

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 Koepfel 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.**