



WILMINGTON URBAN AREA Metropolitan Planning Organization

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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

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.

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 4, 2013
SUBJECT: December 11th Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, December 11th at 4 pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall in downtown Wilmington.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Reminder
- 3) Approval of Minutes:
 - a. 10/30/13
- 4) Public Comment Period
- 5) Presentation
 - a. Strategic Mobility Formula, Karen Fussell, NCDOT
- 6) Old Business
 - a. Resolution adopting the Federal Functional Classification Maps
 - b. Resolution adopting the Roadways projects for submittal in Prioritization 3.0
- 7) New Business
 - a. Resolution adopting the revised submittal of Bicycle and Pedestrian projects for submittal in Prioritization 3.0
 - b. Resolution supporting the submittal of Rail projects for consideration in Prioritization 3.0
 - c. Resolution supporting the submittal of Ferry projects for consideration in Prioritization 3.0
 - d. Resolution supporting the Town of Leland's application for the 2014 Bicycle and Pedestrian Planning Grant Initiative
 - e. Resolution adopting the Congestion Management Process for the Wilmington MPO
 - f. Resolution authorizing an agreement between the Wilmington MPO, City of Wilmington and Cape Fear Public Transportation Authority to provide

- g. Resolution requesting that NCDOT consider lowering the speed limit to 35 MPH on Salisbury Street and other roadways within the Town of Wrightsville Beach's municipal limits on or adjacent to the Heide Trask drawbridge
 - h. Resolution supporting NCDOT to conduct a speed study to determine the appropriate speed on Eastwood Road, Wrightsville Avenue and Causeway Drive from the intersection of Pavilion Drive/Eastwood Road to Keel Street and supports lowering the speed limit if the study deems it appropriate
 - i. Resolution requesting NCDOT consider placing Lumina Avenue, Waynick Avenue and North Lumina Avenue on the 5-year resurfacing plan
 - j. Resolution supporting NCDOT to pursue safety funds for the preliminary engineering costs to study access improvements in the vicinity of the interchange at the US 17 Wilmington Bypass and US 17 Business (Market Street)
 - k. Resolution adopting the STIP/MTIP Administrative Modifications(October)
 - l. Resolution adopting the 2014 Meeting Calendar
 - m. Opening of the 30-day Public Comment Period for STIP/MTIP Amendments (December)
- 8) Discussion
 - a. NC Ferry Division Route Restructuring- Southport to Ft. Fisher
 - b. MPO Local Input Point Methodology
- 9) Updates
 - a. Crossing over the Cape Fear River Work Group
 - b. Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT Division
 - e. NCDOT Transportation Planning Branch
- 10) Announcements
 - a. Wilmington MPO Bike/Ped Committee meeting- December 19th
- 9) Next Meeting –January 29, 2014 (Tentative)

- Minutes 10/30/13 meeting
- Proposed modifications to the Federal Functional Classification Maps
- Proposed Federal Functional Classification Maps
- Resolution adopting the Federal Functional Classification Maps
- New Highway Project Submittals and Local Input Points
- Existing Highway Projects for Prioritization 3.0
- Memorandum to remove Roadway Projects from consideration in Prioritization 3.0
- Proposed Roadway Projects for consideration for Prioritization 3.0
- Resolution adopting the Roadways projects for submittal in Prioritization 3.0
- Revised list of Bicycle and Pedestrian Projects for submittal in Prioritization 3.0
- Resolution adopting the revised submittal of bicycle and pedestrian projects for submittal in Prioritization 3.0
- Proposed Rail Projects for Prioritization 3.0
- Resolution adopting Rail projects for submittal in Prioritization 3.0
- Proposed Ferry Projects for Prioritization 3.0
- Resolution adopting Ferry projects for submittal in Prioritization 3.0

- Resolution supporting the Town of Leland's application for the 2014 Bicycle and Pedestrian Planning Grant Initiative
- DRAFT Congestion Management Process
- Resolution adopting the Congestion Management Process for the Wilmington MPO
- Agreement between the Wilmington MPO, City of Wilmington and Cape Fear Public Transportation Authority to provide funding to the Cape Fear Public Transportation Authority for Long-Range Transportation Planning
- Resolution authorizing an agreement between the Wilmington MPO, City of Wilmington and Cape Fear Public Transportation Authority to provide funding to the Cape Fear Public Transportation Authority for Long-Range Transportation Planning
- Map of speed limits in the Town of Wrightsville Beach
- Resolution requesting that NCDOT consider lowering the speed limit to 35 MPH on Salisbury Street and other roadways within the Town of Wrightsville Beach's municipal limits on or adjacent to the Heide Trask drawbridge
- Resolution supporting NCDOT to conduct a speed study to determine the appropriate speed on Eastwood Road, Wrightsville Avenue and Causeway Drive from the intersection of Pavilion Drive/Eastwood Road to Keel Street and supports lowering the speed limit if the study deems it appropriate
- Resolution requesting NCDOT consider placing Lumina Avenue, Waynick Avenue and North Lumina Avenue on the 5-year resurfacing plan
- Resolution supporting NCDOT to pursue safety funds for the preliminary engineering costs to study access improvements in the vicinity of the interchange at the US 17 Wilmington Bypass and US 17 Business (Market Street)
- STIP/MTIP Administrative Modifications (October)
- Resolution adopting the STIP/MTIP Administrative Modifications (October)
- Proposed 2014 Meeting Calendar
- Resolution adopting the 2014 Meeting Calendar
- STIP/MTIP Amendments (December)
- Wilmington MPO Project Update (November)
- Cape Fear Public Transportation Authority Update
- NCDOT Project Update

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: October 30, 2013

Members Present:

Laura Padgett, Chair, City of Wilmington
Bill Sisson, Town of Wrightsville Beach
Frank Williams, Brunswick County
Earl Sheridan, City of Wilmington
Eulis Willis, Town of Navassa
Joe Breault, Town of Belville
Woody White, New Hanover County
Pat Batleman, Town of Leland
Jonathan Barfield, Cape Fear Public Transportation Authority

Staff Present:

Mike Kozlosky, Executive Director
Suraiya Rashid, Associate Transportation Planner
Chad Kimes, NCDOT Division Operations Engineer
Mike Bruff, NCDOT
Jill Stark, FHWA
Whitney Priest, Wilmington International Airport

1. Call to Order

Ms. Padgett called the meeting to order at 4:00pm.

2. Conflict of Interest Reminder

Ms. Padgett asked if any members had a conflict of interest with any items on the meeting agenda. No members reported having a conflict of interest.

3. Approval of Minutes

Ms. Batleman told members that on Page 4 under updates, the minutes reflected that the new alignment developed by the EPA would come down US 421, across Eagle Island and tie into Carolina Beach Road. She stated that in reading the merger process documents, the description doesn't say that; instead it states "...upgrade US 17 Freeway option until the US 17/421 interchange travels south along Eagle Island to terminate at US 421 just north of the Port of Wilmington. She said the follow up option is upgrade US 17 arterial widening until the US 17/US 421 interchange travels south along Eagle Island to terminate at US 421 just north of the Port of Wilmington." She told members that she is aware that US 421 is Carolina Beach Road; but, she wonders if it should be spelled out the same as in the merger meeting documents.

Ms. Padgett told members that the word "been" should be added to the text "...The alternatives were reviewed and the Merger Team decided to eliminate the alignment that had been proposed by the Town of Leland due to..."

Mr. Frank Williams made the motion to approve the minutes as modified. Mr. White seconded the motion and it carried unanimously.

4. Public Comment Period

Mr. Andy Koeppel addressed members regarding submittal of Roadway Projects for Prioritization 3.0. He told members he was very pleased that the TAC designated the US 74/76 corridor for statewide mobility funds at the last meeting. He asked if item 5.d., Roadway Projects, # C: US 74 Upgrade (I-140/US17 Wilmington Bypass to Whiteville), was the exact same road project that was discussed at the last meeting; and, was it repeated on the roadway project list in the event that the project doesn't receive statewide mobility funds. Mr. Kozlosky stated that the MPO is required to submit a list of all projects that would be considered for Prioritization 3.0.

5. New Business

a. Resolution supporting NCDOT to conduct a study to investigate making safety improvements at the intersection of Wrightsville Avenue and Airlie Road

Mr. Sisson made the motion to approve NCDOT conducting a study to investigate making safety improvements at the intersection of Wrightsville Avenue and Airlie Road. Mr. Frank Williams seconded the motion and it carried unanimously.

b. Resolution supporting NCDOT's efforts to study the potential implementation of the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary

Mr. Chad Kimes, with NCDOT told members the study came about due to the inadequacy of the storage length at various locations within the MPO planning area boundary. While looking at landscape enhancements on a project in Mt. Pleasant, South Carolina, the Department found that SCDOT was using the single-point urban interchange at that intersection to increase storage capacity in turn-lanes and to reduce congestion at the intersection. Mr. Kimes explained that the interchange allows the through-movements to be bridged over one of the routes and the turning movements are funneled to a single point, which are all synchronized through one signalized intersection. He noted that a typical signalized intersection has 8 phases and a single-point urban interchange has only 2 phases. He stated that the Department is requesting support to study the compressed urban diamond interchange at several locations in the WMPO.

Mr. Frank Williams made the motion to support NCDOT studying the compressed urban diamond interchange at various locations within the Wilmington MPO's planning area boundary. Mr. White seconded the motion and it carried unanimously.

c. Resolution adopting the Federal Functional Classification Maps

Ms. Padgett told members this item requires a good deal of consideration because the way roads are classified now influences how they are classified in the future. She stated that she has a concern regarding Independence Boulevard and its future classification as a Major Arterial from Oleander Drive to Randall Parkway. She said she is inclined to hold this item until the next meeting.

Mr. Kozlosky told members the resolution to adopt the Federal Functional Classification Maps can be held to the next meeting; but, staff would need to receive suggested changes to allow time to incorporate the changes.

Ms. Batleman asked how road classifications are determined. Ms. Jill Stark with the Federal Highway Administration (FHWA) told members that FHWA cross references the average annual

daily traffic counts (AADT), along with how everything fits in the network. She noted that major-upgrades are conducted every 10 years. However, if a road opens in 5 or 6 years, the MPO can come back at that time and request an amendment to the functional classification. This can be done at any time.

Ms. Batleman asked about the classification of Village Road and NC 133. She said that one is classified as principal arterial, the other is to minor arterial, and it seems like it should be reversed. Mr. Kozlosky stated that staff would look at both road classifications.

Mr. Mike Bruff, Transportation Planning Branch Manager with NCDOT told members that unless a road is classified as an interstate, whether it's a principal arterial, a minor arterial, or a collector doesn't necessarily define what that future cross section would be. The purpose of the functional classification is to identify how a particular road is functioning right now, based on the volume and the land that it serves. If the traffic volume changes over time, you can make adjustments to its functional classification.

Ms. Padgett told members that the classification can also impact land-use issues. Dr. Sheridan said that he also has concerns regarding Independence Boulevard. Mr. Barfield told members he believes Waltmoor Road from S. College Road to Sutton Drive should be a minor arterial. Mr. Sisson said N. Lumina Avenue is classified as a minor arterial but the map shows the middle section classified as a major collector. He said it is a continuous roadway and suggested that the section from West Salisbury Street to Causeway Drive be classified as minor arterial.

Mr. Frank Williams told members he agreed that members should take some time to consider these classifications and he made a motion to table the resolution adopting the Federal Functional Classification Maps until the December meeting. Mr. Sisson seconded the motion and it carried unanimously. Mr. Kozlosky asked member to please send comment to him within the next 10 days to allow time for review by the TCC.

d. Resolution adopting the Roadways projects for submittal in Prioritization 3.0

Ms. Rashid told members as part of the Strategic Transportation Investment, the TAC must submit a prioritization list for each mode of transportation. She said that the list of roadway projects included in the packet was submitted as part of the Prioritization 2.0 process and is currently in the system. The TCC reviewed the list and agreed that it should be submitted for Prioritization 3.0 with the exception of removing the Dow Road project because it has been constructed. She told members that the bike projects currently listed in Prioritization 2.0 will also need to be removed from the roadway project list and sent back to the Bike/Ped Committee for consideration. She noted that the bicycle and pedestrian project list will come back to the TAC in December for consideration.

Mr. Kozlosky told members the TAC can submit up to 13 new projects, as well as change out up to 5 projects. He explained that the list for Prioritization 3.0 is a comprehensive list that was submitted in Prioritization 2.0 and staff recommends continuing with that same list. He noted that the only change recommended would be to delete the Dow Road project.

Ms. Rashid told members the Wilmington MPO will have a total of 1,500 local input points for the Prioritization 3.0 process and projects may receive up to 100 points each. The project submittal list currently has over 40 projects.

Ms. Batleman said the spreadsheet list includes widening NC 133 from the planned Cape Fear Skyway project. She told members she thought that widening project was separated from the Cape Fear Skyway project. Mr. Kozlosky said the widening NC 133 project is # N on the submittal list of Prioritization 3.0 Roadway projects.

Ms. Batleman stated that Village Road – Phase II widening is unfunded. She asked if that goes away with Prioritization 3.0. Mr. Kozlosky said it's an unfunded project but it would be submitted for consideration in the prioritization. The TAC could decide to assign points or not.

Ms. Batleman asked if there was an opportunity to add anything else. Mr. Kozlosky said that staff does not recommend adding additional projects, but if TAC members desire to add projects, staff will follow that direction. Ms. Batleman told members that she thought there had been discussion about adding a widening of Old Fayetteville Road but it's not on the list. She said she would request that it be added to the list.

Ms. Padgett reminded members that projects currently on the list have been on the list for years. If we start adding projects, we're going to run out of points even faster. New projects may have to be kept in mind and added in a later year in the interest of completing older projects. She asked members to send any suggested changes to staff so that it can go before the TCC at their next meeting.

Mr. Sisson requested that if anyone is going to submit a substitute project, to please include a brief rationale behind the request because some members don't know all the roads in all the areas. Mr. Kozlosky asked that members submit any changes by November 10th so that they can be included in the TCC packet.

Mr. Breault made the motion to table the item to the December meeting. Mr. Sisson seconded the motion and the motion carried unanimously.

e. Resolution adopting the Public Transportation projects for submittal in Prioritization 3.0

Mr. Barfield made the motion to adopt the Public Transportation project for submittal in Prioritization 3.0. Mr. Sisson seconded the motion and it carried unanimously.

f. Resolution adopting the Aviation projects for submittal in Prioritization 3.0

Mr. Frank Williams made the motion to adopt the Aviation projects for submittal in Prioritization 3.0. Mr. Barfield seconded the motion and it carried unanimously.

g. Resolution adopting the STIP/MTIP Amendments (August/September)

Dr. Sheridan made a motion to adopt the STIP/MTIP amendments for August/September. Mr. Sisson seconded the motion and it carried unanimously.

h. Resolution adopting the STIP/MTIP Administrative Modifications (August/September)

Ms. Padgett made a motion to adopt the STIP/MTIP Administrative Modifications for August/September. Mr. Barfield seconded the motion and it carried unanimously.

6. Discussion

a. STIP/MTIP Administrative Modifications (October)

Mr. Kozlosky told members there are three STIP/MTIP Administrative Modifications for October. They include the delay of right-of-way from FY 13 to FY 14 to allow additional time for design for the Middle Sound Loop Road multi-use path, delay of right-of-way from FY 14 to FY 15 to allow additional time for design for Military Cutoff Road extension and acceleration of construction of various NC Ferry System improvements at Cedar Island, Southport and Fort Fisher. Mr. Kozlosky said staff will bring the items to the next meeting for consideration.

b. Strategic Mobility Formula

Mr. Kozlosky showed a brief video released from the Governors' office on the Strategic Transportation Investments and the funding method proposed in the Strategic Mobility Formula.

c. NCDOT Guidance on Local Input Methodology

Mr. Kozlosky told members the methodology for assigning local input points must be submitted to NCDOT for approval. He said that staff is currently working to develop the preliminary methodology and they will bring it to the TAC for consideration in January.

d. Public Transportation Agencies Representation Guidance

Mr. Kozlosky told members Federal Highway Administrations and Federal Transit Administration are receiving comments on the Public Transportation Agencies Representation Guidance until October 30th.

7. Updates

Project updates for the Cape Fear River Work Group, the Wilmington MPO, CFPTA and NCDOT Division and Planning Branch are included in the agenda packet.

8. Announcements

9. Adjournment

With no further business, the meeting was adjourned at 5:08 PM

Respectfully submitted

Mike Kozlosky

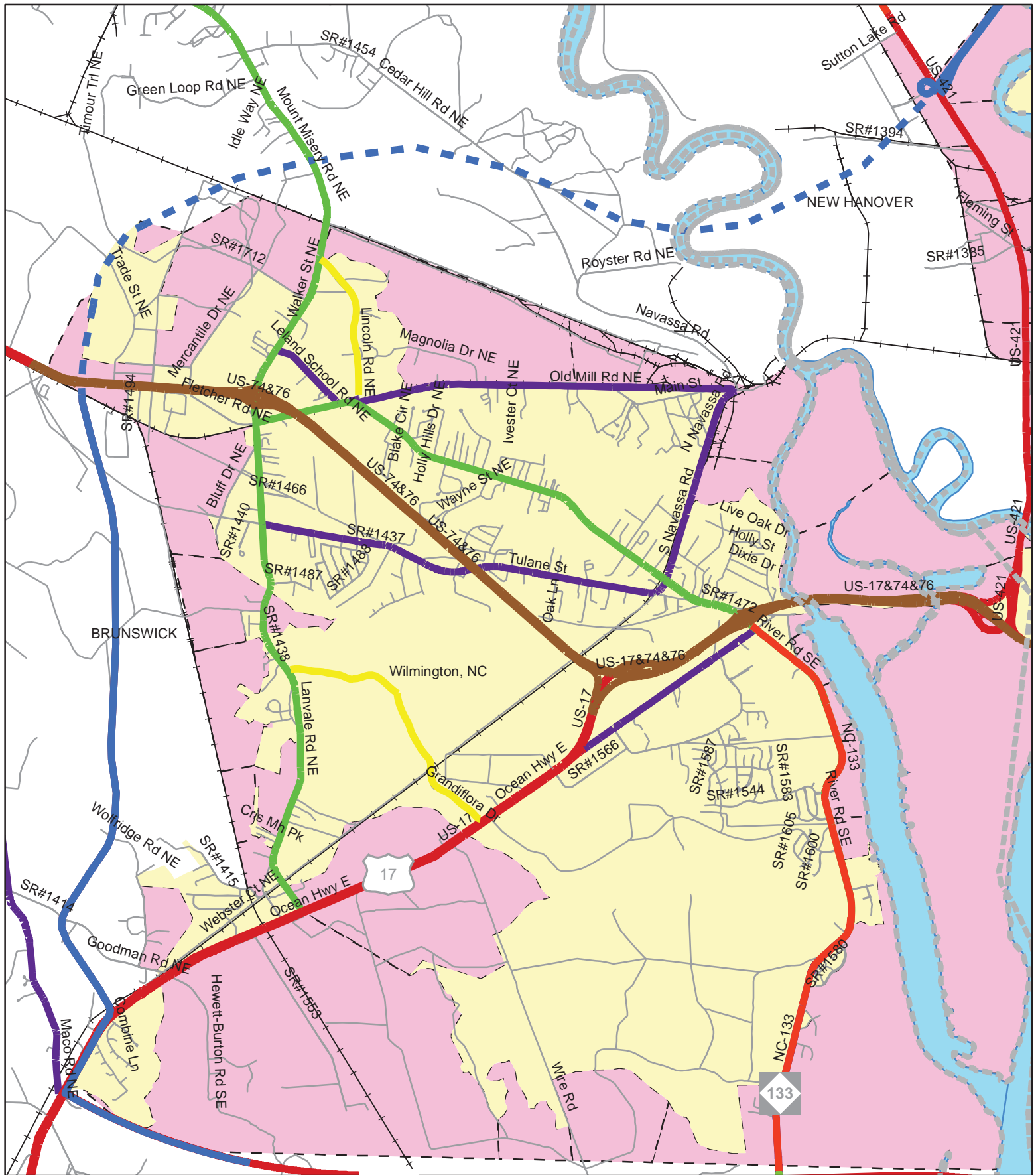
Executive Director

Wilmington Urban Area Metropolitan Planning Organization

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.

Proposed Changes to WMPO Functional Classification System - November 2013

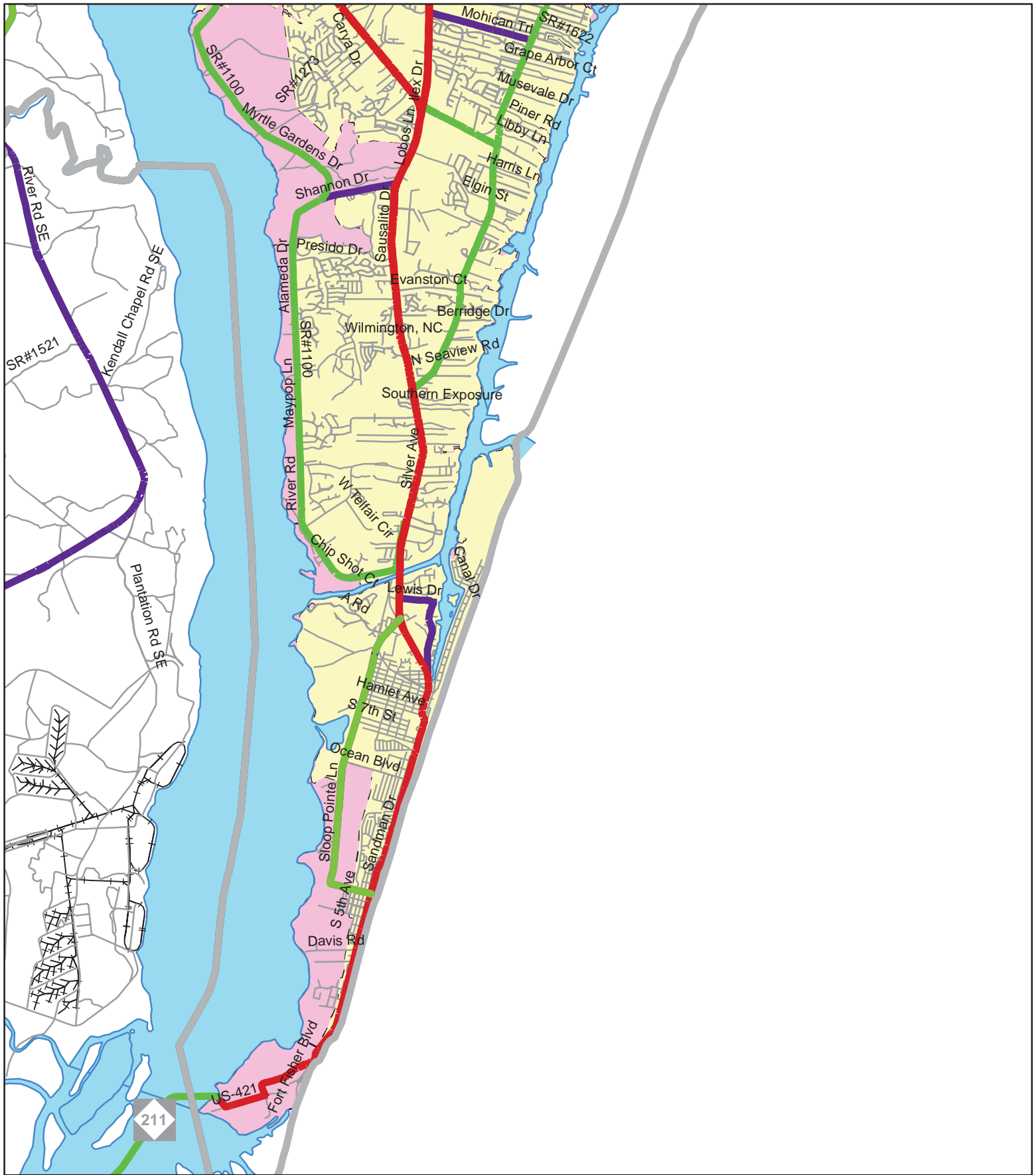
Sheet #	Facility	From	To	Change	Reason
Sheet 1	Wilmington Bypass	US 421	US 74/76	Change to Dashed Interstate	New Construction
Sheet 1	Wilmington Bypass	US 74/76	US 17	Change to Solid Interstate	New Construction
Sheet 1	NC 133 (River Rd)	Leland	Southern Planning Bndry	Change to Principal Arterial	Provides intercounty service lots of new development
Sheet 1	Grandiflora Dr	Lanvale Rd	US 17	Change to Minor Collector	connectivity
Sheet 1	Lincoln Rd	Mt. Misery Rd	Old Mill Rd	Change to Minor Collector	connectivity
Sheet 2	Dow Rd	US 421	US 421	Change to Minor Arterial	it serves trip lengths and travel density greater than collectors
Sheet 3	Beasley Rd	Pine Grove Rd	Masonboro Sound Rd	Add new Minor Collector	land use
Sheet 3	Pine Valley Dr	Robert E Lee Dr	Amber Dr	Add new Minor Collector	land use
Sheet 3	Eagles Nest Dr	Amber Dr	Beasley Rd	Add new Minor Collector	land use
Sheet 3	John D Berry Dr	17 th St	Robert E Lee Dr	Add new Minor Collector	land use
Sheet 3	Robert E Lee Dr	John D Berry Dr	Pine Valley Dr	Add new Minor Collector	land use
Sheet 3	Greenville Ave	Oleander Dr	Wrightsville Ave	Add new Minor Collector	connectivity
Sheet 3	Rogersville Rd	Wrightsville Ave	Eastwood Rd	Add new Minor Collector	Connects Principal Arterial to Major Collector
Sheet 3	Hooker Rd	Wrightsville Ave	Rose Ave/ Mallard St	Add new Minor Collector	connectivity
Sheet 3	Rose Ave	Wrightsville Ave	Cahill Dr / Hooker Rd	Add new Minor Collector	connectivity
Sheet 3	Mallard Dr	Cahill Dr / Hooker Rd	Clear RunDr	Add new Minor Collector	connectivity
Sheet 3	Clear RunDr	Cardinal Dr	Mallard Dr	Add new Minor Collector	connectivity
Sheet 3	Lennon Dr	Market St	Hunters Trl	Add new Minor Collector	connectivity
Sheet 3	Hunters Trl	College Rd	New Center Dr	Add new Minor Collector	connectivity
Sheet 3	Independence Blvd	River Rd	US 421/Carolina Beach Rd	Change to Minor Arterial	land use
Sheet 3	S Cardinal Dr	Clear Run Dr	Eastwood Rd	Add new Minor Collector	connectivity
Sheet 3	N Cardinal Dr	Eastwood Rd	Market St	Add new Minor Collector	connectivity
Sheet 3	Independence Blvd	Oleander Dr	US 421/ Carolina Beach Road	Change to Principal Arterial	development on 17 St, Shipyard Blvd
Sheet 3	Waltmoor Road	S College Rd	Sutton Dr	Change to Minor Arterial	connectivity
Sheet 3	N Lumina Ave	W Salisbury St	Causeway Dr	Change to Minor Arterial	connectivity
Sheet 3	16th St & 17 th St	Shipyard Blvd	Dawson St	Change to Principal Arterial	land use, medical center, connects principal arterial to principal arterial
Sheet 3	Fordham Rd	Canterbury Rd	Oleander Dr	Add new Minor Collector	connectivity
Sheet 3	Canterbury Rd	Independence Blvd	Fordham Rd	Add new Minor Collector	connectivity
Sheet 3	New Center Dr	Kerr Ave	Market St	Add new Major Collector	connectivity
Sheet 3	Kerr Ave	College Rd	Martin Luther King Pkwy	Change to Principal Arterial	Connects two Principal Arterials
Sheet 3	Willshire Blvd	Wrightsville Ave	College Rd NC 132	Change to Major Collector	Access and Traffic circulation
Sheet 3	Martin Luther King Pkwy	N 23rd St	Isabel Holmes Bridge	Change to Freeway/Expressway	Full control of access facility
Sheet 3	Middle Sound Loop Rd	US 17	Darden Rd	Add new Major Collector	connectivity to school residential development
Sheet 3	Middle Sound Loop Rd	Darden Rd	Darden Rd	Add new Minor Collector	connectivity
Sheet 3	Covil Farm Rd	Military Cutoff Rd	Red Cedar Rd	Add new Minor Collector	connectivity
Sheet 3	Red Cedar	Covil Farm Rd	Middle Sound Loop Rd	Add new Minor Collector	connectivity
Sheet 3	Darden Rd	Middle Sound Loop Rd	Wendover Ln	Add new Minor Collector	connectivity
Sheet 3	Wendover Ln	US 17	Darden Rd	Add new Minor Collector	connectivity
Sheet 3	Porter's Neck Rd	US 17	Edgewater Club Rd	Add new Major Collector	connectivity
Sheet 3	Porter's Neck Rd	Edgewater Club Rd	Bald Eagle Ln	Add new Minor Collector	connectivity
Sheet 3	Edgewater Club Rd	Porter's Neck Rd	Avenel Dr	Add new Minor Collector	connectivity
Sheet 3	White Rd	Gordon Rd	Courtney Pines Rd	Add new Minor Collector	connectivity
Sheet 3	Courtney Pines Rd	White Rd	Torchwood Blvd	Add new Minor Collector	connectivity
Sheet 3	Torchwood Blvd	Courtney Pines Rd	Market St/US 17	Add new Minor Collector	connectivity
Sheet 3	Bayshore	Market St/US 17	Shorepoint Dr	Add new Minor Collector	connectivity
Sheet 3	Station Rd	Market St/US 18	Military Cutoff	Change to Major Collector	Connects two Principal Arterials
Sheet 3	Gordon Rd	College Rd	Market St	Change to Principal Arterial	Growth in area
Sheet 3	Station Rd	Market St/US 18	Military Cutoff	Change to Major Collector	Connects two Principal Arterials
Sheet 3	Harris Rd	Gordon Rd	Shenandoah St	Change to Minor Collector	connectivity
Sheet 3	Shenandoah St	Harris Rd	Creek Ridge Rd	Change to Minor Collector	connectivity
Sheet 3	Creek Ridge Rd	Shenandoah St	Brittany Rd	Change to Minor Collector	connectivity
Sheet 3	Brittany Rd	Creek Ridge Rd	Murrayville Rd	Change to Minor Collector	connectivity
Sheet 3	Lendire Rd	US 17/Market St	Beacon Dr	Change to Minor Collector	connectivity
Sheet 4	US 117	Cape Fear River	Northern Planning Bndry	Change to Minor Arterial	Growth in this part of County
Sheet 4	Sidbury Rd	Old Dairy Farm Rd	1 mile east of Dairy Farm Rd	Change to Minor Collector	error
Sheet 4	Holly Shelter Rd	Blue Clay Rd	0.5 miles east of Blue Clay Rd	Change to Minor Collector	error
Sheet 4	Murraysville Rd	College Rd	Retriever Ln	Add new Minor Collector	connectivity
Sheet 4	Sloop Point Rd	US-17	US-17	Add new Minor Collector	development
Sheet 4	Country Club Dr	US-17	Sloop Point Rd	Add new Major Collector	development
Sheet 4	Hoover Rd	US 17	Trumpeter Rd	Change to Minor Collector	development
Sheet 4	Factory Rd	US 17	Termination	Change to Minor Collector	development
Sheet 4	Washington Acres Rd	US 17	Termination	Change to Minor Collector	development
Sheet 4	Scott's Hill Loop Road	US 17	Termination	Change to Minor Collector	development
Sheet 4	Mallard Bay Dr	Country Club Dr	Termination	Change to Minor Collector	development
Sheet 4	Kings Landing Rd	Country Club Dr	Olde Point Rd	Change to Minor Collector	development
Sheet 4	Olde Point Rd	Country Club Dr	Kings Landing Rd	Change to Minor Collector	development
Sheet 4	Grandview Dr	US 17	Termination	Change to Minor Collector	development
Sheet 4	Shenandoah St	Harris Rd	Creek Ridge Rd	Change to Minor Collector	connectivity
Sheet 4	Creek Ridge Rd	Shenandoah St	Brittany Rd	Change to Minor Collector	connectivity
Sheet 4	Brittany Rd	Creek Ridge Rd	Murrayville Rd	Change to Minor Collector	connectivity
Sheet 5	US 421	I-140	Northern Planning Bndry	Change to Principal Arterial	Connects 1-140 to NC 210 a Minor Arterial



2013 WMPO Proposed Functional Classification Map (Sheet 1 of 5)

Proposed Functional Classification

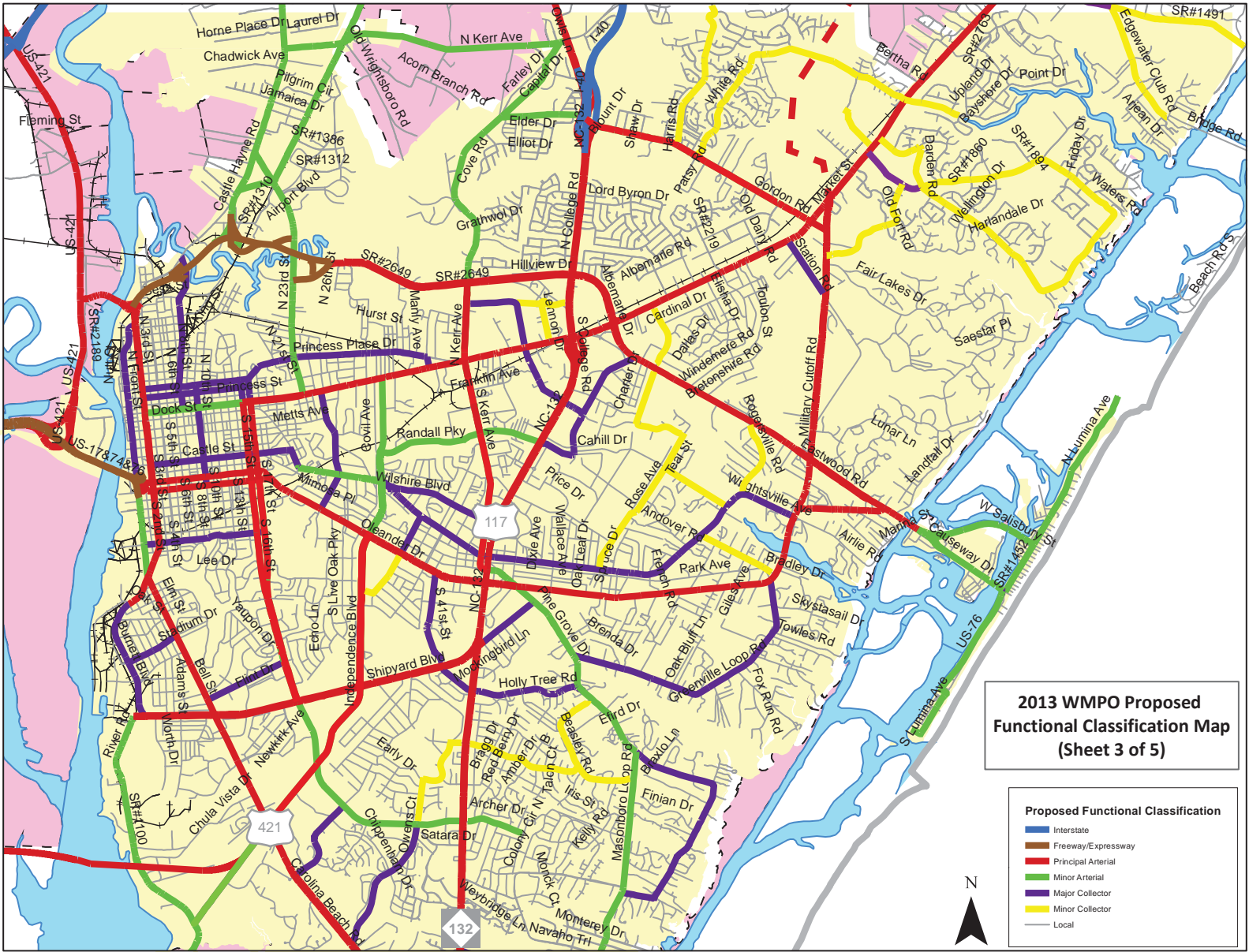
- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

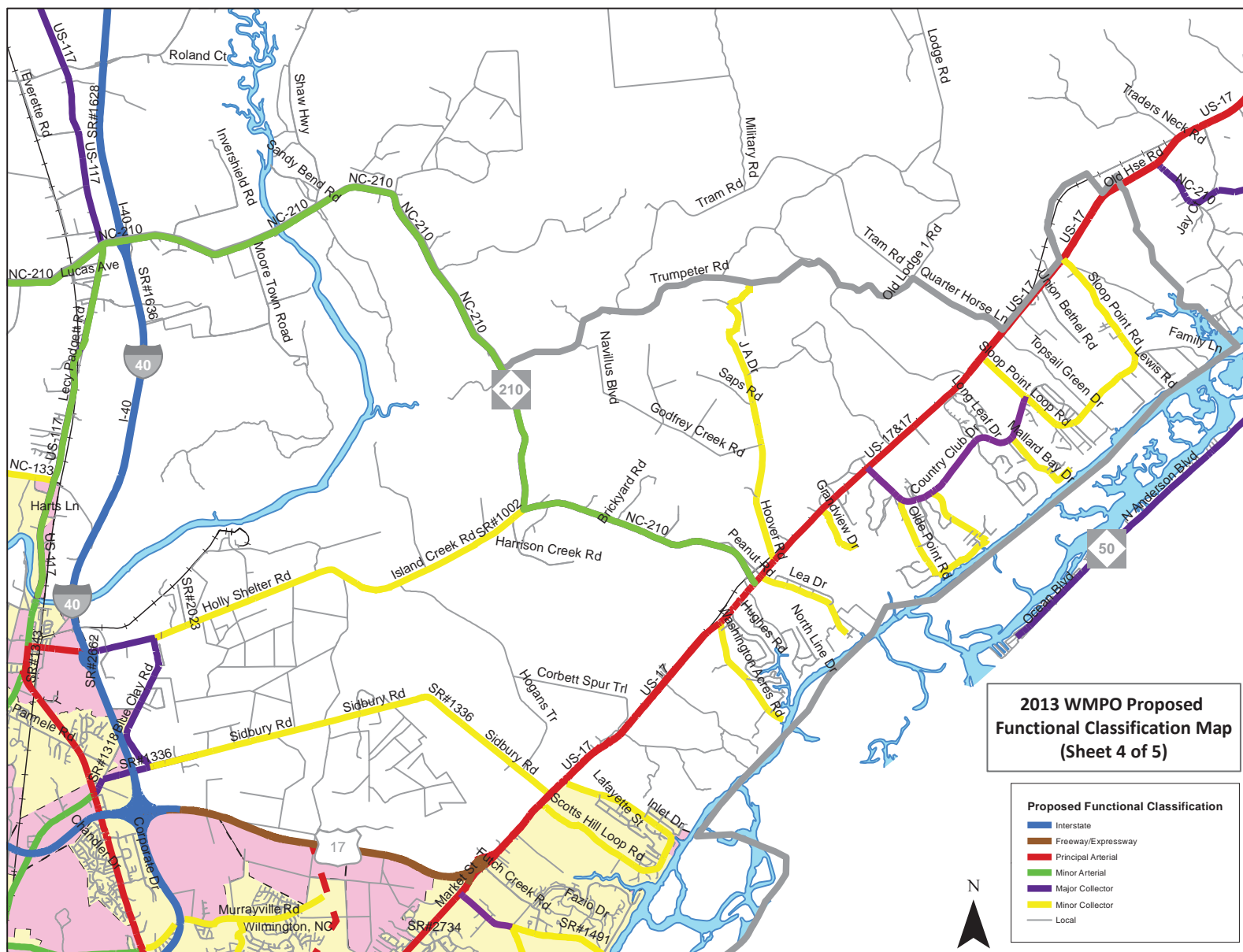


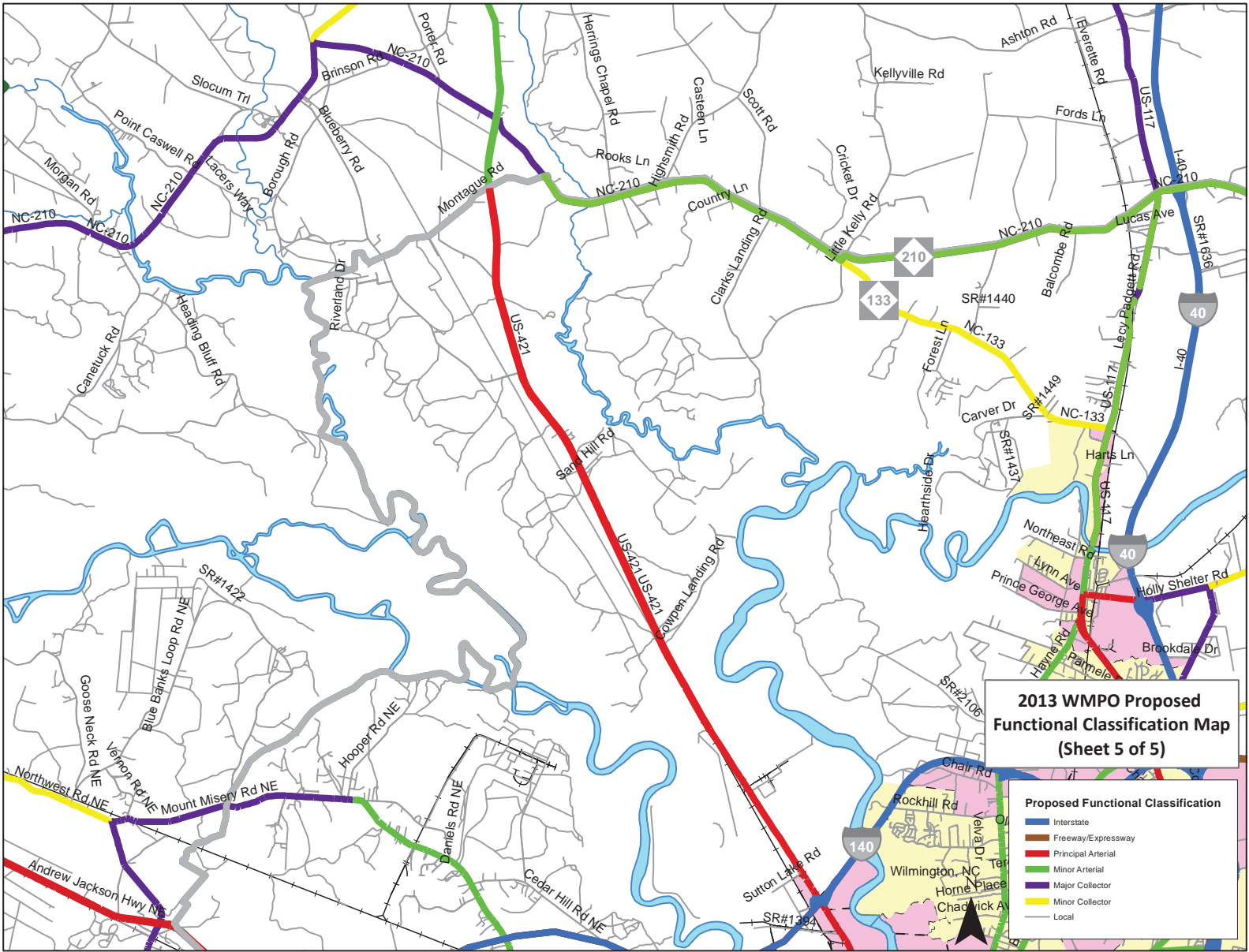
2013 WMPO Proposed Functional Classification Map (Sheet 2 of 5)

Proposed Functional Classification

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local







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

**RESOLUTION ADOPTING FEDERAL FUNCTIONAL CLASSIFICATION MAPS FOR
THE WILMINGTON MPO**

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 functional classification of roadways defines the role each element of the roadway network plans in serving the travel needs; and

WHEREAS, functional classification carries with it expectations about roadway design including its speed, capacity and relationship to existing and future land use development; and

WHEREAS, Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program; and

WHEREAS, as agencies continue to move towards a more performance-based management approach the functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety; and

WHEREAS, as a result of the decennial census transportation agencies should review the functional classification of the roadway network; and

WHEREAS, the functional classification allows roadways to be classified as Interstate, Freeway/Expressway, Principal Arterials, Minor Arterial, Major Collector, Minor Collector and Local; and

WHEREAS, the Wilmington MPO has reviewed the suggested modifications to the Functional Classification maps for the Wilmington MPO's planning area boundary.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Functional Classification maps for the Wilmington MPO.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

New Highway Project Submittals and Local Input Points (applied across all modes) for Prioritization 3.0

Agreed to by Prioritization 3.0 Workgroup on July 1, 2013

MPO/RPO Name	2010 Census Pop.	P3.0 Pop. (Rounded to nearest 100,000)	Maximum # of New Highway Project Submittals	P3.0 Pop. (Rounded to nearest 50K)	Local Input Points
Albemarle RPO	171,978	200,000	12	150,000	1,300
Burlington-Graham MPO	161,833	200,000	12	150,000	1,300
Cabarrus Rowan MPO	316,683	300,000	13	300,000	1,600
Cape Fear RPO	127,099	100,000	11	150,000	1,300
Capital Area MPO	1,346,515	1,300,000	20	1,350,000	2,500
Down East RPO	184,432	200,000	12	200,000	1,400
Durham-Chapel Hill-Carrboro MPO	397,626	400,000	14	400,000	1,800
East Carolina RPO	241,808	200,000	12	250,000	1,500
Fayetteville Area MPO	372,142	400,000	14	350,000	1,700
French Broad River MPO	397,527	400,000	14	400,000	1,800
Gaston Urban Area MPO	382,078	400,000	14	400,000	1,800
Goldsboro Urban Area MPO	93,050	100,000	11	100,000	1,200
Grand Strand MPO	40,373	50,000	10	50,000	1,100
Greater Hickory MPO	300,564	300,000	13	300,000	1,600
Greensboro Urban Area MPO	370,312	400,000	14	350,000	1,700
Greenville Urban Area MPO	134,936	100,000	11	150,000	1,300
High Country RPO	210,885	200,000	12	200,000	1,400
High Point Urban Area MPO	283,468	300,000	13	300,000	1,600
Isothermal RPO	133,365	100,000	11	150,000	1,300
Jacksonville Urban MPO	140,320	100,000	11	150,000	1,300
Kerr-Tar RPO	168,248	200,000	12	150,000	1,300
Land-of-Sky RPO	61,072	100,000	11	50,000	1,100
Lumber River RPO	225,874	200,000	12	250,000	1,500
Mid-Carolina RPO	180,745	200,000	12	200,000	1,400
Mid-East RPO	106,401	100,000	11	100,000	1,200
Mecklenburg-Union MPO	1,249,746	1,200,000	20	1,250,000	2,500
New Bern MPO	56,949	100,000	11	50,000	1,100
Northwest Piedmont RPO	168,875	200,000	12	150,000	1,300
Peanut Belt RPO	122,701	100,000	11	100,000	1,200
Piedmont Triad RPO	252,559	300,000	13	250,000	1,500
Rocky Mount Urban Area MPO	85,452	100,000	11	100,000	1,200
Rocky River RPO	104,977	100,000	11	100,000	1,200
Southwestern RPO	147,454	100,000	11	150,000	1,300
Triangle Area RPO	209,893	200,000	12	200,000	1,400
Unifour RPO	79,595	100,000	11	100,000	1,200
Upper Coastal Plain RPO	148,305	100,000	11	150,000	1,300
Wilmington Urban Area MPO	252,862	300,000	13	250,000	1,500
Winston Salem Urban Area MPO	408,563	400,000	14	400,000	1,800

Division	2010 Census Pop.	P3.0 Pop. (Rounded to nearest 100K)	Maximum # of New Highway Project Submittals	P3.0 Pop. (Rounded to nearest 50,000)	Local Input Points
01	264,551	300,000	13	250,000	1,500
02	490,035	500,000	15	500,000	2,000
03	662,023	700,000	17	650,000	2,300
04	579,818	600,000	16	600,000	2,200
05	1,394,973	1,400,000	20	1,400,000	2,500
06	661,565	700,000	17	650,000	2,300
07	890,700	900,000	19	900,000	2,500
08	508,916	500,000	15	500,000	2,000
09	740,617	700,000	17	750,000	2,500
10	1,386,464	1,400,000	20	1,400,000	2,500
11	371,760	400,000	14	350,000	1,700
12	733,422	700,000	17	750,000	2,500
13	496,197	500,000	15	500,000	2,000
14	354,442	400,000	14	350,000	1,700

Notes:

All Areas receive a minimum of 10 new highway project submittals

Areas receive an additional submittal per 100,000 people

Maximum number of new highway project submittals is 20

Areas have an option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

Population is rounded to nearest 100,000 people to determine maximum # of new highway project submittals for each MPO/RPO or Division

All Areas receive a minimum of 1,000 points

Areas receive an additional 100 points per 50,000 people

Maximum number of local input points is 2,500

Population is rounded to nearest 50,000 people to determine # of local input points for each MPO/RPO or Division

Areas receive separate allocation of local input points for Regional Impact and Division Needs funding categories (amount of points is the same for each)

MPO/RPO boundaries are based on current/proposed boundaries.

P3.0 Existing Highway Projects
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H090215	215	Statewide Mobility	Capacity	Construct Roadway on New Location	5	R-3300	US 17	New Route - Hampstead Bypass	US 17 South of Hampstead	US 17 North of Hampstead	Construct Multi-Lanes on New Location
H090261	261	Division Needs	Modernization	Modernize Roadway	16	R-3824	SR 1644		NC 210	SR 1569 (Hoover Road)	NC 210 to SR 1569 (Hoover Road). Upgrade Roadway to Secondary Standards, Some New Location.
H090287	287	Statewide Mobility	Capacity	Upgrade Arterial to Freeway/Expressway	2	R-4462	US 74/76		Whiteville	I-140/US 17 Wilmington Bypass	Upgrade Roadway to interstate Standards.
H090291	291	Division Needs	Modernization	Modernize Roadway	16	R-4708	SR 1573	Dow Road	US 421 in Carolina Beach	US 421 in Kure Beach	Widen to Multi-Lanes
H090293	293	Statewide Mobility	Corridor Management	Upgrade Arterial to Superstreet	4	R-4732	US 17		South Carolina State Line	US 74/76	Access Management Improvements at Various Locations.
H090360	360	Regional Impact	Capacity	Widen Existing Roadway	1	U-2724	NC 133		US 74 (Martin Luther King, Jr. Parkway)	SR 1002 (Holly Shelter Road)	US 74 (Martin Luther King, Jr. Parkway) to SR 1002 (Holly Shelter Road) at Castle Hayne and Along SR 1002 to I-40. Widen to Multi-Lanes.
H090389	389	Division Needs	Interchange/Intersection	Convert Grade Separation to Interchange	9	U-3337	US 74/76		SR 1437 (Old Fayetteville Road)		Convert Grade Separation to interchange
H090390-C	390	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7	U-3338C	SR 1175	Kerr Avenue	US 74 (Martin Luther King, Jr. Parkway)		Convert at-Grade intersection to interchange
H090448-A	1304	Division Needs	Capacity	Widen Existing Roadway	1	U-3831A	SR 2048	Gordon Road	NC 132 interchange	SR 2270 (Wood Sorrell Road)	Widen to Three Lanes
H090448-B	448	Division Needs	Capacity	Widen Existing Roadway	1	U-3831B	SR 2048	Gordon Road	NC 132 interchange Road	West of US 17 (Market Street)	Widen to Multi-Lanes
H090489	489	Statewide Mobility	Capacity	Widen Existing Roadway	1	U-4718	NC 132	College Road	US 76 (Oleander Drive)		US 76 (Oleander Drive) and NC 132 (College Road). intersection Improvements. Construct An Additional Northbound Through Lane on College Road from Shipyard Boulevard to Wilshire Boulevard
H090499-B	499	Regional Impact	Corridor Management	Access Management	11	U-4902B	US 17 Business	Market Street	Colonial Drive	SR 1272 (New Centre Drive)	Construct Access Management Improvements
H090499-C	500	Statewide Mobility	Corridor Management	Access Management	11	U-4902C	US 17 Business	Market Street	US 74 (Martin Luther King, Jr. Parkway)	SR 1409 (Military Cutoff Road)	Construct Access Management Improvements
H090499-D	501	Statewide Mobility	Corridor Management	Access Management	11	U-4902D	US 17 Business	Market Street	SR 1409 (Military Cutoff Road)	SR 1402 (Porters Neck Road)	Construct Access Management Improvements

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P3.0 Existing Highway Projects
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H090711	711	Statewide Mobility	Capacity	Upgrade Arterial to Superstreet	4		US 117/NC 132	College Road	SR 2048 (Gordan Road)	SR 1272 (New Centre Drive)	Upgrade College Road from Gordon Road to the SR 1272 (New Centre Drive)
H090713	713	Regional Impact	Capacity	Widen Existing Roadway	1		NC 133		Cape Fear Skyway	US 17/74/76	Widen NC 133 (River Road) from the Planned Cape Fear Skyway to the interchange at US 17/74/76
H090714	714	Statewide Mobility	Capacity	Upgrade Expressway to Freeway	3			New Route - Scientific Park Drive Extension	23rd Street	Creekwood Neighborhood	Construct the Extension of Scientific Park Drive from 23Rd Street to the Creekwood Neighborhood. This Will Allow the Closure of the only Existing Access on Martin Luther King Jr. Parkway Which Will Allow It to Become a Fully Controlled Access Facility.
H090717	717	Regional Impact	Capacity	Widen Existing Roadway	1		US 421	Carolina Beach Road	NC 132	Sanders Road	Widen Carolina Beach Road from Sanders Road to College Road/NC 132/Piner Road
H090718	718	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	US 421	Piner Road	Construct a New Route on New Location from Carolina Beach Road (US 421) to Piner Road
H090720	720	Division Needs	Capacity	Construct Roadway on New Location	5			New Route - River Road Relocation	South of Shipyard Boulevard	River Road	Relocate River Road South of Shipyard Boulevard to River Road
H090721	721	Division Needs	Capacity	Widen Existing Roadway	1			North 23rd Street	US 74 (Martin Luther King, Jr. Parkway)	NC 133 (Castle Hayne Road)	Widen North 23Rd Street from US 74 (Martin Luther King, Jr. Parkway) to NC 133 (Castle Hayne Road).
H090722	722	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Military Cutoff Road Extension	Market Street	Construct a Route on New Location from Military Cutoff Road Extension to Market Street
H090724	724	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Mount Misery Road	Cedar Hills Road	Construct New Route
H090725	725	Division Needs	Capacity	Construct Roadway on New Location	5			New Route	Mount Misery Road	Old Mill Road	Construct An Improved Facility Between Mt. Misery Road and Old Mill Road
H090803	803	Statewide Mobility	Corridor Management	Access Management	11		US 17		Wilmington Bypass	Onslow County Line	Improve Safety and Preserve the Capacity of the Highway from the Mpo Boundary to the onslow County Line. (Tip # Fs-0803B)
H110974	974	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	6		SR 1576	River Road	Independence Boulevard	US 421 (Snows Cut Bridge Road)	Widen from 2 to 4 Lane Highway with Portions Constructed As 4 Lane Highway on New Location, with a Multi-Use Path
H110975	975	Regional Impact	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 74		Market Street		Construct Flyovers at intersection

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P3.0 Existing Highway Projects
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H110976	976	Regional Impact	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 421	Carolina Beach Road	NC 132 (South College Road)		Construct Flyovers at intersection
H110978	978	Statewide Mobility	Interchange/Intersection	Upgrade At-grade Intersection to Interchange or Grade Separation	7		US 74		US 17/421		Construct a Flyover and Free-Flow Ramp at interchange
H110979	979	Statewide Mobility	Corridor Management	Access Management	11		NC 132	South College Road	US 17 Business (Market Street)	Randall Parkway	Upgrade Roadway, Add Bicycle Lanes and Sidewalks
H110980	980	Regional Impact	Capacity	Widen Existing Roadway	1		NC 133		I-140/US17 (Wilmington Bypass)	Division Drive	Widen Highway, Add Multi-Use Path
H110981	981	Regional Impact	Capacity	Widen Existing Roadway	1		US 421 Truck	South Front Street	US 17 Business/76/421 (Cape Fear Memorial Bridge)	US 421 (Burnett Boulevard)	Widen to Four Lane Divided Arterial, Add Multi-Use Path and Sidewalk
H110987	987	Regional Impact	Corridor Management	Upgrade Arterial to Superstreet	4		US 421	Carolina Beach Road	US 421 (Burnett Boulevard)	US 117 (Shipyard Boulevard)	Upgrade Arterial with a Landscaped Median and Bulb-Outs
H110988	988	Regional Impact	Corridor Management	Access Management	11		US 421	Carolina Beach Road	US 117 (Shipyard Boulevard)	George anderson Drive	Upgrade Arterial By Adding a Landscaped Median
H110989	989	Regional Impact	Modernization	Modernize Roadway	16		US 17 Business		US 17 (South 17th Street)	Covil Avenue	Construct a Road Diet, Add Bicycle Lanes
H110991	991	Division Needs	Capacity	Construct Roadway on New Location	5		SR 1175	Kerr Avenue	SR 1411 (Wrightsville Avenue)	US 76 (Oleander Drive)	Construct Extension of Existing Roadway on New Location
H110992	992	Statewide Mobility	Modernization	Modernize Roadway	16		US 117	South College Road	Randall Parkway	US 76 (Oleander Drive)	Upgrade Arterial, Add Bicycle Lanes and Sidewalks
H110993	993	Division Needs	Capacity	Widen Existing Roadway	1		SR 1175		Patrick Avenue	SR 1411 (Wrightsville Avenue)	Widen Arterial from Two to Four Lanes with a Median
H110994	994	Regional Impact	Modernization	Modernize Roadway	16		NC 133		US 17/74/76	SR 1554 (Old River Road)	Upgrade Arterial; Add Landscaped Median, Left-Turn Lanes, Bicycle Lanes and Sidewalks
H111303	1303	Division Needs	Capacity	Widen Existing Roadway	1	R-4063	SR 1472	Village Drive	West of SR 1437 (Old Fayetteville Road)	SR 1438 (Lanvale Road)	Widen to Multi-Lanes
H111336	1336	Division Needs	Modernization	Modernize Roadway	16		SR 1492	Myrtle Grove Road	Masonboro Loop Road	Carolina Beach Road	Construct Bicycle Lanes (Soundside Route)

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P3.0 Existing Highway Projects
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September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	Specific Improvement Number	TIP #	Route Number	Route Name	From/Cross Street	To	Description
H111337	1337	Regional Impact	Modernization	Modernize Roadway	16		US 117	US 117 (Shipyard Boulevard)	River Road	College Road	Construct Bicycle Lanes
H111338	1338	Division Needs	Modernization	Modernize Roadway	16		SR 1492	Masonboro Loop Road	Pine Grove Drive	Myrtle Grove Road	Construct Bicycle Lanes (Soundside Route)
H111339	1339	Division Needs	Modernization	Modernize Roadway	16		SR 1472	Village Road	Lanvale Road	Carolina Avenue	Construct Bicycle Lanes on New Pavement
H129103	9103	Statewide Mobility	Capacity	Construct Roadway on New Location	5	U-4751	SR 1409	New Route - Military Cutoff Road Extension	SR 1409 (Military Cutoff Road) at US 17 Business	US 17 Bypass	Construct Multi-Lanes on New Location
H129637	9637	Regional Impact	Capacity	Construct Roadway on New Location	5	U-4434	SR 1209	New Route - Independence Boulevard Extension	Randall Parkway	US 74 (Martin Luther King, Jr. Parkway)	Construct Multi-Lanes on New Location
H129646	9646	Statewide Mobility	Capacity	Construct Roadway on New Location	5	U-4738		New Route - Cape Fear Crossings	US 17 in Brunswick County	US 421 (Independence Boulevard) in New Hanover County	Construct Freeway on New Location with a Structure Over the Cape Fear River
H129648	9648	Division Needs	Interchange/Intersection	Convert Grade Sep	9	U-4436	I-140/US 17	Wilmington Bypass	SR 1318 (Blue Clay Road)		Convert Grade Separation to interchange

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WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: October 3, 2013
SUBJECT: Prioritization 3.0 Roadway Project Removals

WMPO staff recommends that the following roadways be removed from the NCDOT Prioritization 3.0 Roadway Project list.

- **R-4708 Dow Road**
Reason: Constructed



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North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 2, 2013
SUBJECT: Submittal of Prioritization 3.0 Roadway Projects (2013)- REVISED

The following is the proposed list of highway projects to be considered in NCDOT's Prioritization 3.0:

- A. Hampstead Bypass (Porters Neck Road to Sloop Point Road)
- B. SR 1644 Extension (NC 210 to SR 1569/Hoover Road)
- C. US 74 Upgrade (I-140/US 17 Wilmington Bypass to Whiteville)
- D. US 17 Access Management (US 74/76 to South Carolina State Line)
- E. NC 133/Castle Hayne Road Widening (US 74/Martin Luther King Jr. Parkway to SR 1002/Holly Shelter Road)
- F. US 17/74/76 at SR 1437/Old Fayetteville Road Interchange
- G. SR 1175/Kerr Avenue and US 74/Martin Luther King Jr. Parkway Interchange
- H. SR 2048/Gordon Road Widening (US 117/NC 132/N College Road to US 17/Market Street)
- I. NC 132/South College Road Widening (SR 2313/Wilshire Boulevard to US 117/Shipyard Boulevard)
- J. US 17 Business/Market Street Access Management (Section B) (Colonial Drive to SR 1272/New Centre Drive)
- K. US 17 Business/Market Street Access Management (Section C) (US 74/Eastwood Road to SR 1409/Military Cutoff Road)
- L. US 17 Business/Market Street Access Management (Section D) (SR 1409 Military Cutoff Road to SR 1402/Porters Neck Road)
- M. US 117/NC 132/College Road Widening (SR 1272/New Centre Drive to SR 2048/Gordon Road)
- N. NC 133/River Road Widening (US 17/74/76 to south of Rabon Way SE)
- O. Scientific Park Drive Extension (N 23rd Street to Creekwood)
- P. US 421/Carolina Beach Road Widening (SR 1187/Sanders Road to SR 1521/Piner Road)
- Q. SR 1520/Masonboro Loop Extension (SR 1187/Sanders Road to SR 1521/Piner Road)

- R. River Road Relocation (US 117/Shipyard Boulevard to south of Port of Wilmington)
- S. North 23rd Street Widening (US 74/Martin Luther King Jr. Parkway to NC 133/Castle Hayne Road)
- T. Plantation Road (NC 132/College Road to US 17 Business/Market Street)
- U. New Route between SR 1426/Mt. Misery Road and SR 1430/Cedar Hill Road
- V. Magnolia Drive Extension (SR 1426/Mt. Misery Road to Old Mill Road)
- W. US 17 Safety Improvements to Onslow County Line (Wilmington Bypass to Onslow County Line)
- X. Cape Fear Riverway US 421/River Road/SR 1576 (Independence Boulevard to Snows Cut Bridge)
- Y. US 74/Martin Luther King Jr. Parkway & US 17 Business/Market Street Flyovers
- Z. US 421/Carolina Beach Road & NC 132/South College Road Flyovers
- AA. US 74/NC 133 and US 17/421 Isabel Homes Bridge Interchange
- BB. NC 132/ South College Road Upgrade (US 17 Business/Market Street to Randall Parkway)
- CC. NC 133/Castle Hayne Road Widening (I-140/US 17/Wilmington Bypass to SR 1310/Division Drive)
- DD. US 421 Truck/South Front Street Widening (US 17 Business/76/421/Cape Fear Memorial Bridge to US 421/Burnett Boulevard)
- EE. US 421/Carolina Beach Road Streetscape (US 421/Burnett Boulevard to US 117/Shipyard Boulevard)
- FF. US 421/Carolina Beach Road Streetscape (US 117/Shipyard Boulevard to George Anderson Drive)
- GG. US 17 Business/Market Street Road Diet (SR 2817/S 17th Street to Covil Avenue)
- HH. South Kerr Avenue Extension (SR 1411/Wrightsville Avenue to US 76/Oleander Drive)
- II. South College Road Upgrade (Randall Parkway to US 76/Oleander Drive)
- JJ. Kerr Avenue Widening (Patrick Avenue to SR 1411/Wrightsville Avenue)

KK. NC 133/River Road Streetscape (US 17/74/76 to SR 1554/Old River Road)
LL. SR 2048/Gordon Road Widening (I-40 to Wood Sorrell Road)
MM. SR 1472/Village Road Widening Phase II (SR 1438/Lanvale Road to SR 1437/Old Fayetteville Road)
NN. Military Cutoff Extension (SR 1409/Military Cutoff Road to US 17 Bypass)
OO. Independence Boulevard Extension (Randall Parkway to US 74/Martin Luther King Jr. Parkway)
PP. Cape Fear River Crossing (US 17/Ocean Highway to US 421/Independence Boulevard)
QQ. I-140/US 17/Wilmington Bypass at SR 1318/Blue Clay Road Interchange
RR. US 117/N College Road & NC133/Castle Hayne Road Roundabout

New Projects for submittal in Prioritization 3.0:

SS. US117/NC133/College Road and US 74/Martin Luther King Jr. Interchange
TT. US74/Eastwood Road and US17/Market Street Interchange
UU. US 74/Oleander Drive and US117/NC133/College Road Interchange
VV. US 74/Eastwood Road and Military Cutoff Road
WW. Old Fayetteville Road Widening
XX. Basin Drive to Graham Drive connection
YY. NC 210 and Island Creek Road Intersection Improvements

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

**RESOLUTION SUBMITTING ROADWAY PROJECTS FOR CONSIDERATION BY
NCDOT IN PRIORITIZATION 3.0**

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

WHEREAS, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

WHEREAS, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 3.0; and

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

WHEREAS, the Wilmington MPO can submit up to 13 new highway projects and can also substitute up to 5 new highway projects from the existing list of highway projects to be considered in the prioritization process for Prioritization 3.0.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submission of Roadway projects for consideration by NCDOT in Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

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CAPE FEAR
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TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 2, 2013
SUBJECT: Submittal of P 3.0 Bike/Ped Projects (2013)

The following is the revised proposed list of bike/ped projects to be ranked for NCDOT's Division of Bicycle and Pedestrian Transportation for Prioritization 3.0 review:

- A. Brunswick Nature Park Connection MUP – from Brunswick Nature Park to Westgate
- B. Pine Grove Drive Bike Lanes – from Holly Tree Rd to Andrews Reach Loop
- C. South 17th St. MUP – from Hospital Plaza Drive to Independence Blvd.
- D. Carolina Beach Road MUP – from Burnett Blvd. to Shipyard Blvd.
- E. North 23rd Street Bike Lanes – from Blue Clay Road to Market Street
- F. Porters Neck Road MUP – from Bald Eagle Ln. to Market Street to Folley Island Court to Marsh Oaks Dr. to Bayshore Dr.
- G. Ogden Park MUP – from Olsen Park to Smith Creek Park
- H. Pleasure Island Greenway MUP – from Greenville Ave. to Alabama Ave
- I. Holly Shelter Road Sidewalk – from NC 133 to Roger Haynes Drive
- J. Cape Fear Boulevard Sidewalk – from Second Street to Fourth Street North
- K. Wooster Street Sidewalk – from 8th Street to Oleander Drive
- L. Peachtree Bike Lanes from Park Ave to MacMillian Ave
- M. Independence Blvd MUP from S. 17th to Carolina Beach Rd
- N. Old Fayetteville Road MUP from Picket Ridge Road to US 74/76 overpass
- O. 5th Street sidewalk from Cape Fear Boulevard to Atlanta Avenue AND Clarendon Avenue MUP from Carolina Beach Elementary to Dow Road
- P. N College Road MUP from New Town Drive to Danny Peirce Drive AND from Danny Pierce Drive to Trask Middle School
- Q. Coral Drive sidewalk from Causeway Drive to 4th Avenue
- R. Veterans Park MUP from Halyburton Memorial Parkway to Athletic Fields
- S. NC133/River Road MUP from Old River Road/River Road Junction to Morecamble Boulevard with crosswalks at Belville Elementary School and at Morecamble Boulevard
- T. Masonboro Loop Road MUP from Andrew's Reach Loop to Parsley Elementary School

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

**RESOLUTION REVISING THE SUBMITTAL OF BICYCLE AND PEDESTRIAN PROJECTS
FOR CONSIDERATION BY NCDOT IN PRIORITIZATION 3.0**

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

WHEREAS, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

WHEREAS, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 3.0; and

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

WHEREAS, MPOs and RPOs can submit up to 20 bicycle and pedestrian projects to be included in the prioritization process for Prioritization 3.0; and

WHEREAS, the Transportation Advisory Committee adopted a list of 20 bicycle and pedestrian projects as submitted by the WMPO Bicycle and Pedestrian Advisory Committee at their September 25, 2013 meeting; and

WHEREAS, after the September 25, 2013 Transportation Advisory Committee meeting the WMPO Bicycle and Pedestrian Advisory Committee revised the list of 20 bicycle and pedestrian projects for Prioritization 3.0 to reflect newly identified potential funding opportunities.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submittal of the Bicycle and Pedestrian projects for consideration by NCDOT in Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

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

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 2, 2013
SUBJECT: Submittal of Prioritization 3.0 Rail Projects (2013)

The following is the proposed list of rail projects to be considered in NCDOT's Prioritization 3.0:

- A. Wallace to Castle Hayne Track and Reactivation
- B. Southeastern NC (SENC) Passenger Service – Wilmington to Raleigh via
Goldsboro
- C. Southeastern NC (SENC) Passenger Service – Wilmington to Raleigh via
Fayetteville

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

**RESOLUTION SUPPORTING THE SUBMITTAL OF RAIL PROJECTS FOR
CONSIDERATION BY NCDOT IN PRIORITIZATION 3.0**

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

WHEREAS, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

WHEREAS, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 3.0; and

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

WHEREAS, MPOs and RPOs can submit rail projects to be included in the prioritization process for Prioritization 3.0.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submittal of rail projects for consideration by NCDOT in Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



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NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: December 2, 2013
SUBJECT: Submittal of Prioritization 3.0 Ferry Projects (2013)

The following is the proposed list of ferry projects to be considered in NCDOT's Prioritization 3.0:

- A. New Tug Boat – Albemarle Vessel (portion of statewide support)
- B. New Tug Boat – Dare Vessel (portion of statewide support)
- C. New Tug Boat – Buxton Jr Vessel (portion of statewide support)
- D. Barge (inspected) NC-2 Fuel Barge (portion of statewide support)
- E. Barge (not-inspected) NC-1 Pipeline Barge (portion of statewide support)
- F. Barge (not-inspected) NC-3 Equipment (portion of statewide support)
- G. Additional Mooring Facilities to accommodate new boat
- H. New River Class Vessel – additional vessel

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

**RESOLUTION SUPPORTS THE SUBMITTAL OF FERRY PROJECTS FOR
CONSIDERATION BY NCDOT IN PRIORITIZATION 3.0**

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

WHEREAS, the Strategic Transportation Investment Bill (HB 817), was signed into law on June 26, 2013, as a way to help the better leveraging of existing funds to enhance the state's transportation infrastructure, providing greater opportunity for economic growth; and

WHEREAS, the Strategic Transportation Investments – also known as the Strategic Mobility Formula – is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state; and

WHEREAS, the North Carolina Department of Transportation Strategic Planning Office of Transportation is updating the Prioritization Process and has created Prioritization 3.0; and

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

WHEREAS, MPOs and RPOs can submit ferry projects to be included in the prioritization process for Prioritization 3.0.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby endorses the submittal of ferry projects for consideration by NCDOT in Prioritization 3.0.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION OF SUPPORT FOR THE TOWN OF LELAND'S APPLICATION TO
THE 2014 NCDOT BICYCLE AND PEDESTRIAN PLANNING GRANT INITIATIVE**

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, to encourage the development of comprehensive bicycle plans and pedestrian plans the NCDOT Division of Bicycle and Pedestrian Transportation has created a matching grant program to fund plan development; and

WHEREAS, the North Carolina Department of Transportation is accepting proposals from communities for the 2014 Bicycle and Pedestrian Planning Grant Initiative until December 19, 2013; and

WHEREAS, the program gives municipalities across the state an opportunity to develop comprehensive bicycle and pedestrian plans; and

WHEREAS, the Town of Leland desires to submit an application to the 2014 NCDOT Bicycle and Pedestrian Planning Grant Initiative.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports an application by the Town of Leland to the North Carolina Department of Transportation 2014 Bicycle and Pedestrian Planning Grant Initiative.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION (WMPO)

Congestion Management Process

FY 14 - INITIAL PROCESS

DRAFT



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I - Introduction

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) is the federally-funded and federally-mandated regional transportation planning organization for New Hanover County and adjacent urbanized portions of Brunswick and Pender Counties. On July 18th, 2012 the WMPO was designated a Transportation Management Area (TMA) by the Federal Highways Administration (FHWA). As a newly designated TMA, the WMPO is required to initiate and maintain a Congestion Management Process (CMP).



What is a CMP?

Congestion Management Processes (CMPs) are processes required by FHWA of TMAs that allow for a regionally agreed-upon definition, evaluation, and strategy for the management of congestion issues.

This CMP - developed by and for the WMPO - is an on-going data collection and evaluation process that identifies congested locations, determines the causes of congestion, ranks the most congested segments and develops transportation strategies to reduce traffic congestion while enhancing safety and multi-modal mobility region-wide. This document represents the WMPO's first CMP and, as such, will be reviewed and updated as necessary.

CMP Steering Committee

This CMP was developed by a group of local subject-matter experts. The Steering Committee was composed of land use, transportation, and traffic operations professionals from local government organizations, the North Carolina Department of Transportation (NCDOT), and Federal Highways Administration (FHWA).

Steering Committee Makeup

Adrienne Harrington – WMPO Transportation Planner
Albert Eby – Cape Fear Public Transportation Authority Executive Director
Amy Beatty – City of Wilmington Superintendent for Recreation and Downtown Services
Anthony Law – NCDOT Division 3 District 3 District Engineer
Benjamin Hughes - NCDOT Division 3 District 3 Senior Assistant District Engineer
Chris O'Keefe – New Hanover County Planning Director
Denys Vielkanowitz – City of Wilmington Signal Systems Management Engineer
Don Bennett – City Traffic Engineer
Jean Smith – Cape Fear Public Transportation Authority Director of Operations
Jessi Booker – NCDOT Division 3 Deputy Division Traffic Engineer
Jill Stark – FHWA Transportation Planner

CONGESTION MANAGEMENT PROCESS

Steering Committee Makeup (Continued)

Joseph Geigle – FHWA Congestion Management & ITS Engineer

Katie Hite – NCDOT Division 3 Division Traffic Engineer

Kyle Breuer – Pender County Planning Director

Megan Matheny – Cape Fear Public Transportation Authority Planning Director

Mike Kozlosky – WMPO Executive Director

Nora McCann – NCDOT Transportation Planning Branch MPO Coordinator

Robert Waring – Town of Leland Planning Director

Suraiya Rashid – WMPO Transportation Planner

Tara Murphy – WMPO Transportation Planner

CMP Development Process

FHWA created a guidebook for the development of CMPs, *Congestion Management Process: A Guidebook*, which describes the following steps to create a regionally-defined CMP:

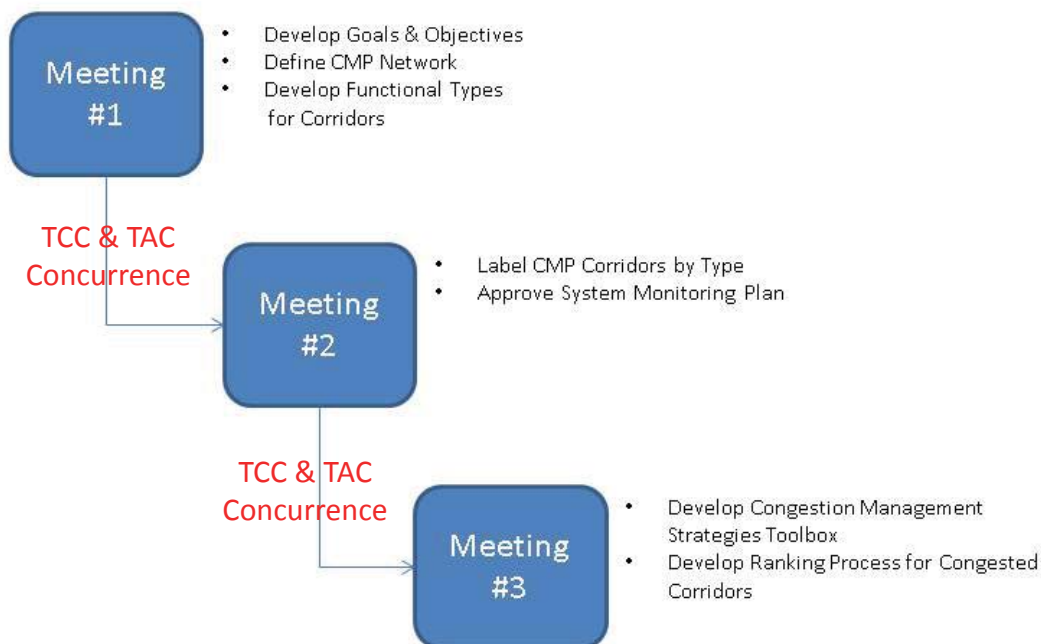


Regional FHWA staff was also extraordinarily helpful in guiding WMPO staff and the WMPO CMP

CONGESTION MANAGEMENT PROCESS

Steering Committee throughout this process through their insight, experience, and examples.

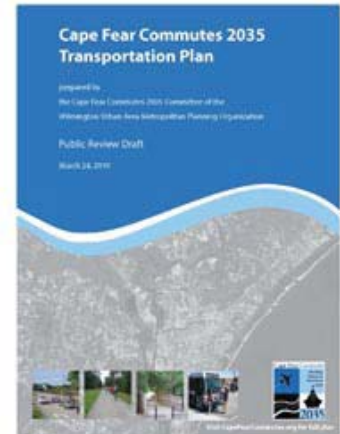
The WMPO CMP Steering Committee had a series of 3 intensive workshop meetings (complete with homework) to derive the bones of this document. The process utilized by the WMPO Steering Committee is described in the diagram below:



After each CMP Steering Committee meeting the results of those meetings were reviewed by the WMPO Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) in mid-level progress checks and points of concurrence. This allowed the policy-making board of the WMPO to be involved in the development of the CMP in an iterative fashion.

WMPO CMP Goals

The CMP Steering Committee looked to align the goals of the CMP with the WMPO's Cape Fear Transportation 2035 (its adopted long-range transportation plan). The long-range transportation plan (now called the metropolitan transportation plan or MTP) is the guiding document for the actions, processes, and priorities for any federally-mandated metropolitan planning organization (MPO) to include the WMPO. Therefore, the CMP Steering Committee looked at the goals of Cape Fear Commutes 2035 and sought objectives that would complement each of these goals.



These are the goals and objectives of this document, the WMPO's CMP:

Safe

- Reduce bicycle and pedestrian crashes along congested corridors
- Reduce rear-end collision frequency along congested corridors

Efficient

- Prioritize accommodations of all modes over motorized vehicular travel time along corridors that have potential for heavy multimodal usage
- Prioritize accommodations of all modes over reduction in delay at congested intersections where those intersections have potential for heavy multimodal usage
- Maintain or reduce travel times on congested corridors
- Maintain or reduce delay at congested intersections
- Increase transit on-time performance
- Increase vehicle occupancy rates

Appropriate

- Ensure congestion management strategies are compatible with and consider land use along corridors
- Plan for future growth when designing facilities

Responsible

- Identify/prioritize alternate routes prior to widening corridors on CMP network transportation plans

Integrated

- Ensure the CMP is considered in the MTP & other transportation plans
- Ensure the CMP is considered in land use plans

Multi-Modal

- Prioritize multimodal congestion management strategies first

WMPO Planning Area Boundary

The Wilmington Urban Area Metropolitan Planning Organization (WMPO) serves as the intergovernmental transportation planning organization (or Metropolitan Planning Organization –MPO) for New Hanover County and portions of adjacent urbanized/urbanizing portions of Brunswick and Pender Counties.

Wilmington MPO Planning Area Boundary



CONGESTION MANAGEMENT PROCESS

The WMPO Planning Area geography contains miles of coastal beaches, the Cape Fear River, and several of its tributary creeks and streams. The development of the transportation network has been both driven and constrained by the geography of the region. Whereas the geography of the region – shaped by the location of its ocean, rivers, creeks, and natural ditches – has constrained where and how the transportation network can develop; the history and economic climate in the region is largely driven by its proximity and relationship to these water bodies.

The WMPO planning area contains one of two major North Carolina Ports (the Port of Wilmington) which is supported by a rail network as well as a network of arterials, expressways, and interstates. The geography of the area also drives the economic development of the region as a recreation tourism mecca and as a retirement community. The region's oceanfront beaches and rivers, creeks and streams invite tourism and recreational exploration.

Rapid economic development and population growth largely preceded planning efforts in the WMPO study area. The organic evolution of the transportation network focused on furthering micro-growth and development instead of anticipating macro problems. While meeting the minimal needs of one development at a time, the incremental development pattern of the transportation network served to also constrain growth on the system by creating congestion points.

Incremental development of the transportation network utilized existing major roadways to move regional traffic instead of developing a grid network to better distribute traffic across the region. This non-grid development increasingly relies on a few primary routes and precludes the utilization of alternate routes when incidents or other types of congestion occur.

As a result, the major regional travel corridors also serve as major obstacles to travel when they get congested. NC132/US117/US 421 serves as the only major continuous north-south corridor in New Hanover County. US 17, US 421, NC 133/US 117 and I-40 carry the majority of traffic on the vast expanse of unincorporated Pender County within the WMPO's Planning Area. US74/76 and US17 and a few other collectors/arterials serve the Brunswick County portion of the WMPO Study Area – but the greatest challenge for the WMPO's Brunswick County network is the Cape Fear River. The Cape Fear River has only two bridges connecting Brunswick County to the rest of the WMPO planning area. While having only minimal transportation connectivity; Brunswick and New Hanover counties are tied very closely in terms of economic and community activities.

The fragmented vehicular travel patterns in the region are dominated by “stair-step” (as opposed to direct) movements. Connectivity of travel is further constrained by the limited developments of bicycle, pedestrian and transit facilities which typically rely on the presence of a robust collector street network.

Due to the stair-step travel patterns in the region and the limited multimodal options for travel; congestion is a natural function of growth within the WMPO region. Unlike in other regions, corridors prone to congestion are not only those that see a large amount of active adjacent land uses but also those that serve as the sole transportation options for travel routes.

WMPO CMP Study Area

The Federal Highways Administration (FHWA) guidance lists “defining the CMP Network” as an initial step in the creation of a CMP. Defining the CMP network includes defining which elements of a transportation network are a focus of congestion issues in the region.

The WMPO adopted two types of CMP corridors on its CMP Network. The Steering Committee evaluated the network and realized that some corridors required immediate monitoring (through data collection and systems analysis). These corridors are labeled on the WMPO’s CMP Network as “Primary Network”. Other corridors are important for the WMPO to do cursory examinations of because they either (1) play an important role in relieving congestion on congested corridors; OR (2) it is anticipated that they may see congestion in the near future. These secondary corridors are labeled on the WMPO’s CMP Network as “Watch List” corridors.

The CMP Network will define what is being evaluated through the CMP. It will define the geographic area upon which data is collected and analyzed for congestion issues.



Corridor Functional Types

In initial evaluations of congestion on the WMPO's CMP network, the Steering Committee noted that different corridors are congested for different reasons, used by different users, and adjacent to different land uses. As such, the CMP Steering Committee further defined and applied five functional types to identify how congested corridors were currently being used, what performance measures should be used to evaluate them, and what solutions are best targeted to which type of corridor. The five functional types of corridors are as is detailed below:

Commercial Corridors

Volume along corridor sees multiple commercial/errand trips with trips generated by destinations along corridor



Commuting Corridors

Volume seeking to pass through corridor from an origin outside corridor to a destination outside corridor

Destination Corridors

Volume along corridor consists of trips generated by major destinations along corridor



CONGESTION MANAGEMENT PROCESS

Freight Corridors

Large volume of truck/freight traffic looking to travel along corridor



Tourist Routes

Volume seeking to pass through corridor from an origin outside corridor to a destination for the purpose of tourism. Volume has a higher percentage of users who are unfamiliar with the transportation network.

CMP Corridor Functional Types are used both for targeting particular corridors for data collection efforts and in targeting particular corridors with proposals for the most apropos congestion mitigation strategies. The use of CMP Corridor Functional Types will be further discussed in Chapter 2 System Monitoring and Chapter 4 Identification of Congestion Management Strategies.

How will the CMP be integrated into WMPO processes?

All metropolitan planning organizations (MPOs) are mandated by the Federal Highways Administration (FHWA) to create and maintain three documents: the Metropolitan Transportation Plan (MTP – this is the guiding document for MPO projects), the Metropolitan Transportation Improvement Program (MTIP this is the 2-year program for surface transportation projects within the MPO’s boundary), and the Unified Planning Work Program (UPWP – the annual operating budget for the MPO to include budgets for data collection, studies, plans, and staff).

FHWA further mandates that CMPs be implemented as a continuous part of the metropolitan planning process for all MPOs that are designated as TMAs. The CMP will be used as a first step for addressing regional congestion and thus will define items for inclusion in the MTP, MTIP, and the UPWP. The interaction of the CMP with each of the 3 key documents that the MPO is responsible for is described below:

Metropolitan Transportation Plan (MTP)

The WMPO’s CMP interacts with the MTP in two ways. First, the goals for this CMP were taken from the MTP. The MTP is developed through extensive public involvement so as to ensure that it – as the guiding document of the MPO – is driven by community desires and input. The effort of aligning the goals of this CMP with the goals of the MTP is derived from a desire to reflect the community-supported and adopted goals in the MTP.



Secondarily, projects that are suggested as a result of this CMP will be evaluated and ranked within the fiscally constrained MTP. The rankings resulting from this CMP will directly and proportionally impact the ranking of each project when it is inserted into the MTP.

Metropolitan Transportation Improvement Program (MTIP)

The WMPO’s CMP interacts with the MTIP only secondarily, through the MTP’s interaction with the MTIP. Whereas the CMP project ranking has a direct and proportional impact on the MTP’s project list; the MTP feeds projects into the MTIP for programming.

Unified Planning Work Program (UPWP)

The process of developing the WMPO’s CMP utilizes items programmed into the UPWP on an annual basis. The funding for the data collection and staffing (and occasionally that that is programmed for special studies and plans) comes from the UPWP.

II- System Monitoring

The CMP Network will be monitored in part by multiple partner agencies to include the City of Wilmington Traffic Engineering Division, NCDOT, the Cape Fear Public Transportation Authority, and the WMPO. A report will be created every other year to evaluate the CMP corridors based on this data collected from multiple partner agencies. The biennial report will serve to enable the WMPO, the public, and particularly the Steering Committee to evaluate the effectiveness of the WMPO's CMP strategies. The synthesis of data from these multiple agencies for a biennial CMP report will be the responsibility of the WMPO.

This biennial report will include evaluation of the CMP Network based on performance measures through data collection as is described in the following sections of this chapter.

Performance Measures

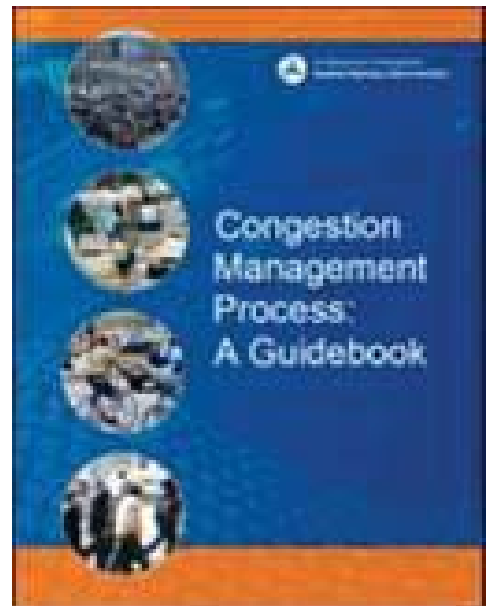
Within the context of this CMP, performance measures are used to identify, assess, and quickly communicate information about congestion on the identified CMP corridors and the overall network. They do this through evaluating metrics of current and future multimodal conditions on the regional transportation network. Performance measures are assessed on a continual basis and will be reported in a biennial report.

FHWA Guidance states that “the action of developing performance measures is a highly iterative component of the CMP, and typically consists of three major activities:

- Selecting performance measures
- Developing a data collection plan, and
- Refining objectives and performance measures”

This suggests that for this CMP these performance measures may be seen as preliminary and – without baseline data- will likely need to be adjusted over time.

Performance measures were chosen for this CMP based on the availability to collect data and a desire to assess performance of the CMP on a multimodal basis to reflect the identified goals and objectives.



CONGESTION MANAGEMENT PROCESS

Preliminary system-wide performance measures are as follows, based on the objectives outlined in Chapter 1:

Safe

Objective:	Reduce bicycle and pedestrian crashes along congested corridors
Performance Measurement:	Number of bicycle and pedestrian crashes in the WMPO area within a 2-year timeframe
Collection Method:	TEAAS Data
Collection Agency:	NCDOT - Transportation Mobility and Safety Unit

Objective:	Reduce rear-end collision frequency along congested corridors
Performance Measurement:	Number of rear-end collisions in the WMPO area within a 2-year timeframe
Collection Method:	TEAAS Data
Collection Agency:	NCDOT - Transportation Mobility and Safety Unit



CONGESTION MANAGEMENT PROCESS

Efficient

Objective:	Prioritize accommodations of all modes over motorized vehicular travel time along corridors that have potential for heavy multimodal usage
Performance Measurement:	Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a 2-year timeframe
Collection Method:	DVR Monitoring
Collection Agency:	WMPO

Objective:	Prioritize accommodations of all modes over reduction in delay at congested intersections where those intersections have potential for heavy multimodal usage
Performance Measurement:	Number of CMP corridor intersection legs with pedestrian indications at intersections
Collection Method:	Intersection counts
Collection Agency:	WMPO

Objective:	Maintain or reduce travel times on congested corridors
Performance Measurement:	Average travel time on the WMPO CMP network within a 2-year timeframe
Collection Method:	Floating Car Studies
Collection Agency:	WMPO, City of Wilmington

Objective:	Maintain or reduce delay at congested intersections
Performance Measurement:	Average duration of delay at intersections within the WMPO CMP network within a 2-year timeframe
Collection Method:	Floating Car Studies
Collection Agency:	WMPO, City of Wilmington

Objective:	Increase transit on-time performance
Performance Measurement:	Percentage of fixed-route trips that are on-time in the WMPO area within a 2-year timeframe
Collection Method:	WAVE Transit farebox data
Collection Agency:	WAVE Transit

Objective:	Increase vehicle occupancy rates
Performance Measurement:	Number of participants in the WMPO's TDM program
Collection Method:	TDM program enrollees count
Collection Agency:	WMPO

CONGESTION MANAGEMENT PROCESS

Appropriate

Objective:	Ensure congestion management strategies are compatible with and consider land use along corridors
Performance Measurement:	Percentage of CMP corridor facility improvements that have low, medium and high difficulty and reflect strategies appropriate for their CMP corridor functional types
Collection Method:	CMP Biennial Report
Collection Agency:	WMPO

Objective:	Plan for future growth when designing facilities
Performance Measurement:	Percentage of CMP facility improvements that incorporated consideration of 2040 projected volumes
Collection Method:	CMP Biennial Report
Collection Agency:	WMPO

Responsible

Objective:	Identify/prioritize alternate routes prior to widening corridors on CMP network transportation plans
Performance Measurement:	Percentage of miles of CMP routes that have parallel facilities that alleviate congestion on CMP routes
Collection Method:	GIS Analysis
Collection Agency:	WMPO

Integrated

Objective:	Ensure the CMP is considered in the MTP & other transportation plans
Performance Measurement:	Percentage of WMPO adopted plans is the CMP referenced in over a two-year period
Collection Method:	WMPO TAC Meeting Minutes
Collection Agency:	WMPO

Objective:	Ensure the CMP is considered in land use plans
Performance Measurement:	Percentage of the WMPO's 13 member jurisdictions land use plans referencing the CMP over a two-year period
Collection Method:	Request for information from the WMPO's 13 member jurisdictions
Collection Agency:	WMPO

CONGESTION MANAGEMENT PROCESS

Multi-Modal

Objective:	Prioritize multimodal congestion management strategies first
Performance Measurement:	Bicycle and pedestrian CMP corridor counts per capita in the WMPO area within a 2-year timeframe
Collection Method:	DVR Monitoring
Collection Agency:	WMPO

The biennial reports will assess the high-level functioning of the CMP based on these performance measures.

CONGESTION MANAGEMENT PROCESS

Data Collection Techniques

The biennial CMP report will also look at a localized type of performance measures by collecting the following data for each congested corridor:

Data will be used to evaluate the primary CMP network and to track performance metrics over time.

Traffic Counts

Collection Method:	Tube detectors & vehicle detectors
Collection Agency:	WMPO, NCDOT & City of Wilmington Traffic Engineering
Usage:	This data will tell us how many vehicles use the particular facility. This is a useful not directly as a congestion measurement itself but in normalizing the values of other metrics

Travel Time Data

Collection Method:	Floating Car Studies, INRIX
Collection Agency:	City of Wilmington Traffic Engineering & WMPO
Usage:	This data will tell us how long it takes a vehicle to travel through a corridor. This is a direct metric used to show congestion. Ideally, strategies would try to reduce or maintain travel time in the future. This will be a metric used to track whether our implemented strategies are successful



Hot Spot Identification

Collection Method:	Floating Car Studies, INRIX
Collection Agency:	City of Wilmington Traffic Engineering & WMPO
Usage:	This data will tell us where there are specific points of congestion. Ideally, strategies would try to reduce the intensity or eliminate hot spots in the future

CONGESTION MANAGEMENT PROCESS

Truck Counts

Collection Method:	High Star Counter & DVR System
Collection Agency:	WMPO
Usage:	This data will allow us to monitor the volume of trucks

Bicycle Counts

Collection Method:	DVR Monitoring
Collection Agency:	WMPO
Usage:	This data will allow us to monitor the volume of bicyclists

Pedestrian Counts

Collection Method:	DVR Monitoring
Collection Agency:	WMPO
Usage:	This data will allow us to monitor the volume of pedestrians

Transit Boarding Data

Collection Method:	WAVE Transit
Collection Agency:	WAVE Transit
Usage:	This data will allow us to monitor the locations where transit ridership is highest for origins & destinations

Data Collection Technique	Commercial Corridors	Commuting Corridors	Destination Corridors	Freight Corridors	Tourist Routes
Traffic Counts	x	x	x	x	x
Travel Time Data	x	x	x	x	x
Hot Spot Identification	x	x	x	x	x
TEAAS Data	x	x	x	x	x
Truck Counts				x	
Bicycle Counts	x		x		
Pedestrian Counts	x		x		
Transit Data	x	x	x		x

III - Evaluation of CMP Corridors

As evidenced by the Primary CMP Network identified by the CMP Steering Committee, congestion is a concern on a large set of roadways in the WMPO Study Area. Limitations on transportation funding require that strategies to improve the network be prioritized in order to focus efforts on those projects that will be most beneficial to the region. The sections below detail the criteria by which CMP corridors will be evaluated and a methodology to rank the corridors in order of priority.

Criteria

The set of criteria used to evaluate CMP corridors is delineated below. These criteria were chosen for the availability of data to evaluate them and their importance in terms of the identified goals and objectives of the CMP.

Criteria

- 1) Travel Time
- 2) Safety
- 3) Volume
- 4) Transit Performance

Ranking Process

The process for ranking the CMP corridors involves ranking all corridors by the individual criteria listed above, weighting all the evaluation criteria evenly, summing them, and then identifying which corridors have the highest cumulative impact across all criteria. This ranking process is particularly useful because it quantifies a CMP value associated with each CMP corridor. This will allow any project identified in the WMPO's Metropolitan Transportation Plan (MTP) to be evaluated easily by a CMP score in the MTP's prioritization matrix. In other words, the rank of the CMP corridor can be used as criteria for prioritization in the MTP.

Process

- 1) Rank each corridor by their relative value for each identified criteria. Flip values of each criteria
- 2) Add all rankings

IV - Identification of Congestion Management Strategies

One of the most critical steps of the Congestion Management Process is the application of strategies that can manage regional congestion to achieve the objectives set by the CMP. For this CMP, four strategies have been identified for this purpose. Specific to each strategy is a set of techniques (defined below). A table (see) further classifies each technique within each strategy by the difficulty of its implementation and the corridor functional type(s) to which each is applicable. Ideally, techniques that are easier to achieve should be prioritized when there is available funding. Techniques should also only be applied when they are seen as assisting in the achievement of mitigating congestion on a roadway classified as a particular corridor functional type.

WMPO Strategies

The following four strategies will be utilized to manage congestion in the WMPO:

- 1) Reduce Demand – The purpose of this strategy is to reduce congestion through lessening the demand for motorized vehicular capacity on the congested corridors
- 2) Shift Mode of Trip – The purpose of this strategy is to reduce congestion by shifting usage of the congested corridor from single-occupant vehicles to more capacity-efficient modes
- 3) Improve Operations – The purpose of this strategy is to reduce congestion by improving the operational aspects of congested corridors
- 4) Increase Capacity – The purpose of this strategy is to reduce congestion by increasing the capacity to accommodate additional traffic along congested corridors or at congested points along corridors

WMPO Congestion Mitigation Techniques

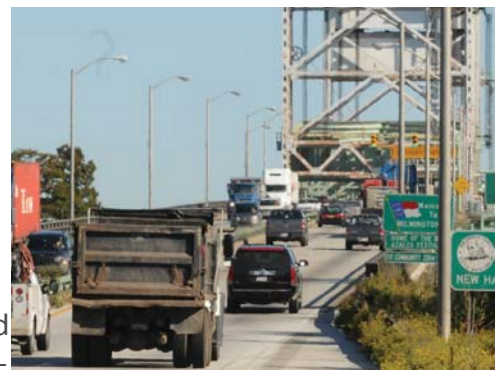
Specific to each of the four strategies for congestion management are several techniques to achieve those strategies (described below). Chapter 5 will explain how strategies will be applied to manage congestion in the WMPO.

Reduce Demand

HOV Lanes – A high-occupancy vehicle (HOV) lane is a restricted traffic lane reserved at peak travel times or longer for the exclusive use of vehicles with a driver and one or more passengers.

Land Use – Managed Growth – This technique includes encouraging growth in areas where the transportation network is best able to accommodate additional trips and not accommodating additional growth where the transportation network is less able to accommodate additional trips. Utilization of this technique may require code amendments

Alternative Roadways – This technique includes the improved usage of non-CMP roadways in order to remove demand on the CMP Network.



CONGESTION MANAGEMENT PROCESS

TDM – Alternative Work Schedules – This technique includes any employer-run effort to reduce vehicles on road during peak commuting hours including promotion of telecommuting, teleworking, flexible work week, and compressed work week options

TDM- Carpools & Vanpools – This technique includes commuters sharing a vehicle trip for the purpose of getting to and from their place of employment

Roadway User Fees/HOT Lanes – A high-occupancy/toll lane is a road pricing scheme that gives motorists in single occupant vehicles access to high-occupancy vehicle lanes (or HOV lanes).

Land Use – Accommodate All Modes in New Development – This technique includes requiring new development to consider and appropriately accommodate bicycles, pedestrians, and transit in site design. Utilization of this technique may require code amendments

Land Use – Construct Supportive Collector Street Network with New Development - This technique includes requiring new development to consider and appropriately enhance the higher functional classification network with collector streets. Utilization of this technique may require code amendments

Shift Mode of Trip

Light Rail - Light Rail is a form of public transport using steel-tracked fixed guideways that operate primarily along exclusive rights of way and have vehicles capable of operating as a single train or as multiple units coupled together.

Transit Express Routes – Transit express routes are public transit fixed-routes that serve a large area with a limited number of high-ridership stops.

Transit – Increase Frequency – This technique would increase the frequency of existing public transit fixed routes

Land Use – Transit Oriented Development – This technique utilizes mixed-use residential and commercial areas designed to maximize access to public transit and often incorporates features to encourage transit ridership. Utilization of this technique may require code amendments

Land Use – Mixed-Use – This technique blends land uses (commercial, residential, cultural, institutional, industrial, etc.) where those functions are physically and functionally integrated. Utilization of this technique may require code amendments

Expand Pedestrian Network – This technique includes expanding the pedestrian network to include installation of sidewalks, crosswalks and multi-use paths to complement the transportation network

Expand Bicycle Network – This technique includes expanding the bicycle network to include installation of bicycle lanes, multi-use paths, sharrows, and crosswalks to complement the transportation network

Improve Multimodal Access at Intersections – This technique includes the installation of crosswalks and pedestrian indications at existing roadway intersections

Improve Bicycle Storage – This technique includes provision of storage for bicycles to encourage increased bicycle ridership



CONGESTION MANAGEMENT PROCESS

Establish Park & Ride lots – This technique utilizes car parks with connections to fixed-route public transit to allow commuters and other people to leave their vehicles and transfer to the fixed-route system

Car Sharing – This technique allows for car rentals for short periods of time for occasional use, often by the hour

Bicycle Sharing Program – This technique allows for bicycles to be made available for shared use by individuals on a very short-term basis

Improve Operations

Access Management – This technique manages access to land uses by limiting turning movements and conflict points typically through the provision of a median

Geometric Intersection Improvements – This technique changes the use of the intersection by changing the physical layout of the intersection through changes to the location/size of curbs, travel lanes, medians, and other geometric aspects of the intersection

Signal Retiming – This technique optimizes the operations of signalized intersections to enable them to better respond to traffic patterns and the demands of all modes of transportation

Signal Event/Holiday Timing Plans – This technique optimizes the operations of signalized intersections to enable them to better respond to traffic patterns specific to a particular holiday or event

Reversible Lanes – This technique designates particular lanes to allow them to be used for traffic to flow in the other direction at certain points in time, typically to account for higher flows of traffic in a particular direction during rush hour

Improve Signage – This technique can be used to better inform traffic of route options and can better distribute or channelize traffic to improve patterns

Dynamic Messaging – This technique can be used to better inform traffic of current conditions to more dynamically shift traffic patterns as needed

Increase Capacity

Bus Rapid Transit Lanes – This technique designates particular lanes for the restricted use of public transportation to allow for more rapid fixed-route usage along a particular corridor. This technique generally involves dedication of additional right-of-way to provide bus stop facilities such as shelters, benches, platforms, and to provide pedestrian infrastructure to and from bus stops

Add General Purpose Lanes – This technique adds capacity through the provision of additional travel lanes

Add Turning Lanes – This technique adds turning lanes in order to decrease delay and separate vehicular movement types at intersections

Convert Intersection to Interchange – This technique reduces delay at roadway junctions through utilizing a grade separation and one or more ramps to permit traffic on at least one highway to pass through the junction without directly crossing any other traffic stream

CONGESTION MANAGEMENT PROCESS

Strategy	Technique	Difficulty	Commercial Corridors	Communting Corridors	Destination Corridors	Freight Corridors	Tourist Routes
Reduce Demand	HOV lanes	High		X			X
	Land Use - managed growth	Medium	X	X			
	Alternative Roadways	High (urban)/ Medium (suburban/rural)	X	X	X	X	X
	TDM - Alternative work schedules	Low		X			
	TDM - Carpools & Vanpools	Low		X			
	TDM - Employer shuttles	Medium		X			
	Roadway User Fees/HOT lanes	High		X			
	Land Use - Accommodate all modes in new development	Medium	X	X			X
	Land Use - Construct supportive collector street network with new development	Medium	X	X			X
	Shift Mode of Trip						
	Light Rail	High	X	X	X		X
	Transit Express Routes	High	X	X	X		X
	Transit - increase frequency	High	X	X	X		
	Land Use - TOD	High	X	X	X		
	Land Use - mixed use	Medium	X	X	X		
	Expand pedestrian network	Low urban, Medium Suburban/rural	X	X	X		
	Expand bicycle network	Low urban, Medium Suburban/rural	X	X	X		X
	Improve multimodal access at intersections	Low urban, Medium Suburban/rural	X	X	X		X
	Improve bicycle storage	Low	X	X	X		X
	Establish Park & Ride lots	Low		X			
Improve Operations	Car Sharing	Medium	X		X		X
	Bicycle Sharing Program	Low	X	X	X		X
	Access Management	Medium suburban High urban	X		X	X	X
	Geometric intersection improvements	Medium suburban High urban	X	X	X	X	X
	Signal retiming	Low	X	X	X	X	X
	Signal event/holiday timing plans	Low	X	X	X		X
	Reversible lanes	High		X			
	Improve signage	Low	X	X	X	X	X
	Dynamic messaging	Low	X	X	X	X	X
	Increase Capacity						
	Bus Rapid Transit Lanes	High	X	X	X		X
	Add general purpose lanes	High	X	X	X	X	X
	Add turning lanes	Medium	X	X	X	X	X
	Convert intersection to interchange	High	X	X	X	X	X

V - Application of Congestion Management Strategies

This chapter shows how congestion management strategies will be applied to particular corridors to achieve the goals and objectives laid out in Chapter 1. A biennial data report will be produced to evaluate how congested corridors are functioning and to gauge how the CMP objectives are being met. Each corridor will be evaluated and – based on the identified needs and applicable corridor functional types – strategies will be suggested to manage congestion. The application of these strategies will be prioritized based on the criteria and ranking process described in Chapter 3.

Biennial Data Report

As part of the WMPO's Congestion Management Process, the WMPO will collect data on an ongoing basis as is outlined in Chapter 2. This data will be synthesized in the form of a report every two years. The report will outline how the CMP network has performed according to the performance measures outlined in Chapter 2 and also will detail how each problem corridor is functioning based on its associated corridor functional types. The biennial data report will highlight where congestion management strategies are most needed and whether applied strategies have effectively managed congestion. While the CMP will require the WMPO to constantly monitor data, the biennial report will be a quick snapshot comparing datasets to quickly assess where strategies are working and where there are opportunities for improvement.

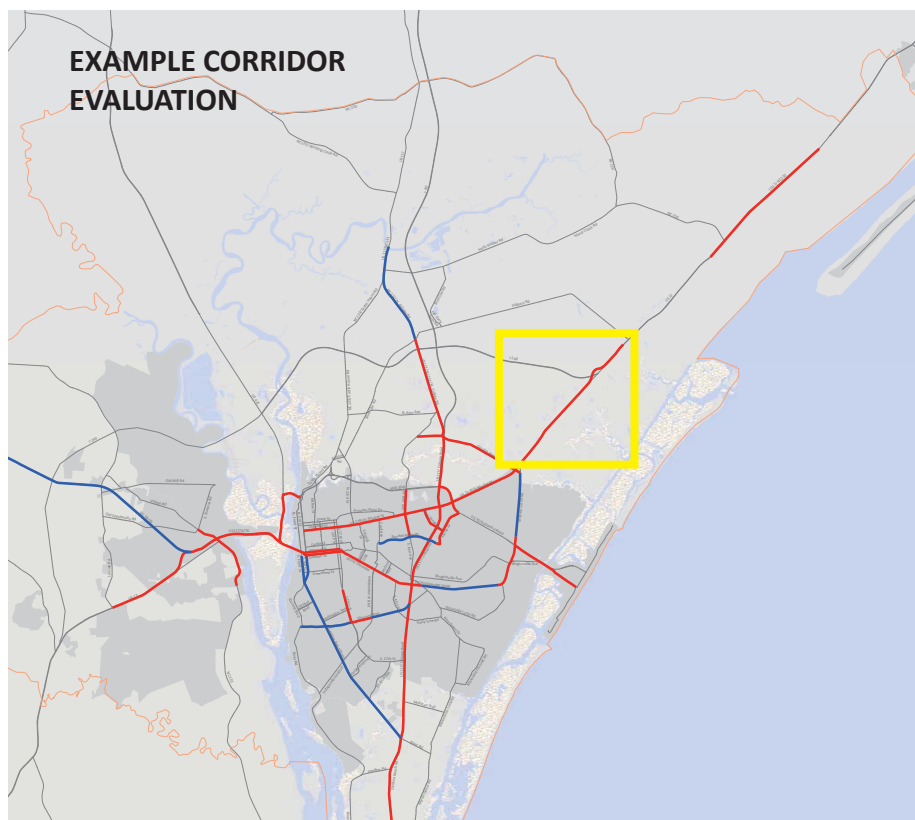
Example Corridor Evaluation

The biennial data report will be composed of two primary sections. The first section will outline how the CMP network is performing according to the adopted goals & objectives of this document. The second section will utilize snapshots of the performance of corridors to show what CMP data has been collected on the corridor within the 2-year period and what strategies are suggested to improve congestion on that section. Look to the next page for a preliminary example of what these corridor evaluation sheets will look like. The corridor evaluation sheets can be thought of as snapshots and scorecards to illuminate how corridors are functioning and how they can improve.

Project Ranking & Programming Process

Data reported in the biennial data report will be used to score and rank congested corridors according to the process outlined in Chapter 3. These scores will be used as inputs in the WMPO's Metropolitan Transportation Plan (MTP). CMP projects will be ranked against other projects in the WMPO's MTP. The project ranking in the MTP will impact the horizon year and the likelihood of programming the project in the State Transportation Improvement Program (STIP) and potentially through alternate funding sources.

CONGESTION MANAGEMENT PROCESS



CORRIDOR CHARACTERISTICS

Volume:
 Travel Time:
 Peak Hours:
 Truck Counts:
 Bicycle Counts:
 Pedestrian Counts:
 Transit Routes:
 Transit Boarding Data:
 Transit On-Time Performance:

CORRIDOR FUNCTIONAL TYPES

Commercial Corridor
 Commuting Corridor
 Destination Corridor
 Freight Corridor
 Tourist Route

HOT SPOTS:

- Porter's Neck Rd
- Marsh Oaks Rd

Congestion Mitigation Strategies		Applicable Strategy?
Reduce Demand	<ul style="list-style-type: none"> • TDM • Land Use - Contain growth • Construct Alternative Roadways 	<ul style="list-style-type: none"> • IN USE • Yes • No
Shift Mode of Trip	<ul style="list-style-type: none"> • Transit Express Routes • Improve multimodal access at intersections • Expand bicycle network • Expand pedestrian network 	<ul style="list-style-type: none"> • No • Yes • No • Yes
Improve Operations	<ul style="list-style-type: none"> • Land Use - Driveway eliminations • Access management • Signal retiming 	<ul style="list-style-type: none"> • IN USE • Yes • No
Increase Capacity	<ul style="list-style-type: none"> • Bus Rapid Transit Lanes • Add general purpose lanes • Add turning lanes • Convert intersection to interchange 	<ul style="list-style-type: none"> • Yes • No • No • No

PROBABLE CONGESTION CAUSES

- Heavy PM peak volume
- Access Management Issues
- No Alternate Route

FUTURE PROJECTS

- None

RECOMMENDATIONS

- None

VI - Evaluate Strategy Effectiveness

As the CMP is an ongoing data collection and analysis process, adjustments to the CMP can be made on a regular basis. With every biennial data report the CMP should be reviewed for effectiveness. This should occur first of all on a holistic basis. Changes in the WMPO's performance based on its goals and objectives can highlight what is and isn't working with the adopted process. WMPO staff should assess whether the CMP Steering Committee needs to reconvene to evaluate the CMP as described in this document; and how comprehensive an adjustment needs to be made.

The CMP will also be analyzed with every biennial report based on the performance of the congested corridors in their snapshot evaluations (see previous page). Areas where CMP strategies have been applied will be analyzed for changes and correlated to the effectiveness of the applied strategies. Where strategies are not working or are not proving to have a great enough effect, other strategies may be sought and prioritized according to the process described in Chapter 3.

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

RESOLUTION ADOPTING THE CONGESTION MANAGEMENT PROCESS

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

WHEREAS, on July 18, 2012 the Wilmington Urban Area Metropolitan Planning Organization was designated as a Transportation Management Area (TMA); and

WHEREAS, development and adoption of a Congestion Management Process is required of all designated TMAs; and

WHEREAS, the Federal Highway Administration defines a Congestion Management Process as a regionally-accepted approach for managing congestion that provides up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs; and

WHEREAS, a Congestion Management Process subcommittee was convened on March 26, 2013 to develop a Congestion Management Process; and

WHEREAS, the Transportation Advisory Committee adopted a resolution supporting the Congestion Management Process regional objectives, functional type definitions, and network at a regular meeting on April 24, 2013; and

WHEREAS, the Transportation Advisory Committee adopted a set of Congestion Management Process Corridor Types at a regular meeting on May 29, 2013; and

WHEREAS, a Congestion Management Process subcommittee has developed a Congestion Management Process based on the adopted regional objectives, functional type definitions, network, and corridor types.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the Congestion Management Process.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

**FY 2013-2014 PUBLIC TRANSPORTATION PLANNING SECTION 5303
GRANT AGREEMENT FOR THE WILMINGTON URBANIZED AREA**

THIS AGREEMENT made and entered into this ____ day of _____, 2014 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.

WITNESSETH

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 _____, 2014,
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
_____, 2013 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 _____, 2014, 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 _____, 2014.

(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 _____, 2013.

(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 _____, 2014.

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

WHEREAS, in 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 December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Wrightsville Beach Speed Limits



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

**RESOLUTION REQUESTING THAT THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION CONSIDER LOWERING THE SPEED LIMIT TO 35 MPH ON
SALISBURY STREET AND OTHER ROADWAYS WITHIN THE TOWN'S MUNICIPAL
LIMITS ON OR ADJACENT TO THE HEIDE TRASK DRAWBRIDGE**

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 Board of Aldermen of the Town of Wrightsville Beach has agreed to ask the North Carolina Department of Transportation (NCDOT) to study the speeds around the Heide Trask Drawbridge to determine if changes are warranted; and

WHEREAS, NCDOT has reviewed the area and supports a change from 45mph to 35mph on the Heide Trask Drawbridge and on the adjacent roads that approach the area; and

WHEREAS, NCDOT supports this change but only if Salisbury Street is included as part of the overall project; and

WHEREAS, the lowering of the speed limits in the area of the Heide Trask Drawbridge should improve the safety of drivers, bicyclists and pedestrians; and

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby requests the North Carolina Department of Transportation consider lowering the speed limit from 45mph to 35mph on Salisbury Street and on or adjacent to the Heide Trask Drawbridge within the municipal limits of the Town of Wrightsville Beach.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING NCDOT CONDUCT A SPEED STUDY TO DETERMINE THE
APPROPRIATE SPEED ON EASTWOOD ROAD, WRIGHTSVILLE AVENUE AND
CAUSEWAY DRIVE FROM THE INTERSECTION OF PAVILION DRIVE/EASTWOOD
ROAD TO KEEL STREET AND SUPPORTS NCDOT REDUCING THE SPEED LIMIT IF THE
STUDY DETERMINES IT APPROPRIATE**

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, Eastwood Road and Wrightsville Avenue from the intersection of Pavilion Drive/Eastwood Road to the Heide Trask drawbridge is a five-lane cross-section with a posted speed limit of 45 mph; and

WHEREAS, the Heide Trask drawbridge is a 4-lane cross-section with a posted speed limit of 45 mph; and

WHEREAS, Causeway Drive ranges from a 4-lane divided cross-section to a 5-lane cross-section between the Heide Trask drawbridge and Lumina Avenue; and

WHEREAS, Causeway Drive has a posted speed limit of 45 mph from the Heide Trask drawbridge to in the vicinity of Keel Street; and

WHEREAS, Causeway Drive has a posted speed limit of 35 mph from in the vicinity of Keel Street to Lumina Drive; and

WHEREAS, the Wilmington MPO desires for NCDOT to conduct a speed study on Eastwood Road, Wrightsville Avenue and Causeway Drive to determine the appropriate speeds on these roadways.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby requests the North Carolina Department of Transportation conduct a speed study to determine the appropriate speed on Eastwood Road, Wrightsville Avenue and Causeway Drive from the intersection of Pavilion Drive/Eastwood Road to Keel Street and supports NCDOT reducing the speed if the study determines it appropriate.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION REQUESTING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
CONSIDER PLACING LUMINA AVENUE, WAYNICK BOULEVARD, SUNSET STREET AND
NORTH LUMINA AVENUE ON THE 5-YEAR RESURFACING 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 Department of Transportation identifies resurfacing needs in a 5 year resurfacing plan; and

WHEREAS, the Department of Transportation has identified the road resurfacing projects in New Hanover County that are being considered for funding between 2014 and 2018; and

WHEREAS, no resurfacing projects have been identified in Wrightsville Beach; and

WHEREAS, the Town of Wrightsville Beach believes that Lumina Avenue, Sunset Street, Waynick Boulevard and a portion of North Lumina Avenue currently need resurfacing.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby requests that Lumina Avenue, Sunset Street, Waynick Boulevard, and a portion of North Lumina Avenue be added to the 5-Year resurfacing program.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

**RESOLUTION SUPPORTING NCDOT EFFORTS TO PURSUE SAFETY FUNDS TO FUND
PRELIMINARY ENGINEERING COSTS FOR THE STUDY OF ACCESS IMPROVEMENTS IN THE
VICINITY OF THE INTERCHANGE AT THE US 17 BYPASS AND US 17 BUSINESS (MARKET
STREET)**

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 Wilmington Metropolitan Planning Organization recognizes the need to improve mobility and safety along the Market Street corridor specifically at the US 17 Wilmington Bypass and US 17 Business (Market Street) interchange; and

WHEREAS, due to the configuration of this interchange, improvements are needed to relieve congestion and improve safety; and

WHEREAS, the stop condition at the end of the exit ramp in the eastbound direction of the US 17 Bypass allows limited sight distance for the right turn movement; and

WHEREAS, the North Carolina Department of Transportation would like to study alternatives to relocate this exit ramp; and

WHEREAS, the two northbound travel lanes on US 17 Business (Market Street) split just north of SR 1455 (Porters Neck Road) leaving only one through lane heading north on US 17; and

WHEREAS, the North Carolina Department of Transportation desires to study adding an additional northbound lane at this location for a length of approximately one-mile where it would end at SR 1571 (Scotts Hill Loop Road); and

WHEREAS, this additional lane will separate the through and right-turning traffic and allow additional distance to merge in the through lanes on US 17.

NOW THEREFORE, be it resolved that the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby supports the North Carolina Department of Transportation's efforts to pursue safety funds for the preliminary engineering costs to study access improvements in the vicinity of the interchange at the US 17 Wilmington Bypass and US 17 Business (Market Street).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

PROPOSED REVISIONS TO 2012-2020 STIP PROGRAM

STIP/MTIP MODIFICATIONS OCTOBER

Division 3

EB-5543 NEW HANOVER DIVISION PROJ.CATEGORY	SR 1403 (MIDDLE SOUND LOOP ROAD), OGDEN ELEMENTARY SCHOOL TO SR 1986 (OYSTER DRIVE). CONSTRUCT MULTI-USE PATH. <i>DELAY RIGHT-OF-WAY FROM FY 13 TO FY 14 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i>	RIGHT-OF-WAY CONSTRUCTION -	FY 2014 - \$16,000 (DP) FY 2014 - \$4,000 (C) FY 2014 - \$165,000 (DP) FY 2014 - <u>\$41,000</u> (C) \$226,000
F-5301 BRUNSWICK CARTERET NEW HANOVER REGIONAL PROJ.CATEGORY	VARIOUS, CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS. <i>ACCELERATE CONSTRUCTION FROM FY 15 TO FY 14.</i>	CONSTRUCTION	FY 2014 - <u>\$1,150,000</u> (S) \$1,150,000
U-4751 NEW HANOVER STATEWIDE PROJ.CATEGORY	SR 1409 (MILITARY CUTOFF ROAD EXTENSION), SR 1409 (MILITARY CUTOFF ROAD) TO US 17 IN WILMINGTON. MULTI- LANES ON NEW LOCATION. <i>DELAY RIGHT-OF-WAY FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR DESIGN.</i>	UTILITIES RIGHT-OF-WAY MITIGATION CONSTRUCTION	FY 2015 - \$565,000 (T) FY 2015 - \$23,500,000 (T) FY 2016 - \$23,500,000 (T) FY 2016 - \$3,271,000 (T) FY 2017 - \$14,750,000 (T) FY 2018 - \$14,750,000 (T) FY 2019 - \$14,750,000 (T) FY 2020 - <u>\$14,750,000</u> (T) \$109,836,000

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

**RESOLUTION SUPPORTING THE MODIFICATION OF THE
2012-2020 STATE /METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAMS**

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 Transportation Advisory Committee has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the North Carolina Board of Transportation adopted the 2012-2020 State Transportation Improvement Program on July 7, 2011 and the Wilmington Metropolitan Planning Organization adopted the Statewide/Metropolitan Transportation Improvement Program on August 11, 2011; and

WHEREAS, the Wilmington MPO desires to modify the State/Metropolitan Transportation Improvement Program for the Middle Sound Loop Road Greenway (EB-5543) to delay right-of-way from FY 2013 to FY14 to allow additional time for design, for the replacement of dolphins at various, Cedar Island, Southport and Fort Fisher Docks (F-5301) to accelerate construction from FY 15 to FY 14 and for Military Cutoff Road extension (U-4751) to delay right-of-way from FY 14 to FY 15 to allow additional time for design.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports modifying the 2012-2020 State/Metropolitan Transportation Improvement Programs for Middle Sound Loop Greenway (EB-5543), replacement of dolphins at various, Cedar Island, Southport and Fort Fisher Docks (F-5301) and Military Cutoff Road extension (U-4751).

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary



WILMINGTON URBAN AREA Metropolitan Planning Organization

P.O. Box 1810
Wilmington, North Carolina 28402
910 341 3258 910 341 7801 FAX

Members:

City of
WILMINGTON
Lead Planning Agency

Town of
CAROLINA BEACH

Town of
KURE BEACH

Town of
WRIGHTSVILLE BEACH

NEW HANOVER
County

Town of
BELVILLE

Town of
LELAND

Town of
NAVASSA

BRUNSWICK
County

PENDER
County

CAPE FEAR
Public Transportation
Authority

North Carolina
BOARD OF
TRANSPORTATION

TO: TCC/TAC Members

FROM: Mike Kozlosky, Executive Director

DATE: November 14, 2013

SUBJECT: **Proposed 2014 WMPO Meeting Calendar**

Technical Coordinating Committee	Transportation Advisory Committee
January 15	January 29
February 12	February 26
March 12	March 26
April 16	April 30
May 14	May 28
June 11	June 25
July – no meeting scheduled	July – no meeting scheduled
August 13	August 27
September 10	September 24
October 15	October 29
November 19	November – no meeting scheduled
December –no meeting scheduled	December 10

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

RESOLUTION ADOPTING THE 2014 WILMINGTON MPO MEETING CALENDAR

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 Wilmington MPO's Transportation Advisory Committee adopts the meeting calendar on an annual basis.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the 2014 Wilmington MPO meeting calendar.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on December 11, 2013.

Laura Padgett, Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

PROPOSED REVISIONS TO 2012-2020 STIP

PROGRAM

STIP/MTIP ADDITIONS (December)

* F-5301
CARTERET
BRUNSWICK
NEW HANOVER
REGIONAL
PROJ.CATEGORY

VARIOUS, CEDAR ISLAND, SOUTHPORT AND
FORT FISHER DOCKS. REPLACE DOLPHINS.
***ACCELERATE CONSTRUCTION FROM FY 17 TO
FY 15.***

CONSTRUCTION FY 2015 - \$1,150,000 (S)
\$1,150,000

Public Transportation

TBD

PREVENTATIVE MAINTENANCE

FY 2014- 350,000 (STP-DA)
FY 2014- 87,500 (Local)
\$437,500

WILMINGTON MPO
TRANSPORTATION PLANNING
NOVEMBER 2013

CROSSING OVER THE CAPE FEAR RIVER

Project Description/Scope: Construct a new crossing over the Cape Fear River that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road. On January 30, 2013 the Wilmington MPO's TAC formally created a work group to assist in the development of the project.

Next Steps:

- NCDOT continues coordination with the merger team regarding recommendations for Detailed Study Alternatives following the Concurrence Point 2 meeting in September. Due to additional impact analyses needed as well as potential delays in correspondence due to the federal shutdown, NCDOT is anticipating getting to Concurrence Point 2 by the end of the year.
- Staff proposes the next Work Group meeting for the beginning of next year.
- The NCDOT continues to work through the environmental review process.

CONGESTION MANAGEMENT PROCESS

Project Description/Scope: Comply with a Federal mandate to create and adopt a process to evaluate the region's most congested corridors through locally-defined multi-modal performance measures in an effort to suggest improvements that would alleviate traffic congestion in the region. Completion and review of draft CMP Report by the Congestion Management Process Steering Committee occurred in October/November 2013.

Next Steps:

- Final deliverables and adoption by the WMPO TAC will occur in December 2013

METROPOLITAN TRANSPORTATION PLAN

Project Description/Scope: Update the Federally-mandated Metropolitan Transportation Plan/Long-Range Transportation Plan for the Wilmington Urban Area Metropolitan Planning Organization. Kimley-Horn & Associates was secured to prepare the environmental, financial and GIS efforts for Cape Fear Transportation 2040 in October 2013. Initial public outreach and data collection efforts continue through November 2013.

Next Steps:

- Data collected and prepared for the WMPO Travel Demand Model through December 2013
- Preliminary alternative funding scenario information compiled through December 2013
- Prioritization process design to commence January 2013
- Initial project recommendations finalized from modal subcommittees through March 2013

17TH STREET STREETSCAPE

Project Descriptions/Scope: The 17th streetscape project will include upgrades to 17th Street between Dock and Princess Place Streets. The project will provide for a more efficient transportation system by reduced travel speeds, removal of the lateral shift, improved pedestrian crossings, improved safety and enhance the aesthetics of the area to improve safety in the community. The project may also include

aesthetic improvements that will enhance the entryway into Carolina Heights and provide a pocket park. The project design is complete.

Next Steps:

- Staff met with adjacent property owners to review the plans and receive feedback.
- The City Engineering Department is continuing to work through the design and coordination with NCDOT. The City has developed the design plans and is assembling the plan sets.
- Once the plan sheets are assembled, staff will host a public meeting to receive feedback from the community.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington MPO assists with site development and transportation impact analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 4
- New Hanover County Informal Plan Reviews: 3
- TIA Reviews: 16 total (9 New Hanover County, and 7 City of Wilmington) 7 new and 9 ongoing
- Pender County Development Plan Reviews: 10
- Pender County Informal Plan Reviews: 4
- City of Wilmington Formal Reviews: 18 (8 new and 10 on-going)
- City of Wilmington Informal Reviews: 13 (4 new and 9 on-going)
- City of Wilmington Concept Reviews: 10 new concept reviews
- COW Project Releases: 2

TRANSPORTATION DEMAND MANAGEMENT PROGRAM (NO SIGNIFICANT PROGRESS)

Project Description/Scope: UNCW is taking the role as lead employer for the Cape Fear region. The WMPO will coordinate with UNCW to work with other major employers in the region to identify opportunities for public outreach, marketing, carpooling, vanpooling, alternative/compressed work schedules, Guaranteed Ride Home, park and ride lots, etc.

Next Steps:

- Continue monthly TDM Committee meetings to develop the 5 and 25 year TDM plans
- Establish goals and objectives of the 5-year and 25-year TDM plans
- Create an inventory of TDM strategies and initiatives recommended in other 5-year and 25-year TDM plans
- Determine which TDM strategies and initiatives should be considered in the 5-year and 25-year TDM plans
- Coordinate with NCDOT and Congestion Management Process Committee to assist with data collection
- Assist with development of UNCW bike share program
- Assist with UNCW transportation study



Cape Fear Public Transportation Authority

Project Update

November 2013

1. **Operations center** - (no significant change) construction of 37,621 square foot maintenance and operations facility located on Castle Hayne Road which will serve as operation center for all Wave Transit fixed route and Paratransit operations. Will include compressed natural gas fueling station. Estimated completion, late summer 2014. Project awarded to Clancy & Theys Construction of Wilmington. Demolition complete and sitework and construction are currently underway.
2. **Wavepool program** - (no significant change) vanpool program currently serving Elizabethtown and Jacksonville. Two additional vanpools requested in Elizabethtown. Funding for additional vehicles has been identified. Working with MPO to coordinate vanpool and TDM efforts. FTA has issued grant number for four additional vans within the last month. Purchase order for vehicles approved February 28, 2013. Awaiting STIP approval and FHWA transfer to order vehicles. Estimated completion December 2013.
3. **Fleet replacement & conversion to CNG** - (no significant change) identifying state and federal funding opportunities to replace 17 thirty-five foot buses. FTA funding for 80% of pilot CNG bus has been identified under FTA \$5316 program. Local funding identification in process. New buses to be fueled by compressed natural gas. CNG fueling station at new operations facility expected to be operational in late 2014. Fleet replacement programmed at a cost of \$8,100,000. Bid packet to be released in fall 2013 with delivery of first vehicles expected in late 2014 or early 2015.
4. **Fisher University Union Transportation Hub Project** -
Location: Portico adjacent to Bus Loop, Online/Mobile Platforms
Project Contributors: Cooperative effort between the Student Government Association, UNCW Business Affairs, Auxiliary Services, WAVE transit, IT, the Vice Chancellor of Student Affairs, the Dean of Students, Ron Vetter with Mobile Education, and Campus Life.
Cost: \$36,500, UNCW \$7,300, Wave Transit \$29,200
Purpose: To increase the access, convenience, and overall ridership experience for students and riders of the WAVE transit system. Through the introduction of innovative and rider friendly technology, this project will align UNCW with the transit capabilities of our sister institutions and contribute to the overall UNCW Experience.
Actions Planned:
 - Development of a live transit tracking map specific to the UNCW campus that utilizes transponders that update on 30-second intervals.
 - Introduction of route color coding and tracking information in an easily visible digital format that allows for easy comprehension of routes and destinations.
 - A live arrival time template will allow riders to plan accordingly for on time arrival at their destination and will strengthen confidence in the reliability of the transit system.

- Seating will be added around the portico in addition to the 2 led TVs. Seating will allow for riders to wait for their bus under a covered area and without creating an obstruction to the access point to Hawks Nest and the Fisher University Union.
- A mobile friendly tracking application will allow for riders to catch their bus on and off campus creating an interconnected rider experience.

Outcomes: With these additions and upgrades, riders of the WAVE transit system will be provided with a predictable, reliable, transit system that will enrich the overall UNCW experience for all riders of the WAVE transit system.

5. **Interlocal Agreement** - The Authority is working with funding partners to develop an Interlocal agreement for public transportation services in the region. The report is scheduled to be finalized by January 15, 2014.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

December 2, 2013

TIP Projects:

R-2633 AA & AB: (Wilmington Bypass) construct a 4-lane divided highway from US 17 (near Town Creek) to US 74/76 (near Malmo).

Estimated Contract Completion Date Fall 2013

R-3324 – Long Beach Road Extension construct a 2-lane, 2-way roadway from NC 133 (near Jump & Run Creek) to NC 87. Most of this roadway will be on new location.

Estimated Contract Completion Date May 13, 2016

R-2633 BB – (Wilmington Bypass) construct a 4-lane divided highway from SR 1430 (Cedar Hill Road) to US 421 (where I-140 currently ends in New Hanover County...this includes the large bridge over the Cape Fear River).

Let Date September 17, 2013

Proposal's Availability Date October 28, 2013

Proposal's Completion Date April 30, 2018

R-2633 BA – (Wilmington Bypass) construct a 4-lane divided highway from US 74/76 (near Malmo) to SR 1430 (Cedar Hill Road).

Let Date January 21, 2014

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

Let Date December 17, 2013

R-3601 (US 17/74/76): Widening across the "causeway", between Leland/Belville and the Cape Fear River. Replacing the bridges over the Brunswick River and one of the bridges over the Alligator Creek.

Design/Build will be assigned to Contractor/PEF Team December 2013

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

Let Date November 2014

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

Right of Way September 2014

Let Date December 20, 2016?

R-5021 (NC 211): widening to a 4-lane divided highway from NC 87 (near Southport) to SR 1500 (Midway Road).

Right of Way is scheduled for October 17, 2014

Let Date is January 19, 2021 (Post Year)

B-4929: Bridge @ Surf City NC 50/210 - replace bridge #16 over the inter-coastal waterway with a fixed span high rise structure.

Right of Way is scheduled for February 20, 2015

Let Date is February 21, 2017 (Post Year)

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.

Post Year

Division Projects:

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

Currently, 4-lane pattern with Arlie Road open to full movement

Estimated Contract Completion Date Spring 2014

Thomas Rhodes Bridge: US 421 - this is the high rise fixed span bridge over the Cape Fear River, contractor will rehab the bridge deck.

US 421 northbound contractor will not be able to close a lane of traffic from 6:00 AM to 6:00 PM.

US 421 southbound contractor will not be able to close a lane of traffic from 7:00 AM to 7:00 PM.

Contractor has to complete the work 410 days after beginning

Work to begin August 2013

W-5306 Castle Hayne Roundabout: construct a roundabout at the intersection of US 117/NC 132/NC 133. Also widen US 117 to include a second lane northbound from the roundabout to SR 1002 (Holly Shelter Road).

Let Date February 2014

Greenfield Lake Culvert: replace the large culvert under 3rd Street and US 421 Truck/Front Street...Utility relocation work will begin late 2013 and finish prior to let date.

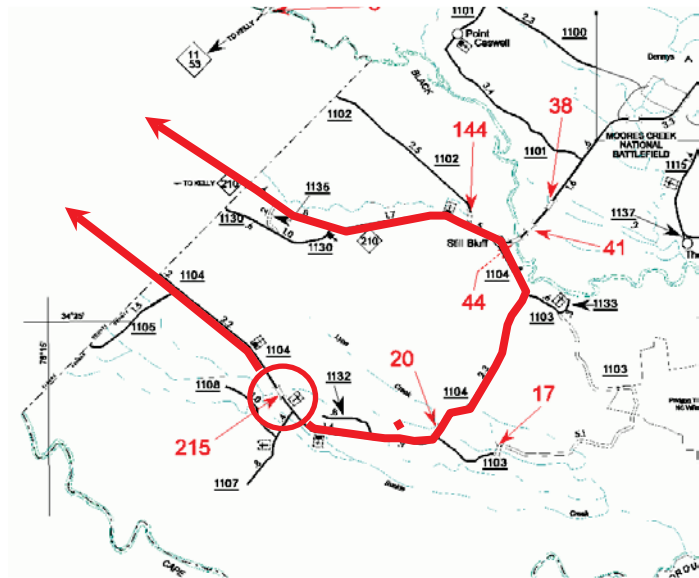
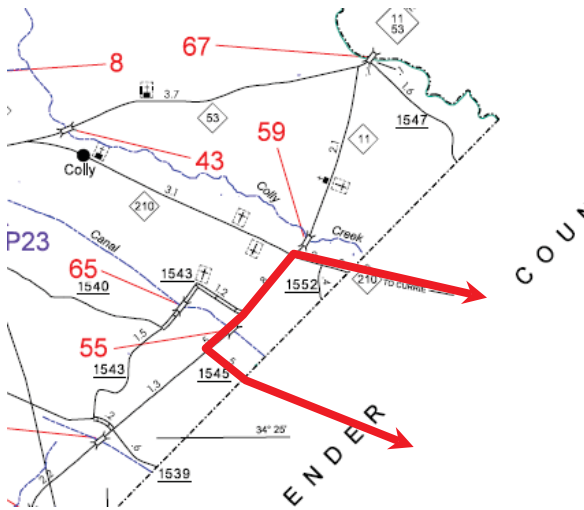
Let Date August 2014

**Design/Build contract to replace 9 bridges in Brunswick & Pender Counties:
Estimated Contract Completion Date November 1, 2015 (for all 9 bridge
replacements)**

17BP.3.R.26: replace bridge #215 over Buckle Creek on SR 1104 (Canetuck Road)

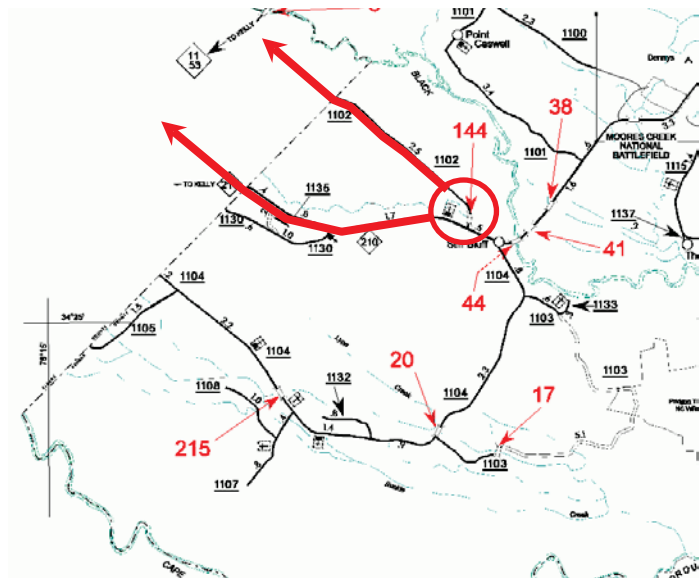
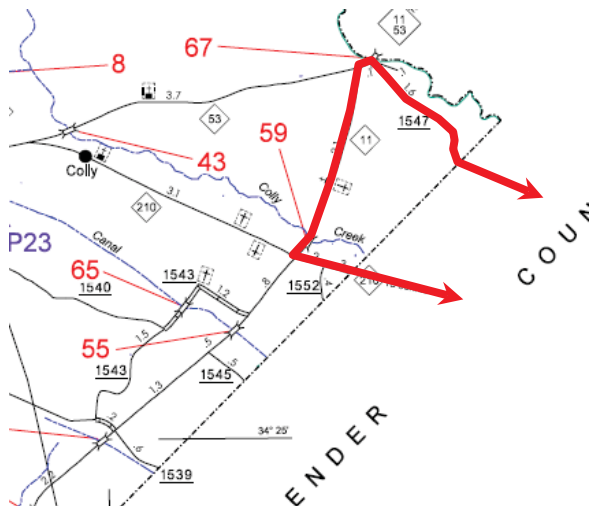
Pender Bridge 215

Detour Route



SR 1104 (Canetuck Road), Crossing into Bladen County SR 1545 (Still Bluff Road) to NC 11 () to NC 210() Crossing into Pender County back to SR 1104 (Canetuck Road)

Pender Bridge 144
Detour Route



SR 1102 (Morgan Road) to NC 210, crossing into Bladen County to NC 11 to NC 11 / 53
to SR 1547 (Kelly Road), crossing into Pender County SR 1102 (Morgan Road)

Resurfacing Contracts:

Contract C-203192

New Hanover County 3CR.10651.138 & 3CR.201651.138

US 117/NC 132 (North College Road) Mill & resurface from SR 2048 (Gordon Road) to 0.18 mile south of SR 1322 (Murrayville Road)

US 74 (Eastwood Road) Mill & resurface from 0.17 mile west of SR 1409 (Military Cutoff Road) to 0.27 mile east of ICWW Bridge (Heidi Trask Bridge)

US 76 (Oleander Drive) Mill & resurface from 0.05 mile west of Hawthorne (non-system) to 0.15 mile south of US 74 (Eastwood Road)

US 117 (Shipyard Blvd) NBL & SBL lanes mill, widen, & resurface from 0.06 mile north of US 421 to NC 132

US 117/NC 132 (South College Road) mill & resurface from US 117 (Shipyard Blvd) to 0.07 mile south of SR 2313 (Wilshire Blvd)

SR 1175 (North Kerr Ave) resurface from 0.03 mile north of Green Tree Road (non-system) to SR 1322 (Bavarian Road)

SR 1302 (23rd Street) resurface from end of C&G (near waste water treatment facility) to NC 133 (Castle Hayne Road)

SR 1327 (Farley Road) resurface from SR 1322 (N. Kerr Ave.) to SR 1175 (Bavarian Road)

SR 1518 (Whipporwill Lane) resurface from SR 1492 (Masonboro Loop Road) to end of system

SR 1620 (Channel Haven Drive) resurface from SR 1492 (Masonboro Loop Road) to SR 1621 (Channel Haven)

SR 1621 (Channel Haven) resurface from SR 1622 (Aqua Drive) to SR 1623 (Marsh Hen Drive)

SR 1622 (Aqua Drive) resurface from SR 1621 to end of system

SR 1623 (Marsh Hen Drive) resurface from end of system to end of system

SR 1706 (Brighton Road) resurface from SR 1643 (Horndale Drive) to end of system

SR 1707 (Cornwell Court) resurface from SR 1706 to end of system

SR 2009 (Shelley Drive) resurface from SR 2006 (Browning Road) to SR 2016 (Lord Thomas Road)

SR 2217 (Golden Rod Drive) resurface from SR 2269 (Bird's Nest Court) to SR 2218 (Silkwood Court)

SR 2048 (Gordon Road) resurface from SR 1175 (Kerr Avenue) to US 117/NC 132 (N. College Road).

SR 2048 (Gordon Road) widen & resurface from US 117/NC 132 (N. College Rd.) to SR 2698 (Netherlands Drive).

US 76 (Oleander Drive) in west bound direction, install right turn lane onto northbound US 117/NC 132 (College Road).

Contract C-203192 (Continued)

Brunswick County 3CR.10101.138 & 3CR.20101.138

NC 133 widen & resurface from SR 1518 (Daws Creek Road) to 0.28 mile south of SR 1554 (Old River Road).

SR 1340 (Exum Road) mill patch from SR 1335 (Big Neck Road) to SR 1342 (Camp Branch Road)

SR 1119 (Stanley Road) widen & resurface from SR 1130 (Mt. Pisgah Road) to Cedar Grove Middle School.

SR 1132 (Civietown Road) widen & resurface from NC 130 to SR 1130 (Mt. Pisgah Road).

SR 1184 (Ocean Isle Beach Road) mill patch from US 17 to 0.27 mile from NC 179.

New Hanover & Pender County 46280.3.3

Interstate 40 mill & resurface all of the ramps & loops in New Hanover (excluding I-140 interchange) and Pender County.

Estimated Contract Completion Date June 2014

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