

CAPE FEAR

## Moving Forward 2045 METROPOLITAN TRANSPORTATION PLAN

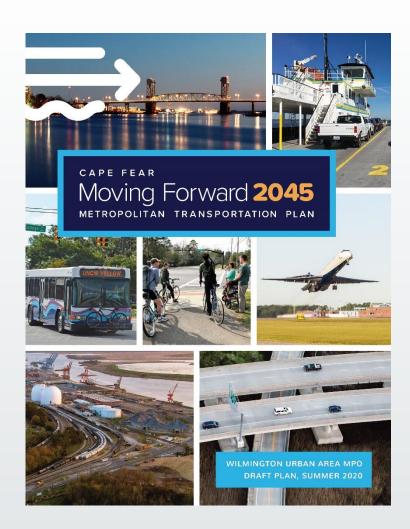
**Final Plan Presentation** August 2020





### Presentation Overview

- About the WMPO and its requirements
- The plan development process
- The final plan
- How to support the plan

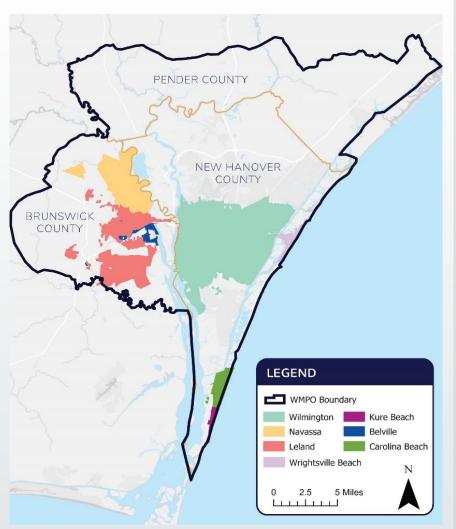






## About the Wilmington **Urban Area** Metropolitan **Planning** Organization (WMPO)

- Formed in 1978
- Approximately 280,000 in population
- 494 square miles
- 13-member Board includes representative from each member jurisdiction (2 from Wilmington), the Cape Fear Public Transportation Authority, and NCDOT Board of Transportation







## Responsibilities of the WMPO

- Federally required to provide regional transportation planning utilizing a continuing, cooperative, and comprehensive (3Cs) process which serves as the basis of the expenditure of federal transportation funding
- Update and maintain the metropolitan transportation plan every 5 years
- Prepare an annual work plan (UPWP)
- Assist in the prioritization of transportation projects for the development of the STIP/MPO TIP
- Coordinate the activities of the WMPO Board and TCC





### Metropolitan Transportation Plans

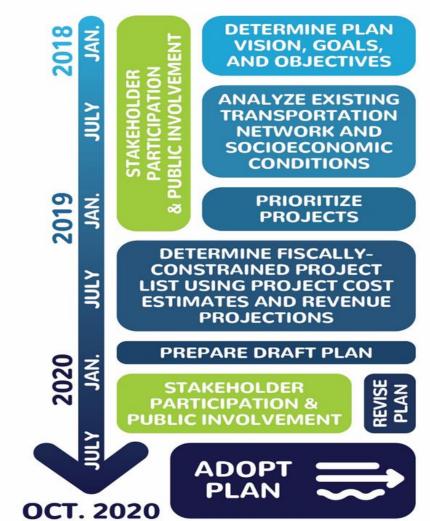
### Federally Required to:

- Provide a regional multi-modal transportation needs analysis
- Consider regional demographics and land use
- Public Involvement
- 20-year minimum planning horizon
- Fiscally constrained
- Serves as the basis for MPO TIP/STIP





# Plan Development Process







# New Requirements and Considerations

- FAST Act Requirements
  - Additional Planning Factors
  - Inclusion of Inter-City Transit providers and Tourism
- Performance based approach
- Innovative Technologies
- Resiliency
- Environmental Justice







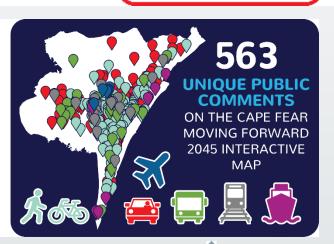
## Public Participation

arresidropilo 1 headed US Wrightsville Ave is probably the Wilshire NEEDS a sidewalk. You can to The bike path is part multi-use path, / North + ingress/egress from: most traveled college student down the road and see opatipaths. then transitions to sidewalk and/or bike gas station there cause huge. cyclists in town. The bike lane needs entire way. Grassicant grow because dacks down Marsh Oaks, New lane on the road with no signage or to extend to Eastwood Rd. people traveling by foot. With the hund proposed from density rezoning. easy method of transitioning. in area- not sustainable. Need Finish the underpass for the cross t needs to mirror growth of 2 Janes to US 17N. city trail state drawbridge. Why does the trails.cp? more airlines which will in Either a spur to Raleigh or a direct Add more airlines rain to RDU and CLI turn add destinations and make serving - M connection to Am, rak would yore air travel out of ILM cheaper of be widen transportation opportunities there is never any parking available. Being we wait without increasing road traffic. cersection. The town prohibits bikes on a dewalks There should 100% be SAFE. ient project to Sidewalks from Independence therefore the major roadways need. norcase walkability. Ikability pedesurian sidewalks or paths on bike lanes for public safety. will make our area less comto Kerr Ave. Wrightsville Avenue pesirable for ousiness of the zero ut not eup la les, mis is going to cause a huge botteneck and it's awful as it is



2,287
PUBLIC SURVEY RESPONSES













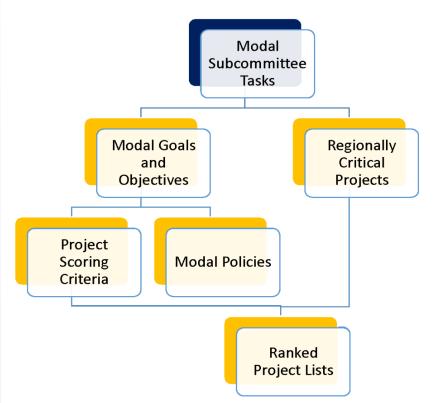


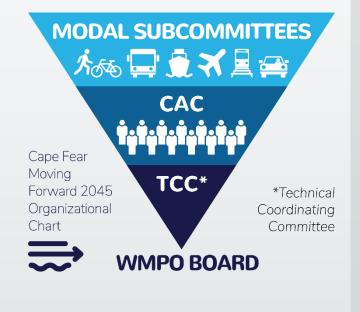




























## Financial Forecast Development

Mode	Historical Funding Sources	Financial Forecast (FY2020-FY2045)
X	<ul> <li>Federal Aviation Administration (FAA) Grant History</li> <li>State Match</li> <li>Wilmington International Airport (ILM) Capital Improvement Plan (CIP)</li> <li>Customer Facility Charge, Passenger Facility Charge</li> <li>Airport Operations &amp; Maintenance (O&amp;M) Revenues</li> </ul>	Capital Funding: \$208,125,960 Operations & Maintenance Funding: \$421,956,667  AVIATION TOTAL: \$630,082,627
<b>*</b>	<ul> <li>Direct Attributable (STBG-DA and TASA-DA)</li> <li>Local Match</li> <li>City of Wilmington GO Bond</li> <li>Municipal O&amp;M (Trails, Sidewalks, Bike Lanes)</li> </ul>	Capital Funding: \$77,033,372 Operations & Maintenance Funding: \$13,756,291  BICYCLE & PEDESTRIAN TOTAL: \$90,789,663
ā	<ul> <li>Federal Ferry Boat Program</li> <li>Toll Revenues</li> <li>Regional State Transportation Investments</li> <li>State O&amp;M</li> </ul>	Capital Funding: \$58,697,582 Operations & Maintenance Funding: \$207,846,116  FERRY & WATER TRANSPORTATION TOTAL: \$266,543,698
	<ul> <li>Rail Industrial Access Program (RIAP)</li> <li>Short Line Infrastructure Assistance Program (SIAP)</li> </ul>	Capital Funding: \$31,736,429 Operations & Maintenance Funding: N/A FREIGHT & FREIGHT RAIL TOTAL: \$31,736,429
	<ul> <li>Federal Transit Administration Funds (Capital and O&amp;M)</li> <li>State and Local Matches</li> <li>O&amp;M (NCDOT and Local)</li> <li>Passenger Fares</li> </ul>	Capital Funding: \$29,236,306 Operations & Maintenance Funding: \$438,015,618  PUBLIC TRANSPORTATION TOTAL: \$467,251,924
	State Transportation Improvement Program (STIP)     Surface Transportation Block Grant Program – Direct Attributable (STBG-DA)     Local Match     City of Wilmington GO Bond     O&M (NCDOT Division and Powell Bill)	Capital Funding: \$3,398,214,479 Operations & Maintenance Funding: \$459,701,564  ROADWAY TOTAL: \$3,857,916,043
TOTAL CAPITAL FUNDING (ALL MODES): \$3,803,044,128 TOTAL INCLUDING O&M FUNDING (ALL MODES): \$5,344,320,384		

















### Fiscally Constraining the Plan

#### **STEP #1:**

DEVELOP COMPREHENSIVE MODE-SPECIFIC PROJECT LIST

- 1. PROJECT A
- 2. PROJECT B
- 3. PROJECT C
- 4. PROJECT D
- 5. PROJECT E
- 6. PROJECT F
- 7. PROJECT G
- 8. PROJECT H



BASE MONEY AVAILABLE FOR THIS MODE



#### **STEP #2:**

REDUCE LIST BY
APPLYING BASE
SCENARIO PROJECTED
FUNDING

- 1. PROJECT A
- 2. PROJECT B
- 3. PROJECT C

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- 4. PROJECT D
- 5. PROJECT E
- 6. PROJECT F
- 7. PROJECT G
- 8. PROJECT H

### STEP #3:

INCREASE LIST BY ADDING ALTERNATIVE FUNDING

- \$\$
- BASE
- MONEY
- ALTERNATE AVAILABLE FOR THIS MODE



- 1. PROJECT A
- 2. PROJECT B
- 3. PROJECT C
- 4. PROJECT D
- 5. PROJECT E
- 6. PROJECT F
- 7 DPO IECT C
- 7. PROJECT G
- 8. PROJECT H





# Alternative Funding Sources

- A funding gap of \$7.2 billion was identified based on identified regional project needs and forecasted funding
- Alternative funding sources utilized in North Carolina and other parts of the US were researched, including taxes, fees, grants, and bonds
- Alternative funding sources explored by the Board:
  - Quarter Cent Sales Tax
  - Quarter Cent Sales Tax for Transit
  - Motor Vehicle License Tax
  - Motor Vehicle License Tax for Transit
  - Vehicle Registration Fee
  - Vehicle Rental Tax
  - Bicycle Registration Fee
  - Transportation Bonds
  - Tolling
- The Board supported the tolling of the Cape Fear Crossing, allowing for the forecasted toll revenues to be utilized for fiscally constraining a portion of the project in the plan

















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## TDM

### YEARS TO IMPLEMENTATION:

**SHORT-RANGE** 

• Bicycle and Pedestrian

Carpool and Vanpool

Alternative Work

Infrastructure

Schedules

Bike Share

Continued

Personalized

Consulting for

**Opportunities** Development Review

**Employment of** 

Commuter Plans

Full-time TDM Staff

### **MEDIUM-RANGE**

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- Bicycle and Pedestrian Infrastructure
- Bus Rapid Transit (BRT)
- Car Share
- Employer Shuttles
- Park and Ride Lots
- Transit Amenities

#### **LONG-RANGE**

- Bicycle and Pedestrian Infrastructure
- Fixed Rail Transit
- High Occupancy Vehicle (HOV) Lanes
- Toll and Express Toll (HOT) Lanes
- Water Taxi Service

### **RESULT:**







**REDUCED TRAFFIC CONGESTION** 



















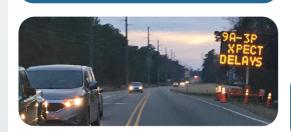


**ACCESS MANAGEMENT** 

EMERGENCY VEHICLE PREEMPTION & TRANSIT SIGNAL PRIORITY



**PAVEMENT MARKINGS** 



TRAVELER INFORMATION SYSTEMS & DYNAMIC MESSAGE SIGNS

### **ADDITIONAL TURN LANES**





**BUS PULLOUTS** 

INTERSECTION
MODIFICATIONS &
GEOMETRIC DESIGN
IMPROVEMENTS

MOTORIST ASSISTANCE PROGRAM

STREETSCAPE IMPROVEMENTS

TRAFFIC SIGNAL TIMING OPTIMIZATION

IMPROVED SIGNAGE & LIGHTING



**SOCIAL MEDIA** & SMART APPS

VEHICLE DETECTORS REPAIR/REPLACEMENT





















# Public Review of the Draft Plan

On the Fiscally-Constrained Bicycle and Pedestrian Project List, it appears that several projects (BP-581 (Carolina Beach Road & College Road), BP-646 (College Road and Oleander Drive), BP-584 (College Road & Monkey Junction Shopping Center Entrance), BP-577 (Bayshore Drive & Market Street), BP-627 (Piner Road & Myrtle Grove Road)) are already included in the design or recommended cross sections for roadway projects anticipated for funding prior to the anticipated funding year of the bike/ped projects. If there is not a need for this redundancy, approximately \$113,800 (not considering inflation) could be freed-up, which could allow projects such as BP-147a (Central Blvd/ Morningside Dr. Bike Lanes), the Front Street sharrows (BP-471 and 370), etc. to be funded.

The top priority projects are programmed for funding between 2020-2025. With NCDOT facing financial issues, how will that affect these projects?

There are planned bicycle improvements on Lendire. What will this project look like?



PUBLIC OUTREACH PHASE II 2/26/20 - 5/15/20



IN PERSON OPEN HOUSES: 3/4/2020 3/10/2020

VIRTUAL OPEN HOUSES: 7/6/2020 7/7/2020 7/8/2020













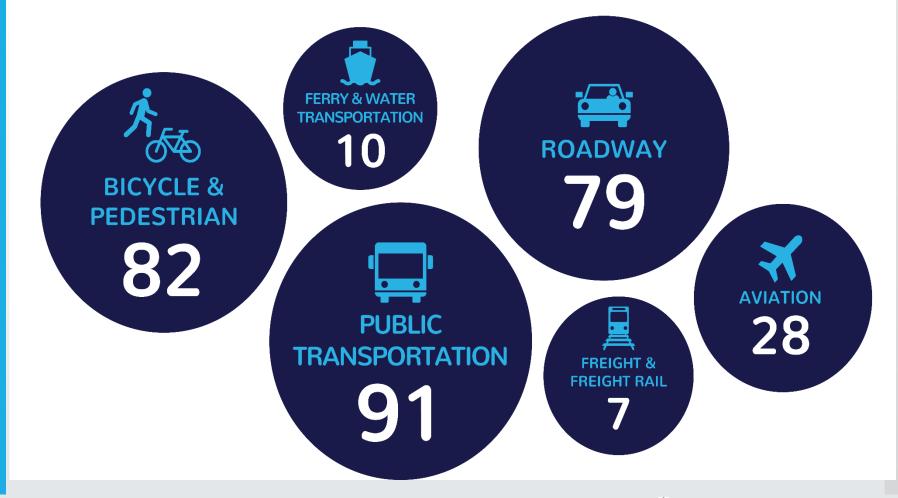






## Final Plan Outcomes

### NUMBER OF FISCALLY CONSTRAINED PROJECTS BY MODE:







# Your Role in Supporting the Plan

- Consider during development review, CIP planning, and local plan development
- Promote WMPO initiatives
- Participate in all efforts to develop the 2050 plan







### Questions?

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