



GO COAST
CAPE FEAR'S OFFICIAL AGENCY
FOR SMART TRANSPORTATION

Cape Fear Change in Motion 2020

Document Appendix

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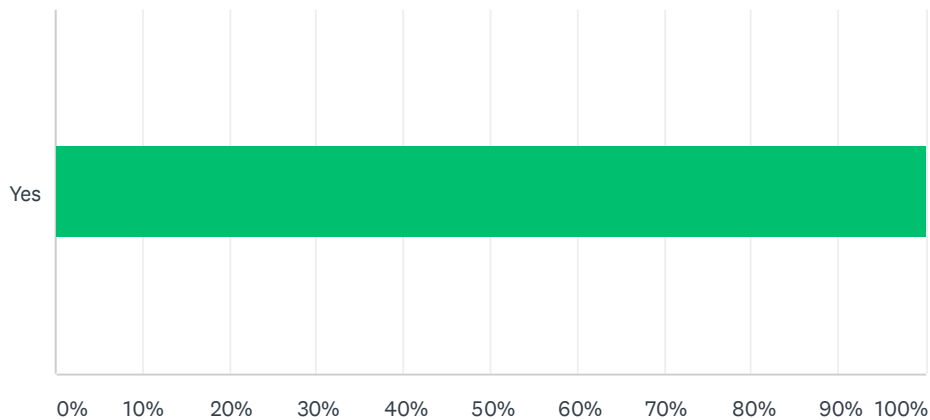
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GO COAST
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Q1 The Wilmington Urban Area Metropolitan Planning Organization's Transportation Demand Management (TDM) program "Go Coast" updates its short-range plan every five years. The 2020 plan update "Cape Fear Change in Motion 2020" elaborates on specific plans to increase alternative mode use and decrease vehicle miles traveled to reduce traffic congestion in the WMPO area. This plan is used as a guide for feasible goals that can be implemented by Go Coast and its partners and utilized by area residents. Per federal law, the WMPO is required to offer the public the opportunity to provide feedback on all plan documents. This survey will ask 28 questions about transportation in the WMPO region and your preference for how alternative transportation modes may be utilized in the near future. The term "alternative transportation" when seen in this survey refers to modes that are not a single occupant vehicle such as bicycling, walking, carpooling/vanpooling, and using public transportation. Do you wish to continue?

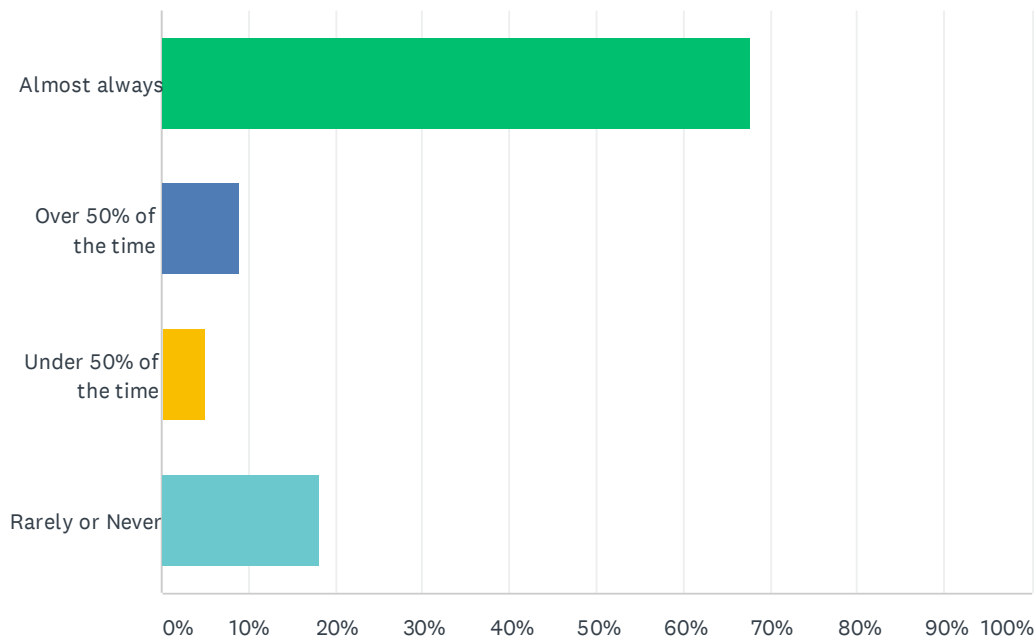
Answered: 256 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	100.00% 256
TOTAL	256

Q2 How often do you drive alone in a car to commute to and from WORK or SCHOOL?

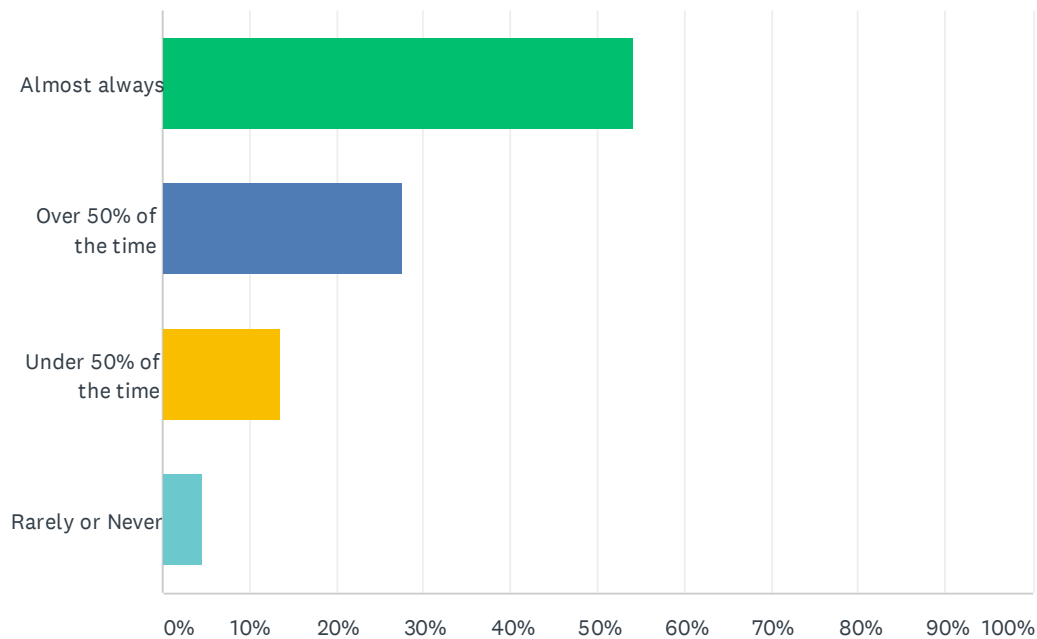
Answered: 254 Skipped: 4



ANSWER CHOICES	RESPONSES	
Almost always	67.72%	172
Over 50% of the time	9.06%	23
Under 50% of the time	5.12%	13
Rarely or Never	18.11%	46
TOTAL		254

Q3 How often do you drive alone in a car for OTHER lifestyle commutes such as grocery shopping, appointments, to the gym, or to a friend's house?

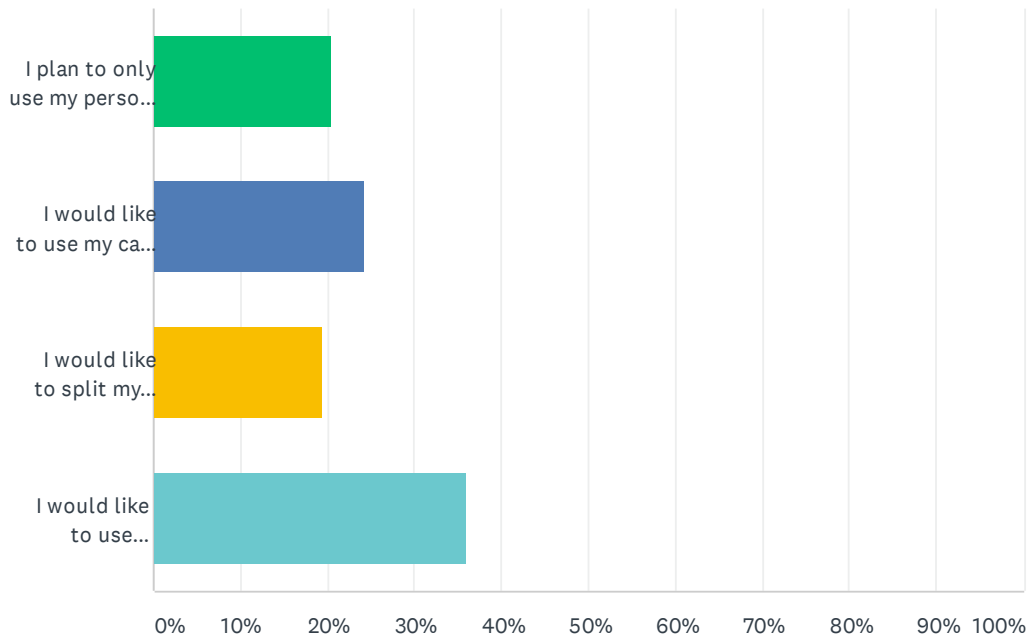
Answered: 257 Skipped: 1



ANSWER CHOICES	RESPONSES
Almost always	54.09% 139
Over 50% of the time	27.63% 71
Under 50% of the time	13.62% 35
Rarely or Never	4.67% 12
TOTAL	257

Q4 In the future, would you like to change the frequency of using your personal vehicle for commuting to and from WORK?

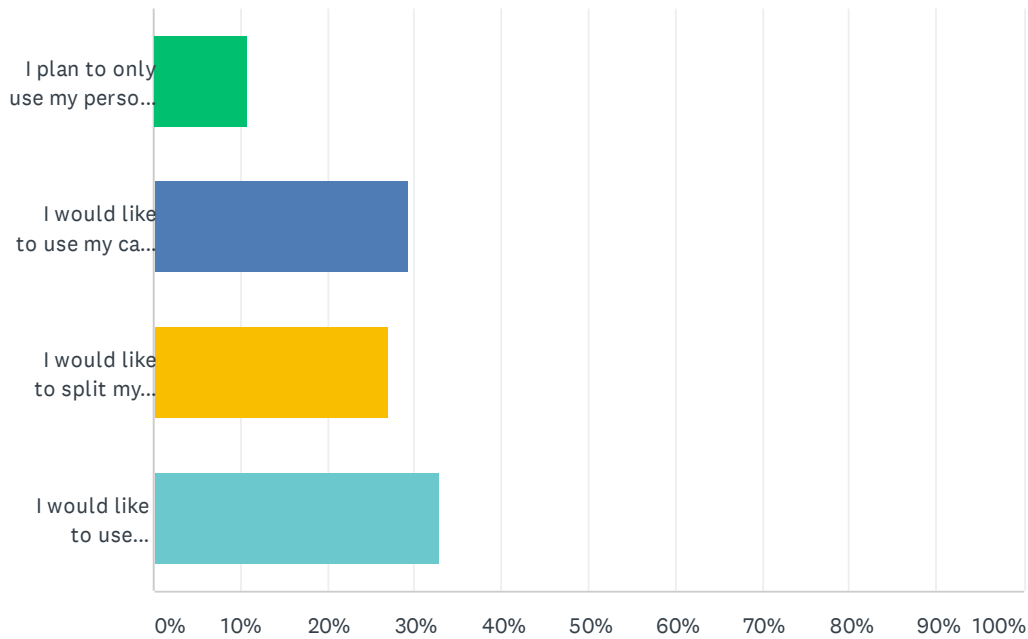
Answered: 248 Skipped: 10



ANSWER CHOICES	RESPONSES	
I plan to only use my personal vehicle in the future to commute to work	20.56%	51
I would like to use my car most of the time but would like to use alternative transportation more than I do now	24.19%	60
I would like to split my commute evenly between my personal vehicle and alternative transportation	19.35%	48
I would like to use alternative transportation more than I use my personal vehicle	35.89%	89
TOTAL		248

Q5 In the future, would you like to change the frequency of using your personal vehicle for OTHER lifestyle commuting?

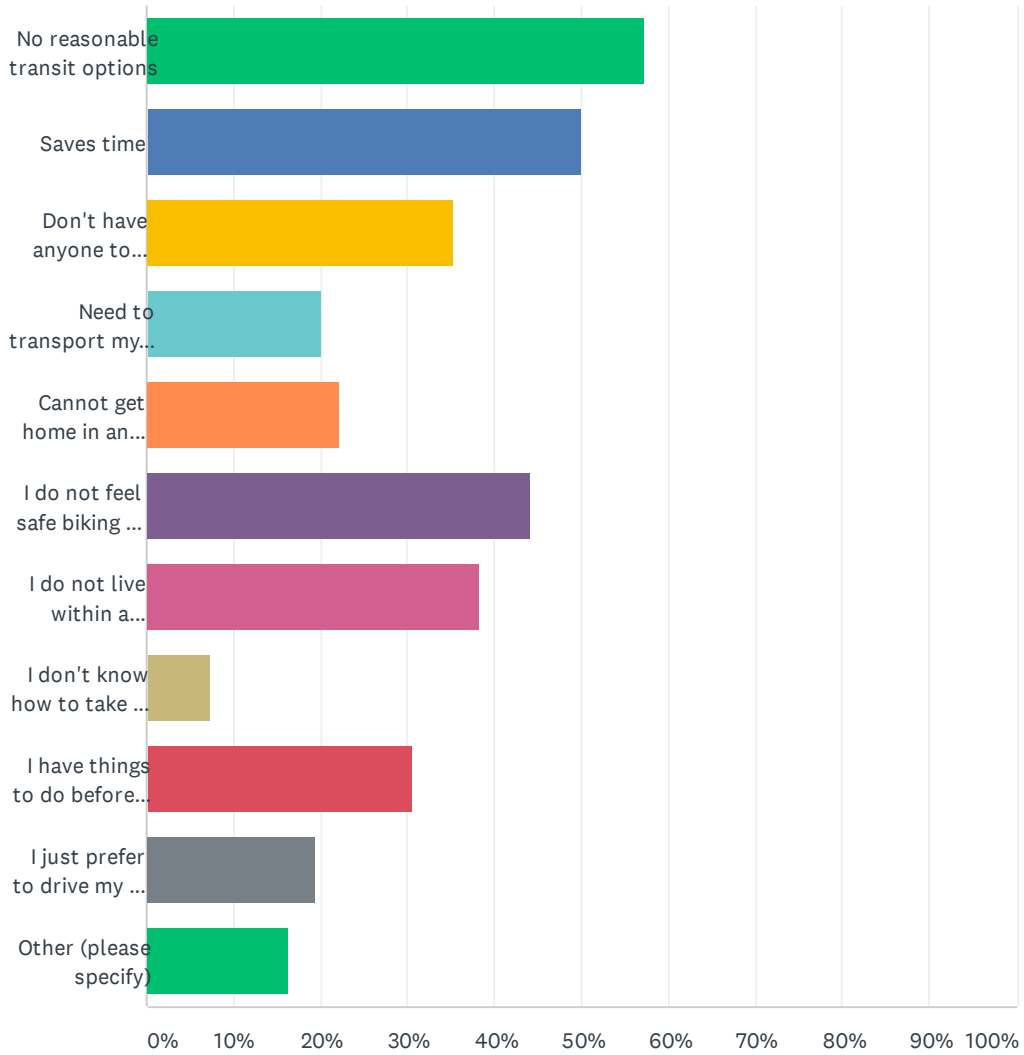
Answered: 256 Skipped: 2



ANSWER CHOICES	RESPONSES	
I plan to only use my personal vehicle in the future	10.94%	28
I would like to use my car most of the time but would like to use alternative transportation more than I do now	29.30%	75
I would like to split my trips evenly between my car and alternative transportation	26.95%	69
I would like to use alternative transportation more than I use my car	32.81%	84
TOTAL		256

Q6 What are your reasons for driving alone? Select all that apply.

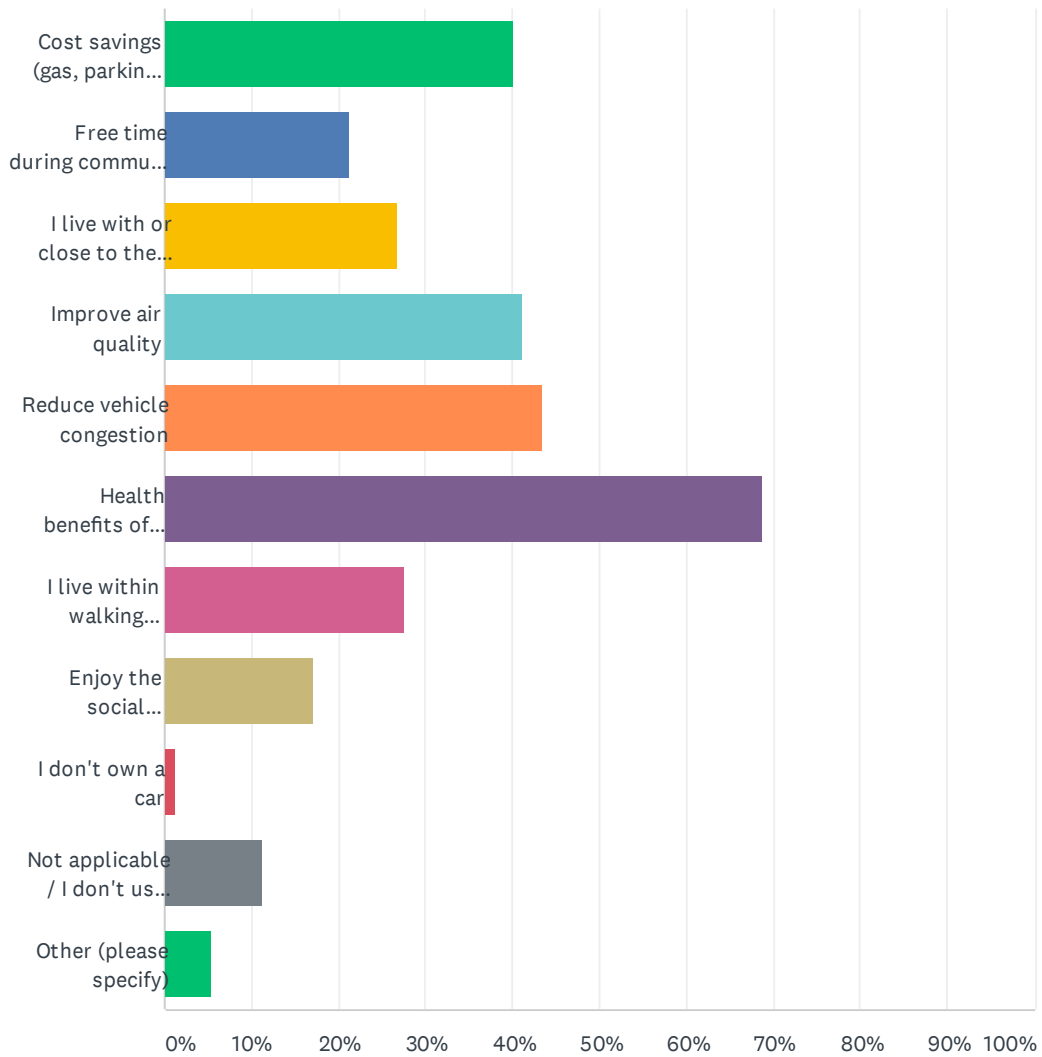
Answered: 258 Skipped: 0



ANSWER CHOICES	RESPONSES	
No reasonable transit options	57.36%	148
Saves time	50.00%	129
Don't have anyone to carpool or vanpool with to work	35.27%	91
Need to transport my children/family members	20.16%	52
Cannot get home in an emergency otherwise	22.09%	57
I do not feel safe biking or walking (although I live within a reasonable biking/walking distance from places that I go)	44.19%	114
I do not live within a reasonable biking/walking distance from places that I go	38.37%	99
I don't know how to take the bus	7.36%	19
I have things to do before or after work that require a car	30.62%	79
I just prefer to drive my own car	19.38%	50
Other (please specify)	16.28%	42
Total Respondents: 258		

Q7 When you use modes other than driving alone, what motivates you to do so? Select all that apply.

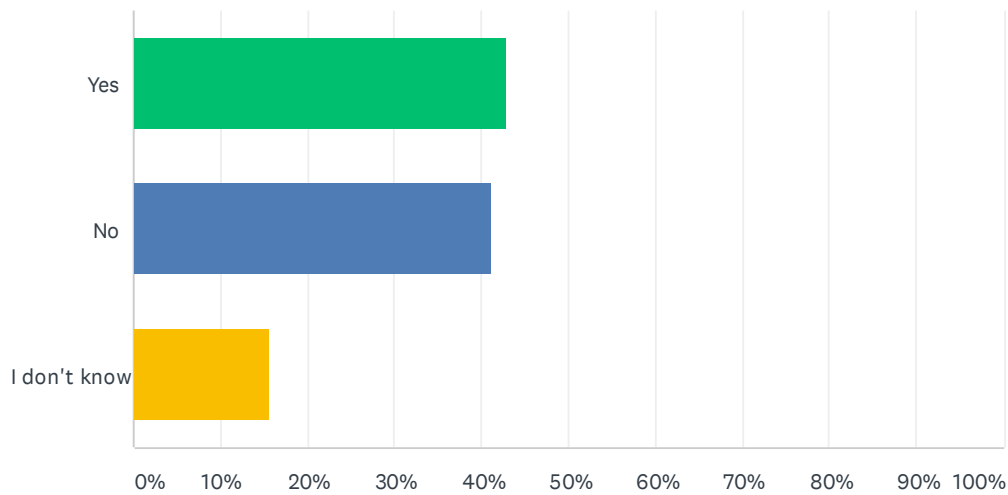
Answered: 257 Skipped: 1



ANSWER CHOICES	RESPONSES	
Cost savings (gas, parking, insurance, etc.)	40.08%	103
Free time during commute if I am not the driver in a carpool/vanpool or taking the bus	21.40%	55
I live with or close to the person I can share a ride with	26.85%	69
Improve air quality	41.25%	106
Reduce vehicle congestion	43.58%	112
Health benefits of active commuting (walking and biking)	68.87%	177
I live within walking distance of work, errands, or other places I go	27.63%	71
Enjoy the social interaction	17.12%	44
I don't own a car	1.17%	3
Not applicable / I don't use modes other than my SOV (single occupant vehicle)	11.28%	29
Other (please specify)	5.45%	14
Total Respondents: 257		

Q8 Does your employer have a telecommuting/telework (work from home) policy?

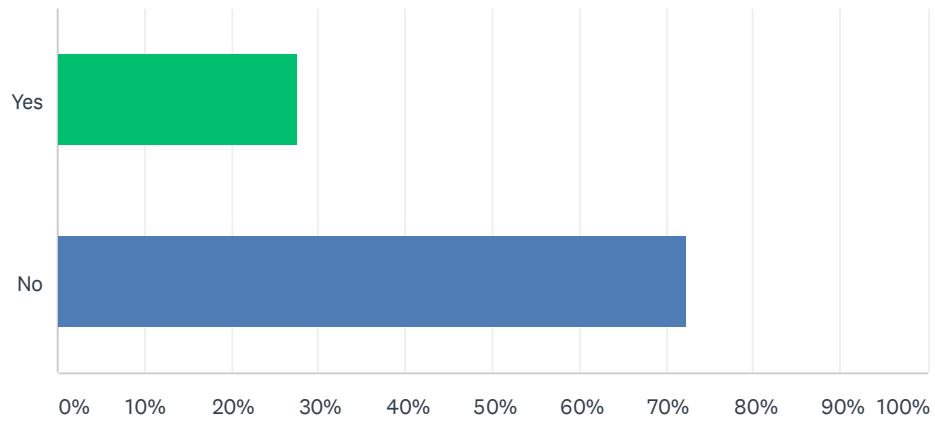
Answered: 247 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	42.91%	106
No	41.30%	102
I don't know	15.79%	39
TOTAL		247

Q9 Do you telework one or more days a week? (As a normal schedule, NOT due to COVID 19)

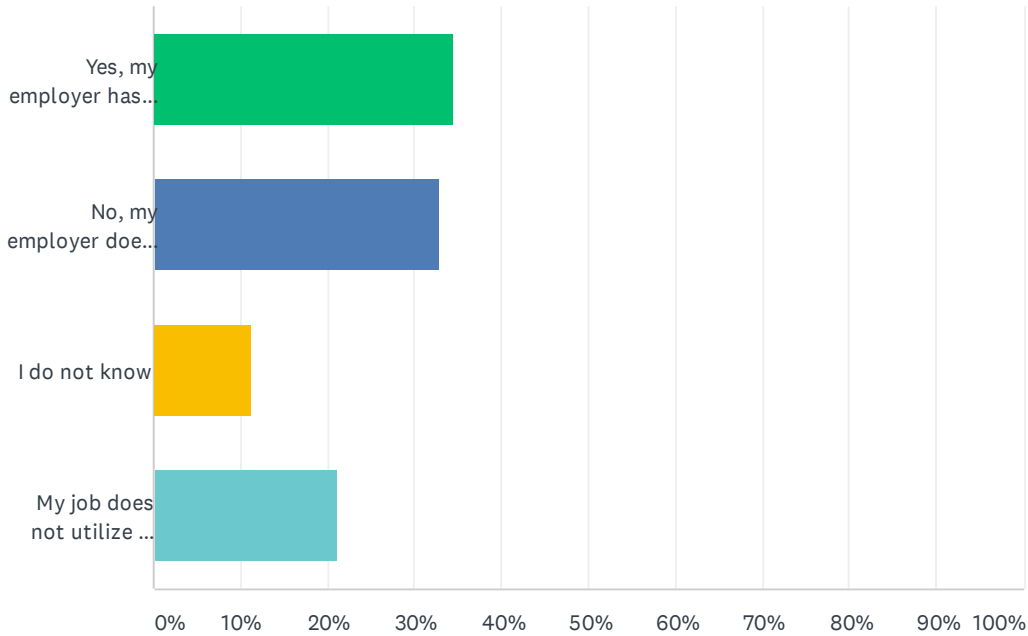
Answered: 249 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	27.71%	69
No	72.29%	180
TOTAL		249

Q10 Does your employer have an alternative work schedule policy? An alternative work schedule would allow you to work outside the normal hours of 8 to 5 to avoid commuting during peak traffic times. An alternative or "flexible" work schedule could allow you to arrive at 7am or 9am and leave at 4 pm or 6pm; or condenses your work work week to four, 10-hour days so that you don't commute at all one day of the work week.

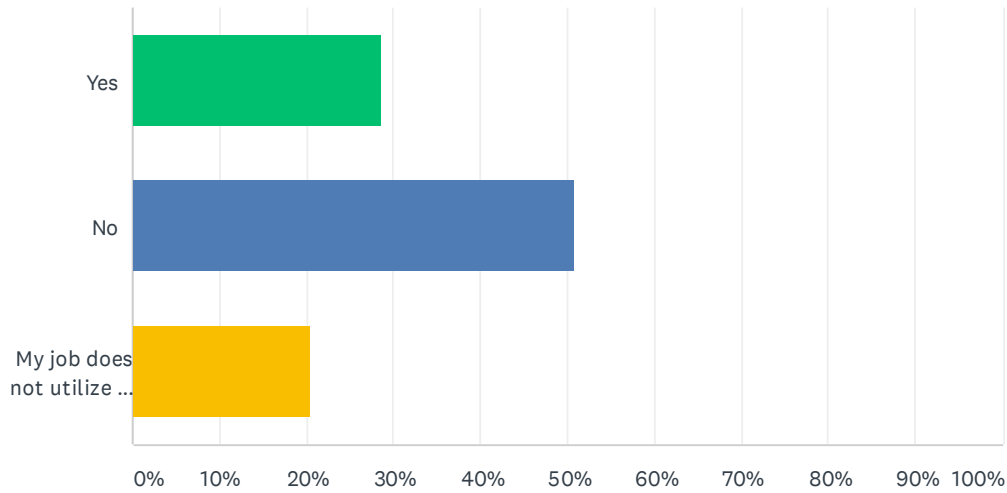
Answered: 246 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes, my employer has an alternative work schedule policy	34.55%	85
No, my employer does not have an alternative work schedule policy	32.93%	81
I do not know	11.38%	28
My job does not utilize the typical 8-5 schedule	21.14%	52
TOTAL		246

Q11 Do you, personally, utilize an alternative work schedule?

Answered: 248 Skipped: 10



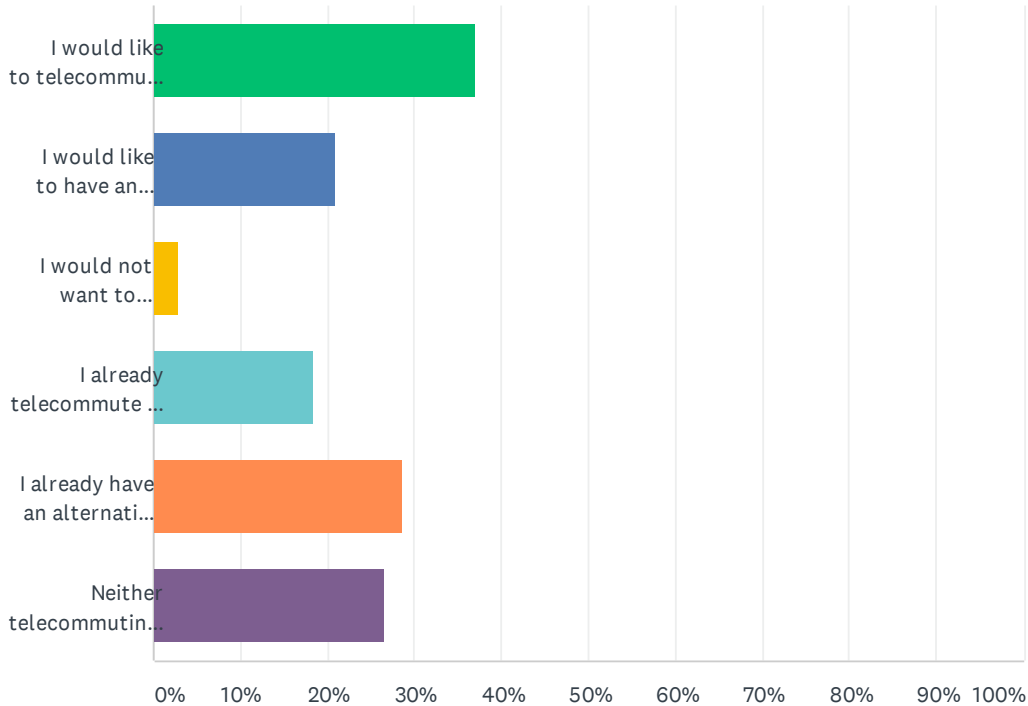
ANSWER CHOICES	RESPONSES	
Yes	28.63%	71
No	50.81%	126
My job does not utilize a typical 8-5 schedule	20.56%	51
TOTAL		248

Q12 If you answered yes to question 11, please describe your alternative work schedule.

Answered: 104 Skipped: 154

Q13 If offered by your employer, would you be interested in adopting a telecommuting or alternative work schedule? You may choose more than one option.

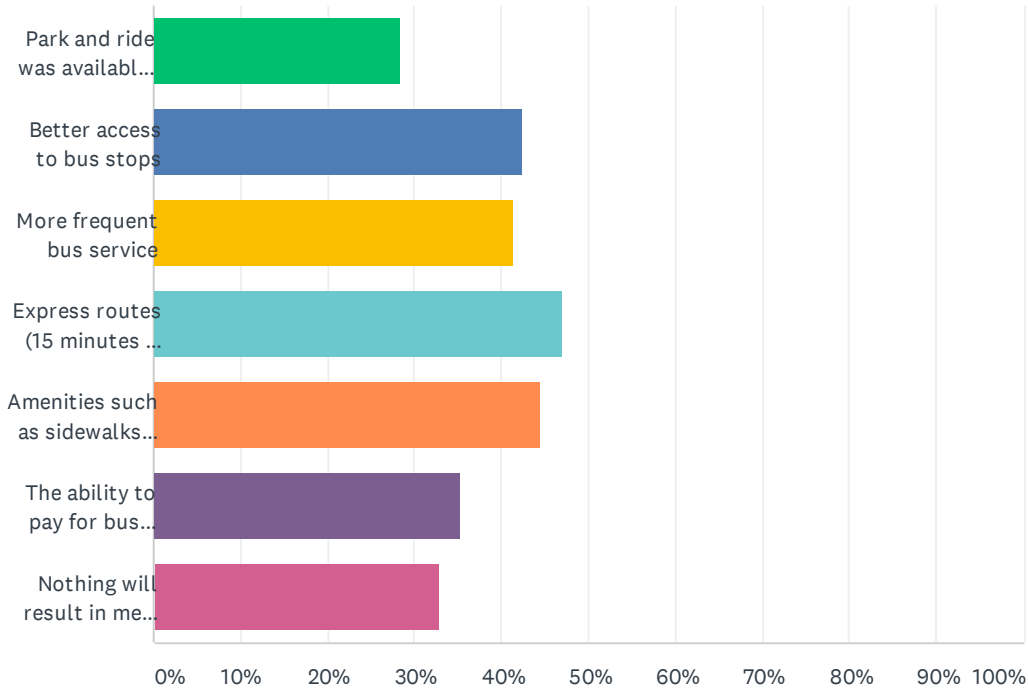
Answered: 240 Skipped: 18



ANSWER CHOICES	RESPONSES	
I would like to telecommute at least once a week	37.08%	89
I would like to have an alternative work schedule	20.83%	50
I would not want to telcommute or have an alternative work schedule	2.92%	7
I already telecommute at least once a week	18.33%	44
I already have an alternative work schedule	28.75%	69
Neither telecommuting nor alternative work schedules are applicable to my work	26.67%	64
Total Respondents: 240		

Q14 I would take the bus more often if the following factors were present: select all that apply.

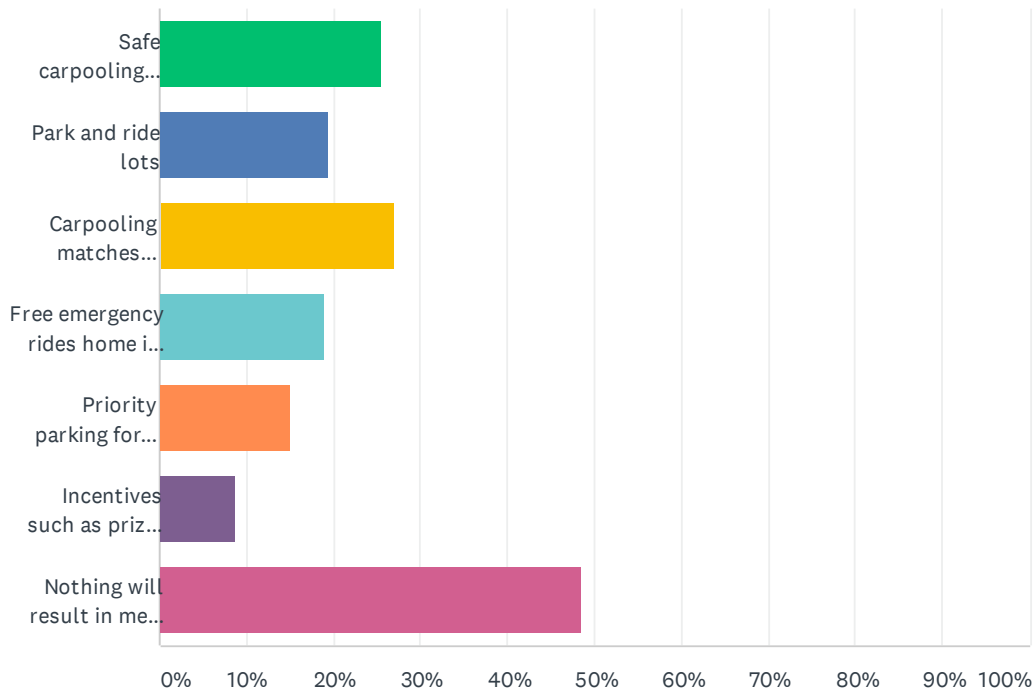
Answered: 249 Skipped: 9



ANSWER CHOICES	RESPONSES	
Park and ride was available at major bus stops/intersections	28.51%	71
Better access to bus stops	42.57%	106
More frequent bus service	41.37%	103
Express routes (15 minutes or less) along major corridors in town	46.99%	117
Amenities such as sidewalks, benches, shelters at stops	44.58%	111
The ability to pay for bus fare with credit card on the bus	35.34%	88
Nothing will result in me taking the bus	32.93%	82
Total Respondents: 249		

Q15 I would carpool or vanpool if the following factors were present: select all that apply.

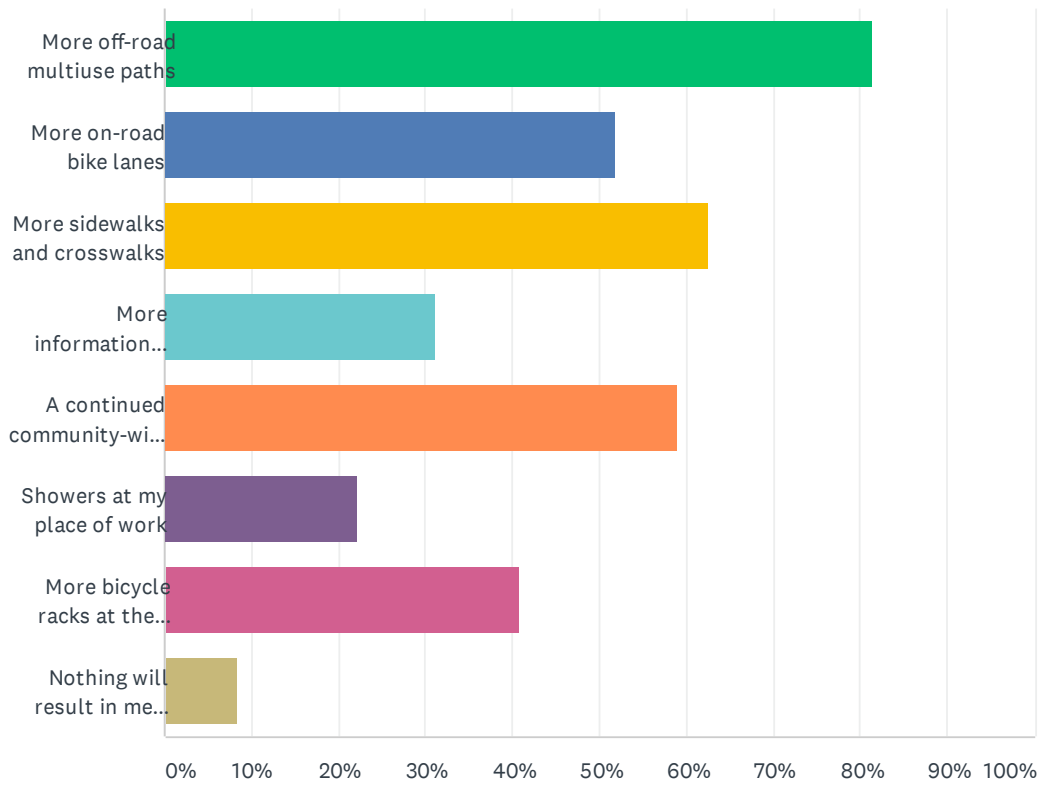
Answered: 251 Skipped: 7



ANSWER CHOICES	RESPONSES	
Safe carpooling matches with commuters who are going to or near the same place as me	25.50%	64
Park and ride lots	19.52%	49
Carpooling matches specifically with my co-workers	27.09%	68
Free emergency rides home if I need to leave but carpoled to work	19.12%	48
Priority parking for carpooling	15.14%	38
Incentives such as prizes or promotional materials	8.76%	22
Nothing will result in me carpooling or vanpooling	48.61%	122
Total Respondents: 251		

Q16 I would bicycle or walk more often if the following factors were present: select all that apply.

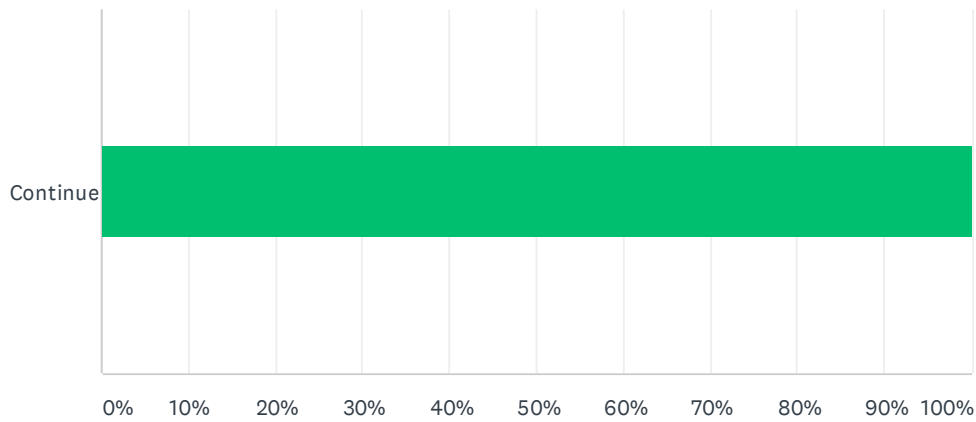
Answered: 253 Skipped: 5



ANSWER CHOICES	RESPONSES
More off-road multiuse paths	81.42% 206
More on-road bike lanes	51.78% 131
More sidewalks and crosswalks	62.45% 158
More information about bicycling and walking routes and resources	31.23% 79
A continued community-wide campaign/program that focused on rules of the road for bicycling, walking, and driving	58.89% 149
Showers at my place of work	22.13% 56
More bicycle racks at the places I go	40.71% 103
Nothing will result in me bicycling or walking	8.30% 21
Total Respondents: 253	

Q17 During the COVID 19 pandemic, traffic volumes on major roads and intersections decreased significantly. This was due to the statewide stay at home order and employers permitting employees to telework/telecommute. Please answer these next questions about your work from home experience during COVID 19.

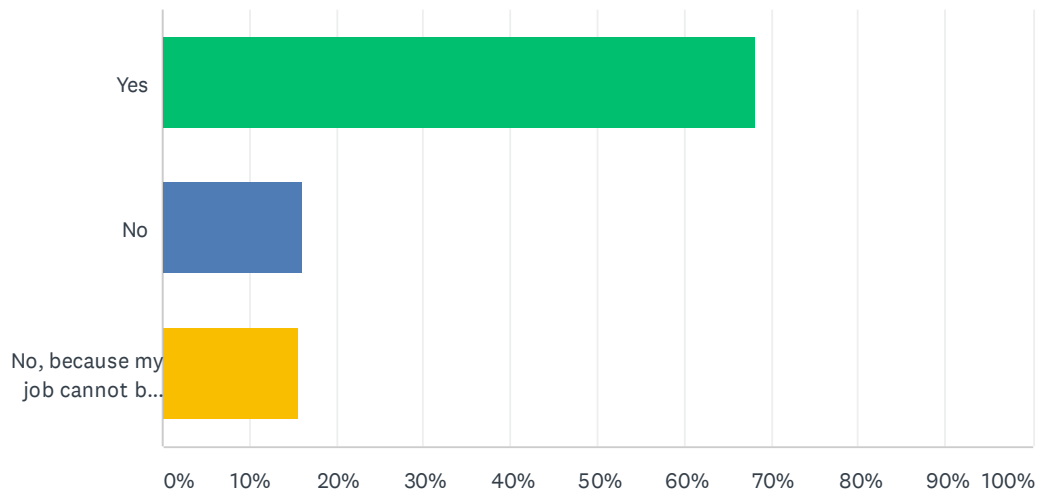
Answered: 243 Skipped: 15



ANSWER CHOICES	RESPONSES
Continue	100.00% 243
TOTAL	243

Q18 Did you telework during the COVID 19 pandemic?

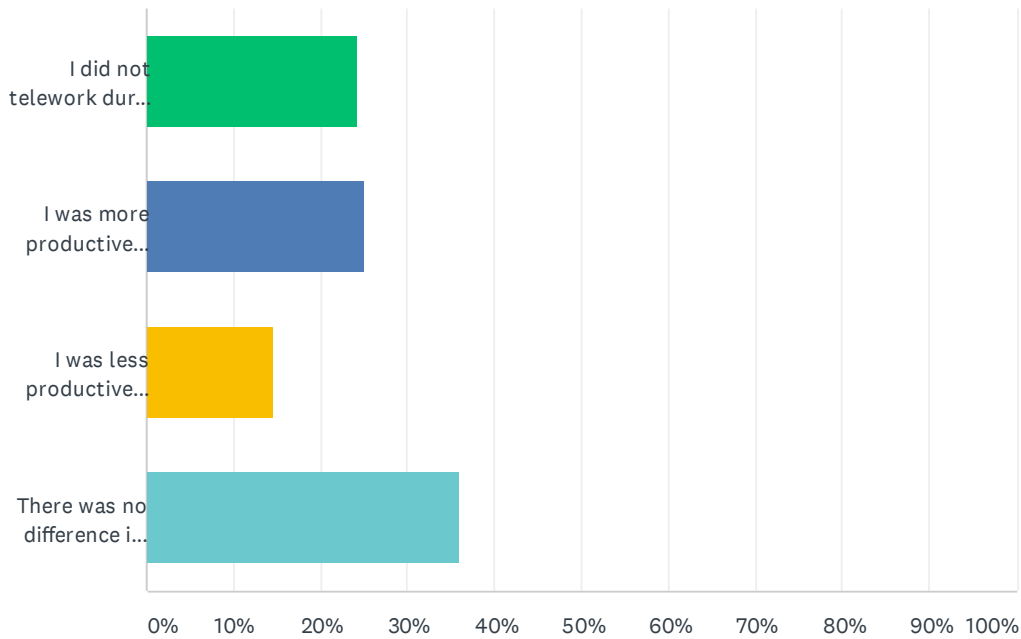
Answered: 249 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	68.27%	170
No	16.06%	40
No, because my job cannot be done remotely	15.66%	39
TOTAL		249

Q19 If you participated in telework during the COVID 19 pandemic, how do you feel it affected your productivity?

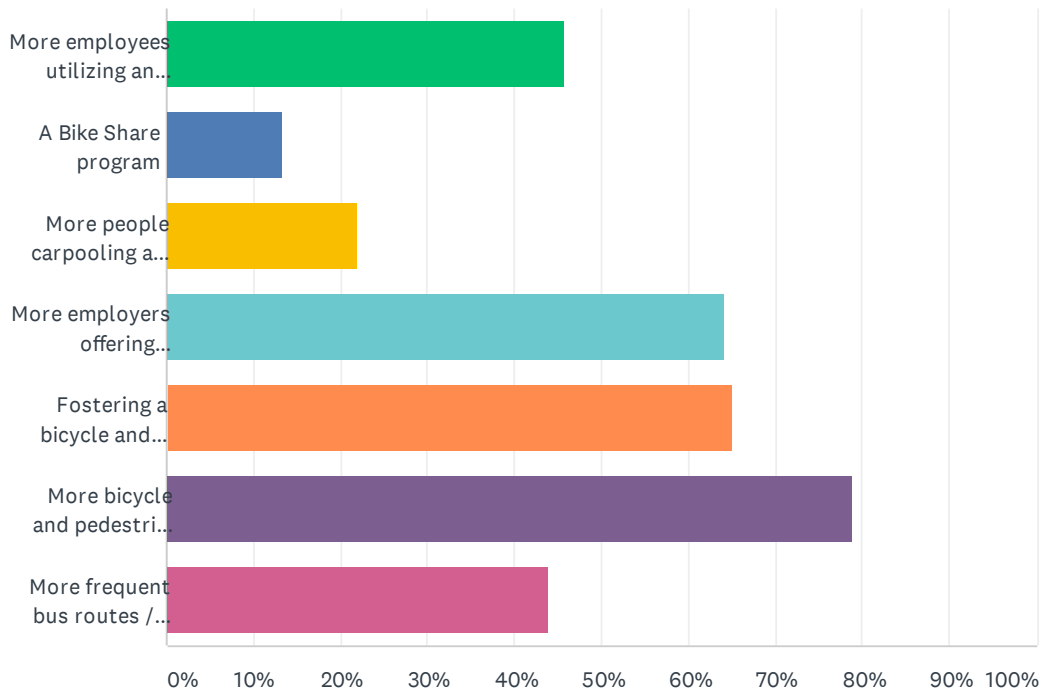
Answered: 239 Skipped: 19



ANSWER CHOICES	RESPONSES	
I did not telework during COVID 19	24.27%	58
I was more productive working from home	25.10%	60
I was less productive working from home	14.64%	35
There was no difference in my productivity	35.98%	86
TOTAL		239

Q20 Please choose THREE options from the list below that you think would best reduce traffic/improve mobility in the Wilmington Area.

Answered: 255 Skipped: 3



ANSWER CHOICES	RESPONSES	
More employees utilizing an alternative work schedules to alleviate traffic around 8 am and 5 pm	45.88%	117
A Bike Share program	13.33%	34
More people carpooling and vanpooling by area residents and employees	21.96%	56
More employers offering telecommuting to employees	64.31%	164
Fostering a bicycle and pedestrian friendly culture (such as safety campaigns, increased traffic enforcement, etc.)	65.10%	166
More bicycle and pedestrian infrastructure	78.82%	201
More frequent bus routes / Improved bus amenities	43.92%	112
Total Respondents: 255		

Q21 Please provide your home zip code

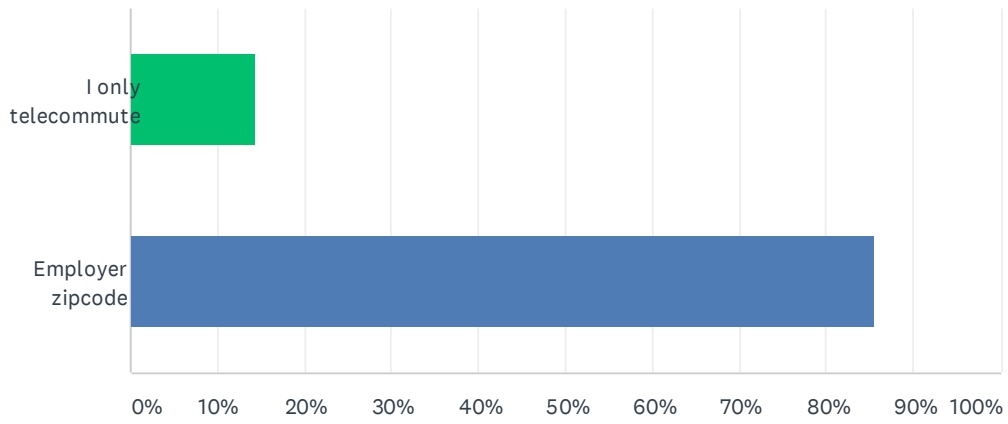
Answered: 256 Skipped: 2

Q22 Please provide the business name of your employer

Answered: 225 Skipped: 33

Q23 Please provide the zip code of your employer if you commute to a workspace

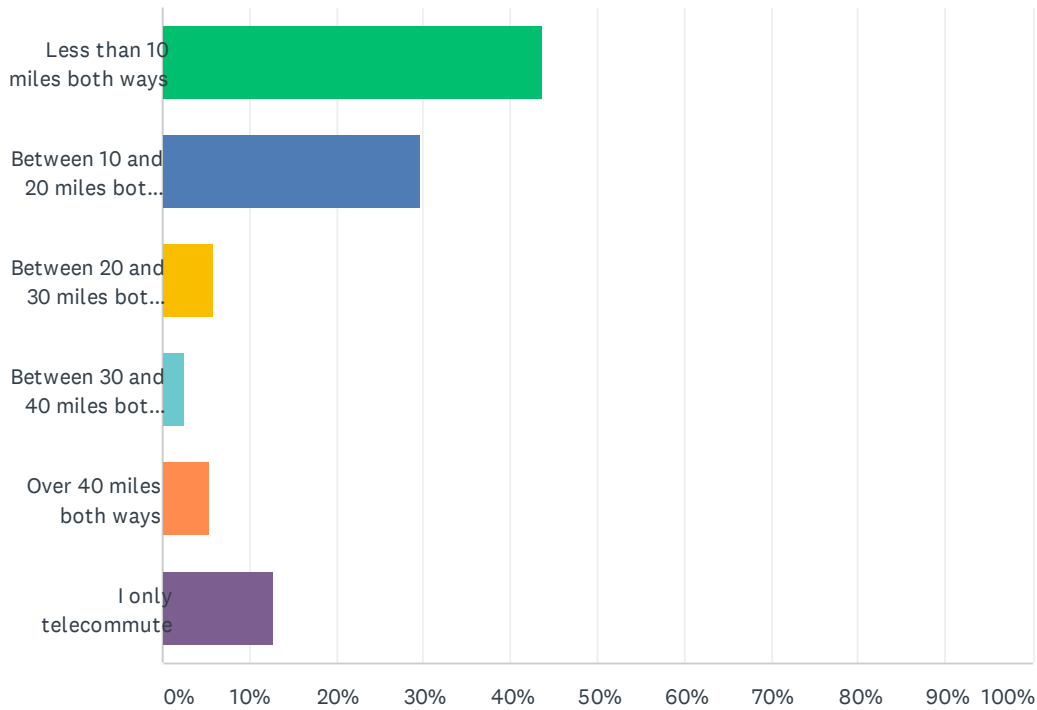
Answered: 227 Skipped: 31



ANSWER CHOICES	RESPONSES	
I only telecommute	14.54%	33
Employer zipcode	85.46%	194
TOTAL		227

Q24 What is your commute to and from work in miles?

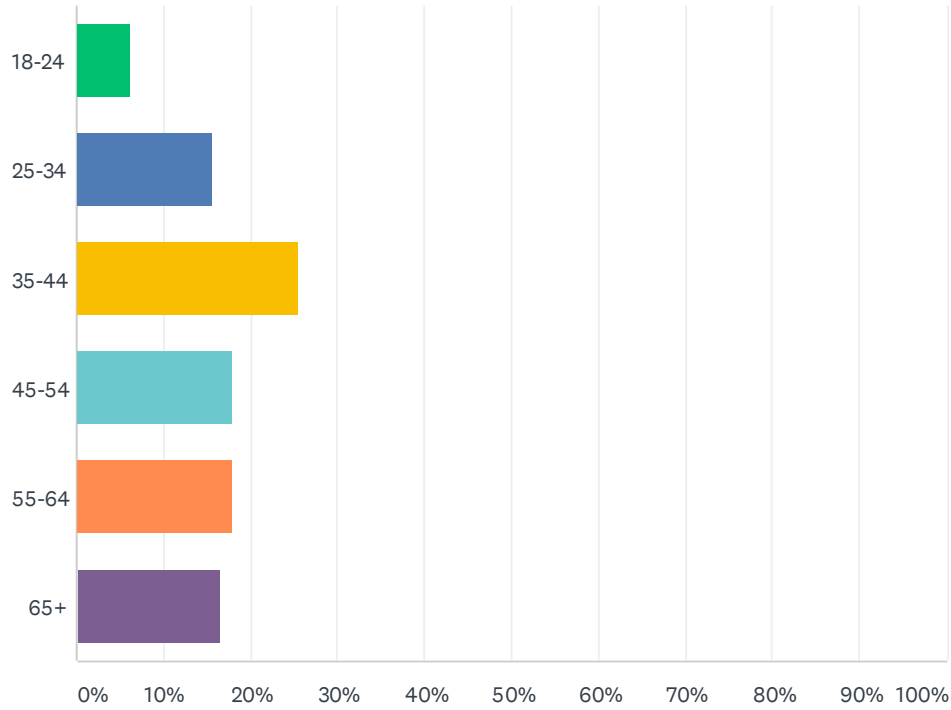
Answered: 236 Skipped: 22



ANSWER CHOICES	RESPONSES	
Less than 10 miles both ways	43.64%	103
Between 10 and 20 miles both ways	29.66%	70
Between 20 and 30 miles both ways	5.93%	14
Between 30 and 40 miles both ways	2.54%	6
Over 40 miles both ways	5.51%	13
I only telecommute	12.71%	30
TOTAL		236

Q25 What is your age?

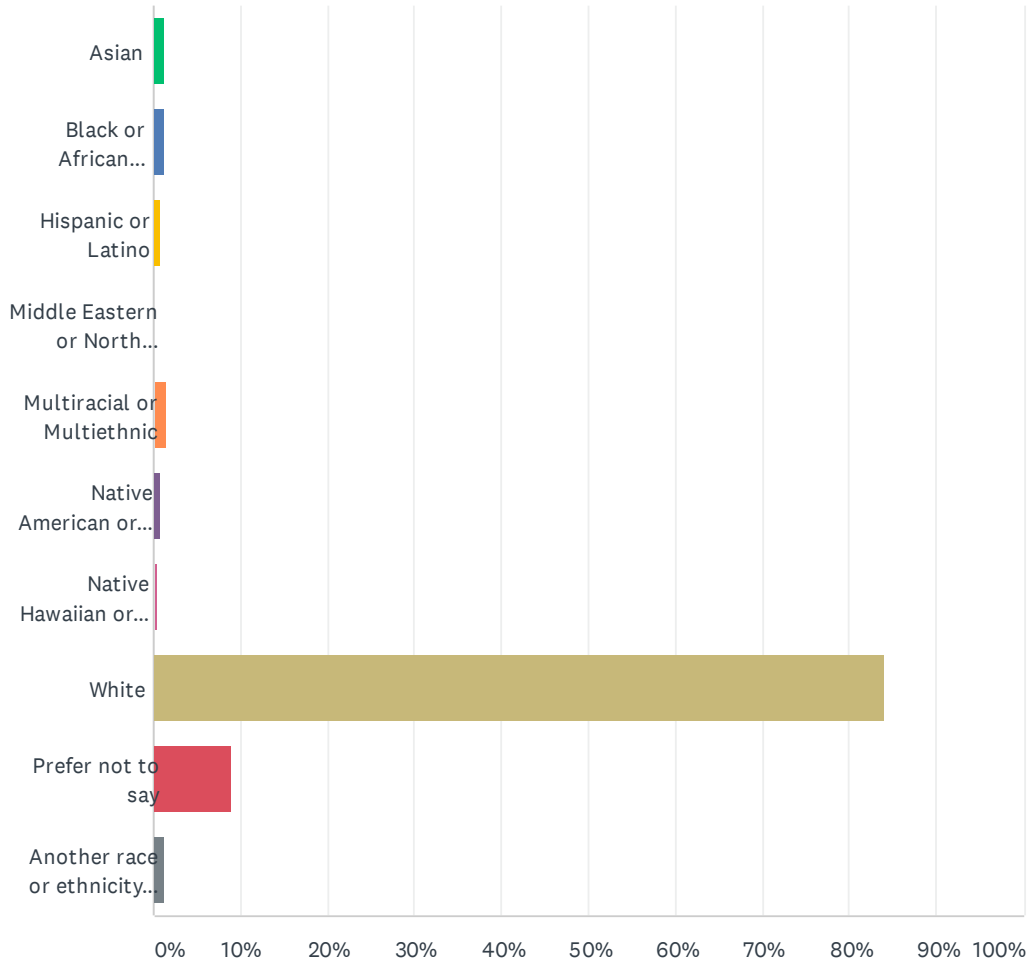
Answered: 255 Skipped: 3



ANSWER CHOICES	RESPONSES	
18-24	6.27%	16
25-34	15.69%	40
35-44	25.49%	65
45-54	18.04%	46
55-64	18.04%	46
65+	16.47%	42
TOTAL		255

Q26 What is your race or ethnicity?

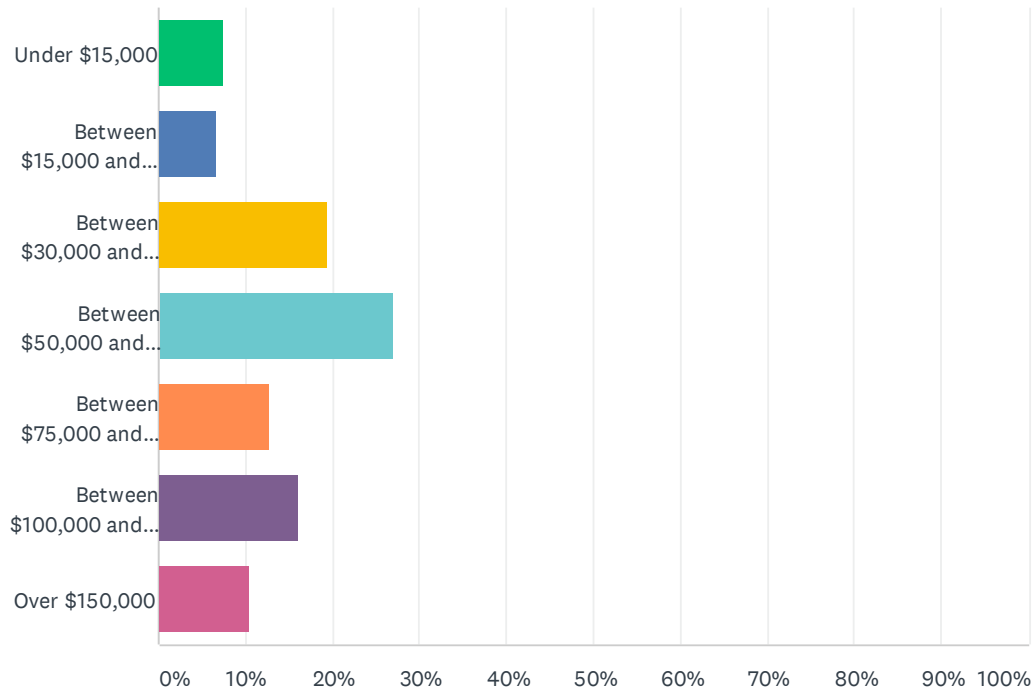
Answered: 257 Skipped: 1



ANSWER CHOICES	RESPONSES	
Asian	1.17%	3
Black or African American	1.17%	3
Hispanic or Latino	0.78%	2
Middle Eastern or North African	0.00%	0
Multiracial or Multiethnic	1.56%	4
Native American or Alaska Native	0.78%	2
Native Hawaiian or other Pacific Islander	0.39%	1
White	84.05%	216
Prefer not to say	8.95%	23
Another race or ethnicity, please describe below	1.17%	3
TOTAL		257

Q27 What is your annual income?

Answered: 237 Skipped: 21



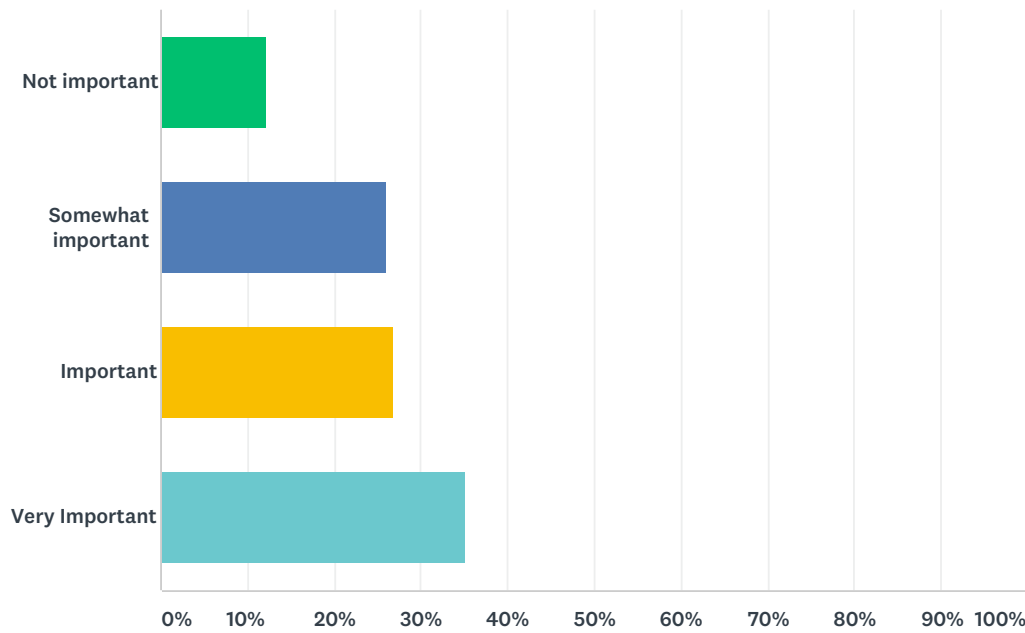
ANSWER CHOICES	RESPONSES	
Under \$15,000	7.59%	18
Between \$15,000 and \$29,999	6.75%	16
Between \$30,000 and \$49,999	19.41%	46
Between \$50,000 and \$74,999	27.00%	64
Between \$75,000 and \$99,999	12.66%	30
Between \$100,000 and \$150,000	16.03%	38
Over \$150,000	10.55%	25
TOTAL		237

**Q28 Please leave any other comments you believe are relevant to
Transportation Demand Management in the WMPO Region.**

Answered: 126 Skipped: 132

Q1 When deciding where to live, how important is it to have different transportation options?

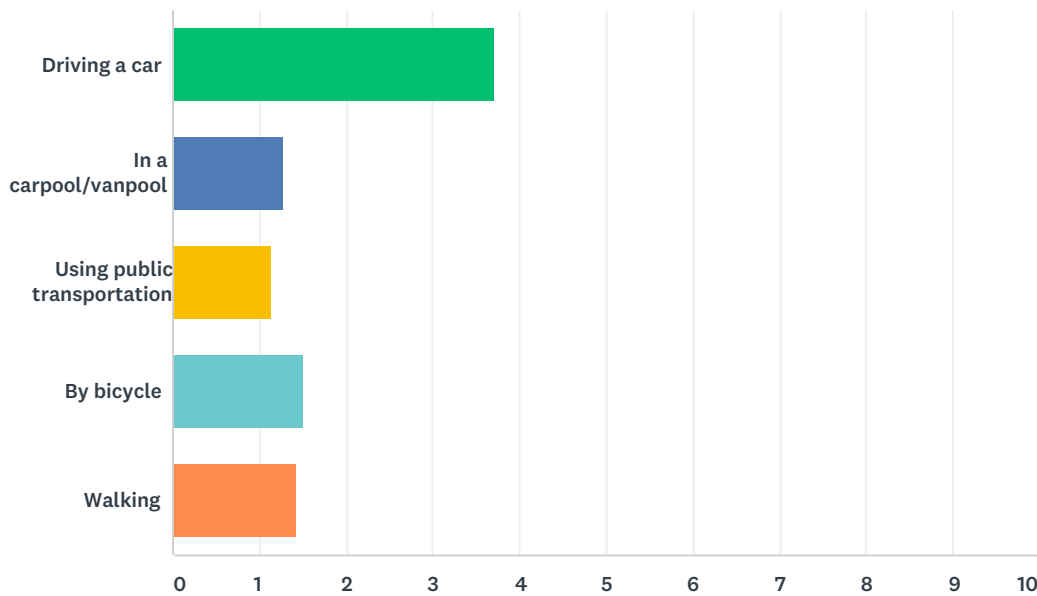
Answered: 2,271 Skipped: 15



ANSWER CHOICES	RESPONSES	
Not important	12.11%	275
Somewhat important	25.94%	589
Important	26.86%	610
Very Important	35.09%	797
TOTAL		2,271

**Q2 The percentage of trips I CURRENTLY make to WORK/SCHOOL:
(Choose one option for each row) If this question does not apply to you,
please leave it blank and continue to the next question.**

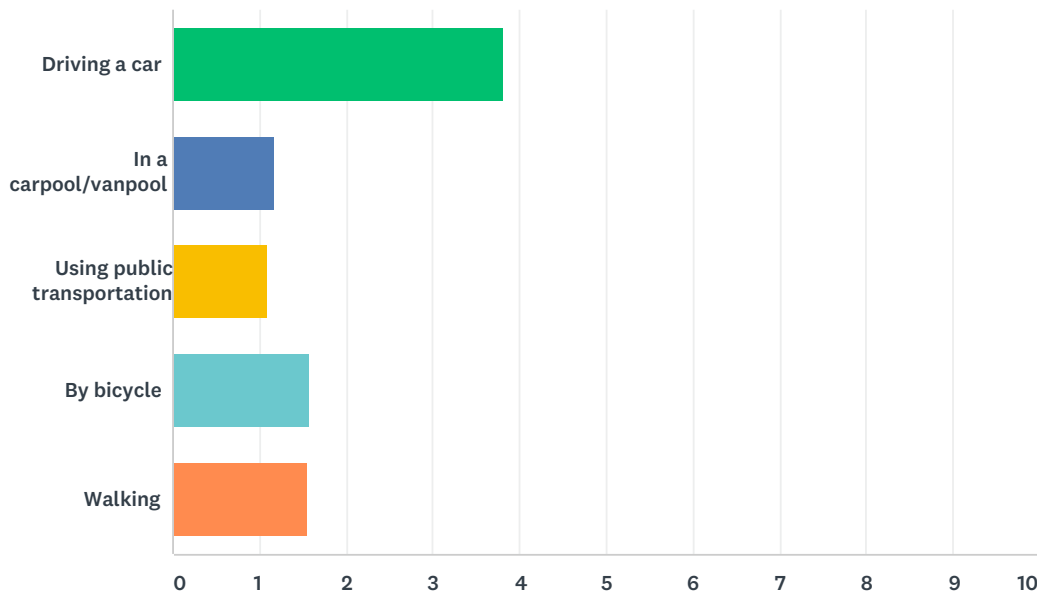
Answered: 2,094 Skipped: 192



	0%	1% - 25%	26% - 50%	+50%	TOTAL	WEIGHTED AVERAGE
Driving a car	5.43% 111	4.11% 84	5.92% 121	84.54% 1,728	2,044	3.70
In a carpool/vanpool	80.74% 1,249	13.45% 208	3.75% 58	2.07% 32	1,547	1.27
Using public transportation	91.83% 1,462	5.34% 85	1.57% 25	1.26% 20	1,592	1.12
By bicycle	65.27% 1,094	23.33% 391	6.44% 108	4.95% 83	1,676	1.51
Walking	68.98% 1,141	23.04% 381	4.84% 80	3.14% 52	1,654	1.42

Q3 The percentage of trips I CURRENTLY make to RUN ERRANDS: (Choose one options for each row)

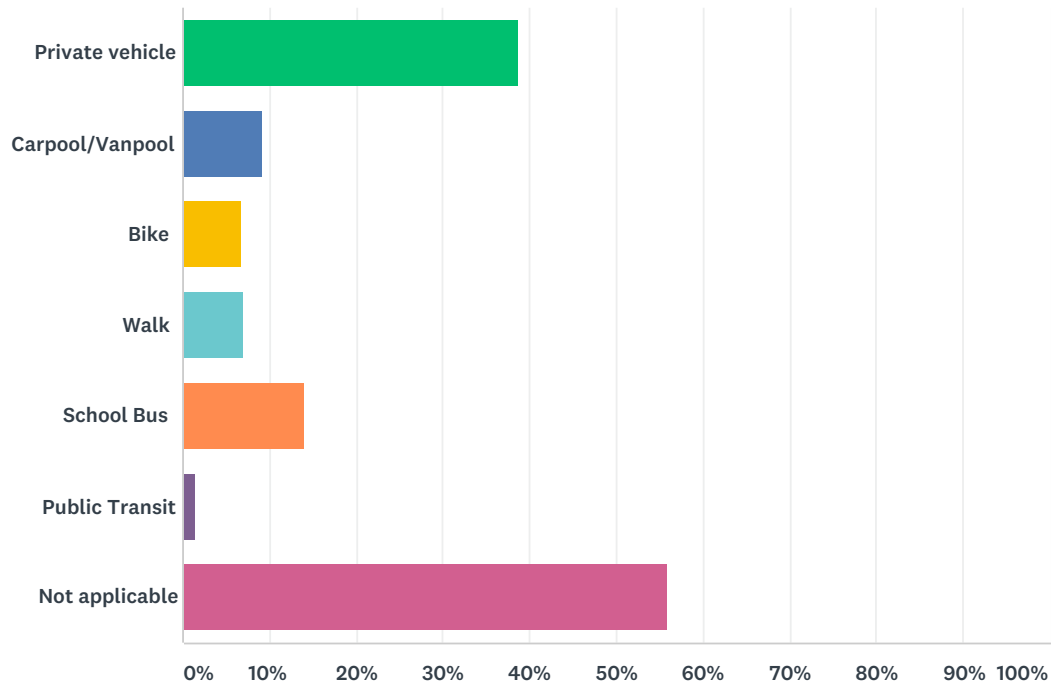
Answered: 2,274 Skipped: 12



	0%	1% - 25%	26% - 50%	+50%	TOTAL	WEIGHTED AVERAGE
Driving a car	0.98% 22	3.29% 74	9.25% 208	86.48% 1,945	2,249	3.81
In a carpool/vanpool	87.52% 1,381	9.25% 146	2.41% 38	0.82% 13	1,578	1.17
Using public transportation	94.08% 1,525	3.76% 61	1.05% 17	1.11% 18	1,621	1.09
By bicycle	59.23% 1,049	29.31% 519	7.91% 140	3.56% 63	1,771	1.56
Walking	54.77% 965	38.08% 671	5.39% 95	1.76% 31	1,762	1.54

Q4 My children currently use the following transportation options to get to school and activities: (Select all that apply)

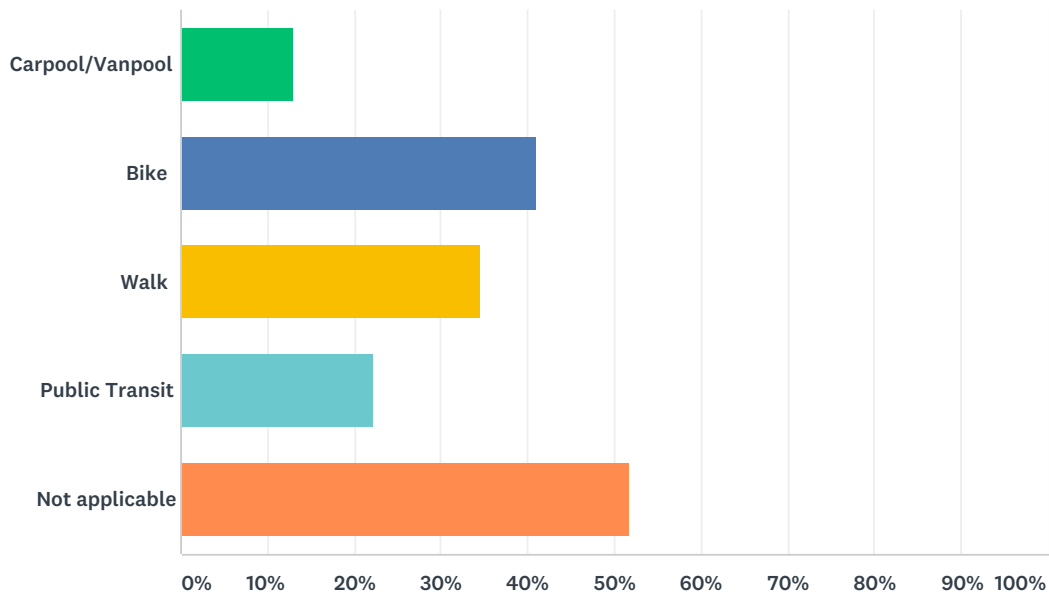
Answered: 2,168 Skipped: 118



ANSWER CHOICES	RESPONSES	
Private vehicle	38.75%	840
Carpool/Vanpool	9.18%	199
Bike	6.73%	146
Walk	6.92%	150
School Bus	13.98%	303
Public Transit	1.43%	31
Not applicable	55.77%	1,209
Total Respondents: 2,168		

Q5 If it were safe and convenient I would let my children use the following more often: (Select all that apply)

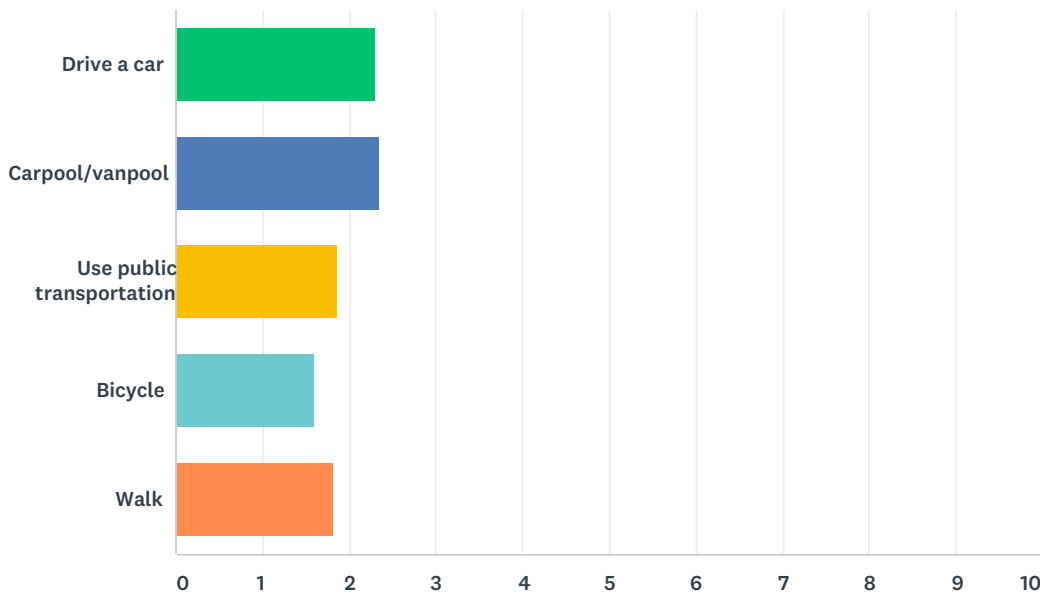
Answered: 2,150 Skipped: 136



ANSWER CHOICES	RESPONSES
Carpool/Vanpool	12.88% 277
Bike	40.93% 880
Walk	34.56% 743
Public Transit	22.09% 475
Not applicable	51.77% 1,113
Total Respondents: 2,150	

Q6 In the FUTURE, to get to WORK/SCHOOL, I would prefer to: (Choose one options for each row)

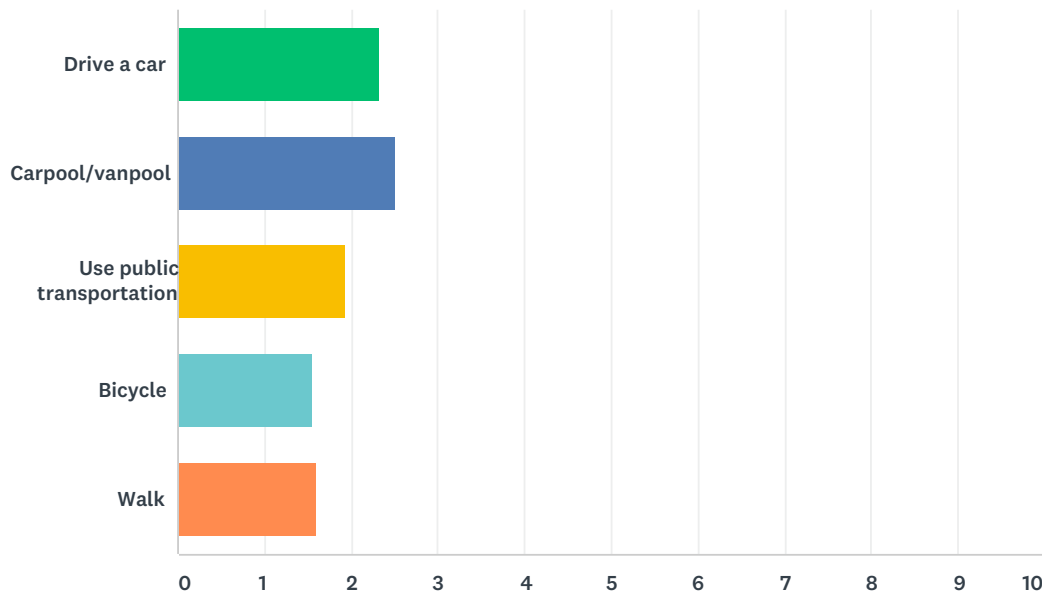
Answered: 1,984 Skipped: 302



	MORE OFTEN	LESS OFTEN	THE SAME AMOUNT	TOTAL	WEIGHTED AVERAGE
Drive a car	4.52% 82	59.72% 1,084	35.76% 649	1,815	2.31
Carpool/vanpool	24.20% 349	16.50% 238	59.29% 855	1,442	2.35
Use public transportation	51.81% 828	9.82% 157	38.36% 613	1,598	1.87
Bicycle	66.79% 1,126	6.23% 105	26.99% 455	1,686	1.60
Walk	55.99% 902	7.39% 119	36.62% 590	1,611	1.81

Q7 In the FUTURE, to RUN ERRANDS, I would prefer to: (Choose one options for each row)

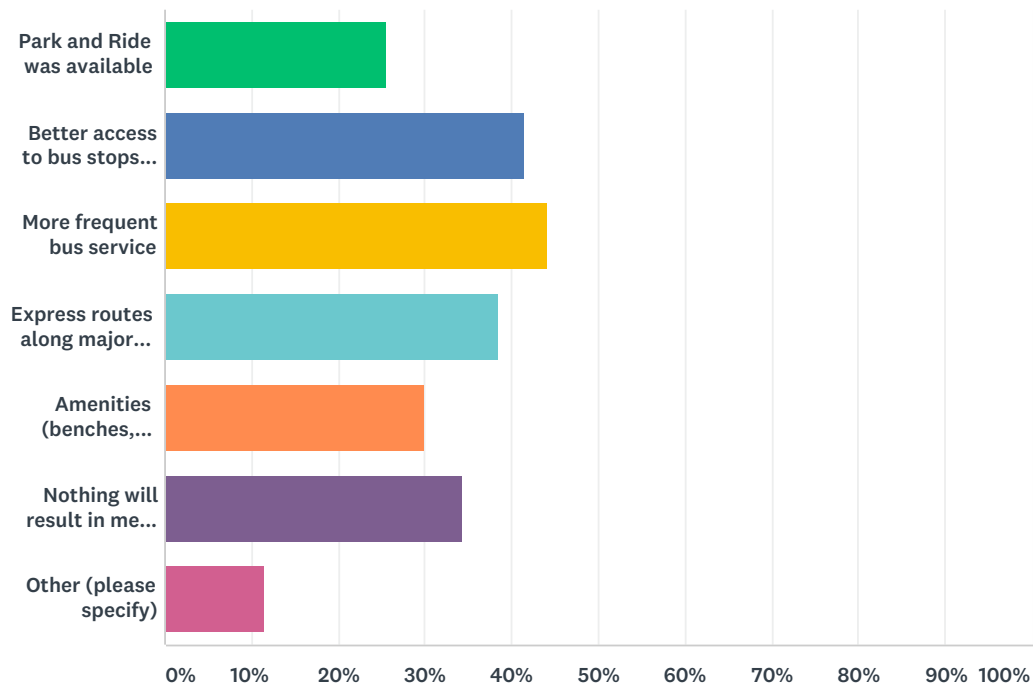
Answered: 2,111 Skipped: 175



	MORE OFTEN	LESS OFTEN	THE SAME AMOUNT	TOTAL	WEIGHTED AVERAGE
Drive a car	5.15% 99	56.56% 1,087	38.29% 736	1,922	2.33
Carpool/vanpool	14.31% 208	19.94% 290	65.75% 956	1,454	2.51
Use public transportation	48.76% 803	10.87% 179	40.38% 665	1,647	1.92
Bicycle	69.85% 1,244	6.29% 112	23.86% 425	1,781	1.54
Walk	67.89% 1,188	6.17% 108	25.94% 454	1,750	1.58

Q8 I would take the bus more often if the following factors were present: (Choose 3)

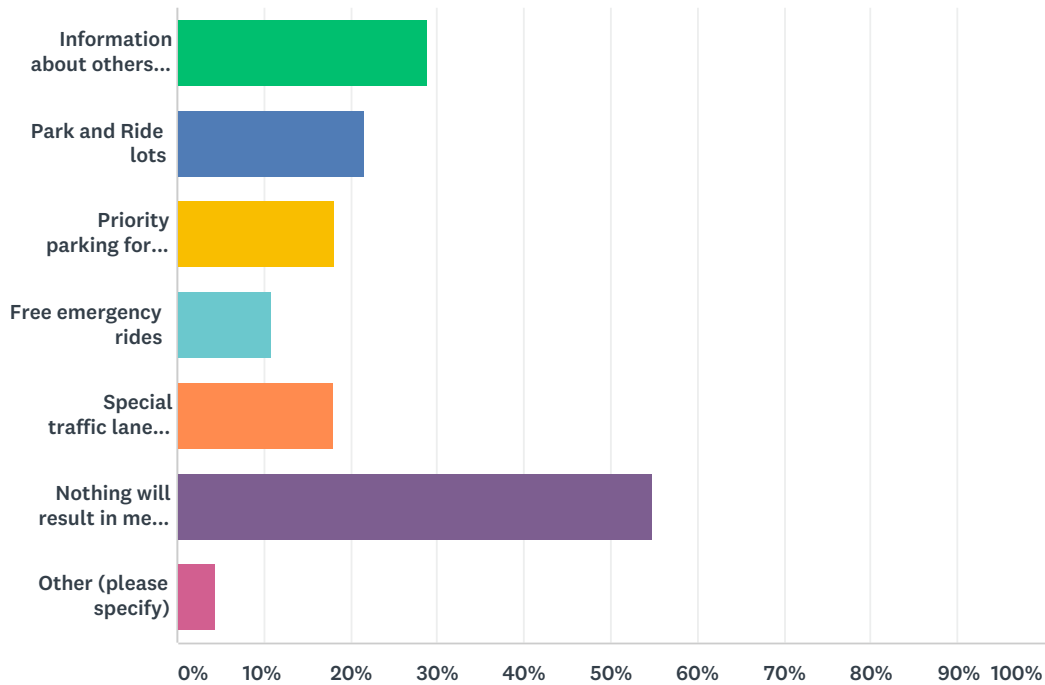
Answered: 2,074 Skipped: 212



ANSWER CHOICES	RESPONSES	
Park and Ride was available	25.51%	529
Better access to bus stops (sidewalks, etc.)	41.42%	859
More frequent bus service	44.21%	917
Express routes along major roads	38.43%	797
Amenities (benches, shelters, etc.)	29.99%	622
Nothing will result in me riding the bus	34.38%	713
Other (please specify)	11.52%	239
Total Respondents: 2,074		

Q9 I would carpool/vanpool more often if the following factors were present: (Choose 3)

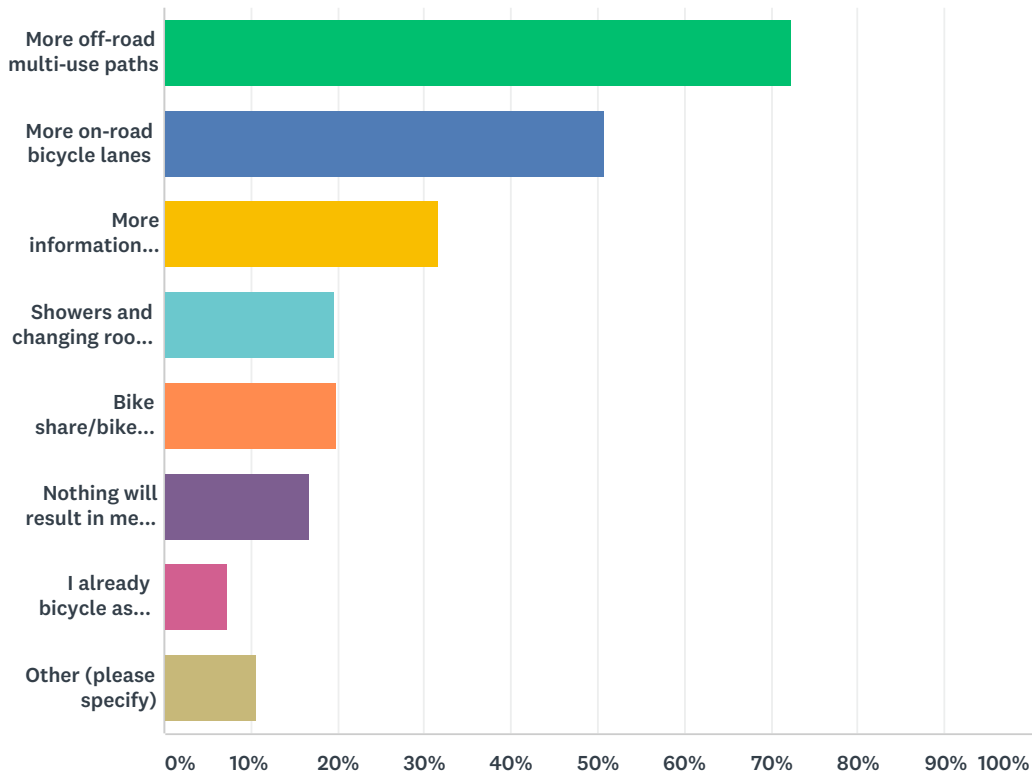
Answered: 1,995 Skipped: 291



ANSWER CHOICES	RESPONSES	
Information about others participating	28.87%	576
Park and Ride lots	21.45%	428
Priority parking for carpools/vanpools	18.20%	363
Free emergency rides	10.93%	218
Special traffic lanes for car/vanpools	17.94%	358
Nothing will result in me car/vanpooling	54.79%	1,093
Other (please specify)	4.41%	88
Total Respondents: 1,995		

Q10 I would bicycle more often if the following factors were present: (Choose 3)

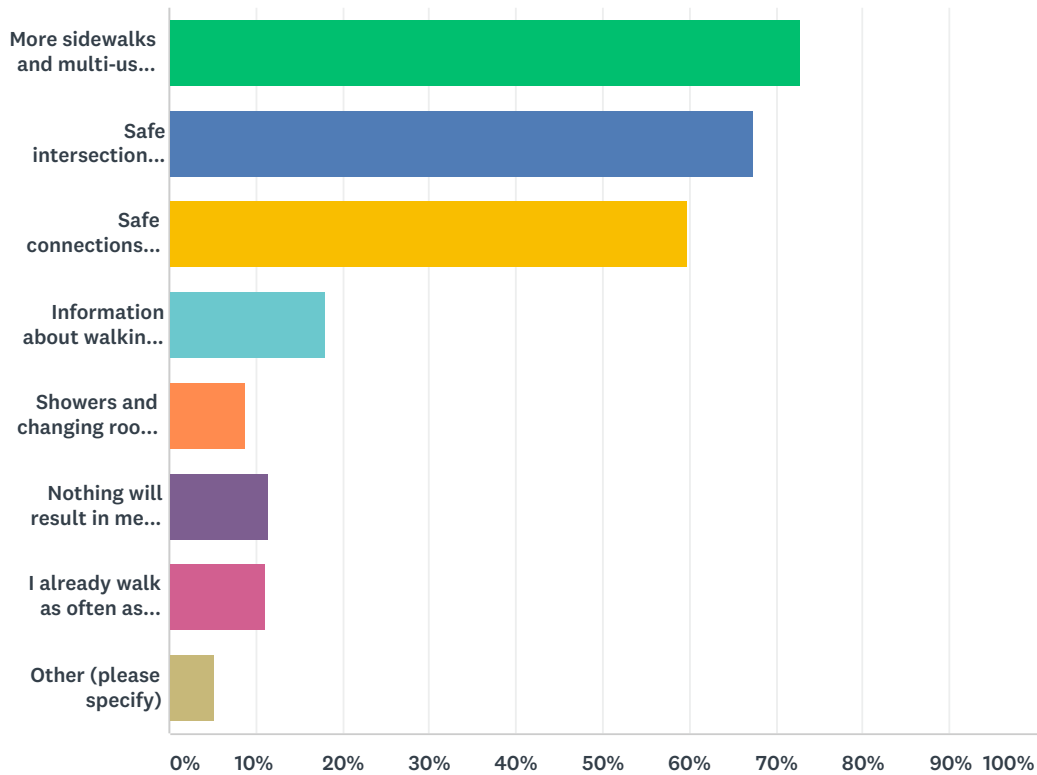
Answered: 2,085 Skipped: 201



ANSWER CHOICES	RESPONSES	
More off-road multi-use paths	72.33%	1,508
More on-road bicycle lanes	50.94%	1,062
More information about bike routes	31.51%	657
Showers and changing rooms at work	19.57%	408
Bike share/bike rental	19.95%	416
Nothing will result in me riding a bike	16.74%	349
I already bicycle as often as possible	7.24%	151
Other (please specify)	10.60%	221
Total Respondents: 2,085		

Q11 I would walk more often if the following factors were present: (Choose 3)

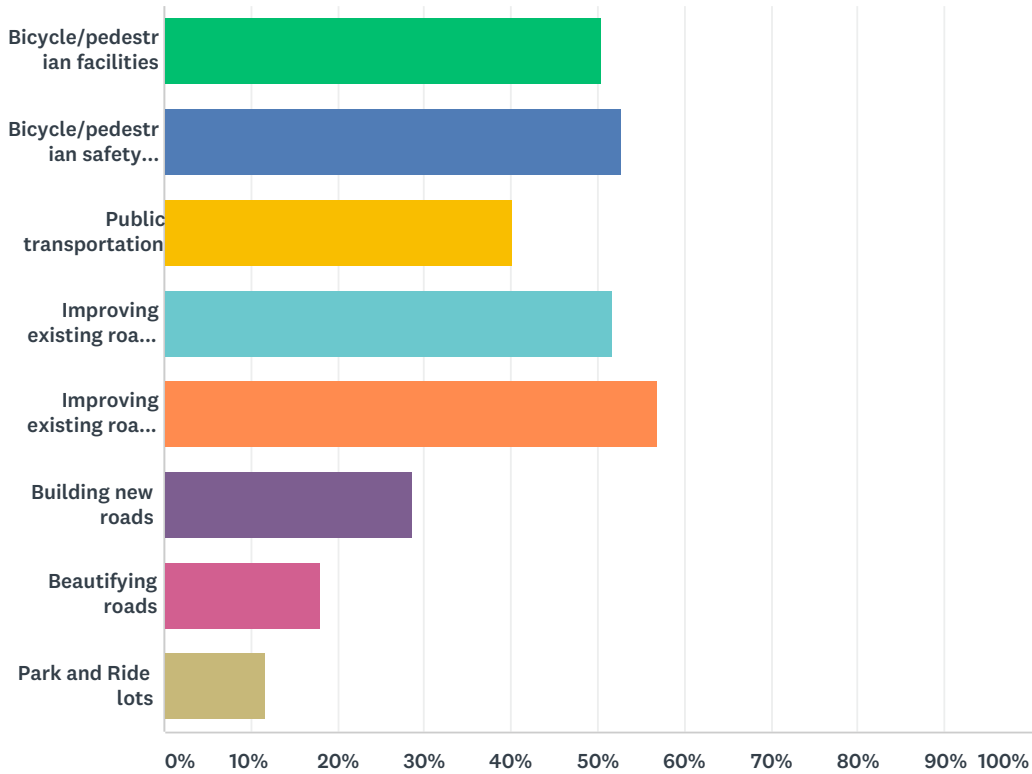
Answered: 2,084 Skipped: 202



ANSWER CHOICES	RESPONSES	
More sidewalks and multi-use paths	72.79%	1,517
Safe intersection crossings	67.47%	1,406
Safe connections from homes to stores, offices, etc.	59.88%	1,248
Information about walking routes	17.90%	373
Showers and changing rooms at work	8.73%	182
Nothing will result in me walking	11.56%	241
I already walk as often as possible	11.13%	232
Other (please specify)	5.18%	108
Total Respondents: 2,084		

Q12 We should invest transportation dollars in: (Choose 3)

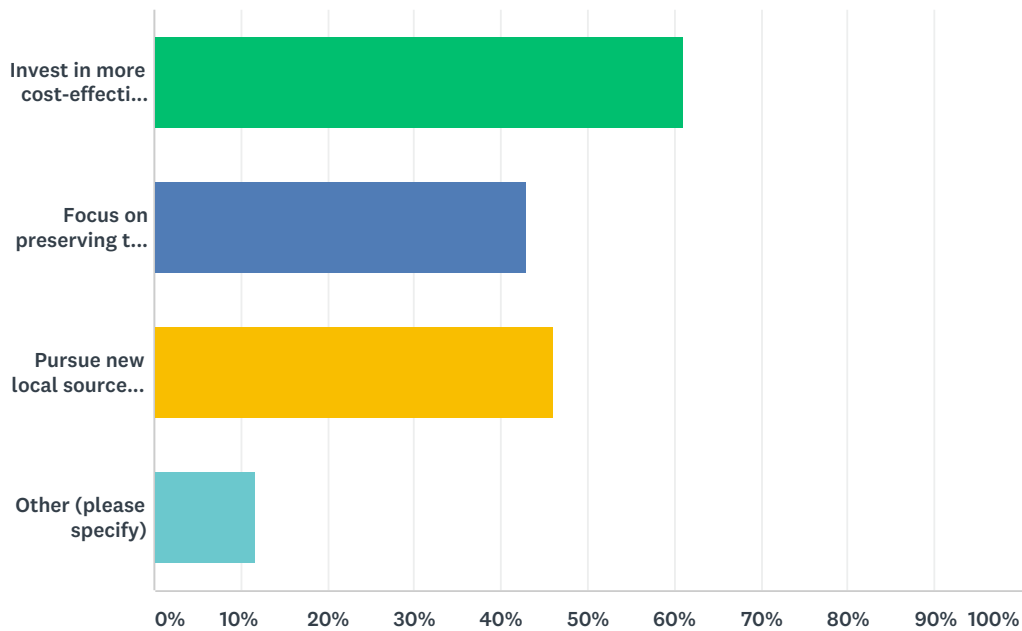
Answered: 2,014 Skipped: 272



ANSWER CHOICES	RESPONSES	
Bicycle/pedestrian facilities	50.50%	1,017
Bicycle/pedestrian safety efforts	52.78%	1,063
Public transportation	40.12%	808
Improving existing roads - quality	51.64%	1,040
Improving existing roads - safety	57.00%	1,148
Building new roads	28.70%	578
Beautifying roads	18.07%	364
Park and Ride lots	11.67%	235
Total Respondents: 2,014		

Q13 How should we prioritize funding in the event of declining federal funds and rising maintenance costs? (select all that apply)

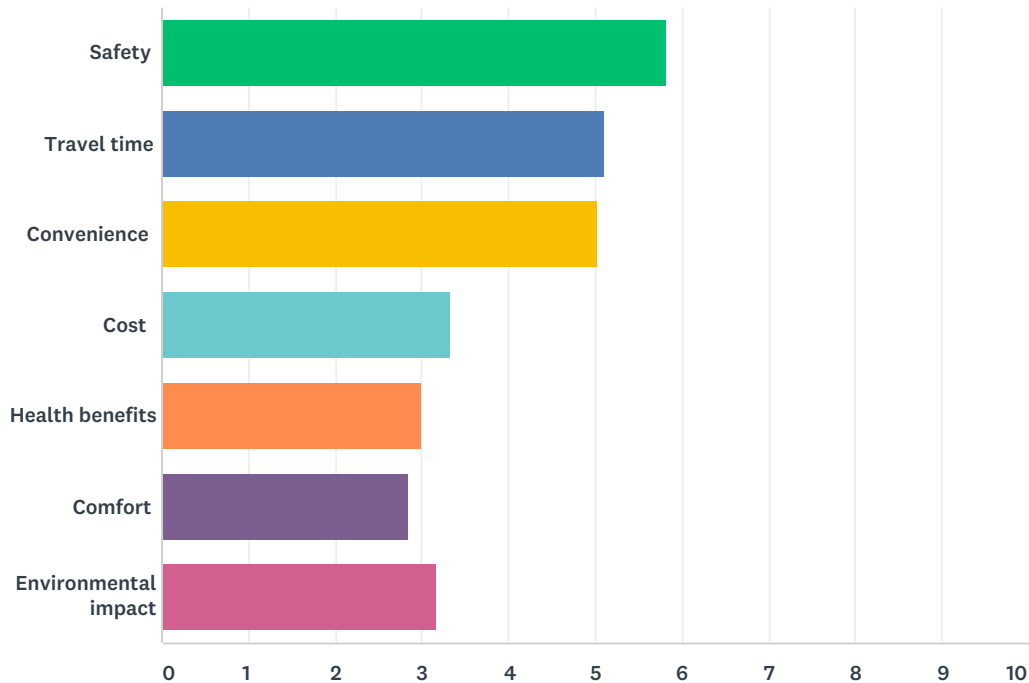
Answered: 1,968 Skipped: 318



ANSWER CHOICES	RESPONSES	
Invest in more cost-effective alternative transportation	61.13%	1,203
Focus on preserving the current system (prioritize maintenance over expansion)	42.99%	846
Pursue new local sources of funding	46.04%	906
Other (please specify)	11.69%	230
Total Respondents: 1,968		

Q14 Rank your travel priorities from 1 (most important) to 7 (least important)

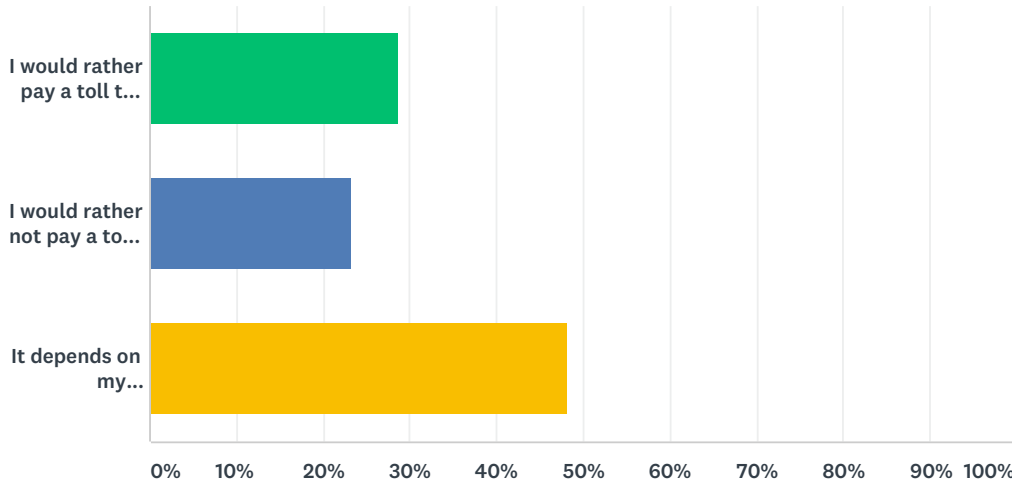
Answered: 1,988 Skipped: 298



	1	2	3	4	5	6	7	TOTAL	SCORE
Safety	52.24% 993	16.20% 308	12.84% 244	7.52% 143	4.63% 88	3.00% 57	3.58% 68	1,901	5.81
Travel time	19.85% 372	31.70% 594	19.42% 364	11.10% 208	8.11% 152	5.82% 109	4.00% 75	1,874	5.11
Convenience	16.47% 313	25.21% 479	27.26% 518	14.89% 283	9.21% 175	4.74% 90	2.21% 42	1,900	5.02
Cost	3.74% 71	7.33% 139	13.19% 250	23.26% 441	17.83% 338	16.14% 306	18.51% 351	1,896	3.33
Health benefits	3.19% 60	7.01% 132	9.30% 175	13.07% 246	20.46% 385	27.05% 509	19.93% 375	1,882	2.99
Comfort	1.63% 31	4.62% 88	8.51% 162	16.18% 308	21.64% 412	25.21% 480	22.22% 423	1,904	2.84
Environmental impact	6.20% 120	9.34% 181	10.58% 205	13.47% 261	16.73% 324	16.16% 313	27.52% 533	1,937	3.16

Q15 In traveling to work:

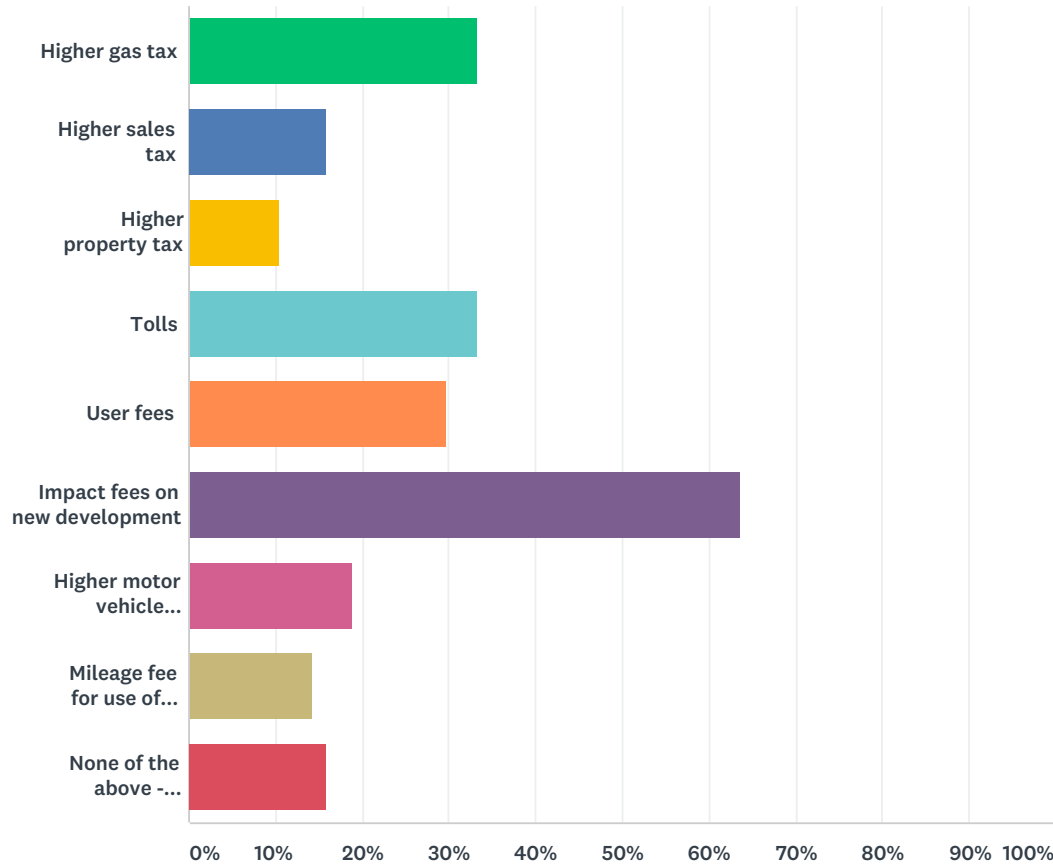
Answered: 1,906 Skipped: 380



ANSWER CHOICES	RESPONSES	
I would rather pay a toll to avoid traffic and have a faster trip	28.70%	547
I would rather not pay a toll even if it means I have to sit in traffic and experience a slower trip	23.19%	442
It depends on my time/schedule/finances	48.11%	917
TOTAL		1,906

Q16 I support these revenue sources the most: (Choose 3)

Answered: 1,987 Skipped: 299



ANSWER CHOICES	RESPONSES	
Higher gas tax	33.32%	662
Higher sales tax	15.80%	314
Higher property tax	10.52%	209
Tolls	33.27%	661
User fees	29.79%	592
Impact fees on new development	63.56%	1,263
Higher motor vehicle registration fees	18.82%	374
Mileage fee for use of roadway	14.29%	284
None of the above - existing facilities have excess capacity and can accommodate population and industry growth	15.95%	317
Total Respondents: 1,987		

Q17 List your ideas for specific NEW transportation projects in the Cape Fear area (e.g. add two lanes to Smith Road between Street A and Street B)

Answered: 1,168 Skipped: 1,118

Q18 Home Zip Code

Answered: 1,886 Skipped: 400

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	1,886
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

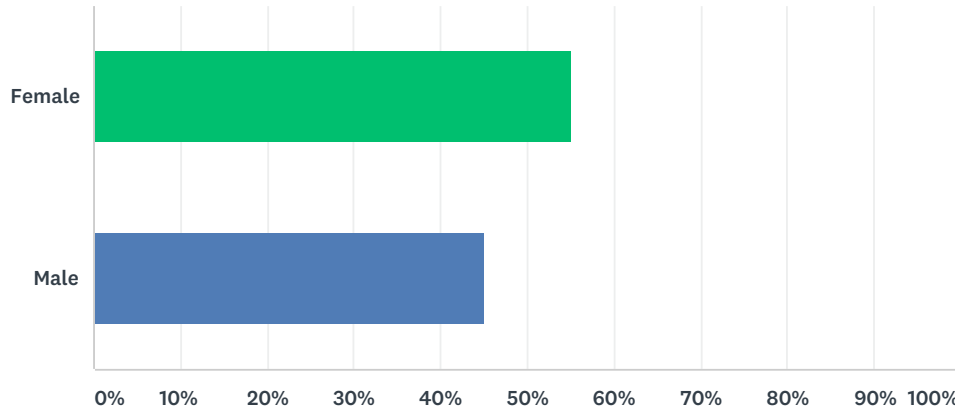
Q19 Work or School Zip Code

Answered: 1,648 Skipped: 638

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	1,648
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

Q20 Gender

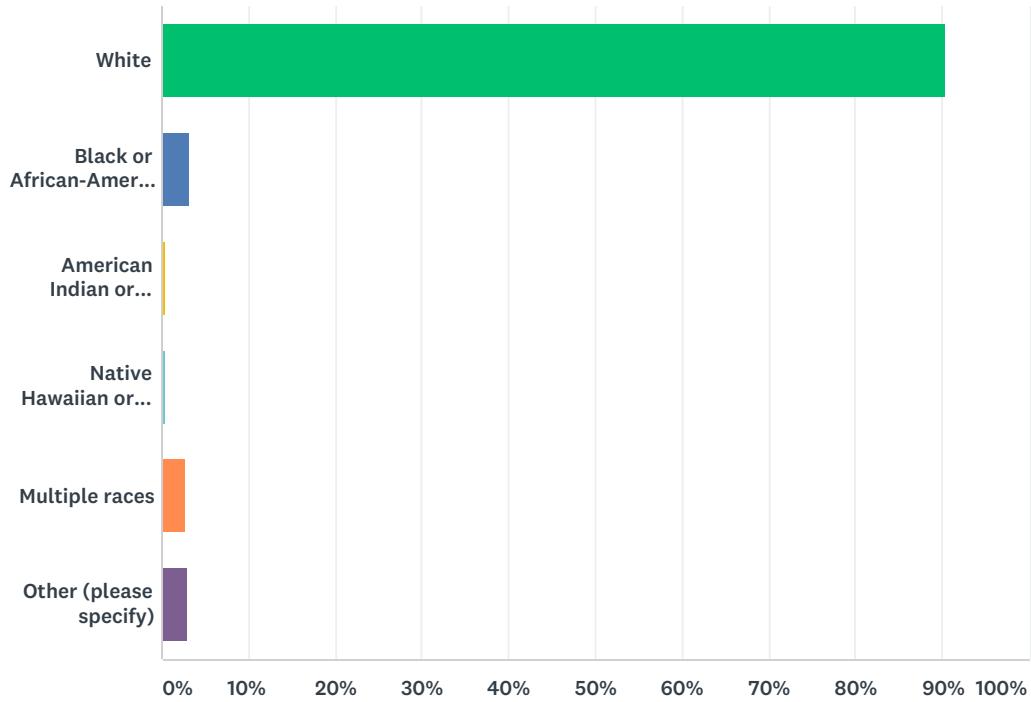
Answered: 1,880 Skipped: 406



ANSWER CHOICES	RESPONSES	
Female	54.95%	1,033
Male	45.05%	847
TOTAL		1,880

Q21 What is your race?

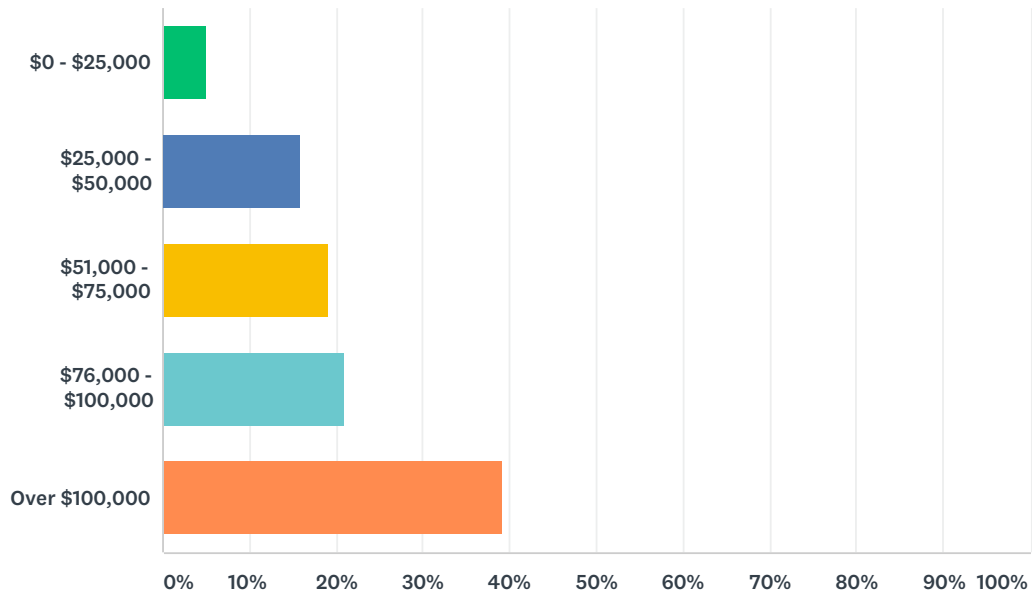
Answered: 1,843 Skipped: 443



ANSWER CHOICES	RESPONSES	
White	90.40%	1,666
Black or African-American	3.09%	57
American Indian or Alaskan Native	0.38%	7
Native Hawaiian or other Pacific Islander	0.38%	7
Multiple races	2.82%	52
Other (please specify)	2.93%	54
TOTAL		1,843

Q22 What is your approximate average annual household income?

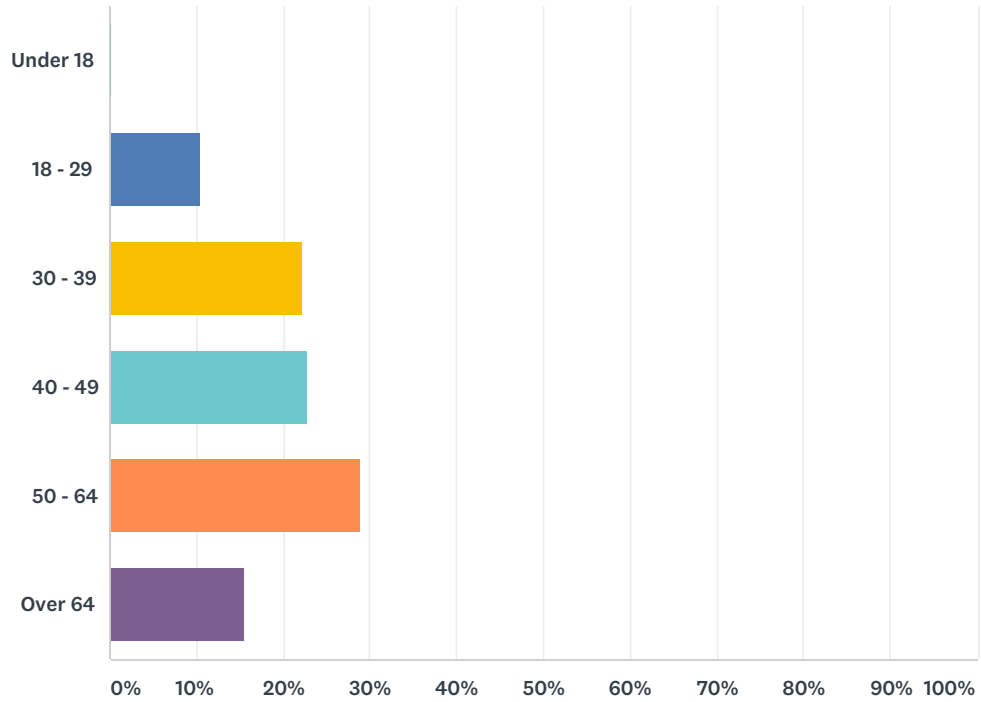
Answered: 1,786 Skipped: 500



ANSWER CHOICES	RESPONSES	
\$0 - \$25,000	5.10%	91
\$25,000 - \$50,000	15.85%	283
\$51,000 - \$75,000	19.09%	341
\$76,000 - \$100,000	20.88%	373
Over \$100,000	39.08%	698
TOTAL		1,786

Q23 Age Group:

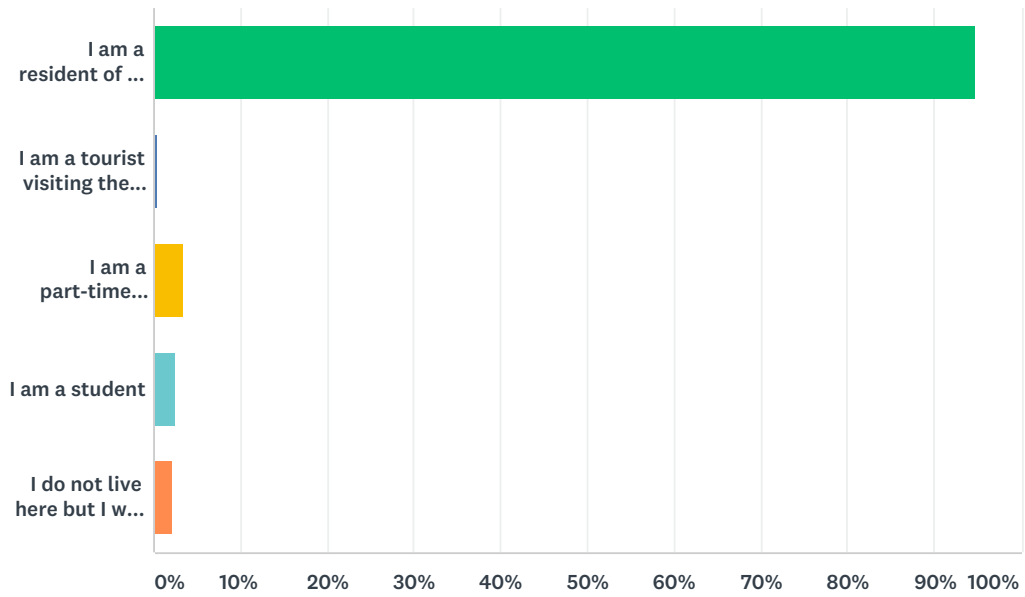
Answered: 1,866 Skipped: 420



ANSWER CHOICES	RESPONSES	
Under 18	0.27%	5
18 - 29	10.40%	194
30 - 39	22.24%	415
40 - 49	22.72%	424
50 - 64	28.83%	538
Over 64	15.54%	290
TOTAL		1,866

Q24 Check all that apply:

Answered: 1,898 Skipped: 388



ANSWER CHOICES	RESPONSES	
I am a resident of the area	94.78%	1,799
I am a tourist visiting the area	0.47%	9
I am a part-time resident	3.32%	63
I am a student	2.58%	49
I do not live here but I work here	2.05%	39
Total Respondents: 1,898		

Q25 If you would like to sign-up to receive future WMPO communications, please include your email address.

Answered: 445 Skipped: 1,841

Completed Scorecard: Committee Member One

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	2	3	2	1	0	2		
Fostering a Bike/Ped Friendly Culture	2	3	1	2	3	3		
Consulting for Telecommuting Opportunities	2	3	1	2	3	3		
Personalized Commuter Plans	2	2	3	1	3	3		
Bike Share	2	0	0	1	3	3		
Carpool & Vanpool	1	3	1	1	2	2		
Increased TDM-Focused Collaboration	2	2	1	1	0	0		

Completed Scorecard: Committee Member Two

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	3	3	3	2	3	2		
Fostering a Bike/Ped Friendly Culture	2	2	2	2	3	3		
Consulting for Telecommuting Opportunities	2	2	2	0	1	1		
Personalized Commuter Plans	1	2	1	0	1	1		
Bike Share	2	1	2	3	2	1		
Carpool & Vanpool	0	3	1	0	2	2		
Increased TDM-Focused Collaboration	3	2	3	2	1	1		

Completed Scorecard: Committee Member Three

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	1	3	2	1	2	2		
Fostering a Bike/Ped Friendly Culture	3	1	1	3	3	2		
Consulting for Telecommuting Opportunities	1	3	2	2	3	3		
Personalized Commuter Plans	1	3	3	1	2	2		
Bike Share	1	1	1	3	3	2		
Carpool & Vanpool	1	1	1	3	2	1		
Increased TDM-Focused Collaboration	2	1	3	3	2	2		

Completed Scorecard: Committee Member Four

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	1	3	1	3	2	2		
Fostering a Bike/Ped Friendly Culture	2	2	2	1	1	1		
Consulting for Telecommuting Opportunities	1	2	1	2	1	1		
Personalized Commuter Plans	3	3	1	2	2	2		
Bike Share	2	2	0	2	1	1		
Carpool & Vanpool	1	1	1	2	2	2		
Increased TDM-Focused Collaboration	2	2	2	2	1	1		

Completed Scorecard: Committee Member Five

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	0	3	0	1	0	3		
Fostering a Bike/Ped Friendly Culture	2	3	0	2	3	3		
Consulting for Telecommuting Opportunities	2	1	1	2	2	2		
Personalized Commuter Plans	1	3	0	0	1	1		
Bike Share	1	1	1	2	3	3		
Carpool & Vanpool	1	2	0	0	1	1		
Increased TDM-Focused Collaboration	1	2	1	1	1	1		

Completed Scorecard: Committee Member Six

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	2	3	2	2	0	2		
Fostering a Bike/Ped Friendly Culture	2	2	2	3	2	2		
Consulting for Telecommuting Opportunities	1	2	1	2	2	2		
Personalized Commuter Plans	2	2	2	1	2	2		
Bike Share	1	1	2	3	2	2		
Carpool & Vanpool	1	2	1	1	2	2		
Increased TDM-Focused Collaboration	2	2	3	2	2	2		

Completed Scorecard: Committee Member Seven

Scorecard

Strategy	Ease of Implementation	Cost	Existing Conditions	Demand	Impact on VMT	Impact on Traffic	Total Score	Priority
Alternative Work Schedules	2	3	3	2	2	3		
Fostering a Bike/Ped Friendly Culture	2	1	1	3	3	3		
Consulting for Telecommuting Opportunities	3	3	3	3	3	3		
Personalized Commuter Plans	3	3	1	2	2	2		
Bike Share	1	2	2	3	2	2		
Carpool & Vanpool	2	2	2	2	3	3		
Increased TDM-Focused Collaboration	2	2	2	2	2	2		

Public Comments

Go Coast held a 30-day public comment period to provide an opportunity for WMPO area residents to give input on and ask questions about *Cape Fear Change in Motion 2020*. The public comment period was held from December 3, 2020 to January 3, 2021.

The public comment period was advertised in new media outlets, promoted on social media, the WMPO website, the Go Coast website, and shared in a mass email to over 13,000 WMPO area residents. Staff and the Go Coast Committee this feedback from the public to make any necessary changes to the plan. In total, there were 39 comments received. Comments are separated by line breaks and staff responses are indicated with bullet points in italic font. The following are each of the comments received and WMPO staff's responses.

Comment	Staff Response	Resolution
<p>I would like to submit a comment for the Cape Fear Change in Motion 2020 document. I fully support the City's efforts to reduce vehicular traffic. These initiatives are essential in improving citizen's health and safety, and they will also reduce our collective contribution to climate change. I was surprised that the implementation of more bike and pedestrian infrastructure was not included as an initiative. As noted in the bike-share section, Wilmington has a lack of bike and pedestrian friendly infrastructure. I personally do not utilize my bike as a primary method of transportation because I do not feel safe, and according to the survey data, I am not alone. This issue can be solved more effectively through infrastructure changes than through an educational campaign. Thank you for your dedication to improving the city!</p>	<p>New infrastructure very rarely planned, funded, and constructed in less than 5 years, necessitating bike/ped facilities to be classified as a medium and long-range goal for the WMPO. Due to this, increased infrastructure is not a “short-range” strategy itself, but encouraging our member jurisdictions to prioritize bicycle and pedestrian projects can steadily increase the bike/ped facilities in the area over 5 to 10 to 15 years.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Good afternoon, I appreciate the work the committee and staff have put into this report. I have a few initial comments and may add more as I re examine the plan. As far as the strategies, I believe that without #5, the rest will not develop to a degree that has an impact. I bike and walk as often as I can, but it is a challenge. It is hard to convince many people that biking is safe in our area. The culture is tipped against biking and many people will not ride. I believe a follow up to the high percentage of people who would want to bike or walk would be why don't you? Until that is resolved, we will sit in our car. Build safe ways to bike. The NCDOT has plans to build extensive road plans. These are going to continue the car culture. The WMPO needs to put itself as opposed to the sprawl that creates the "need" for roads and to the roads. We need to fund cleaner ways. Lastly, the board should include environmental groups. I can think of some who would be great allies and would welcome the chance. It is time to expand beyond the normal members.</p>	<p>Strategy number 5, “Fostering a Bicycle and Pedestrian Friendly Culture” was the highest scoring strategy in this plan. Surveys have shown that concern for safety is a main deterrent for individuals cycling in the WMPO region. Being a short-range plan, infrastructure is not identified as a solution to traffic mitigation and vehicle mileage reduction. The NCDOT’s “Complete Streets Policy” adopted in 2019, requires new and improved roadway projects to include bicycle and pedestrian infrastructure. This is to be included into the total cost of the project, with no cost-share to the municipality. This complete streets model will increase bicycle and pedestrian facilities with each new roadway project. The current bylaws for the Go Coast Committee do not currently identify a desire for a member that represents an environmental health agency but can be explored.</p>	<p>Staff recommends amending the Go Coast Committee bylaws to include a member(s) that represents an environmental health, public health, and/or public safety organization.</p>
<p>I bike 2 or 3 times a week and have found that when you are on the cross city trail the traffic lights at major junctions where the trail crosses should not have a turn on red option. I have had numerous near misses when I have had the right of way when a car or truck turns the corner if the bike lanes and trails are not safe it will put people off cycling!</p>	<p>Strategy 5: “Fostering a Bicycle and Pedestrian Friendly Culture” outlines existing conditions and potential for further application for increased bicycle and pedestrian safety in the WMPO area. Culture change is a process. Go Coast hopes to communicate to residents that bicycling and walking are legitimate forms of transportation and even without infrastructure should be respected by drivers.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>As a Wilmington native, I never understood the reasoning for bringing an interstate into a small sleepy beach town. Wilmington is too small for such a large population. The roads are unable to handle more cars. Place a moratorium on development. I disagree with the idea that the workforce should have to change their shift, to accommodate the traffic.. Stop development..</p>	<p>This comment has been noted and will be communicated to the city's current and long range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Really. Clear the traffic on Carolina Beach Road and College with people riding bikes and walking? You folk must be kidding. Just another crazy idea. Can we go back to the rail solution?</p>	<p>"Cape Fear Change in Motion 2020" does not outline any plans to replace vehicular traffic on major corridors with bicycles and pedestrians. Strategy 2: "Bike Share Program" and Strategy 5: "Fostering a Bicycle and Pedestrian Friendly Culture" aim to make bicycling and walking a safer, and more practical option throughout the WMPO region. In doing so, this shows vital support for an increased need for planned bicycle and pedestrian infrastructure several years into the future so that possibly one day even major corridors may be navigable by bicycling and walking</p>	<p>No recommended changes to the plan at this time.</p>
<p>Riding a bike or walking to do errands is impractical. Stop developing every little postage stamp of land in the city. Too many apartments and storage units. Enough is enough. Roads need repairing and new ones are obsolete before they're finished. Stop encouraging people to move here.</p>	<p>This comment has been noted and will be shared with current and long-range planning staff within the WMPO region who are responsible for reviewing new development, enforcing land development ordinance, and developing land use plans.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Tell the mayor to STOP building the multi unit housing ... that is what killed it. The volume of Traffic is from poor development decisions</p>	<p>This comment has been noted and will be communicated to the city's current and long range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>There are always lots of people running and biking on masonboro sound and I thought it would be a great idea to have the new masonboro walking trail extend along masonboro sound to give everyone a safer option than walking in the road</p>	<p>There is a 2014 Transportation Bond Project to do add a MUP to Masonboro Loop and there is an MUP on Masonboro Sound in the Wilmington/NHC Greenway Plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Great work on the plan.....but we still need a bridge</p>	<p>This comment has been noted</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>If the soccer moms in their SUVs would have their kids ride the bus instead of being driven to school every day and clogging the roads and streets in front of almost every school in the County, you would more than achieve the reduction you're looking for. However, you and I both know this isn't going to happen. We can't have kids waiting outside in...oh my...40 degree weather waiting on a bus. God forbid they have to experience inclement weather. And while I'm on a roll here (pun intended), WAVE should be forced to be self-sufficient from a funding standpoint. These behemoths that roll around town with 10% capacity filled ought to be scrapped for smaller, less-costly buses. I am tired of the WAVE leadership coming hat-in-hand every year begging for additional funding. Only a government-run operation can suck the taxpayers dry and call it a success.</p>	<p>More school children using the school bus to get to and from school could have a positive impact on traffic congestion in Wilmington and many more communities throughout the United States. Congestion is, however, a region-wide issue not just caused by school days and time. There is no existing American transit system that is self sufficient and does not rely on federal, state, and local government subsidies.</p>	<p>No recommended changes to the plan at this time.</p>
<p>I think it's a little too late. Captain Saffo and council are competing for the who can build the most apartments in NC award. But we know why. There should have been more forethought in city planning, than to elicit help from the public. I travel military cutoff several times a day, and traffic is at a standstill everyday. There are 2 projects planned for this road that's already outdated. The answer to your question is STOP DEVELOPING , until adequate infrastructure is in place. You're putting the cart before the horse. Minimize the encouragement of others moving here, where there are no jobs.</p>	<p>This comment has been noted and will be communicated to the city's current and long range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>I received the draft plan via email, and I have looked it over. Personally, I would like to both bike and take the bus more to work. The pandemic has interrupted those plans a bit, but I do intend to do both (or even a combination of the two) in the future. I do think that reducing accidents is crucial for increasing biking in our community. One suggestion I have is to make 5th avenue (in downtown) into a bike-friendly street. It is a four lane street with a median. I think it could be reduced to two lanes for cars and two lanes for bikes. The city needs a north-south bike corridor, and this would work nicely. I've ridden my bike to work from near Independence Mall to near Cape Fear Community College a number of times. I usually take 5th avenue when I need to turn north, and it would really be great if there were dedicated bike lanes and better pavement. Interest in biking for recreation, to work, and while running errands has definitely increased more in our area. More and safer biking infrastructure is a must for our city.</p>	<p>Bicycle improvements on 5th Avenue is a current "requested but unfunded" capital improvement project for the City of Wilmington.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>Thank you for the time and effort and thought put into the GoCoast plan. Lots of good ideas and I am hopeful they will be implemented. I had a thought I would like to share since you requested them. I grew up in the Bronx in New York City. My mother didn't learn to drive until she was in her 40's. I didn't get my first car until I was in my mid-20's. We didn't feel any need to until we moved to the outer edges of the borough and transportation became of issue. Until then, living in an apartment with public transportation practically outside our door and parking so scarce, we walked or took a bus or train. Suburban sprawls make providing public transportation very difficult. There is no starting point where lots of riders would convene to get on a bus or train or trolley. When my friends and family started moving to the areas outside of the city, Park & Ride, was and still is the thing. You drive to a local hub with lots of parking and get on a bus or train for the rest of your trip. I wanted to suggest this as a potential option for large companies like GE or Dupont or Duke or NHC Regional Medical Center that have large shifts of people coming from various places but all heading to one place. It does not entirely eliminate individual drivers but it shortens the length of their individual commute. Put in bike stands so people could bike and drive. Make some money off of it ~ Build a small building and rent to a coffee shop, breakfast/sandwich place, and a newspaper stand for those waiting to encourage this type of commute. Drinking coffee and reading are big past times for commuters. Charge a very minimal fee for parking (cars & bikes).</p>	<p>Park and Ride lots may decrease traffic congestion specifically, by reducing individual car trips traveling to and from the same location. Go Coast currently has three park and ride lots in Brunswick County. These lots are not heavily used by WMPO residents. Providing emergency rides homes is a major incentive that may increase carpool activity. Developing an emergency ride home program is outlined in the plan. Establishing park and ride lots in other areas of the WMPO region is a long-range recommendation in the Cape Fear Moving Forward 2045 Metropolitan Transportation Plan..</p>	<p>No recommended changes to the plan at this time.</p>
<p>Thank you for the opportunity to comment on your draft plan. It looks good from a high level view, but it is totally silent on infrastructure. Yes, the number of daily vehicles have been reduced as a result of more use of AWS due to Covid. No, congestion was not reduced. Paramount to any successful road plan is a method to better control cut-outs and entry points. Limiting entry and exit point will allow better straight line controls. Addition of service roads would also permit traffic arteries to focus on moving vehicles, rather than attempting to control traffic flow. I submit your proposed elements are dependent on personal likes, whims, and speculation. Maybe we should focus on the nature of the problem; rather than solely estetical solutions.</p>	<p>Infrastructure improvements for every mode of transportation over the next 25 years are outlined in the WMPO's long-range transportation plan "Cape Fear Moving Forward 2045"</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>Please be mindful of those with trauma histories when developing your plan moving forward. Your plan should include space for trauma victims. This would include going beyond</p> <p>"By factoring in an individual's destinations, habits, goals and abilities, officials can help create a plan for changing commuting habits to reduce single-occupancy vehicle traffic by using an alternative mode of transportation such as walking, biking or carpooling."</p> <p>There are some population groups who have PTSD from sustained trauma that could be activated if they are pushed or coerced into a rigid onboarding campaign that they are unable to comply with due to their medical conditions. Additionally, moving forward, your plan should include disaster response, egress, and other plans to ensure mitigating risks from natural disaster, terrorist strikes, etc. Please, never forget lessons learned from September 11, 2001. Do your due diligence to build mitigating measures into your plans for safety. Please consider ventilation systems as well, especially if Wilmington is becoming the emerging city it aspires to be.</p> <p>Thought: Maybe actively partner with UNC Wilmington as a stakeholder moving forward. My guess is they may have resources to enhance your plan if you reach out & build a relationship with them moving forward. Please understand the area of trauma informed policy & the necessity for it to be integrated into your plan moving forward - be sure to leave room for vulnerable populations in your plan to include, but not limited to, reserved seating, discounted fares, safety, etc.</p> <p>Please research & consider your flood plains & ensure land is developed properly with flood mitigation factors, bridges, easily access for first responders, proper signage, instructions & plans for emergency situation, and loss item recovery. Please ensure you consider impact if your wildlife populations, use animals and plants.</p> <p>Based on this article: https://amp.starnewsonline.com/amp/6530155002</p> <p>Your scope may be too narrow. Make sure to check with your environmental engineers, OSHA representatives, etc. I applaud your initiative and its intent as a person who values nature, walking, biking, health. Yet, there must be room for AND in these plans. Please learn from COVID regarding public transit. Please consider vulnerable populations that cannot wear masks. Please ensure your plan includes ways forward for these individuals to travel and enjoy these spaces as well. Please consider the need for appropriate parking spaces, learn from mistakes made in Mecklenburg County, NC. Look for those best practices. Consider parking needs for transit, how to keep transit spaces safe, how to ensure entry access from multiple points within your beautiful city. Consider the impact of marginalized and poverty stricken residents/citizens; do your best to not add additional burdens to these</p>	<p>"Cape Fear Change in Motion 2020" outlines goals and strategies for how to decrease traffic congestion in the WMPO area by decreasing single occupancy vehicles and diversifying mode use such as biking, walking, carpooling, and public transportation. This plan does not propose infrastructure improvements or development projects and does not require environmental studies to be performed. The WMPO's adopted Metropolitan Transportation Plan, "Cape Fear Moving Forward 2045", identifies infrastructure priorities, future potential funding, and potential environmental/social impacts. This scope of the "Cape Fear Change in Motion 2020" plan is intentionally narrow. Go Coast currently partners with UNCW, Wave Transit, and more to help make informed decisions when developing programs and plans such as this.</p>	<p>No recommended changes to the plan at this time.</p>

populations. Please consider your blind and physically handicapped populations & please ensure due diligence in building accessibility plans into this endeavor.

Please consider resources like restrooms, how to dispose of dog waste if people take their pets in trails, how to protect endangered plant and animal species or those becoming endangered, especially the indigenous "Venus flytraps". Please consider how to transport groceries, bikes, luggage, etc. Please consider if you are going to connect these systems to your airport and what that looks like moving forward. Please do not over develop. Please do not invite major corporations into your space before you have infrastructure available to handle the influx. Please utilize your market researchers.

Please think widely, please actively seek out invested stakeholders versus being passive with your approach. Please, build rapport & relationships. I believe Wilmington has experts available in most, if not all of these fields. Please consider an interdisciplinary approach & please choose to actively versus passively seek out your stakeholders. Do the due diligence through active research and engagement of subject matter experts. Please make contingency plans a part of your overall plans, i.e. safety, medical care, policing, grounds upkeep, erosion considerations, etc. Please ensure transparent, respectful communication is also at the heart of this project moving forward. Sincerely, A 9-11 Veteran who wishes for all to co-exist.

Comment	Staff Response	Resolution
<p>Please be mindful of design, your eco-systems, your demographics, etc. Consider consequences that can cause advocacy groups to get involved in a way thatckay derail your dream. Work alongside these groups, hear them, hear their concerns for vulnerable & marginalized life forms, strive to find win-win situations. When inviting corporations into your space, research them, look at their track records, look at their true impact, look at their social responsibility engagement and its outcomes. Look beyond numbers or statistics that can be inflated, manipulated, & provide false barrettes. Ask how they monitor their tracking systems. Ask about categories, ask about requirements, etc. Do not just look at raw volunteer hours. Look at impact from perspectives other than the corporation. Do better, be better, work better, find more win-win-win solutions, collaborate with those whose opinions & thoughts are different from yours. Do case studies of other areas that are trying to accomplish or have accomplished what you hope to achieve. Ask questions. See what worked, what did not work, find out why. See if conditions have changed, actively monitor for change, do not be bullied or allow bullies or those with high discretionary funds (sponsors & don9rs to "buy you" and use their money to control your vision), etc. Vet the intentions of those partnering with you. Look for consistency & follow through. Also, look for rhetoric & inconsistencies. Look at heart, motivation, intentions, etc.Be wary of charmers, over promises, and those whose stories are inconsistent. Be aware of power dynamics.</p>	<p>Go Coast currently partners with UNCW, Wave Transit, and more to help make informed decisions when developing programs and plans such as this.</p>	<p>No recommended changes to the plan at this time.</p>
<p>And, please do not forget to build accessibility into your design for these projects. Think about the accessibility needs for the deaf, disabled, etc. Make sure your policies abd procedures leave room for these populations. Please do not think of them as an after thought. Research technogy used by these populations, speak to them to understand their needs, proactively reach out to the versus passively expecting them to find and reach out to you. Honor these citizens. They have value and talents you may just find you need. Talents and skills that they have had to hone their entire lives because it was necessary fir survival.Hear these voices!</p>	<p>This comment has been noted. Inclusivity is a requirement and priority of the Go Cost Program.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>Yes. Traffic is terrible. And your proposition is noble. BUT.</p> <p>1. The shape and geography of the county does not make for easing the problem. Bridges are expensive. 2. Neighborhood design with several houses and only 1 entry/exit point does not help. 3. Current development is outrageous. Porters neck is already jam. Allowing more housing to what was a second entry is not helping. The gas station on the corner w 17, the entry from 17 creates a lot of traffic and long lines. The narrowing of 2 lanes on 17 to "merge" into 17 on the confluence of 17 and 140. You put a bottle neck there. You slow down a major artery. It use to be a lot more fluid before. Development of Stephen Pointe. The new section 8 on 17. And then pre judging the corner 17 w Gordon where you already know the traffic is outrageous but with the by pass you believe will be ok. Your futurology has a lot more to do with economics than what are facts and thus 17 artery can manage. Then you have college. And the hospital zone. You cannot fix what is done but prevent bad designs that make traffic worse. Example was the proposition of a small village of apartment in Ogden area across from the school. On the Possitive side.</p> <p>1. I walk. I walk a lot. I am European living in wilmington since 2005. Walking downtown is ok. But not ok at night. We had a guy killing people a few years back. As soon as you take other side streets situation changes. Rapidly. In some areas of You are walking (with or without pedestrian side walk) people looks at you in strange way. People thinks you cannot afford a car or you have a dui. Not many people in USA thinks on walking to anywhere. So., walking is only reserved to very centric areas. So. How to make areas safer. Where are the pedestrian walks or the bike trails. Change the mentality. How? 2. Bicycle Great idea. Safe? Not really. A bicycle in front a big SUV will be not seen. So not on busy roads. Bicycle lanes... Somewhat safer. So they go where I am going? Questionable. But the worst about bicycles is not the safety. How do you feel to have an office partner that rises a bicycle but that fact comes with body odor. I do not see many people willing to go to work somewhat sweaty and smelly. We have more heat days than cool days. We have lots of humidity. When I had the ability to go to work bicycling I never did. Body odor. If the company had showers then yes... I would have done it. But business do not want a shower or more and the headaches that that will cause. Also rain. It rains quite often and downpouring. Unsafe to ride with bad visibility and you don't want to arrive soak for a business meeting with customers. New battery bicycles will remove part of these issues. But not everyone can afford one of those bikes. And parking without stealing will be another issue. 3. UNCW CAPE FEAR. Lots of kids with different schedules. Need of a car? Not necessary. But they need shopping groceries nearby. They also work. And they also need car to go from home to school. They do so with car. So it is there.... Easy to use. Those areas should be easy to create bicycles and walk paths (safe) for the majority of the population. The buses too. How effective are the timing and stops and routes. Enforcing walking or bicycle would be a lessons learn for years to come on young individuals. So a few programs to make bicycling popular or cool at schools should be ok. 4. Bus. Route and schedule needs to be very carefully planned. Some people might have to do over time. If they came with a bus... The bus schedule needs to be</p>	<p>"Cape Fear Change in Motion 2020" does not ask individuals to avoid using a personal vehicle, but instead outlines strategies to encourage and enable citizens of the WMPO area to utilize other forms of transportation when feasible. Go Coast recognizes that a change in mobility is not practical or desired for much population. Depending on the location of one's home, work, and other frequently traveled places, some forms of transportation are more possible to use than others. Go Coast works with several institutions that are represented on the Go Coast Committee to best plan how to advocate for multimodal transportation use in a variety of ways through a variety of partners. Go Coast is also open to working with any individual or institution who wishes to increase alternative transportation use whether that be an employer, a local business, a single commuter, school, etc. Micro mobility in the form of bike share is an identified strategy of the plan and Wilmington has shown interest in a bike share program.</p>	<p>No recommended changes to the plan at this time.</p>

flexible enough (long enough) to accommodate that. In Europe they have apps to follow where the bus are located and timing on arrival. Each stop has a screen with the information but you can also access it by app. Makes life easier. But that costs \$\$\$\$. But how many people commute from NH vs. Pender or Brunswick. 5. Traffic lights. Sitting in a traffic light that is red but no one is going by is a terrible waste of time and huge impact on pollution. Smart traffic lights would have an impact moving traffic. Not only this but maneuvering the green light time on the most busy arteries at commuting times can facilitate that. But that is an investor. 6. Known traffic exodus. We know weekends which roads and directions will be most impacted. Smart traffic lights would help too. Also (in Europe) they have some lanes that are flexible on traffic direction: during the exodus a road with 4 lanes will have 3 in one direction and 1 on the other direction. And opposite when the traffic goes the other way. Not all roads are capable of that... Summer traffic is also significantly different than school year traffic. 6. School buses. That there are no stops off the road for school bus jams. The traffic. Considering to create bus stops off the road will help with traffic and safety. The phenomenon of a car slowing down and stopping for a bit and the traffic jam that it creates it is well documented. Maybe the schools should also stagger entry and exit more (like now with covid). Like the suggestion with business. 7. Accidents. Your focus is on people and commute time. But Saturday I was present when an accident occurred at the convention center. Police was not fast to arrive. The ambulance was the last one to arrive. So the current location of the hospital and the need to access certain areas (specially older zones where streets are narrow and busy) do not help with fast access of emergency vehicles. When you say what we can do. Everyone has to do. Schools. New developments new technology. Safe streets. Etc...Tulsa ok has the river park. You "rent" bicycles. In order to unlock you run your credit card. There are several stations to pick up and return bicycles. When you return the bicycle you run your credit card again.... And there is no charge if return within 12 hours or 24 hours from first rented. European towns also have this. Pick and return bicycles all over. It is a program. Another one is the skate boards with the tall handle. They are very popular in beach areas in Florida. You rent them. As batteries get better this might become popular... Are we ready for them? Should we make them user friendly city? A lot cheaper than battery bicycles and more easy of use....but needs flat surfaces. Whatever you do. pick a method of transportation and create a safe environment and promote so people uses it. We can be the town that moves with xxx and be another characteristic that defines the city of wilmington So attracts people to come and visit and utilize it themselves.

Comment	Staff Response	Resolution
<p>What if we had a parking lot at Mayfaire, and at the Point, and a bus stop at each with a covered bench. People could wait for the bus and go where they need to go. (and leave cars there as necessary.). I would call this a park and ride spot. These spots could be at other well placed spots for others to go, perhaps to the beach , with buses to go to other spots as well, i.e.,to go downtown or to go to the hospital, airport etc. Later on taxi service could also be here. I for one would like a transportation bus to go from my HOA to needed spots like drs. dentist, groceries, drugstore, etc. this would be a smaller bus. There are quite a few elderly here. Must be affordable and reliable, regular routes. The speed limit is too high and people are going over it (45mph), a person walking or biking does not feel safe on such narrow ways. I go the speed limit and many try to pass me and then we both stop at the next light together, so what have they gained? I do not feel the roads are safe here for walkers or bikers too narrow, especially for children and students near the college. Soon it may be time for overpasses, or other better highway designs, with the increase of more drivers, or a metro (subway system) would be great.Special attention should be paid to the traffic hot spots -it is always the same ones mentioned on WWAY-tv nightly, like College and Oleander, Shipyard, MLK. and Eastover spelling? What may be done to improve these daily/nightly conditions? High traffic and accidents. Also, trips for seniors and families would be great-i.e., affordable transportation to Biltmore, Asheville, and other nearby sites. I for one would like transportation to Lumberton to visit a friend and would like to go and see more of NC without driving myself. Also, when hurricanes come there should be transportation for some out of the danger spots and to affordable lodging. Perhaps churches, and government might be able to help out.Hope this is helpful.We seniors are already paying too much for insurance -car, home, medical, RX, car and home maintenance or HOA, and now even groceries. So anything that would help to keep things more affordable/useable would help us all.</p>	<p>Park and Ride lots may decrease traffic congestion specifically, by reducing individual car trips traveling to and from the same location. Go Coast currently has three park and ride lots in Brunswick County. These lots are not heavily used by WMPO residents. Providing emergency rides homes is a major incentive that may increase carpool activity. Developing an emergency ride home program is outlined in the plan. Establishing park and ride lots in other areas of the WMPO region may be explored. Citizens may reach out to the entity that maintains the road to inquire about changing a speed limit. Although a long-range strategy, future bicycle and pedestrian infrastructure improvements are planned for the next 25 years. Historically, Wave Transit has provided emergency transportation to individuals evacuating the area for a hurricane.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>I would think the first thing your group needs to do is admit that New Hanover has the worst drivers in the country. After moving here I could not believe how bad they are. Not sure what drivers education classes are teaching new drivers but it doesn't work. No one uses directionals (you know that thing on the driving column) and for some reason unlike most other states NC has no hands free cell phone law?? It appears locals expect the green light to turn another shade of green as they don't proceed once the light turns thus backing up traffic. I could go on and on as the list is never ending, but I'm sure that wouldn't make any difference. Approve the rail bill to route via the west side of the river and then utilize the Wilmington city side tracks for light rail as most progressive cities do. Quite simple but expensive, but even more expensive later.</p>	<p>This comment has been noted and will be shared with the City of Wilmington's Director of Rail Realignment.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Stop building apartments! Wilmington has never planned ahead for infrastructure. I have lived here 29 years and have seen only "catch up" plans for alleviating traffic which is near the unmanageable stage. Bike paths aren't going to cut it! Let's stop ignoring the elephant in the room.</p>	<p>This comment has been noted and will be communicated to the city's current and long range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>As a former college student of UNCW and now a permanent resident of 14 years in the area, I believe I have some good suggestions to ease traffic in Wilmington.</p> <p>#1) Pedestrian overpass bridge over College Rd where UNCW is. This will allow students to bike and walk safely to campus without waiting for traffic to stop. This will also help traffic flow.</p> <p>#2) Bike & Pedestrian path on College Rd & Market St. This will allow UNCW students, along with local residents, to get to stores without having to use their cars.</p> <p>These are just two suggestions that I have to help ease</p>	<p>Since new infrastructure very rarely has a timeline of less than 5 years, bike/ped facilities is a medium and long-range goal for the WMPO. Because of this, increased infrastructure is not a "short-range" strategy itself, but encouraging our member jurisdictions to prioritize bicycle and pedestrian projects can steadily increase the bike/ped facilities in the area over 5 to 10 to 15 years. Citizens are always encouraged to reach out to their elected officials to advocate for increased transportation funding.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Plan does not sufficiently address adding more bike trails separated from highways, like the Gary Shell trail. Trails are needed throughout Wilmington and around Leland. That is how you move people from cars to bikes.</p>	<p>Since new infrastructure very rarely has a timeline of less than 5 years, bike/ped facilities is a medium and long-range goal for the WMPO. Because of this, increased infrastructure is not a "short-range" strategy itself, but encouraging our member jurisdictions to prioritize bicycle and pedestrian projects can steadily increase the bike/ped facilities in the area over 5 to 10 to 15 years.</p>	

Comment	Staff Response	Resolution
<p>Wilmington has a nice and expanding system of recreational bicycle trails (Cross City trail, etc) but for most residents these are useless for commuting to work or shopping. I believe a key to making bicycles a realistic alternative to single occupancy vehicles would be marked bike lanes. This would require collaboration with the state DOT for pavement additions and lane markings, but would expand the very limited areas that currently are safe for bicycle travel in Wilmington. I work at the ILM airport and would love to commute there via bicycle. However the lack of bike lanes along 23rd street, MLK Blvd, or College Road makes that extremely dangerous. Thank you for your consideration,</p>	<p>This comment has been noted and will be shared with Wilmington Traffic Engineering and NCDOT.</p>	<p>No recommended changes to the plan at this time.</p>
<p>After reading the article I had to email my thoughts on the most idiotic proposal ever for a city. Why waste tax paper's money that is collected from the City Of Wilmington and New Hanover county for such a ridiculous plan. The money that would cost the tax payer's for such an idiotic plan could be used to clean up Wilmington. One would be to get up the hoodlums off the streets, making them take their trash with them as well as stop all pan handling, and the gangs. The resident's of New Hanover county and the city of Wilmington doesn't want their city or county to look like a bunch of hoodlums and pan handler's, and gangs run the city and county. This is certainly a waste of taxpaper's money. Hoodlums and pan handling is at almost every major corner and intersection. This needs to be stopped as we see this everyday.It's very apparent that the mayor as well as City Council and New Hanover County Board of Commissioner's just doesn't care. Wilmington is not Atlanta, Dallas/Ft. Worth, New York City or Los Angeles, nor Raleigh. Wilmington is just a little town that will never be as large as the cities I have written down. The draft plan simply will not work, it makes driving worse. It makes a custer out of driving in Wilmington.Do something productive, rid the city streets of pan handler's, hoodlums, gangs, trash, start arresting these kinds of people. Wilmington at one time was safe, it is no longer that way. Traffic lights are not time the way they should be, if they were then Traffic would flow not back up like it is doing. Time for Wilmington and New Hanover County to forget this ridiculous and idiotic plan. Thank you,</p>	<p>These comments have been noted.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>The fundamental flaw in the strategy is the absence of any data on what the congestion is, where it is, and the numerical values regarding the specific locations. From a simple declarative statement that congestion exists, the strategy moves to the directed set of solutions. The draft does not demonstrate that the level of congestion exists, where, and what. Hence the strategy is without identified or characterized foundation. On a specific point, your draft proposed more biking. That would mean more riders and more potential car-bike accidents. That is something that would need to be captured and tracked to see if more riders means more serious accidents. Therefore, I believe that no further effort should be expended (people, time, or the public monies) until the first statement is supported and characterized.</p>	<p>The Congestion Management Process performed by the WMPO every two years measures the level of congestion on 30 segments of major roadway in the WMPO region. The report provides a multimodal score and a travel time score for each of these roadways. This comment has been noted and a reference to the Congestion Management Process will be included in this plan.</p>	<p>Staff recommends to add language to explain the Congestion Management Process as a measurement for vehicle traffic and current corridor accommodation for multimodal travel.</p>
<p>After reading the SN article (12/15/20) on ways of mitigating congestion, never once did I see reference to controlling growth..why is that? It seems to me that unless these efforts include a focus on reining in the "rubber stamp" approval for developers, and focusing upon better planning for the use of what land we have left, this initiative looks incomplete. You are pushing the responsibility to the taxpayers to find alternate means for transportation. How about those who cannot use a bicycle to do their shopping? I hope this committee of paid NHC staffers can implement a solution, not just provide idle talking points.</p>	<p>This comment has been noted and will be communicated to the city's current and long-range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Thanks for the recent ZOOM opportunity. Since then, I've taken a closer look at the plan. A good place to start is my wife and me, would like to really thank you for all the efforts. Over the years, the bike and commuter programs have inspired us and many folks we know. This helps change the message throughout the community. During the zoom, I believe I mentioned the failure of bike share programs. I have not researched fully, but from a quick search, see many of the programs fail. It seems like it is only a minor part of the plan. I certainly don't mean to distract from the overall goals of the efforts. Quite the opposite, I'd love to volunteer to help in any capacity, if there is any openings. I'd love to campaign for more, safe bike trails throughout. Let me know if or where my efforts might be best used.</p>	<p>Go Coast will publicize any opportunity for the public to provide input on a micro mobility program like bike share. Go Coast is currently exploring opportunities to implement a sustainable bike share program in Wilmington.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>As written, the draft plan only briefly references public transportation, instead it prioritizes biking, walking, and car/van pooling. As survey results from the MTP found 51% of respondents wished to use public transportation more often, the Cape Fear Change In Motion 2020 TDM Short Range Plan should more closely reflect that finding through a greater incorporation of public transportation in the identified short-term strategies. Additionally, public transportation elements created by the 2045 MTP TDM modal committee and approved by the Citizen’s Advisory Committee, and the TAC, are not included in the Cape Fear Change In Motion 2020, TDM Short Range Plan. Please consider replacing the public transportation components that have been removed. Sections from the 2045 MTP requested for inclusion in the 2020 TDM Plan are as follows:</p> <ul style="list-style-type: none"> • 2045 MTP, Appendix M, Short-Range TDM Strategies • “Development review is a TDM strategy that includes reviewing development proposals and providing comments regarding transit or alternative transportation facilities including the addition of sidewalks, bike lanes, multi-use paths, crosswalks, bus pullouts, bike racks, and more. Benefits of development review include funding for bicycle, pedestrian, public transportation projects, and increased bicycle, pedestrian, and public transportation infrastructure. <p>Please consider including similar language to the above in the 2020 TDM Plan in Section 3, page 31, Strategy 6-Improved TDM Focused Collaboration</p> <ul style="list-style-type: none"> • Strategy 6, Continued Employment of Full-time TDM Staff (page 487) “The TDM coordinator is responsible for the implementation of these item, including: advocating for improved transit, bicycle, and pedestrian infrastructure. TDM works in conjunction with the public involvement, bicycle and pedestrian, public transportation, roadway, and congestion management elements of the MTP.” Please consider including similar language to the above, where appropriate, in the 2020 TDM Plan. 	<p>This comment has been noted and necessary language changes will be made to the plan. Although a valuable partner to the Go Coast Program, Wave Transit, the public transportation provider in the WMPO area, operates independently from Go Coast. Strategies Six and Seven, Improved TDM-Focused Collaboration, and Personalized Commuter Plans include increased promotion and advocacy for the use of public transportation by area residents.</p>	<p>For consistency, staff recommends to elaborate on the benefits of TDM-focused Development Review. Language from the 2045 Metropolitan Transportation Plan will be added to this plan.</p>

Comment	Staff Response	Resolution
<p>Let me begin by saying, thank you for even having a plan to reduce traffic in our area. Every single one of the components (Bike Share Program, Fostering a Bicycle & Pedestrian Friendly Culture, Personalized Commuter Plans, Consulting for Telecommuting, alternative Work Schedules) sounds wonderful. I personally would love to have separate bike trails that would allow me to commute to work (I live on 18th and Nunn, and work at NHRMC) and shop at Whole Foods. When I commute to work I take the back roads to avoid travelling on 16th and 17th and only commute to work on my bike when the weather and sunlight allow. I have taken my bike to Whole Foods, but I felt a bit uneasy sharing the road with drivers of cars who are not used to watching for bicycle. I love the fact that the plan addresses educating the community regarding watching for cyclists. I regularly ride my bike to my neighborhood Food Lion on Oleander and Dawson. I also like the concept of equitable mobility solutions. Thank you for seeing the need to go beyond a system that measures only the impact of congestion and traffic flow. I wholeheartedly agree with statement that “streets become unsafe for anyone not in a car, and traffic only worsens as a community becomes accustomed to only being able to travel by car. We, most decidedly need a system that measures how much mitigation is needed and encourages travel modes other than cars, and allows for other goals like reducing greenhouse gas emissions, developing multimodal transportation, preserving open spaces, promoting diverse land uses, and supporting, safe, active communities. I was encouraged by the survey results – it is comforting to know that other residents of our area share my enthusiasm for attaining the goals that VMT is striving for. I also loved the thorough description of the strategies, explanation of benefits, cost to implement, potential for application, as well as how it will be implemented. In short, I love what your plan!!! You have my full support and I will help in any way my circumstances permit. I literally would reduce the use of my car by 90%, and ride my bike and/or walk, if it were safer. I have been doing it for about three years, but was hit by a car almost two years ago (not life threatening) and though I have not stopped, I have reduced the times that I ride and the routes that I take because of not feeling safe.</p>	<p>This comment has been noted. Go Coast hopes that these strategies can have a positive impact on the lives of residents in the WMPO area.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>Page 1. No indication that Wave Transit was represented on the Go Committee based on list of committee representatives.</p> <p>Page 2. First TDM Plan in 2015. What has been accomplished on that plan. Would like to receive a PDF of the 2015 if possible.</p> <p>Page 3. Recommend clarification on how progress on plan implementation will be done. Suggest annual public meeting to review progress.</p> <p>Page 4. Reference to Carpool & Vanpool- Recommend plan addresses coordination with Wave Transit on Park & Ride Locations. Pro- active rezoning needed in planning department similar to UMX zoning to create cluster development that will help support walking, biking and public transit. More sidewalks, bike paths and crosswalks that will support the 3 modes of transportation.</p> <p>Personalized Commuter Plans with a 5 year goal of 50 plans over 5 years. This appears to be very labor intensive for staff with little benefit. In my opinion staff time would be better spent in encouraging use of public transit which is less expensive than a car and would help the environment. Smart Growth has a lot of good information on this subject. Also, your office could work with County and City and other communities served by Wave Transit on need for improved local funding of Wave Transit to reduce queuing time from current 1 hour with most routes to a 15 to 30 queuing time.</p> <p>In summary, I think a great deal more emphases in the 5 year plan needs to address improving public transportation for the City and communities served by Wave. Also, with a new President elect and a new Transportation Secretary that have both gone on record that they support a 50 / 50 split on transportation funding verses the current 80 / 20, this would be a good time to place more emphases on public transit in the plan. I noted in the 2045 Transportation Plan adopted November 18, 2020 the plan shows on page 61 \$52,000,000.00 for Transit and \$6,247,000,000.00 in 2020 dollars. If we want to reduce the use of the automobile and thereby reduce congestion as the short range plan discusses now is the time to rethink our local funding priorities. A good example was the plan to wide 8 miles of collage road that contains 7 proposed community nodes as called for in the Comprehensive Plan at a cost of hundreds of thousands of dollars which had emphases on road widening to move the automobile and no emphases on making this major thoroughfare safer for pedestrians, bikers and public transportation.</p>	<p>A Wave representative is included on the Go Coast Committee. The previous Short Range TDM plan focused on developing the Go Coast Program and setting foundational characteristics like the Go Coast Committee, regular responsibilities of the TDM Program, and emphasized habit change for individual commuters by working with regional employers. "Cape Fear Change in Motion 2020" will be reviewed annually by the Go Coast Committee and reviewed quarterly by the Transportation Demand Management Coordinator. There has been no strong effort to develop Personalized Commuter Plans for WMPO area residents but if doing so becomes overwhelming to Go Coast staff, this strategy will be re-evaluated.</p> <p>The WMPO and Wave have a strong working relationship. Wave's governing Board is working with the agency's new Executive Director to implement changes to the existing network to accommodate current fiscal constraints. The WMPO's 2045 MTP supports future expansion of Wave's fixed route services as well as the identification of alternative funding sources. The NCDOT Complete Streets Policy, passed in 2019, equires all infrastructure improvement projects that take place on NCDOT roads to include bicycle and pedestrian elements moving forward.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>First of all I believe the Goal of a 10% reduction in VMT/Congestion is flawed."The Go Coast Committee determined that the overarching goal of Cape Fear Change in Motion 2020 is to reduce Vehicle Miles Traveled (VMT) by 10% between 2021 and 2025". As I read thru the GoCoast Committee's report, I did not see a "Root Cause Analysis" describing potential contributing factors and a possible Root Cause. In my opinion, Contributing Factors along with a potential Root Cause must be determined before a plan of action can be determined. For the sake of brevity, I have listed my Contributing Factors for increasing Congestion in the Wilmington Metropolitan and surrounding counties:</p> <ul style="list-style-type: none"> • Unabated population growth (over 14%) driven in part by significant "High Density" apartment complexes. (in my opinion, our city planners have not done their job) • A finite number of paved roads given the fact Wilmington is located between a river and the ocean. • Significant increase number of visitors coming to the Wilmington area • Increased truck traffic through Wilmington - e.g. College Rd., Carolina Beach Rd. etc. • Increased population growth in surrounding counties causing significant congestion on major road ways e.g. highways 74/76, US -17, I-40 etc. • Traffic lights not in sync. • Poor City Planning. Over the years, city planners failed to do their job and control unabated building/construction before considering transportation impact. My Root cause. 	<p>The population and economic growth of the WMPO region is discussed in Section Two of this plan. This comment has been noted and will be communicated to the city's current and long-range planning staff who are responsible for reviewing new development, enforcing land development ordinance, and developing the City's land use plan.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Convert more road intersections to roundabouts.</p>	<p>This comment has been noted. All proposed roadway improvement projects including, intersection improvements, can be viewed in "Cape Fear Moving Forward 2045"</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>I am responding to yesterday’s Star News article describing effort to establish reliable alternatives to car travel in Wilmington. I am very much in favor of additional bike routes and trails; I moved to Wilmington from Des Moines, Iowa, four years ago and especially this year I have noticed more cyclists. Wilmington has just two dedicated bike trails, with spurs branching off from each, but could do so much more. Des Moines started adding trails in the 1990’s because the public showed an interest and today there are dozens of trails throughout the city, as well as bike lanes in the downtown area, so that many office workers can commute to and from their neighborhoods to work and school. Wilmington is one-third the size of Des Moines and with the right planning could accomplish something similar.</p> <p>I am puzzled as to the reason there is no linkage between the Gary Shell and the River-To-Sea trail and why the bike lane on Wrightsville Avenue just stops without leading anywhere or connecting to another trail. I ride once or twice weekly on a route I mapped out myself; it’s a circuitous route that covers 20 or 25 miles, with about half on the streets because there is not even a shoulder to ride on. There is one place along Pine Grove Drive where I ride on an old, poorly-maintained sidewalk because the traffic is heavy and there is no shoulder. I live off Wilshire and there are a number of students and pedestrians who use the bus and/or a bicycle to get to school and the grocery store; the street is narrow, there is a lot of traffic, and there is no sidewalk. If city leaders expect the public to use bus and bicycle transportation, at least provide a wide sidewalk along busy streets for them to use. I currently pay \$1,400 a year in local tax and I do not feel I get any return on my money. I am president of my HOA and we take care of our own road, water, and sewer. We have private garbage pickup; I figure the water bills for my community and we bought our own brand new water meters three years ago. It would be nice to think my money at least is going to establish walking and biking trails because I would be an avid user.</p>	<p>Plans like “Cape Fear Moving Forward 2045”, “Wilmington - New Hanover County Comprehensive Greenway Plan”, “Walk Wilmington: A Comprehensive Pedestrian Plan 2009”, and more outline numerous bicycle and pedestrian specific infrastructure improvements throughout the WMPO area. Funding for projects will always be a major consideration for completing these projects. Citizens are always encouraged to reach out to their elected officials and advocate for increased transportation funding.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>Thanks for putting this plan together and efforts to improve transportation in our area! This is a tough problem to tackle and understand there are no easy answers. My thoughts and feedback are below: Bike friendly culture. Good luck with this. I am a huge bike/walking proponent, but in general think it is very unsafe to bike in our area. The cross city trail, is an exception to this (safety) and think this could be added to x10! It pains me everytime I hear about a cyclist being hit by a car. This happens too often and is too easy for terrible results for the cyclist. Until an extensive network of off road paths are available, I do not see bike friendly culture happening, minus local small areas (downtown, the beach, UNCW, etc.). So, please give us more bike paths (on and off road), more crosswalks, more designated bike routes! And, more education for drivers on sharing the road!</p> <ul style="list-style-type: none"> -Telecommuting and Alt work schedules: through public awareness??? Sounds great, good luck. - Bike share. Not sure how this makes any sense outside localized small areas. - Carpooling: sounds great, good luck. - How about getting rid of traffic lights? Look at College Road, there are lights where one small business is. You will see a 2 minute light for one car, while hundreds of cars on College road need to move. Military Cutoff, 17 north, College, Oleander, Market - take out 2/3 of the lights and will improve traffic x10. Make people turn right and do U-turns. I'm guessing someone at the DOT has an invested interest in traffic lights, as it seems will offer one for any request. This is a real problem. Have someone actually look at traffic lights for each intersection, their times on/off and real traffic patterns. Install the sensors (effective ones) for when cars are there or not.- Zoning. By allowing for increased density and micro areas of density (localized pockets), this can have a way bigger impact than anything else. Currently we have an emphasis on fake "mixed use". I'm wondering if anyone that works at the stores at Mayfair can afford to live in the residences at Mayfair? I know zoning is working on a new plan currently and is aware of these concepts. Not sure if GoCoast is working with them directly, but should be if not.- Off road paths. Again, please have more bike and walking paths. Pursue the moving of railroads out of town. Pursue converting the existing railway to a trolley. Pursue the old downtown railway to bike path. More bike paths. More crosswalks. You can not cross safely from Pine Street neighborhood (lots of kids live here) to Hugh McRae Park! Need crosswalks across Oleander at Audubon & Floral. More sidewalks. Thanks again for your efforts to make our area better! 	<p>"Cape Fear Change in Motion 2020" does not ask individuals to avoid using a personal vehicle, but instead outlines strategies to encourage and enable citizens of the WMPO area to utilize other forms of transportation when feasible. Go Coast recognizes that a change in mobility is not practical or desired for much of the population. Depending on the location of one's home, work, and other frequently traveled places, some forms of transportation are more possible to use than others. Go Coast works with several institutions that are represented on the Go Coast Committee to best plan how to advocate for multimodal transportation use in a variety of ways through a variety of partners. Go Coast is also open to working with any individual or institution who wishes to increase alternative transportation use whether that be an employer, a local business, a commuter, school, etc. Bicycle and pedestrian improvement projects throughout the area are outlined in the WMPO's long-range transportation plan "Cape Fear Moving Forward 2045". Citizens are always encouraged to reach out to their elected officials and advocate for increased transportation funding.</p>	<p>No recommended changes to the plan at this time.</p>

Comment	Staff Response	Resolution
<p>My wife and I reside in the Blue Point community which is one of many communities located off, or in the immediate vicinity of, Porters Neck Road. These communities extend all the way out to Figure Eight Island. Many of the residents in these communities enjoy bicycling and walking for recreation/exercise; but, due to heavy traffic and the lack of a dedicated bicycle/walking path along Porters Neck Road and its adjoining roads, the residents of these many communities are confined to bicycle and walk in repetitive circles within their respective communities rather than risk unsafe bicycling or walking along Porters Neck Road. At the same time, these residents drive their cars out Porters Neck Road to the intersection of Market Street (Bus US 17), to do their shopping and dining. This results in heavy traffic on Porters Neck Road and on Market Street in that area. I personally know many residents who would love to bicycle or walk up Porters Neck Road to Market Street to do light shopping and/or dine. At that very corner are two supermarkets, a Walgreens Pharmacy, a plethora of restaurants, a bank, a UPS store, dry cleaners, Lowe’s Home Center, a physical fitness facility, a Port City Java, numerous medical/dental facilities and many other businesses. It’s a shame that people drive/congest Porters Neck Road and the Market Street intersection just to make a bank deposit, get a quart of milk, or buy a latte when they would prefer to bicycle or walk or jog. In your overall strategy to reduce traffic please consider dedicated bicycle/walking trails as part of the solution. The rapidly growing Porters Neck Road area might be a good place to start</p>	<p>Go Coast hopes that as WMPO area residents continue to bike and walk more, that bicycle and pedestrian infrastructure improvements will become more of a priority for projecting funding. Citizens are always encouraged to reach out to their elected officials and advocate for increased transportation funding. Although a long-range strategy, future bicycle and pedestrian infrastructure improvements are planned for the next 25 years.</p>	<p>No recommended changes to the plan at this time.</p>
<p>Hi, is there any hope for an overpass on College at Oleander? We really need that!</p>	<p>NCDOT’s U-5704 proposes intersection improvements for the South College Road and Oleander Drive intersection. The selected alternative is a quadrant design, not a grade-separated design</p>	<p>No recommended changes to the plan at this time.</p>
<p>Thank you for the opportunity to comment on your draft plan. It looks good from a high level view, but it is totally silent on infrastructure. Yes, the number of daily vehicles have been reduced as a result of more use of AWS due to Covid. No, congestion was not reduced. Paramount to any successful road plan is a method to better control cut-outs and entry points. Limiting entry and exit point will allow better straight line controls. Addition of service roads would also permit traffic arteries to focus on moving vehicles, rather than attempting to control traffic flow. I submit your proposed elements are dependent on personal likes, whims, and speculation. Maybe we should focus on the nature of the problem; rather than solely estetical solutions.</p>	<p>Infrastructure projects take multiple years to plan and develop which is not a short-range effort. Infrastructure improvements for every mode of transportation over the next 25 years are outlined in the WMPO’s long-range transportation plan “Cape Fear Moving Forward 2045”</p>	<p>No recommended changes to the plan at this time.</p>



GO COAST

CAPE FEAR'S OFFICIAL AGENCY
FOR SMART TRANSPORTATION

Appendix: Cape Fear Change in Motion 2020