



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
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The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.

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: June 10, 2011
SUBJECT: June 15, 2011 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, June 15th at 10:00 am. The meeting will be held in the Traffic Conference Room on the 4th 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. 5/11/11
- 3) Presentation
 - a. NCDOT 2040 Long Range Transportation Plan- Shane York, NCDOT
- 4) New Business
 - a. Resolution Adopting the List of New Highway Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
 - b. Resolution Adopting the List of Bicycle Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
 - c. Resolution Adopting the List of Pedestrian Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
 - d. Resolution Requesting NCDOT Re-evaluate the Prioritization 2.0 Scoring for Port and Military Installations
 - e. Resolution Supporting the Town of Leland's Request for Transportation, Community and Systems Preservation Program Grant for the Gateway Connector
 - f. Resolution Adopting Agreement with the Cape Fear Public Transportation Authority for Section 5303 Funding for FY 2011-2012
 - g. Resolution adopting the Town of Carolina Beach Bicycle Multi-use Transportation Plan
 - h. Resolution Adopting the Wilmington MPO's FY 2011-2012 Strategic Business Plan
- 5) Discussion
 - a. Wilmington MPO Potential Funding Issues and Resolutions
 - b. Amendment to the Wilmington MPO Bylaws for Special Meetings and Emergency Meetings
- 6) Updates
 - a. City of Wilmington/Wilmington MPO

- a. US 17/NC 210 Corridor Study in Pender County
 - b. Market Street Corridor Plan
 - c. Wilmington Multi-modal Transportation Center
- b. Cape Fear Public Transportation Authority
- c. NCDOT
- 7) Announcements
 - a. Wilmington MPO Bike/Ped meeting-August 11, 2011
- 8) Next meeting –August 17, 2011

Attachments:

- Minutes 5/11/11 meeting
- List of New Highway Projects (2011)
- Map of New Highway Projects (2011)
- Resolution Adopting the List of New Highway Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
- List of Bicycle Projects
- Wilmington MPO Bike/Ped Committee List of Recommended Bicycle Projects (2011)
- Map of Wilmington MPO Bike/Ped Committee Recommended Bicycle Projects (2011)
- Resolution Adopting the List of Bicycle Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
- List of Pedestrian Projects (2011)
- Wilmington MPO Bike/Ped Committee List of Recommended Pedestrian Projects (2011)
- Map of Wilmington MPO Bike/Ped Committee Recommended Pedestrian Projects (2011)
- Resolution Adopting the List of Pedestrian Projects (2011) to be Submitted to NCDOT for Consideration in NCDOT SPOT Prioritization 2.0
- Multi-modal Scoring Prioritization 2.0
- Resolution Requesting NCDOT Re-evaluate the Prioritization 2.0 Scoring for Port and Military Installations
- Gateway Connector TCSP Grant Application
- Resolution Supporting the Town of Leland's Request for Transportation, Community and Systems Preservation Program Grant for the Gateway Connector
- FY 2011-2012 Section 5303 Agreement
- Resolution Adopting Agreement with the Cape Fear Public Transportation Authority for Section 5303 Funding
- Town of Carolina Beach Bicycle Multi-use Transportation Plan
- Resolution adopting the Town of Carolina Beach's Bicycle Multi-use Transportation Plan
- 2011-2012 Wilmington MPO Strategic Business Plan
- Resolution Adopting the FY 2011-2012 Wilmington MPO Strategic Business Plan
- Adopted Wilmington MPO Bylaws
- Proposed Amendment to the Wilmington MPO Bylaws for Special Meetings and Emergency Meetings
- City of Wilmington/Wilmington MPO Project Update (June)
- NCDOT Project Update



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 2A: APPROVAL OF MINUTES FROM MAY 11, 2011 MEETING

ATTACHMENTS: MINUTES MAY 11, 2011 MEETING

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for May 11, 2011**

Members Present:

Mike Kozlosky, City of Wilmington
Sam Burgess, New Hanover County
Ken Vafier, Pender County
Shane York, NCDOT
Pat Walsh, Town of Belville
Helen Bunch, Brunswick County
Allen Pope, NCDOT

Bill McDow, TDM, Cape Fear Breeze
Eryn Moller, Town of Wrightsville Beach
Robert Waring, Town of Leland
Tim Owens, Town of Carolina Beach
Albert Eby, WAVE Transit
Don Bennett, City of Wilmington

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:05 am.

2. Approval of Minutes

The minutes from the April 13, 2011 meeting were approved unanimously.

3. Presentation

a. Independence Blvd Extension (U-4434)

Mr. Pope gave a presentation on the Independence Boulevard Extension. NCDOT will hold a Citizen Information Workshop for the project in June. The date has not been finalized but they anticipate holding the meeting sometime in the middle of the month. He indicated that notices will be mailed to citizens affected by the project. The project is funded partially for right-of-way in 2020 and construction is currently unfunded.

b. WMPO Local Prioritization Tool

Ms. Suraiya Rashid gave a present on the development of a local prioritization tool for the MPO. It will be used to help the MPO and ultimately the State to decide on the prioritization of projects to be funded and constructed. The goal of the process is to come up with a data-driven process to produce a prioritized list of projects. She noted that the prioritization tool will not override the TAC's ability to rank projects.

Mr. Kozlosky told members that staff hopes to have a preliminary list of ranked projects to NCDOT in July.

4. Old Business

(no items)

5. New Business

a. Sustainable Communities Memorandum of Understanding

Ms. Rashid told members the MPO received a grant from the Sustainable Communities Consortium in March 2011. Staff anticipated the future release of grant funding for regional collaborations and the resolution will authorize the MPO to enter into a Memorandum of Understanding (MOU) to participate in the Lower Cape Fear Sustainable Communities Consortium efforts in seeking future grant funding.

Mr. Eby made the motion to support the Lower Cape Fear Sustainable Consortium MOU and forward to the TAC for consideration. Mr. Vafier seconded the motion and it carried unanimously.

b. Resolution Adopting the newest Prioritization Process at the Earliest time Possible and to Include Current Projects in the Prioritization Process

Mr. Kozlosky told members the resolution was submitted by the Mayor from the Town of Leland. The resolution recognizes that the Department is currently working through the Prioritization 2.0 process. The current model was adopted by the MPO in September of 2009. He noted that the resolution also identifies that building projects that do not fit into the prioritization model have detrimental economic impacts on road construction and the use of taxpayer dollars to build these projects would be wasteful. The MPO does not wish to waste any funds and build low-priority projects, so therefore the resolution hereby endorses the latest NCDOT or Wilmington MPOs transportation prioritization model for current and future prioritization projects. The resolution also states that any projects that has had less than 30% of the right-of-way acquired for the project shall be reprioritized using the current prioritization process in effect at that time.

Mr. Kozlosky told members his concern is that we don't have a process in place yet.

Mr. Pope asked if the Department is already buying right-of-way for a project, what will you do about those funds that have already been expended. The Department needs direction further out than 35% of buying right-of-way to start and stop a process. They have already expended monies on projects that are currently funded in the TIP based on requests from the local community. That community may not be the same community as it is today but to go back and reprioritize projects may be wasting time, money and effort that are already gone.

Mr. Burgess told members he thought the resolution may be premature. Ms. Bunch noted that we are already looking at the prioritization process so why would we want to adopt the resolution.

Mr. Pope said the way he looks at it is that Mayor Futch wants to go back and re-prioritize those projects that the Department is buying right-of-way on today that have less than 35% of the right-of-way all the way out to 2017 that have already been prioritized within the 10-year Work Plan.

Mr. Waring noted that it's often difficult when there are administration changes and the direction of the elected officials' change. He said he believes the Mayor wants projects scrutinized to make sure they meet the same standards and prioritization to avoid anything that looks facially-irresponsible that may not fit the current needs.

Mr. Pope made the motion that the TCC not support the resolution. Ms. Bunch seconded the motion and it carried unanimously.

c. Resolution requesting NCDOT Modify Plans for Section A of the Wilmington Bypass to Keep Goodman Road Open

Mr. Kozlosky told members the Town of Leland has submitted the resolution requesting that NCDOT modify plans for Section A of the Wilmington Bypass to keep Goodman Road open. The Town contends that the public hearing map did not show that Goodman Road was to be removed. The resolution stated that residents and property owners in Grayson Park will be negatively impacted by the closing because it will restrict access for emergency services vehicles and reduce their property values.

Mr. Waring told members that residents involved were concerned about emergency access and the Town of Leland would like to see access via Goodman Road made available permanently.

Mr. Pope noted that the town has an agreement in place for Fire and EMS services with Brunswick County to assist with the calls. Mr. Owens asked if there was any comment from the Fire Chief and the EMS responders. Mr. Waring said they have had conversations with them but he did not recall

what the comments were. Mr. Pope asked if the additional response time had been calculated. Mr. Waring said he didn't think it had.

Mr. Pope told members that the Department felt that the public hearing maps duly show that the road is to be closed; otherwise, they would not have shown the cul-de-sacs. He also noted that the Town of Leland had the public hearing maps posted in their town hall, along with the Record of Decision and the Environmental Impact Statement (EIS). He stated that the town officials have been a part of the design process. To go back and add a structure to allow Goodman Road to remain open will add an additional \$3 to \$4 million to the construction costs and that does not include right-of-way costs and additional mitigation cost. An amendment would have to be made to the EIS because it will affect the Goodman historical properties.

Ms. Stark asked how long the project had been on the books. He stated that the design public hearing was held in January of 2008 but the project dates back into the early 1990s.

Mr. Pope made the motion to not support the resolution as submitted. Mr. Eby seconded the motion and it carried with 12 members voting to not support the resolution. Mr. Waring voted against the motion.

Mr. Pope told members as a further note of clarification, he knows that Grayson Park homeowners are given a release to sign at closing denoting that the bypass is there though it doesn't specifically address the issue of Goodman Road. Homeowners are made aware of the project and that it may have an effect on their properties.

6. Updates

a. Wilmington MPO/City of Wilmington

Mr. Kozlosky updated members on projects within the City of Wilmington.

- **US 17/NC 210 Corridor Study in Pender County** - Mr. Kozlosky told members a public workshop is scheduled for May 12th at Topsail High School.
- **Market Street Corridor Study** - Mr. Kozlosky told members that staff held two additional informational workshops on the corridor study on May 9th and 10th. Staff will be taking the plan to the Wilmington City Council and New Hanover County Commissioners in June. The plan will then go to the TCC and TAC for consideration.
- **Multimodal Transportation Center** – Mr. Kozlosky told members work is continuing on the environmental assessment.

b. Cape Fear Public Transportation Authority

Mr. Eby updated members on the projects for the transit authority.

c. NCDOT Project Update

Mr. Riddle updated members on the projects for NCDOT.

7. Announcements

8. Adjournment

With no further items, the meeting was adjourned at 11:40am

THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 4A: RESOLUTION ADOPTING THE LIST OF NEW HIGHWAY PROJECTS
(2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN
NCDOT PRIORITIZATION 2.0**

ATTACHMENTS: LIST OF NEW HIGHWAY PROJECTS (2011)

MAP OF NEW HIGHWAY PROJECTS (2011)

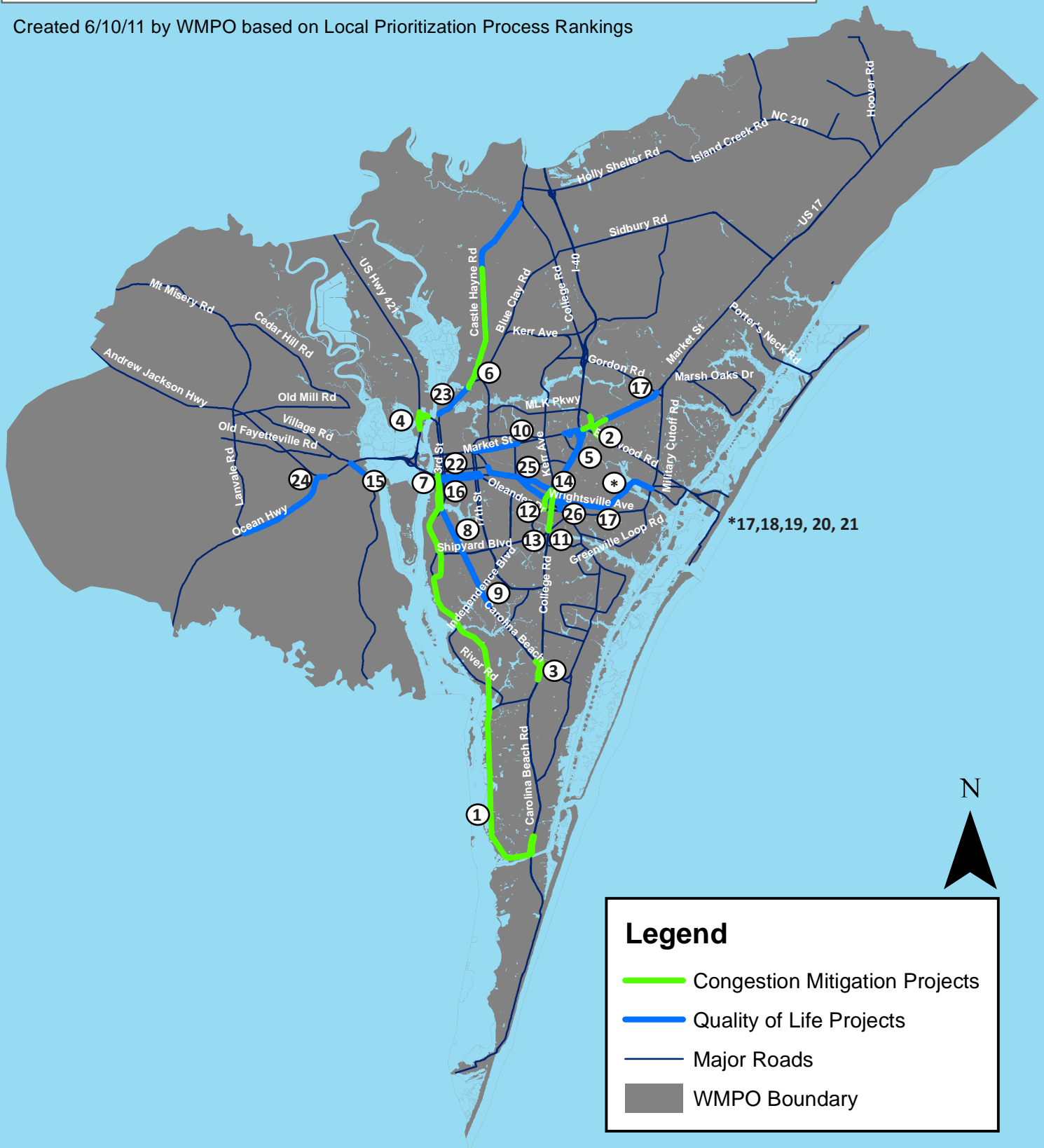
**RESOLUTION ADOPTING THE LIST OF NEW HIGHWAY PROJECTS
(2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN
NCDOT PRIORITIZATION 2.0**

List of New Highway Projects (2011)

Ranking	Project Number	Project Description	Jurisdiction	EA	Raw Score	Total Score
1	055	Cape Fear Riverway between Independence Boulevard and Snows Cut Bridge (US 421)	Wilmington, NHC	None	73.41	44.04
2	039	Martin Luther King, Jr. Parkway (US 74) at Market Street (US 17 Business) flyovers	Wilmington	None	61.89	37.13
3	010	Carolina Beach Road (US 421) at South College Road (NC 132) flyovers	NHC	None	58.90	35.34
4	029	Isabel Holmes Bridge (US 74/NC 133) at US 17-421 interchange	BC	None	57.73	34.64
5	Q03	South College Road (NC 132) improvements between Market Street (US 17 Business) and Randall Parkway	Wilmington	None	86.50	34.60
6	015	Castle Hayne Road (NC 133) widen between Wilmington Bypass (I 40-US 17) and Division Drive	Wilmington, NHC	None	55.00	33.00
7	100	South Front Street (US 421 Truck) widen between Cape Fear Memorial Bridge (US 17 Business-76-421) and Burnett Boulevard (US 421)	Wilmington	None	53.06	31.84
8	Q10	Carolina Beach Road (US 421) streetscape between Burnett Boulevard and Shipyard Boulevard	Wilmington	None	79.35	31.74
9	Q14	Carolina Beach Road (US 421) streetscape between Shipyard Boulevard and George Anderson Drive	Wilmington	None	77.92	31.17
10	Q11	Market Street (US 17 Business) road diet between North/South 17th Street and Covil Avenue	Wilmington	None	76.32	30.53
11	104	South College Road (US 117/NC132) from Wilshire Boulevard to Shipyard Boulevard (US 117) widen	Wilmington	None	48.71	29.22
12	105	South Kerr Avenue extend to Oleander Drive (US 76)	Wilmington	None	48.64	29.18
13	Q01	South College Road (NC 132) improvements between Randall Parkway and Oleander Drive (US 76)	Wilmington	None	72.00	28.80
14	106	South Kerr Avenue widen between Patrick Avenue and Wrightsville Avenue	Wilmington	None	47.81	28.69
15	Q28	River Road (NC 133) streetscape between US 17-74-76 and Old River Road	BC	None	71.26	28.50
16	Q16	Dawson Street (US 76) streetscape between South 3rd Street (US 17 Business) and Oleander Drive (US 76)	Wilmington	None	69.99	28.00
17	Q06	Market Street (US 17 Business) improvements between New Centre Drive and Gordon Road	Wilmington	None	69.43	27.77
18	Q26	Wrightsville Avenue improvements between South College Road (US 117-NC 132) and Hawthorne Drive	Wilmington	None	59.39	23.76
19	Q29	Wrightsville Avenue improvements between Hawthorne Drive and Oleander Drive	Wilmington	None	56.25	22.50
20	Q19	Wrightsville Avenue road diet between Castle Street and Independence Boulevard	Wilmington	None	54.65	21.86
21	Q25	Wrightsville Avenue improvements between Independence Boulevard and South College Road (US 117-NC 132)	Wilmington	None	53.50	21.40
22	Q21	Wooster Street (US 76) streetscape between South 3rd Street (US 17 Business) and Oleander Drive (US 76)	Wilmington	None	46.26	18.50
23	Q20	Castle Hayne Road (NC 133) streetscape between Northeast Cape Fear River and North College Road (US 117-NC 132)	NHC, PC	None	42.41	16.96
24	Q07	Ocean Highway (US 17) improvements between Lanvale Road and Andrew Jackson Highway (US 74-76)	BC	None	41.34	16.54
25	Q31	Wilshire Boulevard improvements between Wrightsville Avenue and dead end	Wilmington	None	40.42	16.17
26	Q34	MacMillan Avenue improvements between Cedar Avenue and Pine Grove Drive	Wilmington	None	39.94	15.97
Green rows represent Congestion Mitigation Projects from Cape Fear Commutes 2035						
Blue rows represent Quality of Life Projects from Cape Fear Commutes 2035						

Map of New Highway Projects (2011)

Created 6/10/11 by WMPO based on Local Prioritization Process Rankings



0 2.5 5 10 Miles

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

**RESOLUTION ADOPTING THE LIST OF NEW HIGHWAY PROJECTS (2011) TO BE
SUBMITTED TO NCDOT FOR CONSIDERATION IN NCDOT PRIORITIZATION 2.0**

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, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

WHEREAS, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

WHEREAS, the North Carolina Department of Transportation created the Strategic Planning Office of Transportation's prioritization tool that will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 2.0; and

WHEREAS, MPOs, RPOs and NCDOT are permitted to submit up to 15 new Highway Projects to be included in the prioritization process for Prioritization 2.0; and

WHEREAS, the List of New Highway Projects (2011) does not include projects that have previously been submitted as part of NCDOT Prioritization 1.0, local projects that would be funded using local funding sources (city projects), projects that are currently funded in the Transportation Improvement Program or any Loop Fund eligible projects.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee endorses the List of New Highway Projects (2011) to be submitted to NCDOT for consideration in NCDOT Prioritization 2.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4B: RESOLUTION ADOPTING THE LIST OF BICYCLE PROJECTS
(2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN
NCDOT PRIORITIZATION 2.0

ATTACHMENTS: LIST OF BICYCLE PROJECTS (2011)

WILMINGTON MPO BIKE/PED COMMITTEE RECOMMENDED
LIST OF BICYCLE PROJECTS (2011)

MAP OF WILMINGTON MPO BIKE/PED COMMITTEE
RECOMMENDED BICYCLE PROJECTS (2011)

RESOLUTION ADOPTING THE LIST OF BICYCLE PROJECTS
(2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN
NCDOT PRIORITIZATION 2.0

List of Bicycle Projects

Project ID	Project Location	Project Type	Jurisdiction
A	Shipyards Blvd- River to College Rd	Bike Lanes	Wilmington
B	South 17th Street - E Lake Shore to Independence Blvd	MUP	Wilmington
C	Carolina Beach Rd - Burnett Blvd to Shipyards Blvd	Bike Lanes	Wilmington
D	Peachtree Ave - Park to McMillan	Bike Lanes	Wilmington
E	N 23rd St - Blue Clay Rd to Market St	Bike Lanes	Wilmington
F	N & S 5th Avenue - Campbell to E Lake Shore	Bike Lanes	Wilmington
G	Riverwalk S - Nun St to Wooster St	MUP	Wilmington
H	Dow Road - K Ave to jurisdiction boundary	Bike Lanes	Kure Beach
I	Dow Road - jurisdiction boundary to Carolina Beach State Park	Bike Lanes	Carolina Beach
J	Independence Blv - S 17th St to Carolina Beach Rd	Bike Lanes	Wilmington
K	Pleasure Island Greenway	MUP	Carolina Beach
L	Porters Neck Road - Bald Eagle Lane to Market Street	Bike Lanes	NHC
M	US 117- from confluence of NC132 & NC133 to NHC line	Bike Lanes	NHC
N	Castle Hayne Rd - Centennial Dr to N Kerr Ave	Bike Lanes	NHC
O	Gordon Road - College Rd to Market St	Bike Lanes	NHC
P	Golden Road/Carolina Beach Rd/Halyburton Memorial Pkwy - Myrtle Grove Rd to River Rd	Bike Lanes	NHC
Q	Carolina Beach Rd - Snows Cut to Myrtle Grove Rd	Bike Lanes	NHC
R	Masonboro Loop Rd - Pine Grove Dr to Myrtle Grove Rd	Bike Lanes	NHC
S	Myrtle Grove Rd - Masonboro Loop Rd to Carolina Beach Rd	Bike Lanes	NHC/ Wilmington
T	Greenville Loop - Greenville Loop at Oleander Dr	Bike Lanes	Wilmington
U	Pine Grove Dr - Holly Tree to Masonboro Loop Rd	Bike Lanes	Wilmington
V	Park Ave - Hawthorne Rd to S. Kerr Ave	Bike Lanes	Wilmington
W	Eastwood Rd - Military Cutoff to Heide-Trask drawbridge	MUP	Wilmington



WILMINGTON URBAN AREA Metropolitan Planning Organization

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Members:

City of
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Lead Planning Agency

Town of
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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

TO: Technical Coordinating Committee Members
FROM: Suraiya Rashid, WMPO Bike/Ped Committee Secretary
DATE: June 10, 2011
SUBJECT: List of Recommended Bike Projects (2011)

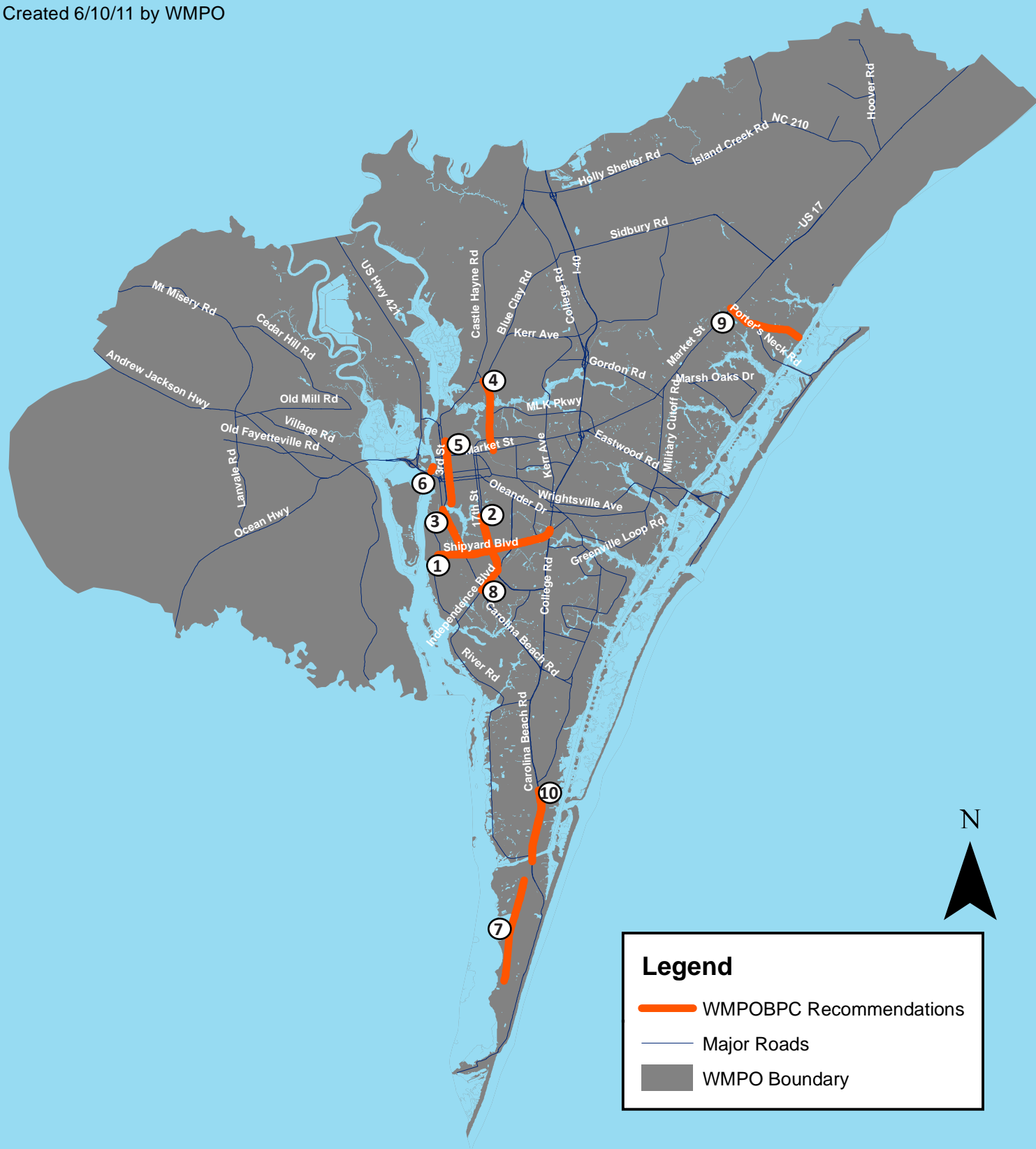
At a June 9th meeting of the WMPO Bike/Ped Committee, the Committee reviewed a list of 23 potential bicycle projects to be further reviewed by NCDOT's Prioritization 2.0 Process. This list of 23 potential bicycle projects came from the Prioritization 1.0 Process, Cape Fear Commutes 2035, and from lists of potential bicycle projects supplied by member jurisdictions within the last two weeks.

The following is the proposed list of 10 projects to be submitted to NCDOT's Division of Bicycle and Pedestrian Transportation for Prioritization 2.0 review: (Note that the projects are listed in no particular order – ranking will not occur until Fall 2011)

1. Shipyard Boulevard Bike Lanes – from River Road to College Road
2. South 17th Street Multi-Use Path – from East Lake Shore Drive to Independence Boulevard
3. Carolina Beach Road Bike Lanes – from Burnett Boulevard to Shipyard Boulevard
4. North 23rd Street Bike Lanes – from Blue Clay Road to Market Street
5. North & South 5th Avenue Bike Lanes – from Campbell Street to East Lake Shore Drive
6. Riverwalk South – from Nun Street to Wooster Street
7. Dow Road Bike Lanes– from K Avenue to Carolina Beach State Park
8. Independence Boulevard Bike Lanes– from South 17th Street to Carolina Beach Road
9. Porters Neck Road Bike Lanes – from Bald Eagle Lane to Market Street
10. Carolina Beach Road Bike Lanes – from Snows Cut to Myrtle Grove Road

Map of Wilmington MPO Bike/Ped Committee Recommended Bicycle Projects (2011)

* Created 6/10/11 by WMPO



0 2.5 5 10 Miles

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

**RESOLUTION ADOPTING THE LIST OF BICYCLE PROJECTS (2011) TO BE SUBMITTED
TO NCDOT FOR CONSIDERATION IN NCDOT PRIORITIZATION 2.0**

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, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

WHEREAS, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

WHEREAS, the North Carolina Department of Transportation created the Strategic Planning Office of Transportation's prioritization tool that will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 2.0; and

WHEREAS, MPOs, RPOs and NCDOT are permitted to submit up to 10 bicycle projects to be included in the prioritization process for Prioritization 2.0; and

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee endorses the List of Bicycle Projects (2011) to be submitted to NCDOT for consideration in NCDOT Prioritization 2.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4C: RESOLUTION ADOPTING THE LIST OF PEDESTRIAN PROJECTS (2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN NCDOT PRIORITIZATION 2.0

ATTACHMENTS: LIST OF PEDESTRIAN PROJECTS (2011)

WILMINGTON MPO BIKE/PED COMMITTEE RECOMMENDED LIST OF PEDESTRIAN PROJECTS (2011)

MAP OF WILMINGTON MPO BIKE/PED COMMITTEE RECOMMENDED PEDESTRIAN PROJECTS (2011)

RESOLUTION ADOPTING THE LIST OF PEDESTRIAN PROJECTS (2011) TO BE SUBMITTED TO NCDOT FOR CONSIDERATION IN NCDOT PRIORITIZATION 2.0

List of Pedestrian Projects (2011)

Project ID	Project Location	Project Type	Jurisdiction
A	Dow Road Multi-Use Path - from K Avenue to Carolina Beach State Park	MUP	Kure Beach
B	Dow Road & K Street	Intersection	Kure Beach
C	Dow Road & Ocean Blvd	Intersection	Carolina Beach
D	Dow Road & Spartanburg Ave	Intersection	Carolina Beach
E	Dow Road & Sumter Ave	Intersection	Carolina Beach
F	Dow Road & Clarendon Ave	Intersection	Carolina Beach
G	Dow Road & Atlanta Ave	Intersection	Carolina Beach
H	Dow Road & Fayetteville Ave	Intersection	Carolina Beach
I	Dow Road & Hamlet Ave	Intersection	Carolina Beach
J	Dow Road & Charlotte Ave	Intersection	Carolina Beach
K	Dow Road & Cape Fear Blvd	Intersection	Carolina Beach
L	Dow Road & Raleigh Ave	Intersection	Carolina Beach
M	Dow Road & Monroe Ave	Intersection	Carolina Beach
N	Dow Road & Magnolia Ave	Intersection	Carolina Beach
O	Dow Road & Rocky Mt Ave	Intersection	Carolina Beach
P	Dow Road & Tarboro Ave	Intersection	Carolina Beach
Q	Dow Road & Harper Ave	Intersection	Carolina Beach
R	Main Street - Old Mill Rd (east) to Old Mill Rd (west)	Sidewalk	Navassa
S	Broadway Street - Main St to N. Navassa Rd	Sidewalk	Navassa
T	Park Ave - Main St to end	Sidewalk	Navassa
U	Water Street - Park Ave to end	Sidewalk	Navassa
V	Forest Hill Dr -Main Street to end	Sidewalk	Navassa
W	Sixth St S - Seafarer Dr to Clarendon Ave	Sidewalk	Carolina Beach
X	Eighth St S - Clarendon Ave to end	Sidewalk	Carolina Beach
Y	Fourth St N - Cape Fear Blv to Harper Ave	Sidewalk	Carolina Beach
Z	Second St S - Lake Dr to Hamlet Ave	Sidewalk	Carolina Beach
AA	Clarendon Ave - Fifth St S to Eighth St S	Sidewalk	Carolina Beach
BB	Atlanta Ave - Beach to Fourth St S	Sidewalk	Carolina Beach
CC	Cape Fear Blv - Second St to Fourth St N	Sidewalk	Carolina Beach
DD	Harper Ave - Fifth St to Dow Rd N	Sidewalk	Carolina Beach
EE	10th Street - From Ann Street to Castle Street	Sidewalk	Wilmington
FF	Front Street - From Hanover Street to 3rd Street	Sidewalk	Wilmington
GG	Market Street - From Saint Marks Place to 21st Street	Sidewalk	Wilmington
HH	Wooster Street - From 8th Street to Oleander Drive	Sidewalk	Wilmington
II	10th Street & Dawson Street	Intersection	Wilmington
JJ	10th Street & Wooster Street	Intersection	Wilmington
KK	3rd Street & Red Cross Street	Intersection	Wilmington
LL	5th Avenue & Castle Street	Intersection	Wilmington
MM	Market Street & 10th Street	Intersection	Wilmington
NN	Wooster Street & 8th Street	Intersection	Wilmington
OO	Ogden Park Path- Murrayville Road to Smith Creek Park	Pedestrian Path	NHC
PP	Saunders Road - River Rd to Carolina Beach Rd	Sidewalk	NHC
QQ	US 117- from confluence of NC132 & NC133 to NHC line	Sidewalk	NHC
RR	Saunders Road/Bellamy School	Intersection	NHC
SS	Snow's Cut Bridge & Seabreeze Community Center	Intersection	NHC



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 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

TO: Technical Coordinating Committee Members
FROM: Suraiya Rashid, WMPO Bike/Ped Committee Secretary
DATE: June 10, 2011
SUBJECT: List of Recommended Pedestrian Projects (2011)

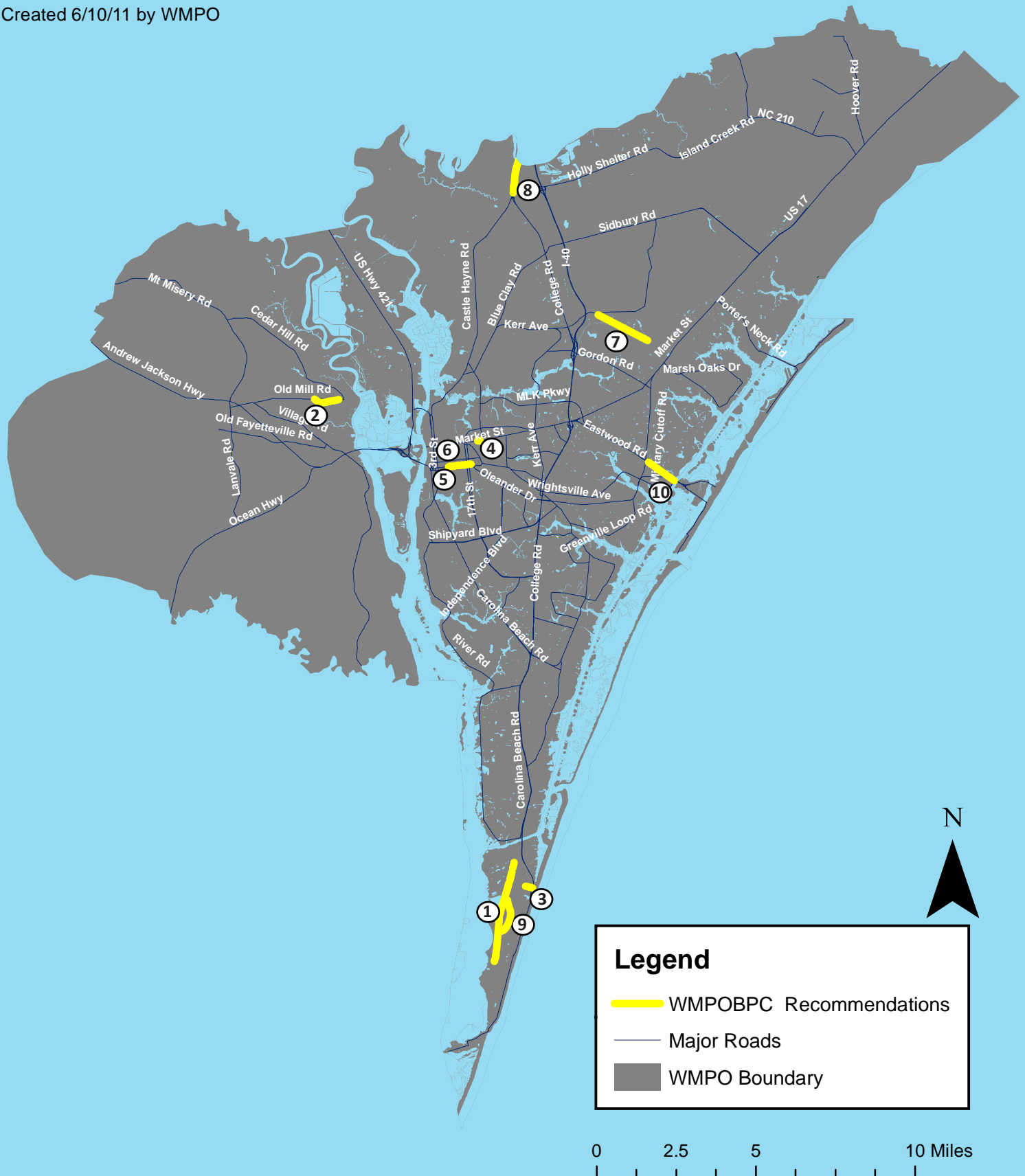
At a June 9th meeting of the WMPO Bike/Ped Committee, the Committee reviewed a list of 45 potential pedestrian projects to be further reviewed by NCDOT's Prioritization 2.0 Process. This list of 45 potential pedestrian projects came from lists supplied by member jurisdictions within the last two weeks.

The following is the proposed list of 10 pedestrian projects to be submitted to NCDOT's Division of Bicycle and Pedestrian Transportation for Prioritization 2.0 review: (Note that the projects are listed in no particular order – ranking will not occur until Fall 2011)

1. Dow Road Multi-Use Path – from K Avenue to Carolina Beach State Park
2. Main Street Sidewalk – from the east & west intersections with Old Mill Road in Navassa
3. Cape Fear Boulevard Sidewalk – from Second Street to Fourth Street North in Carolina Beach
4. Market Street Sidewalk – from Saint Marks Place to 21st Street
5. Wooster Street Sidewalk – from 8th Street to Oleander Drive
6. 5th Avenue & Castle Street Intersection Pedestrian Improvements
7. Ogden Park Multi-Use Path – from Murrayville Road to Smith Creek Park
8. US 117 Sidewalk – from the confluence of NC132 & NC133 to the New Hanover County line
9. Pleasure Island Greenway Multi-Use Path – from Sumter Avenue to Alabama Avenue
10. Eastwood Road Multi-Use Path – from Military Cutoff Road to the Heide-Trask drawbridge

Map of Wilmington MPO Bike/Ped Committee Recommended Pedestrian Projects (2011)

* Created 6/10/11 by WMPO



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

**RESOLUTION ADOPTING THE LIST OF PEDESTRIAN PROJECTS (2011) TO BE
SUBMITTED TO NCDOT FOR CONSIDERATION IN NCDOT PRIORITIZATION 2.0**

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, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

WHEREAS, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

WHEREAS, the North Carolina Department of Transportation created the Strategic Planning Office of Transportation's prioritization tool that will evaluate projects based on a quantitative and qualitative analysis and developed a selection process that is transparent and data driven; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 2.0; and

WHEREAS, MPOs, RPOs and NCDOT are permitted to submit up to 10 pedestrian projects to be included in the prioritization process for Prioritization 2.0; and

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee endorses the List of Pedestrian Projects (2011) to be submitted to NCDOT for consideration in NCDOT Prioritization 2.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4D: RESOLUTION REQUESTING NCDOT RE-EVALUATE THE
PRIORITIZATION 2.0 SCORING FOR PORTS AND MILITARY
INSTALLATIONS

ATTACHMENTS: MULTIMODAL SCORING FOR PRIORITIZATION 2.0

RESOLUTION REQUESTING NCDOT RE-EVALUATE THE
PRIORITIZATION 2.0 SCORING FOR PORTS AND MILITARY
INSTALLATIONS

Multimodal Scoring (Mobility & Modernization Projects)

Bonus Points if the **highway** project includes one or more of the following new or additional multimodal components (select all that apply).

Multimodal Options → 8 points:

HOV / HOT, light rail, bus rapid transit, or bus-on-shoulder w/in the highway ROW

Multimodal Connections → 5 points:

Direct connection to a transportation terminal (airport, seaport, rail depot, ferry terminal, transit terminal, freight intermodal terminal, or military base)

Multimodal Design Features → 3 points:

Sidewalks, pedestrian crossings, striped bicycle lanes, wide outside shoulders (greater than or equal to two feet), bus pullouts, transit bypass lanes, transit signal prioritization, bus shelters

Multimodal Projects must be ranked and must be included in an adopted Comprehensive Transportation Plan, Long Range Transportation Plan, or a mode-specific plan to receive pts.

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

**RESOLUTION SUPPORTING THE RECONSIDERATION OF SPOT PRIORITIZATION 2.0
BONUS POINT ALLOCATIONS FOR MILITARY BASES AND SEAPORTS**

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

WHEREAS, the North Carolina Department of Transportation (NCDOT) created a data-driven process for strategically prioritizing transportation projects for the FY 2011-2020 State Transportation Improvement Program (STIP), commonly referred to as SPOT Prioritization 1.0; and

WHEREAS, in an effort to improve the process for the upcoming FY 2013-2022 STIP, NCDOT developed SPOT Prioritization 2.0, which provides the opportunity for projects to accumulate bonus points based on access to certain amenities; and

WHEREAS, SPOT Prioritization 2.0 provides eight bonus points for HOT/HOV lanes and/or other transit facilities; however, it only provides five bonus points for projects that improve access to military installations and/or seaport terminals; and

WHEREAS, the long-term sustainability of military installations and seaport terminals in southeastern North Carolina is critical to economic vitality of the region and national defense.

NOW THEREFORE, BE IT RESOLVED that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee requests that the North Carolina Board of Transportation reconsider SPOT Prioritization 2.0 bonus point allocations for projects that improve access to military installations and seaport terminals to improve the weighting for these projects.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4E: RESOLUTION SUPPORTING THE TOWN OF LELAND'S REQUEST
FOR THE TRANSPORTATION, COMMUNITY AND SYSTEM
PRESERVATION (TCSP) GRANT FOR THE GATEWAY
CONNECTOR

ATTACHMENTS: GATEWAY CONNECTOR TCSP GRANT APPLICATION

RESOLUTION SUPPORTING THE TOWN OF LELAND'S REQUEST
FOR THE TRANSPORTATION, COMMUNITY AND SYSTEM
PRESERVATION GRANT FOR THE GATEWAY CONNECTOR



GATEWAY CONNECTOR

Transportation, Community, and System Preservation
Program - FY2011 Grant Application

Town of Leland, North Carolina

PART A. PROJECT INFORMATION

Project Title:	Gateway Connector		
Project Location (Include City/County, State):	Town of Leland, Brunswick County, North Carolina		
State Priority (to be completed by State DOT):			
GRANTEE CONTACT INFORMATION			
Grantee Contact Name:	Michelle Cox, Assistant Town Manager		
Agency/Tribal Government:	Town of Leland		
Mailing Address (Street/P.O. Box):	102 Town Hall Drive		
City, State, Zip Code:	Leland, NC 28451		
Phone:	910-371-1249		
Fax:	910-371-1073		
Email:	mcox@townofleland.com		
STATE DOT CONTACT INFORMATION			
State Contact Person:	Ray McIntyre		
Phone:	919-733-2039 ext: 343		
Fax:	N/A		
Email:	rmcintyre@ncdot.gov		
FHWA DIVISION OFFICE CONTACT INFORMATION			
Division Contact Person:	Edward T. Parker		
Phone:	919-747-7001		
Fax:	N/A		
Email:	edward.parker@dot.gov		
CONGRESSIONAL INFORMATION			
Congress Member:	Rep. Mike McIntyre		
Congressional District No:	7th		
TCSP Program Funds:	\$1,392,000		
Matching Funds/In-kind Services Value:	\$348,000		
Matching Funds/In-kind Source:	30 acre land donation		
Total TCSP-Related Project Costs:	\$1,740,000		
TO BE COMPLETED BY THE FHWA DIVISION OFFICE			
State Administered?		Yes	No
Division Administered?		Yes	No
"Transfer" TCSP funding for Project Administration?		Yes	No
If yes, which Federal Agency?			
Will the project be obligated by September 30, 2011		Yes	No
Date grant application approved by FHWA Division Office			

PART B. PROJECT ABSTRACT

The Gateway Connector project represents one essential aspect of the Town's collective vision for a safe, efficient, interconnected transportation system that harmonizes with the natural and social resources that contribute to Leland's rich character and potential for future economic development. The project outlines an efficient connector that connects neighborhoods, activity centers, historic Leland to new development with an innovative thoroughfare assembly including vehicular lanes, a public park, and multi-use paths. The project will have a positive impact on the town, the region and the state by linking land use and transportation; therefore reducing capital and operating costs for the overall transportation system. Furthermore, the Gateway Connector will serve as a catalyst for future economic development while preserving the social and environmental amenities of the surrounding areas.

PART C. PROJECT NARRATIVE

The Gateway Connector greatly improves the efficiency of the local, state and national transportation system. Locally, it will provide efficient access to jobs, services and centers of trade by providing residents of the southern part of Leland and the southern Brunswick County communities of Boiling Springs Lakes, Southport and Oak Island a way to quickly access the rapidly growing commercial, industrial and medical areas along U.S. Hwy 17 and beyond. Conversely, it will provide residents of northern Brunswick County easy access to the southern Brunswick County communities, which provide major job centers such as the Duke Energy Brunswick Nuclear Plant and Military Ocean Terminal Sunny Point. On a statewide and national scale, the connection will provide relief from traffic congestion along NC Hwy 133, Village Road, and the Cape Fear Memorial Bridge in the event of an optional or mandatory evacuation due to weather or other disasters. Not only can residents from neighborhoods along the central portion of NC Hwy 133 utilize the connector to evacuate via U.S. Hwy 17 to NC Hwy 87 but also residents from Southport, Oak Island and the remainder of southern Brunswick County. In addition to providing an alternate evacuation route, the connector will have a positive impact on one's decision to evacuate in case of emergency, thus limiting the potential for loss of life. The Gateway Connector would ease traffic along NC Hwy 133, thus reducing travel time to and from the Military Ocean Terminal Sunny Point from areas such as Cape Lejeune in Jacksonville, NC. Such time would be critical to a military response.

The Gateway Connector will encourage additional residential development in the southern part of Leland. This development would spur additional neighborhood-oriented commercial and service-oriented business in that part of town, thus limiting the need for residents to travel into larger commercial areas such as Wilmington. This traffic reducing measure meets the goals of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) by reducing strain on the Cape Fear Memorial Bridge and the region's already-stressed transportation system. Furthermore, the Brunswick Forest and Mallory Creek developments, which would be connected via the Gateway Connector, will account over 100,000 new daily trips onto and around US Hwy 17 and NC Hwy 133 once built out. In addition to the approved subdivisions currently being developed, there are approximately 7,000 acres of land considered developable within the US Hwy 17, NC Hwy 133 area. In total, the area in question could be home for up to 100,000 residents.

The plan area includes several local and regional plans including the US 17 Hwy 133 Collector Street Plan, the Wilmington Urban Area 2030 Long Range Transportation Plan and the Town of Leland Master Plan. Each plan identifies the need for connectivity to meet the needs between NC Hwy 133 and US Hwy 17.

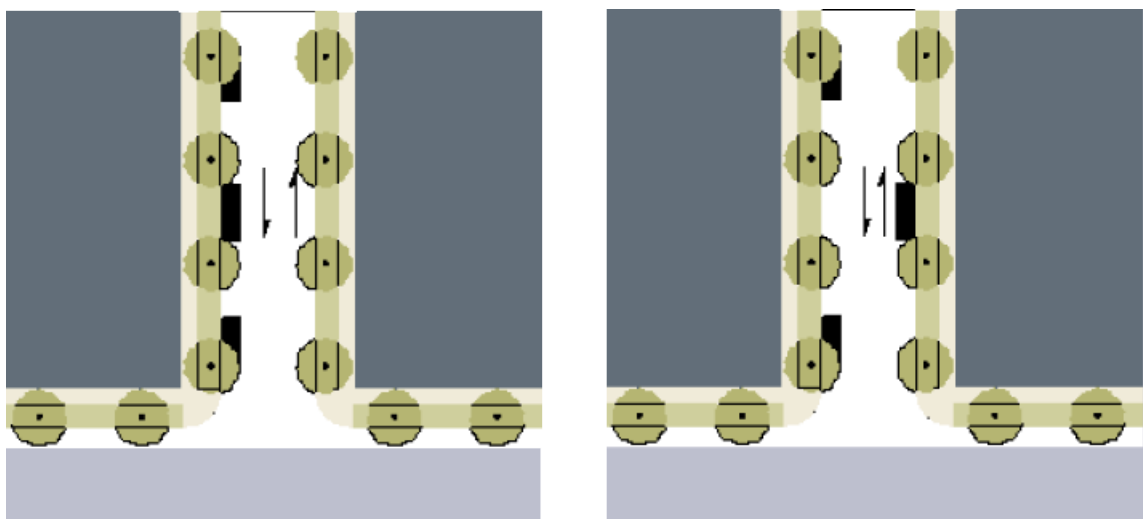
Currently, the only potential connection for the entire area is the Gateway Connection through Brunswick Forest and Mallory Creek. The proposed connection is the only feasible cross connection available at this time.

The Gateway Connector reduces both environmental impacts and costly future road investments by providing an alternative to widening NC Hwy 133 to four lanes. NC Hwy 133 runs along the scenic Brunswick and Lower Cape Fear River and is bordered in many places by wetlands and water on either side of the road. Some of these waterways are designated as primary nursery areas, which are critical to the development of marine life. There are also several bridges along NC Hwy 133 that would need to be addressed as part of a widening project. The widening of the entire road would be a multi-million dollar project, and is extremely cost-prohibitive.

A team of staff members in coordination with the WMPO and NCDOT included the following criteria for the Gateway Connector:

- Operational improvements for the Town's Public Works department and NCDOT
- Safety improvements for vehicular and pedestrian traffic
- Complete street design that contributes to the public realm and the character of the community
- Traffic calming measures such as public planters, tree lined streets, on-street parking, and target speed design
- Connectivity improvements for the local, regional and interstate traffic of US Hwy 17 and NC Hwy 133
- Reducing the potential congestion and safety conflicts through access management measures such as improved street and directional signage as well as bike lane and off-street parking striping
- Implementation of the Town's Master Plan which encourages livability and planning on a regional, community, and street networking scale

Preliminary planning for the project conceptual designs and preliminary studies determine the following options for the Gateway Connector:



PART D. PROJECT ELIGIBILITY

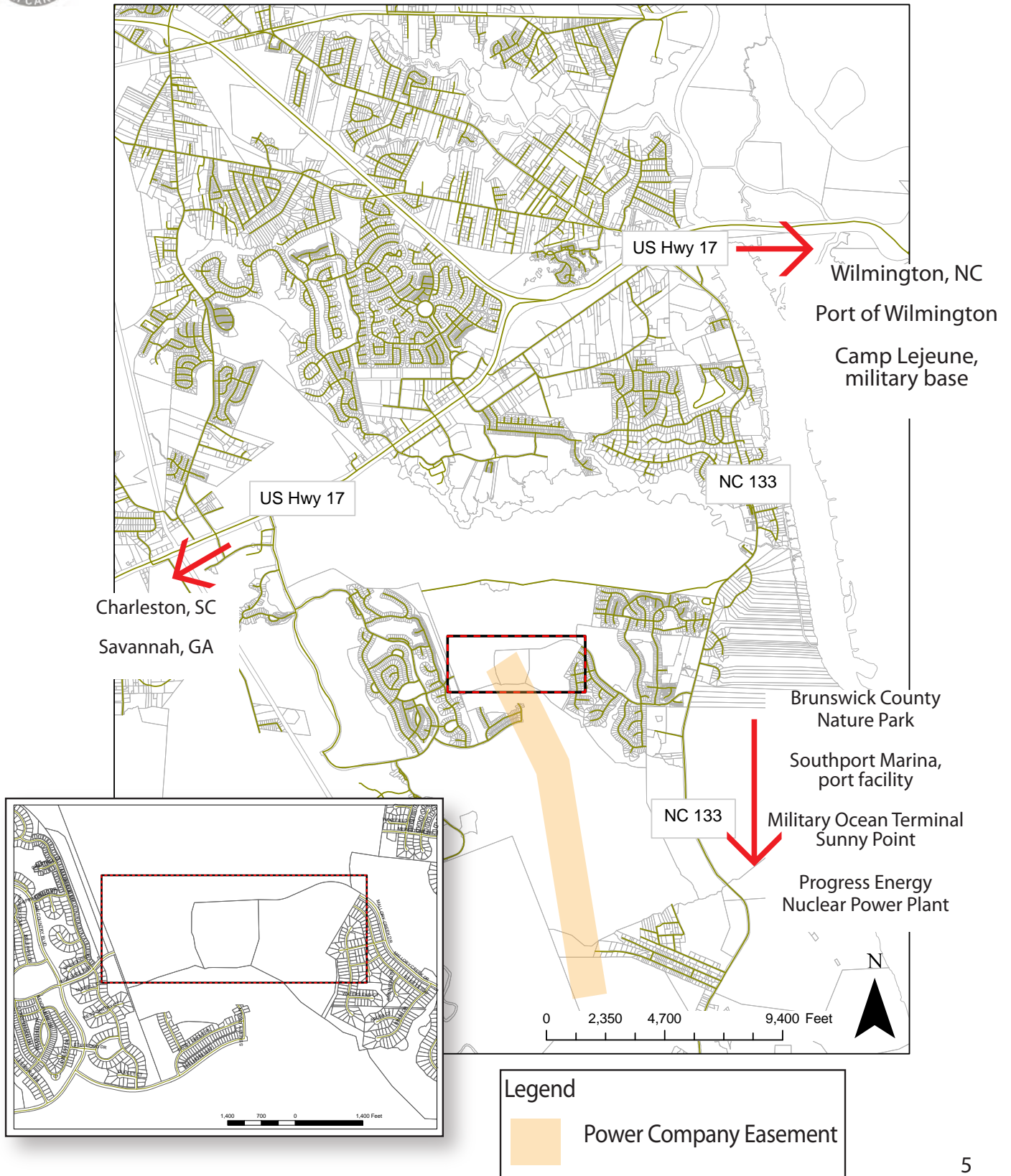
The Town has planned the following measures to meet the requirements outlined in Title 23 of the United States Code:

- i. The Town of Leland shall have an annual audit made in accordance with Federal laws and regulations governing the programs the town participates in. In addition, the Town of Leland will maintain adequate records to ensure compliance with financial reporting requirements, receipts, reimbursements and disbursements, as required.
- ii. Per Title 49, Chapter 53 of the United States Code the Gateway Connector project will maximize the safe, secure, and efficient mobility of individuals, minimize environmental impacts, and minimize transportation-related fuel consumption and reliance on foreign oil by allowing the Town to partner with WMPO, NCDOT, Brunswick County Parks and Recreation, Progress Energy, NC State Cooperative Extension, Brunswick County Soil and Water Conservation District, Brunswick Forest, and Mallory Creek Plantation to successfully implement the following initiatives:
 - a. Develop transportation plans and programs;
 - b. Plan, engineer, design, and evaluate a public transportation project;
 - c. Conduct technical studies relating to public transportation;
 - d. Include studies related to management, planning, operations, capital requirements, and economic feasibility; and
 - e. Conduct similar and related activities preliminary to and in preparation for constructing, acquiring, or improving the preparation of facilities and equipment on a local, state, and federal level.



Town of Leland
102 Town Hall Drive
Leland, NC 28451
910-371-0148

Gateway Connector Concept Map



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

**RESOLUTION SUPPORTING THE TOWN OF LELAND'S EFFORTS TO SECURE THE FHWA
TRANSPORTATION, COMMUNITY AND SYSTEMS PRESERVATION GRANT FOR THE
GATEWAY CONNECTOR**

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 NC Board of Transportation; and

WHEREAS, on May 9, 2011 the Federal Highway Administration announced 11 grant programs totaling \$430 million; and

WHEREAS, this announcement included the Transportation, Community and Systems Preservation Program; and

WHEREAS, the purpose of the Transportation, Community and Systems Preservation Program is to provide a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships; and

WHEREAS, the Transportation, Community and Systems Preservation Grant could be used to improve the efficiency of the transportation system of the United States, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services, and centers of trade, and/or examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals; and

WHEREAS, the Town of Leland submitted a grant application to FHWA requesting Transportation, Community and Systems Preservation grant funding in the amount of \$1,392,000 to construct the Gateway Connector; and

WHEREAS, the Gateway Connector will improve the efficiency of the local, state and national transportation system and encourage additional residential development; and

WHEREAS, the Gateway Connector will also reduce both environmental impacts and costly future road investments by providing an alternative to widening NC Highway 133.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization supports the Town of Leland and recommends FHWA allocate Transportation, Community and Systems Preservation grant funding to construct the Gateway Connector.

ADOPTED at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4F: RESOLUTION ADOPTING THE AGREEMENT WITH THE CAPE
FEAR PUBLIC TRANSPORTATION AUTHORITY FOR SECTION
5303 FUNDING FOR FY 2011-2012

ATTACHMENTS: FY 2011-2012 SECTION 5303 PUBLIC TRANSPORTATION
PLANNING GRANT AGREEMENT

RESOLUTION ADOPTING THE AGREEMENT WITH THE CAPE
FEAR PUBLIC TRANSPORTATION AUTHORITY FOR SECTION
5303 FUNDING FOR FY 2011-2012

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

**FY 2011-2012 PUBLIC TRANSPORTATION PLANNING SECTION 5303
GRANT AGREEMENT FOR THE WILMINGTON URBANIZED AREA**

THIS AGREEMENT made and entered into this ____ day of _____, 2011 by and between the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization (MPO) and the Cape Fear Public Transportation Authority d/b/a Wave Transit (Authority), a North Carolina public transportation authority.

W I T N E S S E T H

WHEREAS, in accordance with 23 CFR § 450.306, the MPO was designated as the policy body for cooperative decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, on December 15, 2010 the MPO, including the City of Wilmington, New Hanover County, North Carolina Department of Transportation and other urban area jurisdictions, adopted the *Cape Fear Commutes 2035 Long Range Transportation Plan*; and

WHEREAS, the City of Wilmington and New Hanover County recognize that traffic and transportation concerns are shared between jurisdictions regardless of jurisdictional boundaries, and effective July 1, 2004 established the Authority to provide public transportation services within the UZA; and

WHEREAS, the Authority is the provider of public transportation services in the UZA; and

WHEREAS, on June 22, 2005 the Secretary of Transportation for the State of North Carolina, in accordance with the authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared the Authority to be a designated recipient of federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, The Federal Transit Authority, pursuant to 49 CFR § 5303, provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10% and the required 10% local match that is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning dated October 24, 2002; and

WHEREAS, the MPO is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, 23 CFR § 4510.310 requires an agreement between the Authority and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW, THEREFORE, for and in consideration of the premises and other good and valuable consideration set forth herein, the MPO and the Authority agree as follows:

1. **Cooperation.** The MPO and the Authority shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Transportation Improvement Program (MTIP). The MPO and the Authority shall cooperate in estimating funds needed for such services recommended in the MTIP as adopted by the MPO and updated periodically, and as set forth in the State Transportation Improvement Program (STIP) as updated periodically.
2. **Planning.** The Authority shall have a major role in the public transportation planning process and the inclusion of projects in the public transportation service portion of the MTIP, as updated periodically.
3. **Tasks.** The Authority shall perform the program tasks assigned to it in the PWP.
4. **Funding.** The MPO will pay to the Authority sixty-five (65%) percent of its allocation of § 5303 planning funds for the term of this agreement.
5. **Duration.** Unless terminated as set forth hereinafter, this Agreement shall continue for as long as Federal and State funding for public transportation planning are provided to the UZA.
6. **Termination.** This Agreement shall terminate if Federal and/or State funding for public transportation services to the UZA is terminated. Either party may terminate this Agreement upon written notice to the other party at least thirty (30) days prior to the effective date of termination and specifying the effective date of termination.
7. **Amendment.** This Agreement may be amended at any time in writing signed by the parties.

IN WITNESS WHEREOF, the Wilmington Urban Area Metropolitan Planning Organization has caused this Agreement to be executed in its behalf through its Transportation Advisory Committee by its Chairman as authorized at a regular meeting held on the ____ day of _____, 2011 and attested by its Secretary, and the Cape Fear Public Transportation Authority d/b/a Wave Transit has caused this Agreement to be executed in its behalf by its Chairman as authorized at a regular meeting held on the ____ day of _____, 2011, attested by its Secretary and its seal to be hereto affixed.

**WILMINGTON URBAN AREA
METROPOLITAN PLANNING
ORGANIZATION/Transportation
Advisory Committee**

By: _____
Jonathan Barfield Jr., Chairman

ATTEST:

Mike Kozlosky, Secretary

**CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY
d/b/a Wave Transit**

By: _____
Don Betz, Chairman

(SEAL)

ATTEST:

Andy Koeppel, Secretary

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

This _____ day of _____, 2011.

Arthur Contrill, Director of Finance and
Administration

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2011.

Notary Public

My commission expires: _____

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Andy Koeppel personally came before me this day and acknowledged that she is the Secretary of the Cape Fear Public Transportation Authority d/b/a Wave Transit, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2011.

Notary Public

My Commission Expires: _____

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

**RESOLUTION AUTHORIZING THE CHAIRMAN AND EXECUTIVE DIRECTOR TO ENTER
INTO AN AGREEMENT WITH THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY TO
PROVIDE SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY TO COMPLETE PUBLIC TRANSPORTATION PLANNING WITHIN THE
WILMINGTON MPO PLANNING AREA BOUNDARY.**

WHEREAS, in accordance with 23 CFR § 450.306, the Wilmington MPO was designated as the policy body for cooperative decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the City of Wilmington and New Hanover County recognize that traffic and transportation concerns are shared between jurisdictions regardless of jurisdictional boundaries, and effective July 1, 2004 established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority is the provider of public transportation services in the UZA; and

WHEREAS, the MPO is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, 23 CFR § 4510.310 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Transportation Advisory Committee hereby authorizes the Chairman and Executive Director to enter into an agreement with the Cape Fear Public Transportation Authority to provide Section 5303 funding to the Cape Fear Public Transportation Authority to complete public transportation planning activities within the Wilmington MPO Urbanized Area boundary.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4G: RESOLUTION ADOPTING THE TOWN OF CAROLINA BEACH
BICYCLE MULTI-USE PLAN

ATTACHMENTS: TOWN OF CAROLINA BEACH BICYCLE MULTI-USE PLAN

RESOLUTION ADOPTING THE TOWN OF CAROLINA BEACH
BICYCLE MULTI-USE PLAN

Bicycle Multi-Use Transportation Plan

Prepared for:

Town of Carolina Beach, North Carolina

Prepared by:



McKIM & CREED

243 NORTH FRONT STREET
WILMINGTON, NC 28401
PHONE: (910) 343-1048

M&C Project # 00103-0008

February 2011



Division of
**Bicycle &
Pedestrian
Transportation**



McKIM & CREED
ENGINEERS SURVEYORS PLANNERS

Bicycle Multi-Use Transportation Plan

Prepared for

Town of Carolina Beach, North Carolina

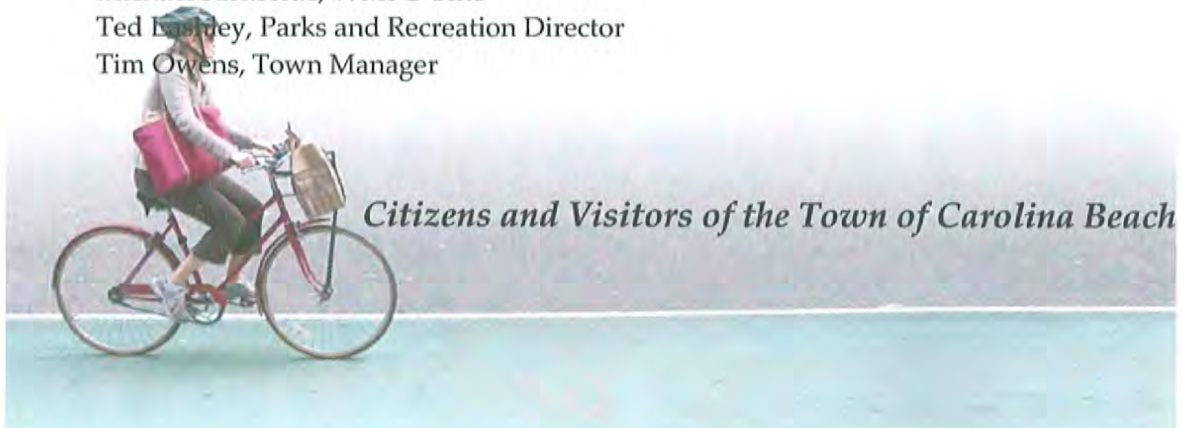
Acknowledgements

Town of Carolina Beach

Joel Macon, Mayor
Pat Efird, Mayor Pro Tem
Dan Wilcox, Councilman
Bob Lewis, Councilman
Lonnie Lashley, Councilman

The Bicycle Multi-Use Transportation Plan Steering Committee

Alan Pacek, Pleasure Island Chamber of Commerce
Bill Pizarr, Seniors Center
Bob and Ann Pugh, Seniors Center
Brenda Butler, GIS Technician
Chris O'Keefe, Planning Director, New Hanover County
Ed Parvin, Senior Planner
Gail McCloskey, Pleasure Island Chamber of Commerce
Gary Ferguson, Director, Planning and Development Department
John Vine-Hodge, NCDOT Division of Bicycle and Pedestrian Transportation
Josh Mello, WMPO Bike
Kurt Bartley, Police Captain
Lonnie Lashley, Councilman
Michael Kirkbride, WMPO Bike
Ted Lashley, Parks and Recreation Director
Tim Owens, Town Manager



Citizens and Visitors of the Town of Carolina Beach



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EXECUTIVE SUMMARY

PROJECT OVERVIEW AND PURPOSE

BACKGROUND

In 2009, the Town of Carolina Beach was awarded a grant from the North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant Initiative. The town received a \$20,000 grant and agreed to fund an additional \$5,000 from Town resources for a total project fund of \$25,000. The purpose of the grant initiative is to encourage towns to develop comprehensive bicycle multi-use transportation plans. This grant program is administered through NCDOT's Division of Bicycle and Pedestrian Transportation (DBPT).

VISION STATEMENT

Early in the design process, the Bicycle Multi-use Transportation Plan Steering committee developed a vision statement to help guide the objectives of the plan. That vision statement is as follows:

"Create a more bicycle multi-use path friendly environment and provide interconnectivity to the various town destinations."

The community goals for the town's biking environment include:

- Improving safety on existing bike routes
- Increase citizen usage of bike routes
- Link existing bike routes
- Expand the greenway network
- Have the town become recognized as a resort area biking destination

PURPOSE OF PLAN

The purpose of the plan was to create a mechanism and instrument that supports the vision statement: "Create a more bicycle multi-use path friendly environment and provide interconnectivity to the various town destinations."

This required the need to evaluate current conditions, opportunities, and constraints. Opportunities included linkage nodes, existing bicycle multi-use plans and proposed bicycle multi-use plans, i.e. integrate the Dow Road Corridor Study and Island Greenway, respectively.



The needs of the users surfaced through the public open house meetings and the citizens / visitors survey. This feedback helped identify the potential corridor areas. In turn, these corridor areas would be further identified as short-term or long-term priorities.

The plan continued to drill-down to establish a five-year implementation plan for the top-ranked project corridors. These projects were further supported with facility design details, construction costs, funding opportunities, and supporting policies.

PLAN ORGANIZATION

This plan is designed to guide the Town of Carolina Beach with Implementation of the Vision Statement. This plan is organized into eight sections.

- Section 1 is an Introduction of the plan and the process,
- Section 2 assesses the current conditions of the town,
- Section 3 describes existing plans, programs, and policies,
- Section 4 identifies projects and project priorities,
- Section 5 provides details and references for specific bicycle facilities,
- Section 6 expands on ancillary facilities of bicycle multi-use paths,
- Section 7 identifies funding sources,
- Section 8 provides an action steps implementation plan, and
- Appendixes provide additional detailed information on the public survey, crash data, project priorities, and project costs.

THE PROCESS

DATA COLLECTION

Inventory assessment of existing bicycle multi-use facilities were conducted through a field reconnaissance. A base map was prepared utilizing GIS data which illustrated existing conditions. The existing conditions map can be found in Section 2. This map was critical in determining the opportunities and constraints for bicycle multi-use path development

PUBLIC INVOLVEMENT

Public involvement was solicited through two public open house meetings, and through public hearings at the town's Board and Council meetings. An on-line citizens / visitors survey was available locally (town's main website and Chamber of Commerce website) and regionally



(Island Greenway website). Surveys were also handed out at the town's parks and recreation center. The results of this survey can be found in the Appendix.

The first public open house meeting was held on May 19, 2010 at the Town Council chambers. During the first open house, citizens and visitors were made aware of the goals and objectives of the Bicycle Multi-use Transportation Plan. The second public open house meeting was held on August 11, 2010 at the Town Council chambers. During the second open house, highlights of the draft Bicycle Multi-use Transportation Plan were presented.

DRAFT PLAN

The results of the public citizens / visitors' survey and the input received at the public open house meeting #1 contributed to preliminary design concepts. Balancing the current conditions with the plans vision statement enabled preparation of a draft plan. The draft plan was presented to the Steering Committee on August 18, 2010 and to NCDOT on September 9, 2010.

Portions of the draft plan were also presented at the public open house meeting #2.

FINAL PLAN

Completion of the final plan and official adoption is expected to take place January 11, 2011.

ECONOMIC BENEFITS

Tourism is an important contributing financial factor to the town. And as with many resort destination towns, competition for tourist dollars is fierce.

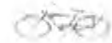
There is a striking correlation of tourist dollars associated with bicycle / multi-use paths, based on a document titled "The Economic Impact of Investments in Bicycle Facilities" by NCDOT in 2003. The study was conducted in the Outer Banks, and quantifiable data was extrapolated:

- Estimated annual expenditures for bicycle tourists based on 10,200 cyclists x \$175 / day x 8.3 days / trip = \$14.8 million.

While the town will not see that number of annual cyclists, it is critical to note the correlation – cyclists can be a source of financial revenue if bicycle multi-use paths bring them to the area. In addition, the study determined that cyclists stay (in days) is longer if biking is involved, which further increases the tourist expenditure dollar amount.

Lastly, the study compared the one-time costs of bicycle multi-use path construction to economic dollars. The ratio was 1:8; for every one dollar spent on bicycle multi-use path construction, eight dollars was earned annually.

The town is a strategically located resort destination with close proximity to many popular Pleasure Island attractions, including Fort Fisher Historic Site, N.C. Aquarium and N.C. Ferry.



Building bicycle multi-use paths will be a good investment for the town that will have a positive annual economic impact.

RECOMMENDATIONS

A total of 19 miles of bicycle multi-use paths have been proposed for the town. Several types of on-road and off-road bicycle facility-types have been selected based on which facility-detail would best fit the right-of-way width and roadway characteristics. Below is a general overview of bicycle facility types. Comprehensive details can be found in Section 5.

Bicycle Lanes A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the exclusive use of bicyclists. Bicycle lanes are located on both sides of the road, and carry bicyclists in the same direction as adjacent motor vehicle traffic.

Bicycle Lanes with Parallel On-Street Parking Where on-street parking is permitted, and a bike lane is provided, the bike lane must be between parking and the travel lane. Appropriate space must be allocated to allow passing cyclists room to avoid open car doors. The distance between the curb face and the outer marking of the bicycle lane is typically 13 to 15 feet (parking stall of 8 to 10 feet and bike lane of 5 feet).

'Road Diets' for Bicycle Lanes Road diets typically involve reducing the number of travel lanes (from a four-lane road to a two-lane road with center turn lane, for example) allowing adequate space for bicycle lanes. These are generally recommended only in situations where the vehicular traffic count can be safely and efficiently accommodated with a reduced number of travel lanes. Study may be necessary for recommended road diets to ensure that capacity and level-of-service needs are balanced against bicycle level of service needs.

Wide Outside Lanes Even without a marked bicycle facility, the conditions for bicycling are improved when the outside travel lane in either direction is widened to provide enough roadway space so that bicyclists and motor vehicles can share the roadway without putting either in danger (e.g., higher volume roadways with wide (14') outside lanes). For outside lanes wider than 14', striping a bicycle lane should be considered.

Bicycle Boulevard Lower volume roadways may be modified to function as a through street for bicycles while maintaining access for automobiles. Traffic calming devices reduce traffic speeds and through trips while limiting conflicts between motorists and bicyclists, as well as give priority to through bicycle movement. Bicycle Boulevards allow you to pick and choose the appropriate mix of design elements needed for bicycle boulevard development along a particular corridor.

Shared Lane Marking A bicycle shared lane marking (or 'sharrow') can serve a number of purposes, such as making motorists aware of bicycles potentially traveling in their lane, showing bicyclists the appropriate direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent "door" collisions.



Sharrows with Back-in Angle Parking Back-in/head-out diagonal parking and conventional head-in/back-out diagonal parking have common dimensions, but the back-in / head-out is superior for safety reasons due to better visibility when leaving the parking stall. This is particularly important on busy streets or where drivers find their views blocked by large vehicles, tinted windows, etc. Furthermore, with back-in / head-out parking, drivers can see bicyclists as they prepare to pull out.

Contraflow Lanes A designated bicycle facility that allows cyclists to travel against the flow of traffic on a one-way street. Provides direct access and improves cyclist connectivity, reducing cyclist travel time by eliminating out-of-direction detours and unauthorized wrong-way riding. Installed on left side of the street facing one-way traffic, the contraflow lane is generally separated from the motor vehicle lane with a double-yellow line.

Multi-Use Paths Multi-use paths are paved surfaces a minimum of 10' in width to accommodate bicyclists, walkers, joggers, etc. The multi-use path is separated by a minimum of 5' from the adjacent motorized travel lane. If a 5' separation cannot be obtained due to limited right-of-way, a suitable barrier should be provided. A 10' width allows for two-directional travel.

Sideways Multi-use paths located within the roadway corridor right-of-way, or adjacent to roads, are called 'Sidepaths'. This configuration works best along roadways with limited driveway crossings.

- A minimum 10' width is necessary on sidepaths for bicyclists to pass one another safely (12' for areas expecting high use)
- A 6' or greater vegetated buffer between the sidepath and the roadway should be provided where possible.

The following recommended bicycle multi-use network plan proposes some, but not all, of these bicycle facility-types. As the town continues to grow there may be a need to implement additional bicycle facility types. This information is provided such that the town can grow into their plan.

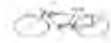
PROJECT IDENTIFICATION

A total of 48 projects have been identified which will contribute to a more bicycle friendly environment and will provide interconnectivity to the various town destinations. Brief project discussions are provided below which reference the project purpose, the preferred project treatment, and the project constraints.

1. Clarendon Avenue

Purpose: improve safety on school route and provide interconnectivity to park sites, school, and proposed Dow Road Greenway.

Treatment: 90' right-of-way supports dual Multi-Use Paths providing 20' separation



from travel lane. Plan also includes the addition of high visibility crosswalks.

Constraints: dual multi-use paths may initially be cost prohibitive. On an interim basis a more feasible option could include dual bike lanes.

2. **Harper Avenue**

Purpose: provide interconnectivity to Central Business District and provide main street transition from residential to business.

Treatment: 90' right-of-way supports dual multi-use paths providing 20' of separation from travel lanes. Also add high visibility crosswalks and provide roundabout for traffic calming and transitioning.

Constraints: roundabout dramatically increases project costs. Dual multi-use paths may initially be cost prohibitive. On an interim basis a more feasible option could include dual bike lanes from Dow Road to Third Street.

3. **Lake Park Boulevard (Winner to St. Joseph)**

Purpose: improve pedestrian safety and provide main street transition.

Treatment: add bike lanes and sidewalks.

Constraints: will need to lose on-street parking to enable improvements.

4. **Island Marine Drive**

Purpose: improve safety and provide interconnectivity to existing multi-use path.

Treatment: add sharrows and signage to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

5. **St. Joseph Street**

Purpose: improve safety and provide interconnectivity to commercial area and existing multi-use path.

Treatment: add sharrows, signage, and high visibility crosswalks to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

6. **Carolina Beach Avenue South**

Purpose: provide a safer route from the southern end of town to the Central Business District and beach areas.

Treatment: since road is one-way plan will require a contraflow bike lane created with pavement markings and signage.

Constraints: area residents will not have parking within the public right-of-way.

7. **Fourth Street**

Purpose: provide interconnectivity to school and Lake Park.

Treatment: add sharrows, signage and high visibility crosswalks to existing roadway.

Constraints: route crosses three primary streets.



8. **Florida Avenue**

Purpose: improve safety and provide interconnectivity to beach area.

Treatment: add sharrows and signage to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

9. **Georgia Avenue**

Purpose: improve safety and provide interconnectivity to beach area.

Treatment: add sharrows and signage to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

10. **Island Greenway – Phase 1 (from Greenville Avenue to North Carolina Avenue)**

Purpose: provide regional trail link outside the property limits of Carolina Sands.

Treatment: 10' paved asphalt multi-use path.

Constraints: residential concerns relating to safety and proximity to home sites.

11. **Peninsula Drive**

Purpose: improve safety and provide interconnectivity to multi-use path.

Treatment: add sharrows, signage, and high visibility crosswalks to existing roadways.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

12. **Virginia Avenue**

Purpose: improve safety and provide interconnectivity to multi-use path.

Treatment: add sharrows, signage, and high visibility crosswalks to existing roadways.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

13. **Carolina Beach Avenue North**

Purpose: improve safety and provide interconnectivity to beach area.

Treatment: add sharrows, signage, and high visibility crosswalks to existing roadways.

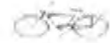
Constraints: the 30' right-of-way limits the design treatment options.

14. **Otter Road**

Purpose: improve safety and provide interconnectivity to existing multi-use path.

Treatment: add sharrows and signage to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.



15. **Teakwood Drive**

Purpose: improve safety and provide interconnectivity to existing multi-use path.

Treatment: add sharrows and signage to existing roadway.

Constraints: need to complete as part of overall phasing plan for improvements to have value.

16. **Cape Fear Boulevard**

Purpose: provide interconnectivity to Central Business District and provide main street transition from residential to business.

Treatment: 90' right-of-way supports dual multi-use paths providing 20' of separation from travel lanes. Also add high visibility crosswalks and provide roundabout for traffic calming and transitioning.

Constraints: roundabout dramatically increases project costs. Dual multi-use paths may initially be cost prohibitive. On an interim basis a more feasible option could include dual bike lanes from Dow Road to Third Street.

17. **Dow Road (Harper Avenue to Snows Cut Off-Road Trail)**

Purpose: improve safety and provide interconnectivity to commercial area.

Treatment: construct dual bike-lanes.

Constraints: route intersects with high-volume traffic roadway – US Highway 421.

18. **Dow Road (Harper Avenue to Sumter Avenue)**

Purpose: improve safety and provide interconnectivity to regional attractors and destinations.

Treatment: construct dual bike lanes and single multi-use path along eastern right-of-way.

Constraints: project is located within NCDOT right-of-way and subject to available funding and NCDOT authorization.

19. **Alabama Avenue**

Purpose: improve safety and provide interconnectivity to Island Greenway and beach area.

Treatment: construct single multi-use path along north side of roadway.

Constraints: Town limits run down the centerline of Alabama Avenue.

20. **Lake Park Boulevard (Alabama to Lake Park)**

Purpose: improve safety and provide interconnectivity from the southern portions of town to the beach and Central Business District areas.

Treatment: construct single multi-use path along western side of roadway and install high visibility crosswalks.

Constraints: will lose approximately eight on-street parking spaces to enable site improvements.



21. **Ocean Boulevard**

Purpose: improve safety and provide interconnectivity from Island Greenway to the beach area.

Treatment: construct dual multi-use path and high visibility crosswalks. Paved shoulders could be a short-term option. Later, a future resurfacing project could add a few more feet to the existing shoulder to create a bike lane.

Constraints: road is a high-volume traffic corridor located within a NCDOT right-of-way.

22. **Seventh Street (Harper Avenue to Recreation Center)**

Purpose: improve safety on roadway frequently traveled by children to the recreation center.

Treatment: construct a single asphalt multi-use path along the eastern side of the roadway and install high visibility crosswalks.

Constraints: improvements will affect some of the area residents landscaping.

23. **Snow's Cut Bridge - Phase 1 (bridge deck area)**

Purpose: improve safety and provide interconnectivity between the town and the City of Wilmington.

Treatment: construct dual bike lanes in place of existing sidewalks.

Constraints: space constraints would require center physical median to allow expanding sidewalks to bike lanes. Improvements would require substantial funding and NCDOT authorization.

24. **Eighth Street**

Purpose: improve safety and provide interconnectivity to park and Island Greenway.

Treatment: add sharrows, signage, and high visibility crosswalks to existing roadways.

Constraints: route crosses a couple high volume traffic roadways.

25. **Annie Drive**

Purpose: improve safety and provide interconnectivity to existing multi-use path.

Treatment: add sharrows and signage to existing roadway.

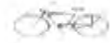
Constraints: need to complete as part of overall phasing plan for improvements to have value.

26. **Tennessee Avenue**

Purpose: improve safety and provide interconnectivity from southern portions of town to beach areas.

Treatment: 90' right-of-way supports dual multi-use paths providing 20' separation from travel lane. Plan also includes the addition of high visibility crosswalks.

Constraints: dual multi-use paths may initially be cost prohibitive. On an interim basis a more feasible option could include dual bike lanes.



27. **Snow's Cut Bike Path – Phase 2 (convert to asphalt surface)**
Purpose: provide interconnectivity to the Down Road Greenway and State Park.
Treatment: convert existing gravel trail to 10' paved asphalt multi-use path.
Constraints: safety concerns in heavily wooded remote area.
28. **Snow's Cut Bridge – Phase 2 (at-grade multi-use path)**
Purpose: improve safety by providing interconnectivity to commercial area, the Snows Cut trail, the Dow Road Greenway, and the State Park.
Treatment: construct a single 10' asphalt multi-use path beneath the bridge deck from Lewis Drive to the Snows Cut trail.
Constraints: would require NCDOT authorization for improvements.
29. **Island Greenway – Phase 2 (remaining portion)**
Purpose: provide regional trail link and interconnectivity to Kure Beach and southern Pleasure Island area attractors.
Treatment: construct a 10' paved asphalt multi-use path.
Constraints: funding limitations and Sunny Point buffer area approvals.
30. **Donito Lane**
Purpose: improve safety and provide interconnectivity from southern portions of town to beach areas.
Treatment: 90' right-of-way supports dual multi-use paths providing 20' separation from travel lane. Plan also includes the addition of high visibility crosswalks.
Constraints: dual multi-use paths may initially be cost prohibitive. On an interim basis a more feasible option could include dual bike lanes.
31. **Lake Park Boulevard (Lake Park to Fayetteville Avenue) ***
Purpose: Reinvigorate the Central Business District and crate a successful downtown.
Treatment: Add dual bike lanes and sidewalks.
Constraints: Would require NCDOT authorization for improvements and an Encroachment Permit.
32. **Cape Fear Boulevard (Third Street to Carolina Beach Avenue) ***
Purpose: Reinvigorate the Central Business District and crate a successful downtown.
Treatment: Add dual bike lanes and sidewalks.
Constraints: Existing residents which currently park within the public right-of-way would lose some parking spaces with revision from 90° parking to parallel parking.

* All references to the design philosophy area based on the Carolina Beach, Central



Business District, and streetscape design development study prepared by peter j. smith & company, inc. in October 2009.

33. **Harper Avenue (Third Street to Carolina Beach Avenue) ***

Purpose: Reinvigorate the Central Business District and create a successful downtown.

Treatment: Add dual bike lanes and sidewalks.

Constraints: Existing residents which currently park within the public right-of-way would lose some parking spaces with revision from 90° parking to parallel parking.

* All references to the design philosophy area based on the Carolina Beach, Central Business District, and streetscape design development study prepared by peter j. smith & company, inc. in October 2009.

34. **Greenville Avenue (Fourth Street to Island Greenway)**

Purpose: provide interconnectivity to regional greenway.

Treatment: Add sharrows and signage to existing roadway.

Constraints: need to complete after Island Greenway to avoid a dead-end bicycle boulevard.

35. **King Avenue (North to Carolina Beach Avenue North)**

Purpose: provide interconnectivity to Central Business District and beach area.

Treatment: Add sharrows, signage, high-visibility crosswalk, and single shared use path.

Constraints: limited right-of-way within a highly urbanized area with heavy traffic.

36. **Hamlet Avenue (Lake Park Boulevard to Carolina Beach Avenue S)**

Purpose: provide interconnectivity to Lake Park and Central Business District.

Treatment: Add sharrows, signage, and high-visibility crosswalk.

Constraints: crosswalk location occurs at the terminus of an "S" curve.

37. **Intersection Upgrades**

a. **Harper Avenue & Old Dow Road**

Treatment: Install high-visibility crosswalk, pedestrian activated crosswalk signal, and pedestrian warning and crossing signs (advance motorist warning sign, pedestrian warning sign, and motorist specific instance sign).

b. **Harper Avenue & Seventh Street**

Treatment: Install high-visibility crosswalk

c. **Harper Avenue & Carolina Beach Avenue North**

Treatment: Install high-visibility crosswalk



- d. **Cape Fear Boulevard & Old Dow Road**
Treatment: Install high-visibility crosswalk
- e. **Clarendon Avenue & Old Dow Road**
Treatment: Install high-visibility crosswalk
- f. **Alabama Avenue & Lake Park Boulevard South**
Treatment: Install high-visibility crosswalk
- g. **Ocean Boulevard & Lake Park Boulevard South**
Treatment: Install high-visibility crosswalk
- h. **Tennessee Avenue & Lake Park Boulevard South**
Treatment: Install high-visibility crosswalk
- i. **Carolina Beach Avenue South & Lake Park Boulevard South**
Treatment: Install high-visibility crosswalk
- j. **Driftwood Lane & Lake Park Boulevard South**
Treatment: Install high-visibility crosswalk
- k. **King Avenue & Lake Park Boulevard North**
Treatment: Install high-visibility crosswalk
- l. **Lake Park Boulevard North & St. Joseph Street**
Treatment: Install high-visibility crosswalk

Combining the information from the Existing Roadway Conditions Inventory with the Overall Projects Priority Table enabled preparation of the Bicycle Multi-Use Network Plan, which follows this page.



TOWN OF CAROLINA BEACH BICYCLE/MULTI-USE TRANSPORTATION PLAN RECOMMENDED BICYCLE/MULTI-USE NETWORK PLAN

LEGEND

TOTAL BICYCLE/MULTI-USE PATH DISTANCE: 19.0 MILES

EXISTING PAVED SHOULDERS

DUAL MULTI-USE PATH

SINGLE MULTI-USE PATH:

EXISTING

PROPOSED

DUAL BICYCLE LANES AND SIDEWALKS

DUAL BICYCLE LANES & SINGLE MULTI-USE PATH (DOW ROAD)

BICYCLE BOULEVARD (PAVEMENT MARKINGS W/ PRIORITIZED TRAVEL)

CONTRAFLOW BICYCLE LANE W/ STANDARD BICYCLE LANE

DUAL BICYCLE LANES:

EXISTING

PROPOSED

PROPOSED ROUNDABOUT

HIGH VISIBILITY CROSSWALK

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PROJECT PRIORITIES

Projects had to be prioritized to better manage the 30 projects list and to maintain fiscal responsibility.

In order to identify project segments, a ranking system was used to evaluate the effectiveness of enhancing connectivity, improving safety, and the ease of implementation.

Project corridor rankings were further evaluated to create the High-Priority Short-Term Project Phases table to develop a manageable plan for implementation. Project phases were identified where implementation could occur within a 5-year time frame. High-Priority projects that exceeded 5-years were placed on the High-Priority Long-Term Project Phases. This phasing plan resulted in the following project phases.

HIGH-PRIORITY SHORT-TERM PROJECT PHASES

Phase	Roadway Segment	From	To	Approx. Length (ft)	Costs
1	Clarendon Avenue	Dow Road	Terminus	2,850	\$218,000
				<i>Subtotal</i>	<i>\$218,000</i>
2	Cape Fear Boulevard	Dow Road	Third Street	3,385	\$245,000
2	Cape Fear Boulevard	Third Street	Carolina Beach Avenue N	1,042	\$715,000
2	Harper Avenue	Dow Road	Third Street	3,465	\$260,000
2	Harper Avenue	Third Street	Carolina Beach Avenue N	608	\$635,000
				<i>Subtotal</i>	<i>\$1,855,000</i>
3	Lake Park Boulevard N	Carl Winner Boulevard	St. Joseph Street	1,042	\$415,000
3	Lake Park Boulevard S	Alabama Avenue	Lake Park shared-use path	5,430	\$200,000
				<i>Subtotal</i>	<i>\$615,000</i>
4	Carolina Beach Avenue N	Harper Avenue	Salt Marsh Lane	8,800	\$7,500
4	Salt Marsh Lane	Carolina Beach Avenue N	Canal Drive	288	\$850
4	Canal Drive	Salt Marsh Lane	Virginia Avenue	988	\$2,500
4	Virginia Avenue	Canal Drive	Maryland Avenue	1,305	\$1,500
4	Maryland Avenue	Virginia Avenue	Georgia Avenue	282	\$800
4	Florida Avenue	Georgia Avenue	Canal Drive	2,218	\$2,500



Phase	Roadway Segment	From	To	Approx. Length (ft)	Costs
4	Canal Drive	Florida Avenue	Periwinkle Lane	140	\$1,500
4	Periwinkle Avenue	Canal Drive	Carolina Beach Avenue N	286	\$1,000
				<i>Subtotal</i>	\$18,150
5	St. Joseph Street	Lake Park Blvd N	Lewis Drive	4,682	\$8,000
5	Lewis Drive	St. Joseph Street	Snows Cut Bridge	2,246	\$1,500
5	Otter Road	Lewis Drive	Teakwood Drive	428	\$1,000
5	Teakwood Drive	Otter Road	Peninsula Drive	798	\$1,500
5	Peninsula Drive	Teakwood Drive	Island Marina Drive	916	\$1,500
5	Island Marina Drive	Peninsula Drive	Annie Drive	894	\$1,500
5	Annie Drive	Island Marina Drive	Snows Cut Bike Path	550	\$21,000
				<i>Subtotal</i>	\$36,000
6	Seventh Street	Harper Avenue	Rec. Center	2,184	\$88,000
				<i>Subtotal</i>	\$88,000
7	Dow Road	Harper Avenue	Sumter Avenue	4,678	\$515,000
				<i>Subtotal</i>	\$515,000
				TOTAL	\$6,690,300

HIGH-PRIORITY LONG-TERM PROJECT PHASES

Phase	Corridor
1	Island Greenway – Phase 1 (from Greenville Avenue to North Carolina Avenue)
2	Dow Road (from Harper Avenue to Sumter Avenue)
3	Snow's Cut Bridge – Phase 1 (bridge deck area)
4	Snow's Cut Bridge – Phase 2 (at-grade multi-use path)
4	Snow's Cut Bike Path – Phase 2 (convert to asphalt surface)
5	Island Greenway – Phase 2 (remaining portion)

BICYCLE MULTI-USE PLAN ENHANCEMENTS

With the implementation of bicycle facilities, programs and policies will need to be adopted to support the plan objectives. Adoption of programs and policies will be dependent upon the critical mass of the bicycle facility improvements. The following have been identified:



EDUCATIONAL PROGRAMS

Specific educational programs available to the town include bike rodeos. The Division of Bicycle and Pedestrian Transportation also has educational safety resources as well as other Safety & Education resources and links.

In addition to bicycle rodeos, the town can conduct bicycle helmet use forums. The use of bicycle helmets is essential to reducing rider injuries and fatalities. The town can partner with NCDOT to undertake a helmet promotion. NCDOT has created brochures and materials to support helmet usage and these materials are predominately free of charges. The town can request helmets through DBPT's Bicycle Helmet Initiative if conducting safety events for underprivileged children.

To further support the town's safety educational initiatives the town has existing NCDOT resources which it can tap into. These include pamphlets, handouts, videos, posters, manuals, and guidebooks. These materials can be ordered online at www.ncdot.gov/bikeped/safetyeducation/materials, by phone (919) 807-0777 or by fax (919) 807-0768.

POLICE-ON-BICYCLES PROGRAM

A Police-on-Bicycles Program can be extremely valuable as an educational tool for both the motorist and bicyclist. When roadway travel patterns are changed to accommodate bicyclists, motorists can be unsure and / or unknowledgeable of the right-of-way hierarchy.

This program can be short term as resident and visitor understanding increases. And this program can move from area to area as bicycle / multi-use phases are developed. This program is predominately needed in areas where a form of bicycle boulevard is proposed. Bicycle boulevards blend bicycle movement with vehicular movement, providing prioritized travel to the bicyclist.

A Police-on-Bicycles program helps phase in the implementation of bicycle boulevards by having a presence, providing an example, enhancing knowledge, creating safety, and expanding the sense of community.

SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

Established in May 2006, the National Center for Safe Routes to School assists communities in enabling and encouraging children to safely walk and bike to school. The center strives to equip Safe Routes to School programs with the knowledge and technical information to implement safe and successful strategies.

PUBLIC AWARENESS PROGRAM

Public awareness should continue as portions of the bicycle multi-use network are implemented. Both the motorists and the bicyclists need to be made aware of new roadway



conditions. New roadway conditions could include the additions of bike lanes, the establishment of bicycle boulevards, the additions of high visibility crosswalks, the addition of pedestrian signalization, and the establishment of contraflow bicycle lanes on one-way streets. This outreach can occur through the town's website, the local newspapers, and announcements at the regional cycling clubs and parks and recreation department.

BICYCLE FRIENDLY COMMUNITY PROGRAM

The League of American Bicyclists offers a Bicycle Friendly Community program, which provides incentives, hands-on assistance, and award recognition for communities that actively support bicycling. A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation.

The town should apply for this designation as the Bicycle Multi-Use Network Plan implementation progresses.

SMART CYCLING PROGRAM

The Smart Cycling program is a set of curricula for adults and children and the certified instructors that teach it. Smart Cycling classes are taught across the United States by certified League Cycling Instructors (LCI) represented by the League of American Bicyclists. The town should enlist their services as an educational program.

NATIONAL BIKE MONTH PROGRAM

May is national bike month. Program events could be sponsored by the town, including bike week and bike-to-work day. Using the publicity that abounds with this national event, the town could promote local events as well.

BICYCLE PARKING PROGRAM

The citizens / visitors survey listed events and destinations that were most frequented. The town should implement assessment and installation of bicycle parking areas for these most-frequented areas. These areas include: beach access areas, Lake Park, and the boardwalk / pavilion area.

POLICIES

BICYCLE PARKING ORDINANCE

The town should consider adoption of a bicycle parking ordinance to create a more bicycle-friendly atmosphere. Fairly simple measures can be implemented to require bicycle parking. An example of a local ordinance is described below:

Bicycle parking – Each new multifamily, commercial, or office development or major redevelopment requiring twenty-five (25) or more automobile parking spaces shall make



provisions for parking a minimum of five (5) bicycles. Each additional one hundred (100) automobile parking spaces above the twenty-five (25) minimum shall require provisions for parking an additional five (5) bicycles up to a bicycle parking system that can accommodate a maximum of twenty (20) bicycles. The bicycle parking provisions shall allow for bicyclists to secure their vehicle against theft. Bicycle parking facilities shall be provided with twenty (20) feet of the primary entrance to the facility. In the event of multiple entrances, bicycle-parking facilities shall be dispersed for easy access to the multiple entrances.

BICYCLE MULTI-USE NETWORK FUNDING

The town should consider allocating funding for bicycle multi-use phased improvements. This plan provides cost estimates for the 5-year high priority projects. The town should support these projects by providing funding in the Capital Improvements Plan, even if the phasing has to be further broken down into sections allocating funding initiates the primary implementation. Funding should be earmarked for new construction and ongoing maintenance.

BICYCLE MULTI-USE NETWORK MAINTENANCE

The town will need to include bicycle multi-use path maintenance with its street maintenance efforts. A vast majority of the network is within the town streets public right-of-ways, so this can be easily implemented. However, the network maintenance will need to occur on a more frequent interval, primarily as it pertains to debris removal. A comprehensive network maintenance schedule needs to be prepared.

BICYCLE ON BOARDWALK POLICY

The town should consider allowing bicycles on the boardwalk. The boardwalk area is listed as one of the favorite destinations for cyclists. A compromise policy to allow bicyclists on the boardwalk without affecting the safety of pedestrians could be developed.

BICYCLE CONTRAFLOW POLICY

The town should adopt a policy / ordinance to allow contraflow of bicycles on one-way streets where contraflow bike lanes are indicated with pavement markings.

BICYCLE MULTI-USE TRANSPORTATION PLAN UPDATE POLICY

The town should adopt a policy to update the Bicycle Multi-Use Transportation Plan every five years. For the document to continue to be effectively implemented, it will need to be updated. Similar to the CAMA Land Use Plan that is required to be updated every five years, this plan is a living document.

TOWN CODE

Sec. 9-84. Riding on roadways and bicycle paths.



(a) Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.

(b) Persons riding bicycles upon a roadway shall not ride more than two abreast, except on paths or parts of roadways set aside for the exclusive use of bicycles. *The town should amend this section requiring that motorists respect a 3 foot passing distance when overtaking bicyclists.*

(c) Whenever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use the path and shall not use the roadway. *The town should remove the requirement that cyclists use paths, when available, adjacent to roadway. In North Carolina, cyclists have as much right to a road as a vehicle.*

(Ord. No. 97-403, 8-12-97; Ord. No. 98-416, 1-13-98)

KEY PARTNERS

The town council will ultimately be responsible for formally adopting this plan. Through this adoption, the town's leadership is recognizing the value of the plan and their intent to pursue bicycle multi-use path improvements. In addition to improving the quality of life for the citizens of the town, this plan also provides economic benefit to the tourism industry, which is important to the town.

Adoption of this plan by town council provides support to town staff who helped prepare the plan, and to the town board which also advised on this plan prior to the town council hearing. Supporting roles for the continued implementation efforts will be required as action steps occur. The following Action Steps table will aide the town in on-going and successful plan implementation.



Bike Class by Mike Cynecki



ACTION STEPS TABLE

Task	Lead Agency	Support	Details	Phase	Page Reference
Adopt The Plan	Carolina Beach Parks And Recreation Department	Project Consultant	Council Meeting January 2011	Short-Term 2011	n/a
Adopt Bicycle Policies	Carolina Beach Planning Department	Carolina Beach Parks And Recreation Department	Adopt policies per plan recommendations	Continuous / Ongoing	Section 6 – Page 6
Create Bicycle Multi-Use Network Map In Town GIS Database	Carolina Beach GIS Department	Project Consultant	Prepare plan for project phases implementation	Continuous / Ongoing	Section 6 – Page 1
Adopt Bicycle Standards	Carolina Beach Parks And Recreation Department	Carolina Beach Planning Department	Adopt town wide bicycle signage and parking rack standard details.	Spring 2011	Section 5 – Page 22, 27, & 28
Enhance Bicycle Parking At Key Destinations	Carolina Beach Parks And Recreation Department	Island Women	Field assess existing bicycle parking areas at key destinations	Spring 2011	Section 2 - Page 14
Bicycle Parking Area Funding Campaign	Island Women	Carolina Beach Parks And Recreation Department	Obtain local and / or grant funding	Spring 2011	Section 7



Task	Lead Agency	Support	Details	Phase	Page Reference
Create High Priority Short Term Projects Implementation Schedule	Carolina Beach Parks And Recreation Department	Town Manager	Include in CIP	Short-Term Summer 2011 / Ongoing	Section 4 – Page 10
Seek Funding Opportunities Per Schedule Above	Carolina Beach Parks And Recreation Department	Island Women, Project Consultant	Submit funding applications	Short-Term Fall 2011 / On-Going	Section 7
Launch Programs As New Project Phases Are Built	Carolina Beach Parks And Recreation Department	Other Town Departments	Expand educational, safety, public awareness, and community programs	Short-Term Spring 2012 / On-Going	Section 6 – Page 2
Establish Bicycle Multi-Use Path Maintenance Schedule	Carolina Beach Parks And Recreation Department	Operations Department, Environmental Division	Debris removal and repair, acquire equipment as necessary	Continuous / On-Going	Section 6 – Page 6
Produce A Bicycle Map	Carolina Beach GIS Department	Carolina Beach Parks And Recreation Department	Prepare bicycle map that allows updates as project phases occur	Mid-Term (2013)	Section 6 – Page 1
Reassess Project Priorities	Carolina Beach Parks And Recreation Department	Town Manager	Reconfirm phasing plan meets town objectives	Long-Term (2014)	Section 4 – Page 3



Task	Lead Agency	Support	Details	Phase	Page Reference
Update Bicycle Multi-Use Transportation Plan	Carolina Beach Parks And Recreation Department	Town Manager, Other Town Departments, And Project Consultant	Prepare a new bicycle multi-use transportation plan every 5 years	Long-Term (2016) / On-Going	Section 6 – Page 7

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

**RESOLUTION ADOPTING THE MULTI-USE TRANSPORTATION PLAN FOR THE TOWN OF
CAROLINA BEACH**

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, in 2009 the Town of Carolina Beach was awarded a grant from the North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the purpose of the grant initiative is to encourage towns to develop comprehensive bicycle multi-use transportation plans; and

WHEREAS, this grant program was administered through NCDOT's Division of Bicycle and Pedestrian Transportation; and

WHEREAS, the purpose of Carolina Beach Multi-use Transportation Plan is to create a mechanism and instrument that supports the vision statement: "Create a more bicycle multi-use path friendly environment and provide interconnectivity to the various town destinations; and

WHEREAS, the plan provides recommendations for 19-miles of multi-use paths in the Town of Carolina Beach.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Multi-use Transportation Plan for the Town of Carolina Beach.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 4H: RESOLUTION ADOPTING THE WILMINGTON MPO FY 2011-
2012 STRATEGIC BUSINESS PLAN

ATTACHMENTS: 2011-2012 WILMINGTON MPO STRATEGIC BUSINESS PLAN

RESOLUTION ADOPTING THE 2011-2012 WILMINGTON MPO
STRATEGIC BUSINESS PLAN



**Wilmington Urban Area
Metropolitan Planning Organization**

FY 2011-2012 Strategic Business Plan



Message from the WMPO Executive Director

To Our Stakeholders:

Transportation continues to be a hot-button issue within the Wilmington Urban Area. *Cape Fear Commutes 2035 Transportation Plan* was developed and details how these transportation needs should be addressed over the next 25 years. Strategic consideration and implementation of *Cape Fear Commutes 2035 Transportation Plan* will assist in improving mobility and safety for all modes of transportation, including: automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and walking.

This will serve as the Wilmington Metropolitan Planning Organization's first strategic business plan. It is envisioned that this strategic business plan will serve as guide in effort to implement the vision and projects included in *Cape Fear Commutes 2035 Transportation Plan* and as directed by the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee (TAC). By providing measurable goals and objectives for the Wilmington MPO, we will be able to chart our course in determining the effectiveness.

This Strategic Business Plan will serve as a guide for developing and implementing the policies, procedures and prioritization of the MPO's resources. The Strategic Business Plan will also direct and help to guide the Wilmington MPO in an effort to ensure the Wilmington MPO's resources are focused on the community's Transportation priorities.

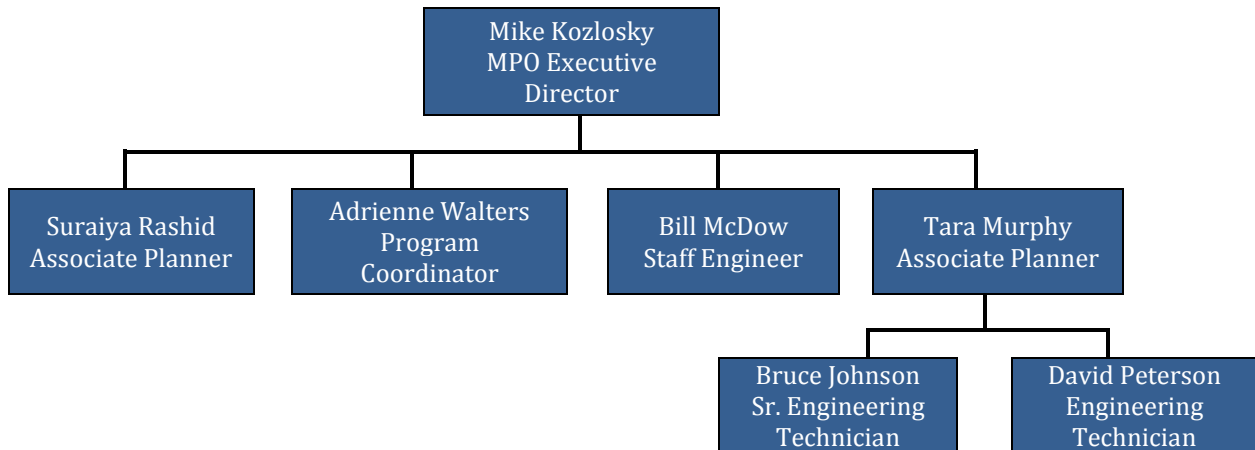
We look forward to challenges and successes to improve transportation for the citizens and visitors of the Wilmington region.

Sincerely,

Mike Kozlosky
Executive Director



A. MPO STAFF ORGANIZATIONAL CHART



B. MISSION STATEMENT:

The Wilmington MPO strategic and operational plans are guided by its mission statement:

"The mission of the Wilmington MPO is to develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members."



C. SCOPE OF RESPONSIBILITY

The Federal Aid Highway Act of 1962 required that transportation projects in urbanized areas of 50,000 or greater in population be based on a continuing, comprehensive, urban transportation planning process undertaken cooperatively by the states and local governments. In an effort to complete this transportation planning process in an effective manner, the Wilmington Metropolitan Planning Organization (MPO) was created in 1982. The Wilmington MPO is the regional transportation planning organization comprised of elected officials from each of the Wilmington Urbanized Area's local governments within the planning area boundary, the Cape Fear Public Transportation Authority and the North Carolina Department of Transportation (NCDOT). The current MPO planning area boundary encompasses 408.1 square miles.





The MPO is tasked with providing a regional, cooperative planning process that serves as the basis for the expenditure of all Federal transportation funds in the area for streets and highways, bridges, public transit, and bicycle and pedestrian paths. Under Section 134 of the Federal Highway Act of 1973, MPOs are required to prepare long-range transportation plans for the planning area with a minimum of a 20-year planning horizon. Additionally, the Wilmington MPO prepares an Annual Unified Planning Work Program, assists with the prioritization of projects for inclusion in the Transportation Improvement Program, approves changes to the Federal Aid Functional Classification network and implements the goals and objectives for the transportation planning process.

The policy direction and approval of all MPO matters are at the direction of the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee (TAC). The TAC is comprised of elected and appointed officials from the City of Wilmington (lead planning agency), Town of Wrightsville Beach, Town of Carolina Beach, Town of Kure Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, the Cape Fear Public Transportation Authority and North Carolina Department of Transportation.

D. CAPE FEAR COMMUTES

Cape Fear Commutes 2035 Transportation Plan is the adopted long-range transportation plan for the Wilmington Urban Area. This plan serves as the comprehensive transportation plan to address the region's transportation needs over the next 25 years. *Cape Fear Commutes 2035 Transportation Plan* details how these transportation needs should be addressed. The plan establishes the goals and objectives for the improvement of travel conditions within the WMPO planning area and makes specific recommendations for transportation projects and funding sources. In accordance with federal regulations, the plan is fiscally-constrained. The plan considers and provides recommendations for all modes of transportation, including automobiles, trucks, buses, trains, airplanes, ferries, bicycles, and walking.

Cape Fear Commutes 2035 Transportation Plan was developed by the Cape Fear Commutes Citizen Advisory Committee. From the beginning, the Cape Fear Commutes Citizen Advisory Committee sought to craft a new plan in an open and transparent fashion, using data and scientific analysis to drive the decision-making process. The committee began with a vision statement which stressed safety, efficiency, appropriateness, responsibility, integration and multi-modal. In order to incorporate ideas, goals and values from the community into the plan, the committee created a survey, which was completed by thousands of area residents. This survey data was used to refine the regional priorities over the next 25 years and identify specific transportation projects for study by the committee. Using



a matrix, the transportation projects were ranked based on criteria established by the committee. These criteria evolved directly from the adopted vision statement and survey data collected from the public.

Cape Fear Commutes 2035 Transportation Plan plans for a safe, efficient, appropriate, responsible, integrated, multi-modal transportation system throughout the Wilmington Urban Area over the next 25 years. The transportation system will be:

- **Safe:** *reduces injuries and improves the sense of safety for all users*
- **Efficient:** *moves the most people and goods in a cost effective manner, while using the least amount of resources*
- **Appropriate:** *contributes to the quality of life and character of the region through proper design*
- **Responsible:** *protects existing investments and limits environmental and social impacts*
- **Integrated:** *links with other transportation and land use plans as well as future infrastructure investments*
- **Multi-modal:** *provides a choice of modes for most trips*

The *Cape Fear Commutes 2035 Transportation Plan* is a multi-modal plan that addresses current and future roadway, transit, bicycle, pedestrian and other transportation needs. Projects were identified through a variety of sources, analyzed thoroughly, and ranked according to relevant and quantifiable factors.

E. STRATEGIC BUSINESS PLAN FOCUS AREAS

The Wilmington Metropolitan Planning Organization provides the transportation planning services to the members and citizens of the Wilmington MPO's planning area boundary. *Cape Fear Commutes 2035 Transportation Plan* provides general recommendation and strategies to improve and address the region's transportation needs over the next 25 years. It is the Wilmington MPO's responsibility to develop and implement the policies and recommendations of *Cape Fear Commutes 2035 Transportation Plan*. The Transportation Advisory Committee sets the direction for the implementation of these initiatives. These policies and implementation strategies are assigned by the Transportation Advisory Committee to be carried out and implemented by the Wilmington MPO. The MPO's Annual Unified Planning Work Program provides descriptions of specific programs and projects that will assist in achieving these objectives. Outlined below are the strategic goals and objectives that will be implemented in the 2011-2012 fiscal year in an effort to improve transportation within the Wilmington MPO's planning area boundary.



PERFORMANCE GOALS AND OBJECTIVES:

MODE: ROADWAY

- **Goal:** To promote roadway projects included in *Cape Fear Commutes 2035 Transportation Plan*

Objective: Promote education of *Cape Fear Commutes 2035 Transportation Plan* by presenting to the public and citizens organizations (public meetings, civic organizations, planning and technical boards, board of education, realtor and builder organizations, and other groups, such as Home builders, BASE, American Institute of Architects, etc., as listed in Appendix 2, page 3).

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	12 meeting presentations per year	3 per quarter	25%	100%

MODE: ROADWAY

- **Goal:** To ensure all new roadways and bridges within the Wilmington Urban Area include bicycle, mass transportation, and pedestrian accommodations and facilities (as per complete streets policies adopted by the WMPO and the North Carolina Board of Transportation); and that they are designed and constructed in a context sensitive manner with design speeds based on the context zones included in Appendix 10 of *Cape Fear Commutes 2035*.

Objective 1: Prepare a complete streets policy that municipalities and counties will adopt.

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	13	4 per quarter	25%.	100%

Objective 2: To ensure projects are designed in a context sensitive manner in compliance with design speeds as outlined in Appendix 10 of *Cape Fear Commutes 2035* plan.

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Projects currently in design (are reviewed 1 time per year)	Projects designed in a context sensitive manner with design speeds that meet objectives of Cape Fear Commutes 2035 plan	% of projects that incorporate context sensitive design characteristics as outlined in Appendix 10	100%

**MODE: ROADWAY**

- **Goal:** To develop a policy to preserve transportation corridors as designs for transportation projects are finalized by the North Carolina Department of Transportation and other agencies.

Objective: Prepare a policy to preserve transportation corridors for transportation projects within the MPO.

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Develop the policy within 1 year	Policy completed by CAC	Policy adopted by TAC & municipal jurisdictions in WMPO	Adopted in 1 year

MODE: MASS TRANSIT

- **Goal:** To work to support Transit Oriented Development (T.O.D.) by ensuring land use plans in all member counties and municipalities support mass transportation projects identified in Cape Fear Commutes 2035 Transportation Plan.

Objective: To develop a transit oriented development ordinance (T.O.D.), which ensures land use plans are consistent with Cape Fear Commutes 2035 Transportation Plan.

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Develop a T.O.D. ordinance that implements recommended strategies outlined in CFC 2035 Transportation Plan.	Number of municipalities that adopt the T.O.D. ordinance	T.O.D. ordinance is adopted within 1 year	50% of municipalities

**MODE: TDM/TSM**

- **Goal:** To establish a Transportation Demand Management (TDM) Program and implement recommended strategies outlined in Cape Fear Commutes 2035 Transportation Plan.

Objective 1: To establish a strategic TDM plan for the WMPO

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Develop plan within 1 year.	Develop Strategic TDM Plan	Adoption of plan by TAC & municipal jurisdictions in WMPO	Adopted within 1 year

Objective 2: To establish Park and Ride Lots for the WMPO

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	1 Park and Ride lot per year.	Designation of Park and Ride lot	Adoption of Park and Ride Lot	Implement 1 Park and Ride Lot / year

MODE: BICYCLE

- **Goal:** To support the coordination and linkage of the bicycle transportation and mass transportation systems with the Wilmington Urban Area.

Objective: To Analyze bicycle and mass transportation facilities to coordinate the usage of each mode

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Analyze deficiencies between coordinated bicycle and mass transportation facilities	Completion of analysis within 9 months	Final deficiency report	Complete within 9 months

**MODE: ROADWAY**

- **Goal:** To promote roadway projects included in the CFC 2035 Plan.

Objective: Complete and implement long range plan initiatives to promote projects in Cape Fear Commutes.

Measure	Work Load Measure:	Efficiency Measure:	Effectiveness Measure:	Target:
	Complete the comprehensive transportation analysis for Wrightsville Beach and the Leland/ Belville Collector Street Plan and Safe Routes to School Plan.	Completion of 1 transportation plan, 1 collector street plan, and 1 Safe Routes to School plan	Adoption of comprehensive plan, collector street plan and safe routes to school plan	Completion of three long range plans.

* Target is from date of adoption

E. BUDGET

Wilmington MPO		SPR		SEC. 104 (f) PL		SECTION 5303			SECTION 5307			ADDITIONAL FUNDS			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	Highway		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Transit			Local 100%	NCDOT		LOCAL	STATE	FEDERAL	TOTAL
		NCDOT 20%	FHWA 80%						Local 10%	NCDOT 10%	FTA 80%		TE 100%	DO 100%				
II-A	Surveillance of Change																	
II-A-1	Traffic Volume Counts			14,400	57,600										14,400	0	57,600	72,000
II-A-2	Vehicle Miles of Travel			50	200										50	0	200	250
II-A-3	Street System Changes			50	200										50	0	200	250
II-A-4	Traffic Accidents			600	2,400										600	0	2,400	3,000
II-A-5	Transit System Data			100	400										100	0	400	500
II-A-6	Dwelling Unit, Pop. & Emp. Change			1,000	4,000										1,000	0	4,000	5,000
II-A-7	Air Travel			50	200										50	0	200	250
II-A-8	Vehicle Occupancy Rates			50	200										50	0	200	250
II-A-9	Travel Time Studies			50	200										50	0	200	250
II-A-10	Mapping			1,600	6,400										1,600	0	6,400	8,000
II-A-11	Central Area Parking Inventory			0	0										0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory			50	200										50	0	200	250
																		0
II-B	Long Range Transp. Plan															0		0
II-B-1	Collection of Base Year Data			0	0										0	0	0	0
II-B-2	Collection of Network Data			0	0										0	0	0	0
II-B-3	Travel Model Updates			0	0										0	0	0	0
II-B-4	Travel Surveys			0	0										0	0	0	0
II-B-5	Forecast of Data to Horizon year			0	0										0	0	0	0
II-B-6	Community Goals & Objectives			500	2,000										500	0	2,000	2,500
II-B-7	Forecast of Future Travel Patterns			0	0										0	0	0	0
II-B-8	Capacity Deficiency Analysis			1,000	4,000										1,000	0	4,000	5,000
II-B-9	Highway Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-10	Transit Element of the LRTP			400	1,600										400	0	1,600	2,000
II-B-11	Bicycle & Ped. Element of the LRTP			1,000	4,000										1,000	0	4,000	5,000
II-B-12	Airport/Air Travel Element of LRTP			50	200										50	0	200	250
II-B-13	Collector Street Element of LRTP			600	2,400										600	0	2,400	3,000
II-B-14	Rail, Water or other mode of LRTP			50	200										50	0	200	250
II-B-15	Freight Movement/Mobility Planning			200	800										200	0	800	1,000
II-B-16	Financial Planning			200	800										200	0	800	1,000
II-B-17	Congestion Management Strategies			700	2,800										700	0	2,800	3,500
II-B-18	Air Qual. Planning/Conformity Anal.			0	0										0	0	0	0
III-A	Planning Work Program			200	800										200	0	800	1,000
																		0
III-B	Transp. Improvement Plan			200	800										200	0	800	1,000
																		0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															0		0
III-C-1	Title VI			100	400										100	0	400	500
III-C-2	Environmental Justice			200	800										200	0	800	1,000
III-C-3	Minority Business Enterprise			100	400										100	0	400	500
III-C-4	Planning for the Elderly & Disabled			50	200										50	0	200	250
III-C-5	Safety/Drug Control Planning			0	0										0	0	0	0
III-C-6	Public Involvement			1,200	4,800										1,200	0	4,800	6,000
III-C-7	Private Sector Participation			50	200										50	0	200	250
																		0
III-D	Incidental Plng./Project Dev.															0		0
III-D-1	Transportation Enhancement Plng.			400	1,600										400	0	1,600	2,000
III-D-2	Enviro. Analysis & Pre-TIP Plng.			50	200										50	0	200	250
III-D-3	*Special Studies			20,000	80,000										20,000	0	80,000	100,000
III-D-4	Regional or Statewide Planning			50	200										50	0	200	250
																		0
III-E	Management & Operations			20,000	80,000	5,912	5,912	47,296							25,912	5,912	127,296	159,120
TOTALS		0	0	66,300	265,200	5,912	5,912	47,296							72,212	5,912	312,496	390,620

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

**RESOLUTION ADOPTING THE WILMINGTON METROPOLITAN PLANNING ORGANIZATION'S
2011-2012 STRATEGIC BUSINESS PLAN**

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 NC Board of Transportation; and

WHEREAS, the Wilmington Metropolitan Planning Organization adopted *Cape Fear Commutes 2035 Transportation Plan* on December 15, 2010; and

WHEREAS, *Cape Fear Commutes 2035 Transportation Plan* serves as the fiscally constrained transportation plan that provides guidance to the Transportation Advisory Committee in their decision-making process; and

WHEREAS, the Wilmington Metropolitan Planning Organization has utilized *Cape Fear Commutes 2035 Transportation Plan* to develop the Wilmington MPO's 2011-2012 Strategic Business Plan; and

WHEREAS, the Wilmington MPO 2011-2012 Strategic Business Plan provides measurable goals and objectives that will allow the Wilmington MPO to determine its effectiveness; and

WHEREAS, the 2011-2012 Strategic Business Plan serves as a guide for developing and implementing the policies, procedures and prioritization of the Wilmington MPO's resources and will help to guide the Wilmington MPO in an effort to ensure the Wilmington MPO's resources are focused on the community's transportation priorities.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Wilmington Metropolitan Planning Organization 2011-2012 Strategic Business Plan.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 29, 2011.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

**AGENDA ITEM 5B: AMENDMENT TO THE WILMINGTON MPO BYLAWS FOR SPECIAL
MEETINGS AND EMERGENCY MEETINGS**

ATTACHMENTS: ADOPTED MPO BYLAWS

**PROPOSED AMENDMENT TO THE WILMINGTON MPO BYLAWS
FOR SPECIAL MEETINGS AND EMERGENCY MEETINGS**

**BYLAWS
WILMINGTON URBAN AREA TRANSPORTATION
ADVISORY COMMITTEE**

ARTICLE I – NAME

The name of this organization shall be the Wilmington Urban Area Transportation Advisory Committee, hereinafter referred to as the "TAC".

ARTICLE II – PURPOSE

The purposes of the TAC are outlined in the most recent "Memorandum of Understanding" approved by the appropriate local governments.

ARTICLE III – MEMBERS

Section I – Number of Qualifications: The TAC shall consist as specified in the "Memorandum of Understanding". The eligible voting member list consists of a representative from each of the appropriate boards with the City of Wilmington having two representatives.

Section II – Terms of Office: All elected representatives serving on the TAC may serve for the length of their elected terms. A member may serve successive terms.

Section III – Alternates: Each of the appropriate boards shall designate all members of their governing board who are not members of the TAC as alternate members of the TAC. In the event that a member is unable to attend, that member or the chief elected officer of that jurisdiction will designate an alternate to attend and participate in the member's absence. That alternate member may serve as a full voting member during any meeting where one of that board's representatives is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE IV – OFFICERS

Section I – Officers Defined: The TAC shall, upon majority vote of its membership, appoint one voting member of the Committee to act as Chairman and one voting member to act as Vice-Chairman. A member of the staff of the City of Wilmington Development Services Department will serve as Secretary to the Committee.

Section II – Duties: The Chairman shall call and preside at meetings and appoint committees. In absence of the Chairman, the Vice-Chairman shall preside and complete all duties of the Chairman.

Section III – Elections: The Chairman and Vice-Chairman shall be elected annually by the voting members of the TAC, with their terms to begin at that meeting. In the event that there is no Chairman or Vice-Chairman, the TCC Chairman shall preside until a Chairman and Vice-Chairman are elected. The Chairman and Vice-Chairman shall serve for a period of one (1) year from their election and may be re-elected.

ARTICLE V - MEETINGS

Section I – Meetings: Regular schedules will be adopted by the TAC at the first meeting of the calendar year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify TAC members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

Section II – Quorums and Majority Vote: A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the TAC, plus as many additional members as may be required to ensure that 51% of the possible votes are present.

Section III – Attendance: Each member shall be expected to attend each scheduled meeting.

ARTICLE VI – VOTING PROCEDURES

Section I – Majority Votes: Any member may call for a vote on any issue provided that it is seconded and within the purposes set forth in the "Memorandum of Understanding." Each voting member of the TAC shall have one vote, and a majority vote of those present and voting shall constitute approval of any motion, provided a quorum exists. Abstentions are not included in the tally of the votes. Proxy and absentee voting are not permitted.

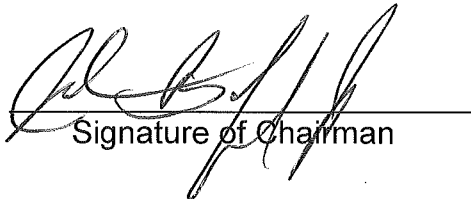
Section II – Agenda: The agenda is the list of items suggested for discussion at a TAC meeting. Agenda items originate as a carry-over from previous meetings, are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the "Memorandum of Understanding," or by the request of a member of the Technical Coordinating Committee (TCC). TCC and TAC members may submit an item(s) to their respective TCC and TAC agendas. In order for a Board member to submit an item(s) to the TCC or TAC, the item(s) must be submitted no later than 5:00 p.m.

the first business day of the calendar month in which the item is requested to be considered. The item must include all pertinent background materials (resolution, maps, etc.). An item may also be placed on the agenda for consideration at the end of the meeting by a majority vote of the voting members present.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the TAC shall require the affirmative vote of at least two-thirds (2/3) of the eligible voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the item is to be considered and provided that such amendment does not conflict with the letter or the fundamental intent of the "Memorandum of Understanding" governing this document. In the event of any conflict, the "Memorandum of Understanding" shall carry precedence over these Bylaws.

Date Adopted 4/20/11


Signature of Chairman



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 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

Amendment to the Wilmington MPO Bylaws for Special Meeting Rules/Procedures

Section I – Meetings: Regular schedules will be adopted by the TAC at the first meeting of the calendar year. If there is insufficient reason for a regularly scheduled meeting, as determined by the Chairman, the Secretary will notify TAC members of the meeting's cancellation. Meetings shall be conducted under parliamentary procedures consistent with Robert's Rules of Order.

Special Meetings – *The Chairman or a majority of board members may at any time call a special meeting of the Committee by signing a notice stating the time and place of the meeting and the subjects to be discussed. The person or persons calling the meeting shall cause the notice to be posted at City Hall in downtown Wilmington or the door of the regular meeting place at least forty-eight hours before the meeting. In addition, the notice shall be e-mailed or mailed to individuals and news organizations. Only items of business specified in the notice may be transacted at a special meeting.*

Emergency Meetings – *If a special meeting is called to deal with an unexpected circumstance requiring immediate consideration, the notice requirements of this rule do not apply. However, the person or persons calling an emergency meeting shall take responsible action to inform the other board members and the public of the meeting. Local news organizations having requested notice of the special meetings shall be notified of such emergency meetings by the same method used to notify the board members. Only business connected to the emergency may be discussed at this meeting.*

**New Proposed Special and Emergency Meeting Language*



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6A: CITY OF WILMINGTON/WILMINGTON MPO

ATTACHMENTS: CITY OF WILMINGTON/WILMINGTON MPO PROJECT UPDATE

STATUS REPORT
WILMINGTON MPO/CITY OF WILMINGTON
June 2011

WILMINGTON BYPASS (No significant change)

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. The Wilmington Bypass “Section B” is funded from FY 2013 through 2020. All of the municipalities and counties within the Wilmington MPO adopted resolutions encouraging NCDOT to explore funding options to accelerate the “B” section of the Wilmington Bypass.

Next Steps: NCDOT announced the acceleration of the Bypass and a new expected completion date of 2018.

ARTERIAL SIGNAL RETIMING (No significant change)

Project Description/Scope: Per NCDOT agreement all signals in the system must have timing evaluated on an 18 month cycle.

Current Status: All existing signal timing plans verified and updated. Final migration of back-up time of day programming is nearing completion.

Next Steps:

Begin GPS timing evaluation runs on existing timing plans to establish baseline performance. Identify critical signals and begin timing plan development.

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN (No significant change)

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area.

Current Status: The MPO’s Transportation Advisory Committee adopted *Cape Fear Commutes 2035 Transportation Plan* on December 15th. All municipalities and counties have formally adopted the plan.

Next Steps: The Wilmington MPO is utilizing *Cape Fear Commutes 2035 Transportation Plan* to develop the first strategic business plan for the Wilmington MPO, expected to be complete in July.

CAPE FEAR SKYWAY (No significant change)

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road.

Current Status: The NHC Board of Commissioners, Brunswick County Board of Commissioners and Wilmington City Council passed resolutions supporting the preservation of the potential northern route and directed staff to work with the MPO to file a map for the potential northern alignment. On November 18th, the Town of Leland voted to decline to approve a transportation official corridor map for the Cape Fear Skyway within the Town of Leland. The North Carolina Turnpike Authority (NCTA) held a public workshop on March 22nd in Brunswick County and March 24th in New Hanover County.

Next Steps: The NCTA continues to work through the environmental review process.

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction.

Current Status: The Steering Committee met on April 5th to discuss the plan and street cross-sections. **The DRAFT collector street map plan was received on June 3rd.**

Next Steps: Hold a Public Workshop in July.

MARKET STREET CORRIDOR PLAN

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line.

Current Status: The MPO presented the corridor plan to the County Commissioners in February and City Council in February/March. The City and County have expressed concern regarding the number of participants in the study process. **Staff held additional public presentations on at the HR Training Center at the New Hanover County Government Complex on May 9th and Ogden Elementary School on May 10th for the Market Street Corridor Plan.** Staff utilized public outreach methods that included mailing over 6,000 post-card notifications, reverse 911 (dialogics), hand-delivered flyers, a press release, websites and variable message boards for the public presentation. A total of 115 citizens attended the public presentations. Staff plans to present the Market Street Corridor Plan to the County Commissioners on June 20th and City Council on June 21st.

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

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

NCDOT hired Moffit & Nichol Associates and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. NCDOT is continuing the development of the EA. The work group has decided to separate the environmental documents for the rail and public transportation elements. The EA for the public transportation element is expected to be completed by the end of the calendar year. NCDOT is pursuing securing an option on the U-Haul property until completion of the EA.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM – PINE VALLEY EAST

Project Description/Scope: Construction of long-term neighborhood traffic management in the Pine Valley East neighborhood.

Current Status: Barnhill Construction Company began construction in Pine Valley East on March 16th. Construction has been completed at 6 intersections. **The re-design of the improvements at Brookshire Lane and Nottingham Lane has been completed. The revised construction surveying and staking for this intersection has been completed.**

Next Steps: The project is expected to be completed by the end of July.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, a transportation bond referendum was approved that included \$5 million in improvements to the North 3rd Street corridor.

Current Status: The City has received the 100% final design plans and the 100% opinion of probable costs. **The City held the bid opening on May 19th and the low bidder was Sealand Contractors. The City awarded the contract to Sealand Contractors on June 7th.**

Next Steps: Construction beginning on the project in July. Project completion is expected in August 2012.

SAFELIGHT (No significant change)

Current Status: All sites have been upgraded and are fully operational. Below are excerpts from system generated reports to show the staff and system performance for 3/1-3/31. Please note, at the date of update 4/14/11 three traffic crashes were recorded at Safelight locations. Two involved vehicle rollover. In the second case, the evidence from the SafeLight violation was critical in assigning fault in the incident.

Review and Approval

Violations Reviewed # of Violations	Violations Approved # of Accepted	Violations Rejected # of Rejected	% Approved	Hours Logged On
2,254	1,754	500	77.82	60.838

System Performance

	Total Events	Violation Event Rejections	Non- Violations	Non- Controllable Rejections	Controllable Rejections	Violations Still In Workflow	Total Citations Issued	Issuance	Total Rejection Percentag	Controllable Rejection Percentage
Totals:	6,727	4,710	1,997	2,666	47	139	1,878	97.56%	70.02%	0.70%

Next Step: Continue to Monitor SB 187. Provide information as needed to policy makers to render best decision.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION - 08TS10

Current Status: All traffic signals designed with the signal system are on line. Fiber work for signal communications is complete. During field investigation to bring Cavalier camera on-line substandard work from a previous NCDOT project was discovered. Project as-constructed plans are not correct. City comments on proposed contract for Central Software upgrade forwarded to vendor.

Next Steps: Complete hookup of Eastwood at Cavalier camera, request power from PE. Complete Centracs contract negotiations.

US 17/NC 210 CORRIDOR STUDY

Current Status: The Wilmington MPO is completing the US 17/NC 210 Corridor Study in Pender County. The project limits are on US 17 from Washington Acres to Sloop Point Road and on NC 210 from US 17 to Island Creek. The purpose of the study is to improve mobility and safety along these corridors.

Next Steps: The MPO will release the Draft report in mid-July.



**WILMINGTON URBAN AREA
Metropolitan Planning Organization**

AGENDA ITEM 6C: NCDOT PROJECT UPDATE

ATTACHMENTS: NCDOT PROJECT UPDATE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 10, 2011

TIP Projects:

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.

Completion Date August 2011

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 August 2011

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

Estimated Contract Completion Date December 2011

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

Estimated Contract Completion Date July 1, 2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:

April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date Summer 2011

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.
Start Date May 2014

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.
Right of Way 2020

R-3601 US 17/74/76: Widening across the “causeway”, between Leland and Wilmington.
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

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway on new location from NC 211 to NC 87.
Let Date of February 2013

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road from NC 211 to US 17 Bypass.
Right of Way 2016
Construction 2019

R-2633 B: Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.
R-2633 BA construct structures and rough grading from US 74/76 to SR 1430 (Cedar Hill Road). Let Date September 2013
R-2633 BB construct structure over Cape Fear River and rough grade the approaches. Let Date September 2013
R-2633 BA & BB to be let together
R-2633 BC scope is to pave the entire length from US 74/76 to US 421.
Let Date 2016

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road). Public Info. Mtg. April/May 2011
Let in 2019

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).
Let in 2015

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.

Right of Way 2014

U-5300: NC 132 (College Road) from SR 1272 (New Center Drive) to SR 2048 (Gordon Road) widen to multi-lanes.

Resurfacing Projects:

Brunswick County contract:

SR 1500 (Midway Road) widen, mill & resurface from NC 211 to US 17 Business.

SR 1401 (Galloway Road) widen, mill & resurface from US 17 Business to US 17 Bypass

Estimated Contract Completion Date August 2011

Brunswick, New Hanover & Pender contract:

NC 904 milling & resurfacing from NC 179 to East/West Second Street at Ocean Isle Beach

SR 1331 (Mill Branch Rd) resurfacing from NC 130 to SR 1335 (Big Neck Rd)

SR 1143 (Brick Landing Rd) resurfacing from NC 179 to end of system

US 17 Business (Market Street) milling & resurfacing from 0.206 miles south of SR 2251 (Barclay Hills Drive) at CSX RR tracks to 0.223 miles north of US 74 (MLK Parkway) intersection at the end of the curb & gutter

US 17/US 421 milling & resurfacing from 0.091 miles south of US 74/NC 133 intersection at new pavement joint to 0.208 miles north of I-140 overpass at "new" pavement joint

Wilmington Bypass leveling courses, at various locations: @ bridge approaches, @ CSX RR fly-over, & @ low areas around interchange of US 17 and US 17 Bus.

SR 1175 (Kerr Ave.) resurfacing from NC 132 to 0.14 mile south of Randall Pkwy

SR 1402 (Edgewater Club Rd) resurfacing from SR 1491 (Porter's Neck Rd) to end of system

SR 2127 (Judges Rd) resurfacing from US 17 Bus. to SR 2213 (Albemarle Rd)

SR 2219 (Green Meadows Rd) resurfacing from US 117 Bus. to SR 2281 (Spicewood St)

SR 1002 (Holly Shelter Rd) mill patch from US 117 to Pender Co. line

US 117 resurfacing from New Hanover County line at Northeast Cape Fear River Bridge to 0.30 mile north of NC 210

NC 53 milling & resurfacing from 0.53 miles west of SR 1400 (North/South Smith Street) to 0.03 miles east of US 117 Business in Burgaw

Estimated Contract Completion Date November 18, 2011

If you have any questions, please contact Mr. Patrick Riddle: priddle@ncdot.gov