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.

Technical Coordinating Committee
Meeting Agenda

TO: Technical Coordinating Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: July 10, 2020
SUBJECT: July 15th meeting

A meeting of the Wilmington Urban Area MPO’s Technical Coordinating Committee will be held on
Wednesday, July 15, 2020 at 10 am. 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: https://zoom.us/j/94176311655?pwd=a3RKWW1aSGtsOXE0d2wwK3RuVUp4dz09

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following
dial in numbers: 301-715-8592 or 312-626-6799 and entering the following credentials:
Meeting ID: 941 7631 1655
Password: 545545

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

The following is the agenda for the meeting:
1) Call to Order
2) Approval of the Agenda
3) Presentation
   a. NCDOT Project Updates/Cape Fear Memorial Bridge Replacement Feasibility Study- Caitlin Marks, NCDOT
4) Consent Agenda
   a. Approval of TCC Meeting Minutes- June 10, 2020
   b. Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Amendments #20-1, #20-2 and #20-3
5) Regular Agenda
   a. Resolution approving the Final Draft of Cape Fear Moving Forward 2045
   b. Resolution supporting FY 21 Unified Planning Work Program Amendment #1
c. Resolution supporting an application for the use of CASSI in the City of Wilmington and/or Town of Carolina Beach

6) Discussion
b. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-5

7) Updates
a. Wilmington Urban Area MPO
b. Cape Fear Public Transportation Authority
c. NCDOT Division
d. NCDOT Transportation Planning Division

8) Announcements
a. Bike/Pedestrian Committee Meeting- August 11th

9) Next meeting- August 12, 2020

Attachments:
- TCC Meeting Minutes- May 13, 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
- 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 FY 21 Unified Planning Work Program Amendment #1
- Resolution supporting FY 21 Unified Planning Work Program Amendment #1
- Resolution supporting an application for the use of CASSI in the City of Wilmington and/or Town of Carolina Beach
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-5
- 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)
Wilmington Urban Area  
Technical Coordinating Committee  
Wednesday, June 10, 2020  
Remote Meeting Minutes

Members Present
Mike Kozlosky, Chair, MPO Executive Director  
Abby Lorenzo, Transportation Demand Management (TDM)  
Robert O’Quinn, Wrightsville Beach  
Rebekah Roth, New Hanover County Planning Department  
Granseur Dick, Wilmington International Airport  
Stephanie Ayers, NC State Ports Authority  
Ashli Barefoot, Town of Leland  
Barnes Sutton, Town of Navassa  
Sam Shore, Pender County Planning Department  
Patrick Flanagan, Cape Fear Council of Governments  
Caitlin Marks, Division of Highways, NCDOT  
Nazia Sarder, Transportation Planning Branch, NCDOT  
Albert Eby, Cape Fear Public Transportation Authority

1) Call to Order  
Mr. Kozlosky called the remote meeting to order at 10:02 a.m., and took a roll-call pursuant to Section 4.31 of Senate Bill 704 (Session Law 2020-3), as follows:

Present: Mike Kozlosky, Abby Lorenzo, Robert O’Quinn, Rebecca Roth, Granseur Dick, Stephanie Ayers (and Intern Cody Basile), Ashli Barefoot, Barnes Sutton, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Albert Eby. Absent: Mandy Sanders, Jerry Haire, Athina Williams, and Helen Bunch.

2) Approval of the Agenda  
Mr. Dick made a motion to approve the agenda as presented. Ms. Ayers seconded the motion and it carried unanimously by roll-call as follows:

Ayes: Mike Kozlosky, Abby Lorenzo, Robert O’Quinn, Rebecca Roth, Granseur Dick, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Albert Eby. Nays: None. Absent: Mandy Sanders, Jerry Haire, Athina Williams, and Helen Bunch.

3) Election of Vice Chairman  
Mr. Kozlosky stated that Mr. Bennett is on vacation for two weeks, after which he will retire. He requested nominations for the vice chairman.

Rebekah Roth offered to act as vice chairman. Ms. Marks nominated Ms. Roth for Vice Chairman. Ms. Sarder seconded the motion and it carried unanimously by roll-call as follows:

Ayes: Mike Kozlosky, Abby Lorenzo, Robert O’Quinn, Rebecca Roth, Granseur Dick, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Albert Eby. Nays: None. Absent: Mandy Sanders, Jerry Haire, Athina Williams, and Helen Bunch.

4) Consent Agenda
a. Approval of TCC Meeting Minutes – May 13, 2020
b. Resolution approving 2018-2027 and 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #20-3 and #20-4
c. Opening of the 45-day public comment period for the Public Participation Plan
d. Opening of the 30-day public comment period 2020-2029 STIP/MPO Transportation Improvement Program Amendment #20-3
e. Resolution supporting the proposed Gullah Geechee Heritage Corridor multi-use greenway/blueway corridor
5) **Resolution amending award of Section 5310 Community Grant Project Funds**

Mr. Shore made a motion to approve the Consent Agenda, Items 3a through 3f, as presented, and to forward the items to the MPO Board for consideration. Mr. Dick seconded the motion, and it carried unanimously by roll-call as follows:

**Ayes:** Mike Kozlosky, Abby Lorenzo, Robert O’Quinn, Rebecca Roth, Graneur Dick, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sardar, and Albert Eby. **Nays:** None. **Absent:** Mandy Sanders, Jerry Haire, Athina Williams, and Helen Bunch.

5) **Discussion**

a. **Proposed revisions to Cape Fear Moving Forward 2045**

Ms. Lorenzo gave an overview of proposed changes to the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan (MTP) based on public comments received on the draft plan. She stated that the comments and a memo summarizing them have been included in the agenda packet.

Ms. Lorenzo gave a brief overview of the two-year timeline leading up to the 30-day public comment period, which opened on February 26th and was advertised per the adopted Public Participation Plan via press releases and the WMPO.org website. 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. She added that staff reviewed the comments and answered each or provided recommendations for changes to the plan.

Ms. Lorenzo stated that three comments warranted changes to the fiscally constrained project list. 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 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 other 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 committed for funding as part of a roadway project (BP-16, BP-574, BP-647, BP-788, BP-722, BP-581, BP-646, BP-648, and BP-577). 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 the revenue made available by the removal of projects, the following projects are recommended for inclusion in the fiscally constrained list:

1. BP-147A Central Boulevard/Morningside Drive Bike Lanes,
2. BP-406 Princess Street Sharrows,
3. BP-442 Lumina Avenue Sharrows,
4. BP-239 Brunswick Nature Park Connector 1,
5. BP-471 Front Street Sharrows,
6. BP-370 Front Street Sharrows,  
7. BP-441 Causeway Drive Sharrows, and  
8. BP-561 Carolina Beach Road & Myrtle Grove Road

Ms. Lorenzo stated that staff 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 fiscally constrained projects. Staff also recommends the addition of language to assist the Port of Wilmington in securing federal grants. 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 member jurisdictions in August and September, and presenting the final plan to the MPO Board for consideration in October.

In response to an inquiry by Ms. Marks, Ms. Lorenzo stated that the removed bike/pedestrian projects would not impact the Complete Streets Policy. She noted the projects are committed roadway STIP projects, and the bike/pedestrian component is included in the cross section.

6) Updates  
a. Wilmington Urban Area MPO  
b. Cape Fear Public Transportation Authority  
c. NCDOT Division  
d. NCDOT Transportation Planning Division

Mr. Kozlosky stated that updates are included in the agenda packet. There were no questions on the updates.

7) Announcements  
a. Bike/Pedestrian Committee Meeting - June 9th  
b. Next TCC meeting - July 15th

Mr. Kozlosky stated that the Bike/Pedestrian Committee meeting was held yesterday despite some challenges. He noted that the next meeting of the TCC would be held on July 15th.

8) Adjournment
Ms. Ayers made a motion to adjourn. Mr. O’Quinn seconded the motion and the meeting was adjourned unanimously at 10:24 a.m. by roll-call as follows:

Ayes: Mike Kozlosky, Abby Lorenzo, Robert O’Quinn, Rebecca Roth, Granseur Dick, Stephanie Ayers, Ashli Barefoot, Barnes Sutton, Sam Shore, Patrick Flanagan, Caitlin Marks, Nazia Sarder, and Albert Eby. Nays: None. Absent: Mandy Sanders, Jerry Haire, Athina Williams, and Helen Bunch.

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)

STATEWIDE

PROJECT ADDED AT REQUEST OF HYDRAULICS UNIT

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<th>DIVISION CATEGORY</th>
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<td>FY 2032 - (BGANY) $900,000</td>
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$11,700,000

VARIOUS, NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - R-5798801V

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

Various, NPDES Permit, Retrofit Fourteen Sites per Year to Protect Water Quality - STATEWIDE Category.

**PROJECT ADDED AT REQUEST OF HYDRAULICS UNIT.**

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**TOTAL COST:** $11,700,000

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### REGIONAL CATEGORY

Various, NPDES Permit, Retrofit Fourteen Sites per Year to Protect Water Quality - REGIONAL Category.

**PROJECT ADDED AT REQUEST OF HYDRAULICS UNIT.**

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**TOTAL COST:** $15,600,000
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<td>PEACHTREE AVENUE, PARK AVENUE TO McMILLAN AVENUE. CONSTRUCT BICYCLE LANE.</td>
<td>PEACHTREE AVENUE, PARK AVENUE TO McMILLAN AVENUE. CONSTRUCT BICYCLE LANE.</td>
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<td>FY 2021 - $37,000 (L)</td>
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<td>FY 2020 - $636,000 (BGDA)</td>
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<td>FY 2020 - $273,000 (L)</td>
<td>FY 2021 - $187,000 (L)</td>
<td>FY 2021 - $337,000 (L)</td>
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Proposed Amendments to 2018-2027 and 2020-2029 STIP/MPO TIP Programs
Proposed Amendments to 2020-2029 STIP/MPO TIP Programs

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

* HS-2003
  BRUNSWICK
  DUPLIN
  NEW HANOVER
  PENDER
  ONTARIO
  PENDER
  SOMERSET
  SAMPSON
  PENDER
  NEW HANOVER
  DUPLIN
  BRUNSWICK
  PENDER
  ONTARIO
  SOMERSET
  SAMPSON

PROJECT CATEGORY
STATEWIDE
REGIONAL
DIVISION
VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 3.
PROJECT ADDED AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

* RC-2003
  DUPLIN
  NEW HANOVER
  BRUNSWICK
  PENDER
  ONTARIO
  SOMERSET
  SAMPSON

PROJECT CATEGORY
DIVISION
REGIONAL
STATEWIDE
PROJECT CATEGORY
SAMPSON
PENDER
ONTARIO
NEW HANOVER
DUPLIN
BRUNSWICK
*S

FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.
PROJECT ADDED AT REQUEST OF RAIL DIVISION; INDIVIDUAL PROJECTS AND FUNDING TO BE REQUESTED IN THE FUTURE AS NEEDED.

VARIOUS, TRAFFIC SEPARATION STUDY
VARIOUS, TRAFFIC SEPARATION AND CLOSURES IN DIVISION 3.

June 2020
STIP/MPO TIP Amendment #20-3

Proposed Amendments to 2020-2029 STIP/MPO TIP Programs
VARIOUS, HIGHWAY-RAIL GRADE CROSSING SAFETY
PROJECT ADDED AT REQUEST OF RAIL DIVISION.

PROJECTS AND FUNDING TO BE REQUESTED IN DIVISION 3.

IMPROVEMENTS IN DIVISION 3.

DIVISION
SAMPS
PENDER
ONSLOW
NEW HANOVER
DUPLIN
BRUNSWICK
RX-2003
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

__________________________________________
David Piepmeyer, Chair

__________________________________________
Mike Kozlosky, Secretary
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.

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...

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.

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 in... 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.

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... 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.
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 do 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 crosswalks).

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. 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. On-road bicycle facilities include bicycle lanes (protected or striped) as well as paved shoulders. Pedestrian facilities include sidewalks, marked crosswalks, and MUPs, sidewalks, and bike lanes. Please refer to the proposed project cross-sections found in Appendix J, Roadway Element.

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.

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 Counties actually do not own and maintain roads, so those that are outside of the incorporated areas are all NCDOT owned and managed.

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 improved like 17 in Hampstead with no bike lanes.

TDM is a TSMO strategy which the WMPO believes is both important enough and broad enough to deserve its own section within Chapter 5 as well as its own Appendix (Appendix M, Transportation Demand Management Element). 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. Please refer to the proposed project cross-sections in Appendix L, Transportation Systems Management and Operations Element, for more information on these strategies.

No changes are recommended.

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?

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 in Appendix E, Roadway Element. Other examples include bicycle and pedestrian access on streets, such as US76/Cape Fear Memorial Bridge Replacement (RW-127) which does include a proposed 10’ MUP. The US76/Cape Fear Memorial Bridge Replacement (RW-127) does include a proposed 10’ MUP.

No changes are recommended.
<table>
<thead>
<tr>
<th>Roadway Fiscally Constrained Projects</th>
<th>Wayne Marquino Citizen (Wilmington)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Why not move the “Wilmington Citywide Signal System” to start tomorrow?</strong> It's cost is low compared all the other roadway projects and it has more potential to reduce drive time.</td>
<td></td>
</tr>
<tr>
<td>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. The project is now on the 2026-2045 Construction Period. According to NCDOT, T will fund the project, but has programmed it to begin construction in FY 2027 when the necessary funds become available.</td>
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<tr>
<td>No changes are recommended.</td>
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<th>BikePed Appendix</th>
<th>Wayne Marquino Citizen (Wilmington)</th>
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<tbody>
<tr>
<td><strong>Appendix pg 168, Objective 1: “Increase pedestrian facilities that fall within 1 mile of school campuses.”</strong> 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 &amp; Wooster streets – The rule that all new X-crosswalks have a signal, and the NCDOT and City of Wilmington criteria that a walk signal is required to add crosswalks is delaying installing crosswalks.</td>
<td></td>
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<tr>
<td>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.</td>
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<table>
<thead>
<tr>
<th>Public Comment Period</th>
<th>Susanne Hartman Citizen (Wilmington)</th>
</tr>
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<tbody>
<tr>
<td>News releases need to be printed on Facebook and local papers: Hampstead News &amp; Alerts; Sneads Ferry Village News; Topsail Area News &amp; 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, participating in the planning process, as well as to other local community social media pages. The WMPO will work closely with its members to disseminate this information to local community social media pages.</td>
<td></td>
</tr>
<tr>
<td>No changes are recommended.</td>
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<table>
<thead>
<tr>
<th>BikePed Fiscally Constrained Projects</th>
<th>Stephen Whitney WMPO BPAC / Citizen</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>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.</strong></td>
<td></td>
</tr>
<tr>
<td>These projects are two of 175 regionally significant projects that were scored based on criteria created by the WMPO bicycle and Pedestrian Multimodal Subcommittee and the City of Wilmington. These projects are also in the Leland Pedestrian Plan and can be pursued by both Leland and Brunswick County. Recommend the inclusion of BP-239 into the fiscally constrained bicycle and pedestrian project list.</td>
<td></td>
</tr>
</tbody>
</table>
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 pursue this project.


No changes are recommended.

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 added to the list.

Regional

Demographics

Add text to clarify the difference between NCDOT Complete Streets Cost Share and the 20% local match required for stand‐alone bike/ped projects. The 20% local match may be required if the project is not funded through the STIP or DA funding, requires complete streets elements to the extent possible, and would not be viable without the local match.

Environmental Justice

Suggested, include EJ Score in parentheses. Add note about definitions on previous page.

Change legend to show levels of concentration as differences rather than EJ score. This would be helpful for any readers of the document and would help the map be more useful if taken out for a presentation.

Mapping the number of households without vehicles (if possible—could it be estimated?) would be more useful than the percent given the varying number of vehicles per household.

Change map colors on pages 12‐17.

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.

Add text to the legend to improve the map.

Add text to 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.
An "e" needs to be added so the public outreach community reads "Royal Palms Mobile Home Park." Review and revise map titles once all edits have been made.

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, 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 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. 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)

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 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.

Overall Plan Content

Andy McGlinn 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. 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.

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 ... to attract choice riders. Refer to pages 41-42 of the plan document as well as Appendix J, Public Transportation Element.

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 e ... f multimodal facilities in transportation projects. Refer to page 35 of the plan document and pages 372-373 of Appendix L.

No changes are recommended.
No changes are recommended.

NCDOT, in coordination with New Hanover County and MUP

There is no safe access from the current Military Cutoff MUP to the MUP that is planned from the Ogden Park area to the WMPO, has programmed funding for the proposed improvements outlined in this comment. The only facility not included would be a pedestrian and bicycle crossing on Market Street at Gordon Road.

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 pedestrian/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 crosswalk on Military Cutoff at the intersection with Gordon Road between the SE corner and the SE W corners.

Would request in the appendix, we add this language somewhere. This would really help us with federal grant applications.

The location of these crosswalks is shown on the attached PowerPoint chart. Please confirm that these crosswalks are included in the NCDOT project plans.

In 2018, NC Ports undertook a Container Terminal Yard Improvement Planning Study with the key objective of expanding the current terminal throughput to 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.

Replacement of some of the Port related pictures with provided new pictures. Make suggested changes.

NC Port of Wilmington/TCC Member

Bicycle and Pedestrian 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 Bicycle and Pedestrian FACILITIES). 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.

Debra Willis Citizen (Leland) 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/Ploof 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.

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.

Constrained Projects
Debra Willis Citizen (Leland)
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.

NCDOT Division 3 is moving forward with the installation of Roadway Fiscally Constrained Projects
Debra Willis Citizen (Leland) 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.

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.

RW-7, Lanvale Road NE 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.

Constrained Projects
Debra Willis Citizen (Leland) 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.

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 road issue, although it is very dangerous.

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.

Constrained Projects
Debra Willis Citizen (Leland) NC 133 is unsafe with traffic from all of the residential areas and school. It is not bicycle or pedestrian friendly.

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 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.
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Widen Independence from two to four lanes, from Carolina Beach Road to River Road</td>
</tr>
<tr>
<td>2.</td>
<td>Install a rotary traffic circle at the intersection of Independence and River Road.</td>
</tr>
<tr>
<td>3.</td>
<td>River Road repair near the State Ports will end</td>
</tr>
<tr>
<td>4.</td>
<td>Building escalates along River Road</td>
</tr>
</tbody>
</table>

**Dear Mayor**

Joanne Steenhuis  
NCDEQ

In response to revised Mitigation Measures chart:

Environmental Justice

Joanne Steenhuis NCDEQ

On page 401 you have misspelled beach on U-5790. This typo came from the original project list and wasn't Roadway Project List (Chapter 7 and Appendix K) and search original project list.

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.

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.

No changes are recommended.

Food Rail Appendix Stephanie Ayers

**Freight Rail Appendix**

Stephanie Ayers  
Wilmington/TCC Member

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.

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.

A Wilmington-Leland bicycle and pedestrian crossing A safe bike/ped cross of the Cape Fear River in or near Wilmington

Foundation Bicyclist Advocacy Group A separate bike lane or MUP across Eagle Island and the Brunswick River roughly parallel to US 17/74/76

Fiscally Constrained Projects

Terry Benjey Bicycle

Bicyclist Advocacy Group Extend the existing Independence Blvd bike path from the CAM to River Road.
No changes are recommended.

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 una ... cross section for the roadway fiscally constrained project NC133/River Road Widening (RW-51) includes a 10' multi-use path.

Dear Mayor

Terry Benjey
Bicycle Bicyclist Advocacy Group

A bike friendly "North – South" facility on the western side of the Cape Fear River needs to be completed, City Council and City Planning and Development and the River's Edge neighborhood, depends on 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 2-10 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 is 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. 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.

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.

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.

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. 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. 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.

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.

Abby Lorenzo
WMPO

Update revised cost estimate in tables and cutsheets.
## 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 believe the 2045 MTP reflects that. The bike/ped projects listed in the MTP are prioi... ide 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 ... on 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 ... rk with Wave Transit to identify alternative funding opportunities to fund increasing route frequency and operating hours.

No changes are recommended.

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## Roadway Fiscally Constrained Projects

**Darcell Gill Leland**

There needs to be access from US 74/76 in Lel and 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 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.

---

## Ferry and Water Transportation, Roadway Appendices

**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 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 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 between east and west of town. Other top projects include the 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 framework, such as incorporating more advanced transportation planning tools, 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. The funding source for these projects is still dependent on the General Assembly budget for transportation funds. The impacts to historical funding trends will be considered in development of the next MTP update.

No changes are recommended.

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.

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 ongoing 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 for the region. Although funding 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 accommodating both the increase of vehicular and bike-ped traffic along major corridors and intersections like Military Cutoff and Eastwood Road. Opportunities to include bike-ped 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 include 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

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.

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.

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.

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.

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 high priority for addressing congestion, the plan also identifies strategies to address other transportation issues in the region. The plan includes a variety of transportation projects that will be implemented in the coming years, as well as long term strategies for addressing transportation needs.

No changes are recommended.
MEMORANDUM

To: TCC Members
From: Abby Lorenzo, Senior Transportation Planner
Date: July 10, 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.
<table>
<thead>
<tr>
<th>Comment</th>
<th>Recommended Changes to Project List</th>
</tr>
</thead>
<tbody>
<tr>
<td>“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.”</td>
<td>Utilizing NCDOT’s Priortization 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.</td>
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<td>“On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road &amp; College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road &amp; Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive &amp; Market Street), BP-627 (Piner Road &amp; 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.”</td>
<td>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.</td>
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<td>“There is a mistake in the cost estimate for RW-123, Burnett Boulevard Widening. $123,830,000 seems much too high.”</td>
<td>Utilizing NCDOT’s Priortization 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.</td>
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</table>
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.

WMPO Staff recommends the addition of the following content information:

<table>
<thead>
<tr>
<th>Plan Chapter/Appendix</th>
<th>Content Added</th>
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<tbody>
<tr>
<td>Appendix D: Public Involvement Element</td>
<td>• Information about Public Outreach Phase II</td>
</tr>
<tr>
<td></td>
<td>• All received public comments and staff responses and recommendations</td>
</tr>
<tr>
<td>Appendix F: Aviation Element</td>
<td>• Proposed scopes for the fiscally constrained projects</td>
</tr>
<tr>
<td>Appendix G: Bicycle and Pedestrian Element</td>
<td>• Proposed cross sections for the fiscally constrained projects</td>
</tr>
<tr>
<td>Appendix H: Ferry and Water Transportation Element</td>
<td>• Proposed scopes for the fiscally constrained projects</td>
</tr>
<tr>
<td>Appendix I: Freight and Freight Rail Element</td>
<td>• Proposed scopes for the fiscally constrained projects</td>
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<td></td>
<td>• The following language to assist the Port of Wilmington’s efforts in securing</td>
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<td>federal grants: “In 2018, NC Ports undertook a Container Terminal Yard</td>
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<td>Improvement Planning Study with the key objective of expanding the current</td>
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<td>terminal throughput capacity to accommodate a minimum 750,000 (TEUs) annually</td>
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<td>by 2025. Recent investments in infrastructure improvement projects including</td>
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<td>the procurement of new neo-Panamax cranes, berth renovations and vessel</td>
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<td>navigation improvements has increased the container berth’s capacity to well</td>
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<td>over 1,000,000 TEUs annually. However, to achieve the forecasted annual</td>
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<td>throughput volume, it has been identified that existing key port infrastructure</td>
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<td>directly behind the berth, such as the main terminal gate.</td>
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</table>
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."

<table>
<thead>
<tr>
<th>Appendix J: Public Transportation Element</th>
<th>Proposed scopes for the fiscally constrained projects</th>
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<tbody>
<tr>
<td>Appendix K: Roadway Element</td>
<td>Proposed cross sections for the NCDOT STIP projects</td>
</tr>
<tr>
<td>Appendix N: Environmental Justice and Critical Resources</td>
<td>Expand Degree of Impact (DOI) Analysis to include the fiscally constrained bicycle and pedestrian and public transportation projects</td>
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<td></td>
<td>Utilize proposed project costs to estimate the distribution of impacts in the four levels of the assessment</td>
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<tr>
<td></td>
<td>Provide a table of potential benefits, burdens, and mitigation strategies for project impacts</td>
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</table>

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.
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
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
<table>
<thead>
<tr>
<th>II-A</th>
<th>Traffic Volume Counts</th>
<th>13,000</th>
<th>52,000</th>
<th>65,000</th>
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<tr>
<td>II-A-1</td>
<td>Traffic Volume Counts</td>
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<tr>
<td>II-A-4</td>
<td>Traffic Accidents</td>
<td>50</td>
<td>200</td>
<td>250</td>
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<tr>
<td>II-A-6</td>
<td>Dwelling Unit, Pop. &amp; Emp. Change</td>
<td>600</td>
<td>2,400</td>
<td>3,000</td>
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<tr>
<td>II-A-8</td>
<td>Vehicle Occupancy Rates</td>
<td></td>
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<tr>
<td>II-A-11</td>
<td>Central Area Parking Inventory</td>
<td></td>
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<tr>
<td>II-B-1</td>
<td>Collection of Base Year Data</td>
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<td></td>
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<tr>
<td>II-B-3</td>
<td>Travel Model Updates</td>
<td>100</td>
<td>400</td>
<td>500</td>
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<tr>
<td>II-B-4</td>
<td>Travel Surveys</td>
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<td></td>
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<tr>
<td>II-B-7</td>
<td>Forecast of Future Travel Patterns</td>
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<tr>
<td>II-B-9</td>
<td>Highway Element of the LRTP</td>
<td>4,800</td>
<td>19,200</td>
<td>24,000</td>
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<tr>
<td>II-B-13</td>
<td>Collector Street Element of LRTP</td>
<td>600</td>
<td>2,400</td>
<td>3,000</td>
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<td>II-B-15</td>
<td>Freight Movement/Mobility Planning</td>
<td>1,600</td>
<td>6,400</td>
<td>8,000</td>
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<tr>
<td>II-B-16</td>
<td>Financial Planning</td>
<td>400</td>
<td>1,600</td>
<td>2,000</td>
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<tr>
<td>III-C-2</td>
<td>Environmental Justice</td>
<td>200</td>
<td>800</td>
<td>1,000</td>
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<tr>
<td>III-C-3</td>
<td>Minority Business Enterprise</td>
<td>100</td>
<td>400</td>
<td>500</td>
</tr>
<tr>
<td>III-C-4</td>
<td>Planning for the Elderly &amp; Disabled</td>
<td>50</td>
<td>200</td>
<td>250</td>
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<tr>
<td>III-C-6</td>
<td>Public Involvement</td>
<td>1,000</td>
<td>4,000</td>
<td>5,000</td>
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<tr>
<td>III-C-7</td>
<td>Private Sector Participation</td>
<td>250</td>
<td>1,000</td>
<td>1,250</td>
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<tr>
<td>III-D-3</td>
<td>Special Studies: Staff Time / Planning</td>
<td>2,000</td>
<td>8,000</td>
<td>10,000</td>
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<tr>
<td>III-D-3</td>
<td>Special Studies: Strategies</td>
<td></td>
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<tr>
<td>III-D-3</td>
<td>Special Studies: Rails to Trails Continuation</td>
<td></td>
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<tr>
<td>III-D-4</td>
<td>Regional or Statewide Planning</td>
<td>100</td>
<td>400</td>
<td>500</td>
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<tr>
<td>TOTALS</td>
<td></td>
<td>$70,644</td>
<td>$282,577</td>
<td>$353,221</td>
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</tbody>
</table>

Amended July 29, 2020
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
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 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.
Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

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

STL/MPD TIP Modification # 20-5

56,670,000
FY 2020 - 54,800,000 (BGA)
FY 2020 - 54,800,000 (T)
RIGHT OF WAY
CONSTRUCTION
PROTOTYPES
STATEWIDE
NEW HANOVER
CUTOFF ROAD (MILITARY CUTOFF ROAD) AT DRYSDALE DRIVE TO US 74
NEW LOCATION, FROM SR 1409 (MILITARY Location,
CONSTRUCTION FROM FY 21 TO FY 22.
TO ASSIST IN BALANCING FUNDS, DELAY
RIGHT OF WAY
CONSTRUCTION
FY 2020 - $1,870,000 (T)
FY 2022 - $4,800,000 (BGANY)
$6,670,000

NEW HANOVER,
STATEWIDE

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NEW HANVER
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 Description/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 Description/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 VanCleef 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.
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.
<table>
<thead>
<tr>
<th>Contract</th>
<th>County</th>
<th>SAP</th>
<th>Let</th>
<th>Date</th>
<th>Comment</th>
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<tbody>
<tr>
<td>Trace Howell</td>
<td>DDRL</td>
<td>R‐3300B</td>
<td>WMPO/CFRPO</td>
<td>Hampstead Bypass</td>
<td>new Hanover/Pender 3/16/2021 ROW Is Suspended; LET delayed September 2020 to March 2021</td>
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<td>Central Raleigh</td>
<td>15bpr.19</td>
<td>WMPO</td>
<td>New Hanover</td>
<td>21 on US 76 over Banks Channel</td>
<td>new Hanover 9/1/2021</td>
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<td>Lydia</td>
<td>DDRL</td>
<td>I‐6039</td>
<td>WMPO</td>
<td>I‐40 Pavement rehab from Milemarker 420 to NC 210</td>
<td>new Hanover, Pender 4/19/2022</td>
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<td>Derek Pielech</td>
<td>DPOC</td>
<td>B‐4590</td>
<td>WMPO</td>
<td>Replace Bridge 29 on Corneilus Harnewt Dr/ Castle Hayne Rd over Smith Creek</td>
<td>new Hanover 4/21/2022 12MLL Delay – 4/8/20 (2 year total)</td>
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<tr>
<td>Eric Murray</td>
<td>DPOC</td>
<td>U‐5914</td>
<td>WMPO</td>
<td>Widen NC 133 from US 17/74/76 to Old River Rd</td>
<td>Brunswick 6/2/2022 12MLL Delay – 4/8/20 (2 year total)</td>
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<td>Krista Kimmel</td>
<td>DDRL</td>
<td>U‐5926</td>
<td>WMPO</td>
<td>New Route from 23rd St to 26th St</td>
<td>New Hanover 6/21/2022</td>
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<td>Rail Division</td>
<td>Rail</td>
<td>P‐5740</td>
<td>WMPO</td>
<td>Wilmington Rail At‐Grade Crossing Improvement</td>
<td>New Hanover 6/30/2022</td>
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<td>Mike Bass</td>
<td>DPOC</td>
<td>U‐5710A</td>
<td>WMPO</td>
<td>US 74 (Eastwood Road) ‐ construct roadway on new location between US 17 (Military Cutoff Road) &amp; US 74 (Eastwood Road)</td>
<td>New Hanover 7/1/2022 12MLL Delay – 4/8/20</td>
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<td>Eric Murray</td>
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<td>W‐5601DH</td>
<td>WMPO</td>
<td>3rd St and Dock St Intersection</td>
<td>new Hanover 7/7/2022 12MLL Delay – 4/8/20 (3 year total)</td>
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<td>Brian Harding</td>
<td>DDRL</td>
<td>U‐5729</td>
<td>WMPO</td>
<td>US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421</td>
<td>new Hanover 7/19/2022</td>
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<td>TBD</td>
<td>DPOC</td>
<td>W‐5703R</td>
<td>WMPO</td>
<td>NC 132 (South College Rd) and Bragg Drive turn lanes</td>
<td>New Hanover 9/15/2022</td>
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<td>Mike Bass</td>
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<td>U‐5710</td>
<td>WMPO</td>
<td>US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)</td>
<td>New Hanover 9/20/2022</td>
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<td>Trace Howell</td>
<td>DDRL</td>
<td>R‐3300A</td>
<td>WMPO</td>
<td>Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)</td>
<td>new Hanover/Pender 9/20/2022 ROW Is Suspended</td>
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<td>Lydia</td>
<td>DPOC</td>
<td>I‐6036</td>
<td>WMPO</td>
<td>I‐140 ‐ US 17 to North of US 74 pavement rehab</td>
<td>Brunswick 10/20/2022 12MLL Delay – 4/8/20</td>
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<td>W‐5703C</td>
<td>WMPO</td>
<td>Monkey Junction Pedestrain Improvement</td>
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<td>Kerr Ave Interchange at MLK</td>
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<td>U‐5863</td>
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<td>NC 133 ‐ Castle Hayne Rd from I‐140 to Division Dr</td>
<td>New Hanover 10/17/2023</td>
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<td>WMPO</td>
<td>US 74 at US 17/US 421 Flyover</td>
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<td>US 17 Bus ‐ Market St Median &amp; Interchange</td>
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<td>NC 133 at 23rd St Roundabout</td>
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<td>DDRL</td>
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<td>WMPO</td>
<td>Independence Boulevard Extension</td>
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<td>I‐140 from US 421 to US74/US76 pavement rehab</td>
<td>Brunswick, new Hanover 11/17/2025</td>
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<td>I‐6037</td>
<td>WMPO</td>
<td>I‐140 from US 421 to I‐40 pavement and bridge rehab</td>
<td>new Hanover 2/17/2026</td>
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<td>Trace Howell</td>
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<td>U‐5702B</td>
<td>WMPO</td>
<td>College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd</td>
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<td>Brian Harding</td>
<td>DPOC</td>
<td>U‐6128</td>
<td>WMPO</td>
<td>US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts</td>
<td>New Hanover</td>
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*All Division Lettings (DPOC) are currently suspended*

Date Completed: 7/6/2020
*PE is Temporarily Suspended on all Projects except where noted*
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<th>Contract Number</th>
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<th>Estimated Completion Date</th>
<th>Percent Complete</th>
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<td>C204282</td>
<td>Alex Stewart</td>
<td>New Hanover</td>
<td>Bridge on US 421 over Fishing Creek 4 miles N of I-140</td>
<td>Jul-20</td>
<td>99.61%</td>
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<td>Daniel Jones</td>
<td>Brunswick</td>
<td>Landscaping for the Development Diamond at US 74/76 and NC 133</td>
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<td>DC00268</td>
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<td>N/A</td>
<td>Boulder Creek Bridge (#131, US 76)</td>
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<td>DC00270</td>
<td>TBD</td>
<td>Pender</td>
<td>Headgate Trepass, Bridge Replacement (Group 6)</td>
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<td>DC00276</td>
<td>Daniel Waugh</td>
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<td>99.61%</td>
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<tr>
<td>DC00286</td>
<td>TBD</td>
<td>Pender</td>
<td>Bridge on US 421 over Fishing Creek 4 miles N of I-140</td>
<td>Jul-20</td>
<td>99.61%</td>
</tr>
<tr>
<td>DC00282</td>
<td>Alex Stewart</td>
<td>New Hanover</td>
<td>Bridge on US 421 over Fishing Creek 4 miles N of I-140</td>
<td>Jul-20</td>
<td>99.61%</td>
</tr>
</tbody>
</table>

Projects Under Construction
<table>
<thead>
<tr>
<th>Contract Number</th>
<th>Contract Year</th>
<th>County Resident</th>
<th>TIP</th>
<th>MPO/RPO</th>
<th>Map Routes</th>
<th>Estimated Completion</th>
<th>Completion Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>C204135</td>
<td>2018</td>
<td>Hanover/Bruns</td>
<td>Lydia McKeel</td>
<td>WMPO</td>
<td>US 422/US 76/NC 132 and various SRs (New Hanover Resurfacing)</td>
<td>Oct-20</td>
<td>78.25%</td>
</tr>
</tbody>
</table>
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.
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