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

**Wilmington Urban Area Metropolitan Planning Organization
Board
Meeting Agenda**

TO: Wilmington Urban Area MPO Board Members
FROM: Mike Kozlosky, Executive Director
DATE: November 10, 2021
SUBJECT: November 17th meeting

A meeting of the Wilmington Urban Area MPO Board will be held on Wednesday, November 17, 2021 at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. Due to COVID-19, the meeting is being conducted remotely. PLEASE NOTE: This will be a remote meeting conducted pursuant to Section 4.31 of S.L. 2020-3, SB 704.

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

<https://us06web.zoom.us/j/91789885982?pwd=TUNQUTZwTld6RWtHbndmQmNHeVFmdz09>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: 646-558-8656. And when prompted, enter:

Meeting ID#: 917 8988 5982

Passcode: 464328

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

The following is the agenda for the meeting:

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

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on November 16, 2021, by calling (910) 341-3258 to leave a message or by e-mailing comments to wmpo@wilmingtonnc.gov. The public voicemails will be played aloud and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentation
 - a. 2021 Commuter Challenge and Bike Ride Event Results- Nick Cannon, WMPO

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- b. Pender County Streets Plan Update – Will Letchworth, WSP
 - c. NC Ferry Division Update- Catherine Peele, NC Ferry Division
 - d. Wilmington International Airport Update- Granseur Dick, ILM
 - 7) Consent Agenda
 - a. Approval of Board Meeting Minutes from October 27, 2021 (p. 4-9)
 - a. Resolution adopting the 2022 Meeting Calendar (p. 10-11)
 - b. Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-7 (p. 12-13)
 - c. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-9 (p. 14-15)
 - d. Resolution adopting the 2021 Pender County Collector Street Plan Update (p. 16)
 - 8) Regular Agenda
 - a. Resolution endorsing the Wilmington Urban Area Metropolitan Planning Organization Bicycle and Pedestrian Advisory Committee’s Model Ordinance for Bicycle and Pedestrian Infrastructure (p. 17-22)
 - 9) Discussion
 - a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10 (p. 23)
 - b. Proposed December meeting (Military Cutoff Road Extension Tour)- December 1st at 2 pm
 - c. 2022-2026 Wilmington Urban Area Metropolitan Planning Organization’s Strategic Plan (p. 24-32)
 - 10) Updates
 - a. Wilmington Urban Area MPO (p. 33-39)
 - b. Cape Fear Public Transportation Authority (p. 40-41)
 - c. NCDOT Division (p. 42-45)
 - d. NCDOT Transportation Planning Division (p. 46-47)
 - 11) Announcements
 - a. Go Coast TDM Committee Meeting – November 18th
 - b. FY 23 Local Planning Needs Requests Due – December 10th
 - c. Wilmington MPO Bike/Pedestrian Committee- December 14th
 - 12) Next meeting –January 26, 2022

Attachments

- MPO Board Meeting Minutes- October 27, 2021
- Proposed 2022 Meeting Calendar
- Resolution adopting the 2022 Meeting Calendar
- Proposed 2020-2029 STIP/MPO TIP Amendments #21-7
- Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-7
- Proposed 2020-2029 STIP/MPO TIP Administrative Modifications #21-9
- Resolution approving the 2020-2029 STIP/MPO TIP Administrative Modifications #21-9
- 2021 Pender County Collector Street Plan Update- <https://www.wmpo.org/wp-content/uploads/2021/10/PC-STREETS-PLAN-2021-FINAL-211018.pdf>
- Resolution adopting the 2021 Pender County Collector Street Plan Update
- WMPO Bicycle and Pedestrian Advisory Committee’s Model Ordinance for Bicycle and Pedestrian Infrastructure
- Resolution endorsing the WMPO Bicycle and Pedestrian Advisory Committee’s Model Ordinance for Bicycle and Pedestrian Infrastructure
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10
- Draft 2022-2026 Wilmington Urban Area Metropolitan Planning Organization’s Strategic Plan
- Wilmington Urban Area MPO Update (November)
- Cape Fear Public Transportation Authority Update (November)

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- NCDOT Division Project Update (November)
 - NCDOT Transportation Planning Division Project Update (November)



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

MPO Board Meeting Minutes 6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C. Wednesday, October 27, 2021

Members Present (in-person)

Mike Allen, Town of Belville
Brenda Bozeman, Town of Leland
John Ellen, Town of Kure Beach
David Piepmeyer, Pender County
LeAnn Pierce, Town of Carolina Beach
Charlie Rivenbark, City of Wilmington

Members Present (remotely)

Jonathan Barfield, Jr., New Hanover County
Mike Forte, Brunswick County
Deb Hays, Cape Fear Public Transportation Authority

Others Present (in-person)

Abby Lorenzo, Deputy Director, WMPO
Scott A. James, Transportation Planning Engineer
Chad Kimes, Division Engineer, NCDOT
Mike Kozlosky, Executive Director, WMPO
Caitlin Marks, Planning Engineer, NCDOT
Rachel McIntyre, WMPO Assoc. Transportation Planner

Others Present (remotely)

Nick Cannon, WMPO TDM Program Coordinator
Veronica Carter, Town of Leland
Katie Hite, NCDOT
LB Haviland, NCDOT
Regina Hopkins, WMPO Sr. Accountant
Krista Kimmel, NCDOT
Bill Kincannon, NCDOT
David Leonard, NCDOT
Zach Manfredi, WMPO
Marie Parker, Exec. Director, Wave Transit
Rebekah Roth, New Hanover County Planning
and Land Use Director
Nazia Sarder, NCDOT Transportation Planner
Susan Westberry, AECOM

1) Call to Order

Chairman Piepmeyer called the meeting to order at 3:00 p.m.

Mr. Kozlosky called the roll. A quorum was present as follows:

Present: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, David Piepmeyer and LeAnn Pierce.

Absent: Neil Anderson, Deb Hays, Hank Miller, Charlie Rivenbark, Eulis Willis and Landon Zimmer.

Mr. Kozlosky noted that Mr. Rivenbark's presence has been delayed.

2) Conflict of Interest Statement

Chairman Piepmeyer read the conflict-of-interest statement. He asked if any member has a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

3) Approval of Board Members' Excused Absences

Mr. Kozlosky said that Landon Zimmer and Hank Miller have asked to be excused from today's meeting.

Mr. Ellen made a motion to excuse Mr. Zimmer and Mr. Miller from the meeting, seconded by Mr. Barfield and the motion carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, David Piepmeyer and LeAnn Pierce.

Nays: None. **Absent:** Neil Anderson, Deb Hays, Hank Miller, Charlie Rivenbark, Eulis Willis and Landon Zimmer.

4) Approval of the Agenda

Mr. Kozlosky requested that the Board add item "c" for discussion of a date for a special meeting to tour the Military Cutoff Extension project. Ms. Bozeman made a motion to approve the meeting agenda as amended to add a discussion item. Mr. Ellen seconded the motion.

The motion to approve the meeting agenda as amended carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, David Piepmeyer and LeAnn Pierce.

Nays: None. **Excused:** Hank Miller and Landon Zimmer. **Absent:** Neil Anderson, Deb Hays, Charlie Rivenbark and Eulis Willis.

5) Public Comment Period

Mr. Denis McGarry, resident of South Third Street and member of the Residents of Old Wilmington, spoke to the MPO Board in-person. He expressed concerns regarding pedestrian safety and requested that the MPO help with NCDOT and the city to install stop lights on South Third Street between Market Street and Castle Street to reduce speeds and improve pedestrian safety. He pointed out that during an average week on South Third Street last year, 2,100 cars traveled at 45 mph or faster in the historic residential neighborhood based on a recent city study. He noted that there were 51 accidents last year on this section of the road, or one a week. He added that the accidents damage property, pedestrians, and drivers.

Mr. McGarry commented that the sole crossing at the bike path for the River to Sea Bikeway is ineffective. He noted that vehicles either don't stop or only stop in the inner lane, not the outer lane. He added that this request is being brought forward to tie-in with the upcoming repaving of the street. He requested stoplights to key sections of South Third Street, or, minimally, at the Ann Street crosswalk, as well as solar powered SpeedMinder signs, and the reduction of the speed limit from 35 mph to 25 mph consistent with other streets surrounding this area of South Third Street. He noted that studies are currently underway, and the residents are scheduled to meet with NCDOT in December.

Chairman Piepmeyer requested an update from NCDOT early next year. In response to an inquiry by Ms. Bozeman, Mr. McGarry said the section is six blocks long. He noted that the residents have been working with the City's Traffic Engineer. In response to an inquiry by Mr. McGarry, Mr. Kozlosky said that he would be the contact for the MPO.

Ms. Rhonda Bellamy, Executive Director of the Arts Council of Wilmington and New Hanover County, spoke to the MPO Board in-person regarding the city's request for Coronavirus Response & Recovery Supplemental Appropriations Act (CRRSAA) funding. She said that several years ago, she and a colleague were scouting locations for public art and appealed to then City Councilmember Paul Lawler to revitalize the unused railbed that extends through the heart of the northside. The Friends of the Wilmington Rail Trail convened, composed of NCDOT Rail Division, MPO staff, northside neighbors, nonprofits, for profits, artists, and recreational enthusiasts. She expressed appreciation to the MPO Board for supporting the master plan last November, for which the Friends group provided the local match. She added that City Council signed off on the master plan early this year.

Ms. Bellamy expressed gratitude for the City of Wilmington's partnership and the current request to fund design and engineering study of, not just six city blocks from Third Street to McRae Street as originally intended, but to extend it to the Archie Blue Park in the Love Grove community. She pointed out that the Rail Trail is a critical link to the Cross City Trail and will provide greater connection and access for northside residents, and that the benefits are numerous.

6) Presentation

a. Independence Boulevard Extension Update- Chad Kimes, NCDOT

NCDOT Division Engineer Chad Kimes gave an update on the Independence Boulevard Extension project from Randall Parkway to Martin Luther King Jr. Parkway. He said that planning studies are underway, the draft environmental impact statement (DEIS) will be ready in early 2022, the public hearing will be held in summer of 2022, followed by the Least Environmental Damaging Practicable Alternative (LEDPA) by the end 2022, the record of decision in 2023, right-of-way acquisition in 2024, and construction in 2028.

Mr. Kimes said that two options are being considered for the intersection at Market Street and Independence Boulevard: Single Point Urban Interchange (SPUI) or Tight Urban Diamond Interchange (TUDI). He pointed out that less right-of-way is needed for a SPUI, which would have one signal, and the TUDI would have two signals. He commented that the SPUI would have less impacts, and the TUDI would have better pedestrian accommodations. He displayed renderings showing the Randall Parkway at grade crossing, the bridge over the

first CSX railroad crossing, and, instead of an earth embankment, the structure will continue past Hurst Drive, which will have connectivity, as will Princess Place Drive. He said that for the entire extension, the SPUI would displace 58 residences (39 of which are minority-owned), and 29 businesses (seven of which are minority-owned). The impacts of the TUDI are greater, displacing 69 residences (47 of which are minority-owned), and 37 businesses (nine of which are minority-owned).

Mr. Kimes continued the presentation by saying the costs are increasing, as they are with all projects. He attributed the increase to utility and right-of-way costs. He estimated the project to cost \$193 million.

In response to an inquiry by Mr. Rivenbark, Mr. Kimes said the berm would be cheaper, although the Department would incur additional right-of-way costs. Mr. Rivenbark pointed out the structure would provide better connectivity for the neighborhoods.

Mr. Kimes gave an overview of the funding tiers. He said that the Statewide Tier of committed and noncommitted projects is about \$3 billion overprogrammed, and the Regional category is \$540 million overprogrammed (which includes the Hampstead Bypass project). He noted that the Independence Boulevard project is in the Division Tier, which is \$230 million overprogrammed. He speculated that the NC Board of Transportation would vote to remove noncommitted projects to lower overprogramming, and that the project would continue.

Chairman Piepmeyer commented that this project has been a priority since 1972, and is important to the region, especially to the city and New Hanover County. Mr. Rivenbark pointed out that the city needs another north-south route, and congestion is not likely to diminish without it. Mr. Barfield expressed concerns about residents on Montgomery Avenue and their ability to afford comparable housing. He commented that he wants to avoid harming the residents.

In response to an inquiry by Mr. Ellen, Mr. Kimes said that cost estimates are calculated for current day with an inflation rate added to the program. He noted that the new process will update the cost estimates every two years, and any challenges would be brought to the attention of the MPO Board.

Mr. Barfield asked for as much lead time as possible for residents to understand the impacts and make informed decisions.

Chairman Piepmeyer expressed appreciation to Mr. Kimes.

7) Consent Agenda

- a. **Approval of Board Meeting Minutes from September 29, 2021**
- b. **Resolution authorizing the Chairman to enter into an agreement between the City of Wilmington, Wilmington Urban Area Metropolitan Planning Organization and Cape Fear Public Transportation Authority for the FY 21-22 Section 5303 Funding**
- c. **Resolution approving the Donations for the 2021 Commuter Challenge**

Mr. Ellen made a motion to approve the Consent Agenda, Items 7a through 7c. Mr. Rivenbark seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, David Piepmeyer, LeAnn Pierce and Charlie Rivenbark. **Nays:** None. **Excused:** Hank Miller and Landon Zimmer. **Absent:** Neil Anderson and Eulis Willis.

8) Regular Agenda

- a. **Opening of the 30-day public comment period for 2020-2029 STIP/MPO TIP Amendments #21-8**

Mr. Kozlosky acknowledged deletions to the STIP, which include Middle Sound Loop Connector project (to provide a new TIP# for the project), and the Cape Fear Crossing Project. He reminded the Board that in 2019 NCDOT decided to stop work on the Cape Fear Crossing Project. He noted that this deletion is a clean-

up of that decision, since NCDOT is neither working on the project currently nor anticipates working on it in future. He added that this item is the opening of a 30-day public comment period.

Chairman Piepmeyer said he requested that Mr. Kozlosky place this item in the regular agenda instead of the consent agenda for further discussion. He commented that removing the Cape Fear Crossing from the STIP might be a negative thing since the project has been identified as a top priority for the MPO. He spoke in opposition to removing it from the STIP.

A question/answer and discussion period was held. Mr. Kimes said that there is no funding identified for this project although he can appreciate the importance of the project to the region.

In response to an inquiry by Mr. Rivenbark, Mr. Kozlosky said that the only benefit to removing the project would be to release the remaining funds (\$400,000) that the MPO provided for the environmental document from its Direct Attributable (DA) program. However, removing it reduces its importance.

Due to the need for an additional bridge, Ms. Bozeman, Mr. Barfield, Ms. Pierce, Mr. Forte, Mr. Allen, and Mr. Ellen concurred with Chairman Piepmeyer, who expressed a desire to keep the project visible to the public. In response to an inquiry by Mr. Rivenbark, Mr. Kimes said that removing the project might be like starting over. He added that it is just a matter of finding funding.

Mr. Forte made a motion to keep the Cape Fear Crossing in the STIP, seconded by Ms. Bozeman, and the motion carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, David Piepmeyer, LeAnn Pierce and Charlie Rivenbark. **Nays:** None. **Excused:** Hank Miller and Landon Zimmer. **Absent:** Neil Anderson and Eulis Willis.

- b. **Resolution approving the Coronavirus Response & Recovery Supplemental Appropriations Act Funding**
MPO Transportation Planning Engineer Scott A. James said that of the seven applications received by the deadline, five of which were ranked by the adopted criteria. He expressed appreciation to the MPO Board for suggesting that tiebreaking be included in the process for ranking the projects. He noted that two applications were excluded from the ranking. He explained that the application from the Town of Leland proposed a project that is not supported by NCDOT at this time, and that Pender County identified alternative funding for its project.

Mr. James said that the MPO staff recommends that CRRSAA funds be awarded in order of priority to the Town of Navassa, Cape Fear Public Transportation Authority, the City of Wilmington, and Town of Kure Beach, which would exhaust the funds and leave none for the fifth-place project from the Town of Belville.

In response to an inquiry by Chairman Piepmeyer, Mr. James said that the recommendations have been communicated and endorsed by the Technical Coordinating Committee.

Chairman Piepmeyer expressed appreciation to staff for the process to rank the submitted projects. He noted that the MPO was able to allocate all the funds, although a few of the projects went unallocated.

Mr. Ellen made a motion to approve awarding the CRRSAA funds. Ms. Rivenbark seconded the motion, and it carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, David Piepmeyer, LeAnn Pierce and Charlie Rivenbark. **Nays:** None. **Excused:** Hank Miller and Landon Zimmer. **Absent:** Neil Anderson and Eulis Willis.

9) **Discussion**

- a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-9**

Mr. Kozlosky stated that Administrative Modification #21-9 is for informational purposes only and will be brought back for consideration at the Board's next meeting.

b. FY 23 Transportation Planning Study Requests

MPO Deputy Director Abby Lorenzo said that MPO staff has started discussing the FY23 Unified Planning Work Program (UPWP), which identifies the organization's planning priorities and activities for the next budget year. As part of the development of this program, the MPO requests its members submit their anticipated transportation planning needs for consideration for funding. Additionally, the MPO will consider its planning needs as well. Member submittals must include the name of the project and study, estimated cost, and other funding sources. All requests should be submitted in writing to herself no later than 5:00 p.m. on December 10th. All submittals will be reviewed for incorporation into a draft UPWP to be presented to the Board for consideration. The final UPWP is required to be filed with NCDOT by March 15, 2022.

c. Special Meeting for a Tour of the Military Cutoff Road Extension Project

Mr. Kozlosky reminded the Board that several months ago Mr. Kimes offered to take the members on a Tour of Military Cutoff Extension, which would require a special meeting. He asked the Board to check their calendars.

Chairman Piepmeyer requested that the members be polled by e-mail. In response to some concerns about the scope of dates, Mr. Kozlosky responded that staff will work with Mr. Kimes to propose some dates and bring back a recommendation at the next meeting. Mr. Kimes commented that the Board will be pleasantly surprised with the project.

Ms. Pierce expressed concerns about the impact of the November 2nd Municipal Elections and the possibility of missing the tour. Mr. Kozlosky said that some members may have to serve out their elected term until another representative is appointed. Mr. Kimes added that another big celebration is coming in January (Hampstead Bypass). Mr. Ellen noted that the Town of Kure Beach would have its swearing-in the second week of December.

10) Updates

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

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

11) Announcements

a. Go Coast Commuter Challenge- October 16th-31st

Mr. Kozlosky said that the Commuter Challenge is currently underway through October 31st and that the preliminary results will be provided at the next regular Board meeting.

b. Brunswick Heritage Riverside Ride- October 23rd

Mr. Kozlosky reported that the Brunswick Heritage Riverside Ride was a success thanks to Towns of Navassa, Leland and Belville. He noted that participants are looking forward to next year.

Mr. Ellen said that riders were impressed with the Mayor greeting them at the halfway point, distributing water and power bars, and chatting with participants. Mr. Allen expressed appreciation to participants. Chairman Piepmeyer pointed out that this will be an annual event.

Mr. Barfield acknowledged that Mr. Kozlosky has a birthday within the next few days. The MPO Board wished Mr. Kozlosky a happy birthday.

Mr. Rivenbark commented that Leland has opened its trail and it's beautiful. Ms. Bozeman thanked everyone for their participation.

12) Adjournment

Next meeting – November 17, 2021

Mr. Ellen made a motion to adjourn the meeting, seconded by Ms. Bozeman.

The motion to adjourn carried unanimously by roll call as follows:

Ayes: Mike Allen, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, David Piepmeyer, LeAnn Pierce and Charlie Rivenbark. **Nays:** None. **Excused:** Hank Miller and Landon Zimmer. **Absent:** Neil Anderson, Deb Hays and Eulis Willis.

The meeting adjourned at 4:00 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

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



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MEMORANDUM

TO: TCC/Board members

FROM: Mike Kozlosky, Executive Director

DATE: October 28, 2021

SUBJECT: Wilmington Urban Area MPO Proposed 2022 Meeting Schedule

Technical Coordinating Committee	Board
January 12	January 26
February 9	February 23
March 16	March 30
April 13	April 27
May 11	May 25
June 15	June 29
July 13	July 27
August 17	August 31
September 14	September 28
October 12	October 26
November 16	November 30
December –no meeting scheduled	December –no meeting scheduled

The TCC meetings will begin at 10 am on the date of the meetings.

The Board meetings will begin at 3 pm on the date of the meetings.

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE WILMINGTON URBAN AREA METROPOLITAN
PLANNING ORGANIZATION’S 2022 MEETING CALENDAR**

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 Wilmington Urban Area Metropolitan Planning Organization’s Board adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2022 meeting calendar.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization’s Board on November 17, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

**STIP/MPO TIP Amendment #21-7
(September 2021)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HL-0040 NEW HANOVER DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WILMINGTON, CONSTRUCT A NEW NORTH GATE ON NORTH CAROLINA PORTS AUTHORITY PROPERTY.	ENGINEERING	FY 2022 - FY 2022 -	\$250,000 \$63,000	(BGDA) (L)
PROJ.CATEGORY	<u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>					
					\$313,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING AMENDMENTS #21-7 TO THE
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 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 2020-2029 State/MPO Transportation Improvement Programs for Amendments #21-7; and

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

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves amending the 2020-2029 State/MPO Transportation Improvement Programs for Amendments #21-7.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 17, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-9 (October 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BL-0040 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION CONNECTOR. CONSTRUCT MULTI-USE PATH. <u>STIP NUMBER IS BEING MODIFIED FROM HL-0035 TO BL-0040 TO BETTER REFLECT THE TYPE OF PROJECT. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 - \$554,000 (BGDA) FY 2022 - \$138,000 (L) \$692,000
* U-5710 NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION US 74 (EASTWOOD ROAD), SR 1409 (MILITARY CUTOFF GRADE INTERSECTION IN WILMINGTON. CONVERT AT-GRADE INTERSECTION TO AN INTERCHANGE. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2023 - \$11,333,000 (T) FY 2024 - \$11,333,000 (T) FY 2023 - \$5,212,000 (T) FY 2025 - \$385,000 (NHP) FY 2026 - \$13,181,000 (NHP) FY 2027 - \$13,634,000 (NHP) FY 2028 - \$9,320,000 (NHP) FY 2029 - \$1,980,000 (NHP) \$66,378,000
* U-5710A NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION NEW LOCATION, FROM SR 1409 (MILITARY CUTOFF ROAD), ROADWAY ON NEW LOCATION. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>	CONSTRUCTION	FY 2022 - \$2,065,000 (BGANY) FY 2023 - \$2,835,000 (BGANY) \$4,900,000
U-6234 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION WILMINGTON, WILMINGTON MULTI-MODAL TRANSPORTATION CENTER PHASE 1B. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 21 TO FY 22.</u>	CONSTRUCTION	FY 2022 - \$2,267,000 (BGDA) FY 2022 - \$567,000 (L) \$2,834,000

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #21-9 TO THE
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 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 modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-9.

NOW THEREFORE, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #21-9.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 17, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ADOPTING THE 2021 PENDER COUNTY COLLECTOR STREET PLAN
UPDATE**

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 Wilmington Urban Area Metropolitan Planning Organization along with Pender County collaboratively developed and adopted the Pender County Collector Street Plan in 2016 in an effort to increase connectivity in Pender County through identifying needed improvements and future connections in the collector street network; and

WHEREAS, Pender County updated and adopted the Pender 2.0 Comprehensive Land Use Plan in 2018 which proposed a new preferred growth scenario with numerous areas identified for high-intensity and mixed use development; and

WHEREAS, Pender County desired to align its proposed Collector Street network to reflect the changes to the adopted land use plan and benefit the County's continued growth with an efficient and safe transportation network; and

WHEREAS, the plan included additional public outreach efforts through two public surveys, and oversight by a steering committee than included representatives from Pender County, Wilmington Urban Area Metropolitan Planning Organization, Pender County Planning Board, NCDOT Division 3, and members of the development community; and

WHEREAS, the 2021 Pender County Collector Street Plan Update will be used to guide the future development of the collector street network in the study area; and

WHEREAS, the Pender County Board of Commissioners adopted the Pender County Collector Street Plan on October 18, 2021.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Board hereby adopts the 2021 Pender County Collector Street Plan Update.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on November 17, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Article I. Bikeways, Sidewalks, and Greenways

Section 1.01 Purpose

- (a) The regulations in this chapter are designed to promote efficient traffic circulation and connectivity of bicycle and pedestrian facilities. These regulations serve to protect public health, safety, and the general welfare of pedestrians and cyclists in arterials, collector streets, and local roads, residential neighborhoods, shopping districts, parks, and recreational facilities.
- (b) It is the intention of the [JURISDICTION] to implement the planning policies expressed in the [JURISDICTION] land use plan, [JURISDICTION] comprehensive plan, corridor plans, special area plans, bicycle plans, and pedestrian plans.

Section 1.02 Applicability

- (a) This Article applies to all development within the [JURISDICTION] jurisdiction.
- (b) No construction shall commence until all required plans and designs have been reviewed and approved by the [JURISDICTION] or other governmental approving agency.
- (c) No [JURISDICTION] services or utilities shall be extended to any development until the applicant has installed the infrastructure specified in this chapter.

Section 1.03 Easements

- (a) Easements shall be provided in locations and dimensions required by the [JURISDICTION] in order to:
 - (i) Allow for adequate pedestrian access.*
 - (ii) Allow for adequate bicycle access.*
 - (iii) Allow for adequate right-of-way for street types.*
 - (iv) Allow for adequate storm drainage facilities.*
 - (v) Allow for adequate access to service bicycle and pedestrian infrastructure*
 - (vi) Allow for adequate right-of-way for construction of bicycle and pedestrian infrastructure.*
- (b) Whenever a piece of land in a proposed site plan includes any part of a greenway designated in the comprehensive plan, bicycle plan, or pedestrian plan, the greenway shall be platted and dedicated as a greenway easement.

Section 1.04 Exemptions and Appeals

- (a) Fee-in-Lieu
 - (i) Where the [JURISDICTION] determines that construction of public improvements would not be feasible, a fee in lieu may be permitted.*
 - (ii) Right-of-way and easements may still be dedicated to the [JURISDICTION] to allow access.*
- (b) Surety
 - (i) Required improvements identified in this chapter that are not completed prior to the issuance of a building permit will be bonded in accordance with [JURISDICTION] development standards in an amount of 125% of the estimated construction cost.*

- (ii) All required improvements secured by a surety shall be installed prior to the issuance of the first certificate of occupancy.*

(c) Board of Adjustments

- (i) Right of appeal: any person affected by any decision, requirement, or determination related to the contents of this chapter may file an appeal to the [JURISDICTION] board of adjustment within 30 days of the decision, order, or requirement.*
- (ii) The board shall determine the contested resolution and make a decision in a reasonable time.*

Section 1.05 Overlay District

(a) Greenway Overlay District

- (i) The purpose of the Greenway Overlay District is to promote health, safety, convenience, and welfare by providing increased connectivity and infrastructure to surrounding parks, neighborhoods, businesses, and bicycle and pedestrian networks.*
- (ii) A multi-use path shall be installed by the developer in accordance with the comprehensive plan.*
- (iii) Where sidewalks and multi-use paths meet the street ADA compliant ramps shall be installed.*
- (iv) Bicycle and pedestrian infrastructures shall be installed in accordance with [JURISDICTION] design standards.*

(b) Pedestrian Benefit Zone

- (i) The purpose of the pedestrian benefit zone is to promote safe and convenient pedestrian infrastructure in designated zones with high density.*
- (ii) Concrete sidewalks shall be constructed along the entire frontage of all commercial, residential, industrial, and park sites within the pedestrian benefit zone.*
- (iii) If concrete sidewalks currently exist but are in poor deteriorated condition, the sidewalk shall be replaced to [JURISDICTION] design standards.*

Section 1.06 Development Standards

(a) New Streets

- (i) Where a proposed street attaches to an existing street the proposed street shall provide connectivity to the existing sidewalk, greenway, or bike lane, regardless of minimum standards.*

(b) General Access

- (i) All proposed developments shall provide pedestrian and bicycles access to and from a street or adjacent site*

(c) Pedestrian Access

- (i) All proposed developments shall provide ADA compliant access connecting all main entrances of buildings with other public entrances.*
- (ii) Pedestrian accesses between building and public right of way, shall be separated from vehicular surface areas.*

(d) Open Space Requirements

- (i) Consistency with existing plans: if any portion of a proposed development is part of a parks plan, bicycle, or pedestrian plan adopted by [Jurisdiction], such area may be set aside to satisfy the open space requirements of [jurisdiction].*

- (ii) Greenways: Open space dedicated as a greenway shall be a continuous parcel of at least 30 feet in width*

Section 1.07 Site Plan Review

(a) Procedure

- (i) Preapplication Process*

- (ii) Application*

- (iii) Application Completeness*

- (iv) Review: Site plans shall be reviewed by the technical review committee, which may approve or reject the site plan. Rejection may be made with one or more of the following findings related to bicycle and pedestrian infrastructure with respect to the proposed development*

- 1) The proposed development is not consistent with the comprehensive plan, bicycle plan, or pedestrian plan;
- 2) The proposed development does not accommodate pedestrians access to ROW;
- 3) The proposed development does not have ADA accessible access to ROW;
- 4) The proposed development does not have proper easement dedications per section 1.03;
- 5) The proposed development does not meet overlay requirements per section 1.04;
- 6) The proposed development does not meet Bikeway, Sidewalk, and Greenway requirements per section 1.07;

- (v) Upon approval of the site plan, the building inspector may issue a building permit;*

Section 1.08 Bikeway, Sidewalk, and Greenways

(a) Bicycle and Pedestrian Connections

- (i) accommodations shall be provided in all new or substantially improved developments to facilitate the use of bicycle and pedestrian travel through the integration of sidewalks, multi-use paths, and bicycle lanes that connect to parks, schools, transit, and shopping areas.*
- (ii) In new residential subdivisions bicycle and pedestrian paths, trails, and bicycle lanes shall also connect to collector and minor arterial streets.*
- (iii) Easements or rights-of-way shall be provided for bicycle /pedestrian paths between and within developments*
- (iv) A continuous bicycle/pedestrian path shall be provided to each of the following: entrances to each building on site, public sidewalks, walkways, trails, adjacent public parks, adjacent transit areas.*

(b) Required locations

- (i) Sidewalks, crosswalks, and multi-use paths shall be constructed by the developer conforming to adopted plans or as follows below.*
 - 1) Arterial streets, Collector streets, and local streets: a minimum of one side of the right of way on adjacent properties.
 - 2) Throughfares to be developed to access the proposed development: both sides of the right-of-way adjacent to the proposed development.
 - 3) Local and collector streets: both sides of the right-of-way to be developed.
 - 4) Cul-de-sac: both sides of the right-of-way to be developed.
- (ii) The Technical Review committee may exempt sidewalk installation in cases to avoid impacting wetlands.*

(c) Mid-block crossing locations

- (i) Local streets and new streets greater than 600 feet between intersections shall have mid-block crossings with accessible pedestrian ramps on both sides of the street when any of the following conditions are met:*
 - 1) There are developments on both side of the street with sidewalk or greenway within the right-of-way.
 - 2) An existing or proposed greenway crosses the street between two intersections;
 - 3) A mid-block crossing is recommended by the TRC.
- (ii) Mid-block crossings shall*
 - 1) Be equidistant from either intersection;
 - 2) Be constructed at 90 degrees to the roadway;
 - 3) Connect both ends to a sidewalk or greenway;
 - 4) Provide easements if not within public right-of way.
- (iii) The TRC may waive the mid-block crossing requirement as they see fit.*

Section 1.09 Enforcement

- (a) The [JURISDICTION] shall not issue a building permit unless the plans, specifications and intended uses of building or structures conform in all respects to the provisions of this chapter.
- (b) The [JURISDICTION] may withhold or deny certificate of occupancy for all permits or other forms of authorization on any development for which there is a violation of a provision in this chapter.
- (c) A violation of any of the provisions in this chapter shall result in a civil penalty of \$50 for the initial violation and a civil penalty of \$100 for each additional violation.

Section 1.10 Design Standards

- (a) Construction within the public ROW shall comply with NCDOT and [JURISDICTION] standards
- (b) Sidewalks, bikeways, and greenways shall comply with [JURISDICTION] design standards set forth in the [JURISDICTION design standards]

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BOARD**

**RESOLUTION ENDORSING THE WILMINGTON URBAN AREA METROPOLITAN PLANNING
ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE'S MODEL BICYCLE AND
PEDESTRIAN INFRASTRUCTURE ORDINANCE**

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 Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee is tasked with providing recommendations on policies; and

WHEREAS, through this role the Bicycle and Pedestrian Advisory Committee shall encourage projects, plans, programs, and ideas that will promote a safer environment for bicycling and walking in the Wilmington Urban Area Metropolitan Planning Organization's planning area; and

WHEREAS, the population and development within the Wilmington Metropolitan Planning Origination region is continuing to increase, thereby increasing roadway traffic congestion; and

WHEREAS, the Bicycle and Pedestrian Advisory Committee recognizes the importance and need to increase bicycle and pedestrian infrastructure to provide options for mode choice; and

WHEREAS, the Bicycle and Pedestrian Advisory Committee, in coordination with Wilmington Urban Area Metropolitan Planning Organization staff and representatives from the Technical Coordinating Committee, developed these standards and language as a model ordinance to be used as a resource for our member jurisdictions; and

WHEREAS, the proposed ordinance is for recommendation purposes only and would require amendments to member jurisdictions' ordinances before the proposed standards would be enforced in that jurisdiction; and

WHEREAS, the Bicycle and Pedestrian Advisory Committee approved a resolution recommending that the Wilmington Urban Area Metropolitan Planning Organization Board endorse the model ordinance at their meeting on October 12, 2021.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Board hereby endorses the Bicycle and Pedestrian Advisory Committee's Model Bicycle and Pedestrian Infrastructure Ordinance.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on November 17, 2021.

David Piepmeyer, Chair

Mike Kozlosky, Secretary

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #21-10 (November 2021)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

P-5740B NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING AT-GRADE CROSSINGS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$600,000 (T) FY 2023 - \$25,000 (DP) FY 2023 - \$18,000 (T) FY 2024 - \$2,214,000 (DP) FY 2024 - \$1,570,000 (T) FY 2025 - \$305,000 (DP) FY 2025 - \$217,000 (T) \$4,949,000
W-5803A NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 74, US 74 (EASTWOOD ROAD) AT US 17 (MILITARY CUTOFF ROAD), AND US 74 (EASTWOOD ROAD) AT CAVALIER DRIVE IN WILMINGTON. UPGRADE PEDESTRIAN SIGNALS. <u>AT THE REQUEST OF THE DIVISION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2023 - \$42,000 (HSIP) \$42,000
W-5803B ONSLOW PENDER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, US 17 BETWEEN NEW HANOVER / PENDER COUNTY LINE AND MILE POST 19.3 IN ONSLOW COUNTY. INSTALL SHOULDER RUMBLE STRIPS. <u>AT THE REQUEST OF THE DIVISION, DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>	CONSTRUCTION	FY 2023 - \$425,000 (HSIP) \$425,000
	- JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION			
	- CAPE FEAR RURAL PLANNING ORGANIZATION			



WILMINGTON URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Wilmington Urban Area Metropolitan Planning Organization

2022 - 2026 Strategic Plan

Presented by:



Executive Summary

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) provides a regional and cooperative transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the greater Wilmington, NC area. The WMPO is committed to working with regional partners and community stakeholders to identify and implement transportation projects that serve the needs of residents in the metropolitan area.

The WMPO worked tirelessly to create a strategic plan that will guide us in achieving the vision we set for the future. This document describes the process and results of the strategic plan and outlines the focus areas and top priorities that we developed to meet our goals.

Guiding our work over the next five years, to meet the transportation needs and expectations of our communities, the WMPO identified seven key focus areas throughout this process:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

The WMPO will use these focus areas to identify and solve transportation challenges in the Wilmington Metropolitan Area. We will refer to these as we plan, develop, and advocate for our residents. These focus areas will also be used as a framework to develop and plan transportation projects under the purview of the WMPO.

WMPO's Strategic Plan in Context

Over the last decade the Wilmington area has maintained steady growth that requires updated and increased levels of transportation planning and projects. This growth also has brought new priorities and perspectives around our region's transportation infrastructure. Our changing communities will require new and updated infrastructure as well as innovative, safe, and equitable programs to increase the overall mobility in the Wilmington Metropolitan Area.

In 2021, the WMPO engaged its Board and regional stakeholders in robust discussions to understand the future needs of the metropolitan area, the most pressing transportation projects, and the challenges associated with these priorities.

For this strategic planning process, the WMPO utilized a facilitated approach to develop and analyze surveys and conducted Board meetings to identify challenges and opportunities facing the WMPO. This collaborative approach to identifying challenges allowed WMPO to determine priorities, focus areas, and potential solutions for present and emerging challenges. This process, and the resulting plan, gives the WMPO an advantage in anticipating and meeting the needs of residents and stakeholders.

Organizational Overview

The WMPO is governed by the WMPO Board, which is tasked with providing policy and direction and approving all the WMPO projects. The Board is made up of thirteen voting members that represent twelve government bodies from the municipal, county, regional, and state levels. The Board also contains non-voting members who represent various government entities whose operations impact transportation planning in the Wilmington area. Non-voting members serve at the invitation of the WMPO Board.

The WMPO is required to conduct the transportation planning process in a continuing, cooperative, and comprehensive manner. In order to accomplish these goals, the WMPO has the responsibility of coordinating TCC and Board activities, adopting a Metropolitan Transportation Plan and Comprehensive Transportation Plan, reviewing and approving the Metropolitan Transportation Improvement Program, completing a Unified Planning Work Program (UPWP), approving changes to the Federal-Aid Functional Classification System, and establishing goals and objectives for the transportation planning process.

The WMPO began this strategic planning process by conducting a survey that asked Board and TCC members about the WMPO's organizational effectiveness, projects, direction, and staff effectiveness. The survey results were presented to the Board for discussion with the goal of finding areas that need improvement and areas in which the MPO can build upon its success. The Board also participated in vision exercises to better understand what will be needed in the coming years. These processes gave the Board an opportunity to review and recertify its current mission and draft a new vision to lead the MPO into the future.

Mission:

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

Vision:

The vision statement below describes our aspirations for the WMPO. This statement indicates our current and future commitments, and where we would like to see the WMPO progress over the next five years.

The Wilmington Metropolitan Planning Organization seeks to provide safe, reliable, and seamless options for transportation for all in the Wilmington Metropolitan Area. The WMPO will speak with a unified voice and work with residents to anticipate the transportation needs of a growing and changing community.

Strategic Focus Areas

The WMPO will continue to work on behalf of the residents in the Wilmington Metropolitan Area by focusing on areas of need to improve our transportation infrastructure. This mission calls for the WMPO to identify these areas of need and implement plans to address them. Through the strategic planning process, we will use the seven identified focus areas to guide our work in the future.

These focus areas will guide the WMPO in developing plans and projects that meet the long-term infrastructure priorities of the Wilmington Area. As we plan for growth and more robust transportation infrastructure, the WMPO will consistently refer to these seven areas to ensure that we are moving in a direction that accomplishes our mission and helps to achieve our vision.

Strategic Focus Areas

The WMPO Board understands that as the Wilmington Metropolitan Area grows and changes in the next five years there will be significant opportunities and challenges in the area's transportation infrastructure needs. This understanding has led the Board to highlight following seven areas of focus for the WMPO:

- Improve Safety
- Multi-Modal Focus
- Regionally Focused
- Economic Development
- Community Engagement
- More Organized, Vocal and Cohesive Voice
- Organizational and Operational Effectiveness

Improve Safety

The WMPO is committed to providing safe and reliable transportation throughout the Wilmington Metropolitan Area. The members of our communities utilize various modes of transportation in their daily lives, and we seek to ensure that every mode of transportation is as safe as the next.

- Adopt Safety Performance Measures and track these measures to determine if and how the area is performing
- Perform data collection/analysis, perform an annual review of the highest vehicle, bicycle, and pedestrian crashes and assist with road safety audits when needed
- Support safety programs such as Vision Zero, "Be A Looker," Watch for Me NC, Bike Safe NC, etc.
- Program funding and pursue grants for projects that reduce crashes, injuries, and fatalities
- Successful implementation of the Traffic Separation Study
- Support the Wilmington Rail Re-alignment Project
- Promote safety, education, and enforcement - give high priority to safety improvements in the vicinity of schools, public transportation, commercial corridors, and other high use bicycle and pedestrian destinations
- Support the NC Ferry System for emergency evacuations and distressed boaters

- Support the Cape Fear Public Transportation Authority for improvements to bus stop amenities and improved access to stop locations
- Focus on Roadway projects that improve safety (access management, turn lanes, signal pre-emption, lighting, signage, etc.)

Multi-Modal Focus

The WMPO will continue to invest in and expand accessibility to non-traditional modes of transportation. We will focus on ensuring that residents in our communities have a choice in how they travel throughout the area.

- Encourage and provide funding to enhance walking, biking, public transportation, and the ferry system in the Wilmington region
- Support critical infrastructure improvements that include multi-use paths, bike lanes, sidewalks, high-visibility crosswalks, push-button pedestrian signal heads, and other improvements for multi-modal transportation
- Encourage an increased focus on multi-modal transportation infrastructure
- Support “complete streets” and incorporate complete streets design into transportation projects in the Wilmington region
- Provide multi-modal connectivity between the various modes of transportation
- Support the development and implementation of plans that encourage multi-modal transportation
- Support the completion of the Wilmington Multi-modal Transportation Center
- Continue to utilize MPO’s surface transportation block grant and transportation alternatives; set aside direct attributable programs to fund our members’ local priorities and needs that support our larger regional network

Regionally Focused

As a planning organization it is crucial that we focus on all communities in our metropolitan area. The WMPO will work to build a robust transportation infrastructure that contributes to economic growth and development throughout the region, becoming less centrally focused and supporting all our members’ needs.

- Provide regional accessibility from our transportation infrastructure
- Work collaboratively with our partners (MPO member jurisdictions, Cape Fear RPO, ILM, CFPTA, NCDOT, etc.)
- Educate WMPO members on services and programs provided by the MPO
- Continue to support projects and policies in the MPO’s long range plan
- Continue to support projects in the MPO Transportation Improvement Program and State Transportation Improvement Program

Economic Development Focused

We understand that economic growth and vitality are crucial to meeting the needs of our residents, communities, and partners. The WMPO will work to enhance the Wilmington Area’s economic development opportunities by planning and implementing infrastructure projects that will enable global competitiveness. We will work to enable growth in all levels of the economy by enhancing transportation network effectiveness, efficiency, and safety.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote economic growth in the region through enhanced transportation infrastructure
- Support economic vitality and innovation, transportation network efficiency and safety, and supply chain resilience and reliability
- Support economic development at Wilmington International Airport (business park, improve international and domestic trade and commerce facilities, general aviation improvements), biking (bike tourism, events, etc.), walking, ferry, freight/rail, and public transportation
- Support the NC Ports in their efforts to grow and expand

Community Engagement

The WMPO exists to serve the transportation needs of the residents in our communities. We understand that this is not possible without input and feedback from people who are affected by our decisions. With this understanding we will work with community groups and members to plan and develop programs and projects that anticipate the concerns of our residents.

- Educate citizens and elected officials in order to increase general understanding of transportation issues
- Utilize the adopted Public Participation Plan and enhance efforts related to community engagement
- Enhance the use of social media to disseminate information regarding MPO projects and programs

More Organized, Vocal, and Cohesive Voice

The WMPO seeks to become an organization that effectively communicates with a singular voice on a regular basis. We will use our voice to inform our partner organizations and communities of the projects and plans that we develop as an MPO.

- Continue to develop a Legislative Agenda that outlines the MPO's legislative priorities
- Prioritize transportation projects in order to facilitate conversations amongst local, state, and federal delegation
- Utilize Board and staff relationships to advocate for transportation infrastructure in the Wilmington region

Organizational and Operational Effectiveness

As an MPO it is crucial that we operate effectively and efficiently to achieve the goals that we set for ourselves. The WMPO will continue to improve our operations and find ways to increase operational effectiveness for the people of the Wilmington Metropolitan Area.

- Enhance the utilization of technology to improve operations
- Complete the Compensation Study to compare the MPO staff salaries to the public/private sector and in an effort to mitigate turnover
- Continue annual updates from the MPO's partner and supportive organizations (NCDOT Division 3, NC Rail Division, NC Ferry Division, Wilmington International Airport, and Cape Fear Public Transportation Authority)
- Celebrate and communicate successes to the public- utilize available member jurisdictions communication resources

Top Project Priorities

Through the strategic planning process, the WMPO identified six major projects that we consider to be our top priorities. We view the completion of these projects as crucial to the network of transportation infrastructure in the Wilmington Area. The completion of these projects will vastly improve mobility throughout the region and create opportunities to advance towards the goals that we have for our communities.

Top Priorities (Physical Projects)

- Hampstead Bypass A Section
- Military Cutoff, Eastwood Acceleration
- Independence Boulevard Acceleration
- MLK - Kerr Acceleration
- MLK - Market - Eastwood Acceleration
- Cape Fear Memorial Bridge Replacement

Transportation Funding Methods

As the Wilmington Area continues to grow, we understand that exploring alternative funding methods will be necessary to ensure that we are meeting the needs of our communities and the ambitious and critical goals that we set. The WMPO staff will work with our partners and funding agencies to identify and seek out potential funding methods, including state and federal grants; we will also provide the Board with further funding opportunities to consider.

- Evaluate all potential funding sources for important transportation projects
- Evaluate state and federal grants as potential funding sources
- Develop a list of potential options for MPO Board consideration
- Delineate between larger and smaller projects when developing these options

Key Performance Indicators

The tactical actions and performance indicators for this strategic plan will be developed by the WMPO staff as they take the strategic priorities and create an annual implementation plan. Performance indicators will be used to track progress and support shared accountability across the organization regarding progress on the various priorities. The WMPO Staff will outline the indicators of success and provide them, along with the strategic plan, in a presentation to the Board for final approval. The staff will provide updates to the Board on the progress of the plan at regular intervals.

Implementation Plan and Process

The implementation plan will be developed by the WMPO staff as they finalize the tactical actions and performance indicators. This plan will outline the steps and timelines necessary to meet the objectives of this plan and achieve the goals that derive from it. As the WMPO moves forward with this plan some aspects of implementation will change; thus, it is important that we remain flexible and agile.

Appendix

Appendix 1: Implementation Template

The following template provides an example of how the WMPO may implement the strategic plan. This template contains space to outline the action steps, necessary participants, and proposed timeline for each Focus Area.

Focus Area 1: Improve Safety			
	Action Steps	Participants	Timeline
a			
b			
c			
Focus Area 2: Multi-Modal Focus			
	Action Steps	Participants	Timeline
a			
b			
c			

**WILMINGTON URBAN AREA
MPO
November 2021**

PENDER COUNTY STREETS PLAN

Project Description/Scope: In January, WSP, Pender County, and WMPO kicked off the development of the Pender County Streets Plan. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens. The effort was funded as a special study in the WMPO's adopted FY 21 UPWP, and the schedule for the development of the plan was approximately six months. This plan's development included two public outreach and participation periods. The development of the plan was overseen by a steering committee comprised of stakeholders representing the county staff, the development community, NCDOT, and citizens among others. WSP delivered the final plan document and recommendations in June, and the finished document product has been prepared by WMPO Staff. The Pender County Commissioners adopted the updated plan on October 18th, 2021.

Project Status and Next Steps:

- Presentation of final plan recommendations to WMPO Board in November 2021
- Launch of public interactive story map of plan recommendations in winter 2021/2022

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 Formal Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 8 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: reviews
- Town of Leland Formal Reviews: 4 reviews
- Town of Leland Informal Reviews: 3 reviews
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal 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: 31 total (25 under review; 2 approved; 7 new):
New Hanover County 8 (3 New), City of Wilmington 7, Carolina Beach 1, Town of Belville 1,
Town of Leland 6, (1 new) Town of Navassa 1, Pender County 4 (2 new, 2 approved), and
Brunswick County 3, (1 New)
- Pender County Development Plan Reviews: 5 reviews
- Pender County Informal Plan Reviews: 4 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 38 reviews (3 new, 35 on-going)

- City of Wilmington Informal Reviews: 14 reviews (4 new, 10 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- COW Project Releases: 3

**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– Winter 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Winter 2021/2022
- 90% Design documents submitted in late September
- Begin Construction – Early 2022
- Construction Complete- Early 2023

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:

- Construction commenced October 26, 2021
- Construction in progress
- Project completion extended to December 31, 2022

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.

Project Status and Next Steps:

- Began Construction – July 2021
- Project under construction
- Complete Construction – Fall 2021

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

Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- 90% design documents submitted in late September
- Complete final design package and submit to NCDOT for review–Winter 2021
- Update/renew permits –Fall/Winter 2021/2022
- NCDOT final design approval – Winter 2021/22
- Right of way acquisition complete – Winter 2021/2022

- Begin Construction – Early 2022
- Complete Construction – Early 2023

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

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- 90% design documents submitted in late September
- Complete final design package and submit to NCDOT for review–Winter 2021
- Update/renew permits –Fall/Winter 2021/2022
- NCDOT final design approval – Winter 2021/22
- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

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 commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842
- Construction in progress
- Project completion extended to June 30, 2022

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 commenced February 8, 2021
- Construction in progress
- Project completion extended to June 30, 2022

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

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

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$327,788
- Construction in progress
- Project completion extended to June 30, 2022

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:

- Filed deed and maps for temporary construction easements from YMCA on September 29, 2021
- Sent ROW package to NCDOT for ROW certification (via EBS) on October 8, 2021
- 90% Plans Review Meeting on October 12, 2021
- Sent comments on 90% Plans and Estimate to AECOM on October 13, 2021
- Received ROW Certification on October 22, 2021

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

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

Project Status and Next Steps:

- Start of construction on August 30, 2021
- Anticipated completion date of mid-November 2021

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:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization approved
- Construction fund authorization request will occur next federal fiscal year (FY 2022)

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 Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Town and NC DOT have resolved ROW issues
- 30% plans have been completed and approved by NCDOT
- 60% design plans approved by NCDOT.
- 90% plans are in development
- Project remains on track for a September 2022 LET

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:

- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Final design package delivered electronically May 7, 2021
- 100% design plans sent to City Purchasing for review on May 11, 2021
- 100% design plans and specs sent to NC DOT on May 20, 2021
- Revised 100% plans provided on July 22, 2021 and sent to City Purchasing for review
- CE documentation provided on August 11, 2021
- Bid package finalized on October 19, 2021
- Documents sent to NCDOT (and uploaded to EBS) on October 19, 2021

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:

- Design contract approved May 5, 2021 by City Council: execution complete.
- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October lasting through April 2022.

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:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project and will upload information into EBS.
- As of May 3, 2021 funding amounts have been revised to reflect \$457,777 STBGP- DA funds and \$114,445 local match to reflect approved funding
- Design revisions are under discussion with KHA
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with KHA on August 31, 2021, delivery schedule forthcoming

TASA-DA

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 Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Town and NC DOT have resolved ROW issues
- 30% plans have been completed and approved by NCDOT

- 60% design plans approved by NCDOT.
- 90% plans are in development
- Project remains on track for a September 2022 LET

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:

- 75% plans under review by NCDOT with comments received the week of October 18th
- Right of way acquisition beginning

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:

- Davenport is under contract to complete the design
- 90% design plans submitted to the City and NCDOT on October 22nd
- Final project plans anticipated by the end of December
- Anticipated let date February 2022

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.
- Design modifications requested to include five-foot sidewalk and on street pavement markings in lieu of multi-use path

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

Go Coast current initiatives and project status:

1. Be A Looker

- Go Coast’s 2021 “Be A Looker” bicycle and pedestrians safety campaign will conclude at the end of October.
- “Be A Looker” has been promoted through a variety of marketing techniques as well as through in-person educational events. Go Coast is working with the Wilmington Fire Department to hold two “Be A Looker” events each month of the campaign in Wilmington.
- TDM Coordinator has also reached out to TCC members to assess possibility for event partnerships with all Member Jurisdictions
- <https://www.gocoastnc.org/bealooker/>

- e. Since the start of the 2021 “Be A Looker” campaign in May, Go Coast has given away away 117 helmets with the Wilmington Fire Department at 5 separate events
- 2. 31st Annual River to Sea Bike Ride
 - a. 293 cyclists participated in the 31st Annual River to Sea Bike Ride on October 16, 2021
- 3. Brunswick Heritage Riverside Ride
 - a. The Inaugural Brunswick Heritage Riverside Ride reached its cap registration of 100 participants
 - b. The ride will take place on October 23, 2021.
- 4. Cape fear Change in Motion 2020 and TDM Services
 - a. In total, Go Coast gave 12 presentations to member jurisdiction governing boards on Cape Fear Change in Motion 2020 from August to October
- 5. Bicycle Suitability Map Update
 - a. The Bicycle and Pedestrian Advisory Committee has evaluated every roadway in the WMPO region that has been scored for bike suitability
 - b. The BPAC will approve a final draft with recommendation to be adopted by the Board in the BPAC December meeting.
- 6. Go Coast Commuter Challenge
 - a. The 2021 Go Coast Commuter Challenge will take place October 16-31.
 - b. A new feature Commuter Challenge is available in Share the Ride NC Mobile app. Participants will be able to join teams to compete in the event with friends, family, and colleagues
 - c. Wilmington City Council has approved the \$615 worth of donations from local businesses to be given as prizes to top participants
- 7. The next Go Coast meeting is November 18, 2021



Cape Fear Public Transportation Authority

Project Updates

November 2021

1. Wilmington Regional Microtransit Pilot Project - RideMICRO

The Authority entered into a regional agreement in May of 2021, to provide on-demand, Microtransit services within, and between, Brunswick County, New Hanover County, and Pender County. The revised service offering provides more efficient and cost-effective public transportation to locations *under* or *un* served by public transportation. The alternative mobility option will result in decreased wait times for customers, affordable fares, which are equal to existing fixed route fares, and finally, the availability of smartphone app technology for fare payment and trip reservations.

The project, branded as *RideMICRO*, includes coverage in four polygons, including North Brunswick County-Downtown Wilmington, Northeast New Hanover County-southeast Pender County, southern New Hanover County-Carolina Beach, and northern New Hanover-Airport-Castle Hayne areas. Monday, October 11, 2021 marked the official launch of the program beginning with service to *Zone 1* Northern Brunswick/Downtown Wilmington and *Zone 2* Pender/Northeastern New Hanover. Service to Southern New Hanover/Pleasure Island, marked as *Zone 3*, is slated for implementation December 2021, and service to Northern New Hanover under *Zone 4* will occur Spring of 2022.

The Microtransit project, once fully launched, will include the full technology suite, expansion in service hours for operation seven days a week, and an expansion of the number of virtual stops totaling 7,000 to 8,000 across four zones.

The service is funded at 100% through NCDOT's ConCPT and community grants. The pilot project is currently planned for a 12-month period, with options to extend pending availability of grant funds. The FY2023 application for a second year of support was submitted and is currently under review by NCDOT.

2. Network Redesign Slated for July 1, 2022

A joint meeting between Wilmington City Council members and New Hanover County Board of Commissioners was held on April 27, 2021. During the meeting, a vote to delay previously slated service reductions was moved by County officials, giving current administration an opportunity to review and make modifications to changes. The postponement of service changes was supported by City Council during their May 4, 2021 meeting. The revised network will take effect on July 1, 2022.

The network redesign consists of four phases including, *Service Planning and Design*, *Public Outreach and Stakeholder Engagement*, *Presentation of Finalized Service Network*, and *Education and Implementation*. A comprehensive update is scheduled for presentation to the Authority's Board of Directors on Thursday, October 28, 2021. Updates will be published through official press releases, on the homepage of the Authority's website at:

<https://www.wavetransit.com/>, onboard revenue vehicles, via social media, and at major transfer stations in the coming months.



Wilmington Regional Microtransit

PROJECT ROADMAP

Microtransit is a new, on-demand transportation service offering that allows passengers flexibility in their commute and extends our service area into Brunswick and Pender Counties, as well as providing more coverage to northern and southern New Hanover County.



Phase 1 – SERVICE LAUNCH

October 11, 2021

Service begins in Zones 1 & 2 connecting portions of Northern Brunswick, Pender, and New Hanover Counties. Passengers can try Microtransit free through Veteran's Day!



Phase 2 – SERVICE EXPANSION

December 2021

Service begins in Zone 3, connecting Southern New Hanover county and Pleasure Island. Zone 3 can try Microtransit free for 30 days!



Phase 3 – SERVICE ENHANCEMENTS

January 2022 – February 2022

Zones 1 & 2 gain access to mobile ticketing and online ride reservations on the new Wave Transit app.



Phase 4 – CONTINUED SERVICE ENHANCEMENTS

March 2022 – April 2022

Service begins in Zone 4. Zones 3 & 4 gain access to mobile ticketing and online ride reservations on the Wave Transit app.

To obtain a map of the zones and for information on fares and how to reserve *your* ride, please visit wavetransit.com/microtransit

Projects in Development							Utilities Move Forward	ROW Move Forward	SAP Let Date
Project Manager	Contract Tyt	Committed	TIP	PO	Description	County			
Central	Raleigh		B-5642	WMPO	Brunswick 65 on NC 87 over Hood Creek	Brunswick	Y	Y	12/16/2021
Derek Pielech	DPOC		BP3.R004	WMPO	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayettevill Rd) (Previously 17BP.3.R.84)	Brunswick	Y	Y	12/16/2021
Central	Raleigh		15BPR.26	WMPO	New Hanover 48 on I-40 E and I-40 W/NE Substructure Repairs	New Hanover New Hanover/ Pender	Y	Y	1/18/2022
Trace Howell	DDRL	Yes	R-3300B	WMPO/CFRPO	Hampstead Bypass	Pender	Y	Y	1/18/2022
Mike Bass	DPOC	Yes	U-5710A	WMPO	US 74 (Eastwood Road)- construct roadway on new location between US 17 (Military Cutoff Road) & US 74 (Eastwood Road)	New Hanover	Y	Y	1/20/2022
Eric Murray	DPOC	Yes	U-5914	WMPO	Widen NC 133 from US 17/74/76 to Old River Rd	Brunswick	Y	Y	6/2/2022
Rail Division	Rail	Yes	P-5740	WMPO	Wilmington Rail At-Grade Crossing Improvement	New Hanover	Y	Y	6/30/2022
David Leonard	DPOC		W-5703E	WMPO	US 117/NC 132 (College Rd) sidewalk between Randall Pkwy and N of University Drive	New Hanover 3D			8/4/2022
Trace Howell	DPOC		W-5703R	WMPO	NC 132 (South College Rd) and Braggs Drive offset lefts	New Hanover			9/15/2022
Eric Murray	DPOC		W-5601DH	WMPO	3rd St and Dock St Intersection	New Hanover			10/21/2022
Eric Murray	DPOC		W-5703C	WMPO	Monkey Junction Pedestrain Improvements	New Hanover			11/17/2022
Krista Kimmel	DDRL		U-5926	WMPO	New Route from 23rd St to 26th St	New Hanover	Y	Y	12/19/2023
Brian Harding	DDRL	Yes	U-6202	WMPO	Widen Gordon Rd to 4 lanes from US 17 Market St to I-40	New Hanover			6/18/2024
Lydia	DPOC		I-6036	WMPO	I-140 - US 17 to North of US 74 pavement rehab	Brunswick			10/17/2024
Central	Raleigh		B-5653	WMPO	Pender 14 on NC 133 over Turkey Creek	Pender			1/21/2025
Lydia	DDRL		I-6039	WMPO	I-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover, Pender			4/15/2025
Mike Bass	DDRL	Yes	U-5710	WMPO	US 74 (Eastwood Rd) at US 17 (Military Cutoff Rd)	New Hanover			9/16/2025
Lydia	DDRL		I-6037	WMPO	I-140 from US 421 to I-40 pavement and bridge rehab	New Hanover			2/17/2026
Trace Howell	DDRL	Yes	U-5792	WMPO	MLK at College	New Hanover			6/16/2026
Trace Howell	DDRL	Yes	R-3300A	WMPO	Hampstead Bypass (US 17 from Military Cutoff Rd to NC 210)	New Hanover/ Pender	Y	Y	9/15/2026
Brian Harding	DDRL	Yes	U-5954	WMPO	NC 133 at 23rd St Roundabout	New Hanover			6/15/2027
Brian Harding	DDRL	Yes	U-5731	WMPO	US 74 at US 17/US 421 Flyover	New Hanover			5/16/2028
Krista Kimmel	DDRL	Yes	U-4434	WMPO	Independence Boulevard Extension	New Hanover			6/20/2028
Brian Harding	DDRL	Yes	U-5729	WMPO	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover			7/18/2028
Trace Howell	DDRL	Yes	U-5732	WMPO/CFRPO	Hampstead Median: US 17 from SR 1582 (Washington Acres Rd) to Vista Lane	Pender			9/19/2028
Krista Kimmel	DDRL	Yes	U-3338C	WMPO	Kerr Ave Interchange at MLK	New Hanover			12/19/2028
Krista Kimmel	DDRL	Yes	U-4902B	WMPO	US 17 Bus - Market St Median - Railroad to MLK	New Hanover			12/19/2028

Project Manager		Contract Tyf	Committed	TIP	PO	Description	County	Utilities Move Forward	ROW/ Move Forward	SAP Let Date
Krista Kimmel	DDRL	Yes	U-4902C	WMPO	US 17 Bus - Market St Median & Interchange	New Hanover	Y			6/19/2029
Trace Howell	DDRL	Yes	U-5702A	WMPO	College Rd from New Centre to Shipyard	New Hanover				PY
Trace Howell	DDRL	Yes	U-5702B	WMPO	College Rd Access management improvement from Carolina Beach Rd to Shipyard Blvd	New Hanover				PY
Trace Howell	DDRL	Yes	U-5704	WMPO	US 17 (Oleander) at College	New Hanover				PY
Brian Harding	DDRL	Yes	U-5734	WMPO	US 421 Front St Widening	New Hanover				PY
Trace Howell	DDRL	Yes	U-5790	WMPO	Monkey Junction Interchange	New Hanover				PY
Brian Harding	DDRL	Yes	U-5863	WMPO	NC 133 - Castle Hayne Rd from I-140 to Division Dr	New Hanover				PY
Trace Howell	DDRL	Yes	U-5881	WMPO	College Rd from Gordon Rd to New Centre	New Hanover				PY
Brian Harding	DPOC	No	U-6128	WMPO	US 76 (Oleander Dr) and Greenville Loop Rd/Greenville Avenue Dual Lefts	New Hanover				PY
None	DDRL	Yes	U-6199	WMPO	Wilmington Citywide Signal System Upgrade	New Hanover				PY
Krista Kimmel	DPOC	Yes	U-6201	WMPO	Kerr avenue Extension from Wrightsville Avenue to Oleander Dr	New Hanover				PY
PE Work Continuing										

PO:
Contact:

WMPO
Caitlin Marks
910-341-2001

cmmarks@ncdot.gov

Date Completed: 10/25/2021

Projects Under Construction					
Contract Number	Resident	TIP/WBS/Program	County	Description	<div> <div>Estimated Completion</div> <div>Percent Complete</div> </div>
DC00290	Kirsten Spirakis	New Hanover	New Hanover	I-40 at Exit 420 - GRP 2	<div> <div>Sep-21</div> <div>100%</div> </div>
DC00291	Kirsten Spirakis			I-40 at Exit 420 - GRP 3	<div> <div>Dec-21</div> <div>99.63%</div> </div>
C204557	Kirsten Spirakis			I-40 Rock Plating Group 1	<div> <div>Jun-22</div> <div>94.5%</div> </div>
DC00309	Daniel Jones	New Hanover	New Hanover	ILM Landscape Improvement - Available August 1	<div> <div>Dec-22</div> <div>30.08%</div> </div>
DC00300	Daniel Jones	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	<div> <div>Dec-22</div> <div>51.87%</div> </div>
C203980	Alex Stewart	U-4751	New Hanover	Military Cutoff Rd Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	<div> <div>Mar-23</div> <div>57.16%</div> </div>
C204319	Alex Stewart	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	<div> <div>Jul-23</div> <div>48.45%</div> </div>

Resurfacing									
Contract		County		MPO/RPO	Map	Routes		Estimated Completion	Percent Complete
Contract Number	Year								
DC00311	2022	New Hanover		WMPO	0	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets		Sep-23	0
DC00318	2021	Pender		WMPO/CFRPO	0	Pender County Resurfacing		TBD	0
C204409	2021	Brunswick		CFRPO/GSATS/WMPO	0	1 SECTION OF US-17, US-74/76, AND NC-130; AND 11 SECTIONS OF SECONDARY ROADS		TBD	0
DC00304	2021	Brunswick		CFRPO/GSATS/WMPO	0	US 17, NC 904 & VARIOUS SECONDARY RDS.		TBD	0
DC00302	2021	New Hanover		WMPO	0	New Hanover County Resurfacing		Jun-22	77.64%
DC00294	2021	New Hanover		WMPO	0	New Hanover County Resurfacing		Sep-22	11.74%

Interactive Resurfacing Map can be found here: <https://ncdot.maps.arcgis.com/apps/dashboards/d967e1f18d1c41aca2f260fb630a4c64>



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

November 2021

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

NOVEMBER TPD UPDATES WILMINGTON MPO

NOVEMBER 2021

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

Brunswick County Comprehensive Transportation Plan (CTP):

Currently the TPD engineers are creating internal documents for peer review, management review and steering committee review prior to going to public involvement. Post public involvement, there will be one more round of reviews prior to adoptions and endorsements.

Wilmington Model: The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board.

NCDOT National Walk to School Day: On Oct. 6, thousands of children, parents, officials and community members across North Carolina showed their support for safer streets, healthier habits and less traffic congestion by taking part in more than 100 events on Walk to School Day.

NCDOT Wins National Safety Award: The Federal Highway Administration and the Roadway Safety Foundation honored NCDOT with a 2021 National Roadway Safety Award.

The award recognized NCDOT for its pilot program to install thermoplastic lane markings, which are more durable and better at reflecting headlights, thanks to embedded glass beads in the plastic paint.

More than 400 miles of rural, two-lane roads in North Carolina received the high-visibility markings between 2014 and 2017.

Brunswick County Bridge Requires Maintenance: A bridge on Daws Creek Road in Brunswick County was scheduled to be closed the week after while N.C. Department of Transportation crews performed maintenance.

The closure was scheduled to begin at 8 a.m. Oct. 11 and be completed by 5 p.m. Oct. 15. This allowed maintenance crews to safely replace a pipe at a tributary of Dews Creek near Funston Road.

Updates on Coronavirus (COVID-19) in North Carolina: <https://covid19.ncdhhs.gov/>

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](http://NorthCarolinaTraffic.com)
- Report a pothole—[NCDOT Contact Us Form](http://ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program— ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](http://ncdot.gov/traffic-survey-group)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](http://ncdot.gov/interactive-traffic-volume-map)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](http://ncdot.gov/traffic-safety-data-engineering)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](http://ncdot.gov/ncmoves) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](http://ncdot.gov/strategic-transportation-corridors) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](http://ncdot.gov/ncdot-comprehensive-state-rail-plan-25-year-vision) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](http://ncdot.gov/nc-statewide-multimodal-freight-plan-2015-2040) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](http://ncdot.gov/great-trails-state-plan) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](http://ncdot.gov/connecting-north-carolinians-to-opportunities-public-transportation-strategic-plan-2018) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](http://ncdot.gov/ncdot-resilience-strategy-report-2021) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](http://ncdot.gov/statewide-pedestrian-bicycle-plan-2013) (or go to ncdot.gov/bikeped/walkbikenc)