



## WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810  
Wilmington, North Carolina 28402  
910.342.2781 910.341.7801 FAX

### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR  
Public Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

### Technical Coordinating Committee Meeting Agenda

**TO:** Technical Coordinating Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** November 25, 2009  
**SUBJECT:** December 2, 2009 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, **December 2<sup>nd</sup>** at 10:00 am. The meeting will be held in the Traffic Conference Room on the fourth floor of 305 Chestnut Street in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes
  - a. 10/14/09
- 3) Old Business
- 4) New Business
  - a. Opening of 30-day Public Comment Period for STIP Amendment for Public Transportation Program (Public Comment Period begins December 16<sup>th</sup>)
  - b. Resolution Opposing Changes to the Transportation Equity Formula
  - c. Resolution Supporting Bicycle Lanes on Princess Place Drive and South Front Street (US 421 Truck)
  - d. Adoption of a 2010 Meeting Calendar
  - e. Federal Transportation Rescission
- 5) Updates
  - a. Cape Fear Commutes 2035
  - b. WMPO Bike/Pedestrian Committee
  - c. Cape Fear Public Transportation Authority
  - d. Wilmington MPO/City of Wilmington
  - e. NCDOT
- 6) Announcements
  - a. WMPO Bike/Pedestrian Committee meeting- December 10<sup>th</sup>
  - b. Cape Fear Commutes meeting- December 16<sup>th</sup>
- 7) Adjournment
  - a. Next meeting: January 13, 2010

### **Attachments:**

- Minutes from 10/14 meeting
- STIP/MTIP Amendment for the NCDOT Public Transportation Program
- Current TIP Allocations Per Capita
- Resolution Opposing Changes to the Transportation Equity Formula
- Resolution Supporting Bicycle Lanes on Princess Place Drive and South Front Street
- 2010 Meeting Calendar
- Federal Transportation Rescission Information
- City of Wilmington Project Update
- NCDOT Project Update

**Wilmington Urban Area  
Technical Coordinating Committee  
Meeting Notes for October 14, 2009**

**Members Present:**

Mike Kozlosky, City of Wilmington  
Sam Burgess, New Hanover County  
Robert Waring, Town of Leland  
Stephanie Ayers, NC State Ports Authority  
Shane York, NCDOT  
Coke Gray, NCDOT  
Allen Pope, NCDOT  
Tim Owens, Carolina Beach  
Travis Barnes, Town of Navassa  
Jill Stark, FHWA  
Ken Vafier, Pender County  
Albert Eby, WAVE Transit

**Others Present:**

Joshuah Mello, City of Wilmington  
Anthony Prinz, City of Wilmington  
Chris O'Keefe, New Hanover County  
Andy Koeppel, WAVE Board of Directors

**1. Call to Order**

Mr. Kozlosky called the meeting to order at 10:04 am.

**2. Approval of Minutes**

The motion to approve the minutes for the September 16, 2009 meeting carried unanimously.

**3. Old Business**

**a. Resolution Supporting the Beginning of Discussion to Bring I-20 to Wilmington**

Mr. Kozlosky told member at last month's TCC meeting Mr. Gray was asked to research weight limits restrictions on Interstate designated highways for TAC members.

Mr. Gray told members there should not be any problems on weight. The only problems may be with the bridge decks. They may need to be upgraded. Mr. Kozlosky asked about the exemptions for weight restrictions on Interstate facilities compared to US highways. Mr. Gray said he talked with inspectors and the bridge structures are more than sufficient for the weight.

Mr. Pope told members the facility will need to be upgraded because there are some areas that do not have paved shoulders. Bridges will be an issue because of the width to accommodate Interstate design. Mr. Pope stated that North Carolina General Statute has exceptions for weights and allows some tolerances that are not allowed by the federal government on Interstate facilities. There are other exceptions for such things as trucks hauling wood chips to Riegelwood. He suggested giving the TAC members a copy of the general statutes so they may review the exceptions that are listed.

Mr. Pope pointed out that the resolution states that we will begin conversations. Mr. Owens made the motion to move the resolution to begin discussions on bringing Interstate-20 to Wilmington forward to the TAC. Ms. Ayers seconded the motion and it carried unanimously.

#### 4. **New Business**

##### **a. Resolution Adopting the Dow Road Corridor Study**

Mr. Kozlosky told members the Dow Road Corridor study recommends making improvements to the shoulders along Dow Road and some intersections. The study also recommends continuing the multi-use path on the eastern side of Dow Road and improvements to the curvature at K-Avenue. Mr. Owens told members that the Town of Carolina Beach adopted a resolution supporting the findings of the study.

Mr. Pope asked why add bicycle lanes if you are going to have a multi-use path. Mr. Kozlosky explained that it was for the two different types of users. The recreational users will utilize the multi-use path and the more experienced bicycle users will utilize the bicycle lane for commuting.

Mr. Burgess made the motion to support the resolution adopting the Dow Road Corridor Study and forward it to the TAC for consideration. Mr. Owens seconded the motion and it carried unanimously.

##### **b. Resolution Adopting the Wrightsville Beach Bicycle Plan**

Mr. Mello told members during the year-long study process, staff met with residents of Wrightsville Beach, Division staff and town representatives. The North Lumina section has been removed from the original scope of the bicycle plan at the request of the town. The plan now focuses on Salisbury Street and Pelican Drive from the draw-bridge to the Johnnie Mercers Pier parking area. The Town of Wrightsville Beach adopted the plan on September 10<sup>th</sup>. Staff used some of the elements in the plan to apply for the TIGER grant through USDOT.

Mr. Barnes made the motion to support the resolution adopting the Wrightsville Beach Bicycle Plan and forward it to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

##### **c. Resolution Adopting the List of Potential Enhancement Projects within the Wilmington MPO Planning Area Boundary**

Mr. Kozlosky told members staff solicited comments from the towns, municipalities and TCC member for the list of potential enhancement projects. There has not been a call for enhancement projects at this point. Staff is trying to be proactive in case funding does become available for projects. Projects are currently being handled by the Program Development Unit and not by NCDOT's Enhancement Unit.

Staff compiled the following list for submittal to the Board of Transportation in the event that they are able to identify funding for enhancements projects:

- Purchase of the rail corridor from New Hanover County Public Schools
- Landscaping at the west side of the Cape Fear Memorial Bridge
- Landscaping at Johnny Mercer's Pier in Wrightsville Beach
- Separate bicycle/pedestrian facilities over the waterways (Bradley Creek, Wrightsville Beach and Navassa)
- Landscaping at I-40/I-140 interchange
- Landscaping at Blackwell Road in Belville
- Streetscape project in Castle Hayne
- Bike/Pedestrian Connection between Castle Hayne and Holly Shelter
- Landscaping at the Monkey Junction intersection

- Bicycle/Pedestrian Improvements from *Walk Wilmington: A Comprehensive Pedestrian Plan*
- Retro-fit the Snows Cut Bridge to facilitate bicycle and pedestrian access
- High visibility crosswalks at designated locations in Carolina Beach
- Multi-use path along the entire length of Dow Road
- Sidewalk Improvements along East Lake Park Boulevard within Carolina Beach
- Davis Park Greenway in Navassa
- Cedar Hill Road Roundabout in Navassa
- Environmental Stormwater Mitigation at Cedar Hill & Old Mill Intersection
- Cedar Hill Road multi-use path in Navassa
- Environmental Stormwater Mitigation at Broadway and Main Streets
- Sidewalks along Main Street in Navassa
- Improvements at the Wilmington Railroad Museum (to include the casket cart, observation platform, stationmaster tower and 1920's office)

Mr. Kozlosky told members the list has not been prioritized because there is no funding right now, but staff was advised to have a list of projects ready in case funding does become available. Mr. Kozlosky said the list will be reviewed every two years.

Mr. Burgess asked if funding does become available, will there be an opportunity to add to this enhancement list. Mr. Kozlosky said it depends on how the Department wants to move through the process. If they have a call for projects, then there will be an opportunity to add to this list. But, if there is no call, they may move forward with enhancement projects. Mr. Kozlosky stated that the MPO's have been told to submit any enhancement projects with this prioritization process.

Mr. Burgess made the motion to support approving the resolution adopting the list of potential Enhancement Projects within the Wilmington MPO Planning Area Boundary for 2009 and moving it forward to the TAC for consideration. Mr. Barnes seconded the motion and it carried unanimously.

## 5. Updates

### a. Cape Fear Commutes 2035 (Citizen Advisory Committee)

Mr. Mello updated the group on Citizen Advisory Committee activities.

### b. WMPO Bike/Pedestrian Committee

Mr. Mello updated the group on Bicycle/Pedestrian Committee activities.

### c. NCDOT Project Update

attached

## 6. Announcements

a. WMPO BikePed Committee meeting- December 10<sup>th</sup>

b. Cape Fear Commutes - October 21<sup>st</sup>

## 7. Adjournment

With no further items, the meeting was adjourned at 10:38 pm.

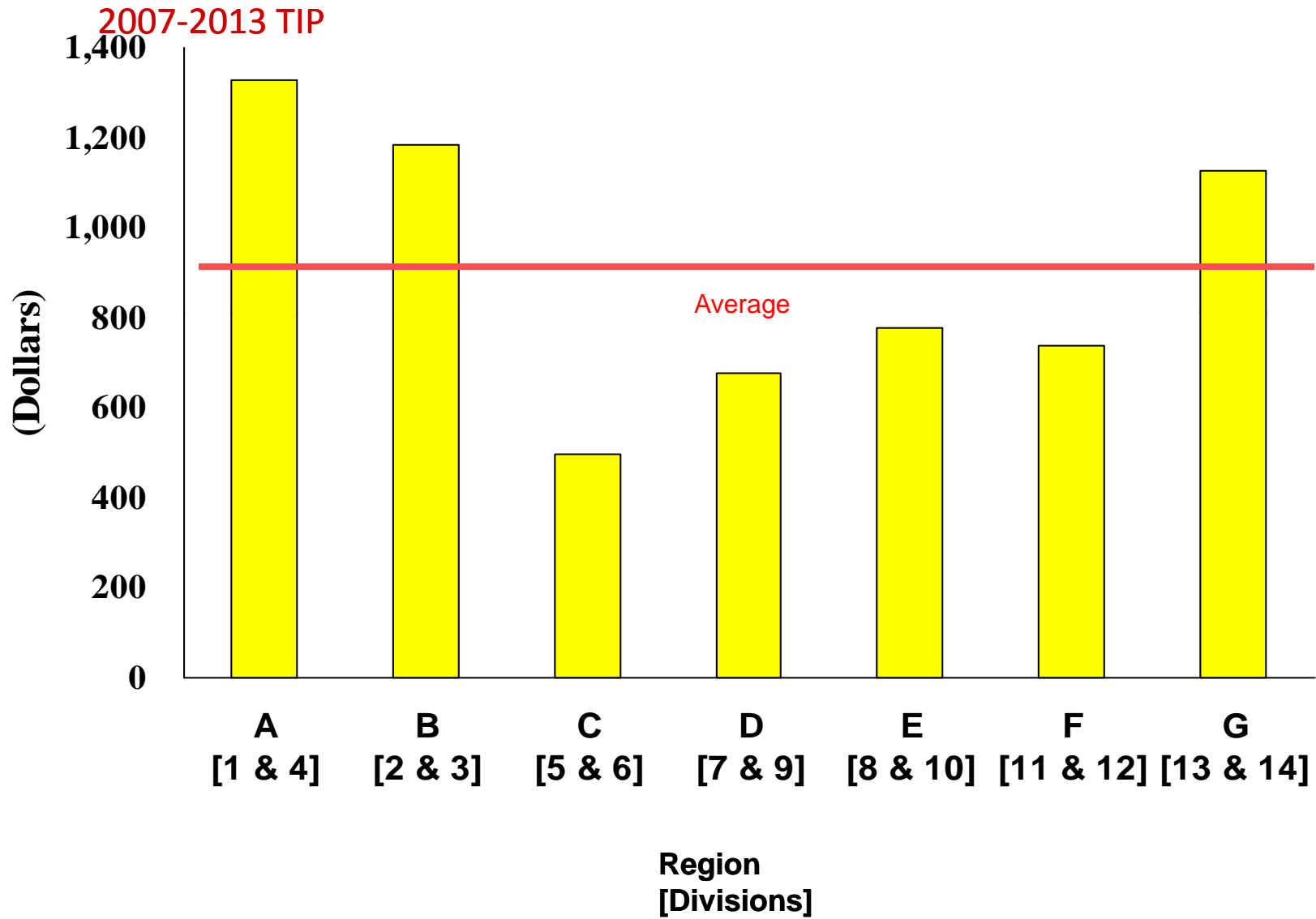
**PUBLIC TRANSPORTATION PROGRAM  
STIP ADDITIONS**

| <b>STIP #</b> | <b>DIV</b> | <b>COUNTY</b> | <b>MUNICIPALITY/<br/>SYSTEM</b>                    | <b>DESCRIPTION</b> | <b>funds</b> | <b>FY09<br/>(\$000)</b> | <b>FY10<br/>(\$000)</b> | <b>FY11<br/>(\$000)</b> |
|---------------|------------|---------------|--|--------------------|--------------|-------------------------|-------------------------|-------------------------|
| TA-5119       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Expansion bus 35'  | FUZST        |                         | \$87                    |                         |

**PUBLIC TRANSPORTATION PROGRAM  
STIP MODIFICATIONS**

| <b>STIP #</b> | <b>DIV</b> | <b>COUNTY</b> | <b>MUNICIPALITY/<br/>SYSTEM</b>                    | <b>DESCRIPTION</b>   | <b>funds</b> | <b>FY09<br/>(\$000)</b> | <b>FY10<br/>(\$000)</b> | <b>FY11<br/>(\$000)</b> |
|---------------|------------|---------------|--|--|--------------|-------------------------|-------------------------|-------------------------|
| TA-4907       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Replacement buses (2) 35'<br>hybrid  | FUZST        |                         | \$1,100                 |                         |
| TA-5102       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Expansion Vans (2) vanpool<br>fleet  | FUZST        |                         | \$42                    |                         |
| TD-4917       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Facility - Transfer/Admin<br>Facility - Cando Street<br>Extension  | FUZST        |                         | \$650                   |                         |
| TD-4942       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Facility - new operations<br>center - environmental<br>review and design   | FUZST        |                         | \$409                   |                         |
| TG-4796       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Routine Capital: automated<br>fuel system, radio system<br>upgrade, shelter and bus<br>stop improvements,<br>computer replacements | FUZST        |                         | \$144                   |                         |
| TG-4796       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Routine Capital: expansion<br>service vehicle (2) hybrids  | FUZST        |                         | \$27                    |                         |
| TG-4796       | 3          | New Hanover   | Cape Fear<br>Public<br>Transportation<br>Authority | Routine Capital: replace<br>service vehicle - hybrids  | FUZST        |                         | \$27                    |                         |

# TIP Equity Formula per Capita Allocations



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**Resolution Opposing the Evaluating and Revising the North Carolina Transportation  
Equity Formula**

**WHEREAS**, the North Carolina legislature implemented its Transportation Equity Formula twenty years ago as a result of the 1989 Highway Trust Fund Law; and

**WHEREAS**, the Transportation Equity Formula makes it difficult to fund specific significant, and costly, transportation needs such as replacing the I-85 Bridges over the Yadkin River; and

**WHEREAS**, the North Carolina Metropolitan Mayors Coalition has requested MPOs, RPOs, municipalities and counties endorsing a resolution supporting evaluating and revising the North Carolina Transportation Equity Formula; and

**WHEREAS**, it is anticipated that municipalities located within the Wilmington MPO and the Wilmington MPO would be detrimentally impacted by a change to the Transportation Equity Formula.

**NOW THEREFORE**, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee opposes the efforts of the N.C. Metropolitan Mayors Coalition in asking the General Assembly to re-evaluate, revise, and modify the North Carolina Transportation Equity Formula.

ADOPTED at a regular meeting of the Transportation Advisory Committee on December 16, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION OF SUPPORT OF BICYCLE LANES ALONG  
PRINCESS PLACE DRIVE AND SOUTH FRONT STREET (US 421 TRUCK)**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation, and

**WHEREAS**, bicycle and pedestrian facilities in the Wilmington Urban Area are desired by local residents to connect neighborhoods, a school and regional attractions; and

**WHEREAS**, Princess Place Drive and South Front Street are part of a resurfacing package that will be let by the North Carolina Department of Transportation in 2010; and

**WHEREAS**, Princess Place Drive will provide an alternative bicycle facility parallel to Market Street; and

**WHEREAS**, adding bicycle lanes along the roadway would consist of adjustments to the pavement marking plan.

**NOW, THEREFORE, BE IT RESOLVED** the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee supports the installation of bicycle lanes along Princess Place Drive and South Front Street and requests the City of Wilmington work with NCDOT to develop pavement marking plans for the addition of the bicycle lanes.

ADOPTED at a regular meeting of the Transportation Advisory Committee on December 16, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary





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TO: Transportation Advisory Committee/  
Technical Coordinating Committee

FROM: Mike Kozlosky, Executive Director

DATE: November 25, 2009

SUBJECT: **Proposed 2010 WMPO Meeting Calendar**

| Technical Coordinating Committee | Transportation Advisory Committee |
|----------------------------------|-----------------------------------|
| January 13                       | January 27                        |
| February 10                      | February 24                       |
| March 17                         | March 31                          |
| April 14                         | April 28                          |
| May 12                           | May 26                            |
| June 16                          | June 30                           |
| July – no meeting scheduled      | July – no meeting scheduled       |
| August 11                        | August 25                         |
| September 15                     | September 29                      |
| October 13                       | October 27                        |
| November – no meeting scheduled  | November – no meeting scheduled   |
| December 1                       | December 15                       |

| Citizen Advisory Committee | Bike/Pedestrian Committee       |
|----------------------------|---------------------------------|
| January 20                 | January 14                      |
| February 17                | February 11                     |
| March 17                   | March 11                        |
| April 21                   | April 8                         |
| May 19                     | May 13                          |
| June 16                    | June 10                         |
|                            | July – no meeting scheduled     |
|                            | August 12                       |
|                            | September 9                     |
|                            | October 14                      |
|                            | November – no meeting scheduled |
|                            | December 9                      |

## ***2009 SAFETEA-LU Rescission***

### ***North Carolina Q and A***

#### **1. Why was there a rescission of Federal funds?**

In the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Congress included an \$8.7 billion rescission as a way to meet federal budgeting parameters. When President Bush signed the revised Continuing Appropriations Resolution on February 15, 2007, it included a directive that would rescind unobligated program balances in the amount of \$3.471 billion. This was the first time funds were rescinded by program area. The Federal Highway Administration had no discretion in the application of these rescissions.

#### **2. Why was the rescission of 2009 larger than previous years?**

Some years have called for more than one rescission, such as 2006, 2007, and 2009. Rescissions from 2004 through 2007 only affected Interstate Maintenance (IM), Highway Bridge Program (BR), Surface Transportation Program (STP), and Congestion Mitigation and Air Quality (CMAQ) programs. The rescission in 2008 was the first to add the following program areas: National Highway System (NHS), Equity Bonus, Recreational Trails (REC), and Metro Planning. The rescissions in 2009, affected the remaining program areas: Safe Routes to School (SRTS), Highway Safety Improvement Program (HSIP), Railway Highway Crossing (RRHC), High Risk Rural Roads (HRRR), and Appalachian Development Highway System (ADHS). In all instances, the impact of the rescission to states varied depending on the amount of unobligated balances of each state.

#### **3. How was the rescinded amount determined?**

The final rescission of 2009 totaling \$249,848,311.57 was taken from the unobligated balances in the previously identified programs as of September 25, 2009. The Rescission Notices (Section 10212 of SAFETEA-LU and Section 1132(b) of EISA) outlined the process for the rescission, setting the formula for determining the minimum and maximum amounts that could be taken from each program area. The amount rescinded was based on the aggregate amounts apportioned to each state for fiscal years 2004-2009. In implementing the rescission, if a state, such as North Carolina, did not have enough unobligated balances in a particular program area to meet the rescission amount, other program areas within the state provided the additional funding to meet the states total rescission amount. Additionally, if a state, as was the case with Nevada, did have enough unobligated balances to meet its rescission total, then unobligated balances from other states were used.

#### **4. Why were certain program areas affected more than others?**

On September 25, 2009, North Carolina had enough unobligated balances to cover its rescission amount and a proportional amount of Nevada's. When a DOT obligates higher levels of funds in only a few program areas, it creates larger unobligated balances in other programs. In North Carolina there were large unobligated balances in some program areas such as CMAQ, STP >200,000 and the bridge programs. There is flexibility in the Federal-aid Highway Program because obligation limitation is not tied to any one program, and there are variable funding options to help advance projects.

#### **5. How can we prevent this from happening again?**

Because the rescission was written into SAFETEA-LU, there was no way it could have been avoided. The Federal Highway Administration had no discretion in the application of these rescissions. In the future, the impacts of these types of budgetary parameters may be reduced if the program better reflects the revenue situation. The obligation authority limit can be a useful tool in determining appropriate spending levels for each year.

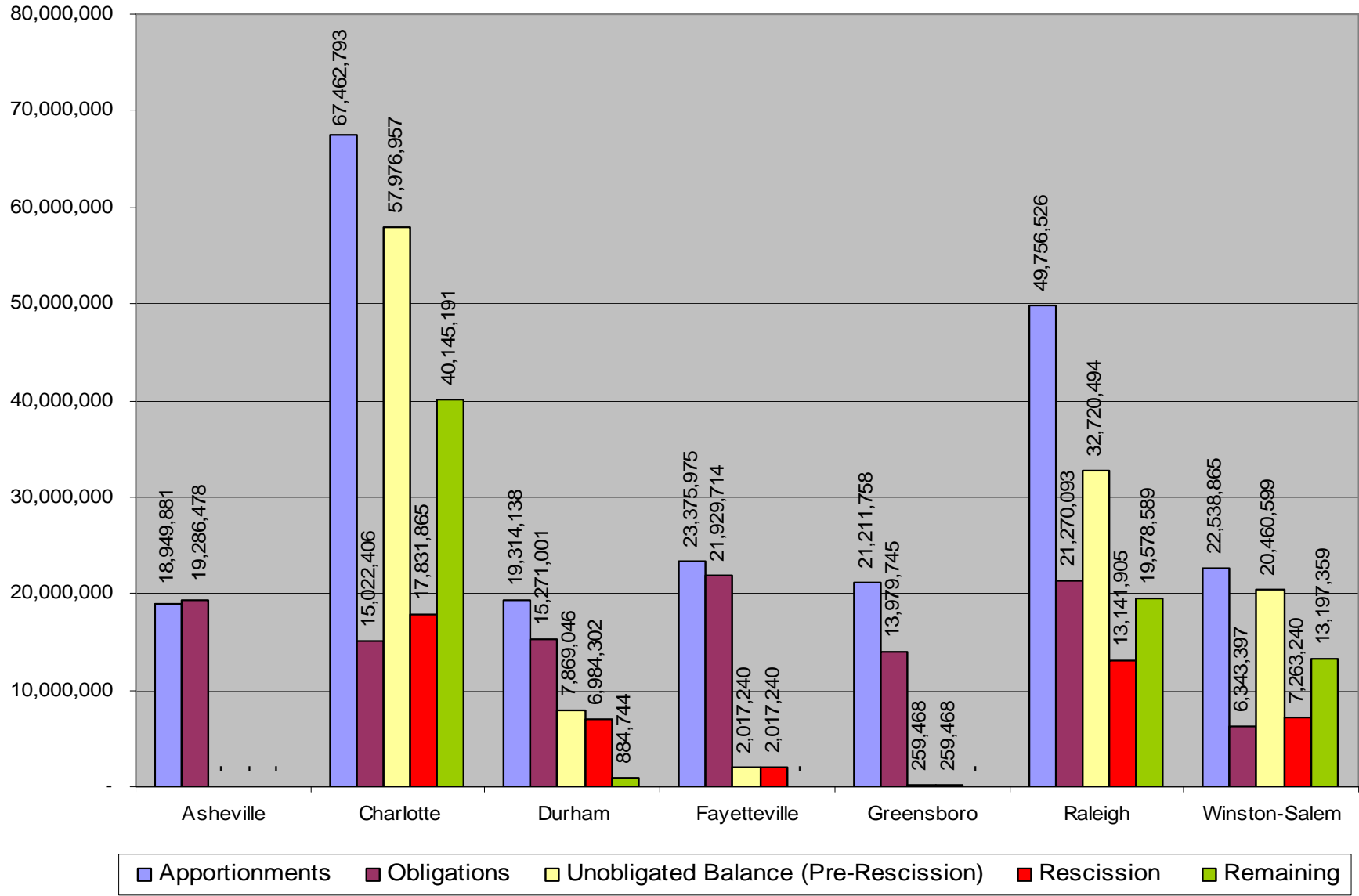
For more information, please visit [www.fhwa.dot.gov/safetealu/rescissionfaq09.doc](http://www.fhwa.dot.gov/safetealu/rescissionfaq09.doc)

Or contact the FHWA North Carolina Division

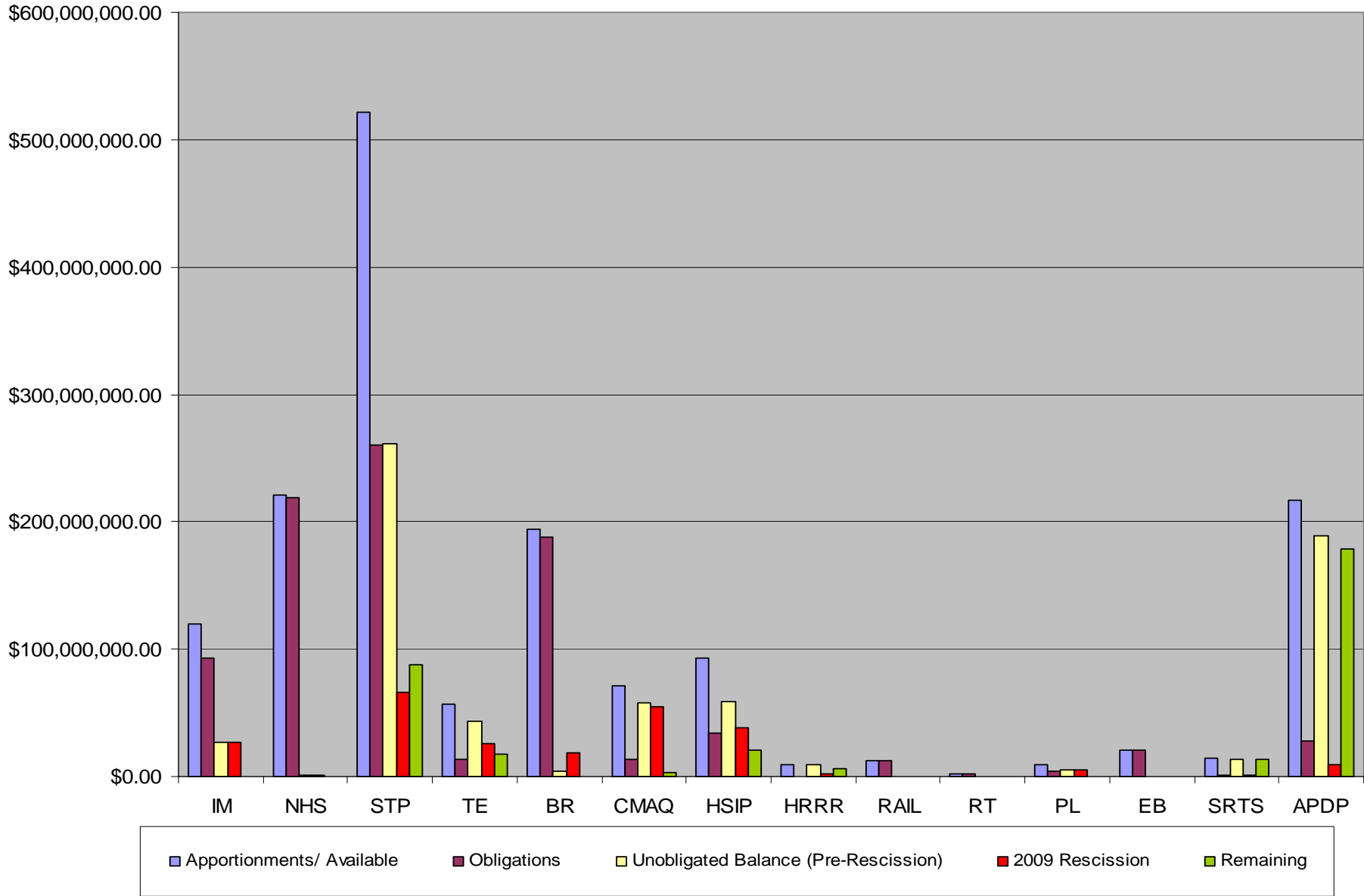
### SAFETEA-LU Rescissions by Year and Program Area

|  | 2004<br>ISTEA<br>P.L. 108-<br>199 | 2005<br>SAFETEA-<br>LU<br>P.L. 108-<br>447 | 2006<br>SAFETEA-<br>LU<br>P.L. 109-<br>115 | 2006<br>SAFETEA-<br>LU<br>P.L. 109-<br>148 | 2006<br>SAFETEA-<br>LU<br>P.L. 109-<br>234 | 2007<br>SAFETEA-<br>LU<br>P.L. 110-5 | 2007<br>SAFETEA-<br>LU<br>P.L. 110-28 | 2008<br>SAFETEA-<br>LU<br>P.L. 110-<br>161 | 2009<br>SAFETEA-<br>LU<br>P.L. 111-8 | 2009-EISA<br>P.L. 110-140 | TOTAL       |
|--|-----------------------------------|--|--|--|--|--------------------------------------|---------------------------------------|--|--------------------------------------|---------------------------|-------------|
| <b>Interstate Maintenance</b>                  | 5,631,715                         |  |  | 6,376,309                                  | 9,555,661                                  | 30,000,00                            | 10,891,022                            | 21,837,431                                 | 31,602,644                           | 26,926,365                | 142,821,147 |
| <b>National Highway System</b>                 |                                   |  |  |  |  |                                      |                                       | 22,241,684                                 |                                      | 1,191,615                 | 23,433,299  |
| <b>STP</b>                                     |                                   |  |  |  |  | 7,369,596                            |                                       | 6,998,151                                  | 21,603                               | 65,966,978                | 80,356,328  |
| <b>Enhancements</b>                            |                                   |  | 13,608,941                                 |  |  |                                      | 6,166,661                             | 2,995,259                                  | 10,674,503                           | 25,851,464                | 59,296,828  |
| <b>Bridge</b>                                  |                                   | 32,185,921                                 | 27,217,880                                 | 6,376,309                                  |  | 40,000,000                           | 3,453,766                             | 17,662,790                                 | 12,694,484                           | 18,344,107                | 157,935,257 |
| <b>CMAQ</b>                                    |                                   | 2,000,000                                  | 13,608,941                                 | 18,348,475                                 | 9,555,561                                  | 20,000,000                           | 3,918,642                             | 6,115,286                                  | 33,073,930                           | 55,083,064                | 161,703,999 |
| <b>Equity Bonus</b>                            |                                   |  |  |  |  |                                      |                                       | 9,000,000                                  |                                      | 0.33                      | 9,000,000   |
| <b>Recreational Trails</b>                     |                                   |  |  |  |  |                                      |                                       | 225,754                                    |                                      |                           | 225,754     |
| <b>Metro Planning</b>                          |                                   |  |  |  |  |                                      |                                       | 500,000                                    |                                      | 5,419,747                 | 5,919,747   |
| <b>Safe Routes to School</b>                   |                                   |  |  |  |  |                                      |                                       |  |                                      | 700,384                   | 700,384     |
| <b>Highway Safety Improvement Program</b>      |                                   |  |  |  |  |                                      |                                       |  |                                      | 38,157,660                | 38,157,660  |
| <b>Railway Highway Crossings</b>               |                                   |  |  |  |  |                                      |                                       |  |                                      | 35,038                    | 35,038      |
| <b>High Risk Rural Roads</b>                   |                                   |  |  |  |  |                                      |                                       |  |                                      | 2,576,155                 | 2,576,155   |
| <b>Appalachian Development Highway Program</b> |                                   |  |  |  |  |                                      |                                       |  |                                      | 9,595,732                 | 9,595,732   |
| <b>TOTAL</b>                                   | 5,631,715                         | 34,185,921                                 | 54,435,762                                 | 31,101,092                                 | 19,111,322                                 | 97,369,596                           | 24,430,091                            | 87,576,355                                 | 88,067,164                           | 249,848,311               | 691,757,329 |

### TMA STP-DA Funds 2004-2009



FY 2009 Funding By Program Area



**WILMINGTON MPO/CITY OF WILMINGTON  
STATUS REPORT  
November 2009**

**TRANSPORTATION PLANNING**

**American Recovery and Reinvestment Act**

**Project Description/Scope:** The United States Congress approved the American Recovery and Reinvestment Act of 2009 that provides funding for infrastructure improvements throughout the country.

**Current Status:** The University of North Carolina-Wilmington, City of Wilmington, New Hanover County and Town of Wrightsville Beach submitted a joint TIGER grant application in the amount of approximately \$15 million for completion of the Cross-City Trail and major improvements to the River to the Sea Bikeway (Historic Beach Car Line) on September 15<sup>th</sup>.

**Next Step:** Continue to work to secure American Recovery and Reinvestment Act funding for projects in the City of Wilmington. TIGER grant recipients should be announced by December 31, 2009.

**Cape Fear Commutes 2035 Transportation Plan**

**Project Description/Scope:** Cape Fear Commutes is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources. The plan will consider all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and even walking.

**Current Status:** The MPO received over 3,200 responses to the Cape Fear Commutes Survey. Staff has reviewed the results of the survey with the Citizen Advisory Committee (CAC). Staff has also developed a matrix to evaluate each highway project within the Wilmington MPO's planning area boundary.

**Next Step:** Each member of the CAC is reviewing all of the projects submitted in the survey. Once the projects are reviewed and vetted, the CAC members will review the projects with their local jurisdictions and appointed officials.

**Cross-City Trail**

**Project Description/Scope:** The Cross City Trail will provide a future bicycle and pedestrian connection from Wade Park, Halyburton Park and Empie Park to the Heide-Trask Drawbridge. Portions of this trail will be constructed in conjunction with the Independence Boulevard and Randall Parkway widening projects. Construction of Phase I along South 17th Street between John D. Barry Drive and the Cameron Art Museum will be funded by \$350,000 in federal economic stimulus funds from NCDOT. Phase II along Independence Boulevard between Converse Drive and Randall Parkway (which passes through Empie Park and the Devon Park community) is eligible for \$1,650,000 in federal economic stimulus funds from NCDOT. Phase III is the section between South College Road and Autumn Hall, most of which is on the UNCW campus.

**Current Status:** Construction bids for Phase I were opened on October 15<sup>th</sup>. Council has approved the low bid of \$261,000 by Cape Fear Paving. The contract has been forwarded to NCDOT for approval. Phase II was let for bid on November 3<sup>rd</sup> and bids are due on December 8<sup>th</sup>. An RFQ for Phase III design services was released on November 2<sup>nd</sup> and are due to the City by November 19<sup>th</sup>.

**Next Step:** Conduct the Phase II pre-bid meeting on November 24<sup>th</sup> and the construction bid opening on December 8<sup>th</sup>. Award the construction contract for Phase II by December 31<sup>st</sup>. Conduct interviews and select a design consultant for Phase III.

### **Fit Community 2009 Grant**

**Project Description/Scope:** Submit a designation and grant application to the Fit Community 2009 grant program.

**Current Status:** The City of Wilmington has been awarded \$60,000 in grant funds from the North Carolina Health and Wellness Trust Fund Commission. These funds will be used to complete portions of the proposed bicycle boulevard along Ann Street connecting the Bottom neighborhood to downtown and the riverfront. The promotional efforts will be directed at organizing weekly rides to the Riverfront Farmers Market via the bicycle boulevard.

**Next Step:** Design and implement bicycle boulevard along Ann Street from south Water Street to South 15<sup>th</sup> Street by March 31<sup>st</sup>. Organize bicycle safety and health events at the Martin Luther King Center and bicycle trains from South 15<sup>th</sup> Street to the Riverfront Farmers Market.

### **MARKET STREET CORRIDOR PLAN**

**Project Description/Scope:** Develop a corridor plan for Market Street from Colonial Drive to the Pender County line. This project will integrate transportation and land use planning in an effort to improve safety and mobility along the entire corridor. The plan will provide recommendations for access management, inter-connectivity, improved development standards, future collector streets and conceptual designs. On March 6<sup>th</sup>, the NCDOT approved funding in the amount of \$275,000 for the Wilmington Metropolitan Planning Organization (MPO), City of Wilmington, New Hanover County and NCDOT to develop the Plan.

**Current Status:** Kimley-Horn & Associates (KHA) was retained by the City to complete the Market Street Corridor Plan. Staff has provided all comments to the consultant regarding the transportation element and the consultant is making the necessary corrections. The consultant is currently preparing the overlay and mixed use zoning districts.

**Next Step:** Staff plans to meet with several stakeholders and develop a set of priorities for development regulations/guidelines that help improve mobility, safety and aesthetics along the corridor. The plan is anticipated to be adopted by the MPO and local municipalities in winter 2009.

### **MULTI-MODAL TRANSPORTATION CENTER**

**Project Description/Scope:** Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3<sup>rd</sup>, N. 4<sup>th</sup>, Hanover and Red Cross Streets.

**Current Status:** NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. NCDOT and the City of Wilmington hired Martin/Alexiou/Bryson to complete a Long Range Transit Needs Analysis and functional design for the future transportation center. The Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. At the November Board of Transportation meeting, NCDOT appropriated the additional funds to acquire the U-Haul properties.

**Next Step:** Begin the acquisition process for the U-Haul properties and begin the environmental document. WAVE Transit will program Section 5307 funds to complete this document.

### **NEIGHBORHOOD TRAFFIC STUDIES**

**Project Description/Scope:** The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic calming devices that reduce speed and improve safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop immediate and long-term solutions in 18 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

**Current Status:** The installation of the Creekwood neighborhood traffic management improvements has been completed.

The City's Engineering Division is working to modify the existing designs and complete new designs for the additional improvements in the Pine Valley East neighborhood. The City has collected the topographic data and the designs are underway by the Engineering Division. Based on funding, staff has prioritized the locations for installation for installation in Pine Valley East.

**Next Steps:** Construction in Pine Valley East is anticipated to begin in the spring 2010.

### **N. 3<sup>RD</sup> STREET CORRIDOR STREETScape IMPROVEMENTS**

**Project Description/Scope:** In May 2006, the residents of the City passed a transportation bond referendum that included \$5 million in improvements to the North 3<sup>rd</sup> Street corridor. The project includes improvements to traffic flow, utilities, pedestrian safety and streetscape aesthetics. The city has hired Kimley-Horn & Associates (KHA) to complete the engineered design of the corridor.

On December 5<sup>th</sup> the City Council authorized the City Manager to enter into an agreement with NCDOT for the acceptance of maintenance of N. 3<sup>rd</sup> Street from Market Street to the Martin Luther King, Jr. Parkway (except between Campbell Street and Hanover Street which include Bridge #35 over the former rail bed). Accepting maintenance of this facility will allow for increased design flexibility and expedite the NCDOT permitting process.

**Current Status:** The consultant has developed the 60% design plans. City staff has reviewed the designs and the consultant is incorporating the City's comments in the 90% design plans. Staff is working with NCDOT to develop a municipal agreement that would outline the transfer of maintenance and outline the funding for the resurfacing of the street. The City is also working with the Cape Fear Public Utility Authority (CFPUA) to upgrade the water and sewer lines under the N. 3<sup>rd</sup> Street corridor. The streetscape project is being delayed to ensure CFPUA has the necessary time for these improvements to be completed. On November 17<sup>th</sup> Council endorsed a resolution supporting an amendment to the design contract with Kimley-Horn & Associates to complete the water and sewer design work. CFPUA will reimburse the City for the designs. This delayed the project approximately 6 months.

At the November Board of Transportation meeting, the Board voted to allocate economic stimulus funds to resurface North 3<sup>rd</sup> Street from Market Street to the railroad bridge. These economic stimulus funds will be provided for the project if additional economic stimulus funds become available. Otherwise, the NCDOT will utilize Division resurfacing funds for the resurfacing of the corridor.

**Next Step:** Finalize an agreement with NCDOT. Completion of the final design plans is expected in January 2010. The City anticipates beginning construction of the streetscape corridor enhancements in May 2010.

### **PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET**

**Project Description/Scope:** This project will provide a marked crosswalk for pedestrians and bicyclists across South 3<sup>rd</sup> Street at Ann Street, which is midway between the traffic signals at Castle Street and Market Street. The Residents of Old Wilmington have agreed to contribute \$6,500 toward the project.

**Current Status:** The project was let for bid on October 14<sup>th</sup> and bids are due on November 19<sup>th</sup>.

**Next Step:** Award the construction contract to the lowest responsible bidder. Complete construction by March 31, 2010.

### **Pedestrian Crossing: Eastwood Road at Military Cutoff Road**

**Project Description/Scope:** This project will provide a signalized crosswalk for pedestrians and bicyclists between existing sections of the Cross-City Trail on Eastwood Road at Military Cutoff Road. The crossings will consist of high-visibility crosswalks on the northern and western legs of the intersection and pedestrian signal heads and push buttons at the northwest, southwest and northeast corners of the intersection. A small



pedestrian refuge island will also be constructed in the northwest corner of the intersection. This crossing is part of the planned Cross-City Trail.

**Current Status:** City staff is working with a private developer to incorporate the pedestrian crossing into planned traffic improvements required as part of mitigation measures for a proposed development on Military Cutoff Road. An estimate of \$49,332 has been received by staff, and Parks and Greenway Bond funds have been identified to complete the project in cooperation with the developer. NCDOT has approved the design for the crossing.

**Next Step:** Finalize the agreement with the private developer for the design and construction of the improvements.

#### **SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY**

**Project Description/Scope:** Construct a 3,100-foot-long sidewalk between Bradley Creek Elementary School and Greenville Village mobile home park and promote use of the sidewalk through various bilingual events and materials.

**Current Status:** On March 6, 2008, the North Carolina Board of Transportation voted to award the City of Wilmington \$211,800 to fund a demonstration Safe Routes to School project at Bradley Creek Elementary School. On July 1, 2008 the Wilmington City Council endorsed the municipal agreement between the City and NCDOT. Norris, Kuske and Tunstall completed the final design for the sidewalk and pedestrian crossing along Greenville Loop Road. All permits and most temporary construction easements have been secured. The bid package is currently under review by NCDOT. The City is awaiting review from the State Historic Preservation Office.

**Next Step:** Plans are being adjusted to avoid the need to obtain temporary construction easements from two additional property owners.

#### **SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD**

**Project Description/Scope:** This project will provide a high-visibility, protected location for pedestrians and bicyclists to cross Independence Boulevard at Park Avenue. The crossing will consist of an 8- to 10-foot-wide multi-use path along the north side of Park Avenue between Hawthorne Road and the Empie Park entrance, a striped crosswalk across the northern leg of the intersection, and pedestrian signal heads and push buttons at the northwest and northeast corners of the intersection. This crossing is currently part of the River to the Sea Bikeway and will also be part of the planned Cross-City Trail.

**Current Status:** Right Angle Engineering, PC has been selected to design this project. Contracts have been executed and a project kick-off meeting was held on November 12<sup>th</sup>.

**Next Step:** Complete design by March 31, 2010.

#### **WILMINGTON BYPASS/CAPE FEAR SKYWAY**

**Project Description/Scope:** Construct the Wilmington Bypass and Cape Fear Skyway that will link US 421 to the intersection of Independence Boulevard and Carolina Beach Road.

**Current Status:** On January 24, 2006 the City of Wilmington filed a Transportation Official Corridor map to preserve the Cape Fear Skyway corridor from the encroaching Madison Place Apartment complex. The 3-year preservation period for the proposed Madison Place Apartment complex is set to expire in October 2009. On December 17, 2008 the Wilmington Urban Area MPO's Transportation Advisory Committee endorsed a resolution strongly encouraging the NC Turnpike Authority (NCTA), NCDOT, City of Wilmington and/or Wilmington Metropolitan Planning Organization work collaboratively to acquire the property for the proposed Madison Place Apartment complex and work to preserve the future Cape Fear Skyway corridor. The reservation period on the Madison Place Apartment complex expired on October 11, 2009. Staff has been working with the developer to preserve this area until a final determination is made on the future of the Cape Fear Skyway. In order for the Cape Fear Skyway to become a reality, it will take cooperation and the utilization

of corridor preservation methods in New Hanover and Brunswick Counties to protect a corridor from encroaching development. The City received the appraisal on May 29<sup>th</sup> for the Madison Place Apartment properties in the amount of \$1.5 million.

On October 14<sup>th</sup>, the MPO's Transportation Advisory Committee held a special meeting to receive an update from the North Carolina Turnpike Authority on the issues associated with the Cape Fear Skyway to include financial projections, proposed developments and new potential alignments. On October 28<sup>th</sup> the Wilmington MPO's Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging and supporting New Hanover County, City of Wilmington, Brunswick County and the Town of Leland utilizing the land use planning tools available to preserve a corridor for the future Cape Fear Skyway.

**Next Step:** Continue to attempt to identify funds to purchase the Madison Place Apartment properties. Work with New Hanover and Brunswick Counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to an area in the vicinity of US 17 and the Wilmington Bypass in Brunswick County.

### **Wrightsville Avenue Bicycle Lanes**

**Project Description/Scope:** The City of Wilmington will provide a pavement marking plan to NCDOT in order to install on-road bicycle lanes on Wrightsville Avenue between Military Cutoff Road and Eastwood Road.

**Current Status:** Staff is completing the pavement marking plan.

**Next Step:** NCDOT will resurface the roadway this winter and utilize the City's pavement marking plan to stripe the roadway.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

November 25, 2009

**TIP Projects:**

**B-4223:** replace Bridge # 21 (Lane's Ferry), over the Northeast Cape Fear River. Under construction, traffic has been shifted to the new alignment and bridge.

**Majority of Work Complete awaiting short punch list of items**

**R-2245:** Second bridge to Oak Island over the intercoastal waterway. Work will begin again this week.

**Estimated Contract Completion Date of August 2010**

**B-0682:** Bridge to Sunset Beach over the intercoastal waterway. Under construction

**Estimated Contract Completion Date December of 2010**

**U-4733:** intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

**Estimated Contract Completion Date Spring/Summer 2010 (utility delays)**

**U-5017A: Letting Date 10/21/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date Nov. 2010**

**U-5017B: Letting Date 11/18/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date June 2011**

**U-5017C: Letting Date 12/16/2008** Wilmington Computerized Signal System

**Estimated Contract Completion Date Jan. 2011**

**U-3462:** Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

**Estimated Contract Completion Date Dec. 2010**

**R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

**Estimated Contract Completion Date June 2011**

**B-4030:** replace Bridge #9 over Bear Branch, on NC 130.

**Estimated Contract Completion Date 12/31/2010**

**W-5103** – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

**Letting Date January 19, 2010**

**W-5104** – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.

**Letting Date September 14, 2010**

**R-2633 AA & AB:** Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76. Right of Way 2008 (Has begun) and Construction Fall 2010  
Design/Build – January 2010 Selection of Design/Build Team

**U-3338 B:** Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.  
Start Date May 2013

**R-3601 US 17/74/76:** Widening across the “causeway”, between Leland and Wilmington. AT the beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months.  
Start Date July 2013

**R-3432 – SR 1163 (Georgetown Road)** extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013

**U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

**R-2633 B:** Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.

**R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road).

**R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

**Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Winter 2009/2010 and complete the final environmental impact statement by Summer 2010.

**Feasibility Studies for NC 211 & NC 904:** Completion Date Winter 2009/2010

NC 211 – from SR 1500 (Midway Road) to US 17

NC 904 – from NC 179/904 (Beach Drive) to US 17

**FS-0203C Feasibility Study for College Road:** from SR 1327 (Gordon Road) to US 17 (Market Street).

### **Division Projects:**

**NC 87 - Boiling Spring Lakes:** install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87.

Estimated Contract Completion Date December 2009

**SR 1448 (Middle River Road):** full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Summer 2009

**US 117 (College Road):** extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. Schedule to be under construction in the Summer 2009

**SR 1345 (Royal Oak Road):** mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Summer 2009

**SR 1455 (Porter's Neck Road):** construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). Currently the right of way is being obtained.

**SR 1403 (Middle Sound Loop Road):** redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete.

**SR 1492 (Pine Grove Road):** redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

**US 421 Carolina Beach:** widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

**NC 132 (College Road):** extend the left turn lane southbound on NC 132 and New Center Drive intersection. Schedule to be under construction in the Summer 2009

**NC 132 (College Road):** extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. Schedule to be under construction in the Summer 2009

### **Resurfacing Projects:**

These roads are in this Brunswick County contract:

NC 211 mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

**SR 1539 (East Boiling Springs Lake Road)** resurfacing from NC 87 to RR tracks.

**SR 1115 (Stone Chimney Road)** mill patching and resurfacing from NC 211 to US 17.

**SR 1119 (Stanley Road)** mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

**SR 1527 (Wescott Road)** resurfacing from NC 211 to SR 1526 (Jabbertown Road).

**SR 1527 (Wescott Road)** patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

**Estimated Contract Completion Date May 2010**

This is the Pender County contract:

NC 50 resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

**Estimated Contract Completion Date May 2010**

These are in this New Hanover County contract:

**US 421** milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

**US 117/NC 132** resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

**SR 1574 (Service Road)** milling and resurfacing from SR 1573 to SR 1573.

**SR 1592 (Landsdowne Road)** mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

**SR 1516 (Navaho Trail)** mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

**SR 1492 (Masonboro Loop Road)** patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

**SR 1411 (Dawson Street Extension)** resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

**SR 1411 (Wrightsville Avenue)** patching from SR 1411 to Independence Boulevard.

**SR 1411 (Wrightsville Avenue)** patching from Huntington Road to US 76.

**SR 1411 (Wrightsville Avenue)** milling and resurfacing from US 76 to US 74.

**SR 2313 (Wilshire Boulevard)** patching from SR 1411 to SR 1175 (Kerr Avenue)

**SR 1302 (North 23<sup>rd</sup> Street)** milling and resurfacing from US 17 Bus. To north of RR Tracks.

**Estimated Contract Completion Date June 2010**

This contract was let on November 16, 2009:

Brunswick County:

Resurface **NC 87** from NCL of Boiling Springs to US 17, including spiral widening at various locations.

Resurface **NC 211** from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

Resurface **SR 1300 (Calabash Road NW)** from SR 1308 (Etheridge Road NW) to NC 904,

Resurface **SR 1132 (Shell Point Road)** from NC 130 to SR 1130 (Mt. Pisgah Road),

Resurface **SR 1417 (Malmo Loop Road)** from NC 87 to US 74/76,

Resurface **SR 1426 (Mt. Misery Road)** from US 74/76 to SR 1426

New Hanover County:

Resurface **US 421 Truck** from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

Resurface **SR 1301 (Princess Place Road)** from US 17 Business to 17th Street.

**Estimated Contract Completion Date November 12, 2010**