



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
[www.wmpo.org](http://www.wmpo.org)

## WMPO Bicycle and Pedestrian Advisory Committee Meeting Agenda

**TO:** WMPO Bicycle and Pedestrian Advisory Committee Members  
**FROM:** Abby Lorenzo, Transportation Planner  
**DATE:** February 7, 2018  
**SUBJECT:** February 13, 2018 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, February 13, 2018 at 3pm. The meeting will be held on the 6<sup>th</sup> floor in Room 611 at 320 Chestnut St. The following is the agenda for the meeting:

- Introductions
- Public Comment Period
- Approval of minutes from January 9, 2018
- Election of 2018 Officers
  - Nomination for Chairman: Shawn Spencer
  - Nomination for Vice Chairman: Katie Ryan
- New Business
  - WMPO BPAC Model Bike Parking Ordinance Review
- Discussion
  - River to Sea Bike Ride Subcommittee Report
  - Electric Assist Bicycles
  - US 17 Median Project Update
- Announcements
  - Cape Fear Cyclists
  - WMPO Technical Coordinating Committee, Wednesday, February 14<sup>th</sup> at 10am
  - WMPO Board Meeting, Wednesday, February 28<sup>th</sup> at 3pm
- Next Meeting
  - April 10, 2018 at 3PM (R2SBR and B2WW Subcommittee Meetings in March)

---

### Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

- 
- Adjournment

**Attachments:**

- January 9, 2018 Meeting Minutes
- WMPO BPAC Model Bike Parking Ordinance
- River to Sea Bike Ride Subcommittee Meeting summary
- Electric Assist Bicycle Fact Sheet and Link
- U-5732 Hampstead Median Project Sidewalk Consideration, Pender Co. Planning and Community Development
- December Project Updates

**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Bicycle and Pedestrian Advisory Committee**  
Date: January 9, 2018

**Members Present:**

Abby Lorenzo, WMPO

John Carter, Town of Leland

Steve Whitney, Brunswick County

John Allen, Town of Bellville

Katie Ryan, Wrightsville Beach

Carol Stein, Pender County

Shawn Spencer, New Hanover County

Karin Mills, City of Wilmington

**Additional Guests:**

Jason O'Brien, WMPO

Zoe Leonard, WMPO

1. Call to Order

A. Lorenzo called the meeting to order.

2. Public comment period

There were no public comments

3. Approval of minutes from November 11, 2017

S. Spencer requested to correct spelling of Al Schroetel's name. S. Spencer then made a motion to approve minutes as amended, and was seconded by K. Ryan.

4. New Business

- S. Whitney suggested a subcommittee for officer election nomination.
- S. Spencer suggested holding nominations via email.

- K. Mills requested recommendations from M. Kozlosky and additional representation from WMPO. A. Lorenzo provided that WMPO has reached out to board members regarding 4 committee appointees. A new committee member from Navassa has been appointed.
- A. Lorenzo is sending out an email to receive nominations for chairman and vice chairman of committee. A motion was requested to table election of officers until the next meeting. K. Mills motioned to table item, and S. Whitney seconded the motion.
- A. Lorenzo requested if any additional items would like to be added to the 2018 work plan. A. Lorenzo requested a motion to approve 2018 WMPO Bike/Ped Committee Work Plan. C. Stein motioned to approve work plan, and K. Ryan seconded the motion.
- A. Lorenzo requested volunteers for River to Sea Bike Ride and Bike to Work Week subcommittees. A signup sheet was passed around for each subcommittee. Information about what is needed for River to Sea Bike Ride was provided.
- K. Ryan expressed concern about not having insurance for the River to Sea Bike Ride in previous years. A possible solution discussed was to charge for the event to cover costs of insurance. A. Lorenzo will provide an update on insurance to next meeting.
- K. Ryan suggested to table the item of bike parking location analysis until future information about the possible bike share program is available. WMPO will still provide a model ordinance for member jurisdictions for bicycle parking to present to the Bike/Ped committee.

#### 5. Discussion

- A. Lorenzo provided information regarding the Heide Trask Drawbridge Safety Meeting with NCDOT.
- J. Carter asked for an update on the Bike Share RFP. Z. Leonard updated committee members that 4 proposals were submitted.

#### 6. Announcements

- Cape Fear Cyclist will volunteer to help with the River to Sea Bike Ride.
- WMPO TCC meeting will be held Wednesday, January 17, 2018
- The WMPO Board Meeting will be January 31, 2018.

#### 7. Next Meeting

February 13<sup>th</sup> at 3 pm.

#### 8. Adjournment



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
[www.wmpo.org](http://www.wmpo.org)

## **MEMORANDUM**

**To:** WMPO Bicycle and Pedestrian Advisory Committee  
**From:** Abby Lorenzo, Associate Transportation Planner  
Zoe Leonard, Transportation Intern  
**Date:** February 7, 2018  
**Subject:** Model Bicycle Parking Ordinance

As directed by the Bicycle and Pedestrian Advisory Committee, MPO Staff has researched and assembled a bicycle parking ordinance for review:

### **Bicycle Parking –**

- A. Applicability.
  - a. The provisions of this section shall apply to all new development, change of use, and/or substantial improvement.
  - b. It is at the discretion of the Zoning Official to review and require bicycle parking facilities for land uses not specifically designated in this section.
- B. Definitions.
  - a. *Bicycle parking space* – an area at least 6 feet in length and at least 2 feet in width to accommodate secured storage for 1 bicycle.
  - b. *Bicycle rack* – a fixture in which one or more bicycles can be secured
  - c. *Short-term bicycle parking* – bicycle parking intended for 2 hours or less, appropriate for persons making short visits to commercial establishments.
  - d. *Long-term bicycle parking* – bicycle parking intended for a period of 2 hours or longer, appropriate for residents, employees, transit users, and visitors to hotels in the nearby area;
- C. Number of Spaces Required.

---

## Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

Land Use	Typical Minimum Requirements		High Traffic/Urbanized/Tourist		Rural Areas	
	Short Term	Long Term	Short Term	Long Term	Short Term	Long Term
Multi-family	1 space/4 units (25%)	1 space/4 units (75%)	1 space/unit (25%)	1 space/unit (75%)	1 space/10 units (25%)	1 space/10 units (75%)
Retail	1 space/1,000sf, minimum 5 spaces	1 space/10 employees, minimum 2 spaces	1 space/750sf, minimum of 5 spaces	1 space/4 employees	2 spaces or 1 per 5,000sf	2 spaces
Eateries/Food Establishments	1 space/5,000sf, minimum 4 spaces	1 space/10 employees, minimum 2 spaces	1 space/2,500sf, minimum of 5 spaces	1 space/4 employees	2 spaces or 10% of vehicular parking, whichever is greater	2 spaces
Office	2 spaces or 1 space/5,000sf	1 space/10 employees, minimum 2 spaces	4 spaces or 1 space/2,500sf	1 space/10 employees, minimum 2 spaces	Determined by review*	Determined by review*
Public Facilities (i.e. museums, churches, libraries, and similar uses)	1 space/5,000sf, minimum 4 spaces	None	1 space/1,500, minimum 8 spaces	None	4 spaces	None
Public and Private Schools, daycares	1 space/classroom	1 space/10 classrooms, 2 space minimum	5 spaces/classroom	1 space/5 classrooms, 2 space minimum	1 space/2 classrooms	Determined by review*
Parks/Outdoor Recreation	Determined by review*	None	Determined by review*	None	Determined by review*	None

\*Factors for review shall include site access to bicycle facilities such as MUP's, greenways, and bicycle lanes.

D. Development Standards for bicycle parking spaces.

- Short term bicycle parking shall provide sufficient security from theft and damage. Bicycle racks shall be securely anchored to the ground, shall support the bicycle at two or more points to prevent damage to the bicycle, and shall be located in a visible and well-lit area.
- Long term bicycle parking shall provide a secure, limited access parking facility. The accommodations shall be well lit and at least 50% of the facility shall be covered. Examples include a room within a multi-family building or workplace, and an enclosure within an existing vehicular parking area.
- Recommended bicycle racks include "Inverted U", "Post & Ring", and "Wheelwell-Secure" racks.
- Bicycle parking shall be as convenient as auto parking and located within 200 feet from main entrance of structure or facility.
- Bicycle parking shall be sufficiently separated from motor vehicle parking areas to protect bicycles from damage by motor vehicles. When located adjacent to motor vehicle parking or right of ways, bicycle racks shall be located a minimum of 24" from edge of parking lot or roadway, and shall be spaced at a minimum of 36" apart.



305 Chestnut Street  
PO Box 1810  
Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

## **MEMORANDUM**

**To:** WMPO Bicycle and Pedestrian Advisory Committee  
**From:** Abby Lorenzo, Associate Transportation Planner  
**Date:** February 7, 2018  
**Subject:** River to Sea Bike Ride Subcommittee Meeting #1 Summary

---

Below is a summary of the River to Sea Bike Ride Subcommittee Meeting #1:

The River to Sea Subcommittee held its first meeting Tuesday, 1/30 at 3 pm. Present were the following:

Katie Ryan  
Bastian Schroeder  
Shawn Spencer  
John Absi  
John Townsend  
Al Schroetel  
Carol Stein  
Steve Whitney  
Zoe Leonard  
Abby Lorenzo  
John Carter (by phone)

A. Lorenzo started the meeting thanking all for being present and bringing to discussion the final date for the event. She then referred to the committee a discussion on the basic logistics of the event. K. Ryan expressed her concerns that the number of participants in the event had grown tremendously over the past several years and was causing a strain on law enforcement, tying up streets and intersections, and there was no one was technically liable for the event. She felt that the educational and showpiece of the bike path part of the event was gone. A. Lorenzo explained that I that the WMPO had made application for liability insurance, received a quote for the event, and that the WMPO had agreed to pay for the coverage. Also explained were the planned steps to be taken—meeting with law enforcement, communicating with NCDOT and the City, per usual.

There was a consensus with the committee that there were still too many participants and a discussion began on how to limit the number of participants. S. Whitney suggested still charging to limit the number of participants and there was some push back by some members of the

---

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach  
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick  
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

---




committee on charging a fee if liability insurance would be covered by other means. J. Townsend also mentioned that day of registration was disorganized and that adding a cost could cause further disorganization.

The group transitioned to discussing bottle necks at intersection crossings within the current route and how participants were not learning proper cycling methods by being escorted across busy intersections by police. Several committee members proposed altering the ride route and utilize portions of the cross city trail in order to avoid hazardous crossings along the R2S bike path like the Heide Trask. These route alterations included new starting locations like Empie Park. The committee suggested keeping the same name for the event, for consistency. It was also proposed to offer a safety lesson component, multiple routes utilizing the Cross City and R2S trails depending on rider experience, and to center at or near UNCW. It was hoped these changes would limit ride group sizes and alleviate bottle necks and the requirements for a strong police presence. These changes would be pending permission/cooperation from UNCW. Other suggestions included adding a charity ride component and researching grants for funding.

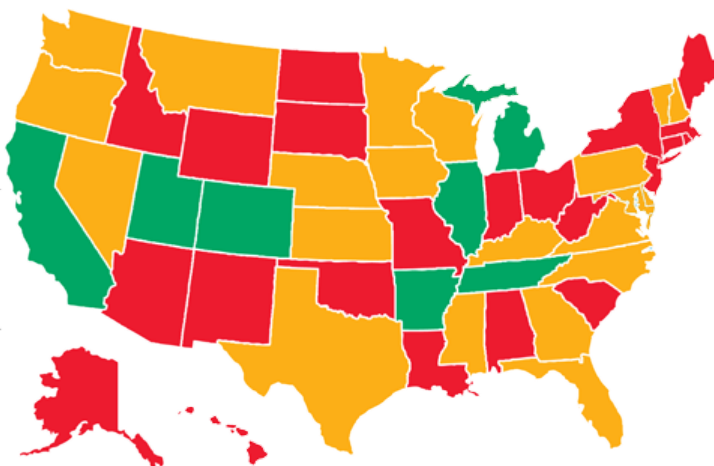
The Committee determined the start time and date of the event to be May 12 at 8am, location to be determined. Final route(s) to be established at the next subcommittee meeting on February 13 at 2pm. B. Schroeder and J. Townsend to coordinate to suggest new routes.



## E-BIKE REGULATIONS

 <b>MODEL LEGISLATION</b>	<ul style="list-style-type: none"><li>» PFB and BPSA have enacted our model law, which defines and regulates three classes of e-bikes.</li></ul>
 <b>ACCEPTABLE</b>	<ul style="list-style-type: none"><li>» Regulated as a bicycle</li><li>» Passengers allowed</li><li>» No age minimum</li><li>» No licensing or registration required</li><li>» Can use existing bike infrastructure</li></ul>
 <b>PROBLEMATIC</b>	<ul style="list-style-type: none"><li>» Regulated as a moped or motor vehicle</li><li>» Confusing equipment + use requirements</li><li>» Confusing licensing + registration requirements</li><li>» Confusing access to bike infrastructure</li></ul>

SHARE



([https://peopleforbikes.org/wp-content/uploads/2017/12/E-Bike-Regulations\\_Map\\_12182017.png](https://peopleforbikes.org/wp-content/uploads/2017/12/E-Bike-Regulations_Map_12182017.png))

Electric bicycle (e-bike) laws are different in every state, and can be confusing for consumers, retailers, and suppliers. The Bicycle Product Suppliers Association and PeopleForBikes have a partnership to make riding an e-bike easy and accessible for all.

With clear rules on how and where to ride an e-bike, everyone stands to benefit. Local bicycle shops and manufacturers will see increased business and their customers will no longer be confused; people who already ride e-bikes can more easily understand where to ride; and new bicyclists who may be discouraged from riding a traditional bicycle due to limited physical fitness, age, disability or convenience will have new transportation alternatives.

**NOTE FOR ELECTRIC MOUNTAIN BIKE RIDERS:** This map represents how e-bikes are interpreted in each state's vehicle code, and where e-bikes are allowed to go on the road, bike lanes, bike paths, or other paved or hard-surface bicycle infrastructure. The vehicle code does not apply to electric mountain bike access on motorized and non-motorized trails typically used for hiking, biking, and other singletrack or doubletrack trail experiences. eMTB access on singletrack is different than access to paved and soft surface bike lanes and bike paths; eMTBs are not allowed everywhere traditional mountain bikes are; and on federal, state, county and local trails, eMTB access varies significantly. Always consult with your local land manager for access questions.

Click the buttons below to access more information about e-bikes:



(<https://peopleforbikes.org/our-work/e-bikes/policies-and-laws/>)



(<https://peopleforbikes.org/our-work/e-bikes/research-and-stats/>)

(<https://peopleforbikes.org/our-work/e-bikes/rides-and-routes/>)



(<https://peopleforbikes.org/our-work/e-bikes/for-advocates/>)



(<https://peopleforbikes.org/our-work/e-bikes/for-retailers/>)

(<https://peopleforbikes.org/our-work/e-bikes/for-land-managers/>)

### For more information:

- Alex Logemann, director of state + local policy, [Alex@PeopleForBikes.org](mailto:Alex@PeopleForBikes.org) (<http://Alex@PeopleForBikes.org>)
- Morgan Lommele, e-bike campaigns manager, [Morgan@PeopleForBikes.org](mailto:Morgan@PeopleForBikes.org) (<mailto:Morgan@PeopleForBikes.org>)
- Sign up to receive periodic e-bike news [here](https://peopleforbikes.org/ebikes-list-join/) (<https://peopleforbikes.org/ebikes-list-join/>).



# **U-5732 HAMPSTEAD MEDIAN PROJECT SIDEWALK CONSIDERATION**

Prepared by:

Pender County Planning & Community  
Development

## Introduction

Pender County is a large county in southeastern North Carolina that is growing at an increasing rate, largely due to the county's highly desirable coastal areas, natural resources, and vicinity to the urban areas of Wilmington and Jacksonville. Recognizing the impacts of growth, the North Carolina Department of Transportation (NCDOT) will be undergoing two significant transportation improvements being the 1) Hampstead Bypass (Bypass) and 2) the Hampstead Median (Median). Both projects are in the design phase and are anticipated to be constructed in the upcoming years which will have a direct impact on transportation in and around the Topsail Township area including Scott's Hill, Hampstead, and Surf City. A table showing the anticipated project phases is included in **Table 1** below:

	<b><u>Bypass (R-3300A)</u></b>	<b><u>Bypass (R-3300B)</u></b>	<b><u>Median</u></b>
<b><i>Design Completion Date</i></b>	<i>Summer 2020</i>	<i>Summer 2020</i>	<i>Summer 2020</i>
<b><i>Right of Way Acquisition</i></b>	<i>Spring 2019</i>	<i>Spring 2019</i>	<i>Summer 2018</i>
<b><i>Project Let Date</i></b>	<i>Fall 2020</i>	<i>Fall 2020</i>	<i>Fall 2020</i>
<b><i>Construction Start</i></b>	<i>Winter 2020</i>	<i>Winter 2020</i>	<i>Winter 2023</i>

Table 1

*Current designs and schedules are subject to change*

Specifically, the design of the Median project provides an opportunity for Pender County to partner with the NCDOT to incorporate pedestrian elements into the project. These elements are identified as five (5) foot sidewalks or a combination of multi-use path and sidewalks throughout the project corridor, approximately 5.5 miles in total length.

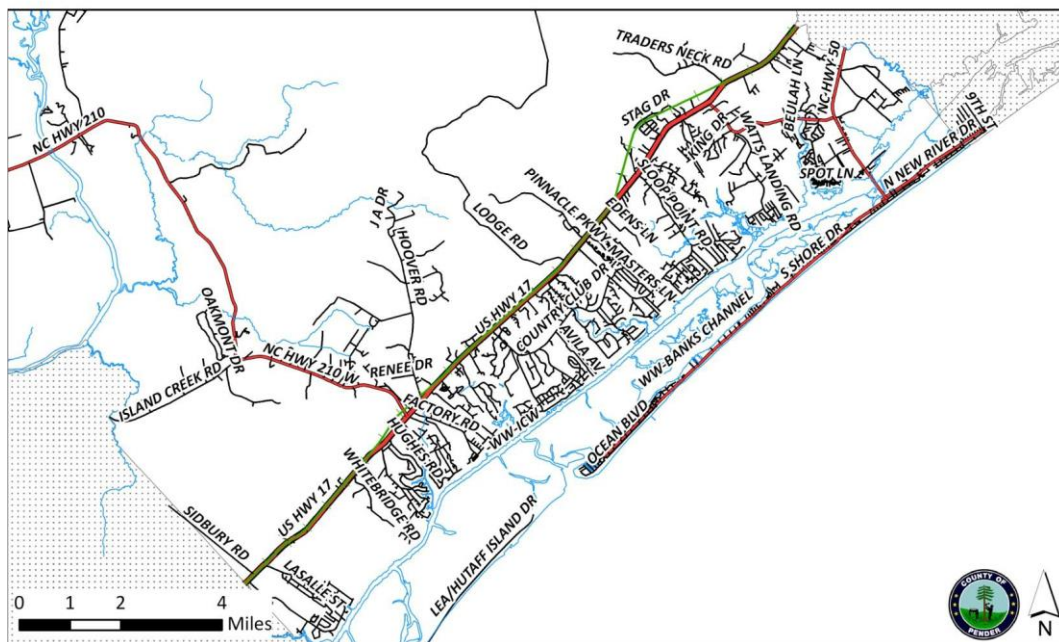
The introduction of the Hampstead Bypass will have a large effect on projected volumes of traffic throughout the US Highway 17 corridor, particularly through the unincorporated areas of Hampstead and Scott's Hill. Traditionally suburban in nature, these two areas have experienced a tremendous amount of increased congestion which may be contributed to the population growth of the area as well as traveling motorists to the urban areas for employment and services. In working with the Wilmington Area Metropolitan Transportation Organization (WMPO), volume projections were analyzed to try and determine what impact the Bypass project would have. Using a tool called the Travel Demand Model, which utilizes projections and not actual observed values, it was demonstrated that total volume along US HWY 17 could potentially see up to a 64% decrease by 2040, providing for a much more favorable commuting and day-to-day travel outcome. As a reminder, the 2040 projected volume figures account for anticipated population growth (**Exhibit A**).

## Desired Outcomes

With the anticipated decrease of traffic volumes, opportunity exists to incorporate additional modes of transportation with the Median Project to provide choice and other benefits such as health, economic, and safety related outcomes.

According to the 2014 *Pender County Community Health Assessment*, the 3<sup>rd</sup> top priority to increase healthy outcomes is “Increasing Access to Physical Activity”. This priority then further breaks down the recreation improvements that may be undertaken to include “More walking trails” which could be achieved through access to goods and services with pedestrian infrastructure such as sidewalks and multi-use paths. Physical inactivity also contributes to the incidence of obesity, diabetes, hypertension, and other results of sedentary lifestyles. Sidewalks may provide additional opportunities for walking and people with access to sidewalks are more likely to walk. As this corridor continues to see urban characteristics from increased population and business growth, access from neighborhoods to the mixed-use areas along US 17 should be prioritized to create more complete communities. According to the 2010 Comprehensive Parks and Recreation Master Plan, the Coastal Pender Rail-Trail (**Figure 6.39**) is a recommended pedestrian and bicycle route along the old Atlantic Coast Line Railroad that runs parallel to US 17. The Coastal Pender Rail-Trail would provide a much-needed pedestrian and bicycle route along the busy US 17. This facility would link together residential areas, shopping, schools, libraries, churches, Hampstead Kiwanis Park, and \*Scott’s Hill Community Park (\*not constructed and not in the U-5732 project bounds).

**Figure 6.39: Recommended Coastal Pender Rail-Trail**



Also, the introduction of sidewalks will contribute to the accessibility of goods and services for the area. Instead of traveling in a vehicle, patrons of businesses would be able to visit several sites without having to get back onto the roadway, with the anticipated outcome of increased retail sales. Additionally, according to the Real Estate Research Corp., analysis shows property values rise fastest in pedestrian friendly areas and can improve customer traffic for retail businesses, furthering the notion of increased retail sales for our local businesses.

Safety has long been a concern for increased pedestrian activity along the US 17 corridor. As the area becomes more urbanized in nature, pedestrian and vehicular interactions become more prevalent as demonstrated in the NC Pedestrian Crash Facts, approximately 73% of pedestrian crashes occur in urban areas as opposed to 27% occurring in rural areas. According to data provided by the WMPO, between 2011 and 2014, there were 12 pedestrian incidents along the US HWY 17 corridor within the WMPO boundary with 6 being fatal. A majority of the accidents occurred while the pedestrian was within the travel lane (**Exhibit B**).

### **Financial Analysis**

By incorporating pedestrian elements into a Statewide Transportation Improvement Program (STIP) project, the municipality, in this case Pender County, can provide a cost-share with NCDOT to construct sidewalks as a part of the overall project. Recently, NCDOT presented figures to Pender County that outlined three (3) different scenarios to incorporate these types of facilities as shown in **Table 2**, below:

Facility Type	NCDOT (60%)	County (40%)
1) Sidewalk (both sides)	\$1,030,000.00	\$760,000.00
2) Sidewalk (school area)	\$310,000.00	\$205,000.00
3) Multi-Use Path (east) and Sidewalk (west)	\$930,000.00	\$1,786,000.00

*Table 2*

As indicated, the financial match represents 40% of the overall project cost. Policy of the NCDOT requires jurisdictions that exceed 50,000 population provide a minimum of 40% cost share. It has been communicated that *Option 3 – Multi-Use Path (east) and Sidewalk (west)*, would require additional right-of-way acquisition outside of the project bounds. The responsibility of right-of-way acquisition would prove to be unpredictable in cost terms and would most likely not be feasible. Therefore, an evaluation of *Options 1 and 2* would be most appropriate. Due to the advantage of cost-share with NCDOT, *Option 1* may be most desirable as going back and constructing sidewalk at a future date would require design, permitting, and construction be carried out by the County and most likely would far exceed the one-time expenditure of providing the up-front cost to complete the entire project area.

According to the NCDOT, if the project costs exceed the estimate provided, the County would be required to pay 40% of those overages as the same cost-share responsibilities would be borne by both participating agencies.

To partially offset the capital expenditure of this project, alternative funding sources have been identified and include payment in lieu of sidewalk construction on certain development projects (**Exhibit C**) and could anticipate future projects to increase this figure. For budgeting purposes, a conservative estimate is provided which would be realized by project construction date (Winter 2023) and can be found in *Exhibit C*. An additional funding source through the Health Department has also been identified and is demonstrated in the accompanying *Capital Project Request Form* (**Exhibit D**).

According to NCDOT, if the County were to participate in this program, a commitment would need to be made by the Board of Commissioners in the form of a written letter or documented action demonstrating the desire for partnership, to be considered by the end of Calendar Year 2017. The finalized municipal agreement would need to be completed before the project let date (Fall 2020). This would allow Pender County to budget for this project over the next two fiscal years and is again represented in the accompanying *Exhibit D – Capital Project Request Form*. **Table 3** below provides a timeline for specific local government action:

Action Required	Date Due to NCDOT
Local Government Commitment	End of Calendar Year 2017
Municipal Agreement	Fall 2020
Payment to NCDOT	Fall 2020

*Table 3*

Additional funding sources were sought through various granting entities. As this project is paid for through state funding, traditional transportation grant funds cannot be applied as these usually come through federal funding. It has been advised that federal funding should not be used to supplement this project as this would require the entire project to be bid and constructed according to federal procurement and construction standards which would have a negative impact on the overall project cost. Pender County also sought potential grant funding through the Golden LEAF Foundation and based on their open grants guidelines, it was advised that this type of project may not qualify due to its inability to demonstrate additional job creation or retention. Also, it was determined that reporting requirements would be onerous for the County and business owners.

### **Land Use and Zoning Considerations**

Typical municipal or urban zoning standards may call for sidewalk construction when new development is established and when certain criteria are met. This helps areas meet goals for providing an interconnected pedestrian system while benefitting the general public and place of business. Current standards in “by-right” developments currently do not contain these provisions and the Board may consider adopting said standards. A certain rational nexus or demonstrated need would be required that shows the benefit of the sidewalk in relation to the specific development proposal. In these cases, a payment in lieu of construction could be provided to the County and would be proportionate to the linear distance of street frontage in which the property contains.

It would be proposed that these standards would be applied to new development along the project corridor and any change of use that may occur. The total lineal foot distance of the project is approximately 60,000 feet. By taking the total project cost and dividing the project length, it's approximately \$30/foot for sidewalk construction. This figure could be applied to payment in lieu of projects. To support a potential amendment to the Unified Development Ordinance, policies have been extracted from adopted local and regional plans and can be found in **Exhibit E**.

**WILMINGTON MPO**  
**TRANSPORTATION PLANNING**  
**FEBRUARY 2018**

**2045 METROPOLITAN TRANSPORTATION PLAN**

**Project Description/Scope:** The Wilmington Urban Area Metropolitan Planning Organization is required by federal law to update the Metropolitan Transportation Plan every 5 years. The last plan was adopted by the MPO Board on November 18, 2015. The next update is required to be adopted by November 2020. This plan will guide the regional transportation priorities and actions, and be used for project selection in the State/Metropolitan Transportation Improvement Programs. The MPO Board appointed a Citizen Advisory Committee (CAC) to help guide the development of this plan. The CAC approved *Cape Fear Moving Forward 2045* as the plan's name and a color scheme for the plan.

**Next Steps:**

- Continue to work with the CAC on plan development
- Adoption in November 2020

**LELAND STREET DESIGN STANDARDS MANUAL**

**Project Description/Scope:** The Town of Leland is partnering with the Wilmington Urban Area MPO to utilize consultant services for the development of street design guidelines. These guidelines will guide new development towards the construction of streets that better align with the town's values in terms of connectivity, multi-modal activity, maintenance, design, and safety. The Leland Street Design Manual will include conceptual tables/graphics which will more easily convey the impact of standards on the physical landscape to the public and elected officials. Staff from the MPO and Town continue to work on the development of these standards. A public meeting was held on December 4th to review the draft materials.

**Next Steps:**

- Continue to update the guidelines/manual per guidance from the Town of Leland

**NORTHEAST NEW HANOVER COUNTY FUTURE STREET PLAN**

**Project Description/Scope:** New Hanover County and the Wilmington Urban Area MPO are partnering to develop a Future Street Plan for Northeastern New Hanover County. This plan will serve as a framework for a future street system in the study area by examining how well the existing transportation system performs, developing multi-modal street design guidelines, and creating strategies for integrating land use and transportation development. The MPO and County have received a draft plan from the consultant.

**Next Steps:**

- Continue to review the draft plan
- Finalize Draft Plan
- Present information to New Hanover County Planning Board and Board of Commissioners

**SITE DEVELOPMENT REVIEW**

**Project Descriptions/Scope:** The Wilmington Urban Area 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: 3 reviews



- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Formal Reviews: 1 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 1 reviews
- Town of Carolina Beach Informal Reviews: 1 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews:16 total (New Hanover County 6, City of Wilmington 8, Carolina Beach 0, Leland 1, Navassa 0, and Pender County 1) new 2 and ongoing 14
- Pender County Development Plan Reviews: 6 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 51 (11 new, 40 on-going)
- City of Wilmington Informal Reviews: 31 ( 7 new, 24 on-going)
- City of Wilmington Concept Reviews: 21 ( 14 new concept reviews-7 on-going concept)
- COW Project Releases: 13 Full releases

#### **STBGP-DA/TASA-DA FY 2013, 2014, 2015 and 2016 Project Status**

##### **STBGP-DA**

#### **U-5534B - CITY OF WILMINGTON- HEIDI TRASK DRAWBRIDGE**

**Project Descriptions/Scope:** This project consists of construction of a public walkway/pier underneath the Heidi Trask Drawbridge to provide for a safe crossing for cyclists and pedestrians across US 74 (Wrightsville Avenue) on the mainland side of the drawbridge in Wilmington.

##### **Project Status and Next Steps:**

- Construction contract awarded to Intercoastal Marine, LLC
- Additional funds approved by the City on September 5th.
- Contractor to begin work on the project.

#### **U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE**

**Project Descriptions/Scope:** The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

##### **Project Status and Next Steps:**

- 100% plan comments sent back to Engineer
- Specifications comments sent back to Engineer
- R/W acquisition completed December 2017
- Bidding anticipated in March 2018

**U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP**

**Project Descriptions/Scope:** This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

**Project Status and Next Steps:**

- Revised 90% plans/ROW plans and project schedule submitted to NCDOT on January 24, 2018
- The Town is working to complete a Supplemental Agreement with NCDOT
- NCDOT to determine project ownership
- Construction contract let is anticipated June 20, 2018

**U-5534E - TOWN OF CAROLINA BEACH - ISLAND GREENWAY AND HARPER AVENUE BIKE LANES**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path that begins at Mike Chappell Park and winds along the existing cleared fire path and terminates at Alabama Avenue and the Harper Avenue bike lanes will consist of a bicycle boulevard on existing pavement on each side of Harper Avenue from Dow Road to Lake Park Boulevard. The Town desires to combine the project with the awarded 2014 STP-DA project. Contract documents have been approved and are being finalized for advertisement. Initial funding has been approved by the Board and FHWA.

**Project Status and Next Steps:**

- Project under construction

**U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II**

**Project Descriptions/Scope:** This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue. The right of Way certification was received November 2, 2016.

**Project Status and Next Steps:**

- Plans and Technical specs have been reviewed by NCDOT. Comments are currently being addressed.
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- The City is preparing the Council package for approval of the Supplemental agreement during the March Council Meeting.
- Anticipated Let Date: To be determined once bid package approved

**U-5534S (Formerly U-5534M)- Coral Drive Sidewalks**

**Project Descriptions/Scope:** The construction of sidewalks along Coral Drive will install approximately 954 feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

**Project Status and Next Steps:**

- 65% plans complete.
- Awaiting final plans
- Anticipated Let Date: Summer 2018

**U-5534H – HINTON AVE MULTI-USE PATH**

**Project Descriptions/Scope:** This project consists of the construction of a 10' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

**Project Status and Next Steps:**

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

**U-5534G –HOOKER ROAD MULTI-USE PATH**

**Project Descriptions/Scope:** The project consist of the construction of a 10' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

**Project Status and Next Steps:**

- The City has provided the executed revised scope and amendment to McKim & Creed.
- Issues with the plans continue to exist. The City will be issuing a letter to McKim & Creed.
- Anticipated Let Date of Fall 2018

**U-5534K –LELAND MIDDLE SCHOOL SIDEWALK**

**Project Descriptions/Scope:** The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Rd to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

**Project Status and Next Steps:**

- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way Certification-TBD
- Encroachment agreement needed once right-of-way finalized
- Let date will be delayed to match up with “J” project.

**U-5534J –OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP**

**Project Descriptions/Scope:** The construction of 5 foot wide sidewalks in three locations: along Village Road from Town Hall Drive going southeast to the existing sidewalk in front of the apartment complex, along Town Hall Drive from Village Road NE to the sidewalk currently under construction by the new Town Hall, and along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

**Project Status and Next Steps:**

- The Leland Town Council approved a scope change at their July meeting
- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way acquisition underway

**U-5534I –VILLAGE ROAD MULTI-USE PATH EXTENSION**

**Project Descriptions/Scope:** The construction of a 10 foot wide asphalt multi-use path routed across Perry Ave, behind the library, out to Village Road, down Village Road ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

**Project Status and Next Steps:**

- 90% plans reviewed by NCDOT. Comments being addressed.
- Right of way acquisition underway
- Right of way Certification- TBD
- Encroachment agreement needed once right-of-way finalized

- Let date will be delayed to match up with “J” project.

#### **SHIPYARD BOULEVARD SIDEWALK**

**Project Description/Scope:** The construction of a sidewalk and bus pull-out along Shipyard Boulevard between Vance Street and Rutledge Drive. This will be a partnership between the City of Wilmington, Cape Fear Public Transportation Authority and Wilmington MPO.

#### **Project Status and Next Steps:**

- 100% plans submitted to NCDOT and approved.
- Additional funds will be requested
- Anticipated let date Summer 2018

#### **U-5534O Cape Fear Blvd Multi-Use Path**

**Project Description/Scope:** The construction of approximately 3200 linear feet of 10’ wide paved off-road Multi-use Path along the south side of Cape Fear Blvd. from 6th Street to Dow Road.

#### **Project Status and Next Steps:**

- Bids were opened January 23, 2018.
- Will request additional funds (Town Council to award and request additional funds on February 13, 2018.
- Construction to start

#### **U-5534Q –S. College/Holly Tree Crosswalks**

**Project Description/Scope:** The project will install sidewalk, ADA ramps, curb and gutter, markings and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

#### **Project Status and Next Steps:**

- The City will provide additional survey regarding the drainage conflicts – survey update 95% complete
- Consultant is providing a revised design scope and schedule based on the drainage issues identified in the 25% plans – once revised survey is complete
- 25 % plans have been submitted to NCDOT for review – comments received, designer correcting
- The City will revise schedule upon outcome of survey issue

#### **U-5534T – Traffic Signal Preemption**

**Project Description/Scope:** This project will install traffic pre-emption equipment at 27 locations throughout the City of Wilmington and GPS devices on fire apparatus.

#### **Project Status and Next Steps:**

- Davenport Engineering manhour estimate has been approved.
- Contract is being executed. Design to begin within the next month.

#### **U-5534U – Navassa Park Multi-Use Path**

**Project Description/Scope:** This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

#### **Project Status and Next Steps:**

- Scoping meeting held with NCDOT
- Letter of Interest (LOI) under review by NCDOT
- PE funds were released at the December 2017 Board of Transportation meeting.

## **TASA-DA**

### **U-5527B CITY OF WILMINGTON – 5th AVE INTERSECTION UPGRADES**

**Project Descriptions/Scope:** This project is for the construction of high visibility crosswalks, curb ramps, and pedestrian activated signals on 5th Ave at the Dawson Street and Wooster Street intersections.

#### **Project Status and Next Steps:**

- A supplemental agreement between NCDOT and City is required for the additional funding. The agreement was approved by the Wilmington City Council on September 5, 2017. The supplemental agreement is on the December Board of Transportation agenda.
- The project is under-funded and the City will be requesting additional funds.

### **U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE**

**Project Descriptions/Scope:** This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

#### **Project Status and Next Steps:**

- New Hanover County has selected Davenport Engineering to complete the design.
- Davenport manhour estimate has been approved by NCDOT
- New supplemental agreement signed allowing for additional funding and time extension to December 31, 2019

### **U-5527D HARPER AVE. MULTI-USE PATH**

**Project Descriptions/Scope:** The construction of approximately 2104 linear feet of 10' wide paved multi-use path along Harper Ave. from Dow Road to 6th Street

#### **Project Status and Next Steps:**

- NCDOT Agreement is in place
- PE funds authorized August 2, 2016
- Draft LOI for PE Services submitted and being revised by the Town
- Advertisement of PE Services is anticipated in Spring 2018
- Anticipated let date June 2018

## **TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**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, Emergency Guaranteed Ride Home, park and ride lots, etc. The MPO adopted "Work Cape Fear: Expanding Commuter Options in the Cape Fear Region" TDM Short Range Plan on January 28, 2015 and also authorized staff to apply for a TDM grant through NCDOT that if approved would fund a full-time TDM Coordinator position. The Agreement with NCDOT for the full-time TDM Coordinator position was approved on November 4, 2015. The TDM Coordinator position is currently vacant.

**Next Steps:**

- Continue to work with Pulsar on the development of the Go Coast strategic marketing plan
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Partner with large employers to determine vanpool options
- Partner with UNCW, Cape Fear Community College, and New Hanover Regional Medical Center to explore carpool matching options and guaranteed ride home strategies
- Coordinate with employers to implement 2 additional vanpool programs and potential Park & Ride lot locations
- Hold a Bike Share RFP review and selection committee meeting