



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

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

**Wilmington Urban Area Metropolitan Planning Organization
Citizen Advisory Committee
Meeting Agenda**

TO: Wilmington Urban Area MPO Citizen Advisory Committee
FROM: Abby Lorenzo, Senior Transportation Planner
DATE: November 2nd, 2018
SUBJECT: November 7th meeting

A meeting of the Wilmington Urban Area MPO Citizen Advisory Committee will be held on Wednesday, November 7th at 2 pm. The meeting will be held in the 6th Floor Conference Room located at 320 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes- August 8th, 2018
- 3) Presentation of Existing Conditions and Future Needs of the Region's Transportation Network
- 4) Presentation of Modal Subcommittee's Goals and Objectives
 - a. Aviation
 - b. Bicycle and Pedestrian
 - c. Ferry
 - d. Freight/Rail
 - e. Public Transportation
 - f. Roadway

Recommended Action: CAC recommendation for Board approval

- 5) Next Meeting- December 12th, 2018

Wilmington Urban Area Metropolitan Planning Organization

6) Adjourn

Attachments:

- Meeting Minutes- August 8th, 2018
- Aviation Modal Subcommittee Goals and Objectives
- Bicycle and Pedestrian Modal Subcommittee Goals and Objectives
- Ferry Modal Subcommittee Goals and Objectives
- Freight/Rail Modal Subcommittee Goals and Objectives
- Public Transportation Modal Subcommittee Goals and Objectives
- Roadway Modal Subcommittee Goals and Objectives

Citizens Advisory Committee
6th Floor Conference Room, 320 Chestnut Street
Wednesday, August 8, 2018
Meeting Minutes

Members Present:

Laura Padgett, Chair, City of Wilmington
John Cawthorne, Vice Chair, Town of Kure
Beach

Web Bostic, New Hanover County
Sallie Rochelle, Pender County (via
conference call)

Jason Windham, City of Wilmington
Patrick Boykin, Town of Carolina Beach
Harold King, Town of Wrightsville Beach
Brayton Willis, Town of Leland
Valorie Hatten, Town of Navassa
Vanessa Lacer, Cape Fear Public
Transportation Authority

Neal Andrew, North Carolina Board of
Transportation

Members Absent:

Stuart Smith, Town of Belville

Others Present:

Abigail Lorenzo, Senior Transportation
Planner, WMPO
Mike Kozlosky, Executive Director, WMPO
Nazia Sarder, NCDOT - Transportation
Planning Branch

1. Call to Order

Ms. Padgett called the meeting to order at 2:02 p.m.

2. Approval of Minutes – July 11, 2018

Mr. Andrew made a motion to approve the minutes of July 11, 2018, seconded by Mr. King, and the motion carried unanimously.

3. Presentation – Wilmington Rail Realignment Study

Ms. Padgett distributed copies of maps of rail lines in the City of Wilmington and gave an update on the Wilmington Rail Realignment Project. She pointed out that the railroad (CSX) has 32 crossings within the City's most populated areas. She commented that opportunities to improve safety and lessen congestion are limited due to access. She stated that by 2025, studies predict Port traffic to increase trains to eight round trips a week, or roughly three passes per day. She noted that during the last four years, the number of carriers calling at the Port has doubled, each offloading 1,200-1,300 containers to trucks or trains. Although Wilmington has traditionally been a truck port, the mode is struggling to compete with rail, which is gearing up with longer trains.

Ms. Padgett stated that the potential rail realignment that would shorten the distance to the Davis Yard has some environmental issues; but is uninhabited. She noted that the realignment would also remove the risk of hazardous chemicals, conflicts between cars, trucks and trains, and blocks

to emergency medical facilities. She added that this project will create economic development opportunities for each of the four surrounding counties, the Port, and the region.

Ms. Padgett stated that the Mayor of Wilmington originally appointed an 11-member task force to spearhead this effort. She noted that a study it recommended has shown that the realignment is feasible, without any environmental barrier that cannot be mitigated, at an estimated cost of \$650 million including a 40% contingency. She added that once the line is realigned to the other side of the river, the existing track could be repurposed for a trolley, tramway or bicycle paths that would connect UNCW, the community college downtown, and the Multi-modal Center, with other potential connections in the future. Also, CSX is not averse to sharing the railroad bridge across the river to connect northern Brunswick County through public transit.

Ms. Padgett stated that the City of Wilmington continues to be the lead agency and is preparing to hire a full-time position to advance this initiative. She noted that she has met with the Federal Railroad Administration (FRA), and has built support on both sides of the aisle in the legislature with those eager to see the project funded as an improvement to the Ports (Wilmington and Charlotte). Outreach has also included the Army Corps of Engineer, Rotary Clubs, the Board of Realtors Government Affairs, the Sierra Club, the Coastal Federation, Eagles Island Coalition, and local governments, except for the beach communities where there is no rail. She added that she is available to give a presentation to any of those communities on request.

Ms. Padgett stated that a privately owned railroad and development in Whiteville has expressed an interest in a connection to the Port of Wilmington rather than shipping through the Port of Charleston. She added that this would give the opportunity to ship agricultural products from Columbus County and commercial goods from Brunswick County. Also, the Pender County Industrial Park has expressed an interest in a connection to the rail line.

Ms. Padgett stated that a FRA grant application is currently in progress with a deadline of September 17th. She noted that an award would allow the rail realignment to proceed with further engineering and Environmental Protection Act (NEPA) documentation. Additionally, the Surface Transportation Board, which approves additional tracks, has had a positive reaction to the project.

A lengthy question/answer and discussion period was held.

Ms. Padgett stated that the rail realignment documents may be found online at www.wilmingtonnc.gov/rail. She distributed her contact information for any further inquiries.

4. Presentation – Preliminary Public Outreach Results

Ms. Lorenzo reminded members that public outreach in the form of a survey and public input map for the development of Cape Fear Moving Forward 2045 Metropolitan Transportation Plan (MTP) closed on July 31st.

Mr. Madsen gave a comparison of public outreach for the 2040 MTP and the 2045 MTP as follows:

Public Outreach	2040 MTP	2045 MTP
Duration	6 months (5/21/2013 - 11/30/2013)	4 months (3/30/2018 - 7/31/2018)
Advertising/ Promotion	Newspapers ads, TV, press releases/radio interviews, link to the website	Newspapers ads, TV interviews, press releases, link to the website, billboards, Wave bus wrap and interior ad, WMPO.org, social media
Events & Presentations	Open houses, farmers markets, member jurisdictions	Open houses, member jurisdictions, farmers markets, Senior Center, NHRMC, UNCW, CFCC, libraries, Employment Security Commission, Social Services, VA
Surveys	4,165 surveys	2,287 surveys
Public Input Map		1,905 hits (15.49 per day) 563 comments 4,554 votes on comments
Total Responses	4,165	7,404

Mr. Madsen gave an overview of preliminary results of the 2045 MTP survey and public input map with top comments and votes for each transportation mode. He noted that the primary drivers for the map were kick-off events and e-mail blasts, with the greatest response in May. He added that July was the best month for survey responses, which may be attributed to social media ads.

A question/answer and discussion period was held. Members expressed a desire for the ability to separate bicycle and pedestrian input, and to define safety. The Committee also expressed appreciation to staff for the additional promotional efforts and for the quick turnaround of preliminary results.

5. Cape Fear Moving Forward 2045 Goals Discussion

Ms. Lorenzo stated that the Mr. Hollis and the Public Transportation Subcommittee have requested to bring forward to the CAC a discussion regarding the potential addition of education to the goals or vision of the 2045 MTP that were adopted by the Committee in January.

In response to an inquiry by Mr. Bostic, Mr. Hollis expressed concerns regarding including education as a goal at the subcommittee level, and suggested that it might be more appropriate as an overall goal for the 2045 Plan.

A question/answer and discussion period was held. Mr. King suggested that communication might be more accurate as a goal of the plan than education.

Ms. Lorenzo stated that a revised goal will be presented to the Committee in September.

It was the consensus of the group to advise the subcommittees that the 2045 Plan will include outreach, communication and awareness under its socially responsible goal.

6. Modal Subcommittees Update

Ms. Lorenzo reported that the modal subcommittees are well on the way to developing goals and objectives. She noted that the August meetings will begin tomorrow with the Roadway Subcommittee, followed by those of the other subcommittees throughout the month. She added that the draft goals and objectives for each will be brought to the Committee for review and discussion at its September meeting.

7. Additional Items

Ms. Padgett stated that the next meeting of the CAC will be held on September 12th.

Mr. King expressed appreciation to staff for their management of the subcommittee meetings.

Mr. Bostic expressed concerns regarding the broadness of objectives presented to the modal subcommittees. Ms. Lorenzo responded that the goals and objectives of the 2040 Plan were provided only as a starting point for the subcommittees to develop their own.

Mr. King commented that the process itself is somewhat evolutionary in nature.

Mr. Kozlosky pointed out that the Aviation Subcommittee had an additional representative and a lot of passion, which generated much conversation and necessitated some additional navigation in defining goals and objectives for project selection.

Ms. Padgett commented that field experts establishing their role in each of the modal subcommittees will help provide some structure for the groups.

Mr. Cawthorne agreed that group dynamics had added a layer of complexity that prolonged the initial meetings of the subcommittees, which would probably decrease over time.

In response to concerns expressed by Mr. Bostic regarding discussions during the Aviation Subcommittee, Ms. Padgett clarified that the rail spur to the airport and the bridge will remain important connections to the Davis Yard.

8. Adjournment

With no further business, the meeting was adjourned at 3:13 p.m.

Respectfully submitted,

Abby Lorenzo

Senior Transportation Planner

Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**



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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Aviation Goals and Objectives

The following goals and objectives have been developed by the Aviation Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Goal A – Economic Development

Objectives:

1. Improve commercial aviation service for business travelers
2. Maintain opportunities for freight rail service to ILM
3. Serve the needs particular to the region's target industries, such as:
 - i. Tourism
 - ii. Film
 - iii. Fintech/IT
 - iv. Pharma
 - v. Military
 - vi. Logistics and Industry
4. Develop aviation infrastructure to encourage additional commercial carrier, general aviation, and freight services

Goal B – Regional Accessibility

Objectives:

1. Provide additional direct flight services to and from business centers and/or hubs
2. Lower fare costs and maximize market shares for ILM in the region

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3. Provide multimodal transportation services to and from ILM to meet the needs of the area's target industries, such as:
 - i. Tourism
 - ii. Film
 - iii. Fintech/IT
 - iv. Pharma
 - v. Military
 - vi. Logistics and Industry
 4. Coordinate with roadway network projects that support the development of ILM to include accommodations necessary for truck/rail freight transportation to/from site
 5. Support international cargo operations, utilizing ILM's free trade zone status
 6. Support the reinstatement of the Wallace to Castle Hayne corridor for future freight rail service

Goal C – Physical Infrastructure

Objectives:

1. Encourage fiscally responsible business practices and projects in order to lower facility operating costs and maximize market shares for ILM in the region
2. Coordinate with roadway network projects that support the development of ILM to include accommodations necessary for passenger/truck/rail freight transportation to/from site
3. Develop infrastructure to support freight rail service to ILM and the reinstatement of the Wallace to Castle Hayne corridor
4. Provide facilities that support the area's target industries, such as:
 - i. Tourism
 - ii. Film
 - iii. Fintech/IT
 - iv. Pharma
 - v. Military
 - vi. Logistics and Industry
5. Prioritize smart growth for future land acquisition or encroachment needs
6. Develop infrastructure to encourage aviation business development
7. Provide facilities to support new and innovative transportation technologies, to and from ILM
8. Increase resiliency of airport facilities to mitigate the impacts of flooding

Goal D –Modal Integration

Objectives:

1. Increase transportation mode choice to ILM, the business park, and terminal areas

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2. Accommodate facilities necessary for truck/rail freight service and transportation to/from ILM.
 3. Provide facilities to support new and innovative transportation technologies, to and from ILM

Goal E –Coordination with ILM’s Long Range planning and Prioritization

Objectives:

1. Integrate current ILM master plan and Airport Layout Plan into Cape Fear Moving Forward 2045
2. Recognize and support the opportunities for new and innovative transportation technologies



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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Bicycle and Pedestrian Goals and Objectives

The following goals and objectives have been developed by the Bicycle and Pedestrian Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Bicycle

Goal A: Safety, Education, and Enforcement

Objectives:

1. Promote a campaign to educate law enforcement officers, motorists, bicyclists and pedestrians on laws & etiquette of sharing the road
2. Encourage law enforcement efforts to increase cyclist safety
3. Build facilities and traffic engineering solutions that prioritize cycling safety (signage, smart traffic lights, etc.) while considering the nature of adjacent traffic and the presence of any conditions hazardous to cycling (bridge gratings, roundabouts, discontinuous bike lanes, etc)
4. Increase driver education on motoring safely and legally with cyclists
5. Increase cyclist education on riding safely and legally with motorists
6. Contribute to a comprehensive, integrated, and validated reporting system for documenting bicycle (and pedestrian) crash data (including frequency, severity, location, and time of day and atmospheric conditions)
7. Promote the development of laws and ordinances to promote bicyclist safety

Goal B: Multimodal Connectivity

Objectives:

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1. Distribute information to increase bike trail and connection awareness through various public and private opportunities.
 2. Improve connections between bicycling & other modes of transportation (public transportation & ferries)
 3. Develop programmatic elements (such as increasing the capacity of bicycles on buses & the creation of bicycle amenities at bus stops) to ease the transition between bicycling & public transportation
 4. Implement a bike share program that is integrated with the fixed-route public transportation network

Goal C: Built Environment, Land use, and Connectivity

Objectives:

1. Build bicycle facilities and remove barriers in areas with high employment density such as medical campuses and retail centers
2. Increase bicycling facilities that fall within 1 mile of school campuses
3. Increase bicycle connections between parks & residential areas
4. Increase bicycle facility connections to grocery stores and resource centers
5. Increase connections to existing bicycling facilities including school campuses
6. Increase accommodation of older adults, persons with disabilities, young and low-income populations during the design of bicycle facilities and amenities (ie age-friendly design features)
7. Build bicycle facilities that allow safe usage of bridges, roundabouts, overpasses and other geographical barriers
8. Build bicycle facilities that mitigate barriers in existing built environment
9. Build trail connections that fill gaps in the roadway system that will allow for an uninterrupted bicycle route
10. Create off-road and recreational trails

Goal D: Health

Objectives:

1. Provide health indicators and data along branded trails
2. Designate signed exercise loops for bicycling

Goal E: Economic Development

Objectives:

1. Increase bicycle tourism in our region

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2. Increase access and mobility projects targeting identified areas of low-income and minority residents
 3. Incentivize public/private development around biking
 4. Develop sponsorship policies and identify sponsorship opportunities (ie adopt-a-roadway program)
 5. Develop a program to recognize bicycle friendly businesses
 6. Incorporate mobile technology into the trail system
 7. Increase accommodation of major cycling events in facility design

Pedestrian

Goal A: Safety, Education, and Enforcement

Objectives:

1. Increase the number of crosswalks at existing signals, focusing on high traffic areas
2. Increase the use of audible pedestrian signals and flashing lights
3. Increase driver education specifically related to turning movements and crosswalk compliance
4. Promote law enforcement efforts to increase pedestrian safety
5. Prioritize pedestrian projects that occur at, or seek to improve the safety of, identified high risk/high crash locations
6. Contribute to a comprehensive, integrated, and validated reporting system for documenting bicycle and pedestrian crash data
7. Promote roadway and sidewalk design/redesign that increases pedestrian safety (adequate crossing times, medians, street trees, brick crossings, etc.)
8. Increase visual cues that prioritize pedestrian safety (traffic calming, “legally required to stop” cones, etc.)

Goal B: Transportation Choice

Objectives:

1. Improve sidewalk and crosswalk conditions depending on the nature of adjacent traffic
2. Evaluate installation sidewalks and crosswalks based on residential and employment density
3. Install crosswalks near bus stops
4. Increase/Improve sidewalk and crosswalk connections between transit facilities and medical services

Goal C: Built Environment, Land use, and Connectivity

Objectives:

1. Increase pedestrian facilities that fall within 1 mile of school campuses
2. Increase pedestrian connections between parks & residential areas
3. Increase pedestrian facilities around libraries, community centers/senior centers, courthouses, local government centers
4. Increase pedestrian facility connections around grocery stores/farmers markets/resource centers
5. Increase connections between existing pedestrian facilities
6. Increase direct connections to public transportation and paths of travel from bus stops to surrounding destinations
7. Use traffic impact analyses (TIAs) to increase pedestrian connectivity
8. Plan for pedestrian facilities with the installation and upgrade of other transportation facilities
9. Create trail links that fill gaps between low traffic roadways to allow for pedestrian use while continuing to preserve the low traffic status of those roadways.
10. Build pedestrian facilities that mitigate barriers in existing built environment

Goal D: Health

Objectives:

1. Incorporate health statistics and case studies in the promotion of transportation demand management (TDM) programs and wellness programs
2. Designate exercise loops for walking

Goal E: Economic Development

Objectives:

1. Create and promote walking tours in our region through initiatives
2. Include pedestrian facility design in new developments
3. Create sponsorship policies for walking trails and identify sponsorship opportunities
4. Develop a program to recognize pedestrian friendly development
5. Incorporate mobile technology into the trail system
6. Include accommodation of major events in facility design
7. Develop downtown pedestrian friendly shopping areas





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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Ferry Goals and Objectives

The following goals and objectives have been developed by the Ferry Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Goal A: Safety

Objectives:

1. Develop new facilities and support existing facilities at locations along ferry routes not prone to shoaling
2. Reduce conflicts with non-ferry automobile traffic at ferry terminals
3. Ensure adequate security standards and protocols
4. Improve the efficiency of evacuation operations

Goal B: Environmental Responsibility

Objectives:

1. Minimize environmental disturbance of ferry operations
2. Increase the use of environmentally-preferable fuel and renewable energy sources

Goal C: Efficiency and Level of Service

Objectives:

1. Improve the overall transportation network in terms of congestion management and the efficient use of public infrastructure
2. Improve (widen to broader ridership needs) ADA-accessibility and mobility from ferry terminal to adjacent destinations

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3. Develop new ferry routes and add express passenger service for commuter and tourism markets
 4. Improve capacity of existing ferry routes to reduce wait times and vehicles left behind

Goal D: Modal Integration

Objectives:

1. Improve access to and quality of intermodal ferry terminal and marina facilities
2. Increase infrastructure to promote biking to and from the ferry terminals
3. Promote opportunity for bike share at ferry terminals and park and ride locations
4. Improve public transit connections to ferry terminals
5. Provide bike parking and/or storage facilities on ferries
6. Implement preferred loading for bicycle and pedestrians onto ferries
7. Provide additional parking at ferry terminals or offsite park and ride lots

Goal E: Economic Development

Objectives:

1. Enhance and maintain ferry service to tourist destinations and local employment areas
2. Incorporate passenger amenities such as shuttles, waiting areas, and sidewalks into future service facility design
3. Expand ferry capacity at rush hour to encourage commuting by ferry



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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Freight/Rail Goals and Objectives

The following goals and objectives have been developed by the Freight/Rail Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Goal A: Regional Economic Vitality and Innovation

Objectives:

1. Leverage regional assets such as ports, airports, rail, and other intermodal facilities
2. Encourage job creation by providing sufficient transportation capacity for freight and rail users
3. Directly or indirectly support (new and existing) industrial parks, warehouse distribution centers, and freight infrastructure within the WMPO area
4. Develop and sustain regionally or economically strategic freight corridors across all modes
5. Build capacity for both domestic and international freight
6. Facilitate future adaptations to accommodate changing demands and technology
7. Preserve rail-served sites for future rail-served industrial development

Goal B: Transportation Network Efficiency and Safety

Objectives:

1. Mitigate key congestion bottlenecks within the freight network
2. Improve speed, safety, and efficiency of truck movement along the existing roadways to better accommodate growing volumes in the near- and mid-term
3. Improve speed, safety, and efficiency of rail movement along the existing railroad to better accommodate growing volumes in the near- and mid-term

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4. Improve or maintain safe and reliable connections to ports, rail terminals, military bases, and major logistics and manufacturing sites
 5. Transform rail alignments and corridors to improve efficiency and encourage the use of under-utilized gateways and assets.
 6. Eliminate and or mitigate freight and rail conflicts with other modes
 7. Incentivize collaboration across modes to realize cost and schedule efficiencies

Goal C: Supply Chain Resilience and Reliability

Objectives:

1. Align the Metropolitan Transportation Plan with the North Carolina State Freight Plan
2. Build resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss, and employing rapid restoration techniques after a disaster
3. Address key challenges and bottlenecks affecting the movement of military personnel, supplies, and equipment
4. Improve and maintain the reliability of freight corridors



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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Public Transportation Goals and Objectives

The following goals and objectives have been developed by the Public Transportation Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Goal A – Build Community and Political Support for Public Transportation

Objectives:

1. Promote the safety, comfort, and convenience of public transportation
2. Highlight the potential for public transportation to serve as an economic development engine for the region
3. Highlight the opportunity to reduce environmental impacts through the use of public transportation
4. Highlight the benefits of public transportation to the overall transportation network in terms of congestion management and the efficient use of public infrastructure
5. Provide data, logistics, funding dynamics, and recommendations for greater public transportation availability

Goal B – Enhance Economic Development Opportunities and Quality of Life through Public Transportation Services

Objectives:

1. Enhance public transportation service to and/or from potentially high destination areas, such as:
 - a. Major employment centers
 - b. High density population areas

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- c Educational centers
 - d Economic development centers
2. Enhance health and livability through public transportation access to resources, such as:
 - a Healthy food opportunities (grocery stores, farmers' markets, etc.)
 - b Recreation
 - c Pharmacy
 - d Medical care
 3. Market public transportation services to encourage new regional industry/commerce
 4. Support community development and placemaking efforts along public transportation routes and near public transportation facilities

Goal C – Broaden Base of Public Transportation Ridership in both Rural and Urban Areas

Objectives:

1. Identify and capitalize on unserved and underserved public transportation opportunities for older adults, people with disabilities, and other non-driving populations
2. Identify and capitalize on unserved and underserved choice ridership public transportation opportunities for groups, such as:
 - a Young adults
 - b Commuters
 - c Tourists
 - d Professionals
3. Identify strategies to broaden the ridership base, such as:
 - a Express bus routes on major corridors
 - b Multi-modal route connections from public transportation stops to major destinations
 - c Continue to promote vanpool opportunities
 - d New public transportation stops near park and ride facilities

Goal D –Connect Public Transportation Routes/Services with Physical Infrastructure

Objectives:

1. Coordinate with appropriate entities to ensure ADA-accessible pedestrian networks exist from public transportation stops to adjacent destinations
2. Increase network of bus shelters, benches, and other amenities at bus stop locations where ridership and potential ridership is highest and where physically possible

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3. Coordinate with appropriate entities to prioritize installation of crosswalks at or near bus stop locations where ridership and potential ridership is highest and/or where safety concerns exist



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MEMORANDUM

To: Citizen Advisory Committee Members
From: Abby Lorenzo, Senior Transportation Planner
Date: November 2, 2018
Subject: Cape Fear Moving Forward 2045 Roadway Goals and Objectives

The following goals and objectives have been developed by the Roadway Modal Subcommittee for the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan.

Goal A: Safe – reduces injuries and improves safety for all users

Objectives:

1. Reduce the rate of crashes
2. Reduce the severity of crashes
3. Reduce the number of conflict points on existing facilities
4. Reduce the vulnerability of bicyclists and pedestrians on existing facilities
5. Reduce transit time for public safety officers and emergency vehicles
6. Reduce the risk of flooding

Goal B: Efficient – moves the most people and goods in a cost effective manner

Objectives:

1. Reduce or maintain rate of mean travel time for people and freight
2. Reduce vehicle miles travelled
3. Maximize throughput for each lane mile for both people and freight
4. Reduce cumulative peak demand delay
5. Enhance and incorporate the rapid restoration of reliability

Goal C: Appropriate – contributes to the quality of life and character of the region through proper design

Objectives:

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1. Minimize disparity between actual and intended functional classification of existing roadways
 2. Improve/Enhance access and mobility in the transportation network
 3. Enhance the cultural, aesthetic, and environmental character of the community and ensure environmental justice.

Goal D: Responsible – protects existing investments and limits environmental and social impacts

Objectives:

1. Improve/maintain existing multimodal connectivity
2. Improve/maintain existing network integrity
3. Prioritize projects that demonstrate existing community support through inclusion in a previously adopted plan.
4. Reduce or mitigate existing impacts of storm water runoff into environmentally sensitive areas

Goal E: Integrated – links with other transportation and land use plans as well as future infrastructure investments

Objectives:

1. Accommodate employment growth areas
2. Accommodate population growth areas
3. Accommodate freight/industrial growth areas
4. Coordinate transportation investments with utility investments
5. Accommodate seasonal and academic induced growth and demand.
6. Support emergency evacuation
7. Address multiple challenges outside of traditional transportation planning (land use, water management issues, etc.)

Goal F: Multimodal – provides a choice of modes for most trips

Objectives:

1. Include appropriate bicycle/pedestrian facilities for mobility and access along corridors
2. Include accommodations for transit along appropriate corridors
3. Provide infrastructure for identified roadway TDM initiatives
4. Incorporate projects that are identified for future critical transit routes and nodes.

Goal G: Sustainable – uses innovation to build a resilient network capable of adapting to future demands

Objectives:

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1. Prioritize projects that give preferential treatment to higher-value trips (ports, airports, domestic business services, medical centers)
 2. Leverage regional assets (ports, airports, beaches / tourism)
 3. Encourage economic development, along critical corridors
 4. Implement projects that improve the reliability and resiliency of overall supply chain
 5. Identify roadway investments that increase capacity without requiring road construction (HOV, HOT, signaling, pre-emption signaling for emergency management, innovation, etc.)
 6. Support projects that provide considerations for evolving and future demands.
 7. Build resiliency to extreme events and hazards by designing and constructing less vulnerable infrastructure to minimize loss, and employing rapid restoration techniques after a disaster

Goal H: Innovative – transportation solutions that support innovation, resiliency, and regional economic vitality

Objectives:

1. Consider and support projects that leverage external funding mechanisms
2. Consider and support projects that facilitate future adaptations and new technology to accommodate changing demands