possible while still maintaining the integrity of the ordinance.</p>
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## New Bern Area MPO – ICE Assessment/Community Understanding Report – Notes from Coordination with Local Officials

Stanley Kite - Craven County EMS phone call on 11/2

- Crime a little elevated along US 70 Corridor / James City
- Higher number of pedestrian crashes in New Bern, but ped/bike crashes not a major concern... not many overall because fairly rural
- Nursing homes and retirement homes have higher EMS call rate. Little Cherry Point is one.
- Brices Creek can get cut off from EMS with storm surge
- High number of accidents along US 70 East corridor

Lt. Godette – New Bern PD, email on 11/3

- High crime places include retail stores such as Walmart and places where people must walk for transportation day and night
- High ped/bike crashes: Yes: some areas in specific communities cannot support restructuring to address pedestrian/bicycle traffic due to historical neighborhood designs. A large portion of the community does not have access to a full scale grocery store and are forced to commute on foot or bicycle to accommodate shopping needs. Most all of the pertinent resources needed by the low-income citizenry are not in a reachable grasp for them because they have moved to the opposite ends of the city. This promotes the cycle of robberies, injuries and poor mental wellness. Resources have been removed from the ones in need and the question of how to get them to those resources is now being addressed by your organization. Transportation is a major, major issue.
- EMS Response calls: Yes: elderly homeowners and handicap homes are scattered in neighborhoods while there are assisted living/nursing homes located in business zones. Both require medicals responses along with police response as well
- Issues with access/isolation: Yes: a certain portion of residential communities are separated by railroad system that can affect medical and police response.

Chief Lee, Trent Woods PD, email response on 11/3

- No as a response to all four questions.

Jason Frederick (in place of Don Baumgardner) – Craven County Planning, phone call and email, 11/4

- Some flood buyout properties, but county trying to avoid them
- Little zoning in the county – try to protect water resources
- VADs in the county (should have shapefile). VADs implemented 6 or 7 years ago, minimum lot size of 10 acres and restrictions on use
- No major ped/bike destinations. Neuse Trail, New Bern sidewalk on Neuse Blvd.

Kelly Walker – CARTS (transit) Director, phone call on 11/5

- No major transit destinations, rural county. Yellow and Red fixed route lines in New Bern