



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
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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: May 11, 2012
SUBJECT: May 16, 2012 meeting

A meeting of the WMPO Technical Coordinating Committee will be held on Wednesday, May 16th 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. 4/11/12
- 3) Presentation
 - a. NCDOT Merger Process, Rob Hanson, NCDOT
 - b. FHWA- Transportation Management Areas, Jill Stark, FHWA
- 4) New Business
 - a. Opening of the 30-day Public Comment Period for the STIP/MTIP Amendments
 - b. Resolution Adopting the Section 5303 Agreement between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO
 - c. Resolution Adopting the Town of Leland Street Infill Map
 - d. Resolution Supporting the Adopt-A-Trail Grant Application
 - e. Resolution Supporting the Blue Cross/Blue Shield Grant Application for the Town of Navassa
 - f. Resolution Adopting the Gary Shell Cross-City Trail Master Plan
- 5) Discussion
 - a. Wilmington MPO Boundary Expansion
- 6) Updates
 - a. City of Wilmington/Wilmington MPO
 - b. Cape Fear Public Transportation Authority
 - c. NCDOT
- 7) Announcements
 - a. Wilmington MPO Bike/Ped meeting-May 24th
- 8) Next meeting –June 13, 2012

Attachments:

- Minutes 4/11/12 meeting
- STIP/MTIP Amendments
- 3-Party Agreement between the Wilmington MPO, City of Wilmington and Cape Fear Public Transportation Authority
- Resolution Adopting the Section 5303 Agreement between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO
- Town of Leland Infill Maps
- Resolution Adopting the Town of Leland Street Infill Map
- Resolution Supporting the Adopt-A-Trail Grant Application
- Resolution Supporting the Blue Cross/Blue Shield Grant Application for the Town of Navassa
- Gary Shell Cross-City Trail Master Plan
- Resolution Adopting the Gary Shell Cross-City Trail Master Plan
- Proposed MPO Planning Area Boundary Scenerios
- City of Wilmington/Wilmington MPO Project Update (May 2012)
- NCDOT Project Update

**Wilmington Urban Area
Technical Coordinating Committee
Meeting Notes for April 11, 2012**

Members Present:

Mike Kozlosky, City of Wilmington
Albert Eby, WAVE Transit
Robert Waring, Town of Leland
Ken Vafier, Pender County
Karyn Crichton, New Hanover County
Sean Ryan, Town of Navassa
Shane York, NCDOT
Stephanie Ayers, NC Ports
Nancy Avery, Town of Kure Beach
Karen Fussell, NCDOT
Adrienne Harrington, TDM Coordinator

1. Call to Order

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

2. Approval of Minutes

The minutes from the March 14, 2012 meeting were approved unanimously.

3. New Business

a. Resolution Adopting the 2012-2013 Unified Planning Work Program (UPWP)

Mr. Kozlosky told members the 2012-2013 UPWP includes tasks expected to be completed over the next fiscal year. The budget does include some special studies which were programmed in the current fiscal year, which include the Leland, Belville, Brunswick County Collector Street Plan, the Wrightsville Beach Comprehensive Transportation Study, the Comprehensive Greenway Plan and any other plans completed by the MPO. Those projects were funded in the current year; however, based on our anticipated expenditures, we de-obligated funding in the current year and have put funding into the upcoming fiscal year to complete those studies. This also includes the funding we anticipate receiving from NCDOT for Section 5303.

Ms. Ayers made the motion to support adoption of the 2012-2013 Unified Planning Work Program and forward to the TAC for consideration. Mr. York seconded the motion and it carried unanimously.

b. Resolution Adopting the Public Transportation MTIP/STIP Amendment

Mr. Kozlosky told members the amendments include the replacement of the LTVs, funding for routine capital, as well as some additional funding for the operations facility that is planned off Division Drive. The required 30-day public comment period has ended and no comments were received. The resolution will be support the amendment of the 2012-2018 State Metropolitan Transportation Improvement Program to fund these public transportation related initiatives.

Mr. Vafier made the motion to support adoption of the MTIP/STIP Amendment for Public Transportation and forward to the TAC for consideration. Ms. Ayers seconded the motion and it carried unanimously.

c. Resolution Requesting NCDOT further evaluate the E-H-1 Potential Alignment for the Hampstead Bypass

Mr. Kozlosky told members NCDOT received a request from a property owner to evaluate a change to the E-H Alignment for the Hampstead Bypass. TAC Vice-chair Lambert requested that the resolution be placed on the agenda for the next TAC meeting.

Mr. Kozlosky stated that NCDOT completed a GIS screening of the proposed new alignment (E-H-1) and determined that it will result in greater impacts to the natural environment, including wetlands, 100-year flood plain, protected species and impaired streams. The E-H-1 alignment will also require a slightly greater amount of property. He told members that if the Merger Team agrees to reopen consideration of this new alignment, it will delay the Military Cutoff Road extension project for two years. The Military Cutoff Road extension project and the Hampstead Bypass projects are being completed under one Environmental Document. The purpose and need for the project is to improve the level of service on Market Street and US 17 within the study area. The Military Cutoff Road extension project is currently identified for funding for right-of-way acquisition in 2014 and 2015, and construction in 2017, 2018 and 2019. The funding associated with the Hampstead Bypass for right-of-way acquisition is in 2017.

Mr. Kozlosky told members that the Department is at a point in the merger process where the environmental agencies have agreed on the study alternatives. They are approaching the point when they will determine the least environmental damaging practical alternative. To go back now and reopen alignment studies will take the project back to Concurrence Point 2 and it would also take concurrence from the environmental agencies.

Mr. Kozlosky said that because this would delay the Military Cutoff Road extension project and the Hampstead Bypass project for 2 or more years, the Department has asked that the MPO make the decision to evaluate the E-H-1 alignment.

Mr. York noted that the key issue here is the red-cockaded woodpecker foraging grounds. The E-H-1 alignment impacts 35 acres of foraging area and that alone will probably eliminate it as a possible alignment.

Mr. Vafier told members that Pender County does not support the resolution based on the increased impacts to the environment. In addition to that, these two projects have been prioritized in the top-5 in the last two prioritization cycles.

Ms. Ayers stated that she had reviewed the E-H-1 alignment information and could not see any advantages. She asked if the project could possibly lose funding if delayed 2 year. Mr. Kozlosky said that was a potential outcome.

Mr. Bennett told members he did not see any benefits with the new alignment. He made the motion to not support the request to evaluate the E-H-1 Potential Alignment for the Hampstead Bypass. Ms Ayers seconded the motion and it carried unanimously.

d. Resolution Supporting the Naming of US 17 as the "The Colonial Highway"

Mr. Kozlosky told members the TAC heard a presentation from Mr. William Holt with the Colonial Highway and Revolutionary Trail Organization. The group, in cooperation with a number of historical and cultural resources on or in the vicinity of US 17 are working to enhance the of Colonial Revolutionary history along the US 17 corridor in North Carolina. The US 17 corridor in South Carolina and Virginia are acknowledged for their historical and cultural resources and completion of the US 17 corridor north and south across North Carolina will help to improve historical tourism and acknowledge these cultural resources. The TAC requested that staff bring a resolution back to the board at their next meeting for consideration.

Mr. Vafier told members there are currently two other efforts under way through the US Highway 17 Association in naming the US 17 corridor. The Golden Leaf organization is seeking national heritage status for the corridor and if it's successful, they could provide funds to market the designated corridor area and promoting tourism destinations. The other effort is an economic impact study for the corridor through the Highway 17 Association. Mr. Vafier asked if we should delay supporting the efforts by the Colonial Highway and Revolutionary Trail Organization to name the corridor "The Colonial Highway" until these two endeavors are completed in case there is a recommendation in naming or designation the corridor by the Highway 17 Association. The studies should be completed by the end of this calendar year.

Ms. Ayers told members she is a member of the Down East RPO and US 17 runs through that region and she has not yet seen a resolution like that at DERPO. She said she has been in meetings with Marc Finlayson, who is the Executive Director of Highway 17 Association and they have been having a lot of discussions about how to best market Highway 17. She said she agrees that it would probably be best to defer this item and give the Highway 17 Association time to move forward with their efforts.

Mr. Bennett made the motion to recommend tabling the resolution until the US Highway 17 Association and the RPOs and MPOs along the corridor have completed their studies and make their recommendations for the corridor. Mr. Vafier seconded the motion and it carried unanimously.

4. Updates

Project updates for the Wilmington MPO/City of Wilmington, Cape Fear Public Transportation Authority and NCDOT are included in the agenda packet.

5. Announcements

6. Adjournment

With no further items, the meeting was adjourned at 10:35am.

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**

HIGHWAY PROGRAM

STIP ADDITIONS

STATEWIDE

* K-5500A	COASTAL REGION REST AREA RENOVATIONS.	construction	FY13	\$426,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$426,000	
	<u>ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u>				

* K-5500B	PIEDMONT REGION REST AREA RENOVATIONS.	construction	FY13	\$458,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$458,000	
	<u>ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u>				

* K-5500C	MOUNTAIN REGION REST AREA RENOVATIONS.	construction	FY13	\$406,000	(S)
STATEWIDE	REPLACE LIGHTING WITH EFFICIENT LOW MAINTENANCE LED FIXTURES.			\$406,000	
	<u>ADD CONSTRUCTION IN FY 13 NOT PREVIOUSLY PROGRAMMED.</u>				

* M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	engineering	FY12	\$70,000	(S)
STATEWIDE			FY13	\$70,000	(S)
			FY14	\$70,000	(S)
			FY15	\$70,000	(S)
			FY16	\$70,000	(S)
			FY17	\$70,000	(S)
			FY18	\$70,000	(S)
				\$490,000	
	<u>ADD PRELIMINARY ENGINEERING IN FY 12 THROUGH FY 18.</u>				

STIP MODIFICATIONS

DIVISION 3

W-5132	US 76 (OLEANDER DRIVE), US 117/NC 132 (COLLEGE ROAD). CONSTRUCT A RIGHT TURN LANE ON US 76 WEST-BOUND ONTO US 117/NC 132.	construction	FY16	\$90,000	(HES)
NEW HANOVER				\$90,000	
	<u>DELAY CONSTRUCTION FROM FY 12 TO FY 13 TO ALLOW ADDITIONAL TIME TO ADDRESS UTILITY ISSUES.</u>				

HIGHWAY PROGRAM

STIP MODIFICATIONS

DIVISION 3

* W-5203	VARIOUS, DIVISION 3 RUMBLE STRIPS, GUARDRAIL,	right-of-way	FY12	\$50,000	(HSIP)
BRUNSWICK	SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED		FY13	\$100,000	(HSIP)
NEW HANOVER	LOCATIONS.		FY14	\$100,000	(HSIP)
DUPLIN	<u>ADD RIGHT OF WAY AND CONSTRUCTION IN FY 13</u>		FY15	\$100,000	(HSIP)
ONSLOW	<u>THROUGH FY 15 NOT PREVIOUSLY PROGRAMMED.</u>	construction	FY12	\$100,000	(HSIP)
SAMPSON			FY13	\$600,000	(HSIP)
PENDER			FY14	\$600,000	(HSIP)
			FY15	\$600,000	(HSIP)
				<u>\$2,250,000</u>	

* INDICATES FEDERAL AMENDMENT

Thursday, May 03, 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 _____, 2012 by and between the Wilmington Urban Area Metropolitan Planning Organization, City of Wilmington, and the Cape Fear Public Transportation Authority d/b/a “Wave Transit”, a North Carolina public transportation authority.

W I T N E S S E T H

WHEREAS, by joint resolution the City of Wilmington and New Hanover County established the “Cape Fear Public Transportation Authority” to provide public transportation services within the area designated as the Wilmington Urbanized Area, (hereafter referred to as “UZA”), effective July 1, 2004 in recognition of the fact that some traffic and transportation concerns of each entity are the same without regard for any jurisdictional boundary; and

WHEREAS, pursuant to, and in compliance with, 23 CFR § 450.306, the Wilmington Urban Area Metro Planning Organization, (herein and after sometimes referred to as: “MPO”), was designated as the policy body for cooperative transportation decision making in the UZA; and

WHEREAS, the City of Wilmington serves as the Lead Planning Agency for the MPO; and

WHEREAS, on December 15, 2010 the Wilmington Urban Area Metro Planning Organization, 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” which affects the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority d/b/a/ Wave Transit 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 Cape Fear Public Transportation Authority to be a designated recipient of Federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, The Federal Transit Administration, pursuant to 49 CFR § 5303, provides that 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 August 11, 2007; and

WHEREAS, the MPO is the recipient of Federal Transit Administration 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, (herein and sometimes after referred as: "Authority"), and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW THEREFORE, in consideration of the mutually beneficial covenants of agreement between the parties hereafter expressed in enumerated terms, the adequacy and sufficiency of which of hereby acknowledged by each as valuable consideration, the MPO, City of Wilmington 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, (hereafter referred to as: "MTIP"). Such cooperation includes, but is not limited to, estimating funds needed for the services recommended in the MTIP as adopted by the MPO and updated periodically. Said MTIP is in accordance with the State Transportation Improvement Program, (hereafter referred to as: "STIP") and is periodically amended to as STIP is updated.

2. **Planning.** The Authority shall be afforded opportunity for its meaningful participation in the public transportation planning and decision making process. Parties hereto shall insure that projects in the public transportation service portion of the MTIP are included in the planning process.
3. **Tasks.** The Authority agrees and covenants herein to dutifully and properly perform the program tasks it is assigned to them as evidenced by the line item allocation shown on the MPO's budget which known as the Unified Planning Work Program, ("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.** Herein Agreement shall commence on the date of its full execution by all parties and continue as long as Federal and State funding for public transportation planning are provided to the UZA.
6. **Termination.** This Agreement shall terminate as a result of the loss of Federal and/or State funding for public transportation services to the UZA. Additionally, any party to this may terminate this Agreement upon written notice to the other parties which specifies an effective date of termination. The effective date of said "Notice of Termination" shall be no earlier than thirty, ("30"), days prior to the date the notice is sent to the other parties
7. **Amendment.** No amendment to this Agreement shall be effective and legally enforceable unless said amendment is in writing and properly executed by the all parties hereto.

(This space is left intentionally blank)

IN WITNESS WHEREOF, the due execution in agreement by parties hereto
as evidenced by the hereafter affixed signatures.

CITY OF WILMINGTON

City of Wilmington has caused this Agreement to be executed
on its behalf by its Mayor as authorized at a regular meeting
held on the ____ day of _____, 2012,
attested by its Clerk and its seal to be hereto affixed.

(Seal)

City of Wilmington

By: _____
Mayor Bill Saffo

Attest: _____
Clerk Penny Spicer-Sidbury

**WILMINGTON URBAN AREA METRO
PLANNING ORGANIZATION**

Wilmington Metropolitan Planning Organization has caused this
Agreement to be executed, on its behalf by and through its
Transportation Advisory Committee by its Chairman, as
authorized at a regular meeting held on the ____ day of
_____, 2012, attested by its Secretary.

**Wilmington Metropolitan Planning Organization,
by and through its
Transportation Advisory Committee**

By: _____
Honorable Laura Padgett, Chair

Attest: _____
Secretary Mike Kozlosky

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

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 _____, 2012, attested by its Secretary
and its seal to be hereto affixed

(Seal)

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

By: _____
Chairman

Attest: _____
Secretary

NOTARY ACKNOWLEDGMENTS

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid,
certify that Penny Spicer-Sidbury came before me this day and acknowledged that she is the
Clerk of the **City of Wilmington**, and that by authority duly given and as the act of the
Organization, the foregoing instrument was signed in its name by its Mayor and attested by
himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2012.

(Seal)
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 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 _____, 2012.

(Seal)
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 _____ personally came before me this day and acknowledged that s/he 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 _____, 2012.

(Seal)
Notary Public
My Commission Expires: _____.

End Document.

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

**RESOLUTION AUTHORIZING AN AGREEMENT WITH THE CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY AND CITY OF WILMINGTON 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, the City of Wilmington serves as the Lead Planning Agency for the Wilmington MPO; and

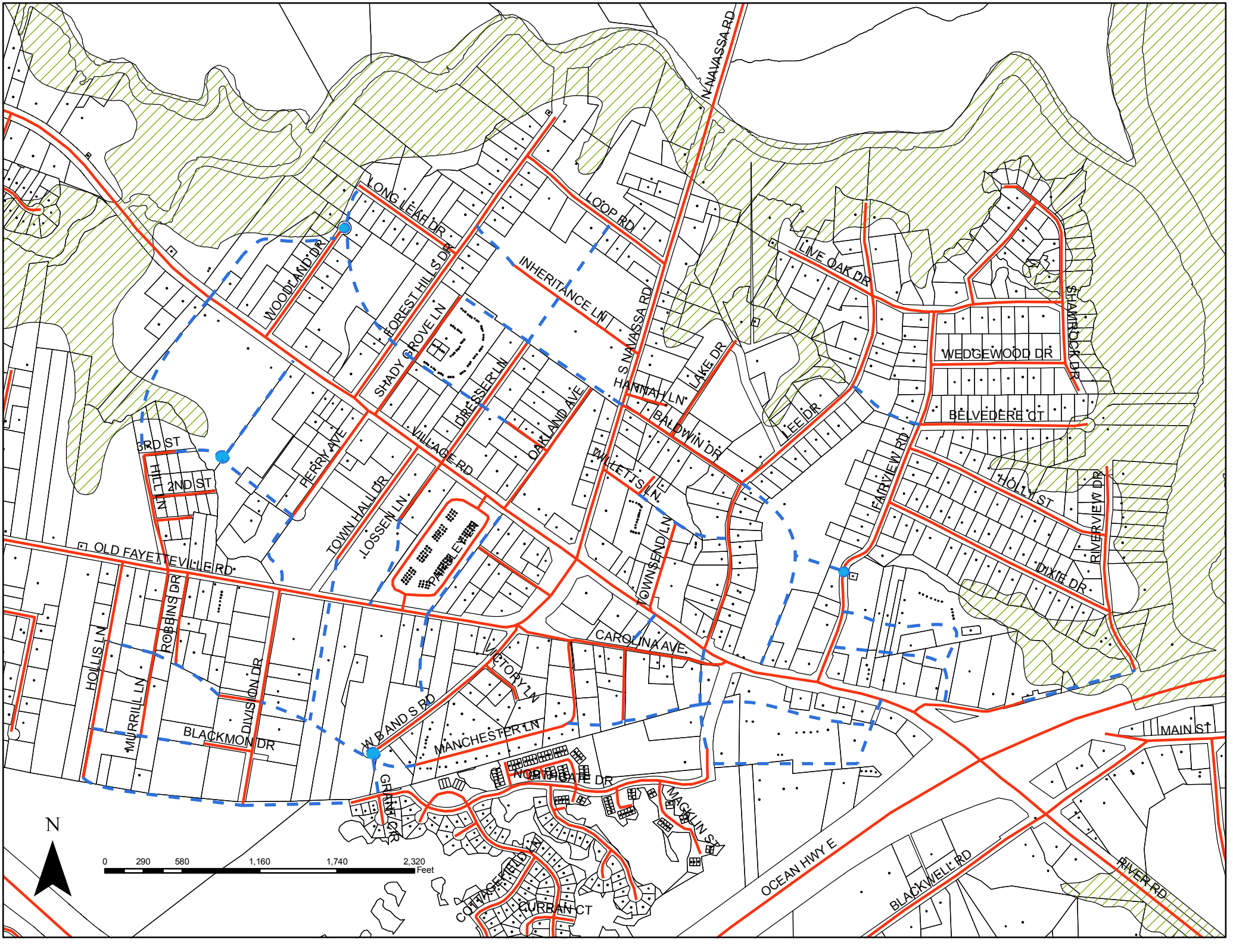
WHEREAS, 23 CFR § 4510.310 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington MPO specifying cooperative procedures for carrying out transportation planning and programming.

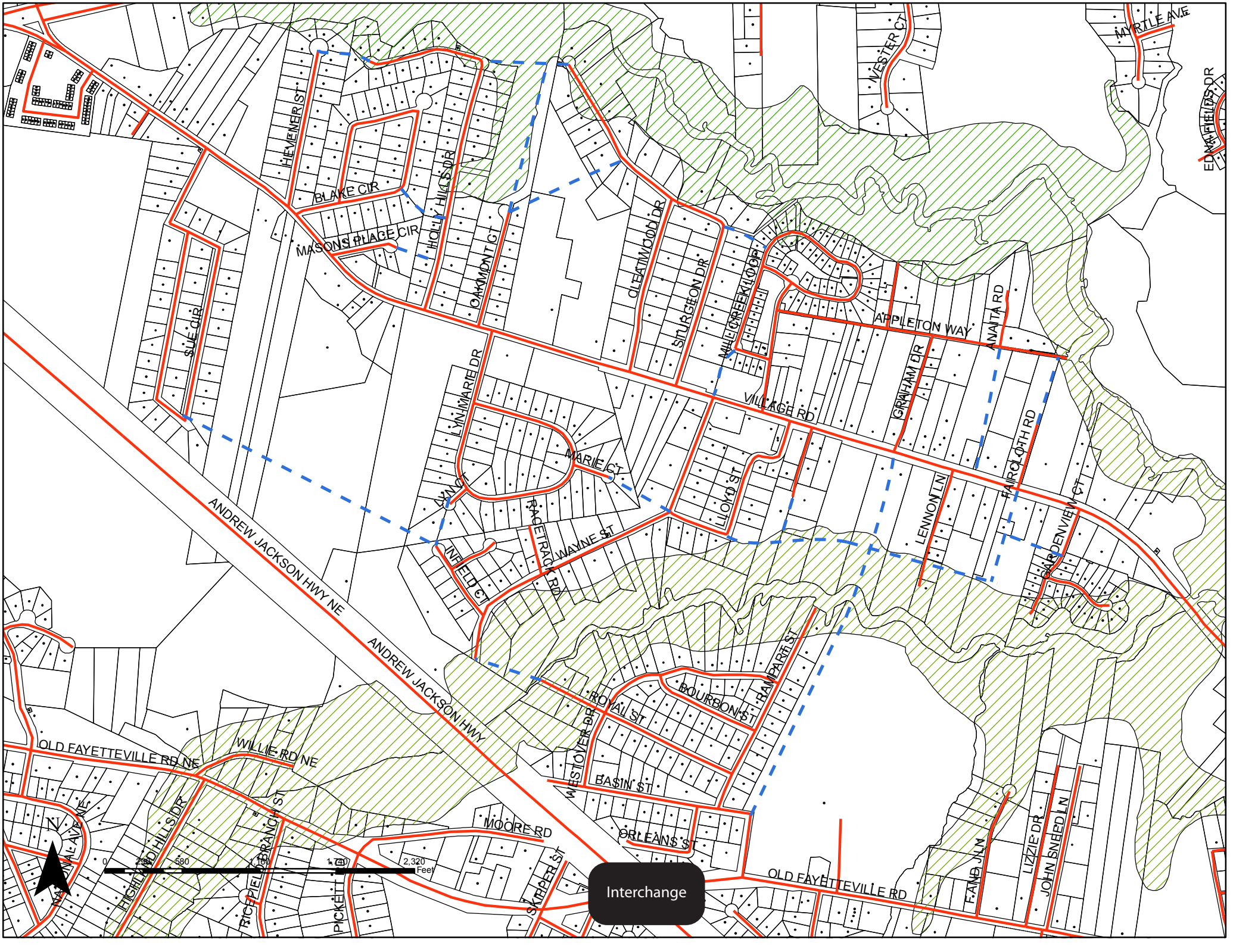
NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Transportation Advisory Committee hereby authorizes the Chairman to enter into an agreement with the Cape Fear Public Transportation Authority and City of Wilmington to provide Section 5303 funding to the Cape Fear Public Transportation 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 May 30, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary





HEVENER ST
BLAKE CIR
MASON'S PLACE CIR
SUE CIR
HOLLY HILLS DR
OAKMONT CT
CLEATWOOD DR
LISURGEON DR
MULGRECK LOOP DR
VILLAGE RD
APPLETON WAY
GRAHAM DR
ANITA RD
FAIR CLOTH RD
LENNON LN
BAR DENVIEW CT
WAYNE ST
MARIE ST
LLOYD ST
LYNN MARIE DR
INFIELD CT
FACET RD
ROYAL ST
BOURBON ST
HAMPA ST
BASIN ST
ORLEANS ST
MOORE RD
STAPLER ST
OLD FAYETTEVILLE RD
FANG JUN
LIZZIE DR
JOHN SNEED LN
MAYFIELD DR
MYRTLE AVE
WESTER CT
EDNA FIELDS DR
ANDREW JACKSON HWY NE
ANDREW JACKSON HWY
OLD FAYETTEVILLE RD NE
WILLIE RD NE
RICHFIELD BRANCH ST
PICKETT ST
HIGHTWORTH DR
SUNLARK AVE

Interchange



0 580 1160 2320 Feet

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

RESOLUTION ADOPTING THE TOWN OF LELAND'S STREET INFILL MAP

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 Town of Leland, in a effort to increase connectivity and provide additional transportation opportunities, has developed a series of maps, identified as the Street Infill Map, showing proposed connections throughout the Town of Leland; and

WHEREAS, the Leland Town Council formally adopted the Street Infill Map as part of its coordinated development strategy at a meeting held on April 19, 2012; and

WHEREAS, North Carolina General Statute § 136-66.2 requires that comprehensive transportation plans be adopted by both the municipality and the MPO in which the municipality is a member.

NOW THEREFORE, be it resolved that the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Town of Leland's Street Infill Map.

ADOPTED at a regular meeting of the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization on May 30, 2012.

Laura Padgett, Chairman
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION SUPPORTING THE ADOPT-A-TRAIL GRANT APPLICATION

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 Gary Shell Cross-City Trail is the core trail in a developing City-wide Greenway System which will make basic transportation in Wilmington a safer, more convenient option for every citizen; and

WHEREAS, the Adopt-A-Trail grant would be used to assist the City of Wilmington in developing an Emergency Action Plan on the Gary Shell Cross-City Trail by mapping and stenciling one-tenth mile markers on the trail and coordinating with New Hanover County Emergency Management /911 Communications thereby enabling trail users in the event of an emergency to call 911 and notify dispatchers of their location by identifying the closest stencil.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports a grant application to the North Carolina 2012 Adopt-A-Trail program and authorizes the Executive Director to submit the application to develop a Gary Shell Cross-City Trail Emergency Action Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 30, 2012.

Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING THE UNIVERSITY OF NORTH CAROLINA-WILMINGTON (UNCW)
OBESITY PREVENTION INITIATIVE'S SUBMITTAL OF THE PEDAL (POLICY AND
ENVIRONMENTAL DEVELOPMENT FOR ACTIVE LIVING) PROJECT FOR POLICY CHANGE,
EDUCATION, PLANNING, PROMOTION, CONSTRUCTION, AND ENCOURAGEMENT OF BICYCLE
AND PEDESTRIAN INITIATIVES IN THE WMPO PLANNING AREA**

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 Blue Cross Blue Shield of North Carolina Foundation (BCBSNC Foundation) has invested more than \$78 million into communities across North Carolina by supporting more than 570 grants and special initiatives; and

WHEREAS, the BCBSNC Foundation Healthy Active Communities initiative aims to create a North Carolina where all people have access to safe, inviting places to play and be active, as well as opportunities to access healthy food; and

WHEREAS, BCBSNC Foundation is a separate, independent, private, charitable foundation with the mission of improving health and well-being of North Carolinians; and

WHEREAS, the goal of the PEDAL project is to increase access to safe places to walk and bike through policy change, education, planning, construction, promotion, and encouragement of bicycle and pedestrian initiatives in the WMPO region; and

WHEREAS, the PEDAL project will include the adoption of Complete Streets policy, funding for Safe Routes to School programs, bicycle safety education in elementary schools and child care providers, bicycle clubs at high schools, designating businesses as Bicycle Friendly Businesses, and promoting bicycle and pedestrian safety through a safety campaign; and

WHEREAS, the PEDAL project will serve Brunswick, New Hanover and Pender counties by increasing access to safe places to walk and bike and will provide a significant benefit to the quality of life for the MPO region; and

WHEREAS, the total estimated cost is \$600,000 for the duration of three years and there is no local match.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby supports UNCW Obesity Prevention Initiative's application for the PEDAL project for the policy change, education, planning, promotion, construction, and encouragement of bicycle and pedestrian initiatives in the WMPO region.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

DRAFT



Gary Shell Cross-City Trail Master Plan

Incorporated in 1739, the City of Wilmington prides itself on providing exception quality of life services for its citizens. Wilmington is a coastal town in New Hanover County situated in southeastern North Carolina. The city is bordered by the Cape Fear River to the west and the Intracoastal Waterway to the east.

The City of Wilmington partners with its citizens to create a dynamic city characterized by a strong sense of community. It is known for its stewardship of its bountiful assets including its

- Vibrant downtown riverfront
- Distinctive neighborhoods that include a range of quality housing
- Renowned historic character
- Ample greenspace and pristine and accessible waterways
- Convenient transportation options
- Exceptional education and health care institutions
- Effective regional partnerships
- Diverse employment opportunities

The goal of the Gary Shell Cross-City Trail is to provide residents and visitors with an amenity that provides opportunities for recreational use, physical activity and alternative transportation. The Gary Shell Cross-City Trail is collaboratively planned and managed by the City's Community Services and Developments Services Departments. The mission of the Community Services Department is to provide quality of life services to the citizens of Wilmington through the building of partnerships, providing superior parks and recreation programs and facilities, providing new initiatives and creative programs so citizens can receive the benefits and rewards of neighborhood vitality, while protecting and conserving the natural resources and environmental quality of our community. The mission of the Development Service's Department is to facilitate sustainable growth, development and redevelopment while preserving the historic character and viability of our city.

Wilmington serves its citizens and visitors with 775 acres of public parks and greenways and 439 miles of sidewalks. Current outdoor recreation opportunities include walking, cycling, hiking, skating and skateboarding, golfing, motorized and non-motorized boating, fishing, swimming, basketball, baseball and softball, soccer, lacrosse, and nature interpretation. These amenities are designed to provide physiological, sociological and cultural benefits to residents, contributing to the quality of life for our community through health promotion, tourism promotion and environmental stewardship.

GARY SHELL CROSS-CITY TRAIL MASTER PLAN

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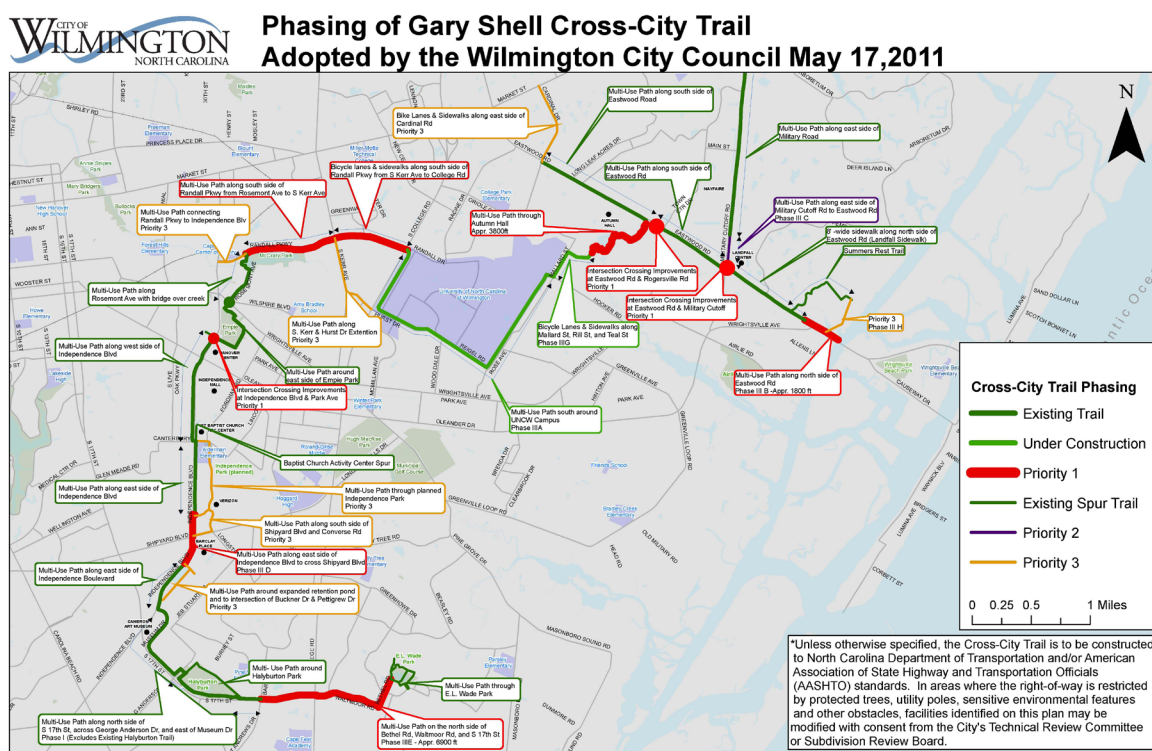
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GARY SHELL CROSS-CITY TRAIL MASTER PLAN

EXECUTIVE SUMMARY

Throughout this document, Gary Shell Cross-City Trail, GSCCT, Cross-City Trail, and CCT are used synonymously.

Upon completion, the Gary Shell Cross-City Trail will be a 15-mile, primarily off-road multi-use trail which will provide bicycle and pedestrian access to numerous recreational, cultural, and educational destinations in Wilmington. Collaborative agreements with the Cameron Company, the Trask Family, Oleander Company, Inc., the University of North Carolina-Wilmington, along with local, state and federal funds, and connections with existing or funded trail facilities will make this project possible. The Gary Shell Cross-City Trail is a core trail in a developing City-wide Greenways System which will make alternative transportation in Wilmington a safer, more convenient option for every citizen. It makes up part of the East Coast Greenway, a multi-use path that will run all the way from Maine to Florida. It also connects to the River with the Sea Bikeway.



5/18/11, WMPO

In May 2006, residents of Wilmington and New Hanover County passed a combined \$35.5 million bond referendum to expand parks, green space and cultural facilities throughout the City of Wilmington, New Hanover County and the beach towns.



Figure 1: UNCW students enjoy a run on the campus portion of the GSCCT

The goal of the Gary Shell Cross-City Trail is to provide residents and visitors with an amenity that provides opportunities for recreational use, physical activity and alternative transportation. Currently, the residents of Wilmington are underserved by means that provide access to safe, convenient and attractive off-road transportation facilities. The Cross-City Trail will expand access to established destinations and provide off-road transportation alternatives, creating new opportunities for commuting and recreational access to employment, retail, cultural, educational and recreation sites in Wilmington, improving safety, economic development, mobility and environmental benefits.

Beginning at Wade Park in the southeast quadrant of the City, the GSCCT travels in a northwesterly direction along South 17th Street and through Halyburton Park, connects to Museum

Drive, continues its northerly direction along Independence Blvd., travels through Empie Park and the Devon Park neighborhood along Rosemont Avenue connecting to Randall Parkway where the trail begins trending east. At the intersection of Randall Parkway and South College Road, the trail enters the campus of the University of North Carolina-Wilmington, exiting in the College Acres neighborhood where the trail follows Mallard Drive and Rill Road. At the terminus of Teal Street, a bicycle and pedestrian bridge provides access through the Autumn Hall development to Eastwood Road where the path remains until its completion at the Heide Trask Drawbridge at Wrightsville Beach.

The GSCCT will provide direct and indirect access to residential neighborhoods, six public parks, two elementary school, a university, art museum, three municipal interior park trails and numerous commercial nodes. Part of the trail is along the East Coast Greenway alignment and the trail intersects with the River to the Sea Bikeway.

The Gary Shell Cross-City Trail was initially designated \$1 million of Parks and Greenspace Bond Funds. Design input for the trail has been provided by the Wilmington Metropolitan Planning Organization (WMPO), in particular, the WMPO Bicycle and Pedestrian Committee. In 2009, the Gary Shell Cross-City Trail was one of six multi-use paths in North Carolina selected by the North Carolina Department of Transportation to received funds from the American Recovery and Reinvestment Act (ARRA, also known as the Stimulus Bill) which was signed into law on February 17, 2009. A second, subsequent ARRA grant was also awarded to the project for a total of \$4 million dollars.

GARY SHELL CROSS-CITY TRAIL MASTER PLAN

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The one million dollar bond project was originally conceived as a mid-city greenway project initially designed to connect two parks. The initial plan was to construct a “Preserve Trail” which would connect William D. Halyburton Memorial Park to the future City Park behind Alderman Elementary School.



Figure 2: A man uses the GSCCT adjacent to the Cameron Art Museum - one of several areas included as part of the GSCCT thanks to the generous donations of private developers

Collaborative agreements with several prominent, private land owners, the utilization of existing, funded facilities, and grant funding opportunities allowed for the conceptual expansion of the trail to the town limits of Wrightsville Beach. In 2008, the project scope expanded to a city-wide greenway due to public demand, development trends, and the cultivation private and public partnerships.

Numerous city planning documents recommend development and expansion of a city-wide network of pedestrian facilities in order to increase alternative transportation and recreational opportunities. The *South 17th Street Land Use Plan Update*, (1996) which focuses on development recommendations in the area of the city where the original trail concept is located, recommends a network of greenway and bikeway facilities. Other adopted plans identifying the need for a pedestrian and bicycle network include the *Wilmington Future Land Use Plan* (2004); *Walk Wilmington, A Comprehensive Pedestrian Plan* (2009); the *Wilmington-New Hanover County Joint Coastal Area Management Plan* (2006); the *Wilmington Parks, Recreation and Open Space Master Plan Update 2010-2015*; and *Cape Fear Commutes 2035 Transportation Plan* (2010).

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Collaborative agreements with the Cameron Company, Trask Family, Oleander Company, and UNC Wilmington allowed for the expansion of the trail from E.L. Wade Park, in the Pine Valley East neighborhood, to the town limits of Wrightsville Beach.

On June 17, 2008, following a public input period, Wilmington City Council formally adopted the alignment of the Cross-City Trail. As planning continues, the City continues to seek public input. To date, eight public workshops have been held. The adopted map is revised to accommodate modifications to the alignment. Each proposed amendment to the map is brought before City Council for approval.

The Gary Shell Cross-City Trail has been divided into phases and prioritized. Prioritization is based upon a set of criteria including public input, accessibility, connectivity, the safety of road crossings, the physical conditions of the alignments, engineering, permitting, construction and operations costs, drainage management, and easement acquisitions.

The Gary Shell Cross-City Trail is operated and maintained under the City of Wilmington's ordinances and policies. Management of the trail is overseen by the Community Services Department's Recreation and Downtown Services Division and maintained by the Parks, Landscaping and Athletics Maintenance Facilities Division. One fulltime staff person from this Division is responsible for daily maintenance and inspection of the trail facility. Additional staff and seasonal help are made available as needed. Maintenance staffing levels are provided as funding permits.

Volunteers will also be a resource in the maintenance of the facility. City staff is currently in the process of developing a process to implement an "Adopt-A Trail Program" that seeks to form a community partnership between area volunteers and the City of Wilmington. The program gives volunteers the opportunity to conserve and maintain our natural environment, promote civic responsibility and community pride and also serves to fulfill a gap in the demand for maintenance and existing operational funding. Adopt-A-Trail sponsors are made up of groups and organizations throughout the community. Each sponsor is responsible for general trail maintenance and the upkeep of their designated trail.

The Gary Shell Cross-City Trail requires initial costs comprised of acquisition, design, permitting and construction costs and ongoing costs comprised of operations and maintenance.

Trail development has and will continue to occur as funding becomes available, opportunities for project coordination with external organizations develop, and as private development projects adjacent to the trail corridor coincide with planning.

The cost to develop each segment can vary widely based upon certain variables including land acquisition or easement costs, the geography the segment will traverse, drainage patterns, the number and type of permits required, the number and type of traffic devices required, signage, amenities and landscaping requirements.

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The cost to complete the GSCCT is estimated at nearly \$8 million dollars. Over six million dollars have been expended or allocated to date. A combination of federal, state, local and private funds has been allocated to the project. Municipal funds have accounted for 30.5 % of the total cost of the project to date. Annual operating costs which include labor and materials, is estimated at \$40,000 annually.



Figure 3: A City of Wilmington Parks Employee works on maintaining the GSCCT

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The Gary Shell Cross-City Trail will be a 15-mile, multi-use trail which will provide bicycle and pedestrian access to numerous recreational, cultural, and educational destinations in Wilmington. It will fill a need in Wilmington for safer, more accessible and attractive transportation and recreation alternatives.

Collaborative agreements with the Cameron Company, the Trask Family, Oleander Company, Inc., and UNC-Wilmington, along with local, state and federal funds, and connections with existing or funded trail facilities will make this project possible.

The GSCCT is a core trail in a developing City-wide greenway system which will make alternative transportation and recreation in Wilmington a safer, more convenient option for every citizen. It will also make up part of the East Coast Greenway, a multi-use path that will run all the way from Maine to Florida and will function like an “urban Appalachian Trail”. It intersects with the River to the Sea Bike Route (WMPO Bicycle Route 1) which is an 11-mile bicycle route that follows the Historic Beach Car Line, which carried vacationers from downtown Wilmington to Wrightsville Beach by trolley. The bikeway is comprised of neighborhood residential streets, off-road multi-use paths, and a few arterial roadways. Benefits of the trail include expanding commuting and recreational access to vital employment, retail, and recreational sites in Wilmington, providing safety, economic development, mobility and environmental benefits. It has the potential to reduce congestion and increase traffic efficiency.

Figure 4: Cyclists using the Eastwood Road section of the GSCCT as a means of transportation



The City of Wilmington prides itself on providing exceptional quality of life services for its citizens. Wilmington partners with its citizens to create a dynamic city characterized by a strong sense of community. To facilitate this vision, the Wilmington City Council has developed six focus areas which determine service prioritization.

These focus areas are:

- Diverse and Thriving Economy
- Welcoming Neighborhoods and Public Spaces
- Efficient Transportation Systems
- Safe Community
- Civic Partnerships
- Sustainability and Adaptability

The mission of the Community Services Department is to provide quality of life services to the citizens of Wilmington through the building of partnerships, providing superior parks and recreation programs and facilities, providing new initiatives and creative programs so citizens can receive the benefits and rewards of neighborhood vitality, while protecting and conserving the natural resources and environmental quality of our community. The mission of the Development Service's Department is to facilitate sustainable growth, development and redevelopment while preserving the historic character and viability of our city.

775 acres of public area are maintained by the Community Services Division, including 531 acres of public parks, 184 acres of athletic facilities, sixteen recreation facilities, 60 acres of greenways, 24 acres of landscaped areas and traffic calming devices, 38 play units, five miles of medians and 202 miles of right-of-way.

The Development Services Department includes the Planning Division; comprised of Environmental Planning, Historic Preservation, Community Planning, and Zoning; Transportation Planning Division and Traffic Engineering Division. The WMPO is housed in the Transportation Planning Division.

The Wilmington Metropolitan Planning Organization (WMPO) also provides guidance in the development of the Gary Shell Cross-City Trail. The WMPO is the regional transportation planning agency for the lower Cape Fear region of southeastern North Carolina. The WMPO is composed of elected and appointed officials from each of the Wilmington area governments as well as the Cape Fear Public Transportation Authority and the North Carolina Board of Transportation. The WMPO facilitates a cooperative, comprehensive and continuing transportation planning process that serves as the basis for the expenditure of all federal transportation funds in the area for streets, highways, bridges, public transit, and bicycle and pedestrian facilities. In addition to commissioning a number of planning studies that have led to the support and advancement of the GSCCT, the WMPO's Bicycle and Pedestrian Committee has provided important design, safety and policy input.

Relationship to Other Plans

In 2006, voters approved a \$35.5 million dollar joint City of Wilmington-New Hanover County Parks and Greenspace Bond. One of the identified bond projects was a \$1 million mid-city greenway project initially designed to connect two parks. Due to public demand, development trends, and the cultivation of private and public partnerships, the scope of the project expanded.

The original concept for the forbearer of the GSCCT, the “Preserve Trail” was conceived to link Halyburton Park, located on S. 17th Street between Independence Blvd. and S. College Road, and the future “Alderman” Park, located on Independence Blvd. at Canterbury Road.

The South 17th Street Land Use Update Plan, adopted by Wilmington’s City Council in 1996, recommended a bicycle and pedestrian network be established in the vicinity of S. 17th Street and Independence Blvd, with Halyburton Park identified as a hub of the trail. The plan was commissioned to provide guidance for the development of the area within a “triangle” formed by the intersections of Shipyard and Independence Boulevards and South 17th Street. Among the recommendations identified in the plan:

- Special designations of space suitable for bikeways and greenways
- A network of facilities running parallel to the roadway for alternative means of transportation

Subsequently, additional plans also recommending the development of a comprehensive bicycle and pedestrian network were adopted by Wilmington City Council. *Walk Wilmington, A Comprehensive Pedestrian Plan*, adopted in 2009, was developed to meet the demands for safer and more extensive pedestrian facilities, including greenways, sidewalks, and crosswalks. The comprehensive pedestrian plan is designed to guide local, regional and state efforts to improve conditions for walking in the City of Wilmington. *Walk Wilmington* identifies and recommends the completion of the GSCCT.

The *Cape Fear Commutes 2035 Transportation Plan* is the long range transportation plan for the urbanized area of Wilmington, North Carolina. It has been prepared by the Wilmington Metropolitan Planning Organization. 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. The committee overseeing the planning document received significant input from the cycling community, including detailed input from community surveys and open houses. The plan recommends to increase the security of the transportation system for motorized and non-motorized users and to work to construct projects in several adopted plans that include the GSCCT.

Wilmington’s Park, Recreation and Open Space Plan Update 2010-2015, identifies the completion of the GSCCT as a priority. Specifically, the plan recommends the city acquire land for the completion of the CCT and other acquisitions necessary to complete a comprehensive bike, pedestrian and non-motorized vehicular transportation system in and around the City of Wilmington.

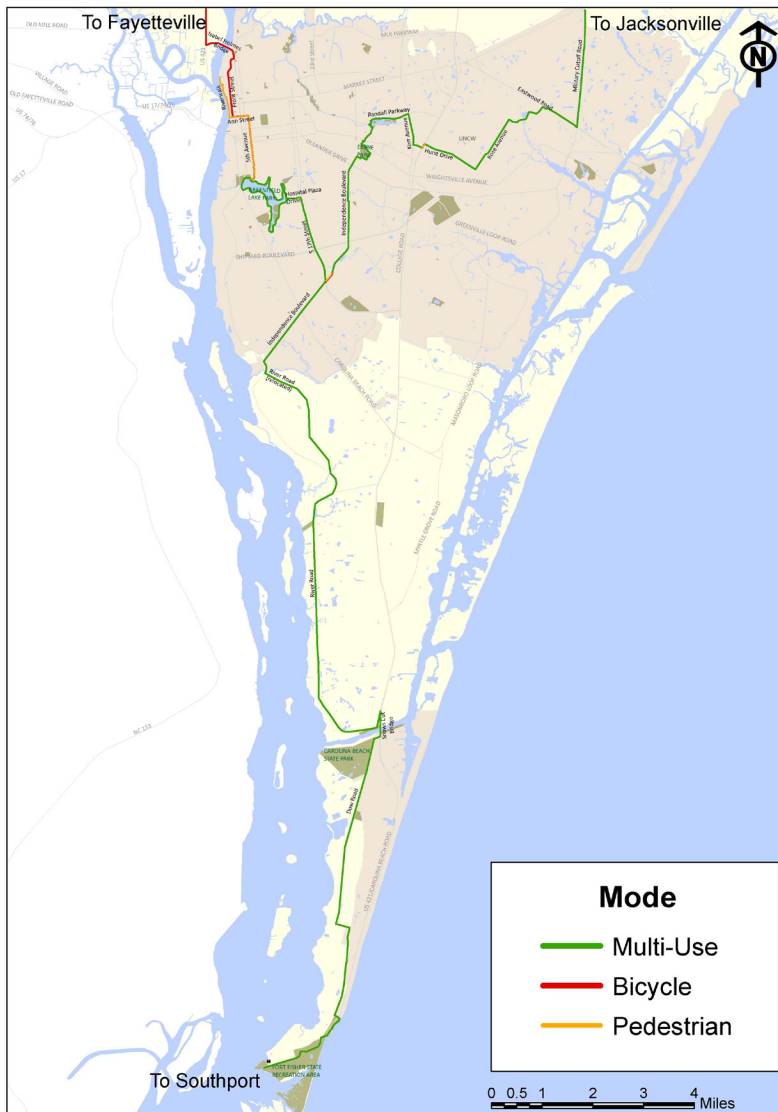
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In addition to these plans, the WMPO, City of Wilmington and New Hanover County are embarking on a Comprehensive Greenway Plan which will serve as a blueprint for future greenway development in the greater Wilmington area. The GSCCT will serve as the spine in this emerging greenway system. Planning for the undeveloped segments of the GSCCT will be included in the plan.



Proposed Future East Coast Greenway Alignment



One consideration in the planning of the GSCCT is to identify and capitalize on potential opportunities to provide connectivity to existing trails. Portions of the GSCCT are on the East Coast Greenway. The East Coast Greenway is a developing trail system, spanning nearly 3,000 miles as it winds its way between Maine and Key West, linking all the major cities of the eastern seaboard.

Another connection along the GSCCT is the River to the Sea Bikeway, (WMPO Bicycle Route 1) an 11-mile bicycle route that follows the Historic Beach Car Line, which carried vacationers from downtown Wilmington to Wrightsville Beach by trolley. The bikeway is comprised of neighborhood residential streets, off-road multi-use paths, and a few arterial roadways.

External Agency Coordination

The North Carolina Department of Transportation has been a significant partner in the planning, design and funding of the Gary Shell Cross-City Trail. NCDOT provided assistance in the development of cross-sections and intersection crossings that traverse state-maintained facilities and has issued encroachment agreements for the construction of these improvements. NCDOT has been a funding partner by providing approximately

\$685,000 for the construction of the trail along Eastwood Road and the bridge over the Bradley Creek Floodway connecting Teal Street with Autumn Hall. NCDOT also administered \$4 million dollars of American Recovery and Reinvestment Act for the construction along Independence Boulevard, through UNCW and College Acres, Road to Teal Street.

Benefits of Trails and Greenways

Greenways provide a means of preserving open space while at the same time creating a “green” infrastructure linking people to places. As recreational areas, they provide places for people to walk, jog or skate serving as vital places for people to access convenient opportunities for exercise and wellness. As transportation areas, they provide safe, convenient alternatives to motorized travel and have the potential to reduce traffic congestion. Socially, they serve to connect people and neighborhoods. The positive impacts environment can be significant. As multi-modal transportation opportunities increase, air quality improves. When placed along streams and rivers, greenways can serve as important water quality buffers.

The City of Wilmington recognizes the importance of trails and greenways and the positive impacts that these facilities may have to assist in economic development. There are many ways that trails and greenways affect the local economy including tourism, events, urban redevelopment, community improvement, health care savings, economic investment and general consumer spending. There is an increasing body of studies showing that greenways improve local economies. In many communities, greenways have proven to raise property values and increase tourism and recreation-related revenues. In a 2002 survey of recent home buyers sponsored by the National Association of Home Builders, trails ranked as the second most important community amenity out of a list of 18 choices. NCDOT’s Division of Bicycle and Pedestrian Transportation conducted a study to examine the value of public investment in bicycle facilities in the Outer Banks of North Carolina. The study concluded that bicycling activity in the northern outer banks provides an estimated \$60 million dollars of annual economic impact to the area and that bicycle facilities in the area are an important factor for many tourists in deciding to visit the region. Fifty-three percent (53%) of visitors report bicycling as a strong influence in their decision to return for subsequent visits. Forty-three percent (43%) report bicycling as an important factor in selecting the area for a vacation. It is believed that a comprehensive greenway network in Wilmington can have a similar impact.

Trail Corridor

The Gary Shell Cross-City Trail is a corridor that provides for recreational and transportation activities on linear resources. It performs a recreational-transportation function, allowing access to parks, educational, commercial and cultural destinations. It serves as a connecting or linking function and will provide the spine in a comprehensive greenway network.

In considering the alignment of the GSCCT, a number of variables are taken into account, including land acquisition or easement costs, the geography the segment will traverse, drainage patterns, the number and type of permits required, the number and type of traffic devices required, signage, amenities and landscaping requirements. Public demand, public support, financial feasibility and cultural benefits are also heavily weighed.

The adopted alignment of the GSCCT seeks to maximize on the neighborhood and commercial connectivity, maximizes recreation and social opportunities and takes into consideration cost feasibility. The Gary Shell Cross-City Trail is comprised of constructed and unconstructed segments. The segments have been prioritized. Prioritization is based upon a set of criteria including public input, accessibility, connectivity, the safety of road crossings, the physical conditions of the alignments, engineering, permitting, construction and operation costs, drainage management, and easement acquisitions.

Geographic Description

Wilmington is located in the southeastern portion of southeastern North Carolina and is the largest of four incorporated areas within New Hanover County. The City is the eighth largest in the state and is bound by the Cape Fear River on the west and the Intracoastal Waterway to the east. Wilmington covers approximately 54.3 square miles or 27.4 % of the land in New Hanover County. New Hanover County forms a peninsula bound on the east by the Atlantic Ocean and on the west by the Cape Fear River.

The topography of Wilmington is relatively flat with elevations typically around 38-40 feet above sea level or less. The low-flying, flat terrain is characterized by sandy soils covered with loblolly and long leaf pines and various species of hardwood trees. There are numerous creeks, rivers, and lakes in and around Wilmington supporting large expanses of freshwater and coastal wetlands and bottomland swamps.

The GSCCT's alignment is characterized primarily by modern suburban development traversing primarily through commercial areas, interspersed with residential neighborhoods and municipal parks.



Figure 5: Ultimately, the GSCCT will connect to multi-use paths in James E. L. Wade Park

- **Wade Park to John D. Barry Drive Segment:** This is identified as a priority one segment. Approximately 1.3 miles, the trail head will be located in Wade Park. The route is undetermined at this time. Potential designs include a multi-use path along a sewer easement and sidewalks and bike lanes along Waltmoor Road. It will also include traffic signal upgrades and crosswalk improvements at South College Road and South 17th Street. Direct connections within this segment include a park, a residential neighborhood and a commercial center.

- **John D. Barry Drive to Independence Boulevard and Ashton Drive (built):** This approximately two mile segment contains a 10' multi-use path along the north side of S. 17th Street from. Direct connections include a park, a residential neighborhood, an art museum and commercial center. An Indirect connection with an elementary school via an existing sidewalk is also provided.



Figure 6: Existing GSCCT connects to multi-use paths in Halyburton Park

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- Independence Boulevard and Ashton Drive to Independence Boulevard and Converse Drive: This is a priority one segment. It consists of approximately .44 miles of an 8' to 10' foot multi-use path along the east side of Independence and traffic signal upgrades and crosswalk improvements at Shipyard Boulevard and Independence Boulevard. It provides an indirect connection to a commercial center via existing sidewalks.
- Independence Boulevard to Park Avenue (built): This segment is approximately 1.5 miles of 10' multi-use path along Independence Boulevard. It provides a direct connection to residential neighborhoods and a commercial center and indirect connections with an elementary school and park via existing sidewalks.

Figure 7: GSCCT runs down a large portion of Independence Boulevard including adjacent to Alderman Elementary School



- Empie Park (built): This approximately 0.67 mile segment consists of a 10' multi-use path along the eastern portion of Empie Park
- Empie Park to Randall Parkway (built): This segment is approximately .5 miles consists of a multi-use path along Rosemont Avenue through the Devon Park neighborhood and a bridge across Randall Pond. It provides a direct connection to a residential neighborhood and a business center.
- Randall Parkway at Brailsford Drive to the intersection of Randall Parkway and South College Road: This segment is a priority one segment. It will consist of a combination of 10' multi-use path and sidewalks and bike lanes and is approximately one mile. It will directly connect an apartment complex, several residences and businesses and a university. This project will be built as part of the Randall Parkway Roadway Widening Project.
- Randall Parkway at Brailsford Drive to the intersection of Randall Parkway and Independence Boulevard. This is a priority three segment. It will consist of 1,300 linear feet of a 10' multi-use path. This project will be built as part of the Randall Parkway Roadway Widening Project.



Figure 8: Users enjoy the GSCCT as it runs by Empie Park

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Figure 9: A plaque commemorates UNCW leadership for their partnership in routing the trail through campus



Figure 10: Bike lanes and sidewalks traverse through the College Acres neighborhood as part of the GSCCT

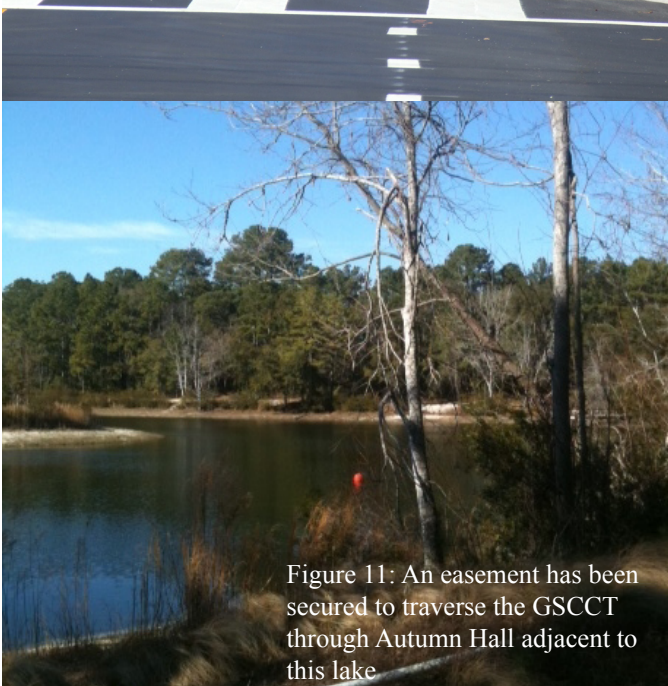


Figure 11: An easement has been secured to traverse the GSCCT through Autumn Hall adjacent to this lake

- **Kerr Avenue from Randall Parkway and Hurst Drive Extension to UNCW:** This is a priority two segment. It consists of approximately 0.9 miles of an 8' multi-use path. It will directly connect a residential neighborhood a several small commercial centers.
- **UNCW: (built)** This segment is approximately two miles and consists of a 10' multi-use path from the intersection of Randall Parkway and South College Road to Mallard Drive.
- **College Acres neighborhood: (built):** This segment consists of approximately one mile of sidewalks and bike lanes from Mallard Drive and Hooker Road, along Mallard to Rill Road, to the termination at Teal Street.
- **Bradley Creek Floodway Bridge:** This is a priority one segment. It consists of 175 linear feet of bridge and boardwalk. It will directly connect a residential neighborhood and the Autumn Hall mixed-use development.
- **Autumn Hall:** This is a priority one segment. It will consist of .67 miles of an 8' to 10' multi-use path directly connecting the College Acres neighborhood to Eastwood Road.
- **Cardinal Drive from Eastwood Road to Inland Greens Drive: (priority two)** This segment will consist of sidewalks and bike lanes on Cardinal Drive from Eastwood Road to Inland Greens Park, providing a direct connection to residential neighborhoods and a park.
- **Eastwood Road: (partially built)** This segment consists of 2.5 miles of an 8' multi-use path along Eastwood Road. Constructed portions extend south along Eastwood Road from Cardinal Drive to just west of Military Cutoff Road and a sidewalk north along Eastwood Road from Military Cutoff to Canal Drive. Unconstructed portions which are a priority one, include traffic signal upgrades and crosswalk improvements at the Eastwood Road and Rogersville Road intersection and Eastwood Road and the Eastwood Road and Military Cutoff Extension intersection, and .15 miles of multi-use path. It will provide a direct connection to several large commercial and business centers.

- Wrightsville Avenue at the Eastwood Road and Canal Street intersection: This is a priority one segment. It will consist of .15 miles of a 10' multi-use path and traffic signal upgrades and crosswalk improvements. It will directly connect several small business and commercial centers and terminate at the Heide Trask Drawbridge, the end of the jurisdictional area for the City of Wilmington.

Land Acquisition

As a general guideline, the Gary Shell Cross-City Trail is located primarily within existing right-of-way. When it is necessary to acquire easements, the City of Wilmington's philosophy is to work with land owners from a "willing seller" approach. Instances in which it may be necessary to acquire easements include:

- When there is not enough right-of-way for the new trail segment to be built in compliance with design standards
- The new trail segments may conflict with existing roadway curb limits
- In order to minimize environmental impacts
- In order to achieve connectivity, the alignment needs to be routed through developed or undeveloped parcels of private property.

An inventory of trail parcels recommended for acquisition should be developed and maintained so that the City can maintain a good relationship with the land owners and sustain communication. The "willing seller" approach means that the City engages the property owner in discussions and negotiations that allow for maximum flexibility. Terms of the easement may vary depending upon the goal of the landowner and the characteristics of the specific property. Negotiations may include the following alternatives:

- Aligning the trail to utilize portions of the property that have marginal development potential such as road frontage or land adjacent to wetlands or floodplains
- Acquiring the easement through developer negotiations that may include redevelopment incentives
- Negotiating with the landowner/developer to secure easement dedications in advance of development
- Other mitigation alternatives
- Negotiating a donated easement which normally qualifies as a charitable contribution, entitling the donor to a charitable income tax deduction for the easement's value.
- Other nonfinancial benefits include a landowner being able to leave land that's going to be open into perpetuity while still remaining in a family's ownership

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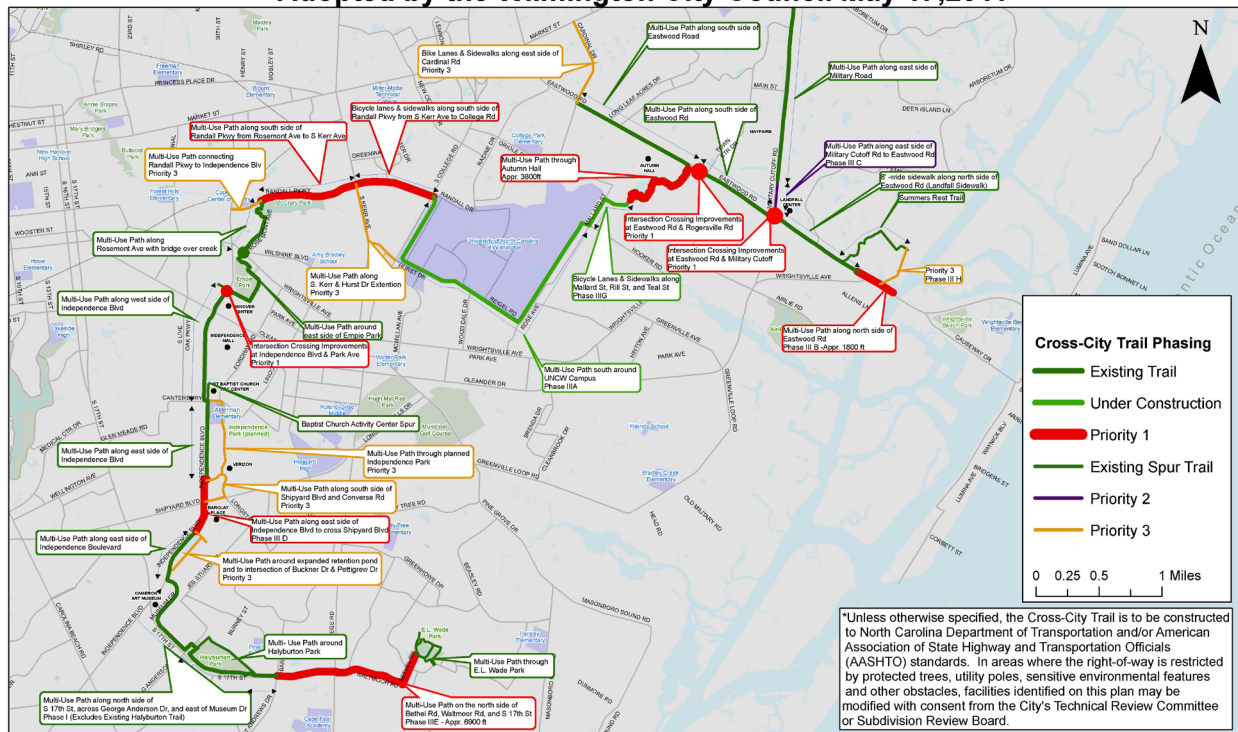
PLANNING FRAMEWORK

Implementation

The Cross-City Trail will be developed in phases. Construction of the various phases will be driven by a number of factors including available funding, public support, acquisition of land and the timing of other infrastructure improvements. Until the project is complete, gaps in the trail should be expected. In these situations, use of the existing sidewalk and/or roadway network will be necessary.



Phasing of Gary Shell Cross-City Trail Adopted by the Wilmington City Council May 17, 2011



The importance of seeking public input on the GSCCT from a variety of sources and methods cannot be understated. Information the City seeks to determine from the public includes:

- How well the community's needs for open space are being met?
- How well the community's needs for connectivity and mobility are being met?
- How well the community's needs for the number and type of bicycle and pedestrian facilities are being met?
- What priorities the community values in the alignment of the trail?
- What amenities the community values in the alignment of the trail?

A multi-tiered approach to obtaining public input is necessary in an attempt to ensure the process is comprehensive, inclusive and transparent. The City has obtained input on the GSCCT through public surveys, meetings with stakeholder groups, and public workshops.

2010 Wilmington Citizens Survey

As part of Wilmington's ongoing strategic planning process, the City periodically surveys its residents to gather information about their priorities and how they perceive the quality of city programs and services. This statistically significant survey demonstrated that residents:

- Place a high priority transportation network and park and open space improvements
- Are dissatisfied with the ease of cycling and walking within the city: respondents were the least satisfied with biking trails (38%), followed by walking trails within the city (27%) out of ten various parks and recreation aspects
- Desire walking trails and bike paths over any other recreation amenity
- Of the various service selections provided, respondents are most willing to pay for transportation network improvements.

Stakeholder Participation

To better understand residents' issues, concerns and ideas for the GSCCT, ongoing input is obtained from various stakeholder groups. In addition to discussing the future alignment of the trail, feedback is sought on policies and programs related to the trail. Key stakeholder groups for the GSCCT include the WMPO Bicycle and Pedestrian Committee, the WMPO Citizen Advisory Committee, the Wilmington Parks and Recreation Advisory Board, Cape Fear Cyclists and Cape Fear Future.

Public Workshops

Public workshops for the GSCCT have been held periodically to provide opportunities for public input which is compiled and presented to Wilmington City Council to review prior to approving any revisions to the adopted Gary Shell Cross-City Trail Map.



Figure 12: Citizens give their input on routing preferences for the GSCCT across Shipyard Boulevard

These workshops allow the public to take an active role in the planning process. The open houses are advertised using multiple targeted approaches including traditional methods such as press releases, advertising in the newspaper and on the government television channel, direct mailings and signage to more modern means such as automated phone calls to surrounding residents, emails, web postings and facebook. During the workshops, residents have the opportunity to learn about the proposed alternatives for the trail route and their associated constraints and attributes. Through

this process, residents gain an understanding of the factors that go into the decision making process used to select the route of the trail. At the workshops, participants receive comment sheets that may be submitted to the city for consideration in the decision making process.

To date, eight public workshops for the GSCCT have taken place. The City will continue this process throughout the duration of the planning/design process for the trail. Other methods for public input include providing comments on the City of Wilmington's facebook page and on the website, crosscitytrail.com.

Guiding Principles

Throughout the public input process, a general basis for evaluating the trail route is provided. It is important to convey to the public that the developed route will coexist with existing infrastructure and development, which at times, can make alignment complex. The GSCCT will become a significant part of Wilmington's culture and identity. In determining the route for the GSCCT, key principles serve as guiding points. Based upon the goal of the GSCCT, to provide residents and visitors with an amenity that provides opportunities for recreational use, physical activity and alternative transportation, the route should:

- Provide connectivity to established destinations such as neighborhoods, parks, schools and cultural, commercial and business centers
- Provide a safe route with the least amount of conflicts
- Minimize property impacts
- Provide consistency with Wilmington, WMPO, and NCDOT planning practices and policies
- Be ADA Accessible
- Be in harmony with existing infrastructure
- Represent good stewardship of the environment
- Create a sense of place
- Meet all of the above criteria in a way that is politically acceptable

During the design process, a number of factors are taken into consideration including:

- Topography
- Right-of-way width
- Drainage patterns
- Utilities
- Intersection crossings

In most cases, the trail will parallel the roadway off-set from the road. In some locations, it will be necessary to build the trail to back of curb because of limited right-of-way, utilities conflict, existing vegetation protection or limitations due to private landownership. The trail should have a maximum of five percent (5%) grade and a cross slope of two percent (2%) for drainage.

The Gary Shell Cross-City Trail is intended to provide Wilmington's residents and visitors with an amenity that provides safe, convenient multi-modal transportation and recreation opportunities in an area that is underserved with bicycle and pedestrian facilities.

Though growth has slowed in recent years due to the national decline in the economy, Wilmington is still growing at a measurable pace. The delivery of outdoor recreation facilities in Wilmington has not kept pace with demand.

Since passage of the federal Land and Water Conservation Fund (LWCF) Act of 1965, preparation of a Statewide Comprehensive Outdoor Recreation Plan (SCORP) has been required in order for states to be eligible for LWCF acquisition and development assistance. Past and current SCORPs including the North Carolina Statewide Outdoor Comprehensive Plan 2009-2013 (NCSCORP) prepared by the N.C. Division of Parks and Recreation. This plan provides a coordinated framework addressing the problems, needs, and opportunities related to the need for improved public outdoor recreation. The plan's contents and format are shaped by the planning guidelines of the LWCF Act. NCSCORP identifies trends affecting outdoor recreation and the concomitant changes they will bring.

A component of the plan is the 2002-2007 National Survey on Recreation and the Environment (NSRE), coordinated by the USDA Forest Service. The primary purpose of the NSRE is to learn about approximately 85 specific outdoor recreation activities of people aged 16 and over in the United States. Questions from the NSRE broadly address areas such as outdoor recreation participation, demographics, household structure, lifestyles, environmental attitudes, natural resource values, constraints to participation, and attitudes toward management policies. The results of the survey are used to identify standards for outdoor public recreation facilities.

In 2010, Wilmington had 7.26 miles of multi-purpose trail per 100,000 population. Utilizing NCSCORP standards applied to Wilmington, Wilmington has a current need for 17.74 miles of multi-purpose trail. Projecting to 2015, Wilmington will have a demand for 28.75 miles of multi-purpose trail.

Demographics

In 2000, Wilmington's population was 75,838. By 2010 the population had grown to 106,476. The median age is 34.7 years with the following age distribution:

- Under 5: 5,934 or 5.6%
- 5 to 19: 18,707 or 17.6%
- 20 to 34: 29,050 or 27.3%
- 35 to 64: 37,906 or 35.6%
- 65 and older: 14,879 or 13.9%

The average household size is 2.16.

The growth is expected to continue with the projection for Wilmington's population in 2020 at 119,100 and 2030 at 134,000, demonstrating an increased need for services levels.



Figure 13: Enjoying the Eastwood section of the GSCCT

Outdoor Recreation Trends

According to residents participating in NCSCORP, walking for pleasure is rated as the number one recreational activity, selected by 85% of the respondents. Of individual sports activities, respondents listed running or jogging (first) and inline skating (fourth) as the most popular activities, both of which are applicable to multi-purpose trails. Walking for pleasure was the number one activity listed by North Carolina residents participating in outdoor recreation activities. Bicycling was the 18th most popular activity with 31% of respondents participating.



Figure 14: Including ADA improvements - a trail for everyone

Special Needs

The City of Wilmington is committed to providing access and recreational opportunities to all persons, including people with disabilities. The Gary Shell Cross-City Trail will be developed in accordance with ADA standards and guidelines.

The GSCCT is designed according to the City of Wilmington and North Carolina Department of Transportation standards. Additionally, the following agency's guidelines are consulted:

- Complete Streets Policy (Wilmington, State and Federal)
- Best Practices Design Guide (FHWA)
- Design Guidelines: Accommodating Bicycle and Pedestrian Travel; A Coordinated Approach (FWHA)
- ADA Accessibility Guidelines for Outdoor Developed Areas (United States Access Board)
- ADA and ABA Accessibility Guidelines for Buildings and Facilities (United States Access Board)
- Guide for the Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (ASHTO)
- Manual on Uniform Traffic Control Devices (MUTCD)

Associated site amenities such as parking and restrooms, primarily located in parks along the GSCCT, are all designed to accommodate persons with disabilities. In all possible circumstances, the GSCCT is designed to be a 10' wide multi-purpose path which safely and comfortably accommodates two-way directional, multi-modal traffic.

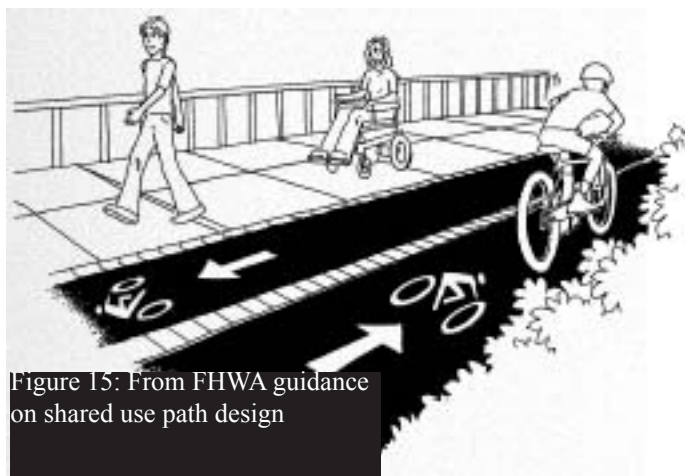


Figure 15: From FHWA guidance on shared use path design

The GSCCT crosses several major roadways. All such crossings will be designed to accommodate all users to facilitate the safe passage of the roadway. At each intersection, traffic signals are reviewed to determine modifications to the signal timing. Handicap curb ramps with tactile warning tiles and high visibility crosswalks are a standard design feature.

The Gary Shell Cross-City Trail is open to the general public from dawn to dusk. Its intended users are walkers, joggers, bicyclists, skaters, wheel chair users and other users as is provided by state law and local ordinances. The GSCCT is enjoyed by many different types of users. Whether users are bicycling, walking, jogging, skating, walking a dog or pushing a stroller, all users are advised to follow the same set of rules on their experience on the trail in order to make the experience a safer and more enjoyable one. Trail etiquette recommendations include:

- Always stay to the right side of the trail except when passing others. Always allow other trail users room to pass on the left.
- Pass others traveling in the same direction on the left. Yield to slower and on coming trail users and remember that children and pets can be unpredictable.
- Politely warn trail users as you approach from behind. Give a clear audible signal when passing like “Passing on your left”. Give the person you are passing time to respond. Don’t wear headphones on the trail so you can hear others passing you.
- All trail users, including bicyclists, joggers, walkers, wheelchairs, strollers, rollerbladers and skaters, should be respectful of other users regardless of their mode, speed or level of skill.
- Be predictable. Travel in a consistent and predictable manner. Always look behind when changing position on the trail.
- Do not block the trail. When in a group or with your pets, use no more than half the trail so you don’t block the flow of other users.
- Do not litter. Do your part to keep the park clean. Please pick up after yourself and pets. Bags are available at pet waste stations located throughout the park.
- Move off of or to the side of the trail when you stop. Beware of others behind you and make sure they know you are stopping.

It has been clearly demonstrated that community trails enhance quality of life, improve the environment, ease traffic congestion, promote wellness, and provide unique recreational opportunities for citizens, close to home where they can easily be accessed. The Gary Shell Cross-City Trail should serve as a valued asset to the residents of Wilmington and future policy development should consider the rights of Wilmington’s residents to access the trail freely and without undue interruption.

Maintenance

The Gary Shell Cross-City Trail is maintained by the Community Service's Parks, Landscaping and Athletics Facilities Division. One fulltime staff person from this Division is responsible for daily maintenance and inspection of the trail facility. Additional staff and seasonal help are made available as funding becomes available. It should be noted that in the event of a severe weather event such as a hurricane, post-storm maintenance is supplemented by the Wilmington's Public Services Department and if authorized, state and federal aid.

Maintenance activities include:

- Mowing
- Blowing natural debris such as leaves, acorns and twigs
- Trash pickup
- Weed control as needed by mechanical or chemical removal
- Edge/Trail shoulder vegetative maintenance
- Erosion repair
- Bridge and boardwalk repair
- Bituminous patching and striping replacement as needed
- Sign inventory and replacement
- Periodic trail sweeping and vacuuming
- Pet waste status

As an extension and enhancement of the City's maintenance program, Wilmington is in the process of developing an "Adopt-A-Trail Program". The program is designed as a community partnership between area volunteers and the City of Wilmington. The program gives volunteers the opportunity to conserve and maintain our natural environment, promote civic responsibility and community pride and also serves to fulfill a gap in the demand for maintenance and existing operational funding. "Adopt-A-Trail" sponsors are made up of groups and organizations throughout the community. Each sponsor is responsible for general trail maintenance and the upkeep of their designated trail.

Signage

The need for quality wayfinding, trail marker and directional signage is an important component of the GSCCT. As each segment is designed, the type and quantity of each type of signage is analyzed and incorporated into the project. Coherent, consistent wayfinding signs are used throughout Wilmington to guide residents and visitors to significant attractions and destinations, including the GSCCT. The need for quality, consistent trail markers that identify the GSCCT are used in both assisting the user and in marketing of the trail. Finally, signage that advises both pedestrian and vehicles that may interact with trail users of traffic laws are utilized to encourage safe use of the trail.

Marketing and Outreach

Education, programming and awareness are critical to connect community members with the GSCCT. In order to achieve this, the City capitalizes on its diverse, existing community partner network to promote the trail. The City collaborates with the Obesity Prevention Initiative at UNCW, the New Hanover county Health Department, New Hanover County Schools, Safe Kids Cape Fear, Cape Fear cyclists, Cape Fear Healthy Carolinians, the Wilmington Police Department, and Live Fit Cape Fear to develop awareness and educational initiatives related to the trail.

Additional outreach and awareness efforts are and conducted by the City through the City's website, wilmingtonnc.gov, the GSCCT website, crosscitytrail.com and through the City's facebook page. A slogan has been developed by the City for users to identify the Cross-City Trail. "Connecto to Your City" is meant to draw residents and visitors attention to the trail, emphasizing its role as a transportation and recreation amenity and its ability to link people geographically and socially. It is used in public service announcements as well as other marketing initiatives.

GARY SHELL CROSS-CITY TRAIL MASTER PLAN

COST ESTIMATE AND FUNDING

The Gary Shell Cross-City Trail require initial costs comprised of acquisition, design, permitting and construction costs and ongoing costs comprised of operations and maintenance.

Trail development has and will continue to occur as funding becomes available, opportunities for project coordination with external organizations occur, and as private development projects adjacent to the trail corridor coincide with planning.

The cost to develop each segment can vary widely based upon certain variables including land acquisition or easement costs, the geography the segment will traverse, drainage patterns, the number and type of permits required, the number and type of traffic devices required, signage, amenities and landscaping requirements.

The cost to complete the GSCCT is estimated at nearly \$8 million dollars. Over six million has been expended or allocated to date. A combination of federal, state, local and private funds has been allocated to the project. Municipal funds have accounted for 30.5 % of the total cost of the project to date.

Annual operating costs which include labor and materials, is estimated at \$40,000.

Wilmington has enjoyed extraordinary success in leverage funding for grant awards to build the Gary Shell Cross-City Trail. Chiefly, the City was awarded two Federal Stimulus awards in 2009 and 2010 from the American Recovery and Reinvestment Act (ARRA) which were administered by the North Carolina Department of Transportation. Allocated funds to date are presented in the table below.

Funding Source	Amount
Federal (ARRA)	\$4,000,000
North Carolina Department of Transportation	\$685,000
Recreational Trails Program Grant	\$75,000
Municipal Bond Funds	\$2,115,000
Private (cash)	\$56,370
Private (easement donations)	\$767,460
Total	\$7,698,830

Other Revenue

There is no fee to use the Gary Shell Cross-City Trail. At this time, no direct revenue is collected from the development of the trail. City staff is in the process of developing a policy governing organized use of the trail for events such as races. One result of the policy may be a participant charge to use the trail for such activity. In the meantime, indirect revenues in the form of increased and/or extended visitation to Wilmington because of the GSCCT is being analyzed in part with the assistance of the Cape Fear Visitor and Convention Center's Sports Tourism and Advisory Commission. It is believe that the Gary Shell Cross-City Trail and future greenway systems in Wilmington have the potential for significant economic impact.

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

RESOLUTION ADOPTING THE GARY SHELL CROSS-CITY TRAIL MASTER 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 North Carolina Board of Transportation; and

WHEREAS, the Gary Shell Cross-City Trail provides residents and visitors with an amenity that provides opportunities for recreational use, physical activity and alternative transportation; and

WHEREAS, ultimately spanning 15 miles from the southern portion of the City to the Heide Trask Drawbridge at Wrightsville Beach, the trail is a corridor that provides for recreational and transportation activities on a linear resource that seeks to maximize on neighborhood and commercial connectivity; and

WHEREAS, a master plan that provides a planning framework, public input process, a public demand forecast, management and operation plan and cost estimates has been developed; and

WHEREAS, the plan describes the guiding principles of the GSCCT and reviews and examines the trail's relationship to existing City and external agency plans; and

WHEREAS, with this plan in place, the City of Wilmington will have the ability to more effectively direct capital spending and plan and apply for grant funding.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Gary Shell Cross-City Trail Master Plan.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on May 30, 2012.

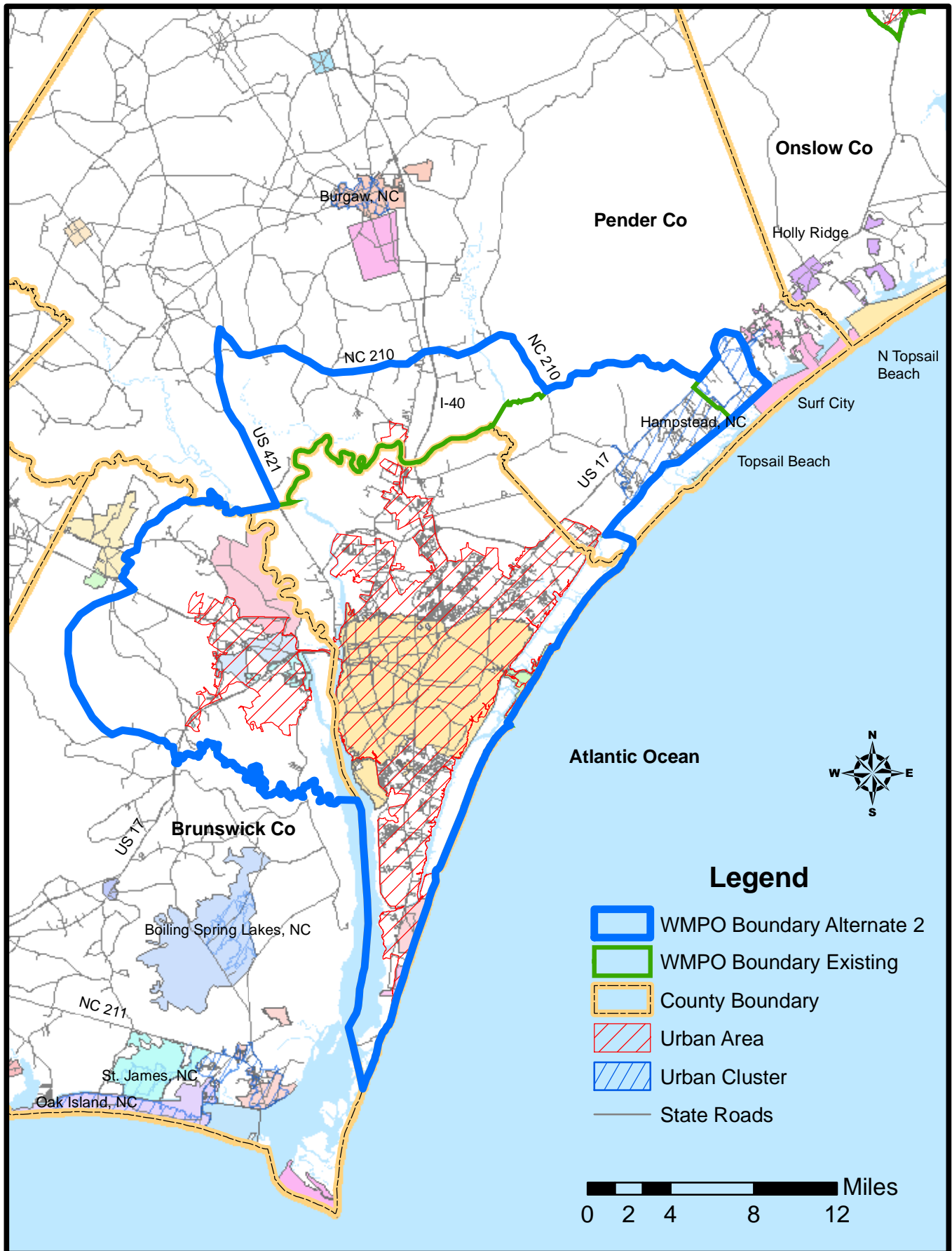
Laura Padgett., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

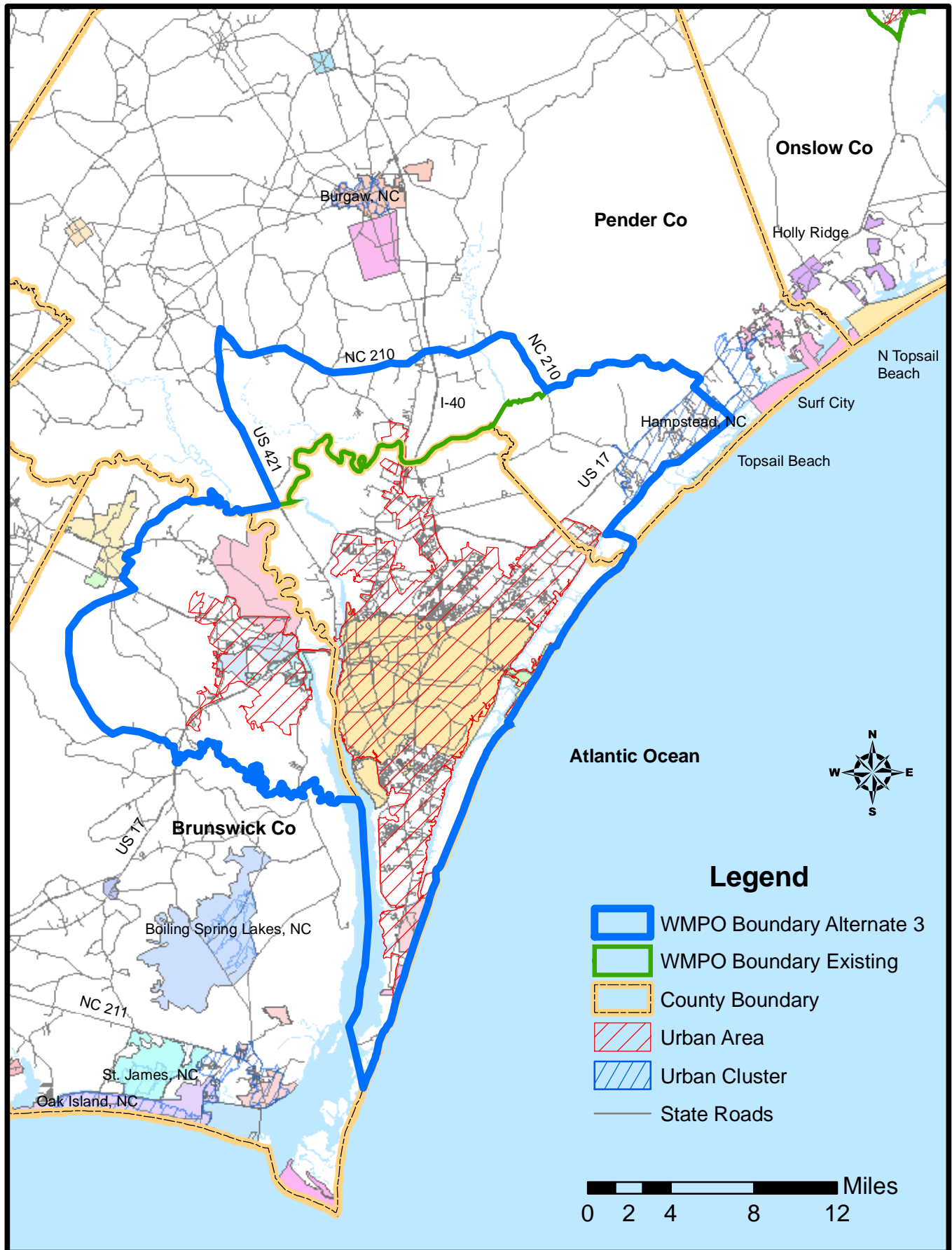
Wilmington MPO Boundary Alternate 1



Wilmington MPO Boundary Alternate 2



Wilmington MPO Boundary Alternate 3



CITY OF WILMINGTON/WILMINGTON MPO
STATUS UPDATE
MAY 2012

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 North Carolina Turnpike Authority (NCTA) held public workshop in Brunswick County and New Hanover County in March 2011.

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

CITY OF WILMINGTON COLLECTOR STREET PLAN (No significant change)

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

Current Status: Staff has received and reviewed a draft of the report. The Consultant continues to revise the draft based on comments provided by the City.

Next Steps: A public workshop was held on October 20, 2011 with 31 residents in attendance. An additional public workshop was held on February 6, 2012 with approximately 300 people in attendance. The public comment period closed on February 29, 2012. Staff is reviewing the survey and e-mail comments. Staff discussed the Collector Street Plan with the TAC and the committee recommended hosting neighborhood additional meetings. Staff is currently re-assessing the schedule. Once a more definitive schedule is defined, staff will present the plan to the City of Wilmington Planning Commission, City Council and Transportation Advisory Committee for adoption.

COMPREHENSIVE GREENWAY PLAN

Project Description/Scope: Complete a Comprehensive Greenway Plan for the City of Wilmington and New Hanover County. The greenway plan would lay the foundation for a comprehensive greenway network throughout the community.

Current Status: Staff has presented the guiding concepts, scope of work and schedule to the New Hanover Board of Commissioners, City of Wilmington, Town of Kure Beach and Town of Carolina Beach and Wrightsville Beach. Staff has developed a communications plan and has been presenting information to various civic groups and organizations, disseminating flyers, attending events and conducting stakeholder interviews. The first round of public workshops will be held April 16th at City Council Chambers, April 18th at the Town of Carolina Beach and April 19th at Ogden Elementary. The planning process includes a project website www.wilmingtongreenway.com and a Facebook page at www.facebook.com/greenwayplan. The project website includes a public comment form and interactive map. Staff has been attending various events to receive feedback and comments. To date, the MPO has received over 2,000 public comment forms.

Next Steps: Continue to review the opportunities and constraints, present to various civic organizations, attend community events and conduct stakeholder interviews. The public comment period for the surveys will close on June 30th with the final plan expected to be completed by the end of the calendar year.

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.

Current Status: NCDOT hired Moffit & Nichol Associates and Ko & Associates to complete the Environmental Assessment (EA) for the Wilmington Multi-modal Transportation Center. NCDOT has secured an option on the U-Haul property until October 31, 2012. NCDOT is continuing the development of the EA. Staff is currently trying to schedule a meeting with NCDOT to identify a modified schedule.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: The North 3rd Street Streetscape Improvement project will upgrade North 3rd Street between Market Street and Davis Street. The project could include decorative mast-arm traffic signals and street lighting, underground utilities, pedestrian improvements, a landscaped median, street trees, and other aesthetic improvements.

Current Status: The Contractor has been installing water, sewer, conduit, storm drain, sidewalks, brick pavers, light poles, tree pits, driveways, signal mast arms and landscaping improvements between Market Street and Campbell Street. The project was substantially complete between Market and Grace Streets by the Azalea Festival. The water line has been activated up to Campbell Street and sewer is activated to Red Cross Street. As part of the project, Traffic Engineering is monitoring traffic patterns and making adjustments to traffic signal timing to accommodate and mitigate congestion associated with lane closures.

Next Steps: Complete the sewer line replacement from Red Cross Street to Campbell Street, storm drain upgrades from Walnut Street to Grace Street and continue the sidewalk, conduit installation, tree pits, brick pavers, street light foundations, etc on the west side between Grace and Campbell Streets. The project is expected to be completed by November 2012.

SEE, SHARE AND BE AWARE

Project Description/Scope: Several community and government organizations including the City of Wilmington and Wilmington MPO have come together to create a safety and awareness campaign called "See Share Be Aware."

Current Status: The WMPO held a multi-organizational summit in November 2011 to discuss organizing a campaign to educate and raise awareness of all modal users (specifically motorists, cyclists and pedestrians) about how to use and interact with each other on the roadways in a safe manner. The summit was organized in response to recent tragedies in the region on roadways involving motorists, cyclists and pedestrians. Since the summit several subcommittees have worked on creating campaign materials such as posters, handouts, promotional items, billboards, and a website under the direction of a steering committee that has set guidelines for branding the campaign and public outreach efforts. The campaign has piecemealed funding for a small amount of materials to include posters, handouts, promotional items and banners. Organizations are all donating staff time and expertise to create deliverables and the branding for the campaign. The campaign will spread its message by having a volunteer presence with booths at large community events. Handouts, promotional items, and billboards will largely be used as "teasers" that will direct the public to more information on the "See Share Be Aware" website. Video PSAs will also be aired on City, UNCW, and County TV channels and will be available on the website as part of the educational component of the campaign. **The campaign launched on Earth Day.**

Next Steps: The Campaign will continue to advance by airing video PSAs on government channels; spreading the message to other agencies and the general public through billboards, posters and promotional items; and continuing to improve the quality of the website and the information on the website.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The Wilmington Metropolitan Planning Organization (WMPO) is undertaking an effort to re-establish the Transportation Demand Management (TDM) Program.

Current Status: A survey has been released to UNCW students and permanent employees. The survey focuses on current transportation patterns and motivators for changing those patterns. Staff is currently modifying data from UNCW permanent employees for geocoding purposes. Staff attended training with Base Tech to learn new software for Share the Ride NC. This program will allow residents in the WMPO region to locate opportunities for carpooling and vanpooling.

Next Steps: UNCW survey results will be analyzed. Using the results from the survey and geocoding, Share the Ride NC will be used specifically at UNCW to begin carpooling opportunities for faculty and staff.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 11, 2012

TIP Projects:

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 to re-mobilize mid-April 2012, working at night with full bridge closures

Estimated Contract Completion Date May 2012

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

Estimated Contract Completion Date July 2013

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

Start Date of February 2013

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

Start Date June 2013

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

Start Date July 2013

R-2633 B: Construction of I-140 (Wilmington Bypass)

R-2633 BA construct I-140 from US 74/76 to SR 1430 (Cedar Hill Road).

Start Date September 2013

R-2633 BB construct I-140 from SR 1430 (Cedar Hill Road) to US 421.

Start Date September 2013

U-3338 B: Widening of Kerr Ave. from Randall Parkway to Martin Luther King, Jr. Parkway.

Start Date March 2014

Military Cutoff Road Extension (U-4751): extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass.

Start Date December 2016

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

Start Date January 2019

U-4434: Independence Blvd. Extension from Randall Parkway to MLK Parkway.

Post Year

R-3434 – SR 1500 (Midway Road) and SR 1401 (Galloway Road) widening Midway Road from NC 211 to US 17 Bypass.

Post Year

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

Post Year

R-3300 Hampstead Bypass: extending from Wilmington Bypass to US 17 north of Hampstead.

Post Year

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

Start Date March 2022

Division Project:

Dow Road: SR 1573 (Dow Road) widen roadway for pave shoulders and left turn lanes at three locations, from US 421 to curb & gutter located on K Avenue.

Estimated Contract Completion Date December 2012

US 421 (Carolina Beach Road) mill resurfacing US 421 from Carl Winner Street to Fayetteville Aveune.

Estimated Contract Completion Date May 18, 2012

Wrightsville Beach Draw Bridge: Replacing the grates, bridge tender's house and other internal mechanical and electrical upgrades.

March 15, 2012 to October 1, 2012 (SUMMER) contractor will not be allowed to close a lane of traffic, during the following times:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

October 2012 to March 2013 (WINTER), Traffic will be in a two-lane, two-way pattern (on the bridge) for the replacement of the grates. Contractor will not be allowed to close a lane of traffic:

from 7:00 AM to 9:00 AM

& from 3:00 PM to 6:00 PM

& from 7:00 AM Friday to 6:00 PM Sunday

Estimated Contract Completion Date March 2013, issues with CAMA Permit may delay

Memorial & Isabel Holmes Bridges: Mechanical (replacement of lock assemblies, auxiliary drive, brakes & gears) and electrical repairs (terminal cabinets, auxiliary drives and switches)

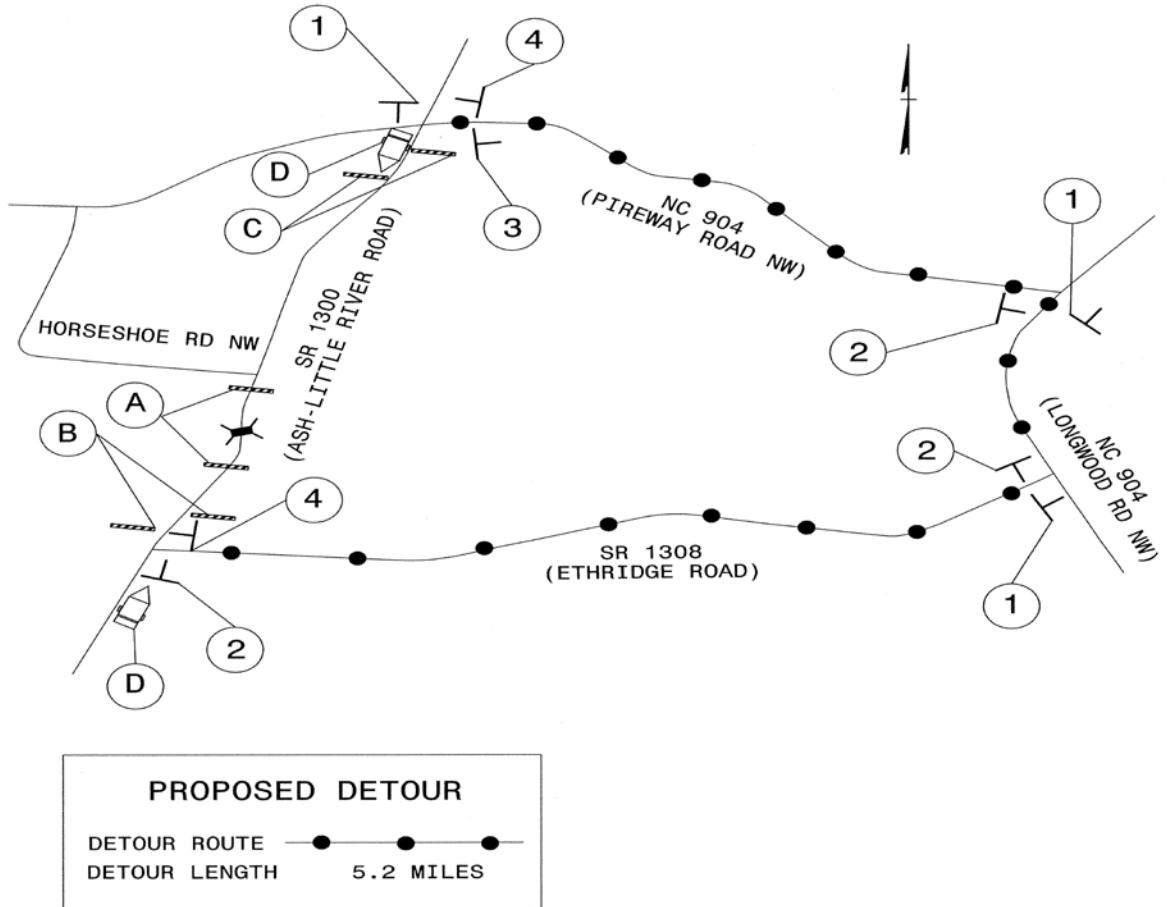
Contractor should be complete with all the work on both bridges, by May 2012, except for replacing cables, in the Memorial Bridge towers. This work will be completed in the Fall of 2012. This work will require shutting down the entire bridge for 3 consecutive days, on two occasions. At that time, the Department will issue a media release prior to the closure.

Estimated Contract Completion Date Fall 2012

Low Impact Bridge Program:

BD-5103B (Brunswick County) – replace Bridge #77 on SR 1300 (Ash-Little River Road) over Scipieo Creek.

Work Complete



Resurfacing Contracts:

Brunswick, New Hanover & Pender contract: C202680

Brunswick County:

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

New Hanover County:

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

Pender County:

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 Completion Date Summer 2012

Brunswick & New Hanover Counties: C202916

Brunswick County:

US 17 NBL & SBL from US 17 Business (south end of Bolivia) to US 17 Business (north end of Shallotte)

NC 211 from US 17 to Lockwood Folly River Bridge.

US 17 Bus. (Shallotte) from US 17 to NC 179.

SR 1402 (Randolphville Road) from US 17 Bus. to SR 1401 (Galloway Road).

SR 1137 (Boones Neck Road) from NC 130 to end of system.

SR 1345 (Royal Oak Road) from US 17 to SR 1342 (Big Macedonia Road).

SR 1141 (Kirby Road) from SR 1139 (Seashore Road) to NC 130, 2' widening.

New Hanover County:

US 74/US 76 from 0.04 mile east of Summer Rest Road to US 76.

US 74 from US 76 to westside of Banks Channel Bridge #24.

SR 1002 (Holly Shelter Road) 2' widening, mill & resurface from US 117 (Castle Hayne Road) to Pender County line.

SR 1521 (Piner Road) patching & resurface from 0.13 mile east of US 421 to SR 1492 (Masonboro Loop Road).

SR 1520 (Grissom Road) patching & resurfacing from SR 1521 to SR 1492.

SR 1492 patching & resurface from SR 1520 to Whiskey Creek bridge (Wilmington City Limits).

SR 1695 (Shannon Road) patching & resurface from SR 1492 (Myrtle Grove Road) to end of system.

SR 1336 (Sidbury Road) mill & resurface from SR 1318 (Blue Clay Road) to SR 2181 (Dairy Farm Road).

SR 1336 2' widening, patching & resurface from SR 2181 to Pender County line.

Estimated Contract Completion Date November 2012

Pender County: 3CR.20711.132

SR 1563 (Sloop Point Loop Road) - Mat coast with #5 Stone and resurface from SR 1561 (Sloop Point Road) to SR 1607 (Hickory Point Road).

SR 1564 (Lewis Road) widen from SR 1569 (Hoover Road) to end of system.

SR 1570 (Peanut Road) resurface from US 17 to end of system.

Estimated Contract Completion Date June 2012

Pender County: C202927

SR 1572 (Sidbury Road) mill patch, widen & resurface from US 17 to New Hanover County line.

Estimated Contract Completion Date November 2012

Patching Contract:

Patching in Brunswick County:

US 74/US 76 (Joint Repairs) from Columbus County line to 0.36 mile east of SR 1417 (Malmo Loop Rd.).

NC 211 (Two bridge approaches) from 0.62 mile west of SR 1340 (Camp Branch Road) to 0.79 mile west of SR 1340.

US 74/US 76 EBL & WBL from US 17 to 0.10 mile west of SR 1722 (Mercantile Drive).

US 17 NBL & SBL from the New Hanover County line to SR 1414 (Goodman Road).

NC 130 from SR 1116 (Ocean Blvd.) to ICWW Bridge.

NC 130 from SR 1130 (Mt. Pisgah Road) to 0.18 mile east of Edgewater Drive (eastern limits of Smith Avenue).

NC 179 from NC 904 to SR 1143 (Bricklanding Road).

NC 87/NC 133 from NC 211 to NC 133.

Patching in New Hanover County:

US 17 Business from 0.142 mile north of SR 1409 (Military Cut-Off) to SR 1455 (Porters Neck Road).

US 117/NC 133 from Pender County line to NC 133.

NC 133 from US 117 to SR 1310 (Division Drive).

US 117/NC 132 NBL & SBL from US 74 (MLK Parkway) to I-40.

Patching in Pender County:

US 421 from where the divided highway begins/ends just north of NC 210 to the New Hanover County line.

Estimated Completion Date Summer/Fall 2012

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