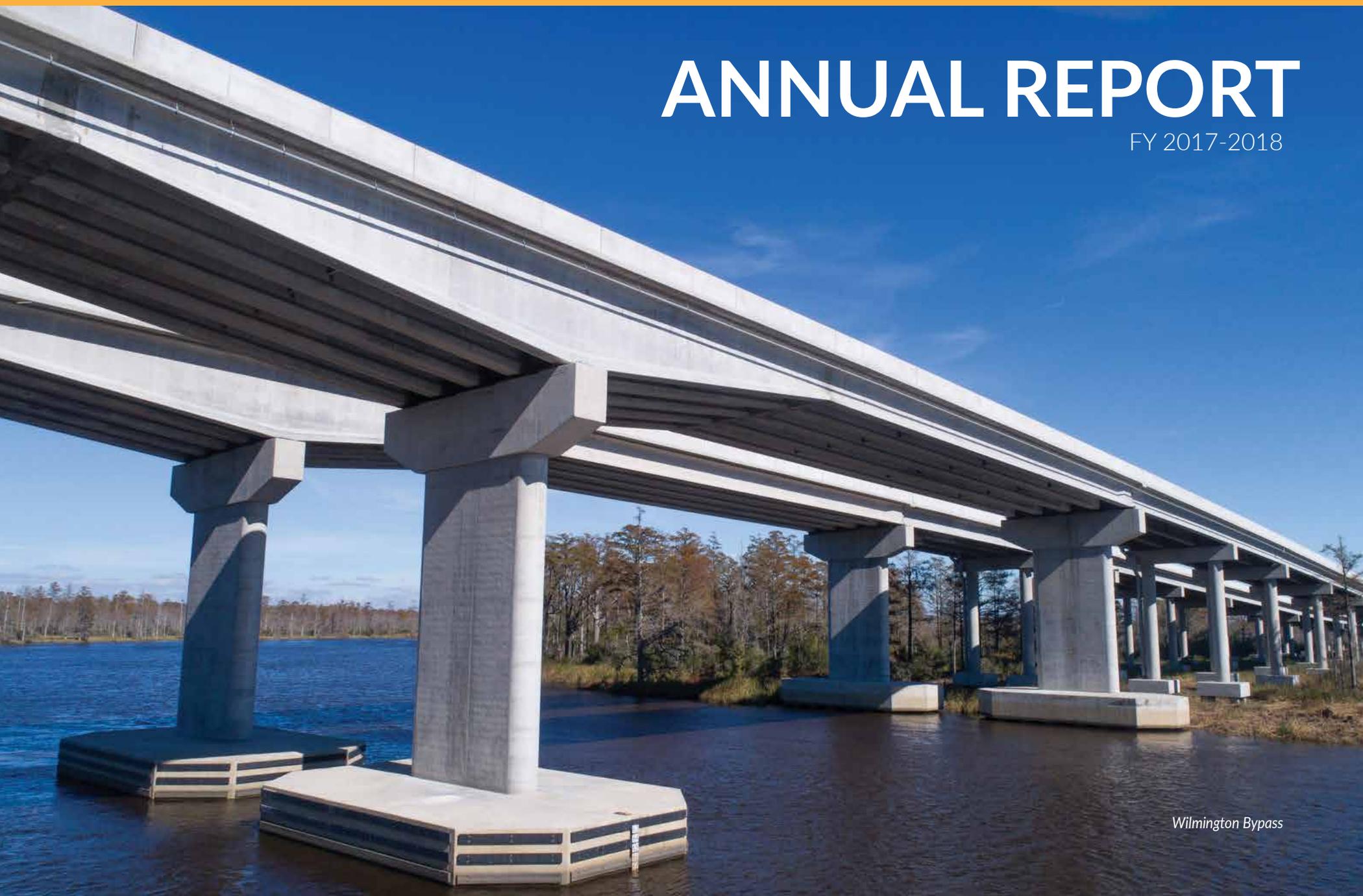




WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

# ANNUAL REPORT

FY 2017-2018



*Wilmington Bypass*

# WILMINGTON URBAN AREA MPO MISSION STATEMENT

Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that proactively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.



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# WMPO BOARD MEMBERS

The Board is the federally recognized entity responsible for carrying out the urban transportation planning process for the Wilmington Urban Area.



Chair: Hon. David Piepmeyer  
Pender County



Vice-Chair: Hon. Pat Batleman  
Town of Leland



Hon. Neil Anderson  
City of Wilmington



Hon. Jonathan Barfield  
Cape Fear Public Transportation Authority/  
New Hanover County



Hon. John Ellen  
Town of Kure Beach



Hon. Hank Miller  
Town of Wrightsville Beach



Hon. Charlie Rivenbark  
City of Wilmington



Hon. Steve Shuttleworth  
Town of Carolina Beach



Hon. Noreen Slattery  
Town of Belville



Hon. Skip Watkins  
New Hanover County



Hon. Frank Williams  
Brunswick County



Hon. Eulis Willis  
Town of Navassa



Landon Zimmer  
NC Board of Transportation

# LETTER FROM THE EXECUTIVE DIRECTOR

**As the Executive Director of the Wilmington Urban Area Metropolitan Planning Organization and on behalf of our Board, I am pleased to present this FY 2018 Annual Report. This past year has been another success. Below please find a few highlights from our many key accomplishments and insight into where the organization will be headed.**

## **Cape Fear Moving Forward 2045 Transportation Plan**

— Cape Fear Moving Forward 2045 will be the plan used by federal, state, and local governments to guide transportation projects in our region over the next 25 years. The plan will make recommendations for project types and funding sources for the six major modes of transportation: roadway, bicycle and pedestrian, mass transportation, ferry and water transportation, aviation, and freight and rail. A kick-off event was held on April 3rd and the MPO opened the first public outreach component of the plan. The MPO also held a number of public open houses and attended events to receive input. Cape Fear Moving Forward 2045 will be adopted by the MPO Board by November 2020.

**Prioritization 5.0** — The Strategic Transportation Investments (STI) law is the formula to determine how the North Carolina Department of Transportation (NCDOT), in partnership with local governments, will fund and prioritize transportation projects in the state of North Carolina. Under this process, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and Division Engineers will assign local input points to projects in the Regional Impact and Division Needs tiers. The MPO submitted projects to be considered in Prioritization 5.0. The MPO Board adopted the local input meth-

odology to assign our MPO points. In April, NCDOT released the projects that were funded in the State-wide Mobility Tier which included upgrades to the CSX rail line in the City of Wilmington and several projects at Wilmington International Airport. The next step will be for the MPOs, RPOs and Division Engineers to assign local input points at the Regional Impact and Division Needs tiers. The draft 2020-2029 State/MPO Transportation Improvement Program is anticipated be released in January 2019.

## **Implementation of Direct Attributable Funding**

— The MPO Board has allocated Direct Attributable funding to various projects in the MPO's planning area boundary. There are 23 projects currently under development utilizing these funding sources. The local member jurisdictions, MPO and NCDOT continue to work toward implementation of these projects that are in various stages of development. The walkway under the Heide-Trask drawbridge, Island Greenway/Harper Avenue bike lanes and Cape Fear Boulevard multi-use path are currently under construction. In 2018, the MPO Board allocated funding to cover overages on several projects that were underfunded, allocated an additional \$1.7 million to complete the Wilmington Multi-modal Transportation center and allocated funding in the amount of \$750,000 to continue the Environmen-

tal Impact Statement for the Cape Fear Crossing. We expect a number of these projects to be under construction in the next fiscal year.

Along with the aforementioned, there are a number of other important initiatives in which we will focus on over the course of the next year. These include the completion of the Leland Street Design Manual, Northern New Hanover County Future Streets Plan and continued efforts on Cape Fear Moving Forward 2045. We will also continue to coordinate with our local members, NCDOT, Cape Fear Public Transportation Authority, Wilmington International Airport and other partners on important transportation projects and priorities in our region.

I and the other MPO staff look forward to working with the MPO Board and various committees, our local members, our citizens and other key stakeholders to ensure another successful year.

Sincerely,



Mike Kozlosky  
Executive Director

# LONG-RANGE TRANSPORTATION PLANNING SERVICES

The primary role of the Wilmington Urban Area Metropolitan Planning Organization is to conduct transportation planning in a continuing, cooperative, and comprehensive manner. As such, the WMPO is key to ensuring federal requirements are met. Most importantly, the MPO develops and maintains the Metropolitan Transportation Plan (Cape Fear Transportation 2040, which was adopted in November of 2015 and serves as our current MTP). In addition, other responsibilities include the development of several other plans and initiatives and providing the following services:

## LONG-RANGE PLANNING

The Wilmington Urban Area MPO coordinates with member jurisdictions and partners to develop long-range transportation plans, most importantly, the Metropolitan Transportation Plan. Staff has worked with regional committees to prepare for the beginning stages of the development of the 2045 Metropolitan Transportation Plan, Leland Street Design Manual and Northern

New Hanover County Future Streets Plan.



## TRAVEL DEMAND MODEL



Transportation plans utilize a travel demand model to calibrate the siting and design of transportation facilities. NCDOT is currently working to update the model, which will be ready to use for the development of the

2045 MTP. The model will be used to anticipate the impact of potential future transportation projects and help to anticipate future congestion throughout the region. The base year data has been finalized and NCDOT/MPO are working on data projections.

## MAPPING/DATA MANAGEMENT/ GRAPHICS



The Long-Range Planning services manage the MPO's geographic information systems and design software. The production of maps, posters, brochures, documents, etc. is a critical component for the WMPO. This

service is needed to allow for adequate data analysis and to ensure robust communication with the public.

## NCDOT PRIORITIZATION PROCESS



The Strategic Transportation Investment Process provides for data driven project selection. NCDOT provides for MPOs, Rural Planning Organizations, and Division Engineers to submit projects for potential funding and programming into the State/Metropolitan Transportation Improvement Programs every two years. The WMPO coordinates input from partnering agencies, performs project analysis, prioritizes projects, and submits local projects into the online SPOT system for NCDOT's Prioritization Process.

***The primary role of the WMPO is to conduct transportation planning in a continuing, cooperative, and comprehensive manner.***

# LONG-RANGE PLANS IN PROGRESS

The creation of long-range planning documents involves working with committees of subject matter experts, conducting extensive public outreach, analyzing existing conditions, and finally developing and vetting final recommendations. The following are long-range plans currently in progress.

## CAPE FEAR MOVING FORWARD 2045



The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The plan will guide the regional transportation priorities and actions, and be used for project selection in

the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan which officially kicked off in April and will continue until the adoption in 2020. The WMPO will work with modal subcommittees comprised of subject matter experts to craft goals, objectives, policies, scoring criteria, and final project lists for inclusion in the plan. The final plan is required to be adopted by the WMPO Board by November 2020.

## 2018 CMP BIENNIAL REPORT

The WMPO is currently working on the 2018 CMP Biennial Report. The purpose of the report is to demonstrate how the WMPO's regional network is performing according to the performance measures established in the CMP in 2018.



## NEW HANOVER COUNTY FUTURE STREETS PLAN

New Hanover County and the Wilmington Urban Area MPO have partnered to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development. Staff from New Hanover County and the WMPO continue to develop this plan.



## LELAND STREET DESIGN MANUAL



The Town of Leland has partnered with the Wilmington Urban Area MPO for the development of street design manual. These guidelines will help guide the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The

Leland Street Design Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. Staff from the Town and MPO continues to work on the development of these standards.

# TRANSPORTATION PROJECTS FUNDED IN THE MTIP/STIP



## UNDER CONSTRUCTION

- Military Cutoff Road Extension
- I-140/Wilmington Bypass
- Kerr Avenue Widening

## STUDY/DESIGN

- Castle Hayne Road Widening
- South Front Street Widening
- Isabel Holmes Bridge Interchange
- Carolina Beach Road Streetscape
- US 74/Eastwood Road & Military Cutoff Road Interchange
- US 74/Martin Luther King Jr. Parkway & US 17 BUS/Market Street Interchange
- US 74/Martin Luther King Jr. Parkway & NC 132/College Road Interchange
- NC 132/College Road & US 76/Oleander Drive Interchange
- US 74/Martin Luther King Jr. Parkway & Kerr Avenue Interchange
- Wilmington Multi-Modal Transportation Center
- Cape Fear River Crossing
- Independence Boulevard Extension
- Heide Trask Bridge Replacement
- College Road Access Management and Improvements
- US 421/Carolina Beach Road Upgrade
- Eastwood Road & Military Cutoff Road Interchange
- Carolina Beach Road & College Road Interchange

## RIGHT-OF-WAY ACQUISITION

- Hampstead Bypass
- US 17 Superstreet
- US 17 BUS/Market Street Medians/ Access Management

# FY2017-2018 WMPO HIGHLIGHTS

## CHAIRMAN RECOGNITION

In January 2018, the WMPO Board recognized former Chairman Gary Doetsch for his years of dedicated service for the WMPO.



Hon. Piepmeyer, right, presents plaque to Hon. Doetsch, left.

## RESOLUTION SUPPORTING THE FORT FISHER/SOUTHPORT FERRY TOLL RATE INCREASE

The WMPO supported the ferry toll increase from \$5 to \$7 for vehicles shorter than 20 feet, from \$10 to \$14 for those ranging in length from 20 to 40 feet, and from \$15 to \$28 for vehicles longer than 40 feet. Toll monies collected are required to go towards new ferry vessels and ferry improvements. These increases were approved by the NC Board of Transportation on June 28, 2018.

## ACCEPTANCE OF THE WILMINGTON RAIL REALIGNMENT AND RIGHT-OF-WAY USE ALTERNATIVES FEASIBILITY STUDY



The WMPO Board accepted the results of the Wilmington Rail Realignment and Right-of-way Use Alternatives Feasibility Study, completed by Moffat & Nichol. Based on the findings of the study, which identified no fatal flaws, the WMPO also supported the Mayor's Task Force recommendation to continue with the development of the Rail Realignment project.

## ADDITIONAL ALLOCATION OF FUNDS FOR THE CAPE FEAR CROSSING ENVIRONMENTAL STUDY

The WMPO Board voted to allocate an additional \$750,000 to complete the environmental studies for the project.

## ADDITIONAL FUNDING FOR THE WILMINGTON MULTI-MODAL TRANSPORTATION CENTER

The WMPO Board supported the allocation of an additional \$1,700,000 to the Cape Fear Public Transportation Authority for the Wilmington Multi-modal Transportation Center to help fund unanticipated project costs.



# 2017-2021 STRATEGIC BUSINESS PLAN

**After the completion of the Cape Fear Transportation 2040 Metropolitan Transportation Plan, the short-range 2017-2021 Strategic Business Plan was developed. The plan identified the WMPO Board's top six target areas and provides targets, objectives, and strategies for the organization through 2021.**

## CAPE FEAR CROSSING

The Cape Fear Crossing is a proposed 9.5 mile long roadway and bridge over the Cape Fear River, south of the existing Cape Fear Memorial and Isabella Holmes crossings.



The proposed route would help improve traffic and efficient freight routes from US 17 and I-140 in Brunswick County to US 421 near the Port of Wilmington in New Hanover County. It would also provide for an evacuation route in case of hurricanes or other emergency situations.

The project was programmed in the 2018-2027 STIP for planning and environmental studies only, utilizing Direct Attributable funding allotted by the WMPO Board. The Board's total contribution towards the completion of the environmental documents totals \$1.5 million.

The project team, comprised of NCDOT and consultants, continues to coordinate and correspond with project stakeholders while the Traffic Noise Analysis and Air Quality Analysis continue. In August of 2017, the project team achieved final concurrence from the NEPA/Section 404 Merger Team on Concurrence Point 2A - "Bridging Decisions and Alignment Review." In November of 2017 the Merger Team reached concurrence on the elimina-

tion of Alternatives C, F, P, G, J, and V Freeway. Alternatives B, Q, T, M Avoidance, N Avoidance, and V Widening were carried forward for detailed study in the Draft Environmental Impact Statement. The Draft Environmental Impact Statement is anticipated to be completed and released in September of 2018.

In a continued effort to fund the project beyond environmental studies, the WMPO has requested the North Carolina Turnpike Authority to study the crossing project as a potential toll facility.

## HAMPSTEAD BYPASS

The Hampstead Bypass will be a new location spanning from the Wilmington Bypass to US 17 north of Hampstead. The Bypass will be constructed in two sections, A and B. Section A (from the US 17 Wilmington Bypass to NC 210) is currently unfunded for construction. NCDOT will work to accelerate this project as much as possible, and it is anticipated that construction funds will be programmed for Section B by September 2020. Right-of-way funds were released in March 2018 and NCDOT is currently working on acquisitions. The 25% plans were approved in October 2017 and the drainage design is being final-



ized. Section B (from NC 210 to US 17 north of Hampstead) is currently fully funded. NCDOT is working to accelerate the current construction schedule of September 2020. Like Section A, right-of-way funds were released in March 2018 and acquisitions are currently underway. 25% plans have also been approved and the northern interchange design has been revised and finalized.

## INDEPENDENCE BLVD EXTENSION

Independence Boulevard Extension will be a new location facility from Randall Parkway to the Martin Luther King Jr. Parkway. The purpose and need for the project is to improve mobility and reduce congestion for motorists traveling north and south in central Wilmington. The project is funded in the adopted 2018-2027 State/MPO Transportation Improvement Program for right-of-way acquisition to begin in Fiscal Year 2023 and construction to begin in Fiscal Year 2025.

The North Carolina Department of Transportation presented an update to the Wilmington City Council regarding the progress of the project during a City Council's post-agenda briefing on January 22, 2018. The Department also provided an update to the MPO Board at the January 31, 2018 meeting. Based on the feedback from the City Council, the Department evaluated ways to reduce the proposed berm and provide additional opportunities for interconnectivity in the northern part

of the City. The Department developed new options for Alternatives 2 and 7.

The Department reviewed the anticipated impacts and costs of these options and has moved forward with comparing the traffic impacts of Alternative 7-Option 5 and Alternative 7-Option 6. Under these new preliminary designs, Alternative 7 will include a bridge structure from Market Street to Hurst Drive with Option 5 having a Tight Urban Diamond Interchange (TUDI) at Market Street and Option 6 having a Single Point Urban Interchange (SPUI) at Market Street. The Department continues to evaluate the Tight Urban Diamond and Single Point Urban Interchanges and is in discussions with CSX regarding the multi-use path/rail crossings.



## REESTABLISHMENT OF THE WALLACE TO CASTLE HAYNE RAIL CONNECTION

In June 2018, NCDOT announced a CSX Intermodal Transportation Facility for Edgecombe County to be completed in 2020. This announcement not only makes Eastern North Carolina attractive for potential freight business, but also placed emphasis on the importance of the reestablishment of the Wallace to Castle Hayne Rail Connection.



## WILMINGTON RAIL REALIGNMENT

The Rail Re-Alignment Feasibility Study, which focused on the relocation realignment of the heavy rail line outside of the city, was completed in 2017, and the results of the study encouraged the continuation of the development of the project. The City of Wilmington's Mayor's Task Force has continued to build public awareness and interest in the project, as well as will be seeking opportunities for public/private partnerships and Federal Railroad Administration (FRA) grants. The realignment project was also submitted by the WMPO for Prioritization 5.0 for scoring and possible programming.

## INCREASE ILM DIRECT ROUTES

On April 9, 2018, United Airlines began offering daily service to Chicago and Washington Dulles. Additionally, American Airlines began offering an additional daily service to Washington National on May 3, 2018; Seasonal Saturday service to Dallas-Fort Worth beginning May 3, 2018 through October 3, 2018; and Seasonal daily service to Chicago beginning June 3, 2018 through September 4, 2018. The addition of these flight services provides ILM with a network of three airlines with eight non-stop destinations, access to seven airline hubs, and six international gateways. The WMPO continues to support ILM projects that encourage future air service expansion to and from the Wilmington International Airport.





**GO COAST**  
CAPE FEAR'S OFFICIAL AGENCY  
FOR SMART TRANSPORTATION

**GO COAST** encourages and enables citizens who live, work, and play in the greater Wilmington area to reduce their miles traveled in a single occupancy vehicle. The Go Coast Committee works with employers and stakeholders throughout the region to mitigate traffic and develop strategies to improve employee commuting experiences such as alternative work schedules, telecommuting, carpool & vanpool, and park and ride lots.



**GO COAST**  
CAPE FEAR'S OFFICIAL AGENCY  
FOR SMART TRANSPORTATION

## Stay Connected



@ gocoast\_ilm



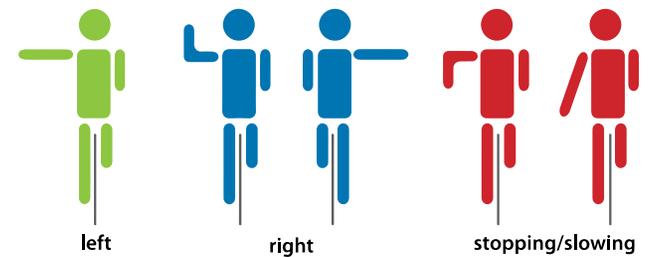
[gocoast@wilmingtonnc.gov](mailto:gocoast@wilmingtonnc.gov)

The Go Coast Committee has representation from Alcami Corporation, Apiture, Cape Fear Community College, Corning Inc., Town of Leland, Live Oak Bank, nCino, New Hanover County Public Schools, New Hanover County Regional Medical Center, Pender County, Target Corporation, UNC Wilmington, and Wave Transit. Go Coast also organizes annual events such as the Commuter Challenge, Bike to Work Week, and the River to Sea Bike Ride. If you are interested in joining the Go Coast Committee or learning more about Go Coast efforts please email [GoCoast@wilmingtonnc.gov](mailto:GoCoast@wilmingtonnc.gov)

# TDM REGIONAL ANNUAL EVENTS

## RIVER TO SEA BICYCLE RIDE

For 29 years, the WMPO Bicycle and Pedestrian Advisory Committee has coordinated with the City of Wilmington, New Hanover County, and the Town of Wrightsville Beach to organize a 20 mile (round-trip) casual paced bicycle ride from downtown Wilmington to Wrightsville Beach on Wilmington's River to Sea Bicycle Route. The River to Sea ride gives citizens an opportunity to take a safe bicycle ride without having to navigate through vehicle traffic. This event promotes alternative transportation and bicycle safety. To emphasize safety, the participants are required to wear bicycle helmets, and this year the raffle at Wrightsville Beach included tickets with bicycle safety hand signals (shown lower right). The 2018 River to Sea Bicycle Ride event had about 400 participants. We would like to thank the volunteers and sponsors for making this year's event a success.



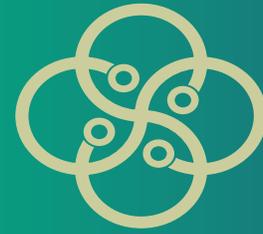
The

**2017**

**Go Coast**

**Commuter Challenge**

**October 16-29**



**GO COAST**

CAPE FEAR'S OFFICIAL AGENCY  
FOR SMART TRANSPORTATION

-  **Bicycle**
-  **Bus**
-  **Carpool/Vanpool**
-  **Electric Car**
-  **Hybrid Car**
-  **Skateboard**
-  **Telework**
-  **Walking**

**429 Participants**

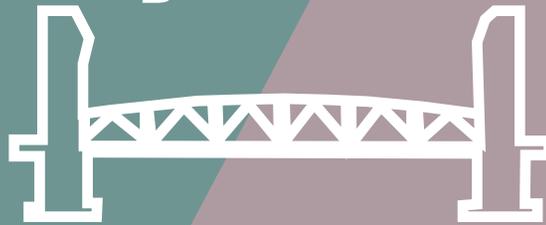
**37,389 pounds of CO<sub>2</sub> saved**

**63,035 miles**

**6,089 sustainable trips**

# BICYCLING IN THE CAPE FEAR REGION

## Wilmington Urban Area



## 2018 Bike to Work Week



449 Participants



1,115 Commutes to Work



736 Trips for Errands



12,275 Total Miles

CO<sub>2</sub>

10,932 Pounds of CO<sub>2</sub> Reduced



**GO COAST**  
CAPE FEAR'S OFFICIAL AGENCY  
FOR SMART TRANSPORTATION

### Top Employer Participation

nCino - 40

New Hanover County Schools - 37

UNCW - 36

Live Oak Bank - 34

New Hanover Regional Medical Center - 29

New Hanover County Government - 29

City of Wilmington - 23

CastleBranch - 20

Corning - 19

# TECHNICAL SERVICES

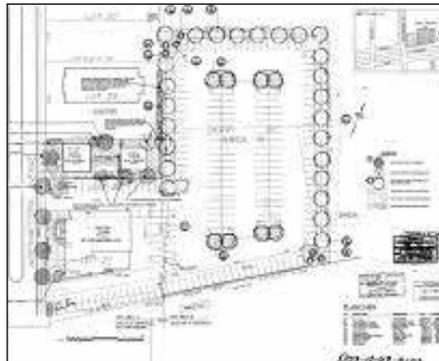
## DEVELOPMENT REVIEW & PROJECT DEVELOPMENT/MANAGEMENT

The WMPO's Technical Services Division provides the following services: management of the Direct Attributable program, assistance with project management for WMPO projects, development review, TIA review, and management of the WMPO's traffic count program. The Direct Attributable programs include the Surface Transportation Block Grant (STBGP-DA) and Transportation Alternative Set Aside (TASA-DA). The Direct Attributable projects are currently in various stages of planning, design, or construction. In the past 12 months, the following activities have been performed:

Scenario	Project ID	Level of Service (LOS) by Segment											
		Segment 1			Segment 2			Segment 3			Segment 4		
		A	B	C	A	B	C	A	B	C	A	B	C
Existing	0101.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Future No Build	0101.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Future Multimodal Improvement	0101.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

42

TIA REVIEWS



841

SITE PLAN REVIEWS



413

TRAFFIC COUNTS



19

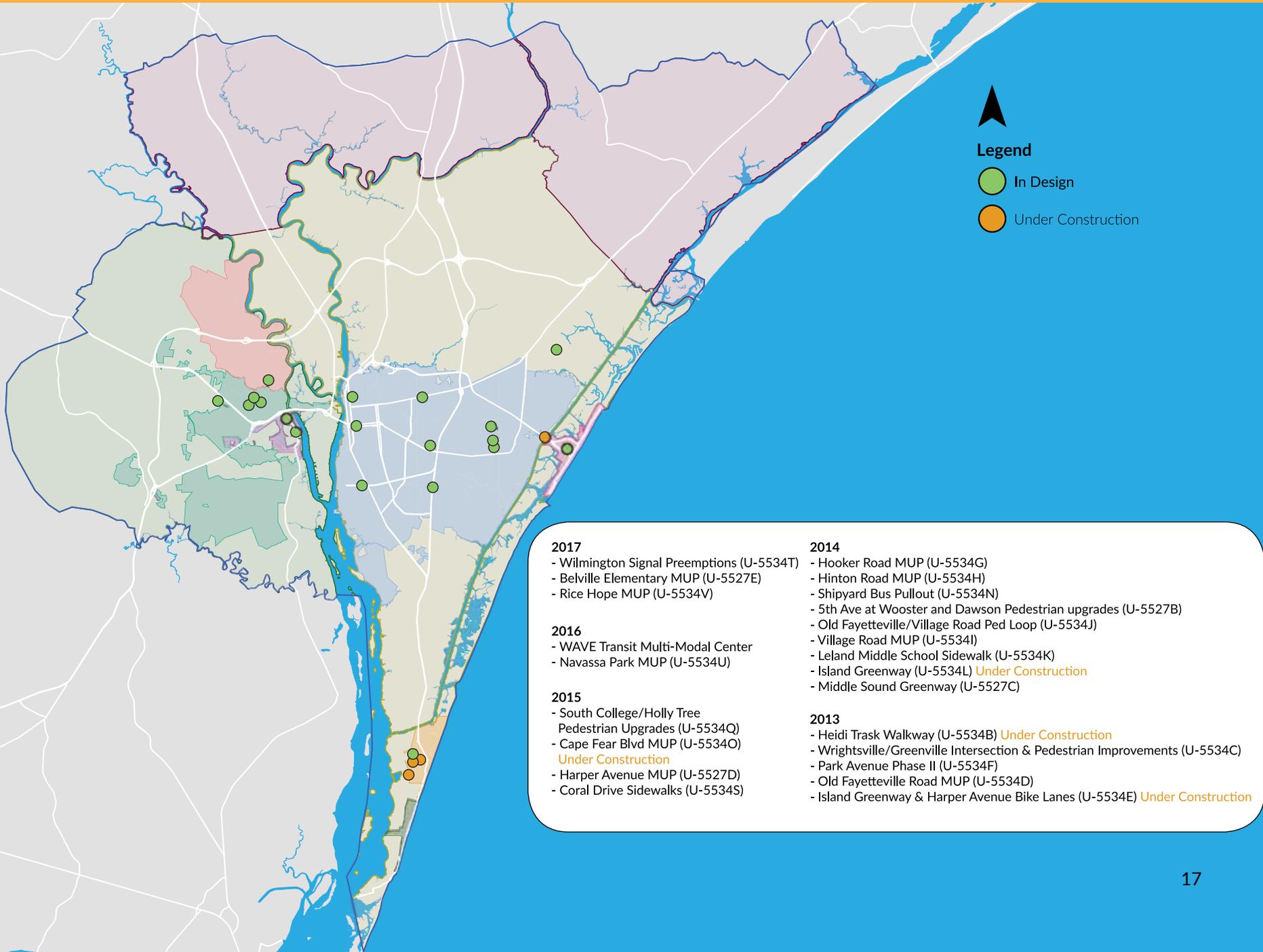
STBGP-DA PROJECTS  
(INCLUDES MULTIMODAL)



4

TASA-DA PROJECTS

# WMPO STBGP-DA AND TASA-DA PROJECTS IN DEVELOPMENT



**Legend**

- In Design
- Under Construction

- |  |  |
|--|--|
| <p><b>2017</b></p> <ul style="list-style-type: none"> <li>- Wilmington Signal Preemptions (U-5534T)</li> <li>- Belville Elementary MUP (U-5527E)</li> <li>- Rice Hope MUP (U-5534V)</li> </ul> <p><b>2016</b></p> <ul style="list-style-type: none"> <li>- WAVE Transit Multi-Modal Center</li> <li>- Navassa Park MUP (U-5534U)</li> </ul> <p><b>2015</b></p> <ul style="list-style-type: none"> <li>- South College/Holly Tree Pedestrian Upgrades (U-5534Q)</li> <li>- Cape Fear Blvd MUP (U-5534O) <span style="color: orange;">Under Construction</span></li> <li>- Harper Avenue MUP (U-5527D)</li> <li>- Coral Drive Sidewalks (U-5534S)</li> </ul> | <p><b>2014</b></p> <ul style="list-style-type: none"> <li>- Hooker Road MUP (U-5534G)</li> <li>- Hinton Road MUP (U-5534H)</li> <li>- Shipyard Bus Pullout (U-5534N)</li> <li>- 5th Ave at Wooster and Dawson Pedestrian upgrades (U-5527B)</li> <li>- Old Fayetteville/Village Road Ped Loop (U-5534J)</li> <li>- Village Road MUP (U-5534I)</li> <li>- Leland Middle School Sidewalk (U-5534K)</li> <li>- Island Greenway (U-5534L) <span style="color: orange;">Under Construction</span></li> <li>- Middle Sound Greenway (U-5527C)</li> </ul> <p><b>2013</b></p> <ul style="list-style-type: none"> <li>- Heidi Trask Walkway (U-5534B) <span style="color: orange;">Under Construction</span></li> <li>- Wrightsville/Greenville Intersection &amp; Pedestrian Improvements (U-5534C)</li> <li>- Park Avenue Phase II (U-5534F)</li> <li>- Old Fayetteville Road MUP (U-5534D)</li> <li>- Island Greenway &amp; Harper Avenue Bike Lanes (U-5534E) <span style="color: orange;">Under Construction</span></li> </ul> |
|--|--|



WILMINGTON URBAN AREA  
METROPOLITAN PLANNING ORGANIZATION

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# ANNUAL REPORT

FISCAL YEAR 2017-2018

We look forward to another successful year of continuing,  
cooperative, and comprehensive transportation planning in FY 2019.

