



# TOWN OF WRIGHTSVILLE BEACH

## DEPARTMENT OF PLANNING & INSPECTIONS

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321 CAUSEWAY DRIVE P.O. BOX 626  
WRIGHTSVILLE BEACH, N.C. 28480

### Planning Board Meeting Agenda

Tuesday, October 4, 2016 6:00 p.m.  
Town Hall Council Chambers  
321 Causeway Drive, Wrightsville Beach, N.C.

- Call to Order by Chairman Dull
- Pledge of Allegiance
- Approval of Minutes from the September 6, 2016 Meeting
- **New Business**

**Agenda Item A:** Presentation by the Wilmington Urban Area Metropolitan Planning Organization about the recently adopted Cape Fear Transportation 2040 Plan.

- Old Business
- Other Business from the Chairperson & Board Members
- Other Business from Staff
- Adjournment



## WRIGHTSVILLE BEACH PLANNING BOARD MINUTES

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321 Causeway Drive, Wrightsville Beach, NC 28480

**September 6, 2016**

The Town of Wrightsville Beach Planning Board met at 6:00 p.m. in the Town Hall Council Chambers located at 321 Causeway Drive, Wrightsville Beach, NC 28480.

**PRESENT:** Chairman Ken Dull, Vice Chairperson Susan Snider, Janice Clark, Vivian "Zeke" Partin, Jim Smith, Thomas "Ace" Cofer, David Culp

**ABSENT:** None

**Staff Members Present:** Tony Wilson, Director of Planning & Parks  
Zachary Steffey, Town Planner

### CALL TO ORDER

Meeting called to order by Chairman Ken Dull at 6:00 p.m.

### PLEDGE OF ALLEGIANCE

Chairman Ken Dull led the audience in the Pledge of Allegiance.

### APPROVAL OF MINUTES

...Motion by Ms. Janice Clark to approve the minutes as written from the August 2, 2016 meeting. Motion seconded by Ms. Zeke Partin and carried unanimously by a vote of (7-0).

**NEW BUSINESS**AGENDA ITEM A:

CONSIDERATION OF A TEXT AMENDMENT PETITION TO CHAPTER 155 OF THE TOWN'S CODE OF ORDINANCES. THE APPLICANT HAS PROPOSED THE ADDITION OF SECTION 155.6.6 OVERLAY DISTRICTS, WHICH WOULD INCLUDE THE ADDITION OF SECTION 155.6.6.1 MIXED USE OVERLAY DISTRICT (MUOD). THE MUOD WOULD APPLY EXCLUSIVELY TO A SPECIFIC PORTION OF THE C-2 COMMERCIAL ZONING DISTRICT LOCATED WEST OF JOHNNIE MERCER'S FISHING PIER TO THE NORTH OF EAST SALISBURY STREET TO THE EAST OF NORTH LUMINA AVENUE AND TO THE SOUTH OF SEAGULL STREET. THE MUOD WOULD ALLOW FOR MIXED-USE DEVELOPMENTS TO BE CONSTRUCTED TO A MAXIMUM HEIGHT OF 50 FEET.

**STAFF PRESENTATION:**

Mr. Tony Wilson stated that on June 2, 2016, the Planning Department received a text amendment application from authorized agent Joe Taylor and Petitioner Coastal NC Real Estate, LLC. The applicant is requesting a zoning text amendment that would create an overlay district (Mixed Use Overlay District – MUOD) in the C-2 Commercial District that would allow building heights up to 50'. On August 18, 2016 the proposed text amendment was revised. The major change is the MUOD now applies only to the C-2 Commercial District adjacent to the Johnnie Mercer's Pier area.

Mr. Wilson continued his presentation by stating to the Board that the maximum building height within the town has consistently been a topic of scrutiny and concern both for the board and the town citizens. There have been recent zoning amendment applications within the past several years in regards to allowing a height increase from 40' in some zoning districts. The most recent text amendment application dealt with allowing staff to receive and review mixed-use projects greater than 40' in height. Staff and the Planning Board supported this text amendment at the December 2, 2014 Planning Board Meeting. At the January 8, 2015 Board of Aldermen Meeting, members voted unanimously not to approve this text amendment. The other text amendment submitted was to increase the height in the C-1 Commercial District by 15%. At the February 2, 2015 Planning Board Meeting, members and staff did not support this text amendment, and the item did not go to the Board of Aldermen.

Mr. Wilson said that the result of this text amendment, if approved, will allow mixed use structures with a height of 50' above the center line of the street if a parcel(s) is zoned

MUOD. In the C-2 Commercial District, as described in the proposed text amendment, this would be an increase of 10' from the current height of 40'. Requested items exempted from the 50' height limit would be antennas, chimneys, stairwells, elevators, or other accessories to the buildings installed in accordance with a properly issued Building and/or Conditional Use Permit, as applicable. He stated that the process for adopting the MUOD and applying it to a parcel(s) would be like any standard rezoning request. If adopted by the Board of Aldermen, this overlay district would be added to the Town's UDO text only. The applicant would then have to request that an area be zoned MUOD and also apply for a Conditional Use Permit.

Mr. Wilson then presented a copy of the proposed ordinance, photos and diagrams of proposed district and measurement standards. He also explained the history of the Town's maximum building heights, measurement standards and the differences in other districts. Mr. Wilson stated that the definition of height and the way it was measured was amended on July 9, 1998 to provide consistency and to make the definition of height more understandable. Mr. Wilson stated that the meeting had been advertised and none of the Departments submitted any comments upon review. He also stated that Staff finds increasing the maximum allowed height of structures in the C-2 Commercial District would not meet the spirit and intent of the Land Use Plan.

Mr. Wilson said that based on the analysis and findings of this report, it is the opinion of Staff that the proposed text amendment does not meet the intent of the Board of Aldermen direction in previous attempts to increase the building height above 40 feet. Staff recommends that the Planning Board forward an unfavorable recommendation to the Board of Aldermen for the text amendment to Section 155.6.6.

#### PLANNING BOARD DISCUSSION:

Mr. Ace Cofer asked what the height limit was in the C-4 District. Mr. Wilson said it was up to 96 feet. Mr. Jim Smith asked what the lowest level someone could build on this piece of land. Mr. Wilson said you could put parking on the ground floor and might be able to put things on the ground floor. Mr. Smith asked how high they could build above that for any retail. Mr. Wilson said 8-10 feet above the ground floor. Mr. Cofer asked about the height of Summer Place. Mr. Wilson said he believed it was about 40 feet, but said the applicant would probably talk about that and have more information. Mr. Ken Dull asked for a refresher on the history of the 40 foot height limit. Mr. Wilson said there are many references to the 40 foot height limit and it has been in place for the past 20 years. Prior to 1998 a group came to the Board and wanted to normalize the allowable heights in the districts. Mr. Dull asked about the high rise hotels. Mr. Wilson said those are located in the C-4 Commercial District which has a maximum height of up to 96 feet

allowed. Ms. Susan Smith asked if the height that the building is required to be above the ground has increased since 1998. Mr. Wilson said that requirement has changed because of flood height requirements. Mr. Dull asked for an update on the Flood Map Appeal. Mr. Wilson said Staff has a conference call scheduled later this week with the State. He said any new rules would not go in effect until 2017. Mr. Dull asked when the new flood zones would be applied to permitted projects. Mr. Wilson said that as soon as construction begins, it is under the flood zone requirements in effect at that moment. Ms. Zeke Partin asked about the height of Johnnie Mercer's Pier. Mr. Wilson said it is supposed to be 40 feet.

#### PRESENTATION BY AUTHORIZED AGENT ON BEHALF OF THE APPLICANT:

Mr. Joseph Taylor Jr. Esq., authorized agent for the applicant, introduced the team that was available at the meeting for any questions. Mr. Taylor said that he would like to explain that 40 feet is not actually 40 feet in the Town. He said due to the history of how height was measured, his best guess is that 40 feet is actually about 36 feet. Mr. Taylor said that back in the 1970's the Town was divided on the issue of height. He said that during that time the building of high rises were restricted to the C-4 Commercial Zone. He said that after the development of the C-4 Zone the Board discussed what the height limit should be for the remaining zones in the Town. Mr. Taylor said a lot of thought went into the decision to make the height limit 40 feet. He said the decision to make it 40 feet was talked about extensively. He said the Board decided it made sense to have three nice stories and storage underneath. Mr. Taylor stated that at the time the decision to limit the height to 40 feet, height was measured from the tops of fire hydrants. He said for decades, structures were built on the island by measuring height from the tops of fire hydrants and because we have changed the way we measure height, people do not realize how many non-conforming structures we have in terms of height. He said we now measure height from the center line of the street.

Mr. Taylor presented to the Board an aerial photograph of the property that would be affected by the overlay district, if approved. He explained that because of the way measurements have changed, and because it is very difficult to build anything that can be flood proofed on the ground floor, it makes it hard to find a single project that will fit on this piece of property. Mr. Taylor said that he feels the best way to deal with the problem is to create an overlay district. Mr. Taylor stated that this solution was suggested by the Town Manager. He said the original wording to the text amendment proposal allowed for an overall 50 foot height limit, so they went back to the drawing board and came up with the overlay district which would allow for a more precise area to have a height increase. He said that if the Text Amendment is approved, the Town still has to have public hearings about rezoning; the proposed project needs to apply for

a CUP. So there are still many opportunities for input from Board and members of the community. Mr. Taylor stated that the piece of property in question will continue to be a problem until the height issue is addressed. He said currently the property is causing deterioration in surrounding property values. He said that by approving this height increase it does not apply to other locations, only this specific property. Mr. Taylor stated that the 40 foot height limit is causing a new style of architecture in Town. He said one of the biggest problems with commercial development in a mixed-use zone, is that it is very difficult to flood proof anything on the ground floor. Mr. Taylor explained to the Board that the CAMA Land Use Plan is not law, it is only a guide. He said the Planning Board has the flexibility to recommend items that are inconsistent with the CAMA Land Use Plan. He also stated that he believes the CAMA Land Use Plan is outdated and explained that Hurricane Katrina is a cause of the federal regulations that are now causing the Town problems. He said that if the Board allows this Text Amendment to move forward, any project will still have to go through four separate public hearings, giving time for addressing any concerns.

#### PRESENTATION BY APPLICANT:

Cameron Zurbruegg stated that he prepared his presentation separately from Joe and Andy because he wanted to communicate a different perspective. He said the first item he wanted to address is that he sees the overlay district as an opportunity, the second item he wanted to talk about was the history of the mixed-use Conditional Use Permit for The Helm. Lastly, he said he wanted to explain how they had arrived at the concept of the overlay district. He said he feels the overlay concept benefits a lot of people because it allows the Board to consider viable projects over 40 feet. He also said that the overlay concept still restricts the types and geography. Mr. Zurbruegg said that if the overlay is approved it would provide a tool for the Town to address nonconforming uses in the event they are destroyed. He said the overlay also create potential revenue for the Town through commercial taxes and fees. He said the other benefit to the overlay district is that it will mitigate neighborhood uncertainty. He stated that the community would like to see something happen on this property and the overlay concept plan will allow for dialogue between the Town, the Developer, and the Community.

Mr. Zurbruegg then explained the history of the Mixed Use CUP that has been in existence at this location since 2007. He said this CUP was approved for a project called The Helm for the 1.1 acres located between Johnnie Mercer's Pier and Buddy's. Mr. Zurbruegg explained the history of amendments to the CUP and circumstances behind those changes. He said the property is currently zoned for C-2 Commercial and approved for 23 residential units, 6690 square feet of commercial space on the ground level, 78 total parking spaces on two levels, and the last amendment in 2009 also

allowed for 8100 square feet of pool terrace area. He said the reason they are reevaluating the use of this property is because they do not like the mix due to the commercial space being approved for the ground level, which will flood. He said they want to eliminate the ground level commercial space. He said they need to meet FEMA and CAMA requirements and the new building codes. They want to develop commercial space that includes office, service, and retail space; not just bars and restaurants. He said they also want to be able to self-park and reduce the amount of ingress and egress on East Salisbury Street. He said for all of these reasons, they arrived at the need for the overlay district. He said the final decision to present the overlay concept came after many discussions about the need to build over 40 feet. Mr. Zurbruegg then directed the Board to look at the two cases that Staff presented that previously addressed height. He said neither of these cases were specific to his project. He said that in one of the cases, in 2014, the text amendment was written by and recommended by Staff. He referred to the CAMA Land Use Plan and said when the text amendment was recommended it did not receive a good response from the Board of Aldermen. He said it was his opinion that miscommunication and confusion was the reason for the text amendment not being approved. Mr. Zurbruegg referred to the minutes from the 2014 Board of Aldermen meeting and said that Tim Owens suggested an overlay zoning district that would be parcel specific with conditions to solve the problems associated with the text amendment that was presented in that 2014 meeting. He also quoted the Mayor's comments concerning the difficulty of FEMA flood maps and the problems it was causing for development. Mr. Zurbruegg said that the Mayor suggested taking the text amendment back and working on a better plan that would address the Board's concerns while still helping the Town to develop projects. He said nothing has been done in the 2 years since that meeting, and now after much discussion he is proposing an overlay district as a solution. Mr. Zurbruegg said that Staff recommendations currently cite the CAMA Land Use Plan as a reason to not give a favorable recommendation for a height increase, although in 2014 the CAMA Land Use Plan was cited as supporting a height increase. He said that in his opinion, these two views are very divergent considering the CAMA Land Use Plan has not changed during that time. He also said that Staff's opinion of the proposed text amendment not meeting the intent of the Board of Aldermen direction in previous attempts to raise the building height is not in agreement with his opinion. He stated that he believed the intent of the Board of Aldermen was to solve the problem.

#### PLANNING BOARD COMMENTS:

Mr. Ken Dull asked the Board if they had any questions. Ms. Partin asked if this is only about the 1.1 acre parcel of land. Mr. Zurbruegg clarified the location of the proposed overlay zoning district. Ms. Partin asked if what was approved for that property in 2009.

Mr. Zurbruegg said that parcel of land was approved for a Mixed Use Conditional Use Permit. Ms. Partin asked if the project was approved at the 40 feet height limit. Mr. Zurbruegg said that it was approved for 40 feet with all of the commercial space on the ground level. Ms. Partin asked if the FEMA guidelines are different now than when this project was approved. Mr. Tony Wilson said they were under the 2006 FEMA guidelines and we are currently still under those same guidelines. Ms. Susan Snider asked how the residential units were to be arranged. (someone from audience) said the plans show 2 levels of residential units stack one on top of another. Ms. Partin asked about the ceiling height. (someone from audience) said they were 8'2".

#### PUBLIC HEARING:

Chairman Dull opened the public hearing on the proposed Text Amendment.

#### IN FAVOR:

Sue Bullock, on behalf of the Chamber of Commerce, said that she has been here since the mid-70's. She said that she was involved in the original discussions about the 40 foot height limit. She requested that staff make the minutes from that original meeting available. She asked that the Board not look back, but asked them to look forward. She said that she is directly involved with the discussions on the FEMA maps and there is still a lot of uncertainty concerning this. Ms. Bullock wants everyone to come together and plan for what will be the future of Wrightsville Beach, not to spend too much time looking at the past. She said this is because we have current problems that did not exist in the past. She stated that the current water and sewer problems are significant and the future of the FEMA rules and regulations are unknown at this time. She said that based on the upcoming election results, continuing with CAMA may be in question. She asked the Board to allow continued discussion of this issue by giving a favorable recommendation to the Board of Aldermen. She said let's not look at the past of the beach that cannot be changed, but to look forward to the future of the beach.

Linda Brown, 24 Bahama Drive, said that her family has owned a house on Wrightsville Beach since 1953. She said that she is in favor of the project. She feels that the overlay district is a good idea and that we shouldn't be worried about height if the overlay district is a good solution for looking to the future.

Chris Parker, 523 South Lumina Avenue, said that he overwhelmingly supports the project. He said that he has noticed significant changes to the architecture of the town. He said the architecture is steering away from the pitched roofs and cottage style houses due to the FEMA regulations and height restrictions. He said he feels this project is a high quality addition to the area and he would like to have a nice place to

take his family without needing to leave the beach.

Mr. Zurbruegg asked that only the text amendment be considered at this time, not the proposed project.

#### OPPOSED:

David Monahan, of the Causeway Café, said that he agrees that the vacant parcel of land is in need of a good project, but he does not think a height increase is needed to make that happen. He said the developers were aware of the building codes and height limits when they decided to build on that land. He stated that if an overlay district is allowed in this area, other areas will want the same thing. He also sees Mixed Use has been a big failure on this beach. Pushing for the citizens of this beach to not allow this area to become like other beaches.

#### PLANNING BOARD AND STAFF DISCUSSION:

Mr. Tony Wilson said that the conceptual plan review was the way to go. Mr. Cofer asked for clarification on the conceptual plan review. Mr. Wilson clarified how the conceptual plan review would work. Mr. Joe Taylor said that if you look at the minutes from the previous meeting on this issue, you will see that the Board of Aldermen recognized that something needed to be done. He said that the majority of comments made against the issue concerned whether or not this height increase would extend to residential zones. This overlay district is a way to answer those concerns. Ms. Partin wanted to clarify that this height increase would only apply to this specific area. Mr. Wilson said that was correct and the Board discussed the different zoning and areas on the beach that could still be developed. Mr. David Culp stated there was another area in town that had a very similar situation to this parcel of land. Mr. Jim Smith said he is not opposed to the 50 foot height limit, but expressed concern about the wording of the text amendment. He said that he would like to see some restrictions on partial setbacks, rooftop gardens, architectural guidelines, maximum square footage, and parking. Mr. Dull said that by approving this tonight, they would only be opening the door for further discussion. The Board continued discussion of the wording of the text amendment. (Someone from the audience) said that the Town Attorney was consulted on the wording before the text amendment was submitted. Ms. Partin said we need to keep an open mind, and this might not be a bad idea to look at this as a potential solution to a problem. Ms. Susan Snider said that what is permitted for that property right now may not be relevant today. Mr. Culp said he has problems with the height, but also agrees with Ms. Bullock that they need to look to the future. He is also concerned about the

structures that are currently there as non-conforming uses being destroyed in a hurricane and then not being able to rebuild because of the height limit. He said that due to this possibility, they need to look at including the whole beach in this discussion. Mr. Cofer said he has discussed an overlay district in the past because other buildings surrounding this property are already higher than the height limit. He said that he supports this because he disagrees with the previous decision of the Board of Aldermen and he sees this as the only way for a viable project of this magnitude to have a chance. Mr. Dull said that we need positive things to happen at the beach. He would like continue hearing the discussion on this issue, and would like to see this project happen. He said his only concern is that other commercial districts would try to ask for the same height increase. Mr. Dull said the Planning Board needs to provide direction and thinks the overlay district is a good solution for this specific situation. Mr. Smith asked if this issue is approved, can we request that we look at the whole beach during this discussion. Mr. Wilson said that tonight we are only voting on this specific text amendment.

#### **MOTION:**

**...Motion by Mr. Ace Cofer to offer a favorable recommendation to the Board of Aldermen. Motion seconded by Ms. Zeke Partin and carried unanimously by a vote of (7-0).**

#### AGENDA ITEM B:

DISCUSSION ON ESTABLISHING A STEERING COMMITTEE FOR THE 2017 CAMA LAND USE PLAN UPDATE.

#### STAFF PRESENTATION:

Mr. Zach Steffey said the Town of Wrightsville Beach received a grant from the North Carolina Division of Coastal Management to assist the Town with an update of the Town's 2005 CAMA Land Use Plan (LUP). Town staff asks that the Planning Board discuss the composition of the steering committee and that a recommendation is provided to the Board of Aldermen as to how the steering committee should be set up. The Planning Board could opt to nominate or recommend members of the Planning Board to serve on the LUP Steering Committee. He said the size of the committee would range between 10-15 people. The committee would convene on a regular basis during the LUP development process which is expected to conclude by April of 2017.

**PLANNING BOARD AND STAFF DISCUSSION:**

The Board discussed the past year's committee and how many members would be needed on the committee this year. The Board also discussed which Planning Board members would be part of the Steering Committee. It was agreed that Ms. Susan Smith, Mr. David Culp, and Mr. Jim Smith would be part of the committee. The Board decided that the Steering Committee would be composed of 11 members. The Board discussed the nomination process, and Staff said they would attend all meetings, however will not vote.

**OLD BUSINESS**

None at this time.

**OTHER BUSINESS FROM CHAIRPERSON OR BOARD MEMBERS**

None at this time.

**OTHER BUSINESS FROM STAFF**

None at this time.

**ADJOURNMENT**

**...There being no further business to come before the board, Ms. Zeke Partin made a motion to adjourn which was seconded by Ms. Susan Snider, the meeting was adjourned by unanimous vote at 7:47 p.m. Vote (7-0)**

Respectfully Submitted,



Danielle Villegas, Administrative Assistant (*Temp Position*)

Cape Fear Transportation 2040

Tuesday, October 4, 2016

## Presentation Summary

- MPO History and Responsibilities
- Cape Fear Transportation 2040 – Project List and Funding Proposal
- Next Steps

## Metropolitan Planning Organizations were created...



- in 1962 when Congress enacted Federal law to require transportation planning for urbanized areas
- in 1970s the Federal Highway Act was amended

## Wilmington Urban Area MPO

- Wilmington
- Wrightsville Beach
- Carolina Beach
- Kure Beach
- Leland
- Navassa
- Belville
- New Hanover County
- Brunswick County
- Pender County
- Cape Fear Public Transportation Authority
- NCDOT



## Metropolitan Transportation Plan Federal Requirements

- Multi-modal transportation needs analysis
- Demographics, land use and travel patterns
- Public Involvement
- 20 year minimum
- Fiscal constraint
- Basis for STIP



## Modes Analyzed

- Aviation
- Bicycle & Pedestrian
- Ferry
- Freight/Rail
- Mass Transportation
- Roadways
- Transportation Demand Management
- Transportation Systems Management



## Developing a Project List

#1 Develop Comprehensive Mode-Specific Project List

1. Project 1
2. Project 2
3. Project 3
4. Project 4
5. Project 5
6. Project 6
7. Project 7
8. Project 8

#2 Reduce List by Applying Base Scenario Projected Funding

1. Project 1
2. Project 2
3. Project 3
4. Project 4
5. Project 5
6. Project 6
7. Project 7
8. Project 8

#3 Increase List by Adding Alternative Funding

1. Project 1
2. Project 2
3. Project 3
4. Project 4
5. Project 5
6. Project 6
7. Project 7
8. Project 8

## Aviation Projects –

- Terminal Improvements
- Runway Expansions
- Safety Improvements



### Bike/Ped Projects –

- Bicycle Lanes & Sidewalks
- Multi-Use Paths
- Crosswalks

### Ferry Projects –

- Additional vessel
- Additional mooring facilities

### Freight/Rail Projects –

- Roadway
- Railway
- Rail Crossing

### Mass Transit Projects –

- Amenities (shelters)
- Access (crosswalks)
- Express service
- Additional service
- Park & Rides

## Roadway Projects –

- Congestion/Access Management
- Economic Enhancement
- Safety



The map shows various roadway projects in the Wilmington area, color-coded by funding source. A legend titled 'Legend' includes categories such as 'Urgent' (red), 'Local Option Sales Tax' (orange), 'Transportation Improvement Bonds' (yellow), 'Municipal License Tax' (light green), 'Vehicle Registration Fees' (green), 'Vehicle Rental Tax' (dark green), and 'Statewide Auto Parts Tax' (blue). The map also shows major roads and the coastline.

## Alternative Funding Mechanisms (Potential Local Initiatives)

- Local Option Sales Tax
- Transportation Improvement Bonds
- Municipal License Tax
- Vehicle Registration Fees
- Vehicle Rental Tax
- Statewide Auto Parts Tax

*Project Specific Mechanisms*

- Tolling



A glass jar filled with coins, symbolizing savings or funding.

## YOUR Role

- Consider in Development Review
- Feedback to WMPO
- Participate in Cape Fear Transportation 2045!



A screenshot of the website for Cape Fear Transportation 2045, showing various project information and maps.

Domain name:  
[www.transportation2040.org](http://www.transportation2040.org)

## Questions/Comments?

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 (910) 341-3234  
[www.wmpo.org](http://www.wmpo.org)  
[wmpo@wilmingtonnc.gov](mailto:wmpo@wilmingtonnc.gov)

# Cape Fear TRANSPORTATION 2040



A Metropolitan Transportation Plan

Adopted November 18, 2015



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## EXECUTIVE SUMMARY

*Cape Fear Transportation 2040* is the metropolitan transportation plan for the Wilmington Urban Area in southeastern North Carolina. It has been prepared by the Wilmington Urban Area Metropolitan Planning Organization (WMPO), which is the local organization responsible for regional transportation planning. Federal law requires the preparation of this plan, and also specifies issues which the plan must consider and address. This executive summary overviews the contents of the plan.

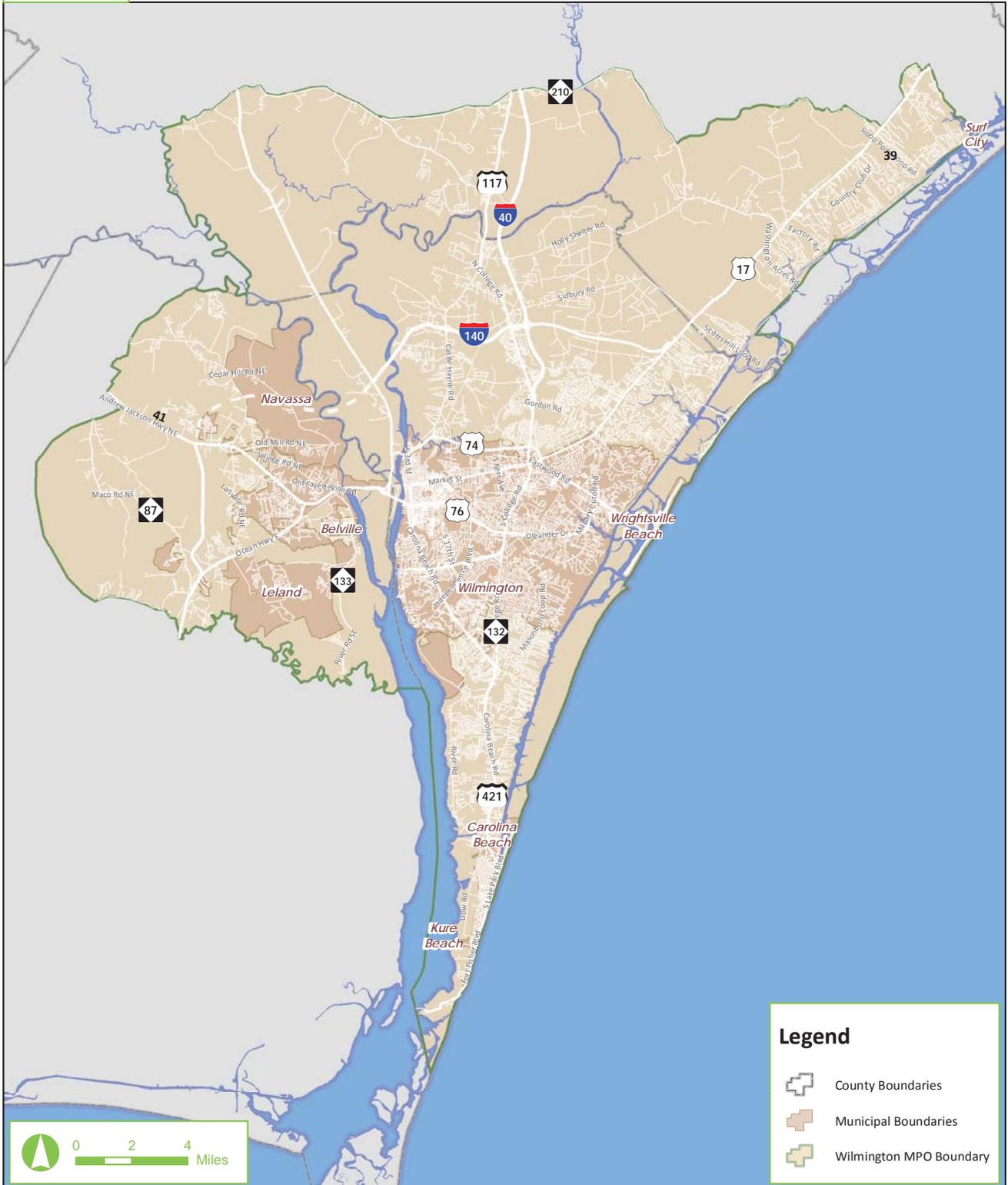


### Role of the WMPO

Federally-designated metropolitan planning organizations (MPOs) are local transportation planning agencies that are responsible for conducting regional transportation planning in a continuing, cooperative, and comprehensive manner. The WMPO is the MPO designated by the Federal Highway Administration (FHWA) for the Greater Wilmington Area to include a planning area boundary encompassing all of New Hanover County and portions of Brunswick and Pender Counties. The North Carolina Department of Transportation (NCDOT) and Cape Fear Public Transportation Authority are also part of the MPO.



## Wilmington MPO Planning Area Boundary



## Role of the MTP

The metropolitan transportation plan (MTP) is a document required by FHWA to guide regional transportation priorities and actions, and ultimately used to develop the Metropolitan Transportation Improvement Programs (MTIPs)/Statewide Transportation Improvement Programs (STIPs) which program transportation funds within MPO boundaries. MTPs have a minimum 20-year planning horizon and are intended to present a fiscally-constrained evaluation of projects and strategies that promote mobility and access for people and goods within an MPO’s boundaries. MTPs must include a strong public involvement component to demonstrate that they serve the needs of the region. *Cape Fear Transportation 2040* meets or exceeds all federal requirements.

## MAP-21 and the Development of the MTP

In July 2012, passage of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation established new and revised requirements for statewide and metropolitan transportation plans and programs, as well as for the underlying transportation planning process. MAP-21 emphasizes key components to be incorporated into the metropolitan transportation plan. These include the establishment of a transparent and accountable framework for identifying capital projects and the incorporation of the eight planning factors outlined in the legislation. *Cape Fear Transportation 2040* demonstrates the application of an established methodology for the identification and prioritization of its identified projects; it incorporates a fiscally-constrained evaluation of all surface transportation modes; and it incorporates an evaluation of the eight planning factors in its analysis.

CAPE FEAR TRANSPORTATION 2040 GOALS							
		SAFE	EFFICIENT	APPROPRIATE	RESPONSIBLE	INTEGRATED	MULTI-MODAL
MAP-21 PLANNING FACTORS	Support Economic Vitality		●			●	●
	Increase Safety	●		●			●
	Increase Security	●		●			●
	Increase Accessibility						●
	Environmental Protection and Quality of Life	●	●	●	●	●	●
	Enhance System Integration and Connectivity					●	●
	Promote System Management and Operations	●	●	●		●	
	System Preservation		●	●	●		●

## Project Prioritization

Projects included in *Cape Fear Transportation 2040* have been prioritized for a limited amount of projected funding from fiscally-constrained funding sources. The WMPO used

both quantitative (objective) and qualitative (subjective) information to determine which projects represented the greatest need to match available funding sources within its boundaries. Members of the general public, elected officials, subject matter experts and planning technicians within the Greater Wilmington Area submitted project proposals for 6 modes of transportation – Aviation, Bicycle and Pedestrian, Ferry and Water Transportation, Freight and Rail, Mass Transportation, and Roadways.

All projects were evaluated using goals and objects identified for each mode of transportation. A ranked list of project needs was then used as the basis for the fiscal constraint analysis determining which projects could receive a portion of the anticipated funding in this region between 2015 and 2040.

The ranked list was then evaluated and revised by three WMPO committees: the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC), and the Transportation Advisory Committee (TAC). Potential alternative funding sources were also identified by these boards and used to supplement the projected amount of funding available for future projects in the plan.

## Aviation

Aviation transportation in the Wilmington area is largely dependent on the Wilmington International Airport (ILM) as the region’s largest public aviation transportation facility; connecting residents, businesses, and tourists to the area. As such, the majority of planned aviation projects are coordinated and funded through financial structures managed by ILM. Working in close concert, the WMPO coordinates NCDOT’s funding matches through the regional project prioritizations process based on the direction of the Transportation Advisory Committee. Larger scale, regional planning coordinated by the WMPO is also necessary to ensure multi-modal integration is addressed. Ensuring connections from ILM with freight/rail, mass transportation, and the roadway network is vital to both the commercial cargo operations and passenger enplanements at ILM.

## Fiscally-Constrained Aviation Project List

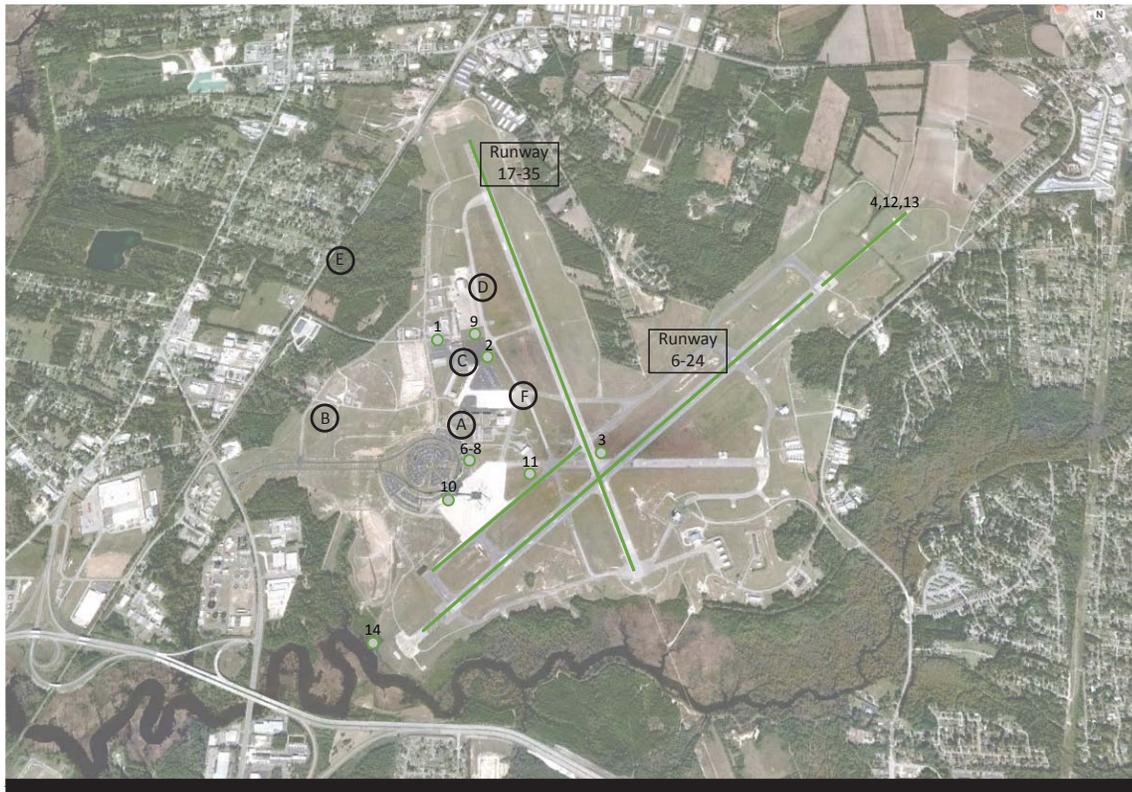
FISCALLY-CONSTRAINED AVIATION PROJECT LIST		
ID	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
A-1	GA Apron Development, Phase II	\$1,497,146
A-2	Pipe Ditch in FBO #2 Area Direct to EDDB and Rehab GA Apron Ramp North (Survey, Testing, Design, Bidding and Permitting)	\$393,694
A-3	Airfield Lighting Replacement (LED)/Vault Upgrade	\$2,661,592
A-4	Extend Runway 24 - Phase I of IV	\$6,523,866
A-5	Airport Layout Plan	\$942,647
A-6	Terminal Improvements Phase I (Design)	\$942,647
A-7	Terminal Improvements Phase I (Construction)	\$11,089,968
A-8	Terminal Improvements Phase II (Design and Construction)	\$12,198,965
A-9	Rehab GA Apron Ramp North; Pipe Ditch in FBO #2 Area; Direct to EDDB (Construction)	\$5,544,984

FISCALLY-CONSTRAINED AVIATION PROJECT LIST		
ID	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
A-10	Outbound Bag Room Retrofit	\$332,699
A-11	Taxiway A and H Widening and Paved Shoulders	\$6,543,081
A-12	BCA/EA for Runway 24 Extension	\$332,699
A-13	Extend Runway 24 - Phase II of IV	\$6,523,866
A-14	Design and Construction of Boat Launch for Water Access	\$55,450
A-15	Map on Airport Utilities	\$5,545



### Aviation Projects with Anticipated Funding

*NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.*



**Legend**

Aviation Project Identification Number (A-#)

- Aviation Project
- Aviation Runway Project

Existing Aviation Facilities

- Ⓐ Passenger Terminal
- Ⓑ VA and Business Park Area
- Ⓒ FBOs
- Ⓓ Customs Facility
- Ⓔ Rental Car Facility
- Ⓕ Rescue Base/ARFF HQ

## Bicycle and Pedestrian

The WMPO recognizes the importance of biking and walking a part of the regional transportation system, and emphasizes its interest in creating a multi modal transportation system throughout the MTP. In addition several municipalities within the WMPO planning area maintain their own bicycle and pedestrian plans.

Two prominent factors were continuously discussed during the Bicycle and Pedestrian Subcommittee meetings: regional connectivity and overcoming existing barriers to bicycle and pedestrian activity. While developing an inventory of bicycle and pedestrian facility needs in the region, the subcommittee discussed a variety of barriers to bicycle and pedestrian transportation. These barriers vary from large bodies of water to invisible jurisdictional boundaries to roadways with high speeds and high traffic volumes. Prominent in the discussion of overcoming bicycle and pedestrian barriers in the region were discussions about opportunities to connect across bodies of water such as the Cape Fear River and the Atlantic Intracoastal Waterway. Although the region has shown many successes in bicycle and pedestrian facilities in the recent years, there are still gaps in the existing bicycle and pedestrian system, and an abundance of opportunity for new facilities. Survey results and trends show an increase in demand for new bicycle and pedestrian facilities. Other modes of transportation also place demand for additional bicycle and pedestrian facilities. For example, most people who use mass transportation either walk or bike to their bus stops. Thus, a robust bicycle and pedestrian network is essential for the health of a mass transportation system. Bicycle and pedestrian facilities are important not only in and of themselves, but they support the health and operations of other transportation modes. Thus the expansion of our bicycle and pedestrian networks is critical for the success of our overall transportation network.

## Fiscally-Constrained Bicycle and Pedestrian Project List

FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST				
ID	PROJECT	FROM	To	CONSTRUCTION YEAR COST ESTIMATE
BP-1	S. 17th Street	Hospital Plaza	INDEPENDENCE BLVD	\$1,153,357
BP-2	Peachtree Ave	Park Ave	MacMillan Ave	\$272,698
BP-3	N. College Rd.	New Town Rd	Danny Pence Dr	\$223,863
BP-4	Wooster St.	S. 8th Street	Oleander Dr	\$198,146
BP-5	WILSHIRE BLV	WRIGHTSVILLE AVE	KERR AVE	\$2,137,450
BP-6	COLLEGE RD & WILSHIRE BLVD	N/A	N/A	\$83,175
BP-7	5TH AVE	ANN ST	GREENFIELD LAKE PARK	\$2,240,065
BP-8	COLLEGE RD	HURST DR	RANDALL PKWY	\$1,336,956
BP-9	5TH AVE	RAIL LINE NORHT OF CABELL ST	ANN ST	\$1,018,329
BP-10	WILSHIRE BLV	KERR AVE	MACMILLAN AVE	\$430,074
BP-11	OLEANDER DR & PINE GROVE DR	N/A	N/A	\$83,175

FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST				
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE
BP-12	COLLEGE RD	WRIGHTSVILLE AVE	WILSHIRE BLVD	\$689,727
BP-13	COLLEGE RD & OLEANDER DR	N/A	N/A	\$83,175
BP-14	23RD ST	ONE TREE HILL WAY	PRINCESS PLACE DR	\$1,966,542
BP-15	N COLLEGE RD	NE NORTHCHASE PKWY	NEW VILLAGE WAY	\$1,878,598
BP-16	NEW CENTRE DR	MARKET ST	COLLEGE RD	\$1,195,422
BP-17	MARKET ST & GORDON RD	N/A	N/A	\$83,175
BP-18	CAROLINA BEACH RD & FRONT ST/ BURNETT BLV	N/A	N/A	\$83,175
BP-19	INDEPENDENCE BLVD EXTENSION	RANDALL PKWY	SOUTH OF MLK PKWY	\$4,361,533
BP-20	HARPER AVE	DOW RD	S 3RD ST	\$2,246,333
BP-21	COLLEGE RD	RANDALL PKWY	NEW CENTRE DR	\$1,230,756
BP-22	MILITARY CUTOFF RD & EASTWOOD RD	N/A	N/A	\$83,175
BP-23	DOW RD	CLARENDON AVE	LAKE PARK BLVD	\$2,307,679
BP-24	HOSPITAL PLAZA DR PATH	LAKESHORE DRIVE	S 17TH ST	\$543,289
BP-25	NEW CENTRE DR	COLLEGE RD	PROPOSED TRAIL TO CLEAR RUN DR	\$1,063,130
BP-26	SHIPYARD BLVD	RIVER RD	CAROLINA BEACH RD	\$2,102,080
BP-27	N COLLEGE RD	NEW VILLAGE WAY	BAVARIAN LN	\$1,360,529
BP-28	COLLEGE RD & NEW CENTRE DR	N/A	N/A	\$83,175
BP-29	Medical Center Dr	CAROLINA BEACH RD	S 17TH ST	\$2,519,043
BP-30	RACINE DR	RANDALL DR	EASTWOOD RD	\$2,210,251
BP-31	SHIPYARD BLVD	INDEPENDENCE BLVD	LONGSTREET DR	\$486,828
BP-32	SHIPYARD BLVD & INDEPENDENCE BLVD	N/A	N/A	\$83,175
BP-33	SHIPYARD BLVD	S 17TH ST	INDEPENDENCE BLVD	\$2,050,650
BP-34	Cape Fear Boulevard	Dow Road	Lake Park Boulevard	\$2,516,182
BP-35	EASTWOOD RD & WRIGHTSVILLE AVE	N/A	N/A	\$97,858
BP-36	SHIPYARD BLVD	CAROLINA BEACH RD	S 17TH ST	\$2,898,275
BP-37	Village Rd NE A	WAYNE ST	LOSSEN LN	\$3,680,881
BP-38	BURNT MILL CREEK PATH	METTS AVE	MARKET ST	\$678,489
BP-39	EASTWOOD RD & CARDINAL DR	N/A	N/A	\$97,858
BP-40	S 17TH ST	INDEPENDENCE BLVD	SHIPYARD BLVD	\$1,822,663
BP-41	BURNT MILL CREEK PATH	COLONIAL DR	METTS AVE	\$1,140,677

FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST				
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE
BP-42	COLLEGE RD	BLUE CLAY RD	NORTHCHASE PKWY	\$1,832,135
BP-43	INDEPENDENCE BLVD	RIVER RD	CAROLINA BEACH RD	\$4,342,456
BP-44	INDEPENDENCE BLVD	CAROLINA BEACH RD	S 17TH ST	\$2,660,884
BP-45	WRIGHTSVILLE AVE & AIRLIE RD/OLEANDER DR	N/A	N/A	\$97,858
BP-46	EASTWOOD RD	CARDINAL DR	RACINE DR	\$1,061,222
BP-47	US 17 & OLDE WATERFORD WY/ PLOOF RD SE	N/A	N/A	\$131,513
BP-48	US 17 Frontage Path	PLOOF RD	OCEAN GATE PLAZA	\$816,352
BP-49	BURNT MILL CREEK PATH	MARKET ST	ARCHIE BLUE PARK	\$5,890,806
BP-50	17TH ST & SHIPYARD BLVD	N/A	N/A	\$131,513
BP-51	FORT FISHER BLV	E AVE	N AVE/SEVENTH AVE	\$2,132,730
BP-52	OLEANDER DR & GREENVILLE LP RD/ GREENVILLE AVE	N/A	N/A	\$131,513
BP-53	W Gate Park Connector	WEST GATE DR	END	\$2,554,395
BP-54	K AVE & 421	N/A	N/A	\$131,513
BP-55	VILLAGE RD	WAYNE ST NE	OAKMONT CT NE	\$1,050,755
BP-56	Old Fayetteville Rd NE	LANVALE RD	PICKETT RD	\$3,888,048
BP-57	PINE GROVE RD & GREENVILLE LP RD	N/A	N/A	\$131,513
BP-58	Village Rd Connector	LELAND SHOOL RD	LINCOLN RD NE	\$607,250
BP-59	US 17 & W GATE DR/ GRANDIFLORA DR	N/A	N/A	\$152,460
BP-60	SEVENTH AVE & K AVE	N/A	N/A	\$152,460
BP-61	US 17 & PROVISION PKWY	N/A	N/A	\$152,460
BP-62	MARKET ST & MIDDLE SOUND LOOP RD	N/A	N/A	\$152,460
BP-63	Bridge Barrier Rd	GREENWAY PLAN PATH	OLD DOW RD	\$43,364
BP-64	GREENVILLE AVE	OLEANDER DR	PARK AVE	\$393,276
BP-65	US 17/MARKET ST & PORTERS NECK RD	N/A	N/A	\$131,513
BP-66	N AVE & FORT FISHER BLVD	N/A	N/A	\$131,513
BP-67	N AVE	FORT FISHER BLVD	ATLANTIC AVE	\$68,031

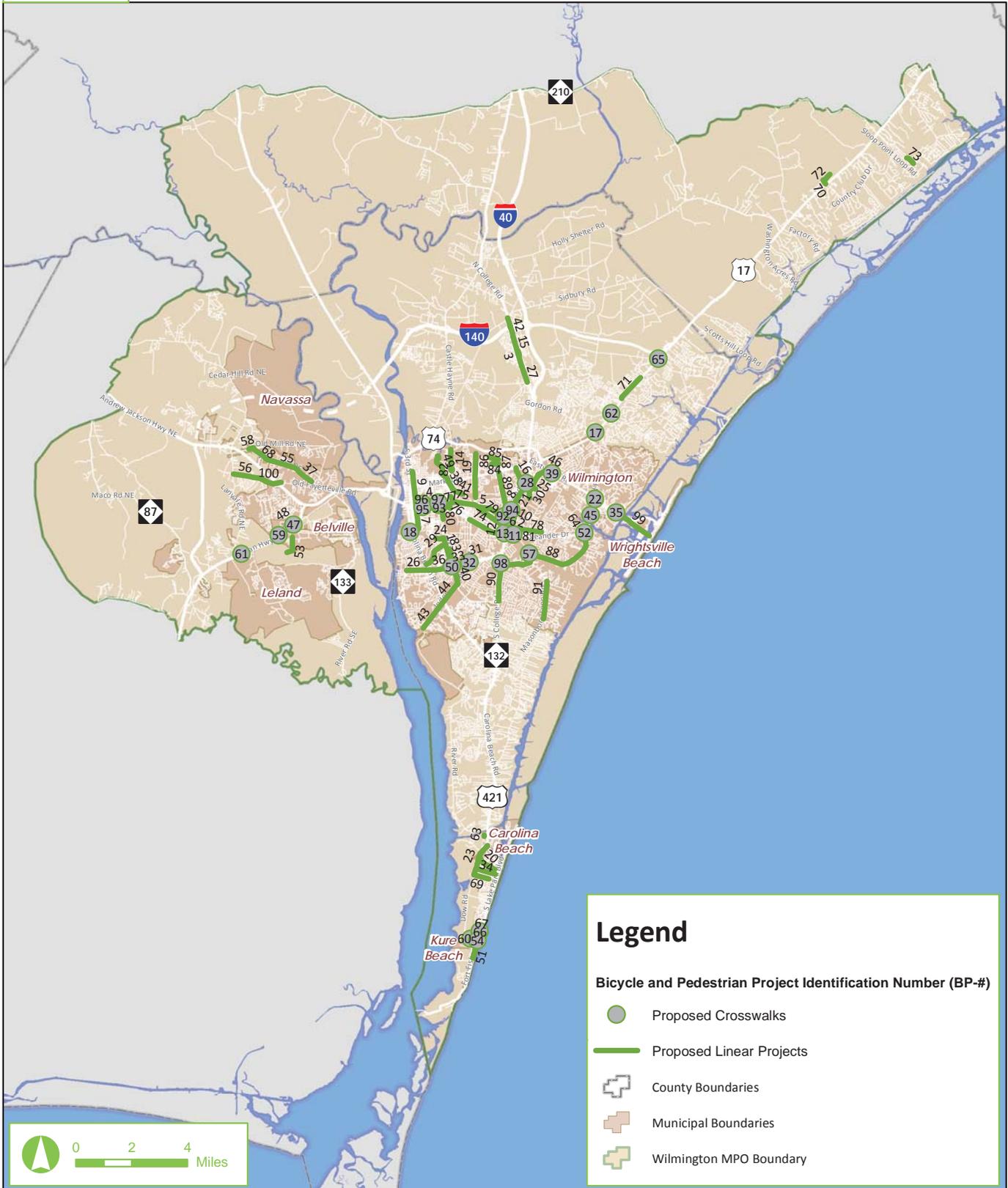
FISCALLY-CONSTRAINED BICYCLE AND PEDESTRIAN PROJECT LIST				
ID	PROJECT	FROM	To	CONSTRUCTION YEAR COST ESTIMATE
BP-68	VILLAGE RD NE	WAYNE RD	OLD MILL RD	\$1,813,447
BP-69	Clarendon Ave	Dow Rd.	Lake	\$1,847,792
BP-70	JENKINS RD	US17	ST JOHNS CHURCH RD	\$345,352
BP-71	MARKET ST	Bayshore Dr	Marsh Oaks Dr.	\$4,146,552
BP-72	ST JOHNS CHURCH RD	Jenkins	End	\$750,600
BP-73	MASTER LN	Doral Dr	Sloop Point Loop Rd.	\$715,432
BP-74	Oleander Drive	Hawthorne Road	42nd Street	\$704,579
BP-75	Wrightsville Ave	Castle Street	Independence Blvd	\$193,805
BP-76	Oleander Drive	Wooster Street	Mimosa Place	\$248,481
BP-77	Dawson Street	Wrightsville Ave	Oleander Drive	\$47,033
BP-78	Wrightsville Ave	College Rd.	Hawthorne Dr	\$1,263,801
BP-79	Wrightsville Ave	44th Street	Independence Blvd	\$1,097,483
BP-80	17th Street	Wooster St	Greenfield St	\$261,494
BP-81	Oleander Drive	Pine Grove Drive	College Road	\$197,164
BP-82	N. 23rd St	Princess Place Dr	Belvedere Dr	\$54,273
BP-83	Delaney Ave	Wellington Ave	Glen Mead Rd	\$192,775
BP-84	McClelland Drive	Saint Rosea Rd	Kerr Ave	\$653,784
BP-85	Fairlawn Drive	Barclay Hills Drive	Kerr Ave	\$934,306
BP-86	Clover Rd	Fairlawn Drive	McClelland Drive	\$455,517
BP-87	Gleason Rd	Fairlawn Drive	McClelland Drive	\$498,195
BP-88	Greenville Loop Trail	College Rd.	Oleander Drive	\$7,605,563
BP-89	Kerr Ave Trail	Randall Parkway	College Road	\$1,006,347
BP-90	Central College Trail	Holly Tree Rd.	S. 17th Street	\$1,633,850
BP-91	Masonboro Loop Trail	Pine Grove Drive	Navaho Trail	\$3,307,186
BP-92	Kerr Ave & Wilshire Blvd	N/A	N/A	\$38,815
BP-93	16th St. & Dawson St.	N/A	N/A	\$83,175
BP-94	College & Hurst/Hoggard	N/A	N/A	\$38,815
BP-95	8th St. & Dawson St.	N/A	N/A	\$55,450
BP-96	8th St. & Wooster St.	N/A	N/A	\$55,450
BP-97	17th St. & Dawson St.	N/A	N/A	\$83,175
BP-98	Holly Tree Rd. & S. College Rd.	N/A	N/A	\$138,625
BP-99*	CAUSEWAY DR	AIRLIE RD	WAYNICK BLVD	\$18,910,848
BP-100*	Old Fayetteville Rd B	PICKETT RD	BASIN ST	\$6,276,778

\* Projects anticipated to receive funding from alternative funding mechanisms



## Bicycle and Pedestrian Projects

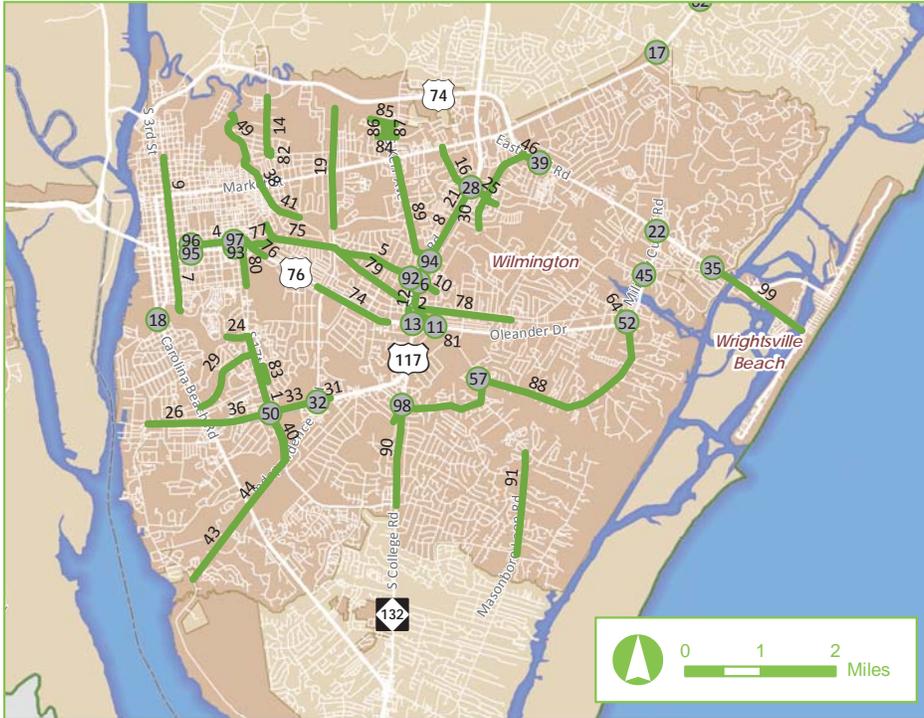
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.  
 Projects still subject to federal environmental review (NEPA) process before construction





## Bicycle and Pedestrian Projects

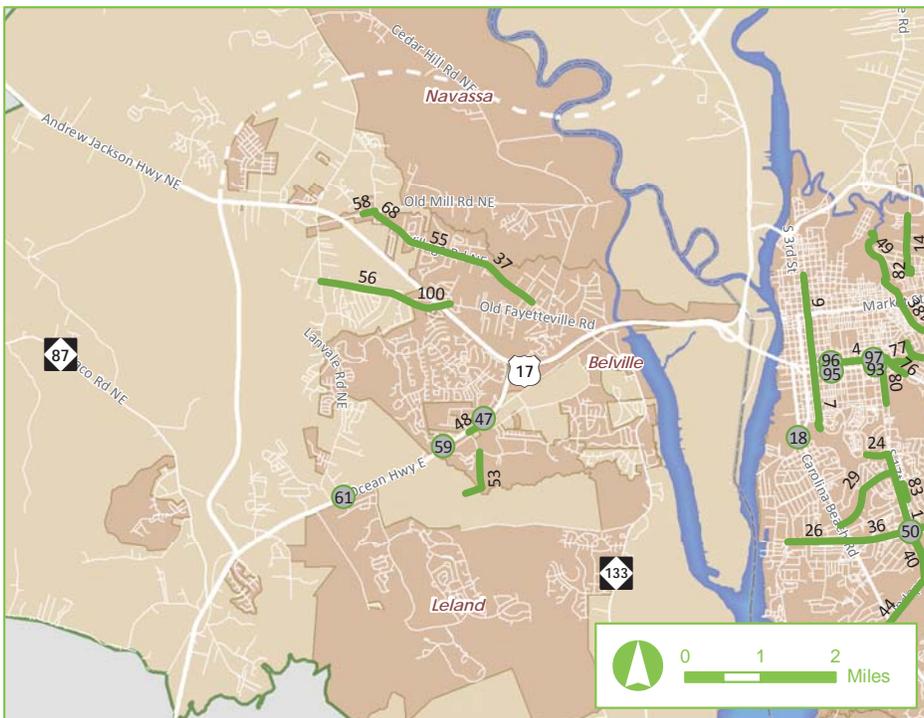
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### Wilmington

#### Bike/Ped Project ID# (BP-#)

- Proposed Crosswalks
- Proposed Linear Projects
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



### Leland, Belville, & Navassa

#### Bike/Ped Project ID (BP-#)

- Proposed Crosswalks
- Proposed Linear Projects
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

## Ferry and Water Transportation

Capital improvements to the ferry and water transportation network in the Greater Wilmington Area are largely dependent on the availability of funds from the state. As such, the majority of ferry and water transportation projects included in this element are coordinated and funded through financial structures managed by NCDOT with input from the Wilmington MPO. Larger scale, regional planning coordinated by the WMPO is also necessary to ensure multi-modal integration is addressed. Further expansion of the existing ferry routes will require the development of strategic public investments or private partnerships in order to connect residents, businesses, and tourists within and to the region. Furthermore, future years may see an increasing use for the ferry and water transportation system to provide support to regional emergency management operations. The potential use of water vessels and temporary barges at strategic locations should be explored for use in emergency management and natural disaster planning and preparation.



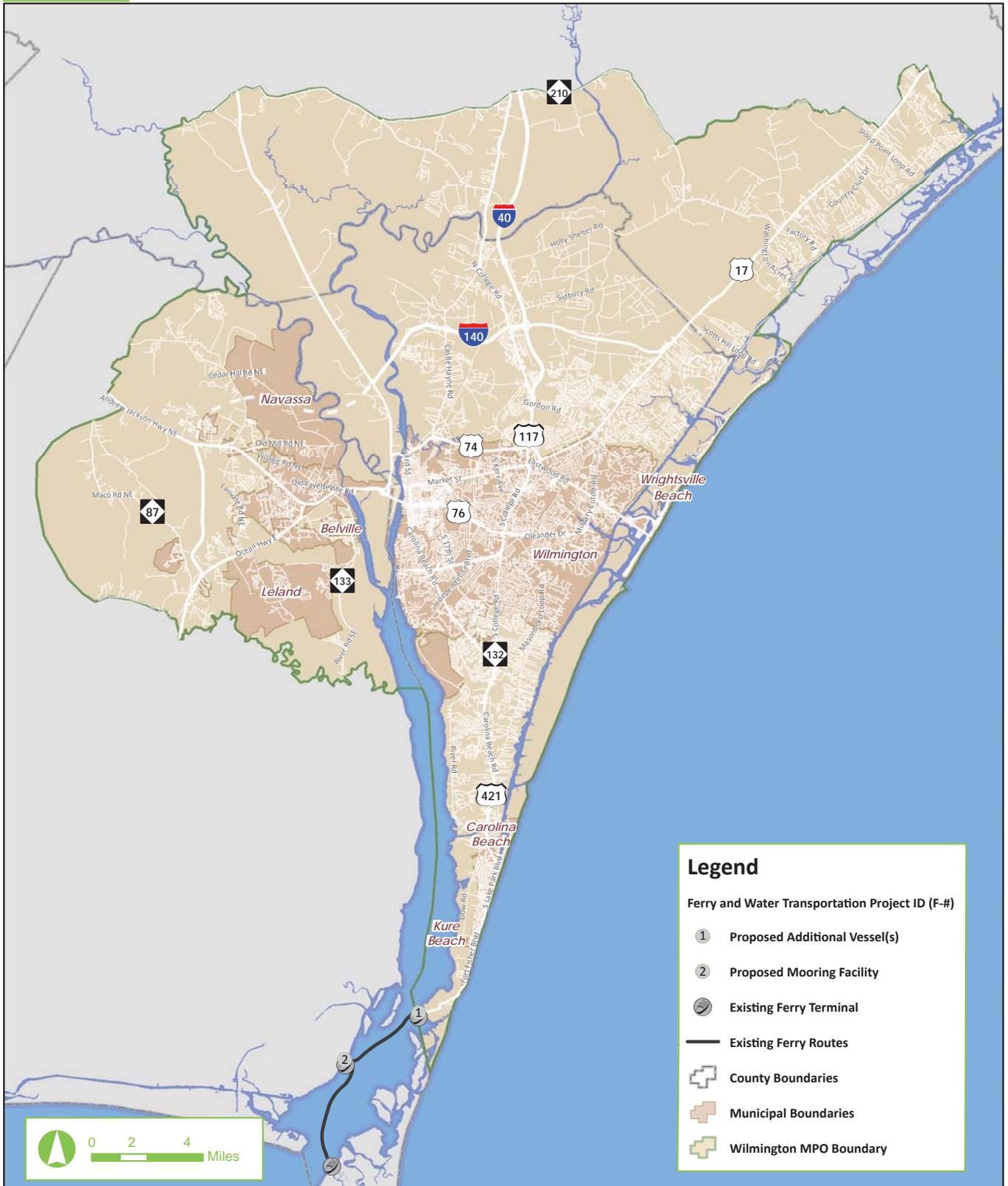
### Fiscally-Constrained Ferry and Water Transportation Project List

FISCALLY-CONSTRAINED FERRY AND WATER TRANSPORTATION PROJECT LIST				
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE
F-1	New river class vessel (Southport to Ft. Fisher)	Southport	Ft. Fisher	\$13,307,961
F-2	Southport Additional Mooring Facilities	US421	US74/76 Andrew Jackson Highway	\$1,663,495



## Ferry and Water Transportation Projects with Anticipated Funding

NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.  
Projects still subject to federal environmental review (NEPA) process before construction.



## Freight/Rail

Freight movement is a critical element of an advanced industrial economy and the ease of freight movement is one component of a region’s economic competitiveness for attracting and retaining various types of industry and employment centers. Freight movement can also have an impact on a region’s quality of life, particularly with the need to ensure heavy truck/rail traffic has suitable routes to/from the national highway, regional rail nodes, and ports remains in balance with the needs of non-industrial components of the community. This freight/rail element outlines proposals for policies and projects that will capitalize on economic development opportunities for the WMPO and those that will mitigate potential conflicts and externalities from freight movements on the larger community and transportation network.



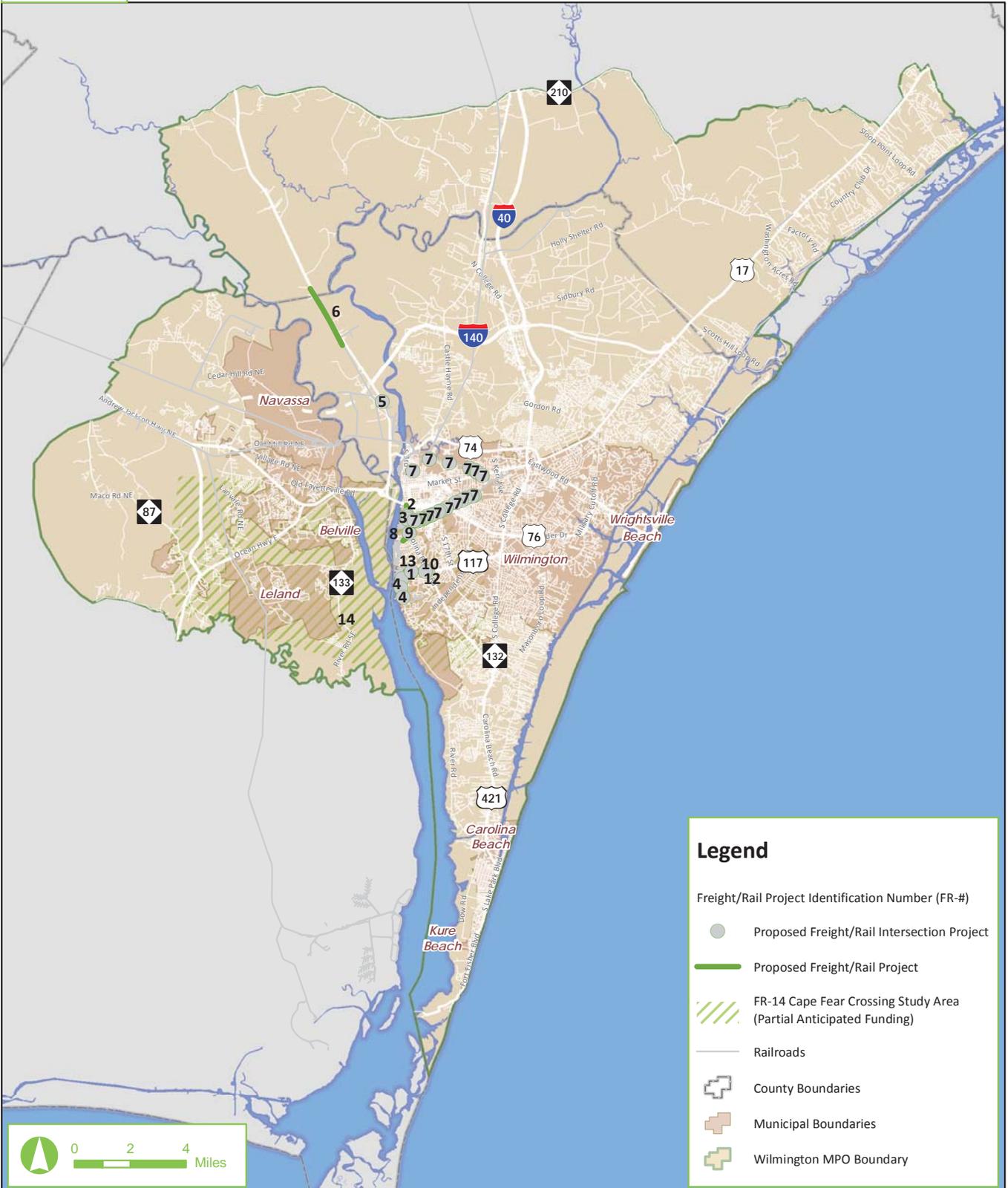
## Fiscally-Constrained Freight/Rail Project List

FISCALLY-CONSTRAINED FREIGHT/RAIL PROJECT LIST			
ID	PROJECT TYPE	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
FR-1	Truck/Roadway	Shipyards Boulevard eb bus pullout, bus stop, and sidewalk	\$135,000
FR-2	Truck/Roadway	Front Street widening and redesign	\$17,450,892
FR-3	Rail	Front Street lead railroad signalization and gates	\$998,097
FR-4	Rail	Study at-grade rail crossing conflicts on WTRY and spur lines near Port of Wilmington (multiple locations)	\$391,432
FR-5	Rail	US421 Railroad crossing safety improvements south of I-140/Dan Cameron Bridge	\$521,909
FR-6	Rail	US421 Railroad extension from Invista to Pender Commerce Park	\$5,694,698
FR-7	Rail	At-grade rail crossing conflicts on NCDOT & CSX lines (multiple locations)	\$10,890,646
FR-8	Truck/Roadway	Burnett Boulevard widening to allow for queuing at north gate of NC Port of Wilmington from Carolina Beach Road to Myers Street	\$2,628,506
FR-9	Truck/Roadway	Front Street & Burnett Boulevard turn lanes improving sb and nb truck access	\$408,567
FR-10	Truck/Roadway	"Carolina Beach Road and Shipyards Boulevard wb right turn improvements"	\$1,315,130
FR-11	Truck/Roadway	Shipyards Boulevard eb at Carolina Beach Road nb left turn additional queuing	\$306,864
FR-12	Truck/Roadway	Shipyards Boulevard median closure at Rutledge Drive	\$43,838
FR-13	Truck/Roadway	Shipyards Boulevard speed sensors and warning activation at NC Port of Wilmington	\$175,351
FR-14	Truck/Roadway	Cape Fear Crossing - Funded Portion	\$158,021,483
* Projects anticipated to receive funding from alternative funding mechanisms			



## Freight/Rail Projects with Anticipated Funding

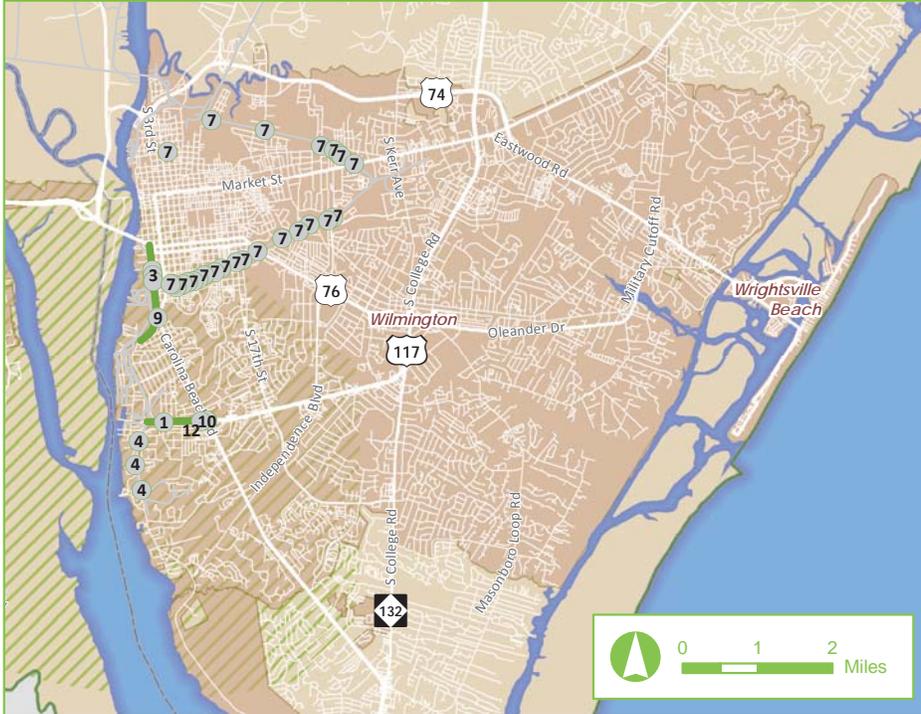
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## Freight/Rail Projects with Anticipated Funding

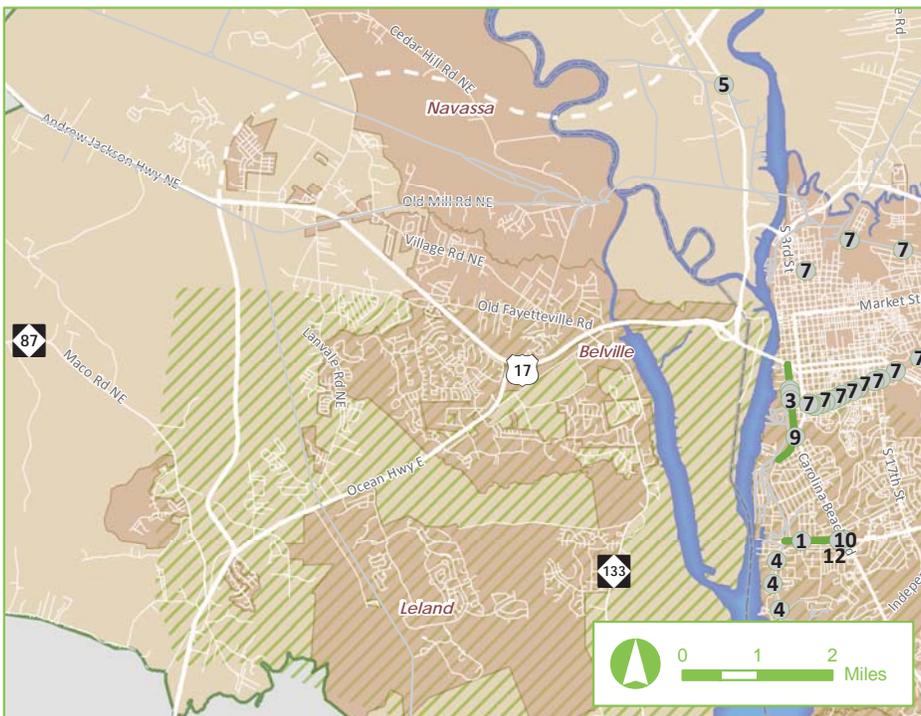
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### Wilmington

Freight/Rail Project Identification Number (FR-#)

- Proposed Freight/Rail Intersection
- Proposed Freight/Rail Project
- FR-14 Cape Fear Crossing Study Area (Partial Anticipated Funding)
- Railroads
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



### Leland, Belville, & Navassa

Freight/Rail Project Identification Number (FR-#)

- Proposed Freight/Rail Intersection
- Proposed Freight/Rail Project
- FR-14 Cape Fear Crossing Study Area (Partial Anticipated Funding)
- Railroads
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

## Mass Transportation

The mass transportation element outlines projects and policies that would result in increased ridership and improved service to both transit-dependent populations and choice ridership populations. This element includes a heavy emphasis on increasing the comfort and safety of riders in accessing public transportation. Most mass transportation users are also pedestrians at some point in their travels; therefore enhancements to the pedestrian network are critical to improving the experience of mass transportation users and critical to the enticement of new riders.

By increasingly serving choice riders and a larger segment of the population, mass transportation will see broader community support. When broadly utilized, mass transportation is one of the most efficient modes of transportation and can be one of the most cost-effective infrastructure investments a community can make. In the Greater Wilmington area, mass transportation is most heavily utilized by transit-dependent riders. However, there is great opportunity to expand ridership and increase the attractiveness of mass transportation to choice rider populations. The benefits of increasing mass transportation ridership extend beyond the financial return to local public transportation providers. Benefits of increased mass transportation ridership include mitigating increases in community congestion and environmental degradation. Increased mass transportation ridership captures a percentage of the trips that would have otherwise been made by single-occupant vehicles. By mitigating congestion, improved mass transportation service can also reduce the need to increase capacity on the roadway network.

### Fiscally Constrained Mass Transportation Project List

FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST			
ID	PROJECT TYPE	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
MT-1	PARK & RIDE	US17 at Brunswick Forest	\$3,000
MT-2	PARK & RIDE	Mt. Misery at US74/76	\$3,000
MT-3	PARK & RIDE	Leland Town Hall	\$3,000
MT-4	AMENITY	Town Hall Drive (Leland)	\$15,000
MT-5	ADDITIONAL SERVICE	Airport Boulevard service to ILM	0
MT-6	STOP ACCESS	Oleander Drive & Independence Boulevard	\$83,175
MT-7	AMENITY	Oleander Drive at Whole Foods	\$16,635
MT-8	EXPRESS ROUTE	Downtown Wilmington to Forden Station	\$510,139
MT-9	EXPRESS ROUTE	Downtown Wilmington to Mayfaire	\$510,139
MT-10	PARK & RIDE	Mayfaire Shopping Center	\$3,327
MT-11	AMENITY	Lake Avenue at South College Road	\$16,635
MT-12	STOP ACCESS	College Road & Sanders Road	\$83,175
MT-13	PARK & RIDE	"Carolina Beach Road at S College Road (Monkey Junction)"	\$16,635
MT-14	AMENITY	S College Road at Randall Parkway	\$16,635
MT-15	AMENITY	S 17th St at Glen Meade Road	\$16,635

FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST			
ID	PROJECT TYPE	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
MT-16	AMENITY	N College Road at Danny Pence Drive	\$16,635
MT-17	AMENITY	Carolina Beach Road at Harris Teeter	\$16,635
MT-18	AMENITY	US17 at NC210	\$16,635
MT-19	ADDITIONAL SERVICE	Market Street from College Road to Porter's Neck Walmart	\$510,139
MT-20	AMENITY	S College Road at University Drive	\$16,635
MT-21	AMENITY	17th Street at Food Lion Plaza	\$16,635
MT-22	AMENITY	17th Street at Doctors Circle	\$16,635
MT-23	STOP ACCESS	Shipyards Boulevard & 17th Street	\$83,175
MT-24	STOP ACCESS	17th Street at Hospital Plaza Drive	\$83,175
MT-25	STOP ACCESS	College Road at Hurst Drive	\$83,175
MT-26	STOP ACCESS	College Road at New Center Drive	\$83,175
MT-27	STOP ACCESS	College Road at University Drive	\$83,175
MT-28	AMENITY	Independence Boulevard at Canterbury Drive	\$16,635
MT-29	AMENITY	Market Street at Kerr Avenue	\$16,635
MT-30	AMENITY	Market Street at Covil Avenue	\$16,635
MT-31	AMENITY	Independence Boulevard at Independence Mall (northbound)	\$16,635
MT-32	AMENITY	Independence Boulevard at Park Avenue	\$16,635
MT-33	AMENITY	Independence Boulevard at Independence Mall (southbound)	\$16,635
MT-34	STOP ACCESS	Market Street at Cinema Drive	\$83,175
MT-35	STOP ACCESS	"Carolina Beach Road at Antoinette Drive (Monkey Junction)"	\$83,175
MT-36	PARK & RIDE	Carolina Beach Road at Snow's Cut Bridge	\$3,327
MT-37	PARK & RIDE	I-40 at Cape Fear Community College North Campus	\$3,327
MT-38	PARK & RIDE	Market Street at Middle Sound Loop Road	\$3,327
MT-39	PARK & RIDE	US17 at NC210	\$3,327
MT-40	PARK & RIDE	Barclay West	\$3,327
MT-41	PARK & RIDE	Fairfield Park	\$3,327
MT-42	AMENITY	College Road at University Drive	\$16,635
MT-43	AMENITY	17th Street at Hospital Plaza Drive	\$16,635
MT-44	AMENITY	Gordon Road at Food Lion Plaza	\$16,635
MT-45	AMENITY	Shipyards Boulevard at Commons Drive	\$16,635
MT-46	AMENITY	Monkey Junction Transfer Station	\$16,635
MT-47	AMENITY	N Lake Park Boulevard at Town Hall	\$16,635
MT-48	AMENITY	Shipyards Boulevard at 41st Street	\$16,635
MT-49	AMENITY	41st Street at Hoggard High School	\$16,635
MT-50	STOP ACCESS	Shipyards Boulevard at 41st Street	\$83,175
MT-51	PARK & RIDE	Market Street at Porters Neck Road	\$3,327
MT-52	AMENITY	Carolina Beach Road at Medical Center Drive	\$16,635
MT-53	AMENITY	Carolina Beach Road at Roses	\$16,635
MT-54	STOP ACCESS	Market Street & Lullwater Drive	\$83,175
MT-55	AMENITY	Nixon Street at 8th Street	\$16,635
MT-56	AMENITY	Downtown Transfer Station	\$16,635
MT-57	AMENITY	College Road at Wilshire Boulevard	\$19,572

FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST			
ID	PROJECT TYPE	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
MT-58	AMENITY	Eastwood Road at Rogersville Road	\$19,572
MT-59	AMENITY	Carolina Beach Road at Independence Boulevard	\$19,572
MT-60	AMENITY	Carolina Beach Road at Tennessee Avenue	\$19,572
MT-61	AMENITY	West Gate Drive at Walmart	\$19,572
MT-62	AMENITY	Halyburton Memorial Parkway at Ballfields	\$19,572
MT-63	AMENITY	Independence Boulevard at Converse Drive	\$19,572
MT-64	AMENITY	Princess Place Drive at N 25th Street	\$19,572
MT-65	AMENITY	Carolina Beach Road at Southern Boulevard	\$19,572
MT-66	AMENITY	Market Street at Lullwater Drive	\$19,572
MT-67	AMENITY	Oleander Drive at Hawthorne Drive	\$19,572
MT-68	AMENITY	College Road at Kmart	\$19,572
MT-69	AMENITY	Randall Parkway at Brailsford Drive	\$19,572
MT-70	AMENITY	Military Cutoff Road at Old Macumber Station Road	\$19,572
MT-71	AMENITY	Carolina Beach Road at Silva Terra Drive	\$19,572
MT-72	AMENITY	17th Street at John D Barry Drive	\$19,572
MT-73	AMENITY	Village Road at Food Lion	\$19,572
MT-74	AMENITY	Front Street at Harnett Street	\$19,572
MT-75	PARK & RIDE	US17 at Sidbury Road	\$3,914
MT-76	AMENITY	Market Street at 16th Street	\$19,572
MT-77	AMENITY	Sigmon Road at Walmart	\$19,572
MT-78	AMENITY	Oleander Drive at Giles Avenue	\$19,572
MT-79	AMENITY	Wrightsville Avenue at Jones Road	\$19,572
MT-80	AMENITY	Wilshire Boulevard at Berkshires at Pecan Cove	\$19,572
MT-81	AMENITY	Wilshire Boulevard at Kerr Avenue	\$19,572
MT-82	AMENITY	Mt. Misery Road at Food Lion	\$19,572
MT-83	AMENITY	Village Road at S Navassa Road	\$19,572
MT-84	AMENITY	Carl Winner Avenue at Carolina Beach Avenue	\$19,572
MT-85	AMENITY	10th Street at Meares Street	\$19,572
MT-86	AMENITY	Greenfield Street at 13th Street	\$19,572
MT-87	AMENITY	Wrightsville Avenue at Cape Fear Memorial Hospital	\$19,572
MT-88	AMENITY	Front Street at Ann Street	\$19,572
MT-89	PARK & RIDE	I-40 at Holly Shelter Road	\$3,914
MT-90	PARK & RIDE	Forden Station	\$3,914
MT-91	PARK & RIDE	Downtown Transfer Station	\$3,914
MT-92	AMENITY	New Hanover County Government Center Drive	\$19,572
MT-93	AMENITY	New Center Drive at Bob King Buick	\$19,572
MT-94	AMENITY	17th Street at Little John Circle	\$19,572
MT-95	AMENITY	Cypress Grove Drive at Doctors Circle	\$19,572
MT-96	AMENITY	Medical Center Drive at Delaney Radiologists	\$19,572
MT-97	AMENITY	Wellington Avenue at Silver Stream Lane	\$19,572
MT-98	AMENITY	Wellington Avenue at Troy Drive	\$19,572
MT-99	AMENITY	Wellington Avenue at Flint Drive	\$19,572
MT-100	AMENITY	Wellington Avenue at 17th Street	\$19,572

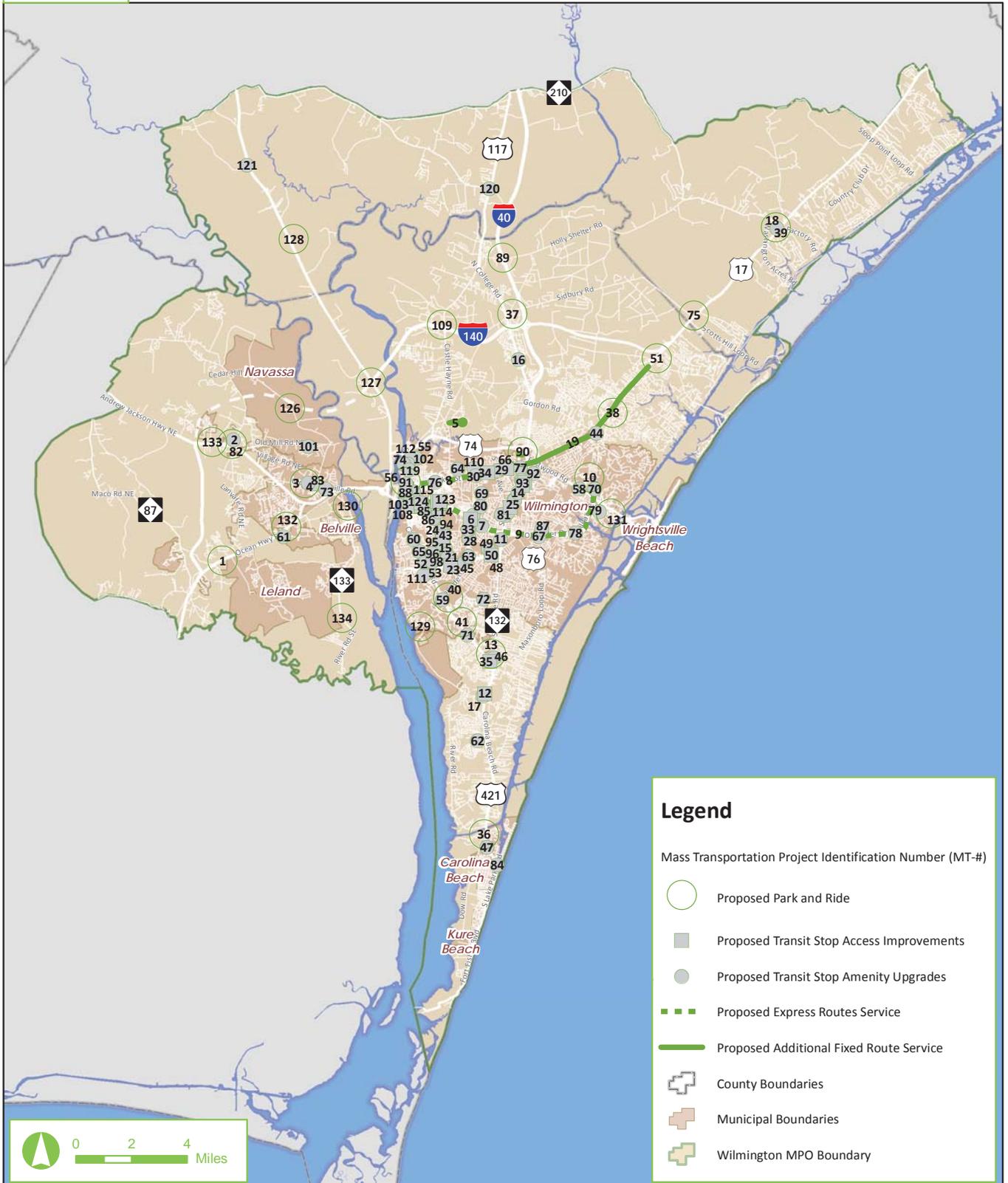
FISCALLY-CONSTRAINED MASS TRANSPORTATION PROJECT LIST			
ID	PROJECT TYPE	PROJECT	CONSTRUCTION YEAR COST ESTIMATE
MT-101	AMENITY	Main Street at Church Street (Navassa)	\$19,572
MT-102	AMENITY	4th Street at ABC Alley	\$19,572
MT-103	AMENITY	Front Street at Castle Street (northbound)	\$19,572
MT-104	AMENITY	Front Street at Castle Street (southbound)	\$19,572
MT-105	STOP ACCESS	Dawson Street at 17th Street	\$97,858
MT-106	STOP ACCESS	Wooster Street at 17th Street	\$97,858
MT-107	STOP ACCESS	Wooster Street at 3rd Street	\$97,858
MT-108	STOP ACCESS	Dawson Street at 3rd Street	\$97,858
MT-109	PARK & RIDE	I-140 at Castle Hayne Road	\$3,914
MT-110	AMENITY	Princess Place Drive at Montgomery Avenue	\$19,572
MT-111	AMENITY	Marion Drive at Rutledge Drive	\$19,572
MT-112	AMENITY	Nixon Street at 5th Street	\$19,572
MT-113	AMENITY	16th Street at Wright Street	\$19,572
MT-114	AMENITY	16th Street at Kidder Street	\$19,572
MT-115	AMENITY	5th Street at Ann Street	\$19,572
MT-116	AMENITY	5th Street at Dawson Street	\$19,572
MT-117	AMENITY	5th Street at Castle Street	\$19,572
MT-118	AMENITY	Dawson Street at 9th Street	\$19,572
MT-119	AMENITY	Wilmington Multimodal Transportation Center	\$12,147,304
MT-120	AMENITY	US117/NC133 at Old Blossom Ferry Road	\$19,572
MT-121	AMENITY	US421 at Blueberry Road	\$19,572
MT-122	STOP ACCESS	Dawson Street & 16th Street	\$97,858
MT-123	STOP ACCESS	Wooster Street & 16th Street	\$113,444
MT-124	STOP ACCESS	Dawson Street at 8th Street	\$113,444
MT-125	STOP ACCESS	Wooster Street 8th Street	\$113,444
MT-126	PARK & RIDE	I-140 at Cedar Hill Road	\$4,538
MT-127	PARK & RIDE	I-140 at US421	\$4,538
MT-128	PARK & RIDE	US421 at Cowpens Landing Road	\$4,538
MT-129	PARK & RIDE	Terminus of Independence Boulevard	\$4,538
MT-130	PARK & RIDE	US17/74/76 at River Road (NC133)	\$3,327
MT-131	PARK & RIDE	Galleria Mall	\$3,327
MT-132	PARK & RIDE	US17 at Walmart	\$3,327
MT-133	PARK & RIDE	I-140 at US74/76	\$3,914
MT-134	PARK & RIDE	River Road (NC133)	\$3,914





## Mass Transportation Projects with Anticipated Funding

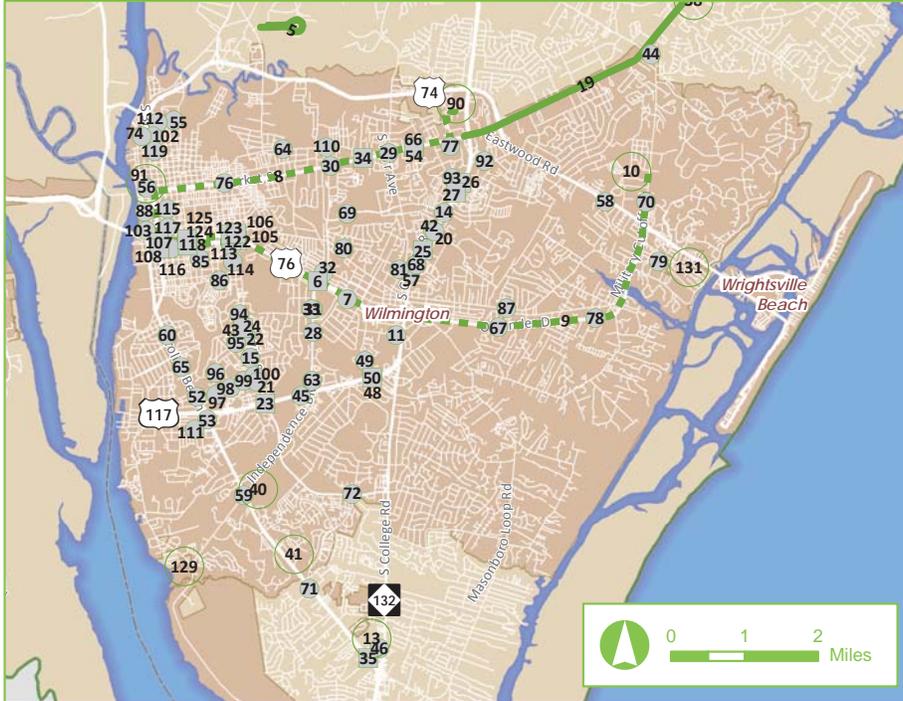
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment.  
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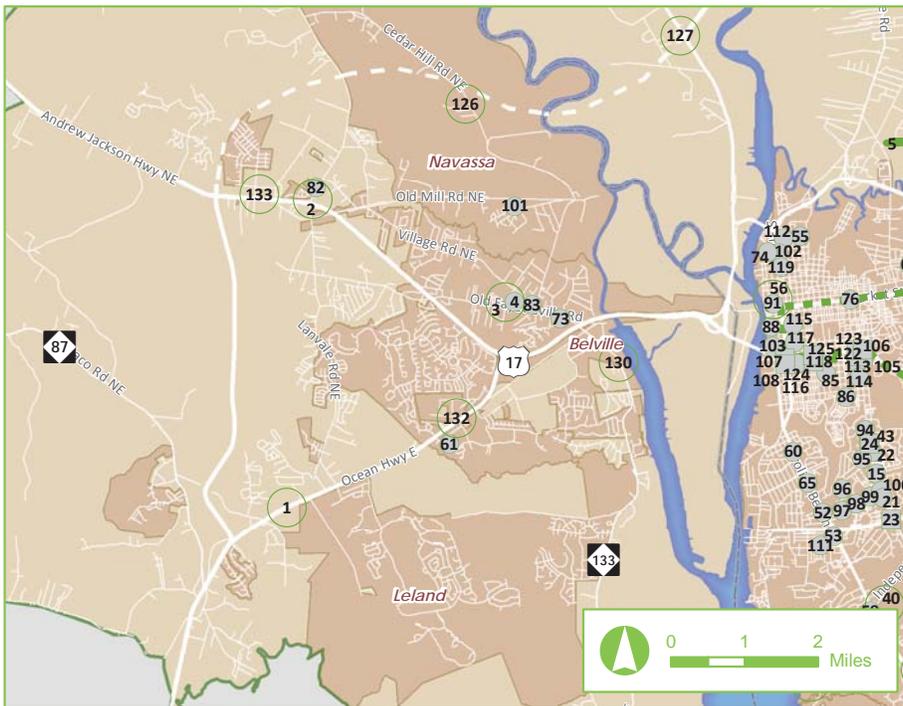
## Mass Transportation Projects with Anticipated Funding

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### Wilmington

- Mass Transportation Project Id (MT-#)
- Park and Ride
- Transit Stop Access Improvements
- Transit Stop Amenity Upgrades
- Express Routes Service
- Additional Fixed Route Service
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary



### Leland, Belville, & Navassa

- Mass Transportation Project Id (MT-#)
- Park and Ride
- Transit Stop Access Improvements
- Transit Stop Amenity Upgrades
- Express Routes Service
- Additional Fixed Route Service
- County Boundaries
- Municipal Boundaries
- Wilmington MPO Boundary

## Roadways

Demand on our existing roadways will only increase over time, but some of this demand is from new users. Our roadway network needs additional capacity to carry an anticipated increase in regional vehicle miles travelled (VMT), but also in order to carry new user types such as increased bus service, additional freight, bicycle transportation and the facilitation of pedestrian movements. Trends indicate that in the future people and goods will move through a more diverse array of transportation modes. The further development of the roadway network should facilitate future movements through facilitating mode choice, increased connectivity, and improved balance between access and mobility. The thoughtful further development of the roadway network is critical for the Wilmington Urban Area to be able to mitigate traffic increases and facilitate additional choice in order to increase the quality of life and economic development opportunities in the Wilmington Urban Area.

### Fiscally-Constrained Roadways Project List

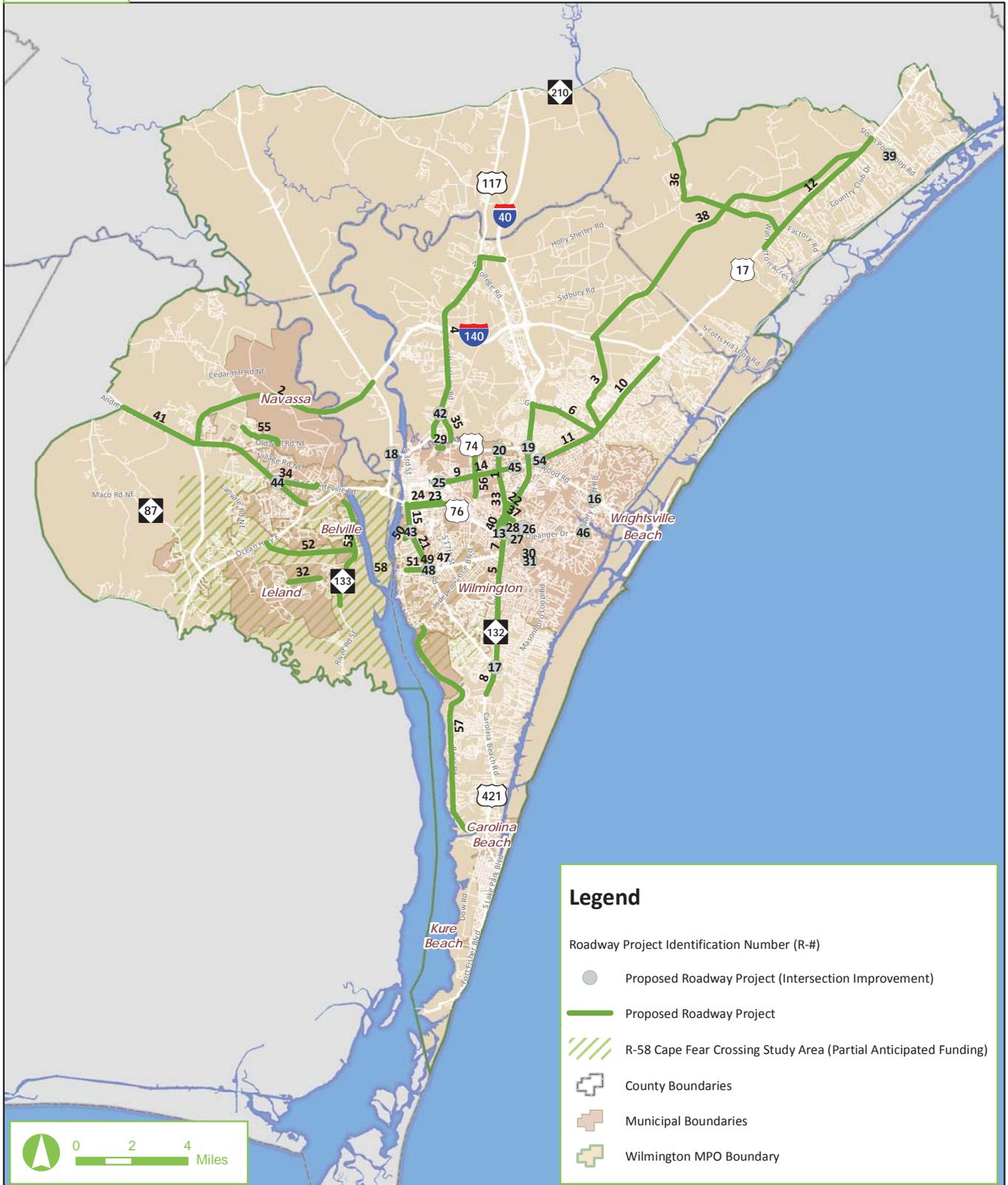
FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST					
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE	TIP #
R-1	Kerr Avenue Widening	Randall Parkway	US 74/Martin Luther King Jr. Parkway	\$44,309,966	U-3338
R-2	I-140 Wilmington Bypass	US421	US 74/76 Andrew Jackson Highway	\$163,930,000	R-2633
R-3	Military Cutoff Road Extension	US 17BUS/Market Street	US 17/Wilmington Bypass	\$178,917,855	U-4751
R-4	NC 133/Castle Hayne Road Widening	US74/Martin Luther King Jr Parkway	Holly Shelter Road	\$226,458,655	U-2724
R-5	US117/NC132/College Road Widening	Gordon Road	US421/Carolina Beach Road	\$113,482,764	U-5702
R-6	Gordon Road Widening	NC 132 Interchange	US 17BUS/Market Street	\$35,167,338	U-3831
R-7	US117/NC132/College Road Widening	US117/Shipyard Boulevard	Wilshire Boulevard	\$24,524,536	U-5702
R-8	US421/Carolina Beach Road Widening	Piner Road	Sanders Road	\$16,788,067	U-5790
R-9	US17BUS/Market Street Road Diet	17th Street	Covil Avenue	\$13,904,312	U-5869
R-10	US17BUS/Market Street Access Management	Military Cutoff Road	Porters Neck Road	\$9,453,686	U-4902
R-11	US17BUS/Market Street Access Management	US 74/Martin Luther King Jr Parkway	Military Cutoff Road	\$4,403,609	U-4902
R-12	US17 Superstreet	Washington Acres Road	Sloop Point Road	\$61,372,712	U-5732
R-13	US117/NC132/College & US76/Oleander Intersection	US 117/NC132/College Road	US76/Oleander Drive	\$37,981,128	U-5704

FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST					
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE	TIP #
R-14	US17BUS/Market Street Access Management	Colonial Drive	New Centre Drive	\$6,860,680	U-4902
R-15	US421/Front Street Widening	US 76/421/ Cape Fear Memorial Bridge	US421/Burnett Boulevard	\$17,450,892	U-5734
R-16	US74/Eastwood Road & Military Cutoff Road	US74/Eastwood Road	Military Cutoff Road	\$44,030,537	U-5710
R-17	Carolina Beach Road & College Road Flyovers	US 421/Carolina Beach Road	US117/NC132/ College Road	\$23,445,141	U-5790
R-18	Isabel Holmes Bridge Flyovers	US 17	US421	\$27,179,344	U-5731
R-19	US117/NC132/College & MLK Pkwy Intersection	US117/NC132/ College Road	US74/Martin Luther King Jr. Parkway	\$44,030,537	U-5792
R-20	Kerr Avenue/MLK Jr Pkwy Intersection	Kerr Avenue	US74/Martin Luther King Jr. Parkway	\$36,394,018	U-3338
R-21	US421/Carolina Beach Road Upgrade	US421/Burnett Boulevard	US117/Shipyard Boulevard	\$4,768,686	U-5729
R-22	Hurst Drive Extension	Kerr Avenue	Riegel Road	\$4,768,686	N/A
R-23	Dawson Street Streetscape	US17BUS/ South 3rd Street	US76/Oleander Drive	\$609,948	N/A
R-24	Wooster Street Streetscape	US17BUS/ South 3rd Street	US76/Oleander Drive	\$609,948	N/A
R-25	US17BUS/Market Street & 17th Street Intersection	US17BUS/ Market Street	South 17th Street	\$1,774,395	N/A
R-26	Wrightsville Avenue & Wallace Avenue Roundabout	Wrightsville Avenue	Wallace Avenue	\$1,663,495	N/A
R-27	Oleander Drive & Pine Grove Intersection	US76/ Oleander Drive	Pine Grove Drive	\$2,328,893	N/A
R-28	Pine Grove Drive & MacMillan Avenue Intersection	Pine Grove Drive	Macmillan Avenue	\$2,772,492	N/A
R-29	Love Grove Additional Access	Nixon Street	King Street	\$6,764,880	N/A
R-30	Pine Grove Drive & Greenville Loop Road Roundabout	Pine Grove Drive	Greenville Loop Road	\$1,663,495	N/A
R-31	Pine Grove Drive & Holly Tree Road Roundabout	Pine Grove Drive	Holly Tree Road	\$1,663,495	N/A
R-32	Rice Gate Way Extension	Rice Gate Way	Mallory Creek Road	\$12,741,553	N/A
R-33	Kerr Avenue Widening	Patrick Avenue	Wrightsville Avenue	\$86,267,237	N/A



## Roadway Projects with Anticipated Funding

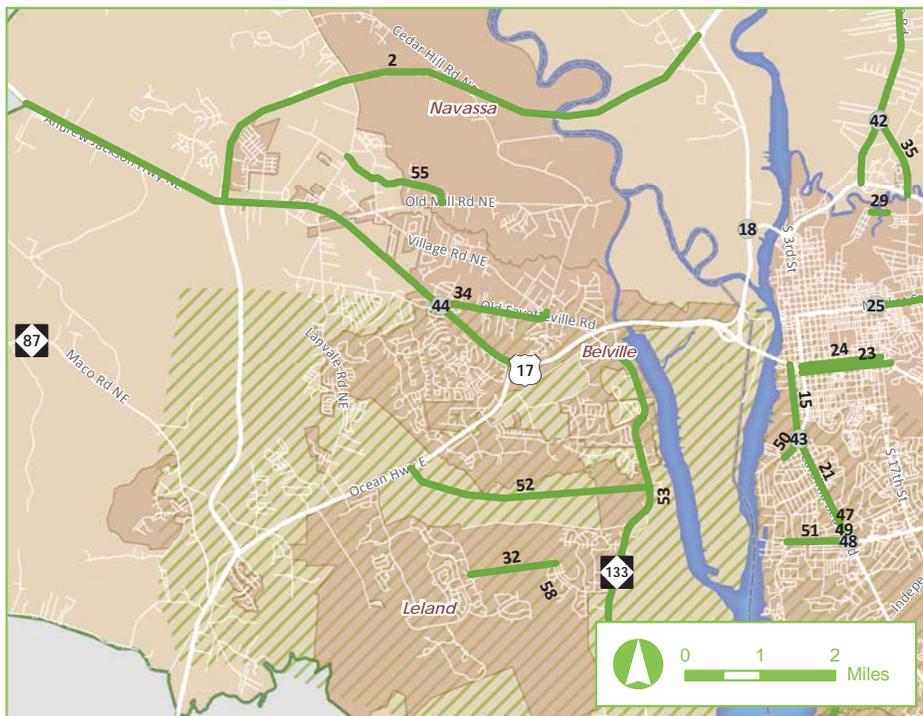
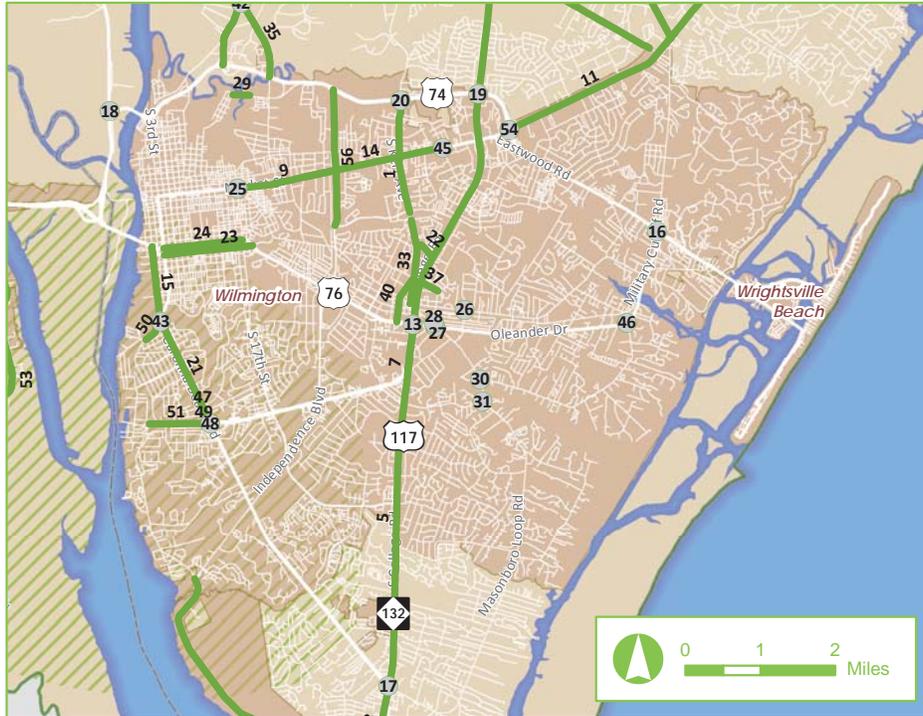
NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.





## Roadway Projects with Anticipated Funding

*NOTE: Projects displayed for general location purposes only and not intended to show exact alignment. Projects still subject to federal environmental review (NEPA) process before construction.*



FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST					
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE	TIP #
R-34	Old Fayetteville Road Widening	Village Road	US74/76/Andrew Jackson Highway	\$26,988,212	N/A
R-35	N 23rd Street Widening	NC133/Castle Hayne Road	US74/Martin Luther King Jr Parkway	\$13,147,430	N/A
R-36	NC210 Improvements	Island Creek/NC210	US17	\$4,273,066	N/A
R-37	Wilshire Boulevard Extension	US117/132/College Road	MacMillan Avenue	\$3,114,227	N/A
R-38	Hampstead Bypass	Porters Neck Road	Sloop Point Road	\$343,328,798	R-3300
R-39	Country Club/Doral Drive and Sloop Point Loop Road	Country Club Drive/Doral Drive	Sloop Point Loop Road	\$975,620	N/A
R-40	Kerr Avenue Extension	Wrightsville Avenue	US76/Oleander Drive	\$14,628,777	N/A
R-41	I-74 Upgrade	US17/74/76	WMPO Boundary	\$59,886,935	R-4462
R-42	NC133/Castle Hayne Road & 23rd Street Roundabout	NC133/ Castle Hayne Road	N 23rd Street	\$1,358,967	N/A
R-43	Front Street & Carolina Beach Road Intersection	US421/Burnett Boulevard/ Front Street	US421/Carolina Beach Road	\$408,567	N/A

### High Priority

- Alternative Work Schedules
- Carpool/Vanpool
- Development Review
- Park & Ride Lots
- Full-Time TDM Coordinator
- Transit Amenities
- Bicycle & Pedestrian Infrastructure
- Commuter Transit Routes
- Transit Oriented Development\*
- Trip Reduction Ordinance\*
- Trip Reduction Program for Large Mixed Use Developments\*

### Medium Priority

- Bicycle Sharing Program
- Car Share
- Employer Transportation Coordinator

### Low Priority

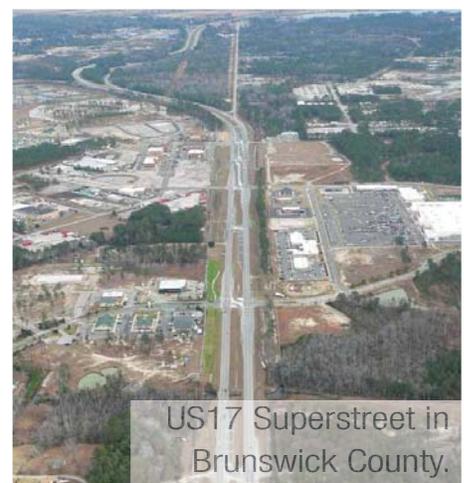
- Consulting Services for Telecommuting
- Employer Shuttles
- Transportation Management Districts
- High Occupancy Vehicle (HOV) Lanes\*
- Toll and Express Toll (HOT) Lanes\*
- Light Rail\*
- Water Taxi Service\*

\*= only a long-range TDM strategy

FISCALLY-CONSTRAINED ROADWAYS PROJECT LIST					
ID	PROJECT	FROM	TO	CONSTRUCTION YEAR COST ESTIMATE	TIP #
R-44	Old Fayetteville Road Interchange	Old Fayetteville Road	US74/76/Andrew Jackson Highway	\$11,646,941	U-3337
R-45	New Centre Drive & Market Street Intersection	New Centre Drive	US17BUS/Market Street	\$815,380	N/A
R-46	Greenville Avenue & Oleander Drive Intersection	Greenville Avenue	US76/Oleander Drive	\$408,567	N/A
R-47	Shipyards Boulevard Access Management (F/R)	US421/ Carolina Beach Road	Rutledge Drive	\$43,838	N/A
R-48	Carolina Beach Road & Shipyards Boulevard Intersection (wb right turn) (F/R)	US421/ Carolina Beach Road	US117/Shipyards Boulevard	\$1,315,130	N/A
R-49	Shipyards Boulevard Widening (F/R)	US421/ Carolina Beach Road	US117/Shipyards Boulevard	\$306,864	N/A
R-50	Burnett Boulevard Widening (F/R)	US421/ Carolina Beach Road	Myers Street	\$2,628,506	N/A
R-51	Shipyards Boulevard Speed Sensors and Warning activation at NC Port of Wilmington (F/R)	US421/ Carolina Beach Road	River Road	\$175,351	N/A
R-52	US17 to NC133 Connection	US17	NC133	\$16,366,064	N/A
R-53	NC 133/River Road Widening	US17/74/76	Rabon Way SE	\$38,150,598	N/A
R-54	Market Street/MLK Jr. Pkwy Flyovers	US74/Martin Luther King Jr. Parkway	US74/Eastwood Road	\$31,508,309	N/A
R-55	Magnolia Drive Extension	Mount Misery Road	Old Mill Road	\$8,909,680	N/A
R-56*	Independence Boulevard Extension	Randall Parkway	US74/Martin Luther King Jr. Parkway	\$196,640,913	U-4434
R-57*	River Road Widening	Independence Boulevard	US421/Carolina Beach Road	\$187,201,953	N/A
R-58*	Cape Fear Crossing - Funded Portion	US17	US421/Carolina Beach Road	\$158,021,483	U-4738
* Projects anticipated to receive funding from alternative funding mechanisms					

## Transportation Demand Management and Transportation Systems Management

Also included in the plan were strategies for several initiatives that did not include lists of projects. These included transportation demand management and transportation systems management initiatives.



## Transportation Demand Management

Transportation demand management (TDM) is described in this plan as an effort to mitigate the growth in traffic congestion. It is also described as the “flip-side” of infrastructure, as it is generally programmatic with an effort to reduce the demand on existing and new infrastructure. Trends are showing that future generations will be more interested in TDM programs rather than commuting habits that apply stress to our infrastructure. If trends continue to fall as they have in the previous years, the TDM strategies listed in the TDM Element will provide the transportation alternatives that younger generations are seeking. These Strategies include the following:

## Transportation Systems Management

Transportation Systems Management is the process of optimizing the existing transportation system and infrastructure. TSM focuses on enhancing the existing infrastructure to increase roadway capacities, to integrate transportation and land use planning, and to reduce congestion within the Wilmington Urban Area. TSM is an opportunity to target improvements that increase capacity, efficiency and utilization of the existing infrastructure. TSM strategies discussed in this element include the following:

- Optimizing Signal Timing and Operations
- Geometric Design
- Intersection Modifications
- Access Management Initiatives
- Additional Turn Lanes
- Motorist Assistance Program
- Pavement Markings
- Signs and Lighting Upgrade
- Streetscape Improvements
- Tourist Transportation Plan
- Traffic Signal Timing Optimization
- Variable/Dynamic Message Signs
- Vehicle Detectors Repair/Replacement

## Funding

A significant component of the MTP is identifying revenues to fund the proposed projects in the plan, otherwise referred to as “fiscal constraint.” In 2013, North Carolina enacted the Strategic Transportation Investment (STI) legislation that requires transportation officials “...to use existing resources more efficiently and effectively and to help us move forward more quickly with important [transportation] projects...” The STI considers past trends and expected future growth as part of its funding criteria for allocating transportation dollars throughout the state. As a result, the WMPO adopted revenue assumptions that align with the STI legislation.

Transportation projects included in the 2040 MTP are funded, primarily by the United States Department of Transportation (USDOT) and NCDOT.

## Public Involvement

Public involvement was a key component of developing the MTP, and the transportation planning process generally. Many public outreach opportunities were provided during the 2040 MTP update process, including public open houses, public surveys, presentations, and specific activities to engage traditionally underserved populations. In addition, the WMPO built a specific website to address the development of *Cape Fear Transportation 2040* to allow for additional public comment (<http://transportation2040.org>.)

More specifically, the Citizens Advisory Committee (CAC) guided the development of a three-pronged approach to soliciting and integrating public input for the development of *Cape Fear Transportation 2040*.

1. **Initial Outreach Efforts** – Before defining the transportation needs for the Greater Wilmington Area; CAC directed staff to develop methods that would reach the broad spectrum of people in the Greater Wilmington Area (1) to educate them on the development of Cape Fear Transportation 2040 and (2) to solicit feedback on current and future transportation needs.
2. **Outreach Efforts to Solicit Proposal Feedback** – Before finalizing the draft plan; CAC directed staff to develop methods that would reach the broad spectrum of people in the Greater Wilmington Area (1) to solicit general feedback on the draft plan and (2) to ascertain whether the draft plan represented the desired projects within the fiscal constraint of the document.
3. **Ongoing Public Outreach Efforts** – The CAC also directed that there be opportunities for the general public to learn about the development of *Cape Fear Transportation 2040* and to provide feedback throughout its development.

## Environmental Justice

Environmental Justice (EJ) is a process that ensures federal resources are being directed to projects of all modes in a manner that does not unreasonably burden, or deny the benefits of a transportation investment to specific communities based on ethnicity, race, or income.

Environmental justice within the WMPO MTP is based on three fundamental principles derived from guidance issued by the USDOT:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Projects included in *Cape Fear Transportation 2040* were assessed for their collective impact on environmental justice. The WMPO also carried out specific outreach activities during the development of *Cape Fear Transportation 2040* to engage traditionally underserved populations throughout the planning process.

## Conclusion

The WMPO's 2040 Metropolitan Transportation Plan (MTP) provides a framework for transportation planning, while specifically addressing the following challenges:

- An increase in population and physical area of the MPO due to the expansion of the Wilmington region
- New federal transportation legislation enacted in 2012, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21);
- New state transportation legislation enacted in 2013, STI
- Investing in a sustainable transportation system that provides mobility choices, maximizes opportunities for the movement of people and goods, and benefits all segments of the population

A new MTP update is required five years after the approval date of the 2040 MTP; however, much could happen within that 5 year time frame. Any number of potential situations could trigger amendments to the MTP, which would have to be approved by the Transportation Advisory Committee (TAC) in consultation with the Federal Highways Administration (FHWA) and the NCDOT.

The WMPO's commitment to investing in transportation infrastructure has helped the area attract a diverse population and cope with the continuing growth in the region. The WMPO recognizes the importance of remaining engaged with its regional partners as it plans future transportation needs and invests in all areas of its transportation network in order to maintain the desirability of the region as a place to live and work.

## Endnotes

1 CAM= Congestion & Access Management, EE= Economic Development, S= Safety; More detailed Purpose & Need Information is available in Appendix F

2 This represents the full cost of the project. In this planning document, the project is only anticipated to receive partial funding through anticipated funding sources as is noted in the Financial Analysis Element

<sup>3</sup> This represents the full cost of the project. In this planning document, the project is only anticipated to receive partial funding through anticipated funding sources as is noted in the Financial Analysis Element