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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
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: July 23, 2020
SUBJECT: July 29th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, July 29, 2020 at 3 pm. The meeting will be held at 115 North 3rd Street in the 5th Floor Conference Room in downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. **PLEASE NOTE:** This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

The remote meeting will be simultaneously streamed live online so that simultaneous live audio, and video, if any, of the meeting is available to the public at the following

URL: <https://zoom.us/j/98476932128?pwd=VFkwQUFNRGxYMzJGYnNtM0FyRWgyQT09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 312-626-6799 or 646-558-8656. And when prompted, enter: Meeting ID#: 984 7693 2128 and Password: 893393.

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period

Persons wishing to submit a public comments to be shared during the MPO Board meeting may do so by 5 pm on July 28, 2020 by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Consent Agenda
 - a. Approval of Board Meeting Minutes from June 24, 2020 (p. 3-9)

Wilmington Urban Area Metropolitan Planning Organization

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- b. Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Amendments #20-1, #20-2 and #20-3 (p. 10-15)
 - c. Resolution supporting FY 21 Unified Planning Work Program Amendment #1 (p. 16-18)
 - d. Resolution supporting applications for the deployment of CASSI in the City of Wilmington and Town of Carolina Beach (p. 19-20)
 - 7) Regular Agenda
 - a. Resolution approving the Final Draft of Cape Fear Moving Forward 2045 (p. 21-38)
 - 8) Discussion
 - a. Congestion Management Process 2020 Biennial Report
 - b. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-5 (p. 39)
 - c. MPO Funding Release Recommendation (p. 40-42)
 - d. 2020 Meeting Calendar
 - 9) Announcements
 - a. Bike/Pedestrian Committee Meeting- August 11th
 - 10) Updates
 - a. Wilmington Urban Area MPO (p. 43-50)
 - b. Cape Fear Public Transportation Authority (p. 51)
 - c. NCDOT Division (p. 52-54)
 - d. NCDOT Transportation Planning Division (p. 55-56)
 - 11) Next meeting – August 26, 2020

Attachments

- MPO Board Meeting Minutes- June 24, 2020
- Proposed 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Amendments #20-1, #20-2 and #20-3
- Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Amendments #20-1, #20-2 and #20-3
- Proposed FY 21 Unified Planning Work Program Amendment #1
- Resolution supporting FY 21 Unified Planning Work Program Amendment #1
- Resolution supporting applications for the deployment of CASSI in the City of Wilmington and Town of Carolina Beach
- Cape Fear Moving Forward 2045 Public Comments
- Summary of the Virtual Open Houses and Recommended Changes to Cape Fear Moving Forward 2045
- Resolution approving the Final Draft of Cape Fear Moving Forward 2045
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-5
- MPO Funding Release Recommendation Memorandum
- Wilmington Urban Area MPO Project Update (July)
- Cape Fear Public Transportation Authority Update (July)
- NCDOT Division Project Update (July)
- NCDOT Transportation Planning Division Project Update (July)

MPO Board Remote Meeting Minutes
Wilmington Convention Center, 10 Convention Center Drive, Wilmington, N.C.
Wednesday, June 24, 2020

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Neil Anderson, City of Wilmington
Mike Allen, Town of Belville
LeAnn Pierce, Town of Carolina Beach
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach
Rob Zapple, New Hanover County

Mike Forte, Brunswick County
Eulis Willis, Town of Navassa

Others Present

Mike Kozlosky, Executive Director, WMPO
Chad Kimes, Division Engineer, NCDOT Highway
Division 3

1) Call to Order

Chairman Piepmeyer called the remote meeting to order at 3:02 p.m.

Mr. Kozlosky requested that a roll call be taken per the statute and that remote participants mute their microphones when not speaking in order to prevent audio feedback.

The roll-call proceeded as follows:

Present: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, and Mike Forte. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, Eulis Willis, and Landon Zimmer.

2) Conflict of Interest Statement

Chairman Piepmeyer read the conflict of interest statement, and asked if any members had a conflict with any of the items on the meeting agenda. No members reported having a conflict.

3) Approval of Board Members' Excused Absences

Mr. Kozlosky stated that Neil Anderson and Charlie Rivenbark have been detained due to a City Council meeting.

Vice-Chair Batleman made a motion to excuse Mr. Anderson and Mr. Rivenbark, seconded by Mr. Miller, and the motion carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, and Mike Forte. **Nays:** None. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, Eulis Willis, and Landon Zimmer.

4) Approval of the Agenda

In response to concerns expressed by Mr. Zapple, Mr. Kozlosky stated that no vote was necessary for the conflict of interest statement.

Mr. Ellen made a motion to approve the agenda, seconded by Mr. Forte.

Vice-Chair Batleman made a motion to pull Consent Agenda Item 7g (Resolution approving the Prioritization 6.0 Rail Project Submittals) for further discussion.

Mr. Zapple requested to pull Consent Agenda Item 7i (Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4) for further consideration.

Mr. Zapple made a motion to approve all the other Consent Agenda items and the rest of the Agenda as well, with the exception of Item 7g and Item 7i. Mr. Ellen seconded the motion, and it carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, and Mike Forte. **Nays:** None. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, Eulis Willis, and Landon Zimmer.

5) **Public Comment Period**

Mr. Kozlosky reported that no written or audio public comments were received.

Mayor Willis joined the meeting.

6) **Presentation**

a. **NCDOT Project Updates - Chad Kimes, NCDOT**

Mr. Kimes gave a project update starting with an overview of NCDOT's cash floor (7.5% above revenues or \$292 million). He stated that in March, NCDOT's cash balance was anywhere from \$300 million to \$325 million, due primarily to expenses related to storm events since 2017 and the Map Act. Additionally, recent rain events have closed 18 roads in the Division including sites that received over 12 inches of rain during a 12-hour period twice in one week, exceeding the 1,000-year storm event.

Mr. Kimes gave an overview of NCDOT revenue sources and explained that COVID directly impacts them. He stated that motor fuel tax constitutes 40% of revenue sources, and Highway Use Tax, licenses, other title fees make up close to 35%. He noted that for the first five weeks of COVID, vehicle traffic dropped 40%-50%, which directly impacts revenues. He estimated the revenue loss through July 1st at \$300 million and another \$370 million for the following fiscal year.

Mr. Kimes stated that during the week of April 17th the cash flow balance fell below the cash floor. He reported that the cash balance totals \$206 million. He noted that this drop has ostensibly shut down the delivery of transportation projects, including ceasing letting of TIP projects or bridge projects, and halting contract modifications for ongoing projects; although, active projects without modifications can continue. Also, NCDOT cannot acquire property for future projects, which is significant for this area. Additional measures included the suspension of preliminary engineering and right-of-way acquisition, adjustments to let dates, a hiring freeze, cuts to consultants, and a mandatory 20-hour furlough for all NCDOT employees.

Mr. Kimes stated that the only projects with engineering progressing in the Division are the Hampstead Bypass and the Front Street widening project, which is somewhat misleading since the Hampstead Bypass is in the right-of-way phase. He noted that Division 3 is the only division in the state that without projects moving forward.

Mr. Ellen requested that the presentation be distributed for sharing with the Kure Beach Town Council. Mr. Kozlosky responded that he will forward the information to MPO Board members.

A brief question/answer and discussion period was held.

- 7) Consent Agenda
- a. Approval of Board Meeting Minutes from May 27, 2020
 - b. Resolution supporting the Rail Re-alignment Project for the Benefits of Environmental Sustainability, Improve Commuting Times, Public Safety, Quality of Life, Enhanced Freight Movement and Economic Development
 - c. Resolution approving the Prioritization 6.0 Aviation Project Submittals
 - d. Resolution approving the Prioritization 6.0 Bicycle and Pedestrian Project Submittals
 - e. Resolution approving the Prioritization 6.0 Public Transportation Project Submittals
 - f. Resolution approving the Prioritization 6.0 Roadway Project Submittals
 - g. Resolution approving the Prioritization 6.0 Rail Project Submittals
 - h. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization Bicycle and Pedestrian Advisory Committee's Electric Bicycle Model Ordinance
 - i. Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4
 - j. Opening of the 45 day public comment period for the Public Participation Plan
 - k. Opening of the 30-day public comment period 2020-2029 STIP/MPO Transportation Improvement Program Amendment #20-3
 - l. Resolution supporting the Gullah Geechee Heritage Corridor Multi-use Greenway/Blueway Trail
 - m. Resolution amending award of Section 5310 Community Grant Project Funds

Vice-Chair Batleman made a motion to approve the Consent Agenda, Items 7a through 7m, excluding Items 7g and 7i. Mr. Zapple seconded the motion, and it carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, and Landon Zimmer.

Regarding Item 7g, Vice-Chair Batleman inquired if the Cape Fear Memorial Bridge Replacement was intertwined with the rail component. Mr. Kozlosky responded that they could be done separately or together; although, some cost benefits could be realized if they were done simultaneously. He noted that staff has proposed some additional language regarding constructing rail across the Cape Fear River between the North Carolina Port of Wilmington and the Davis Yard, and constructing the rail improvements as a standalone project as well in order to cover all the bases for submitting projects.

Following further consideration, Vice-Chair Batleman made a motion to approve the Prioritization 6.0 Rail Project Submittals as amended. Mr. Zapple seconded the motion and it carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, and Landon Zimmer.

Mr. Zapple inquired about the Statewide Transportation Improvement Program (STIP) Administrative Modifications, particularly the Lendire Road Project. Mr. Kozlosky responded that the state is seeking the use of federal funds to complete the project expeditiously.

Following further discussion, Mr. Zapple made a motion to approve the 2018-2027 and 2020-2029 STIP/MPO TIP Administrative Modifications #20-3 and #20-4. Vice-Chair Batleman seconded the motion and it carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Mike Allen, LeAnn Pierce, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Neil Anderson, Charlie Rivenbark, Woody White, Landon Zimmer.

8) **Old Business**

a. **Resolution authorizing the Executive Director to enter into an Inter-local Software Usage Agreement for the Rideshare Matching, Commute Calendar & Incentive Software Contract**

Mr. Kozlosky stated that in February, staff presented a resolution authorizing the Executive Director to enter into an inter-local agreement with GoTriangle for rideshare matching, commute calendar and incentive software. He noted that in response to concerns expressed by Commissioner Zapple, Attorney Matt Nichols reached out to Go Triangle to inquire about any issues relating to liability, and was unable to find any. However, in order to protect the MPO and the Board, staff has sought to acquire some general liability insurance and is in the process of purchasing it.

Vice-Chair Batleman made a motion to approve the Executive Director entering into an agreement with GoTriangle. Mr. Forte seconded the motion, and it carried unanimously by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Neil Anderson, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Charlie Rivenbark, Woody White, LeAnn Pierce, and Landon Zimmer.

9) **Discussion**

a. **Proposed revisions and summary of public comments for Cape Fear Moving Forward 2045**

Ms. Lorenzo gave a brief overview of the two-year timeline of the Cape Fear Moving Forward 2045 Plan culminating with the 30-day public comment period, which opened on February 26th and was advertised per the adopted Public Participation Plan. She noted that of the five regional open houses that were scheduled, three were canceled due to COVID-19 precautions. As a result, the public comment phase was extended through May 15th and written comments were received via mail or e-mail.

Chairman Piepmeyer inquired if the missed open houses could be rescheduled. Ms. Lorenzo expressed concerns regarding existing COVID-19 precautions and meeting the required timeline for the plan adoption.

Chairman Piepmeyer suggested that an extension be sought to match the time lost due to the pandemic. Mr. Kozlosky pointed out that the initial 30-day public comment period, extended from March 22nd to May 15th was intended to compensate for the missed open houses.

Chairman Piepmeyer requested that virtual open houses to be held and advertised online at www.WMPO.org. Mr. Zapple concurred.

Ms. Lorenzo gave an overview of the public comments received and staff's proposed revisions to the plan. She stated that three comments warranted changes to the fiscally constrained project lists. She noted that two comments relating to the roadway element led to a revised cost estimate that enabled the addition of five projects to the fiscally constrained roadway project list, as follows:

1. RW-222 Independence Widening (Carolina Beach Road to River Road),
2. RW-42 US 17 Access Management Improvements,

3. RW-175 NC 210 and Island Creek Road Intersection Improvements,
4. RW-57 Plantation Road Extension, and
5. RW-36 NC 210 NC 133 Intersection.

Ms. Lorenzo stated that the third comment pertained to the bicycle and pedestrian element, and expressed concerns regarding several fiscally constrained projects that were already part of roadway projects anticipated for funding. She noted that staff reviewed the list and recommends removal of standalone bicycle and pedestrian projects that are complete or are anticipated to be committed for funding as part of roadway projects (BP-16, BP-574, BP-647, BP-788, BP-722, BP-581, BP-646, BP-648, and BP-577). However, those in the STIP (Statewide Transportation Improvement Program), but not under design yet, remain on the fiscally constrained bicycle and pedestrian project list. Based on the remaining ranked projects and revenues made available by those removed, additional projects are recommended for inclusion in the fiscally constrained bicycle and pedestrian list.

Ms. Lorenzo stated that staff also recommends adding information to the appendices regarding the second phase of public involvement, proposed scopes (aviation, ferry/water transportation, freight/freight rail, and public transportation) and cross sections (bicycle/pedestrian, and roadway) for the fiscally constrained projects. Additionally, the Environmental Justice and Critical Resources Appendix will include an expanded degree of impact analysis to include fiscally constrained bicycle/pedestrian and public transportation projects, an estimate of the distribution of impacts in the four levels of the assessment, and a table of benefits, burdens, and mitigation strategies for project impacts.

Ms. Lorenzo stated that next steps will include bringing forward the final draft of the plan in July, presenting the final draft to our member jurisdictions in August and September, and presenting the final plan to the MPO Board for adoption in October.

Mr. Kozlosky stated that the three rescheduled virtual public meetings will be added to the public outreach efforts for this plan. He noted that if necessary, staff will reach out to the Federal Highway Administration to request an extension.

b. NC House Bill 77

Mr. Kozlosky stated that House Bill 77 will modify NCDOT's revenue projections resulting from the COVID-19 pandemic, will put in place some fiscal controls, and will modify appointments to the North Carolina Board of Transportation. He noted that the Bill passed the Senate last week, passed the House this afternoon, and was sent to the Governor, who is expected to sign this Bill that is designed to get NCDOT above the cash floor and get projects moving again.

Mr. Kozlosky stated that on the downside, House Bill 77 will decrease revenues for the State Maintenance Assistance Program (SMAP) And Rural Operating Assistance Program (ROAP), which are transit funds. He noted that for this region, the transit agency received \$6.8 million from the CARES Act, which will help supplant what was lost. He added that the House has heard from a number of transit agencies statewide regarding the loss of the SMAP funds, and will discuss the matter further, separate from this Bill after July.

Chairman Piepmeyer expressed concerns regarding the restructuring of the Transportation Board and what it will mean for the MPO.

Mr. Kozlosky responded that the Governor will appointment the Division members for each of the 14 divisions. He noted that the number of at-large members has been increased from five to six: three of which will be appointed by the President Pro Tem of the Senate and three by the Speaker of the House (two starting in 2020, the other in 2022, for each). Plus, an ex-officio Local Government Commission representative will serve on the Board of Transportation's Audit Committee, and criteria will exist for serving as a member on the Board of Transportation.

Chairman Piepmeyer expressed concerns regarding the restructuring, specifically the even number of voting members, and the six members appointed by the legislature, who might likely represent Mecklenburg or Wake County. Mr. Forte concurred.

Mr. Zapple proposed that a letter of concern be sent to the local delegates. Chairman Piepmeyer proposed that the letter be included in the list of MPO priorities.

In response to an inquiry by Mr. Zapple regarding the staggered terms, Mr. Kozlosky stated that Division 3's appointment would begin in 2020. He expressed doubt that it would affect current funding for the Wilmington International Airport.

c. Identification of MPO Priorities

Mr. Kozlosky stated that since the last meeting, staff sent a letter to the Speaker and the President Pro Tem requesting the use of budget surplus funds to assist the Department and referencing a forthcoming letter to identify the MPO's priorities for when NCDOT rises above its cash floor. He noted that staff consolidated the priorities provided by seven of the MPO Board members, and included a count for each priority. He added that a memo is included in the agenda packet for the Board to consider how the follow-up letter should be composed, including how to proceed with some of the Locally Administered Projects.

Chairman Piepmeyer suggested including only the top-five projects in order of priority.

Vice-Chair Batleman requested that the Cape Fear Memorial Bridge be included in the list as the sixth priority.

Chairman Piepmeyer expressed concerns regarding the risk of including such a costly project.

Mr. Anderson suggested that the list be held to consider how to streamline it.

Chairman Piepmeyer expressed concerns regarding the delay. Mr. Anderson suggested that it might not require waiting until the next Board meeting before sending the letter.

Mr. Zapple pointed out that the Cape Fear Memorial Bridge has a ten-year clock ticking. Vice-Chair Batleman concurred, and commented that the bridge also needs to be a higher priority.

Chairman Piepmeyer reiterated his concerns regarding the dollar amount of the bridge and how it may obscure other items on the list.

Mr. Kozlosky stated that staff will send out an e-mail requesting that Board members submit their top five projects by Sunday, and that no response will be interpreted as no change necessary.

10) Updates

- a. Wilmington Urban Area MPO**
- b. Cape Fear Public Transportation Authority**
- c. NCDOT Division**

d. NCDOT Transportation Planning Division

Mr. Kozlosky stated that the updates are included in the agenda packet.

In response to an inquiry by Mr. Zapple regarding Update Item 10d, Mr. Kozlosky stated that the Department of Motor Vehicles' (DMV) revenues impact DOT revenues.

Mr. Zapple pointed out that this may be a delay only and that it will also impact county tax revenues in the short term. Mr. Kozlosky stated that a reduction amount has been included in HB77 for the DMV.

11) Announcements

a. Next MPO Board meeting - July 29th

12) Adjournment

With no further items, Vice-Chair Batleman made a motion to adjourn the meeting. Mr. Zapple seconded the motion and the meeting was adjourned unanimously at 4:26 p.m. by roll-call as follows:

Ayes: David Piepmeyer, Pat Batleman, Neil Anderson, Mike Allen, John Ellen, Hank Miller, Rob Zapple, Mike Forte, and Eulis Willis. **Nays:** None. **Absent:** Charlie Rivenbark, Woody White, LeAnn Pierce, and Landon Zimmer.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.

Proposed Amendments to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #20-1 (March 2020)

* R-5968DIV STATEWIDE PROJ.CATEGORY DIVISION	VARIOUS, NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. <u>PROJECT ADDED AT REQUEST OF HYDRAULICS UNIT</u>	CONSTRUCTION
		FY 2020 - (BGANY) \$900,000
		FY 2021 - (BGANY) \$900,000
		FY 2022 - (BGANY) \$900,000
		FY 2023 - (BGANY) \$900,000
		FY 2024 - (BGANY) \$900,000
		FY 2025 - (BGANY) \$900,000
		FY 2026 - (BGANY) \$900,000
		FY 2027 - (BGANY) \$900,000
		FY 2028 - (BGANY) \$900,000
		FY 2029 - (BGANY) \$900,000
		FY 2030 - (BGANY) \$900,000
		FY 2031 - (BGANY) \$900,000
		FY 2032 - (BGANY) \$900,000
		\$11,700,000

* R-5968REG
STATEWIDE
PROJ.CATEGORY
REGIONAL

VARIOUS, NPDES PERMIT, RETROFIT FOURTEEN
SITES PER YEAR TO PROTECT WATER QUALITY -
REGIONAL CATEGORY.
**PROJECT ADDED AT REQUEST OF HYDRAULICS
UNIT.**

CONSTRUCTION

FY 2020 - (BGANY) \$900,000
FY 2021 - (BGANY) \$900,000
FY 2022 - (BGANY) \$900,000
FY 2023 - (BGANY) \$900,000
FY 2024 - (BGANY) \$900,000
FY 2025 - (BGANY) \$900,000
FY 2026 - (BGANY) \$900,000
FY 2027 - (BGANY) \$900,000
FY 2028 - (BGANY) \$900,000
FY 2029 - (BGANY) \$900,000
FY 2030 - (BGANY) \$900,000
FY 2031 - (BGANY) \$900,000
FY 2032 - (BGANY) \$900,000
\$11,700,000

* R-5968SW
STATEWIDE
PROJ.CATEGORY
STATEWIDE

VARIOUS, NPDES PERMIT, RETROFIT FOURTEEN
SITES PER YEAR TO PROTECT WATER QUALITY -
STATEWIDE CATEGORY.
**PROJECT ADDED AT REQUEST OF HYDRAULICS
UNIT.**

CONSTRUCTION

FY 2020 - (BGANY) \$1,200,000
FY 2021 - (BGANY) \$1,200,000
FY 2022 - (BGANY) \$1,200,000
FY 2023 - (BGANY) \$1,200,000
FY 2024 - (BGANY) \$1,200,000
FY 2025 - (BGANY) \$1,200,000
FY 2026 - (BGANY) \$1,200,000
FY 2027 - (BGANY) \$1,200,000
FY 2028 - (BGANY) \$1,200,000
FY 2029 - (BGANY) \$1,200,000
FY 2030 - (BGANY) \$1,200,000
FY 2031 - (BGANY) \$1,200,000
FY 2032 - (BGANY) \$1,200,000
\$15,600,000

Proposed Amendments to 2018-2027 and 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #20-2
(April 2020)

* EB-5719 NEW HANOVER PROJ.CATEGORY DIVISION	PEACHTREE AVENUE, PARK AVENUE TO MCMILLAN AVENUE. CONSTRUCT BICYCLE LANE. <u>DELETE AT THE REQUEST OF MPO.</u>	CONSTRUCTION	FY 2021 - \$150,000 (TAANY) FY 2021 - \$37,000 (L) \$187,000
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U-6236 NEW HANOVER PROJ.CATEGORY DIVISION	WILMINGTON, WEST SALISBURY STREET STREETSCAPE PROJECT. <u>DELETE AT THE REQUEST OF MPO.</u>	CONSTRUCTION	FY 2020 - \$636,000 (BGDA) FY 2020 - <u>\$273,000 (L)</u> \$909,000
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Proposed Amendments to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #20-3 (June 2020)

* HS-2003	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS
BRUNSWICK	LOCATIONS IN DIVISION 3.
DUPLIN	<u>PROJECT ADDED AT REQUEST OF TRANSPORTATION</u>
NEW HANOVER	<u>MOBILITY AND SAFETY; INDIVIDUAL PROJECTS AND</u>
ONSLow	<u>FUNDING TO BE REQUESTED IN THE FUTURE AS</u>
PENDER	<u>NEEDED.</u>
SAMPSON	
PROJECT CATEGORY	
STATEWIDE	
REGIONAL	
DIVISION	

* RC-2003	VARIOUS, TRAFFIC SEPARATION STUDY
BRUNSWICK	IMPLEMENTATION AND CLOSURES IN DIVISION 3.
DUPLIN	<u>PROJECT ADDED AT REQUEST OF RAIL DIVISION;</u>
NEW HANOVER	<u>INDIVIDUAL PROJECTS AND FUNDING TO BE</u>
ONSLow	<u>REQUESTED IN THE FUTURE AS NEEDED.</u>
PENDER	
SAMPSON	
PROJ.CATEGORY	
DIVISION	

* RX-2003	VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY
BRUNSWICK	IMPROVEMENTS IN DIVISION 3.
DUPLIN	<u>PROJECT ADDED AT REQUEST OF RAIL DIVISION;</u>
NEW HANOVER	<u>INDIVIDUAL PROJECTS AND FUNDING TO BE</u>
ONSLow	<u>REQUESTED IN THE FUTURE AS NEEDED.</u>
PENDER	
SAMPSON	
PROJ.CATEGORY	
DIVISION	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENTS #20-1, #20-2 AND #20-3 TO THE
2018-2027 AND 2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT
PROGRAMS**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2018-2027 State Transportation Improvement Program on August 3, 2017 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on August 30, 2017; and

WHEREAS, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019 and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization desires to amend the adopted 2018-2027 and 2020-2029 State/MPO Transportation Improvement Programs for Amendments #20-1, #20-2 and #20-3; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on this proposed amendment.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2018-2027 and 2020-2029 State/MPO Transportation Improvement Programs for Amendments #20-1, #20-2 and #20-3.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 29, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary



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Wilmington, NC 28402
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Fax: (910) 341-7801
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2020 - 2021 Unified Planning Work Program Amendments – STBGP-DA
July 29, 2020

III-D-3 Special Studies: Pender County Future Plan - Based on anticipated expenditures, the line item decreased by \$10,000

III-D-3 Special Studies: Rails to Trails Continuation - Based on anticipated expenditures, the line item increased by \$10,000

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL			STBGP-DA			SECTION 5303				TDM			TASK FUNDING SUMMARY			
		Highway / Transit			Highway / Transit			Transit / Highway				Transit			LOCAL	NCDOT	FEDERAL	TOTAL
		LOCAL 20%	FHWA 80%	Total 100%	LOCAL 20%	FHWA 80%	Total 100%	LOCAL 10%	NCDOT 10%	FTA 80%	Total 100%	LOCAL 50%	NCDOT 50%	Total 100%				
II-A SURVEILLANCE OF CHANGE																		
II-A-1	Traffic Volume Counts	13,000	52,000	65,000			-				-			13,000	-	52,000	65,000	
II-A-2	Vehicle Miles of Travel	50	200	250			-				-			50	-	200	250	
II-A-3	Street Systems Changes	-	-	-			-				-			-	-	-	-	
II-A-4	Traffic Accidents	50	200	250			-				-			50	-	200	250	
II-A-5	Transit System Data	100	400	500	600	2,400	3,000	1,200	1,200	9,600	12,000			1,900	1,200	12,400	15,500	
II-A-6	Dwelling Unit, Pop. & Emp. Change	600	2,400	3,000			-				-			600	-	2,400	3,000	
II-A-7	Air Travel	-	-	-			-				-			-	-	-	-	
II-A-8	Vehicle Occupancy Rates	-	-	-			-				-			-	-	-	-	
II-A-9	Travel Time Studies	50	200	250			-				-			50	-	200	250	
II-A-10	Mapping	-	-	-	15,250	61,000	76,250				-			15,250	-	61,000	76,250	
II-A-11	Central Area Parking Inventory	-	-	-			-				-			-	-	-	-	
II-A-12	Bike & Ped. Facilities Inventory	800	3,200	4,000			-				-			800	-	3,200	4,000	
II-B LONG RANGE TRANSPORTATION PLANNING																		
II-B-1	Collection of Base Year Data	-	-	-			-				-			-	-	-	-	
II-B-2	Collection of Network Data	-	-	-			-				-			-	-	-	-	
II-B-3	Travel Model Updates	100	400	500			-				-			100	-	400	500	
II-B-4	Travel Surveys	-	-	-			-				-			-	-	-	-	
II-B-5	Forecast of Data to Horizon year	-	-	-			-				-			-	-	-	-	
II-B-6	Community Goals & Objectives	2,000	8,000	10,000			-	400	400	3,200	4,000			2,400	400	11,200	14,000	
II-B-7	Forecast of Future Travel Patterns	-	-	-			-				-			-	-	-	-	
II-B-8	Capacity Deficiency Analysis	200	800	1,000			-				-			200	-	800	1,000	
II-B-9	Highway Element of the L RTP	4,800	19,200	24,000			-				-			4,800	-	19,200	24,000	
II-B-10	Transit Element of the L RTP	400	1,600	2,000			-	400	400	3,200	4,000			800	400	4,800	6,000	
II-B-11	Bicycle & Ped. Element of the L RTP	4,000	16,000	20,000			-				-			4,000	-	16,000	20,000	
II-B-12	Airport/Air Travel Element of L RTP	1,000	4,000	5,000			-				-			1,000	-	4,000	5,000	
II-B-13	Collector Street Element of L RTP	600	2,400	3,000			-				-			600	-	2,400	3,000	
II-B-14	Rail, Water or other mode of L RTP	1,500	6,000	7,500			-				-			1,500	-	6,000	7,500	
II-B-15	Freight Movement/Mobility Planning	1,600	6,400	8,000			-				-			1,600	-	6,400	8,000	
II-B-16	Financial Planning	400	1,600	2,000			-	800	800	6,400	8,000			1,200	800	8,000	10,000	
II-B-17	Congestion Management Strategies	1,200	4,800	6,000			-				-			1,200	-	4,800	6,000	
II-B-18	Air Qual. Planning/Conformity Anal.	-	-	-			-				-			-	-	-	-	
III-A	PLANNING WORK PROGRAM	224	896	1,120			-				-			224	-	896	1,120	
III-B	TRANSPORTATION IMPROVEMENT PROGRAM	500	2,000	2,500			-				-			500	-	2,000	2,500	
III-C	CIV. RGTS, CMP./OTR, REG. REQS.																	
III-C-1	Title VI	100	400	500			-	800	800	6,400	8,000			900	800	6,800	8,500	
III-C-2	Environmental Justice	200	800	1,000			-				-			200	-	800	1,000	
III-C-3	Minority Business Enterprise	100	400	500			-	800	800	6,400	8,000			900	800	6,800	8,500	
III-C-4	Planning for the Elderly & Disabled	50	200	250			-				-			50	-	200	250	
III-C-5	Safety/Drug Control Planning	-	-	-			-				-			-	-	-	-	
III-C-6	Public Involvement	1,000	4,000	5,000			-	800	800	6,400	8,000			1,800	800	10,400	13,000	
III-C-7	Private Sector Participation	250	1,000	1,250			-				-			250	-	1,000	1,250	
III-D	INCIDENTAL PLNG./PROJECT DEV.																	
III-D-1	Transportation Enhancement Plng.	-	-	-			-				-			-	-	-	-	
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500			-				-			100	-	400	500	
III-D-3	Special Studies: Staff Time / Planning	2,000	8,000	10,000			-				-			2,000	-	8,000	10,000	
III-D-3	Special Studies: Streetlight Data Purchase	-	-	-	10,000	40,000	50,000				-			10,000	-	40,000	50,000	
III-D-3	Special Studies: Pender County Future Plan	-	-	-	8,000	32,000	40,000				-			8,000	-	32,000	40,000	
III-D-3	Special Studies: Strategies	-	-	-	2,000	8,000	10,000				-			2,000	-	8,000	10,000	
III-D-3	Special Studies: Rails to Trails Continuation	-	-	-	2,000	8,000	10,000				-			2,000	-	8,000	10,000	
III-D-4	Regional or Statewide Planning	100	400	500			-				-			100	-	400	500	
III-E	MANAGEMENT & OPERATIONS	33,570	134,281	167,851	85,688	342,751	428,439	4,136	4,136	33,086	41,357	61,800	61,800	123,600	185,194	4,136	761,247	
TOTALS		\$70,644	\$282,577	\$353,221	\$123,538	\$494,151	\$617,689	\$9,336	\$9,336	\$74,686	\$93,357	\$61,800	\$61,800	\$123,600	\$265,318	\$9,336	\$913,214	
																	\$1,187,867	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING AMENDMENT #1 TO THE FISCAL YEAR 2021 UNIFIED
PLANNING WORK PROGRAM OF THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Fiscal Year (FY) 2021 Unified Planning Work Program documenting the comprehensive and continuing transportation planning program in the Wilmington Urban Area was adopted by the Wilmington Urban Area Metropolitan Planning Organization's Board on February 26, 2020; and

WHEREAS, the need for amendments to the FY 2021 Unified Planning Work Program has subsequently been evaluated and justified in order to effectively advance transportation planning for FY 2021; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization can amend the FY 2021 Unified Planning Work Program to cover any anticipated expenditures for the fiscal year; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization proposes amendments to the FY 2021 Unified Planning Work Program to reflect current and anticipated expenditures.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves Amendment #1 to the FY 2021 Unified Planning Work Program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 29, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION SUPPORTING THE SUBMITTAL OF CASSI DEPLOYMENT
APPLICATIONS FOR DEPLOYMENT IN THE CITY OF WILMINGTON AND TOWN
OF CAROLINA BEACH**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, in an effort to maintain and enhance the transportation infrastructure and quality of life enjoyed by the citizens and visitors of the Wilmington region, the Wilmington Urban Area Metropolitan Planning Organization is committed to working in partnership with our colleagues, other governmental entities and local, state, and federal delegation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization wishes to apply for a grant in partnership with the North Carolina Department of Transportation to be a CASSI Deployment Partner; and

WHEREAS, CASSI, also known as Connected Autonomous Shuttle Supporting Innovation is a fully autonomous vehicle that is capable of transporting small numbers of people over small distances, has partnered with NCDOT for deployment programs at two sites in North Carolina during a three-month period; and

WHEREAS, NCDOT and CASSI are looking for routes that will be valuable as studies of autonomous vehicles and technology; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization wishes to apply o for the deployment of CASSI in either the City of Wilmington and Town of Carolina Beach during the summer months of 2021; and

WHEREAS, this is a great opportunity to introduce an exciting new transportation method that combines advancing technology with alternative transportation that would uniquely reach both residents of the Wilmington Urban Area Metropolitan Planning Area Boundary as well as the thousands of visitors that come to the area each Summer; and

WHEREAS, in addition, this effort would increase the use of multi-modal transportation options in the MPO's planning area; and

WHEREAS, the deadline for this application is July 31, 2020.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the submittal of the CASSI Deployment Applications for deployment in the City of Wilmington and the Town of Carolina Beach.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on July 29, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Topic	Source	Organization	Comment	WMPO Staff Recommendation/Response	Resolution
Roadway Appendix Cutsheet	David Hollis	Town Manager, Leland / CAC Member	This must be a mistake for the Old Fayetteville Road project. \$35 million for widening 2 existing lanes for 1.5 miles. The Town's project will install the multi-use path and widen one side of the road with 2 feet of curb and gutter for about a mile of the road. The cost is currently projected at \$2.2 million. A similar project on page 317 that is twice as long, to widen and install a bike lane on Blue Clay Road, is \$1.4 million.	Utilizing NCDOT's Prioritization cost estimation tool, the project cost was estimated to be \$2,260,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$3,521,006. This cost amendment resulted in an additional funding available to fiscally constrain additional projects. Per the initial project rankings and the additional funds, the following projects can be added to the fiscally constrained roadway project list: RW-222 Independence Blvd Widening; RW-42 US 17 Access Management Improvements; RW-175 NC 210 and Island Creek Road Intersection Improvements.	Update revised cost estimate in tables and cutsheets. Recommend addition of RW-222, RW-42, and RW-175 to fiscally constrained roadway project list.
Roadway Appendix Cutsheet	David Hollis	Town Manager, Leland / CAC Member	The path for the NC 133 to Hwy 17 Connector project will not likely run through the existing Jackies Creek neighborhood. It would be better to show the line through the vacant Cameron tract to the south to keep from getting people upset and give a more reasonable proposed location.	Project to be shown south of established neighborhoods.	Revise maps as recommended.
BikePed Fiscally Constrained Projects	Al Schroetel	Cape Fear Cyclists / WMPO BPAC	looking at the top Bike/Ped projects in the Fiscally Constrained tables (pages 35 to 37) it does seem that the Northeastern portion of the WMPO region is underrepresented. However, that is the section that has the greatest projected growth (Page 31).	Several bicycle and pedestrian facilities are committed for funding, in design, and/or under construction in the northeast portion of the WMPO Region. Some of these facilities include: the Military Cutoff Extension MUP which includes a portion on Market Street from Station Road to Middle Sound Loop Road (project is under construction); a Market Street MUP from Middle Sound Loop Road to Marsh Oaks Drive, part of the U-4902D Access Management Improvements (project is under construction); a MUP connection from Ogden Business lane to the Military Cutoff Extension MUP; bicycle and pedestrian crossings at Market and Gordon as well as Military Cutoff and Gordon; the U-5732 (US 17 Corridor Improvements) in Hampstead includes bicycle and pedestrian facilities. Additionally, all proposed roadway projects in the 2045 MTP include bicycle and pedestrian facilities in their cross sections which make them eligible to be included in the roadway design per NCDOT's 2019 update to its Complete Streets policy.	No changes are recommended.
BikePed Fiscally Constrained Projects	Al Schroetel	Cape Fear Cyclists / WMPO BPAC	In a separate e-mail to Caitlin Marks (cc to you) I have asked about the status of a MUP along the Military Cutoff Extension. I do not think this was included in any of the 2045 Plan BP priorities...but maybe that is an NCDOT project?	The design includes a 9' MUP from Ogden Park Dr to approx. Plantation Rd. design plans are available. This project is included in the New Hanover County Greenway Plan.	Included in NCDOT design for current STIP project (U-4902), no changes recommended.
BikePed Fiscally Constrained Projects	Al Schroetel	Cape Fear Cyclists / WMPO BPAC	Also in the Fiscally Constrained projects in the 2045 plan is the absence of any Bike/Ped Facilities: on Sidbury Road. Again, this may be a NCDOT project and I have identified this requirement to Caitlin in a separate e-mail.	This project was considered for inclusion as a fiscally constrained bicycle and pedestrian improvement project. Of the approximate 170 regionally significant projects, this stand alone project ranked at 123 and 137 (was split into two sections) based on its assessed score. Based on the scoring criteria developed by the bicycle and pedestrian modal subcommittee and Citizen Advisory Committee (CAC), the project received low scores in the following areas: lack of connections to existing trails; no connections to destination points like parks, libraries, hospitals, shopping, etc; and project is not located in a low income or minority community. Sidbury Road improvements (RW-23) is a fiscally constrained roadway project that includes bike lanes and sidewalks in the cross section which would fulfill NCDOT complete streets policy requirements to be covered cost free to New Hanover and Pender Counties when roadway improvements are to be made to Sidbury Road.	Change Sidbury Road improvements cross section from bike lanes and sidewalks to a multi-use path to be consistent with Wilmington/New Hanover County Greenway Plan cross section.

				<p>The text above the NCDOT Complete Streets Cost Share chart on page 50 explains that alternative transportation projects which are identified in a region's CTP and/or MTP can be included in NCDOT roadway projects and will be fully funded by NCDOT. <u>NCDOT will consider other locally adopted plans on two conditions: 1) the planned facility addresses an identified transportation need; and 2) the planned facility meets the design guidance standards in the NCDOT Complete Streets Implementation Guide.</u> On-road bicycle facilities include bicycle lanes (protected or striped) as well as paved shoulders. Pedestrian facilities include sidewalks, marked crosswalks, and pedestrian signals. Cape Fear Moving Forward 2045 includes 82 fiscally-constrained bicycle and pedestrian projects. Refer to the Fiscally-Constrained Bicycle and Pedestrian Project List and Maps on pages 66-73. Additionally, the fiscally constrained roadway projects include bicycle and pedestrian facilities, such as MUPs, sidewalks, and bike lanes. Please refer to the proposed project cross-sections found in Appendix J, Roadway Element.</p>	<p>Add underlined text to plan, along with a couple of examples of the Cost Share Formula (in graphic format). We are adding project cross-sections to better explain exactly what type of facilities are included with each bicycle and pedestrian project.</p>
BikePed Plan Element	Wayne Marquino	Citizen (Wilmington)	I'd like to understand the table at bottom of the first page of " Bicycle and Pedestrian " (pg 35) better. Maybe the plan can elaborate. It indicates a number of ped/bike infrastructure improvement which NC DOT will fund if they are "In Plan". In plan/Whose plan? How to we move Side paths and On-road bicycle facilities from out of plan to "In Plan"? our MUP seems to have a very low fraction of On road bike facilities (I assume these are bike lanes) and Pedestrian facilities (I assume these are cross walks).		
Roadway Plan Element	Wayne Marquino	Citizen (Wilmington)	pg 45 - something seems wrong with the graphic or legend - Aren't the black roads county? There are no county roads in the legend, on NCDOT	No changes are recommended.	
TSMO	Wayne Marquino	Citizen (Wilmington)	pg 50 - " Cape Fear Moving Forward 2045 recommends the implementation of the following TSMO strategies in the Wilmington region.... " None of these recommendations improve ped/bike safety or access. The TDM strategies are segregated (on pg 52). This process is how we get new major roadways built like MLK or or improved like17 in Hampstead with no bike lanes.	No changes are recommended.	
				<p>Several of the TSMO strategies listed on page 50 improve bicycle and pedestrian safety. Access management techniques can reduce conflict points and crossing distances for pedestrians and bicyclists. This is critical because, according to the FHWA, driveways are the primary cause of crashes involving pedestrians walking on the sidewalk. Intersection modifications include restricting or eliminating turning maneuvers, such as eliminating right turn on red, which can reduce crashes involving pedestrians. Pavement markings are used to delineate bike lanes and crosswalks, in addition to travel lanes. Streetscape improvements include sidewalks, bike lanes, median islands, bulb-outs (extended curbs), narrower travel lanes, and others, all of which can contribute to the creation of a "Complete Street." See Appendix L, Transportation Systems Management and Operations Element, for more information on these strategies.</p>	
Roadway/BikePed Fiscally Constrained Projects	Wayne Marquino	Citizen (Wilmington)	Fig 7-1 Map of Fiscally Constrained Projects - There are few/no green lines parallel to red lines (bike / roadway) projects. Obtaining right of way is a major cost. If the right of way synergy between road and bike routes is not used, we'll continue to have no-go areas for bikes, like eagle island and 17 in Hampstead. If I bicycle across Eagle Island on 74 am I going to get a ticket? Can we add a green line there parallel to the red one? If the CF Memorial bridge is replaced will it provide bicycle and ped access to Leland?	No changes are recommended.	

Public Transportation Fiscally Constrained Projects	Wayne Marquino	Citizen (Wilmington)	What is " PT-100 I-40 at Cape Fear Community College North Campus Park and Ride 2040 \$9,581 " - I-40 does not have any on/off ramps to CFCC N campus so how is Park & Ride at CFCC related to I-40? \$9,581. is not going to buy a new interchange.	PT-100 is a proposed park and ride at Cape Fear Community College North Campus which is in the vicinity of I-40 but does not have direct access to I-40.	Change PT-100 description to "Cape Fear Community College North Campus Park and Ride"
Roadway Fiscally Constrained Projects	Wayne Marquino	Citizen (Wilmington)	" Fiscally-Constrained Roadway Project List " - Why are the Oleander/College and Oleander/Military Cutoff/Eastwood projects both in the 2025 planning period? Is the intention to bring traffic on Oleander to a halt while those are in progress?	The financial forecasts for Cape Fear Moving Forward 2045 were provided in five-year increments. Fiscally-constrained projects were assigned an anticipated planning year, also in five-year increments, based upon the financial forecasts. Two projects having the same identified planning year does not necessarily mean the projects will be under construction at the same time. Both of these projects are programmed in the State Transportation Improvement Program (STIP). This means that NCDOT is going to fund both projects, but has programmed them to begin when the necessary funds become available. For the US76 (Oleander Dr) & NC132 (College Rd) Interchange (U-5704), right-of-way (ROW) acquisition and utility work is anticipated to begin in FY 2023; construction is anticipated to begin in FY 2026. For US74/Eastwood Rd & Military Cutoff Rd (U-5710), a portion of this project is currently in ROW acquisition, with construction on that portion anticipated to begin in FY 2020. ROW acquisition for the remainder of the project is anticipated for FY 2020 and FY 2021, with construction anticipated to begin in FY 2023.	No changes are recommended.
Roadway Fiscally Constrained Projects	Wayne Marquino	Citizen (Wilmington)	Why not move the "Wilmington Citywide Signal System" to start tomorrow? It's cost is low compared all the other roadway projects and it has more potential to reduce drive time.	In a sense, this project has already started. It has been identified as a need in the region - it was submitted by NCDOT Division 3 for NCDOT's prioritization process and scored high enough to be programmed in the State Transportation Improvement Program (STIP). This means that NCDOT will fund the project, but has programmed it to begin construction in FY 2027 when the necessary funds become available.	No changes are recommended.
BikePed Appendix	Wayne Marquino	Citizen (Wilmington)	Appendix pg 168, Objective 1: " Increase pedestrian facilities that fall within 1 mile of school campuses. " Pedestrian deaths are outstripping deaths inside automobiles, this goal is already being met. Revise the plan to provide more crosswalks, and bike paths, to reduce facilities at the locations with this highest fatalities, e.g. Dawson & Wooster streets - The rule that all new X-walks have a signal, and the NCDOT and City of Wilmington criteria that a walk signal is required to add cross walks is delaying installing cross-walks.	When creating goals and objectives to score proposed projects, the Bicycle and Pedestrian Multimodal Subcommittee chose "safety" as the criteria that carried the most weight for the scoring of projects. This objective allowed proposed projects within one mile of schools to receive a higher score.	No changes are recommended.
Public Comment Period	Susanne Hartman	Citizen (Wilmington)	News releases need to be printed on Facebook and local papers: Hampstead News & Alerts; Sneads Ferry Village News; Topsail Area News & Alerts; Hampstead/TI Area Alerts	Per the WMPO's adopted Public Participation Plan, a press release advertising the 30-day comment period and the planned regional open houses, was sent out to media outlets, planning partners, and members. Additionally, the WMPO utilized its Facebook, Instagram, and Twitter accounts to advertise the comment period and open houses. For future public events, the WMPO will work closely with its members to disseminate this information to local community social media pages.	No changes are recommended.
BikePed Fiscally Constrained Projects	Stephen Whitney	WMPO BPAC / Citizen	Rescore BP-238 and BP-239 Brunswick Nature Park Connector. Improvements can be required by developers as done w/ Mallory Creek to Brunswick Forest Section from Mallory Creek north by developer. Improvements allowed along power easement. No costs for property acquisition; Can be implemented in phases. Reduce cost to reflect staging. This is a major regional development project. Connects Brunswick Forest/Mallory Creek and others to Brunswick County Nature Park.	These projects are two of 175 regionally significant projects that were scored based of criteria created by the WMPO bicycle and Pedestrian Multimodal Subcommittee and the Citizens Advocacy Committee. Of the 175 projects, 82 were able to be fiscally constrained. BP-239 FINAL RANK = 127 BP-238 FINAL RANK = 133 Given the proposed removal of committed bicycle and pedestrian projects that are part of a roadway project, additional monies are available to include BP-239 in the fiscally constrained bicycle and pedestrian project list. These projects are also in the Leland Pedestrian Plan and dcan be pursued by both Leland and Brunswick County.	Recommend the inclusion of BP-239 into the fiscally constrained bicycle and pedestrian project list.

BikePed Fiscally Constrained Projects	Stephen Whitney	WMPO BPAC / Citizen	Show BikePed facilities from Brunswick Forest to Hewett Burton Road. This would be required by Town of Leland and paid by developer. The connection would lik to Hazel Branch Road and provide safe B/P parallel to Rt. 17.	A portion of this project was identified in the original 800+ regional projects but was not considered in the 175 fiscally constrained projects. It is currently included in Leland's adopted Pedestrian plan. The Town and Brunswick County still have the ability to persue this project.	No changes are recommended.
BikePed Fiscally Constrained Projects	Stephen Whitney	WMPO BPAC / Citizen	Consider Bikeped bridge across Greenfield lake at Stadium Drive. Connect neighborhoods to hospital.	This project was not submitted during the public outreach phase of the plan development.	No changes are recommended.
BikePed Fiscally Constrained Projects	Stephen Whitney	WMPO BPAC / Citizen	Provide BikePed bridge across Burnt Mill Creek at Mercer Street. Provides safe connection along Mercer Street. Connects River to Sea to Market Street.	With the Independence extension (Bike/Ped project BP 16 and Roadway project U-4434) there will be a multiuse path at grade along Independence Blvd from Wrightsville Avenue to Market Street.	No changes are recommended.
BikePed Fiscally Constrained Projects	Stephen Whitney	WMPO BPAC / Citizen	Glad to see traffic signals along Rt. 17 at Ploof/Waterford, West Gate/Grandiflora, and Lanvale. These should be high priority projects.		No changes are recommended.
			<p>On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/Morningside Dr. Bike Lanes), the Front Street Sharrows (BP-471 and 370), etc. to be funded.</p>	Staff reviewed the fiscally constrained bicycle and pedestrian list and recommends removal of stand alone bicycle and pedestrian projects that are committed for funding as part of a roadway project or are complete. These are: BP-16 Independence Blvd Extension MUP, BP-574 Drysdale Dr & Military Cutoff, BP-647 Market St & Gordon Rd, BP-788 3rd St & Brunswick St, BP-722 3rd St N & Red Cross St, BP-581 Carolina Beach Rd & College Rd, BP-646 College Rd & Oleander Dr, BP-648 Military Cutoff Rd & Eastwood Rd, and BP-577 Bayshore Dr & Market St. Based on the remaining ranked projects and the revenue freed up by the removal of the previously listed 5 projects, the following are recommended for inclusion in the fiscally constrained list: BP-147A Central Blvd/Morningside Dr Bike Lanes, BP-406 Princess St Sharrows, BP-442 Lumina Ave Sharrows, BP-239 Brunswick Nature Park Connector 1, BP-471 Front St. Sharrow, BP-370 Front St. Sharrow, BP-441 Causeway Dr Sharrows, and BP-561 Carolina Beach Rd & Myrtle Grove Rd.	Recommend removal of BP-16, BP-574, BP-647, BP-788, BP-722, BP-581, BP-646, BP-648, BP-577 and addition of BP-147A, BP-406, BP-442, BP-239, BP-471, BP-370, BP-441, and BP-561 to bicycle and pedestrian fiscally constrained project list.
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County	p. iii: Pat Battleman's name is misspelled.	Ms. Batleman's name is spelled correctly per Town of Leland.	No changes are recommended.
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 10: Is there a reason why you reference the average household income rather than the median household income? The information in the map for this section shows median household income.	It has been confirmed that both the household income number for the WMPO region as a whole was the median value, not the average. The map was also created using median household income data.	Update text on page 10 and map title on page 14 to say "median household income".
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 12-17 (and Appendix A): Could the colors displayed on the maps be intensified? It is difficult/impossible to tell the difference between the lowest and next lowest categories in this map series.		Change map colors on pages 12-17.
Regional Demographics	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 16: Mapping the number of households without vehicles (if possible—could it be estimated?) would be more useful than the percent given the varying populations in each TAZ.		After review, this map will be replaced to show the number of households withought vehicles per square mile. This normalizes the data since census tracts vary in both size and population.
Environmental Justice Analysis	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 30: Could you label each category based on the level of Concentration rather than the ES score —I'm not that familiar with the score on its own and had to keep flipping back and forth between the map and the table on the previous page to understand what was being shown on the map. Changing the label would be helpful for any readers of the document and would help the map be more useful if taken out for a presentation.		Change legend to show levels of concentration as suggested, include EI Score in parentheses. Add note about definitions on previous page.
Regional Demographics	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 31: In the inset map, the Wilmington label appears to cover up the TAZs where an increase in population is expected in the downtown area, which may lead to questions given recent articles/presentations about how much the downtown population is expected to grow.		Clean up jurisdictional labeling.
BikePed Element (Plan)	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 35: Based on my understanding, the cost share information in the table is only for roadway projects. Standalone bike/ped projects still require the 20% match even if in a plan, correct?	Stand alone bicycle and pedestrian projects, whether funded through the STIP or DA funding, require a local 20% match.	Add text to clarify the difference between NCDOT Complete Streets Cost Share and the 20% local match required for standalone bike/ped projects.
TS/MO	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 54: The table for the CMP report is too small to read but big enough to make it feel like it should be legible. Could this be enlarged? If layout is an issue, it would likely be possible to move the CMP network map to p.53 in place of the report cover and move a smaller report cover, which does not provide useful information, to p.54.		Format this table in InDesign at a larger size.
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 57: The acronym LRT is used in the Project Cost Estimates for Needs by Node table. There is nothing in this section that explains what that means, so it would be helpful to have it spelled out (I'm assuming it stands for Light Rapid Transit but that took me a while).	On page 57, LRT refers to Light Rail Transit	Change first occurrence to "Light Rail Transit (LRT)" and add to List of Acronyms in the front end of the Technical Appendices.
Regional Demographics	Rebekah Roth / NHC Planning Staff	New Hanover County	p. 63-91 (and Appendix A): The full-scale maps in these areas have labels showing municipalities in Brunswick County which sometimes conflict with the title. Could either the title have a solid background or those labels be removed since those jurisdictions aren't in the WMPO?		Remove labels for municipalities located outside of the WMPO boundary.

			p. 72 & 73: These maps are zoomed in closer than the other views of these portions of NHC, making the titles inaccurate (i.e. NE NHC on p. 72 only includes projects within eastern Wilmington and not any in what we generally view as NE NHC, p. 73 only shows Pleasure Island and none of the projects between Monkey Junction and Snows Cut). It looks like the full scale is shown on the maps on p. 93 and 94.		Review and revise map titles once all edits have been completed. It was not possible to print every map at the exact same scale. The scales had to be adjusted depending on the area and mode shown for legibility.
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County			Revise text as suggested in comment.
Administrative	Rebekah Roth / NHC Planning Staff	New Hanover County	p. N-407: An “e” needs to be added so the public outreach community reads “Royal Palms Mobile Home Park.”		Revise text as suggested in comment.
Environmental Justice and Critical Resources	Mason Herndon	NCDDOT Division 3 (Environmental Program)	Class II should be EA’s and Class III CE’s as stated in the paragraph at the top of the page. (Page 403)		Revise text as suggested in comment.
Environmental Justice and Critical Resources	Mason Herndon	NCDDOT Division 3 (Environmental Program)	In this section I would emphasis that the WMPO first commitment is to avoid or minimize impacts to the natural and built environment. Mitigation for unavoidable impacts would be the second step. (Page 404)		Revise text as suggested in comment.
Environmental Justice and Critical Resources	Mason Herndon	NCDDOT Division 3 (Environmental Program)	Depressed roads and tunnels are not viable options in the coastal plain. (Page 405)		Remove these two mitigation measures from chart.
Public Transportation Fiscally Constrained Projects	Vanessa Lacer	Wave / Citizen Advisory Committee	I have reviewed the Draft MTP and found discrepancies in the project list for Public Transportation. On pages 78-82 over 10 of the project types are incorrect. I had begun to list them (I stopped at 10), but I thought it more effective to alert you to the significant number as they will likely all need confirmation. If the data were mixed up during sorting, the project cost amounts may also be incorrect (I have not compared those numbers). Additionally, as one of the scoring criteria for Public Transportation is “Park and Ride” it may be possible that those projects mislabeled as Park and Ride have also been scored incorrectly.		Review and update project types in fiscally constrained public transportation table.
Roadway Fiscally Constrained Projects	Eric Canup	Citizen (Wilmington)	I live in the River’s Edge neighborhood, which is located on the southeast side of Independence Boulevard, just prior to its intersection with River Road. In the past two years, we have seen the following development taking place within a one-mile radius of our house: 1) River Lights--2300 homes, mixed use restaurants/retail. This project is ongoing and has already created a noticeable increase in traffic turning from River Road onto Independence Blvd. 2) Indy West--High density apartment homes along the northwest side of Independence Blvd. between River Road and Carolina Beach Road. 3) The Woodlands at Echo Farms--High density town homes along the southeast side of Independence Blvd. between River Road and Carolina Beach Rd. within the confines of the old Echo Farms golf course. This project is ongoing. 4) Echo Farms Blvd. extension--30-40 single-family homes on the northwest side of Independence Blvd. between River Road and Carolina Beach Rd. The traffic along this section of road has already become significantly more challenging during rush hour periods, and two of these projects (River Lights and The Woodlands) are not remotely near completion, which would indicate that thousands more residents and their cars have yet to inhabit this area. It has become commonplace for it to take me 3-4 light cycles to get through Carolina Beach Rd. in the morning rush hour. It has also taken me 3-5 minutes to leave my neighborhood in the other direction and make a right or left turn onto River Road, as making this turn is inhibited by the traffic travelling in both directions along River Road. After looking over the 2045 MTP, it also appears that the long-term plan is to bring the Cape Fear Crossing from Brunswick County directly into this section of Independence Blvd. Granted, this project is 25 years out, but the MTP does not suggest any plans to make any other accommodations for the increase in traffic along this section of road during the same time period. My suggestions are these: 1) Widen Independence Blvd. to four lanes from River Road to Carolina Beach Road. 2) Build a traffic circle at the intersection of River Road and Independence Boulevard. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Environmental Justice and Critical Resources	Brad Shaver	USACE	Page 404 (11 of 20) at the bottom of the page the author refers to “known environmental communities and hydrologic resources”. Using mapping from NCDEQ, FEMA, and others you can make this claim for some of the resources but you can’t regarding wetlands. There is no one wetland map that identifies all wetlands. There are multiple maps that predict where wetlands exist such as National Wetland Inventory (NWI) mapping and NC Crews mapping hosted by the Division of Coastal Management but these both are simply using remote sensing tools to predict where wetlands will exist. I would stay away from using terms such as “known” when it comes to wetlands. Wetlands are identified on a case by case basis that involves a wetland delineation and verification by the appropriate regulatory agency. I certainly understand your intent but Regulatory agencies such as ours get nervous when something is listed as known when that is not necessarily true. Maybe the easiest solution would be footnoting the tables and charts with where the wetland information comes from and that it is not meant to be absolute but estimated.		Revise text as suggested in comment. Review entire section to ensure all instances of this wording are revised.
Environmental Justice and Critical Resources	Brad Shaver	USACE	Under the wetlands table describing mitigation measures you have listed wetland creation. I would advise removing this and replacing with on-site wetland restoration and or preservation of wetlands in threat of being impacted. Based on a 2008 EPA guidance document for mitigation wetland creation is not a preferred option and our office has not seen this as a option for over a decade.	We believe this table originated from a collaboration between the Piedmont Triad MPOs and FHWA’s North Carolina Division circa 2008. We have been working to update it.	Revise text as suggested in comment.
Environmental Justice and Critical Resources	Brad Shaver	USACE	I would define where the wetland layer on pg 408 comes from as a footnote, again explaining it is based off a predictive model not known locations of wetlands.		Confirm source of layer with GIS Analyst, add suggested footnote to text.
Plan Document, Front End	Rachel McIntyre	WMPO	Correct minor formatting errors in CAC Foreword (double spaces between sentences); CAC heading in Acknowledgements should read "Citizens Advisory Committee"		Make suggested changes.
Plan Document, Chapter 1	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Plan Document, Chapter 2	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Plan Document, Chapter 3	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Plan Document, Chapter 4	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.

Plan Document, Chapter 5	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Plan Document, Chapter 6	Rachel McIntyre	WMPO	Correct minor formatting, typographical, and grammatical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
			I live in the Del Web Riverlights neighborhood, which is located on River Road between Independence Boulevard and Lorraine Drive. In the past two years, we have seen the following development taking place within a one-mile radius of our house: 1) River Lights--2300 homes, mixed use restaurants/retail. This project is ongoing and has already created a noticeable increase in traffic turning from River Road onto Independence Blvd. 2) Indy West--High density apartment homes along the northwest side of Independence Blvd. between River Road and Carolina Beach Road. 3) The Woodlands at Echo Farms--High density town homes along the southeast side of Independence Blvd. between River Road and Carolina Beach Rd. within the confines of the old Echo Farms golf course. This project is ongoing. 4) Echo Farms Blvd. extension--30-40 single-family homes on the northwest side of Independence Blvd. between River Road and Carolina Beach Rd. The traffic along this section of road has already become significantly more challenging during rush hour periods, and two of these projects (River Lights and The Woodlands) are not remotely near completion, which would indicate that thousands more residents and their cars have yet to inhabit this area. It has become commonplace for it to take me 3-4 light cycles to get through Carolina Beach Rd. in the morning rush hour. It has also taken me 3-5 minutes to leave my neighborhood in the other direction and make a right or left turn onto River Road, as making this turn is inhibited by the traffic travelling in both directions along River Road. After looking over the 2045 MTP, it also appears that the long-term plan is to bring the Cape Fear Crossing from Brunswick County directly into this section of Independence Blvd. Granted, this project is 25 years out, but the MTP does not suggest any plans to make any other accommodations for the increase in traffic along this section of road during the same time period. My suggestions are these: 1) Widen Independence Blvd. to four lanes from River Road to Carolina Beach Road. 2) Build a traffic circle at the intersection of River Road and Independence Boulevard. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Roadway Fiscally Constrained Projects	Ken Sahl	Citizen (Wilmington)			
			Good morning, I appreciate the opportunity to make comments on this plan. I have a few and while they are not specific to a single project, they are connected and relevant. Congestion is an outcome of our increased car reliance and our built environment. New roadways or wider roadways will not fix this. The only thing that will fix it is less cars on the road. I do think the public transit system can be made more attractive to riders. Some fixes like fare collection can go a long way. Express bus lanes would be another. I also believe the MPO, along with the city and counties should advocate for dedicated funding for public transit.	We address these concerns throughout the plan. The plan acknowledges the need for a dedicated funding source for Wave Transit and recommends the implementation of Bus Rapid Transit (BRT) elements, such as dedicated bus lanes, and technology improvements including expanded fare payment options in order to attract choice riders. Refer to pages 41-42 of the plan document as well as Appendix J, Public Transportation Element.	
Overall Plan Content	Andy McGlinn	Citizen (Wilmington)	A major factor that is given little attention is that we have built ourselves into this situation. Sprawl is given little attention, yet is a main driver. I believe this report and platform can be used to advocate for how we build our area. A more dense concentration along existing transit routes can drive riders to the public transit option. Building community nodes along a safe walkable route can also ease congestion by incenting people to leave their car at home. This can clearly help break the cycle of a car centered planning process. I do appreciate the breadth and depth of this report. Transportation will continue to be a major concern for people for a long time. But, the MPO should take a lead role in advocating for how we build for the future.	The plan also discusses the need to coordinate transportation and land use planning, including Transit-Oriented Development (TOD). Refer to pages 375-376 of Appendix L, where it is recommended that WMPO member jurisdictions encourage TOD where appropriate through their land use and zoning regulations. The plan also provides information on NCDOT's and the WMPO Board's "Complete Streets" policies, which require the consideration and implementation of multimodal facilities in transportation projects. Refer to page 35 of the plan document and pages 372-373 of Appendix L.	No changes are recommended.

			WFOF. Availability and connections. There is no safe access from the current Military Cutoff WFOF to the WFOF that is planned from the Ogden Park area, running north along the Military Cutoff Extension. This situation can be somewhat eased in the following way: 1. Beginning with the newly completed extension of the Military Cutoff MUP around the new access road from Military Cutoff to Market Street, connect to the MUP that is planned for Market Street extending to Middle Sound / Ledire Road intersection. Our understanding is there is to be a cross walk on Market Street at that intersection as shown on sheet 29 of the Military Cutoff Extension project and also a map provided by Caitlin Marks (copy attached) 2. Add a MUP going from that intersection to the Ogden Business Lane (near the Ice House) and from there to Ogden Park Road, where the Military Cutoff Extension Proposed MUP begins. This would make it possible to go from the current Military Cutoff MUP to the proposed MUP beside the Military Cutoff Road extension. It is an indirect and rather circuitous route, but it is our best attempt to provide pedestrian and bicycle access considering the previously approved plans for the Military Cutoff extension. Crosswalk Availability: There is no safe way for bicyclists and pedestrians to cross Military Cutoff or Market Street at Gordon Road. This serious safety issue can be lessened by: 1. Add a ped/bicycle crosswalk on Market Street at Gordon road to facilitate non-vehicular traffic between the Ogden Elementary school and two shopping centers 2. Add a cross walk on Military Cutoff at the intersection with Gordon road between the SE corner and the SE W corners. The location of these crosswalks is shown on the attached PowerPoint chart. Please confirm that these crosswalks are included in the NCDOT project plans. They would serve pedestrians and cyclists who are attempting to cross both roads and facilitate non-vehicular travel between shopping centers, health facilities, residential areas and a school. We also hope that NC DOT planners are taking into consideration that this area is part of the planned interstate East Coast Greenway (Complementary Historic Coastal Route) alignment. Underlaying this is a concern that the traffic modifications along Gordon Road including both intersections at Military Cutoff and at Market Street are not including "Complete Street" guidelines. This is an area that features a Food Lion, Planet Fitness, Walgreens, CVS, McDonalds, and a number of other restaurants and businesses. The Military Cutoff MUP serves "active modes of transportation" (pedestrians and cyclists) and connections to an extensive range of residential areas, this proposal connects it to Ogden Park and beyond.		NCDOT, in coordination with New Hanover County and the WMPO, has programmed funding for the proposed improvements outlined in this comment. The only facility not included within the programmed improvements is a pedestrian crossing at Military Cutoff Road and Gordon Road. The project was originally considered for inclusion within the bikeped fiscally constrained project list, but was not carried forward by the BikePed modal subcommittee or CAC for project cross section development, scoring, and ranking.	No changes are recommended.
Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benley Bicycle Foundation	Bicyclist Advocacy Group				No changes are recommended.
Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benley Bicycle Foundation	Bicyclist Advocacy Group	Safe cycling via Market Street to Porters Neck, Scotts Hill, and through Hampstead		NCDOT, in coordination with New Hanover County and the WMPO, has programmed funding for the proposed improvements outlined in this comment. The only facility not included within the programmed improvements is a pedestrian crossing at Military Cutoff Road and Gordon Road. The project was originally considered for inclusion within the bikeped fiscally constrained project list, but was not carried forward by the BikePed modal subcommittee or CAC for project cross section development, scoring, and ranking. The Hampstead Superstreet project, funded in the 2020-2029 STIP includes 5' sidewalks and shoulders.	No changes are recommended.
			Would request in the appendix, we add this language somewhere. This would really help us with federal grant applications. "In 2018, NC Ports undertook a Container Terminal Yard Improvement Planning Study with the key objective of expanding the current terminal throughput capacity to accommodate a minimum 750,000 (TEUs) annually by 2025. Recent investments in infrastructure improvement projects including the procurement of new neo-Panamax cranes, berth renovations and vessel navigation improvements has increased the container berth's capacity to well over 1,000,000 TEUs annually. However, to achieve the forecasted annual throughput volume, it has been identified that existing key port infrastructure directly behind the berth, such as the main terminal gate complex, the container storage yard and paving, and intermodal yard improvements are required so that the capacity of the rest of the terminal can match or exceed the targeted annual throughput. In total, the five-year infrastructure investment plan requires \$250 million in support of the expansion plan at NC Ports."			Add requested language
Freight Rail Appendix	Stephanie Ayers	NC Port of Wilmington/TCC Member		Replacement of some of the Port related pictures with provided new pictures.		Make suggested changes.
Freight Rail Appendix	Stephanie Ayers	NC Port of Wilmington/TCC Member	This should be changed to reflect correct volumes as identified in the 2018 Economic Contribution Report. 322,291 TEUs			Make suggested changes.
Freight Rail Appendix	Stephanie Ayers	NC Port of Wilmington/TCC Member	Replace text with: North Carolina Ports is working with its federal partners on necessary navigational harbor enhancements that will enable the Port of Wilmington to better accommodate deep-draft container vessels. Efforts to widen the existing turning basin from 1,400 feet to 1,524 feet were completed in spring 2020 and enable the port to accommodate ultra-large container vessels which can carry 14,000 TEUs.			Make suggested changes.
Bicycle and Pedestrian Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	US 17 cuts northern Brunswick County in half. There is no safe way for bicycles or pedestrians to cross. In addition, there is no public transportation alternative to cross the very busy highway	There are three bicycle and pedestrian crossing projects within the fiscally constrained project list. These are BP-838 US 17 & Old Waterford Way/Plouf Rd Crosswalk Improvements, BP-839 US17 & W Gate Dr/Grandiflora Dr Crosswalk Improvements, BP-842 US17 & Lanvale Rd/Provision Pkwy Crosswalk Improvements		No changes are recommended.

Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	There needs to be a connector street from Old Fayetteville Rd to Village Rd (RW-77). With two schools on Old Fayetteville Rd, more access is needed to be able to get off of Old Fayetteville in case of an accident.	RW-77, Basin Street Extension, is a proposed new road on new location that would connect Old Fayetteville Road to Village Road NE. Please refer to page 322 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.	No changes are recommended.
Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	Old Fayetteville Rd is in Horrible shapel. There are no sidewalks near the schools. The road has no shoulder on either side. It is heavily traveled with the middle school and high school, as well as town hall. The road also has mail delivery, garbage pickup. It is not safe for bicycles or pedestrians. The bridge across the creek is failing and becomes more of a safety hazard every day.	There is a roadway modernization for Old Fayetteville Road included in the fiscally-constrained project list (RW-78). Please refer to page 360 in Appendix J, where this project, which includes a 10' MUP, is detailed and mapped. An NCDOT project is planned to replace the bridge over Sturgeon Creek on Old Fayetteville Road (Bridge 181). The anticipated let date is April 14, 2022. Please note that this schedule is subject to change until further notice.	No changes are recommended.
Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	The intersection of Old Fayetteville Rd and Lanvale Rd is very dangerous. There needs to be a traffic signal and the intersection needs to be improved to allow for safe turning radius in all directions, proper shoulders in all directions.	NCDOT Division 3 is moving forward with the installation of a traffic signal at this location utilizing monies from the high impact, low cost funding source.	No changes are recommended.
Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	Lanvale Rd is unsafe. There are no shoulders and there are huge ruts where vehicles have run off the road. It is unsafe for bicycles or pedestrians and also unsafe for our garbage collectors and mail delivery personnel.	RW-7, Lanvale Road NE Widening, includes two additional travel lanes and a 10' MUP. Please refer to page 337 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.	No changes are recommended.
Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	The intersection of Lanvale Rd and Village Rd is unsafe, especially with traffic from US 74.	This intersection was not identified by the CAC as a regionally significant project.	No changes are recommended.
Roadway Fiscally Constrained Projects	Debra Willis	Citizen (Ieland)	NC 133 is unsafe with traffic from all of the residential areas and school. It is not bicycle or pedestrian friendly.	RW-51, NC133/River Road SE Widening, includes two additional travel lanes, a median, and a 10' MUP. Please refer to page 343 in Appendix J, where this fiscally-constrained roadway project is detailed and mapped.	No changes are recommended.
Background & Demographics Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Federal Regulations Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Future Technologies Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Public Involvement Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Financial Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Aviation Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Bicycle and Pedestrian Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Ferry Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Freight Rail Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Public Transportation Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Roadway Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
TSMO Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
TDM Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Environmental Justice and Critical Resources Appendix	Rachel McIntyre	WMPO	Correct minor formatting, typographical errors. Ensure consistency with acronym use (define once per chapter/appendix, then use acronym)		Make suggested changes.
Environmental Justice and Critical Resources Appendix	Joanne Steenhuis	NCDEQ	I think the region has a very low amount of open area/parks/state owned land that could be used for parks. I would think that getting more open area etc. would help with many of the issues we are seeing now (flooding and nowhere for water to go) and I think this issue would be exacerbated as the area becomes even more developed. There is not a lot of large open parcels left and if there are most of it's probably wet or in forestry. I know that is not a road issue, although they are additional impervious surfaces.	This comment is covered under TSMO land use discussion, and briefly in roadway where discussing resiliency.	Ensure that this comment is adequately addressed in TSMO land use discussion and/or resiliency sections. Add wording if necessary.

Environmental Justice and Critical Resources Appendix	Joanne Steenhuis	NCDEQ	On page 401 you have misspelled beach on U-5790.	This typo came from the original project list and wasn't caught – it needs to be corrected everywhere.	Fix typo on page 401, also fix in Fiscally-Constrained Roadway Project List (Chapter 7 and Appendix K) and search original project list.
Environmental Justice and Critical Resources Appendix	Joanne Steenhuis	NCDEQ	<i>In response to revised Mitigation Measures chart:</i> I like the revision (as I know DWR and the USACE thinks wetland creation usually fails). I wonder if you might want to add wetland preservation to help control flooding. I think the statements ["Wetland restoration possible through NCDEQ's Division of Mitigation Services (DMS)" and "On-site wetland restoration."] should be separate.		Add "Wetland preservation to help control flooding" to Mitigation Measures chart.
Freight Rail Appendix	Stephanie Ayers	NC Port of Wilmington/TCC Member	The primary truck routes on page 222, should probably include Burnett Boulevard (entrance to North Gate) and Shipyard Boulevard (entrance to South Gate).		Make suggested changes.
Roadway Fiscally Constrained Projects	Theresa B Landrigan	Citizen (Wilmington)	Can you quickly remedy the traffic at this hazardous intersection? 1. Widen Independence from two to four lanes, from Carolina Beach Road to River Road 2. Install a rotary traffic circle at the intersection of Independence and River Road. It's bad now and will only increase in the near future, because 1. River Road repair near the State Ports will end 2. Building escalates along River Road	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Roadway Fiscally Constrained Projects			Dear Mayor Saifoo, City Council and City Planners – I live in the River's Edge neighborhood, which is located on Independence, just prior to its intersection with River Road. In the past two years, we have seen significant development taking place within a one-mile radius of our homes which is saturating the 2-lane Independence. I know there is a requirement to conduct a traffic impact study for construction of 90+ residence before allowing a builder to build. It doesn't seem like this requirement is being met for this area. We are dealing with a tremendous increase of traffic volume on Independence, especially during rush hour periods. During morning rush hour, it is taking 8-10 minutes for me to get through the light at Carolina Beach - it use to take me 2-3 minutes. There have been times when it has taken me 3-5 minutes just to leave my neighborhood as we only have one (1) entrance/exit which is another significant issue. We have 260 homes in River's Edge and The Marshes have 244 condos with another 244 approved to be developed. Where is the traffic impact study for this additional impact on our one entrance/exit? If we needed EMT during rush hour, this could be a disaster. After reviewing the city plans, I was surprised to see there isn't a plan to widen Independence or to relieve congestion at Independence and River Rd with a traffic circle or a light. We really need some relief here. Please conduct a traffic impact study quickly and help us to be able to get in and out of our neighborhood safely. I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.	The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.	No changes are recommended.
Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benjey Bicycle Foundation	Bicyclist Advocacy Group	A safe bike/ped crossing of the Cape Fear River in or near Wilmington	A Wilmington - Leland bicycle and pedestrian crossing was the number one ranking bicycle and pedestrian project (BP-268). Given the significant cost of the project, the CAC determined that the project would likely require an alternative funding source or to be part of a roadway project. Both the replacement of the Cape Fear Memorial Bridge and the Causeway Improvements Ph. 2 fiscally constrained roadway projects include a separated multi-use path within their cross sections for this connection.	No changes are recommended.
Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benjey Bicycle Foundation	Bicyclist Advocacy Group	A separate bike lane or MUP across Eagle Island and the Brunswick River roughly parallel to US 17/74/76	A Wilmington - Leland bicycle and pedestrian crossing was the number one ranking bicycle and pedestrian project (BP-268). Given the significant cost of the project, the CAC determined that the project would likely require an alternative funding source or to be part of a roadway project. Both the replacement of the Cape Fear Memorial Bridge and the Causeway Improvements Ph. 2 fiscally constrained roadway projects include a separated multi-use path within their cross sections for this connection.	No changes are recommended.
Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benjey Bicycle Foundation	Bicyclist Advocacy Group	Extend the existing Independence Blvd bike path from the CAM to River Road.	The Independence Blvd MUP Ph. 2 (between US 421 and S. 17th Street) is included within the BikePed fiscally constrained project list with a rank of 39. The Independence Blvd MUP Ph. 1 (between River Rd and US 421) was selected for cross section identification, scoring, and final ranking by the CAC. Of 175 projects, the final ranking of the project was 130 and it was unable to be included in the fiscally constrained project list. The cross sections for the roadway fiscally constrained projects of Independence Blvd Access Management (RW-223) and Independence Blvd Widening (RW-222) include a 10' multi-use path as part of their identified cross sections.	No changes are recommended.

Bicycle and Pedestrian Fiscally Constrained Projects	Terry Benjley Bicycle Foundation	Bicyclist Advocacy Group	A bike friendly "North - South" facility on the western side of the Cape Fear River	A multi-use path adjacent to NC 133/River Road (BP-180) was considered for the fiscally constrained BikePed project list. Based on its score, it ranked 144 out of 175 and was unable to be fiscally constrained. Similarly, the Brunswick Nature Park Connectors (BP- 239 and BP-238) were also considered and scored, ranking 127 and 133, respectively, and were also unable to be fiscally constrained. The cross section for the roadway fiscally constrained project NC133/River Road Widening (RW-51) includes a 10' multi-use path.	No changes are recommended.
Roadway Fiscally Constrained Projects	Abby Lorenzo	WMPO	Roadway fiscally constrained projects ranked 57 and 58 are still identified as RWT-#. Need to be changed to just RW-#.		Make suggested changes.
Roadway Fiscally Constrained Projects	Valerie Baxter	Citizen (Wilmington)	<p>Dear Mayor Saffo, City Council and City Planners - I live in the River's Edge neighborhood, which is located on Independence, just prior to its intersection with River Road. In the past two years, we have seen significant development taking place within a one-mile radius of our homes which is saturating the 2-lane Independence. I know there is a requirement to conduct a traffic impact study for construction of 90+ residence before allowing a builder to build. It doesn't seem like this requirement is being met for this area.</p> <p>We are dealing with a tremendous increase of traffic volume on Independence, especially during rush hour periods. During morning rush hour, it is taking 8-10 minutes for me to get through the light at Carolina Beach - it use to take me 2-3 minutes. There have been times when it has taken me 3-5 minutes just to leave my neighborhood as we only have one (1) entrance/exit which is another significant issue. We have 260 homes in River's Edge and The Marshes have 244 condos with another 244 approved to be developed. Where is the traffic impact study for this additional impact on our one entrance/exit? If we needed EMT during rush hour, this could be a disaster.</p> <p>After reviewing the city plans, I was surprised to see there isn't a plan to widen Independence or to relieve congestion at Independence and River Rd with a traffic circle or a light in the next 25 year plan. We really need some relief here. Please conduct a traffic impact study quickly and help us to be able to get in and out of our neighborhood safely.</p> <p>I appreciate your consideration of these suggestions and the work you do in planning for the future of Wilmington and New Hanover County.</p>	<p>The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.</p>	No changes are recommended.
Roadway Fiscally Constrained Projects	Jeffrey Miller	Citizen (Wilmington)	<p>Good afternoon,</p> <p>My name is Jeffrey Miller and i'm a resident of the River's Edge neighborhood near the intersection of Independence Blvd and River Rd. With the construction of River Lights, Indy West, and others, traffic has increased along Independence Blvd between River Road and Carolina Beach Road. This has caused long lines getting in and out of neighborhoods and increased the time it takes to cross or turn onto River Road and Carolina Beach Road. With part of River Road closed for the last 6 months, these problems have only compounded. As River Lights grows, these temporary traffic issues will likely become the norm and turn this section of Independence Blvd into a permanent bottleneck.</p> <p>I ask that you consider expanding Independence Blvd between Carolina Beach Road and River Road, a section of road approximately only one mile long. Widening to four lanes would be optimal, but if this isn't possible, creating a central turn lane would be very beneficial. The comprehensive plan from summer 2017 references welcome ideas such as creating shorter trips to access businesses, increasing the ability for foot/bike travel, and forming 'complete streets.' Keeping this in mind, walking along Independence Blvd isn't safe yet people still do it, and the narrow bike lane often forces cyclists into traffic lanes, risking their safety and further impeding the flow of traffic.</p> <p>Creating a wider and more 'complete' road will also help the local economy by giving many people access to The Pointe at Barclay via a short bike ride or walk.</p> <p>I believe Independence Blvd will need to become a major thoroughfare in the near-future. As the River Lights area continues to expand, commuters will likely start looking to bypass traffic during rush hour, creating unnecessary use and wear to residential streets and risking the safety of children playing and heading to school.</p> <p>A traffic light at the intersection of Independence Blvd and River Road is also necessary, but in conjunction with the expansion of Independence Blvd. I say this because currently the eastbound lane of Independence Blvd expands to two lanes so shortly before the light at Carolina Beach Road, very few cars make it through each greenlight during rush hour. A traffic circle may be a better option if expansion is limited to only adding a turn lane.</p> <p>Thank you very much for taking the time to read this and for considering these suggestions. Expanding this one mile of Independence Blvd and creating safer options for walking and biking will benefit traffic flow, support local businesses, and allow the safer and faster deployment of emergency services, all while fitting right in with the already proposed comprehensive plans for improving Wilmington's infrastructure. Thank you again for your time and consideration.</p>	<p>The widening of Independence Blvd between River Road and US 421/Carolina Beach Road is recommended for inclusion in the draft roadway fiscally constrained project list. Project funding will still need to be identified for these projects.</p>	No changes are recommended.
Roadway Appendix Cutsheet	Abby Lorenzo	WMPO	There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. \$123,830,000 seems much too high.	Utilizing NCDOT's Prioritization cost estimation tool, the project cost was estimated to be \$4,202,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$8,798,055. The change in cost estimate allowed for an additional project, RW-57 Plantation Road Extension, to be added to the fiscally constrained project list.	Update revised cost estimate in tables and cutsheets
Environmental Justice and Critical Resources Appendix	Abby Lorenzo	WMPO	Expand the EJ DOI Analysis to include Bicycle and Pedestrian and Public Transportation Fiscally Constrained Projects		Recommend additional analysis and results be included in Appendix N
Environmental Justice and Critical Resources Appendix	Abby Lorenzo	WMPO	Add examples of potential benefits and burdens by project type and provide mitigation options.		Recommend additional information be included in Appendix N
Environmental Justice and Critical Resources Appendix	Abby Lorenzo	WMPO	Quantify distribution of fiscally constrained project spending by EJ DOI analysis group.		Recommend additional analysis and results be included in Appendix N

Bicycle and Pedestrian, Public Transportation Elements	Edward Orde	Wilmington	There is a need for more bicycle and pedestrian infrastructure. Specifically, the lack of connectivity between sidewalks is a big issue. What kind of requirements do we place on builders and developers to add sidewalks outside of their newly constructed buildings, if any? There needs to be a great deal more of walkable and bikeable infrastructure, at schools and businesses especially.	WMPO staff agrees there should be more attention to multimodal travel in future years and belive the 2045 MTP reflects that. The bike/ped projects listed in the MTP are prioritized based on funding projections but are not limited to WMPO/NCDOT funding sources. Individuals are encouraged to share their thoughts with town and city councils to self-fund bike/ped projects. In particular, to provide feedback to the Wilmington City Council to continue the many improvements that came from the 2014 Transportation Bond.	No changes are recommended.
Ferry and Water Transportation, Roadway Appendices	Darcell Gill	Leland	A southern bridge connection still needs to be implemented as well as a ferry between New Hanover and Brunswick Counties. The southern bridge connection should have bicycle and pedestrian facilities.	The Cape Fear Crossing project is discussed and supported within the plan and includes bicycle and pedestrian facilities. The project is supported as a toll facility and the portion of the facility that could be funded by forecasted toll revenues is included in the Roadway fiscally-constrained list. The WMPO will continue to support the identification of an alternative funding source that will fund the entire project. The Ferry and Water Transportation Modal Subcommittee considered water transport between New Hanover and Brunswick County. A downtown Wilmington ferry stop and Independence Blvd ferry terminal are included in the fiscally-constrained Ferry and Water Transportation project list.	No changes are recommended.
Public Transportation Appendix	Darcell Gill	Leland	There needs to be a public transportation route that connects CFCC's downtown and north campuses, as well as a route offering service to the airport on the weekends.	Weekend service for Wave's route 207, which currently provides service from downtown Wilmington to ILM and CFCC's north campus, was not submitted by the public or Wave Transit during the development of the Public Transportation Element. The WMPO will continue to work with Wave Transit to identify alternative funding opportunities to fund increasing route frequency and operating hours.	No changes are recommended.
Roadway Fiscally Constrained Projects	Darcell Gill	Leland	There needs to be access from US 74/76 in Leland to Old Fayetteville Road to provide connectivity to the schools located there.	An interchange on US 74/76 at Old Fayetteville Road in Leland is included in the Roadway fiscally-constrained project list.	No changes are recommended.
Roadway Fiscally Constrained Projects	Darcell Gill	Leland	What is the Isabel Holmes Bridge Flyover project?	The Isabel Holmes Flyover project (U-5731) will be the construction of a trumpet interchange at the intersection of US 421 and US 74/NC 133.	No changes are recommended.
Roadway Fiscally Constrained Projects	Darcell Gill	Leland	Is the US 17 Superstreet project in Brunswick County?	The US 17 Superstreet project (U-5732) is located in Hampstead. The US 17 Access Management project (RW-42) is a proposed superstreet in Brunswick County from the terminus of the existing superstreet at Carol Lynn Road to the WMPO Boundary.	No changes are recommended.
Roadway Element	Darcell Gill	Leland	Are there any plans to make US 17 an interstate?	There are no projects at this time to make US 17 an interstate. The designated route of Interstate 74 is proposed to run on US 17 from I-140 to points south. The WMPO Board has supported a resolution to bring I-74 to terminate in Wilmington verses its proposed termination in South Carolina.	No changes are recommended.
Roadway Fiscally Constrained Projects	Darcell Gill	Leland	Will the widening of NC 133/River Road in Brunswick County extend to Southport?	The proposed widening of NC 133/River Road (RW-51) terminates at Rabon Way. The widening of further portions of NC 133 towards Southport are outside of the WMPO Planning Boundary.	No changes are recommended.

Roadway Fiscally Constrained Projects	John Smist	WECT	What are the biggest priorities addressed by the plan relating to motor vehicles?	The fiscally-constrained roadway projects are ranked based on priority and address some of the biggest transportation issues in the region. The WMPO will continue to work with its members and NCDOT to prioritize projects from this list, to ensure critical projects are programmed and implemented. For example, the #1 ranked project is the Hampstead Bypass, which would greatly improve connectivity in the region. Other top priority projects include intersection improvements at Military Cutoff Road & Eastwood Road; MLK Jr Pkwy & Kerr Avenue; and Market Street & Eastwood Road, as well as the Independence Blvd Extension.	No changes are recommended.
Overall Plan Content	John Smist	WECT	This plan will replace Cape Fear Transportation 2040; how different is this plan from the 2040 plan and what has changed?	The 2045 plan is in many ways an update to the 2040 plan, and includes many of the same projects and similar policies. The 2045 includes considerations for the new planning factors and requirements established by the FAST Act, as well as local, regional, and statewide funding changes, future innovative technologies, and resiliency. It also reflects an update to regional priorities in terms of projects and policies.	No changes are recommended.
Public Outreach Appendix	John Smist	WECT	Has the amount of public input and response changed between 2040 and 2045?	Current WMPO staff was not involved in the development of the 2040 plan, but based on records it appears there was a slight increase in public response to public outreach since 2040.	No changes are recommended.
Roadway Fiscally Constrained Projects	Rob Zapple	NHC Commissioner/WMPO Board Member	The top priority projects are programmed for funding between 2020-2025. With NCDOT facing financial issues, how will that affect these projects?	The WMPO will continue to work with NCDOT to push top priority projects forward. It is still important to have this plan with our top priorities in place for when funding does become available. Many of the projects programmed in the first five years of the plan were based off of the State's STIP from over a year ago. Many of NCDOT's recent financial challenges have occurred since the draft plan was released in late February 2020. These impacts to historical funding trends will be considered in development of the next MTP update.	No changes are recommended.
Roadway Fiscally Constrained Projects	Rob Zapple	NHC Commissioner/WMPO Board Member	Is the replacement of the Cape Fear Memorial Bridge included in this plan?	The replacement of the Cape Fear Memorial Bridge is included in the fiscally-constrained roadway project list. Although listed for funding in 2040, the WMPO will work with NCDOT to prioritize this project to address sooner.	No changes are recommended.
Roadway Fiscally Constrained Projects	Rob Zapple	NHC Commissioner/WMPO Board Member	What about I-40 improvements for sections that were flooded during Hurricane Florence?	The portions of I-40 that were subject to flooding during Hurricane Florence are outside of the WMPO planning boundary. The WMPO Board did pass a resolution supporting resiliency project efforts that included portions of I-40.	No changes are recommended.
Bicycle and Pedestrian Element	Cyndi Byrd	New Hanover County	There are planned bicycle improvements on Lendire. What will this project look like?	These improvements are part of the on-going Military Cutoff Extension project and final plans can be obtained by contacting NCDOT Division 3.	No changes are recommended.
Public Transportation Element	Cyndi Byrd	New Hanover County	I've lived here all my life and there has always been talk of rail lines to Raleigh or CLT, but nothing has been done.	The biggest continued challenge for passenger rail service to the Wilmington region has been the identification of a funding source. The 2045 plan supports the reestablishment of the Wallace to Castle Hayne track connection that would allow passenger rail service to resume to and from Wilmington.	No changes are recommended.
Overall Plan Content	Charles Whitehurst		I'd like to know the major goals of this plan explained in a more laymans term; what is the money going to be used for?	The 2045 plan forecasts expected transportation funding based on historical funding trends. The projects contained within the fiscally-constrained project lists are priority projects which, based on cost and expected funding, could potentially be implemented. The funding, however, is not guaranteed. The WMPO will utilize the projects included within the plan to submit to NCDOT for prioritization.	No changes are recommended.

Bicycle and Pedestrian Element	Andrew Donovan	New Hanover County	Biggest concern is accomodating both the increase of vehicular and bikeped traffic along major corridors and intersections like Military Cutoff and Eastwood Road. Opportunities to include bikeped infrastructure should be maximized.	WMPO staff has heard numerous comments from the public echoing similar sentiments of multimodal mobility. NCDOT's updated Complete Streets policy is making it easier to ensure that multimodal facilities are included in the construction of roadway projects. Prior to the 2019 policy update, a local cost share was required to implement these facilities. With the update, multimodal facilities included in an adopted MTP will be covered at 100% by NCDOT, making it easier for even small jurisdictions and counties to increase these facilities. Bicycle and Pedestrian facilities are included in the cross sections of all fiscally-constrained roadway projects included in this plan.	No changes are recommended.
Public Transportation Element	Andrew Donovan	New Hanover County	Encourage the development of a light rail transit system in Wilmington as well as the purchase of ROW.	Like passenger rail service, the greatest challenge to LRT is the identification of a funding source. LRT and commuter transit rail were discussed and considered within the plan, however traditional revenue sources disallowed for these projects to be included in the fiscally-constrained projects.	No changes are recommended.
Overall Plan Content	Thomas Rambach		<p>Hello, my name is Thomas Rambach. I was watching the news and saw a segment regarding the virtual public meetings for Cape Fear Moving Forward 2045. Although I applaud the efforts for setting a long term vision for our community, I'm also concerned because long term planning obviously takes funding which always seems to come after the need for a transportation issue has become a critical congestion problem.</p> <p>It seems like to me not enough focus is made on short term, low cost projects that can make incremental gains to fix our transportation and congestion issues. For example, I know I've read a NCDOT proposal where the intersection of Porters Neck Rd and US-17 would be made so both lanes travelling east had the option to exit to Hampstead. I travel this route very often and can attest to the issue where traffic backs up considerably from this intersection as far back as Middle Sound Loop attempting to exit to Hampstead. Using this route often, the biggest issue to getting through this intersection quickly is not the lack of two lanes, but the fact that a gas station with no turning lane is located at this intersection.</p> <p>With a full parking lot, it takes a few seconds for each vehicle to enter the gas station. This prevents traffic from flowing through the intersection freely on a green light and only a very limited number of cars can make it through the light cycle. If a simple, low cost turning lane was added this intersection flow would improve by at least 25% guaranteed.</p> <p>This is just one example and I'm sure you may receive suggestions like these from the general public often. I hope this email is used to encourage both the long term vision but also the simple, low cost, impactful changes that can add up to larger gains in easing our congestion issues.</p>	<p>The 2045 plan considered both current and future transportation needs during its development. While many of the projects included in the fiscally constrained lists are higher-cost, long-term solutions, low-cost, short-term solutions such as adding turn lanes are discussed and considered in the Transportation Systems Management and Operations (TSMO) Element. Please refer to Appendix L. The plan recommends a variety of TSMO strategies to improve our transportation system, which can be implemented on their own or as part of larger transportation projects. Other ways to improve congestion without expensive projects include Transportation Demand Management (TDM) strategies such as bicycle and pedestrian improvements, telecommuting and alternative work schedules, carpooling, etc. Additionally, the WMPO is required to have a Congestion Management Process (CMP), which is updated on a biennial basis. The CMP monitors and analyzes congestion on the most critical transportation corridors within the region. The process recommends various strategies to address congestion-related deficiencies along these corridors that align with TSMO solutions.</p>	No changes are recommended.



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MEMORANDUM

To: WMPO Board
From: Abby Lorenzo, Senior Transportation Planner
Date: July 22, 2020
Subject: Summary of Virtual Open Houses Public Comments and Final Recommended Changes to the Draft Cape Fear Moving Forward 2045 MTP

WMPO staff held three virtual open houses via Zoom on July 6th, 7th, and 8th, 2020 from 5pm to 7pm in order to receive final public comments regarding the draft Cape Fear Moving Forward 2045 Transportation Plan. Per the WMPO's Public Participation Plan (PPP), a press release announcing the virtual open houses and information on how to review the plan and join the meetings, was sent to the WMPO's media and planning partners. The information was also shared on the WMPO's Facebook, Instagram, and Twitter accounts, as well as the organization's website. Hard copies of the plan were available at the WMPO's 10 member jurisdictions' planning departments, as well as at all area libraries. An electronic copy of the plan was also available on the WMPO's website.

During each of the three virtual open houses, WMPO staff were available to answer questions about the plan and its development, as well as note public comments for consideration in the final draft of the plan. There were 17 citizens total in attendance at the three virtual open houses. A total of 20 comments were recorded by staff. These comments were added to the previously submitted comments for the draft plan. As with the previously received comments, staff considered and provided responses to all additional comments.

The WMPO received a total of 87 comments from citizens and outside agencies/organizations. Additionally, WMPO staff reviewed the draft plan in great detail to identify typos, formatting, and other administrative errors. There were an additional 26 comments provided by staff, for a total of 113 comments. All comments are included as an attachment to this document, with the 20 new comments in red.

None of the additional 20 comments received by staff at the virtual open houses resulted in proposed staff recommended changes to the fiscally constrained project lists. There remain three comments that resulted in recommendations to amend projects within the Bicycle and Pedestrian and Roadway fiscally constrained project lists. These comments and staff recommended changes are summarized in the table below.

Comment	Recommended Changes to Project List
<p>“This must be a mistake for the Old Fayetteville Road project. \$35 million for widening 2 existing lanes for 1.5 miles. The Town’s project will install the multi-use path and widen one side of the road with 2 feet of asphalt and 2 feet of curb and gutter for about a mile of the road. The cost is currently projected at \$2.2 million. A similar project on page 317 that is twice as long, to widen and install a bike lane on Blue Clay Road, is \$1.4 million.”</p>	<p>Utilizing NCDOT’s Prioritization cost estimation tool, the project cost was estimated to be \$2,260,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$3,521,006.</p> <p>This cost amendment resulted in an additional funding available to fiscally constrain additional projects. Per the initial project rankings and the additional funds, the following projects can be added to the fiscally constrained roadway project list: RW-222 Independence Blvd Widening; RW-42 US 17 Access Management Improvements; RW-175 NC 210 and Island Creek Road Intersection Improvements.</p>
<p>“On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/Morningside Dr. Bike Lanes), the Front Street sharrows (BP-471 and 370), etc. to be funded.”</p>	<p>Staff reviewed the fiscally constrained bicycle and pedestrian list and recommends removal of standalone bicycle and pedestrian projects that are committed for funding as part of a roadway project or are complete. These are: BP-16, BP-574, BP-647, BP-788, BP-722, BP-581, BP-646, BP-648, and BP-577. Based on the remaining ranked projects and the revenue freed up by the removal of the previously listed 5 projects, the following are recommended for inclusion in the fiscally constrained list: BP-147A, BP-406, BP-442, BP-239, BP-471, BP-370, BP-441, and BP-561.</p>
<p>“There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. \$123,830,000 seems much too high.”</p>	<p>Utilizing NCDOT’s Prioritization cost estimation tool, the project cost was estimated to be \$4,202,000 in 2020. With the application of a 3% annual inflation rate, project year cost estimate is \$8,798,055.</p>

	The change in cost estimate allowed for an additional project, RW-57 Plantation Road Extension and RW-136 NC210 & NC133 Intersection Improvements, to be added to the fiscally constrained project list.
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WMPO Staff recommends the addition of the following content information:

Plan Chapter/Appendix	Content Added
Appendix D: Public Involvement Element	<ul style="list-style-type: none"> • Information about Public Outreach Phase II • All received public comments and staff responses and recommendations
Appendix F: Aviation Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects
Appendix G: Bicycle and Pedestrian Element	<ul style="list-style-type: none"> • Proposed cross sections for the fiscally constrained projects
Appendix H: Ferry and Water Transportation Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects
Appendix I: Freight and Freight Rail Element	<ul style="list-style-type: none"> • Proposed scopes for the fiscally constrained projects • The following language to assist the Port of Wilmington's efforts in securing federal grants: <u>"In 2018, NC Ports undertook a Container Terminal Yard Improvement Planning Study with the key objective of expanding the current terminal throughput capacity to accommodate a minimum 750,000 (TEUs) annually by 2025. Recent investments in infrastructure improvement projects including the procurement of new neo-Panamax cranes, berth renovations and vessel navigation improvements has increased the container berth's capacity to well over 1,000,000 TEUs annually. However, to achieve the forecasted annual throughput volume, it has been identified that existing key port infrastructure directly behind the berth, such as the main terminal gate</u>

	<u>complex, the container storage yard and paving, and intermodal yard improvements are required so that the capacity of the rest of the terminal can match or exceed the targeted annual throughput. In total, the five-year infrastructure investment plan requires \$250 million in support of the expansion plan at NC Ports.”</u>
Appendix J: Public Transportation Element	<ul style="list-style-type: none"> Proposed scopes for the fiscally constrained projects
Appendix K: Roadway Element	<ul style="list-style-type: none"> Proposed cross sections for the NCDOT STIP projects
Appendix N: Environmental Justice and Critical Resources	<ul style="list-style-type: none"> Expand Degree of Impact (DOI) Analysis to include the fiscally constrained bicycle and pedestrian and public transportation projects Utilize proposed project costs to estimate the distribution of impacts in the four levels of the assessment Provide a table of potential benefits, burdens, and mitigation strategies for project impacts

The final steps of the development of Cape Fear Moving Forward 2045 are as follows:

- Approval by the Board in July of the final Cape Fear Moving Forward 2045 plan with staff recommended changes.
- Presentation of the final plan to the WMPO member jurisdictions in August and September.
- Final adoption of the plan by the Board in October 2020.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING THE FINAL DRAFT OF THE CAPE FEAR MOVING FORWARD
2045 PLAN**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the development and maintenance of a long-range or metropolitan transportation plan is a federal requirement of all Metropolitan Planning Organizations (MPOs) designated by the Federal Highway Administration (FHWA); and

WHEREAS, on November 18, 2015 the Wilmington Urban Area Metropolitan Planning Organization adopted the fiscally constrained Cape Fear Transportation 2040 Transportation Plan to serve as the MPO's long range transportation plan; and

WHEREAS, the Metropolitan Transportation Plan must be updated every five years; and

WHEREAS, the plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods;" and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is in the process of finalizing Cape Fear Moving Forward 2045 to meet the FHWA requirement; and

WHEREAS, a key component of the transportation planning process is public review and comment; and

WHEREAS, a public review and comment period was conducted during a publicized comment period resulting in staff recommendations for modifications to the draft Cape Fear Moving Forward 2045; and

WHEREAS, with the assistance of subcommittees of subject matter experts, the MPO has developed a final draft of Cape Fear Moving Forward 2045.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Board hereby approves the final draft of Cape Fear Moving Forward 2045 with staff's recommended changes.

NOW THEREFORE ALSO, be it resolved that Cape Fear Moving Forward 2045 plan will be considered by the Wilmington Urban Area Metropolitan Planning Organization Board for formal adoption in October 2020.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on July 29, 2020.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Modification # 20-5
(July 2020)**

U-5710A	NEW LOCATION, FROM SR 1409 (MILITARY	RIGHT OF WAY	FY 2020 - \$1,870,000 (T)
NEW HANOVER	CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74	CONSTRUCTION	FY 2022 - <u>\$4,800,000</u> (BGANY)
STATEWIDE	(EASTWOOD ROAD). ROADWAY ON NEW		\$6,670,000
PROJ.CATEGORY	LOCATION.		

TO ASSIST IN BALANCING FUNDS, DELAY
CONSTRUCTION FROM FY 21 TO FY 22.



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MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: July 23, 2020

SUBJECT: MPO Funding Release Recommendation

The Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (population over 200,000) in July 2012. With this designation came the responsibility to allocate Surface Transportation Block Grant Program- Direct Attributable (STBGP-DA) funds and Transportation Alternatives Set Aside-Direct Attributable (TASA-DA) funds. These funds total approximately \$4 million annually and are awarded to the MPO's member jurisdictions through our own application and prioritization process. The funds are used to implement locally important transportation infrastructure projects. There are currently 33 projects funded in the MPO's planning area utilizing these funds.

Due to the North Carolina Department of Transportation (NCDOT) falling below the legislative cash floor, these projects were put "on hold" by NCDOT. MPO staff has been working diligently with the Federal Highway Administration and NCDOT to have some of these funds released for use by our members. The Department has agreed to release some Direct Attributable (DA) funding to the Wilmington Urban Area MPO in the amount of \$754,302. They also agreed to release \$262,482 in INFRA funds that is being made available and are required to be used for highways. This provides funding available for use by the MPO on these transportation projects in the amount of \$1,016,784.

Staff has reviewed the current status of the DA funded projects and developed the below proposal to utilize these funds:

- Request NCDOT swap the INFRA funding for state DA monies so that all of these funds can be used for multi-modal transportation infrastructure improvements as opposed to some funds being used strictly for highways.
- New Hanover County opened bids but was not able to award the construction of the multi-use path from Oyster Lane to Middle Sound Village (U-5527C). Staff recommends

Wilmington Urban Area Metropolitan Planning Organization

for New Hanover County to proceed with constructing this multi-use trail at a cost of \$105,723 (MPO contribution \$84,578).

- The City of Wilmington selected HDR to complete the building design for the Wilmington Multi-modal Transportation Center Phase 1B (U-6234). Once the building design and renovations are complete, this building will be used for the MPO's new offices. Staff recommends proceeding with this building design at a cost of \$316,731 (MPO contribution \$253,385).
- The Town of Belville selected WithersRavenel to complete the designs for the Rice Hope Multi-use Path (EB-6025) and Belville Elementary Multi-use Path (EB-6026), but could not award these designs. The Rice Hope Multi-use Path project consists of the construction of an eight foot (8') wide multi-use path located at the western side of NC 133 between Morecamble Boulevard and Rice Hope Run. The Belville Elementary Multi-use Path project consists of the construction of an eight foot (8') wide multi-use path located along NC 133 connecting the north and south entrances of Hawks Water Development to Belville Elementary School. Staff recommends the Town of Belville proceed with the designs for these multi-use trail projects at an estimated cost of \$73,650 (MPO contribution \$58,920).
- The Town of Leland has projects U-5534D, I, J and K that have been bid and are presently in the process of re-bidding. The Old Fayetteville Road Multi-use Path (U-5534D) project is for the construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School. The Leland Middle School Sidewalk (U-5534K) project is the construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods. The Village Road Multi-use Path (U-5534I) project is the construction of an 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge. The Old Fayetteville Road Pedestrian Loop (U-5534J) project is the construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE. The U-5534I, J and K projects have been combined into a single project.

The total cost of these projects is estimated at \$3,523,093. In order to construct the projects, temporary construction easements were required. The temporary construction easements purchased by the Town for U-5534D are set to expire on December 31, 2020 and for U-5534 I, J and K are set to expire on June 30, 2021. Based on the anticipated expiration of the temporary construction easements, staff recommends holding the remaining DA funds (\$619,901) in a reserve in order to cover the re-imbursement costs for these projects by the Town of Leland.

This first release of funding is meant to restart project work again. The Department intends to release additional funding, but needs some time to see how successful their efforts are in utilizing bonding to restore their cash balances. As additional funds are released, staff will continue to evaluate the DA projects and provide recommendations to the Board for use of these previously awarded funds.

**WILMINGTON URBAN AREA
MPO
July 2020**

2045 METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This 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. A four month public outreach period was held between April 3, 2018 and July 31, 2018. During this period, there were 2,287 transportation survey responses, 563 comments on the public input map tool, and 4,554 votes on map comments, totaling 7,404 responses collected. In July 2018, the six modal subcommittees began meeting with the initial task of developing modal goals and objectives, which were completed in October 2018 and officially adopted by the Board in November 2018. The Modal Subcommittees have completed scoring criteria, evaluation of projects and development of the draft policies. The CAC, TCC and Board received the financial forecasts and potential alternative funding sources in March 2019. The consultant completed the project cost estimates and alternative funding forecasts in June 2019. A red line, fiscal constraint analysis of ranked modal projects were prepared and presented by staff to the CAC, TCC, and Board in July. The WMPO Board proposed changes at its August meeting and adopted a resolution endorsing the amended draft project lists in September 2019. In November 2019 the Board passed a resolution to include the estimated toll revenues for the Cape Fear Crossing project within the fiscally constrained projects list as a supported alternative form of funding. The draft plan was released for a 30-day public comment period on February 26th, 2020 and five regional open houses were scheduled throughout the region. Due to the onset of restrictions caused by COVID-19, only two of the five in-person open houses were held and the public comment period was extended through May 15th, 2020. Additionally, WMPO staff held three virtual open houses July 6th, 7th, and 8th, 2020.

Next Steps:

- Revisions to draft plan based on public comments and approval by WMPO Board in Summer 2020
- Presentation of plan to WMPO members in September 2020
- Adoption of final plan in October 2020

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 1 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews

- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 9 total (1 new, 8 on-going) New Hanover County 3, City of Wilmington 3, Carolina Beach 0, Leland 1m Navassa 0, Pender County 2, and Brunswick County 0
- Pender County Development Plan Reviews: 0 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 66 reviews (6 new, 60 on-going)
- City of Wilmington Informal Reviews: 17 reviews (2 new, 15 on-going)
- City of Wilmington Concept Reviews: 4 reviews (2 new, 2 on-going)
- COW Project Releases: 12 Full releases

**STBGP-DA/TASA-DA FY 2013 to
Present STBGP-DA**

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- Complete review of final design package and submit to NCDOT for review– Summer 2020
- NCDOT final design approval and City to request Construction Funds Authorization – Fall 2020
- Begin Construction – Early 2021

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Project Status and Next Steps:

- On April 15th, Ron Vancleef reported that Division Maintenance Engineer verified that 100% of the funds for the resurfacing project were available
- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – July 9, 2020
- One bid received – Returned to bidder

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue. The right of way certification was received November 2, 2016.

Project Status and Next Steps:

- Plans approved August 20, 2019

- Specification comments received September 24, 2019;
- NCDOT approved final bid proposal on 12/23/19; Utility/RR certification submitted and construction authorization requested on February 26, 2020
- Begin Construction – Summer 2020
- Complete Construction – Fall 2020

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review– Summer 2020
- Update/renew permits – Summer 2020
- NCDOT final design approval – Summer 2020
- Right of way acquisition complete – Fall 2020
- Begin Construction – Spring 2021
- Complete Construction – Spring 2022

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review– Summer 2020
- Update/renew permits – Summer 2020
- NCDOT final design approval – Summer 2020
- Right of way acquisition complete – Fall 2020
- Begin Construction – Spring 2021
- Complete Construction – Spring 2022

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – July 9, 2020
- Engineer to review combination I,J,K bids

U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road

from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – July 9, 2020
- Engineer to review combination I,J,K bids

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Construction authorization issued on or about 5/15/2020
- Town agreed to defer reimbursement
- Bid Date – July 9, 2020
- Engineer to review combination I,J,K bids

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- The project has been put on hold until NCDOT's College Road resurfacing project occurs. NCDOT has reduced the scope of the milling and resurfacing, this puts the shallow drainage back on this project.
- If an alternative design is agreed upon that does not significantly affect the original scope of the project, the design process will be restarted. City staff needs to evaluate the drainage features in front of the Krispy Kreme to determine if alternative drainage that allows the removal of the pipe that is shallow)
- The City needs to have a discussion from the 4SW200 committee/MPO about additional funding to include drainage revision in the project.
- Additional resources will be required, both in design and redefinition of scope.

U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 linear feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

Project Status and Next Steps:

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- Anticipated bidding and construction to follow by late summer.

U-5534T –CITY OF WILMINGTON- TRAFFIC SIGNAL PREEMPTION

Project Description/Scope: This project will install traffic pre-emption equipment at 27

locations throughout the City of Wilmington and GPS devices on fire apparatus.

Project Status and Next Steps:

- Construction is complete
- Administrative and financial closeout in progress

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- 30% Plans comments received from NCDOT on January 31, 2020; 65% plans provided to Town and are under review for submittal to NCDOT.
- Project design and construction documents are moving forward; however, right-of-Way funding request is on hold due to NCDOT budget shortfall.
- Construction Funding is anticipated in FY2021

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The agreements have been executed
- The Town has selected Withers & Ravenel as the engineer
- An Addendum has been issued for a 6-month extension on the let date.
- Project design is on hold due to NCDOT budget shortfall.

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:

- Negotiating scope and fee with the selected firm
- NCDOT has approved the consultant's fee
- City Council will consider agreement with HDR in July

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County started June 2019 and completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- Project goals reviewed with NCDOT Division 3.
- Design Proposal received May 2020.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- TIP number has been entered. Town to upload information in EBS to request agreement.

TASA-DA**U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES**

Project Descriptions/Scope: This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

Project Status and Next Steps:

- 5th Dawson/Wooster project has been constructed as of June 26, 2020.
- Project punch-list walk through will be on July 7th, 2020 with contractor, NCDOT representative and City staff.
- Next step after the walk through, will be the M&T audit for compliance of the federal guidelines of the NCDOT construction manual.

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Project Status and Next Steps:

- Bids opened May 16, 2020; low bid info sent to DOT
- Awaiting approval to proceed with project as bid- project on hold
- Project Completion is 90 days after NTP

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- The agreements have been executed
- The Town has selected Withers & Ravenel as the engineer
- An Addendum has been issued for a 6-month extension on the let date.
- Project design is on hold due to NCDOT budget shortfall.

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Ogden Park

Project Status and Next Steps:

- Survey complete
- Received email from Ron VanCleeef on 5/13/20 stating that there were no comments concerning the 25% plans.

- MPO Board approved a reduction in the scope of the project at their May meeting, staff is working on a negative supplement for approval
- Hydraulic Unit began storm drainage design on 6/15/20
- Preliminary alignment established and cross sections being developed
- 75% plans should be ready for EB 6027 by the end of July.

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred on 2/20.
- Scope of design defined, but this scope was much larger than initially anticipated. Adjustment to PE Authorization will be needed.
- NCDOT Manday estimate for issuance of task order approved on 6/24/2020
- The project will be placed on indefinite hold until such time as NCDOT addresses the Cash Balance issue. All projects have been asked to get to a stopping place due to NCDOT's inability to pay for work.
- Survey and Design for NCDOT review.

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- The Town is evaluating the scope for the project.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that funded a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the "Go Coast" program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.

Project Status and Next

Steps: Initiatives

1. Bike Share
 - a. Developing analysis for bike share programs in the region. Specifically how other municipalities fund bike share programs.
2. Social Media
 - a. Posting at least twice per week on WMPO Facebook, Twitter, and Instagram and Go Coast Instagram
3. Watch For Me NC

- a. Wilmington will partner with NCDOT for 2020 Watch For Me NC bicycle and pedestrian safety program. Watch for Me NC task force comprised of WPD, WFD, Go Coast, Wilmington Engineering, and NHRMC are convening monthly
- 4. Wilmington was designated a Bronze Level Bicycle Friendly Community by the League of American Bicyclists in April 2020
- a. LAB to provide feedback about how to become more bicycle friendly. Feedback to be received TBD
- 5. Short Range TDM Plan
- a. Plan currently being reviewed by the Go Coast Committee. TCC and Board to receive draft in Fall of 2020
- 7. Applying for CASSI Autonomic Vehicle three month grant for Carolina Beach and Downtown Wilmington. Application deadline has been extended to July 31, 2020.



Cape Fear Public Transportation Authority

Project Update

July 2020

REGIONAL AUTHORITY PROJECTS

1. **Bus Fleet Replacement** - (no change) additional funding for four replacement buses has been requested from the VW mitigation settlement phase one. An RFP for funding was issued by NC DAQ on June 17, 2019. The application for funding was released on July 01, 2019. An application for four (4) CNG buses was submitted in response to the RFP. Phase one of the VW settlement project awards are expected to be announced in 2020.
2. **Long Term Funding** - on January 21, 2020 the City of Wilmington and New Hanover County each adopted a Concurrent Resolution of the Wilmington City Council and the Board of Commissioners of New Hanover County for Enhanced Public Transportation Operations and Efficiency. The resolution included a restructuring of the Wave Transit board. Transpro has been retained by New Hanover County to serve as consultant to the board during the evaluation process. Draft recommendations have been presented to the Wave Transit board for consideration and a final report is underway.
3. **Route 204 Brunswick Connector** - due to a lack of local funding Route 204, Wave Transit has begun the public comment process to discontinue the route. The ninety day process will include two public hearings scheduled for Wednesday, July 22, 2020 at 6:15 pm and Thursday, July 23, 2020 at 12:30 pm. Both hearings will take place at the Wave Transit Maintenance and Operations Center located at 1480 Castle Hayne Rd., 28401. A resolution formally eliminating service to Brunswick County is expected to be presented to the Authority Board for consideration on August 27, 2020. The route is tentatively scheduled to end service in early September 2020.

Projects in Development							
Project Manager	Contract #	TIP	PO	Description	County	SAP Let Date	Comment*
Trace Howell	DDRL	R-3300B	WMPO/CFRPO	Hampstead Bypass	New Hanover/ Pender	3/16/2021	ROW Is Suspended; LET delayed September 2020 to March 2021
Central	Raleigh	B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	7/20/2021	
Central	Raleigh	15bpr.19	WMPO	New Hanover 21 on US 76 over Banks Channel	New Hanover	9/1/2021	
Derek Pielech	DPOC	17BP.3.R.84	WMPO	Brunswick 181	Brunswick	4/14/2022	12MILL Delay - 4/8/20
Lydia	DDRL	I-6039	WMPO	I-40 Pavement rehab from Millemarker 420 to NC 210	New Hanover, Pender	4/19/2022	
Derek Pielech	DPOC	B-4590	WMPO	Replace Bridge 29 on Cornelius Harnett Dr/Castle Hayne Rd over Smith Creek	New Hanover	4/21/2022	12MILL Delay - 4/8/20 (2 year total)
Eric Murray	DPOC	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	6/2/2022	12MILL Delay - 4/8/20 (2 year total)
Krista Kimmel	DDRL	U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover	6/21/2022	
Rail Division	Rail	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	6/30/2022	
Mike Bass	DPOC	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	7/1/2022	12MILL Delay - 4/8/20
Eric Murray	DPOC	W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover	7/7/2022	12MILL Delay - 4/8/20 (3 year total)
Brian Harding	DDRL	U-5729	WMPO	US 421 Carolina Beach Rd Median with Intersection Improvement at Shipyard and US 421	New Hanover	7/19/2022	
TBD	DPOC	W-5703E	WMPO	US 117/NC 132 (College Rd) Between Randall Pkwy and NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover	8/4/2022	12MILL Delay - 4/8/20 (2 year total)
TBD	DPOC	W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive turn lanes	New Hanover	9/15/2022	
Mike Bass	DDRL	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover	9/20/2022	
Trace Howell	DDRL	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	9/20/2022	ROW Is Suspended
Lydia	DPOC	I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	10/20/2022	12MILL Delay - 4/8/20
Eric Murray	DPOC	W-5703C	WMPO	Monkey Junction Pedestrian Improvements	New Hanover	11/17/2022	12MILL Delay - 4/8/20 (2 year total)
Krista Kimmel	DDRL	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover	12/20/2022	
Brian Harding	DDRL	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover	10/17/2023	
Trace Howell	DDRL	U-5790	WMPO	Monkey Junction Interchange	New Hanover	4/16/2024	
Brian Harding	DDRL	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover	5/21/2024	
Krista Kimmel	DDRL	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	6/18/2024	
Brian Harding	DDRL	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover	6/18/2024	
Krista Kimmel	DDRL	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover	12/17/2024	
Central	Raleigh	B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender	1/21/2025	
Krista Kimmel	DDRL	U-4434	WMPO	Independence Boulevard Extension	New Hanover	6/17/2025	
Lydia	DPOC	I-6038	WMPO	I-140 from US 421 to US74/US76 pavement rehab	Brunswick, New Hanover	11/17/2025	
Lydia	DDRL	I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover	2/17/2026	
Trace Howell	DDRL	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover	6/16/2026	
Trace Howell	DDRL	U-5704	WMPO	US 17 (Oleander) at College	New Hanover	6/16/2026	
Trace Howell	DDRL	U-5792	WMPO	MLK at College	New Hanover	6/16/2026	Let with U-5881
Trace Howell	DDRL	U-5732	WMPO/CFRPO	US 17 Hampstead Median Project	Pender	9/15/2026	
None	DDRL	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover	6/15/2027	
Krista Kimmel	DPOC	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover	6/17/2027	
Brian Harding	DDRL	U-5734	WMPO	US 421 Front St Widening	New Hanover	5/16/2028	
Trace Howell	DDRL	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover	6/20/2028	Let with U-5792
Brian Harding	DDRL	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover	PY	
Trace Howell	DDRL	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover	PY	
Brian Harding	DPOC	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover	PY	

Date Completed:

7/6/2020

PO:

WMPO

Contact:

Caitlin Marks
cmmarks@ncdot.gov
910-341-2000

*All Division Lettings (DPOC) are currently suspended

PE is Temporarily Suspended on all Projects except where noted

Projects Under Construction						
Contract Number	Resident	TIP/WBS/Program	County	Description	Estimated Completion	Percent Complete
C204282	Alex Stewart	15403.1065027	New Hanover	Bridge on US 421 over Fishing Creek 4 miles N of I-140	Jul-20	99.61%
DC00231	Daniel Jones	R-3601(L)	Brunswick	Landscaping for the Diverging Diamond at US 74/76 and NC 133	Jun-20	88.47%
DC00268	TBD	I-5760A	New Hanover	I-140 from I-40 to US 421 Open Grated Friction Course	Aug-20	0%
C204203	Alex Stewart	HVBP	New Hanover	Isabel Holmes Bridge (#11, US 74) Girder repair, upgrade paint/structural steel, replace grid floor	Mar-21	69.13%
DC00265	TBD	N/A	Duplin, New Hanover, Pender	Long Line Pavement Marking	Nov-21	0%
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	Apr-22	32.57%
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	Nov-22	24.69%
TBD	Alex Stewart	HVBP	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#48, I-140 E) Shear Strengthen	TBD	TBD
TBD	Alex Stewart	HVBP	New Hanover	Cape Fear (#49, I-140W) Shear Strengthen	TBD	TBD
DC00270	Alex Stewart	15403.101	Brunswick	Brunswick Hurricane Pipe Replacement (Group A)	Jul-20	100%
DC00276	Daniel Waugh	DF15403.2071072	Pender	Pender Hurricane Pipe Replacement (Group G)	Jun-20	83.56%

Resurfacing									
Contract Number	Contract Year	County	Resident	TIP	MPO/RPO	Map	Routes	Estimated Completion	Percent Complete
C204135	2018	✓ Hanover/Brunswick	Lydia McKeel	N/A	WMPO	0	US 421/US 76/NC 132 and various SRs (New Hanover Resurfacing)	Oct-20	78.25%



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

July 2020

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

JULY TPD UPDATES WILMINGTON MPO

JULY 2020

Brunswick County Model: The Brunswick County Model was completed in February of this year.

Wilmington Model: The 2045 model is ready for MTP testing. The 2045 model will be considered the official Wilmington MPO Model when the MTP is adopted.

Brunswick County CTP: The project team has completed the Brunswick County Model and has been developing pre-CTP work products in anticipation of starting the CTP.

COVID-19 Updates: To get the most recent updates on NCDOT's response to COVID-19 please refer to the following webpage:

<https://www.ncdot.gov/news/Pages/ncdot-covid-19-response.aspx>

NCDOT Suspends Most Lane Closures for July Fourth: The state will temporarily suspend most highway construction projects that cause lane closures to help reduce the anticipated influx of traffic over the July Fourth holiday weekend. The N.C. Department of Transportation will reopen closed lanes where possible on major routes from Thursday evening, July 2, until the morning of July 7.

Mailing Address:
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TRANSPORTATION PLANNING BRANCH
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RALEIGH NC 27699-1554

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Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

NCSTC: Surveys for US 321 and US 74 have been collected. Resolutions have been created by selected MPOs and RPOs as well as a vision statement document template. The mobility analysis report and performance measures report is on the website. They received 638 surveys and 155 comments for US 74. We received 253 surveys and 44 comments for US 321.

New Hanover County Bridges Complete, Highway Fully Reopens: The N.C. Department of Transportation has completed construction on two bridges at the New Hanover-Pender county line, which was the state's most damaged area during Hurricane Florence. Crews built a temporary bridge after the storm and in February 2019 NCDOT started on the construction of two two-lane bridges on U.S. 421 over Fishing Creek.

Census 2020: The 2020 Census is currently ongoing throughout the country. Completing your Census questionnaire ensures your area will receive fair representation in Congress and provides importation information used when financial resources are committed for health, schools, transportation and more. The Census questionnaire can be completed online, by phone, or on paper and must be completed by August 14th. Please see the following information to complete the questionnaire:

<https://my2020census.gov/> / 1-800-923-8282