

## 2013\_01\_28\_ WMPO Bicycle and Pedestrian Advisory Committee Meeting Notes

A meeting of the WMPO BikePed Committee was held on Monday, January 28<sup>th</sup> at 9:30am. The meeting was held in the Traffic Conference Room on Floor 4 of 305 Chestnut Street.

The meeting was led by Chris O'Keefe. The following people were present at the meeting: Jonnie Sharp, Katie Ryan, Suraiya Rashid, Craig Mann, Sharon Boyd, Sean Ryan, Al Sharp, Karin Mills, Karyn Crichton, Steve Whitney, Matt Hogan, Patrick Riddle, and Bill McDow.

The following was the order of discussion for the meeting:

- 1) New Business
  - a. Resolution supporting the City of Wilmington PARTF Application
    - A. Harrington described an application that she was submitting for the City of Wilmington to the NC Parks and Recreation Trust Fund for \$161,000 (with a \$161,000 match from the City) for the construction of a multi-use path to connect to the existing Cross-City Trail through Empie Park along Park Avenue to Audobon Avenue. A. Sharp moved to approve the Resolution. K.Ryan seconded the motion. The motion passed unanimously.
  - b. WMPO BikePed Committee 2013 Calendar
    - S. Rashid stated that morning meetings seemed to work better for most people on the committee – with the exception of T. Brohough of Pender County. The committee agreed.
    - K. Ryan requested that Mondays be avoided.
    - A. Sharp suggested 3<sup>rd</sup> Thursdays mornings at 8:30AM for a regular meeting day.
    - There was consensus from the group and the next meeting date was set for Thursday February 21<sup>st</sup> at 8:30AM.
  - c. Quadrant 4 – Initial Leader Recommendations
    - A. Harrington stated that she started from the recommendations in the Greenway Plan draft and added a few of her own. A. Harrington noted a potential connection to UNCW along Hoggard & Hurst Drives to connect to the neighborhoods south of Randall Parkway. A. Harrington also added some suggested bike facilities in the downtown area along Castle Street, 10<sup>th</sup> Street and 13<sup>th</sup> Street.
  - d. Quadrant 4 – Identification of Future Needed Facilities & Policy Needs
    - C. O'Keefe asked who wanted to start the discussion

- J. Sharp stated that she wanted to start with a policy needs discussion. J. Sharp suggested that we propose utilization of railroad corridors for rails-with-trails projects.
- S. Rashid stated that rails-with-trails projects were often controversial and for a number of good reasons and that the committee should be very cautious in moving forward with recommending rails-with-trails projects and any other projects that could have a serious impact to the ports.
- C.O'Keefe requested that the committee be given a presentation on rails-with-trails at a subsequent meeting
- C. Mann suggested that a connection parallel to Forest Hills Road avoiding the railroads would be a logical extension of the Burnt Mill Creek greenway to the River-to-the-Sea Bikeway
- K. Mills stated that in addition to the Forest Hills Roadway connection, a more direct greenway connection between Burnt Mill Creek greenway and the River-to-the-Sea Bikeway was still desired
- J. Sharp stated that she wanted to see bicycle facilities along the length of Market Street
- A. Harrington responded that looking for alternate parallel facilities might be more appropriate because of the large number of conflict points on Market Street caused by the driveways and the TWLT
- C. O'Keefe responded that Oleander Drive and Park Avenue was an analogous situation and that they effectively utilized wayfinding signage on Oleander to direct people to Park Avenue. C. O'Keefe asked that a policy be created on promotion and support for wayfinding signage by the committee at a subsequent meeting
- S. Whitney stated that the greenway connection suggested at Sunglow could be easily connected to the greenway south and parallel to MLK Parkway
- S. Whitney stated that a bicycle connection could be made connecting Randall Parkway to Marlboro Road to Westig Road to Barclay Hills Drive. C. Mann stated that this connection would have to cross Market Street at an unsignalized intersection. S. Rashid stated that this connection would cross the Y of the railroad connection which would cost multi-million dollars. C.O'Keefe stated that we should look at this process as the dream of where bicycle and pedestrian connections could be located in Wilmington. S. Rashid responded that, while we wanted this map to express our long-term goals even when lofty, it needed to be somewhat realistic. C.O'Keefe responded that while that was the case, these initial Quadrant run-throughs were our first-glance look at what could be done, and that we would look at the compilation of the maps at the end to prioritize certain connections, etc.
- K. Mills stated that she had a policy suggestion. K. Mills just learned of the trick to activating green lights at signals through bicycle placement and she suggested that the region look to adding bicycle symbols to the proper activation points so as to inform the bicycling community and also as a P.R. move to promote the idea that bicycles ride in the roadways. C. O'Keefe stated that he thought that

was an excellent idea. S. Rashid stated that she concurred, but that they should realize changes to traffic signs were a very long-term process with an intense amount of reviews. C. O'Keefe asked that a traffic engineer be asked to a subsequent meeting.

- S. Rashid stated that she wanted to remove a few items from the existing map. S. Rashid wanted the route south of Sunglow to be removed because there is a signal with crosswalks at Sunglow and this is where cyclists/pedestrians should be guided.
- S. Rashid went on to state that she felt that 15<sup>th</sup> Street did not need bicycle facilities along its entire length as 13<sup>th</sup> Street was a proximal bicycle facility priority. A. Harrington pointed out that 15<sup>th</sup> Street already had sharrows from Ann Street to Castle Street. K. Mills stated that she thought 15<sup>th</sup> Street was a great and easy ride. C. O'Keefe pointed out that having facilities on 15<sup>th</sup> Street made a great block so as to not make cyclists zig-zag through stairstep movements in the downtown area. S. Rashid consented that 15<sup>th</sup> Street did not need to be changed from the map.
- C.O'Keefe asked for intersection suggestions, but the meeting time was running low. A. Harrington suggested that S.Rashid bring intersection suggestions to the next meeting as a starting point.

## 2) Quadrant Review and Other Discussion

### a. Quadrant 5 selection

- S. Rashid stated that Quadrant 5 was chosen last time as the area south of Shipyard Boulevard to Snows Cut Bridge, west of College Road.
- K. Ryan asked that quadrants be sent out as action items. S. Rashid stated that she could do that this week.

### b. Other Discussion

There was no other discussion.

## 3) Updates

C. O'Keefe and S. Rashid reported that there were no subcommittee updates since the September meeting.

The meeting was adjourned after announcements.