



305 Chestnut Street  
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## WMPO Bicycle and Pedestrian Advisory Committee Meeting Agenda

**TO:** WMPO Bicycle and Pedestrian Advisory Committee Members  
**FROM:** Abby Lorenzo, Senior Transportation Planner  
**DATE:** May 23<sup>rd</sup>, 2018  
**SUBJECT:** June 12<sup>th</sup>, 2018 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, June 12<sup>th</sup>, 2018 at 3pm. The meeting will held on the 6<sup>th</sup> floor in Room 611 at 320 Chestnut St. The following is the agenda for the meeting:

- Call to Order
- Approval of the Agenda
- Public Comment Period
- Approval of minutes from April 10<sup>th</sup>, 2018
- Old Business
  - WMPO BPAC Model Bike Parking Ordinance Approval
  - 29<sup>th</sup> Annual River to Sea Bike Ride Recap
  - 2018 Bike to Work Week Recap
  - Bike Share Selection Committee Report and Recommendation
- New Business
  - 2045 Metropolitan Transportation Plan Modal Subcommittee
    - i. Welcome and Introductions:
      - Project Manager and Staff Team
      - Subcommittee Members
    - ii. Discussion:
      - WMPO Summary
      - MTP Background Summary
    - iii. Cape Fear Moving Forward 2045 Development Schedule
    - iv. Roles, Responsibilities, and Deliverables of the Subcommittee
    - v. Bike/Ped Facilities Existing Conditions

### 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

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- vi. Goals, Objectives & Vision Development
  - vii. Homework: Potential Project Worksheets
  - viii. Next Modal Subcommittee Meeting: July 10, 2018 3:00pm

- Announcements
  - Cape Fear Cyclists
  - WMPO Staffing
  - WMPO Technical Coordinating Committee, Wednesday, June 13<sup>th</sup> at 10am
  - WMPO Board Meeting, Wednesday, June 27<sup>th</sup> at 3pm
  - WMPO Project Update June 2018 Updates
- Next Meeting
  - August 14<sup>th</sup>, 2018 at 3PM (Modal Subcommittee July 11<sup>th</sup>, 2018 at 3PM)
- Adjournment

**Attachments:**

- Minutes from the April 10<sup>th</sup>, 2018 BPAC Meeting
- WMPO BPAC Model Bike Parking Ordinance
- River to Sea Bike Ride Participation Survey Results
- Bike to Work Week Table of Results
- Bike Share Selection Committee Report
- Bicycle and Pedestrian Modal Subcommittee Roster
- Cape Fear Moving Forward 2045 Plan Development Schedule
- Bicycle and Pedestrian Facility Existing Conditions and Crash Data
- Transportation 2040 Bicycle and Pedestrian Goals and Objectives
- Cape Fear Moving Forward 2045 Sample Bicycle and Pedestrian Goals and Objectives
- WMPO June 2018 Project Updates



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**Meeting Minutes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Bicycle and Pedestrian Advisory Committee**  
**Date: April 11, 2018**

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Members Present:

Shawn Spencer, New Hanover County

John Carter, Town of Leland

Al Schroetel, Cape Fear Cyclist

Karin Mills, City of Wilmington

Barnes Sutton, Town of Navassa

Nick Cannon, UNCW

Carol Stein, Pender County

Abby Lorenzo, WMPO

Joe Boyd, Belville

Mike Hoffer, Town of Carolina Beach

Additional Guests:

Bethel Paris, East Coast Greenway and Cape Fear Cyclist

Pat O'Mahony, Pender County

Fred Royal, WMPO

Zoe Leonard, WMPO

Call to Order

S. Spencer called the meeting to order.

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### Approval of the Agenda

C. Stein motioned to approve the agenda, there was a second.

### Public Comment Period

There were no sign-ins for the public comment. A. Lorenzo explained an email sent by B. Paris regarding a few projects in the area and what the role of BPAC would be.

S. Spencer and A. Schroetel asked at what point the committee should become involved in the process to give their support of specific projects.

A Lorenzo explained that the most opportune time to become involved in a project is during the planning phase. She added that the WMPO staff will keep the committee up to date on projects in the area so the committee is able to make recommendations.

B. Paris expressed concern of Pender County Commissioners' decision on their cost sharing decision for the super street.

P. O'Mahony explained the cost sharing component of the Pender County Super Street. The county will be supporting 40 percent of the costs. The project was not part of the STIP.

B. Paris discussed the possibility of the rail trail. B. Paris explained her email that the north-south travel pattern for bicyclists should be looked at as a whole and the projects are very time sensitive.

S. Spencer said he will share B. Paris's email with the committee.

### Approval of the minutes from February 13<sup>th</sup>, 2018

K. Ryan requested that a cap of 300 riders be added to the February 13<sup>th</sup> meeting minutes. All in favor with the request.

### Old Business

A Lorenzo presented the model ordinance with TCC comments.

K. Ryan had a question regarding the section of model ordinance regarding the convenience of bike parking. A. Lorenzo explained that this would require the business/office work with the city.

J. Boyd asked about long/short term parking. A. Lorenzo explained that long term parking requires covering and is more secure. The town of Navassa is considering adopting a similar ordinance.

K. Mills expressed her concern about the requirements and would like to see more flexibility with the requirements.



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S. Spencer asked to table the ordinance until next meeting. The committee will email any changes/comments/suggestions by the end of April.

### Reports and Discussions

K. Ryan gave an update on the River to Sea Bike Ride.

A. Lorenzo gave an update on online registration and t-shirts for the ride. A. Lorenzo said there is a leaning towards 100 t-shirts and they will be sold at \$10 per shirt.

A. Lorenzo updated that the group the next subcommittee will need to be moved from May 1<sup>st</sup>.

A. Lorenzo asked for additional volunteers for the River to Sea Bike Ride.

B. Sutton asked how the committee will handle the concerns of the ride that had been previously been mentioned will be handled in the future. The committee will review the event and how to proceed after this year's R2S.

S. Spencer mentioned the idea of the new WMPO sponsored event. The committee discussed the idea of using a survey post event to gain feedback about difficulties of the event.

A Lorenzo provided an update on the MTP kick off meetings.

A Lorenzo went over the committee's role in MTP. The committee will begin discussing this again in June.

### Announcements

A Schroetel announced the proposal of a George Perkins Memorial Ride. A proclamation for May as Bike Safety Month will be presented at City Council Meeting May 1<sup>st</sup>.

A Lorenzo introduced Mike Hoffer as the new Carolina Beach representative.

An offer for the TDM position has been made and Fred Royal is the new project engineer for WMPO.

TCC Meeting will be April 11<sup>th</sup> at 10am.

WMPO Board meeting is April 18<sup>th</sup> at 3pm.

### Next Meeting

June 12, 2018 at 3pm.



## WMPO Bicycle and Pedestrian Advisory Committee Model Bike Parking Ordinance

### Bicycle Parking –

#### A. Applicability.

- a. The provisions of this section shall apply to all new development, change of use, and/or substantial improvement.<sup>1</sup>
- 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.
  - i. Criteria to be considered for applicability by the Zoning Official:
    1. Type of use.
    2. Size of use.
    3. Zoning District in jurisdiction.

#### 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 and at least 50% of the facility shall be covered.

#### C. Number of Spaces Required.

<sup>1</sup>Applicability of this ordinance shall be determined by the adopting jurisdiction.

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/2000 SF, minimum 2 spaces	1 space/750sf, minimum of 5 spaces	1 space/1500 SF	2 spaces or 1 per 5,000sf	2 spaces
Eateries/Food Establishments	1 space/5,000sf, minimum 4 spaces	minimum 2 spaces	1 space/2,500sf, minimum of 5 spaces	1 space/1500 SF	2 spaces or 10% of vehicular parking, whichever is greater	2 spaces
Office	2 spaces or 1 space/5,000sf	minimum 2 spaces	4 spaces or 1 space/2,500sf	1 space/2500 SF, 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/ 10 classrooms	1 space/5 classrooms, 2 space minimum	1 spaces/10 classrooms	1 space/ 5 classrooms, 2 space minimum	1 space/10 classrooms	Determined by review*
Parks/Outdoor Recreation	Determined by review*	None	Determined by review*	None	Determined by review*	None

\*Bicyclist parking shall be kept in lit areas

\*\*Bicyclist parking shall be just as convenient as vehicular parking

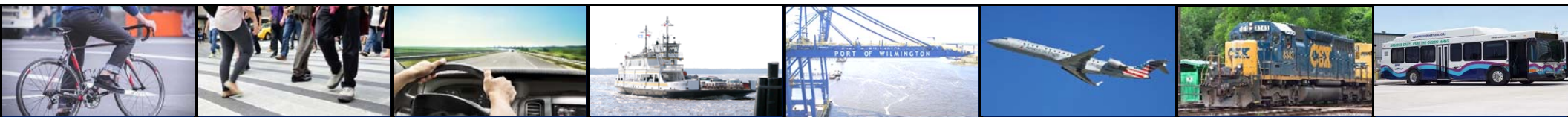
\*\*\*Bicyclist parking should be provided for employees in addition to parking required by land use

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

#### Development Standards for bicycle parking spaces.

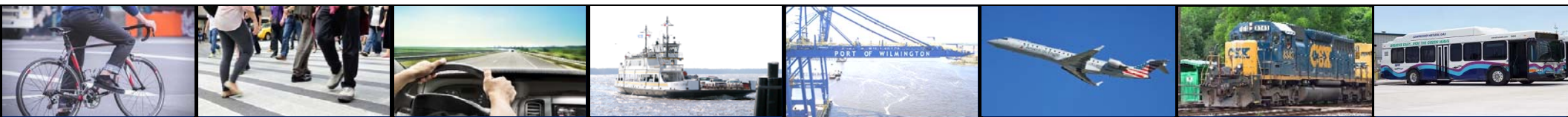
- Short term bicycle parking shall provide sufficient security from theft and damage. Bicycle racks shall be securely anchored to the ground, shall support the bicycle at two or more points to prevent damage to the bicycle, and shall be located in a visible and well-lit area.
- Long term bicycle parking 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.

- e. 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.
- D. Development Standards for Multi-Unit Structures
- a. In the case in which a structure has more than one use or unit within the same structure, a bicycle corral can be installed to service all the units housed within the structure.
  - b. Bicycle Corrals are bicycle parking facilities that can accommodate up to 12 to 16 bicycles in the same area as a single vehicle parking space.
  - c. The objective is to provide sufficient parking for a range of potential uses while also limiting the cost of constructing additional bike racks in the scenario of changes of use within the structure.

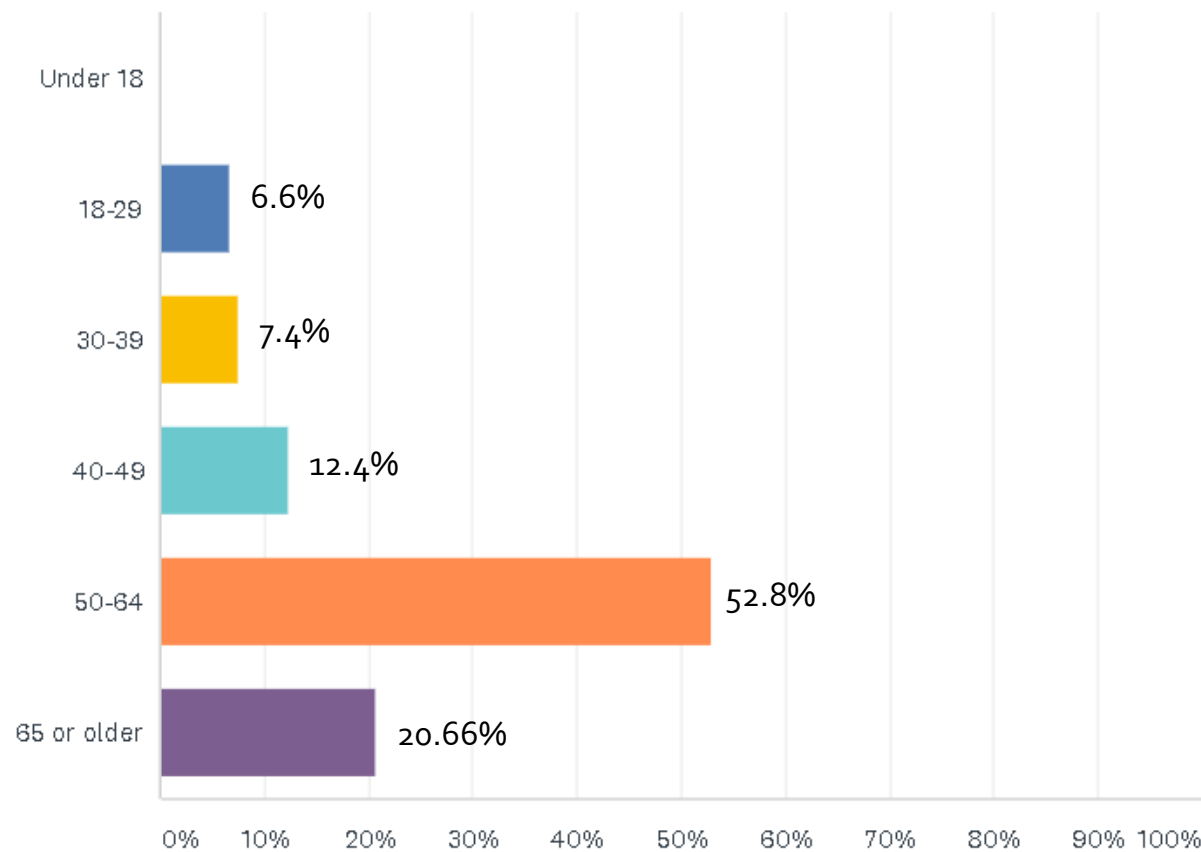


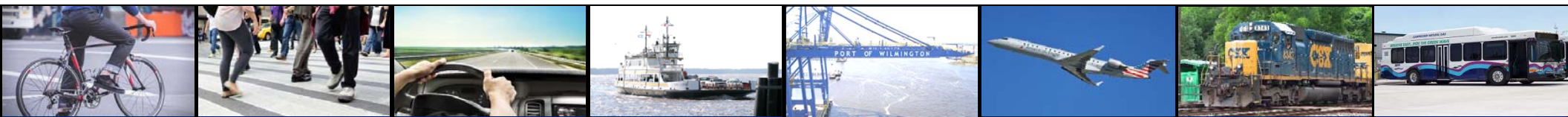
# 2018 River to Sea Bike Ride

Participation Survey Results

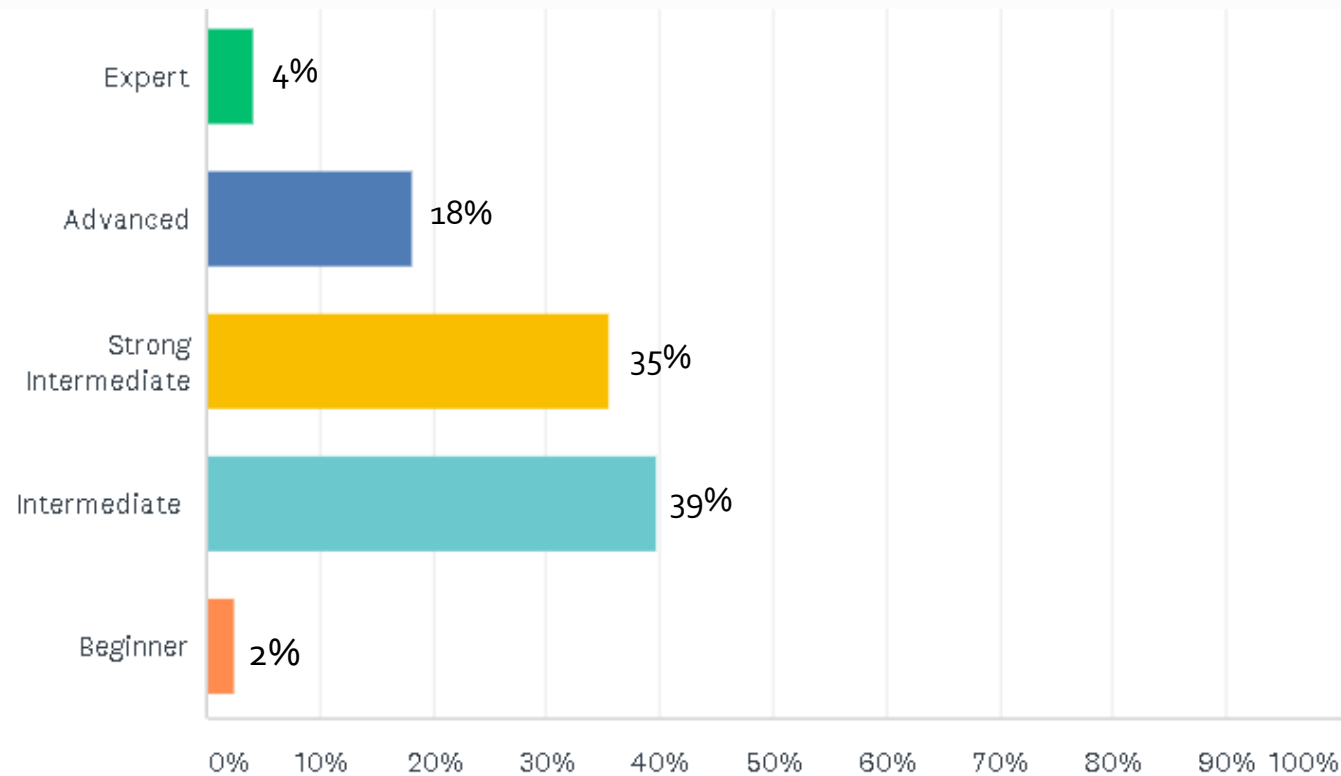


## Age Group

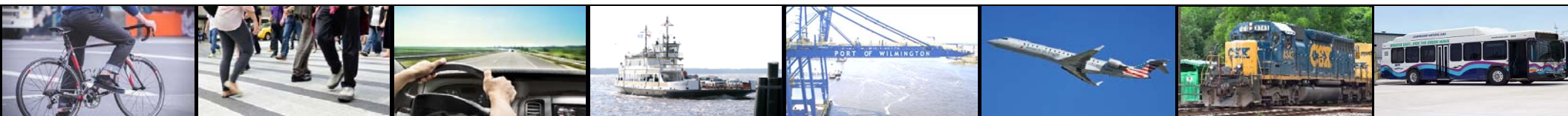




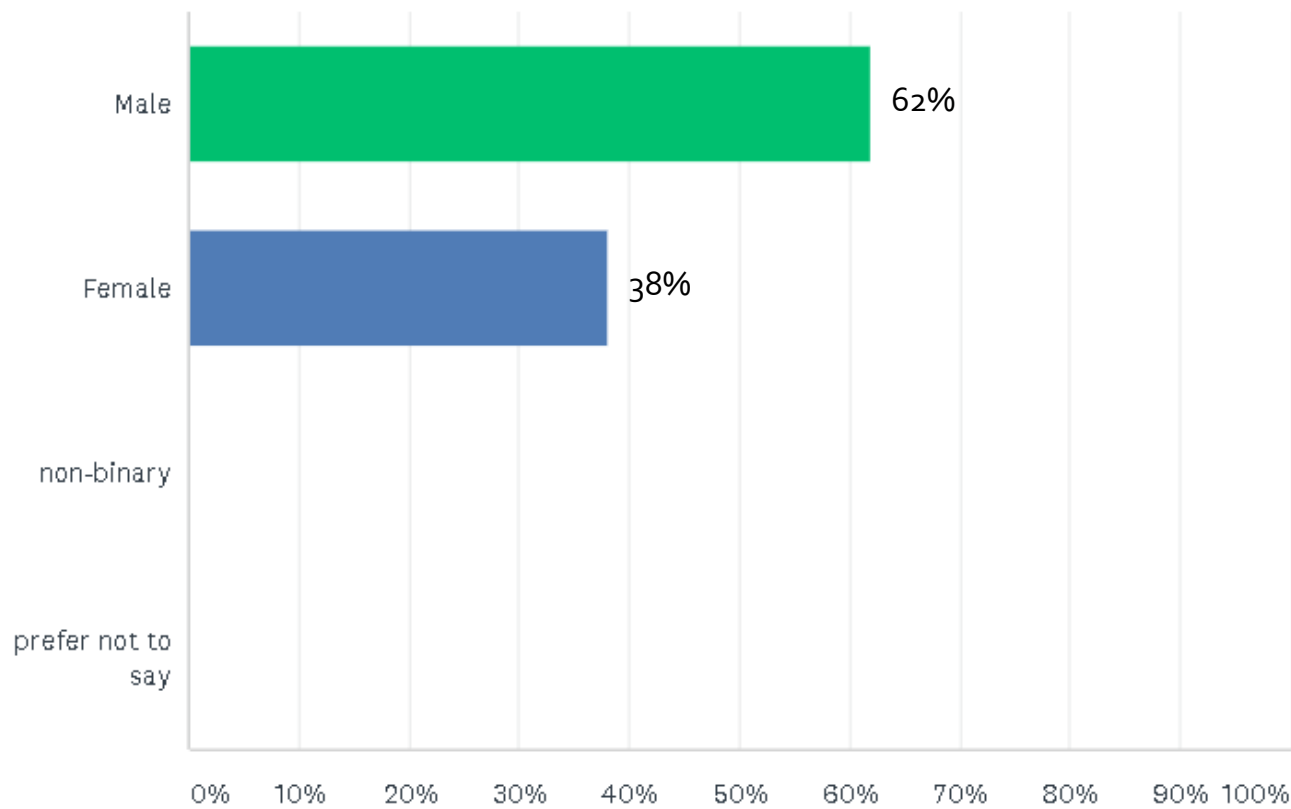
## Skill Level

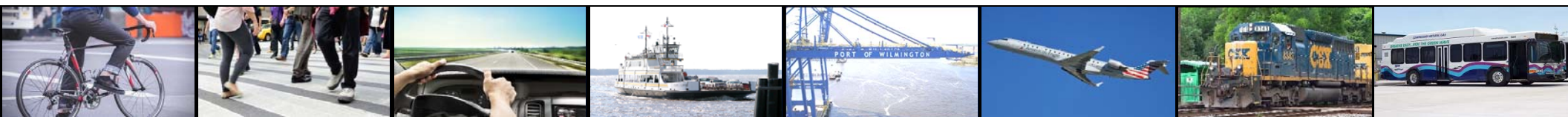




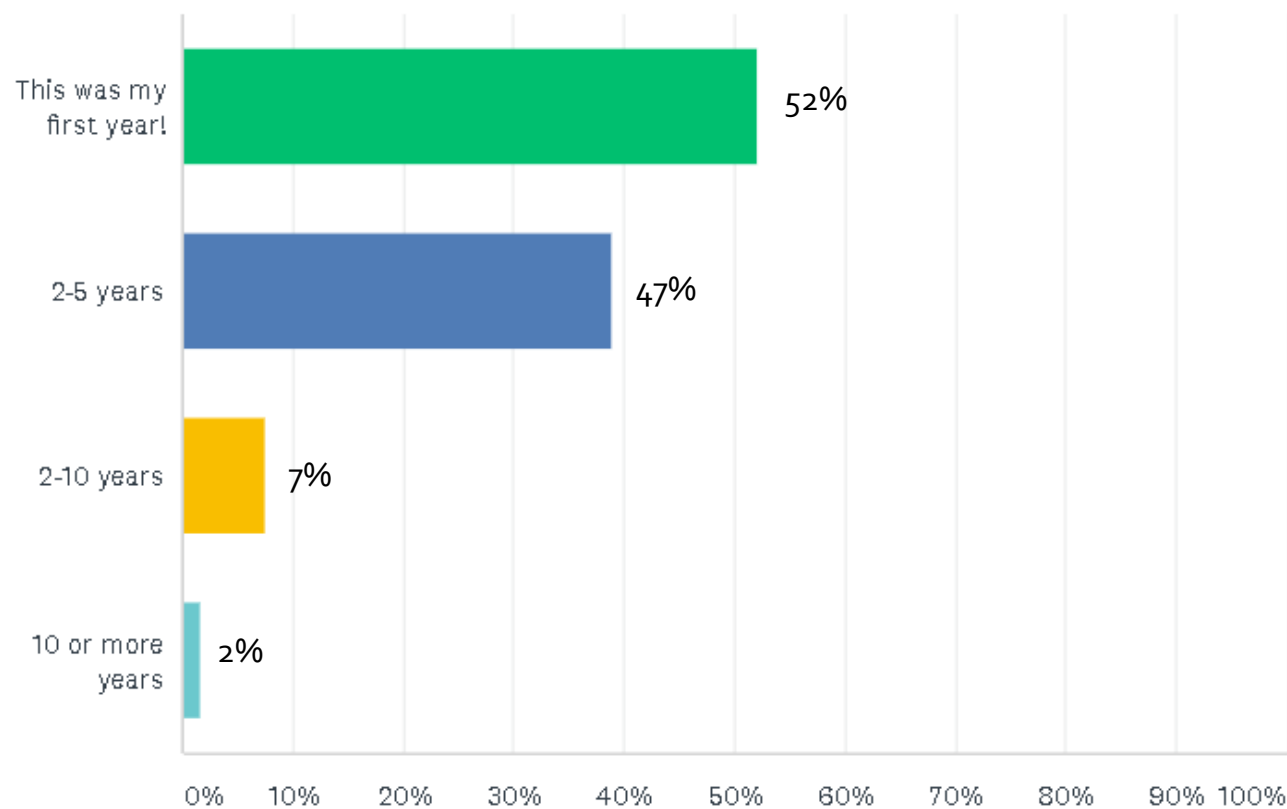


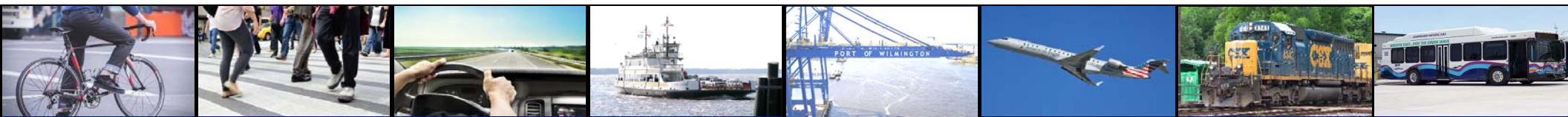
# Gender



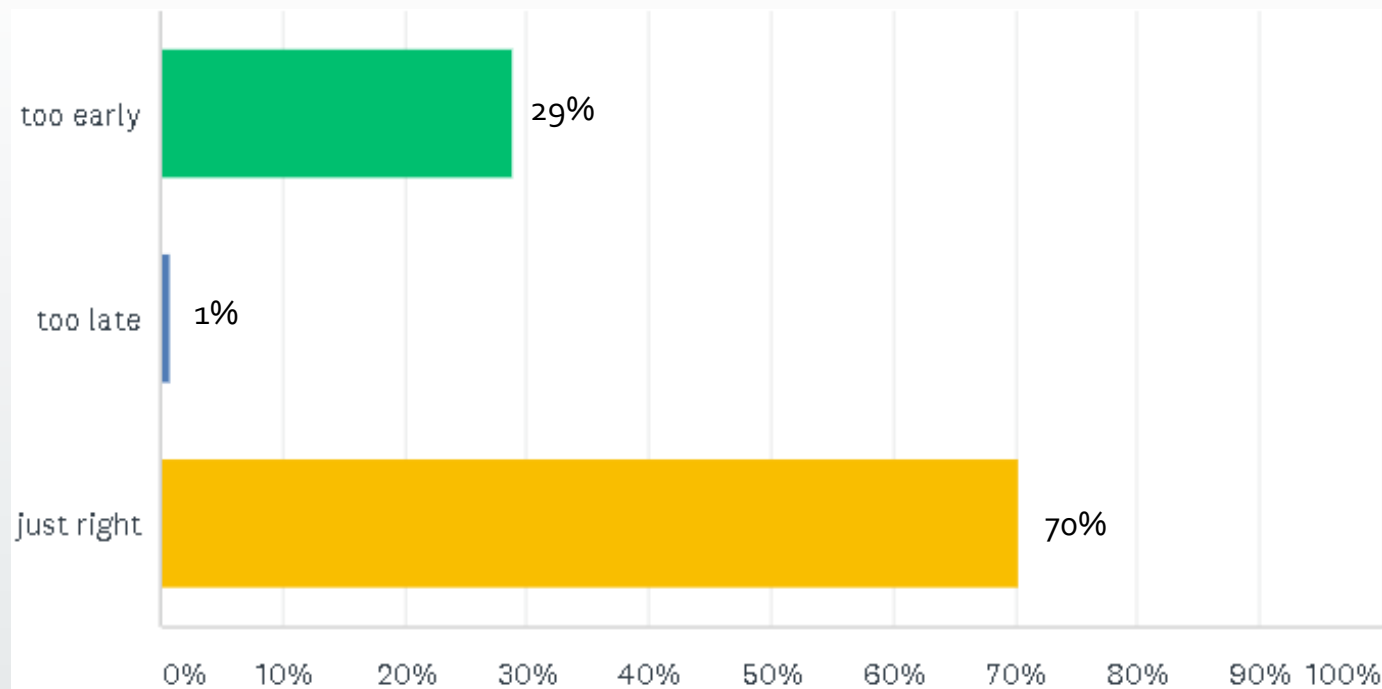


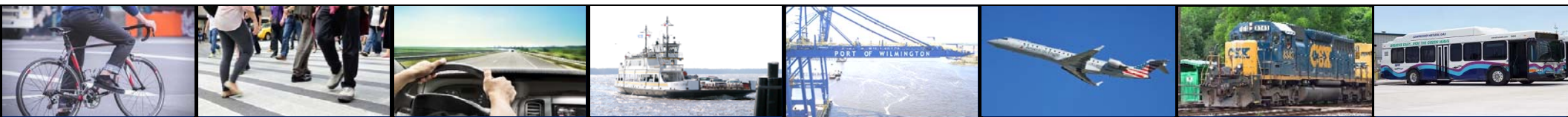
# Years of Participation



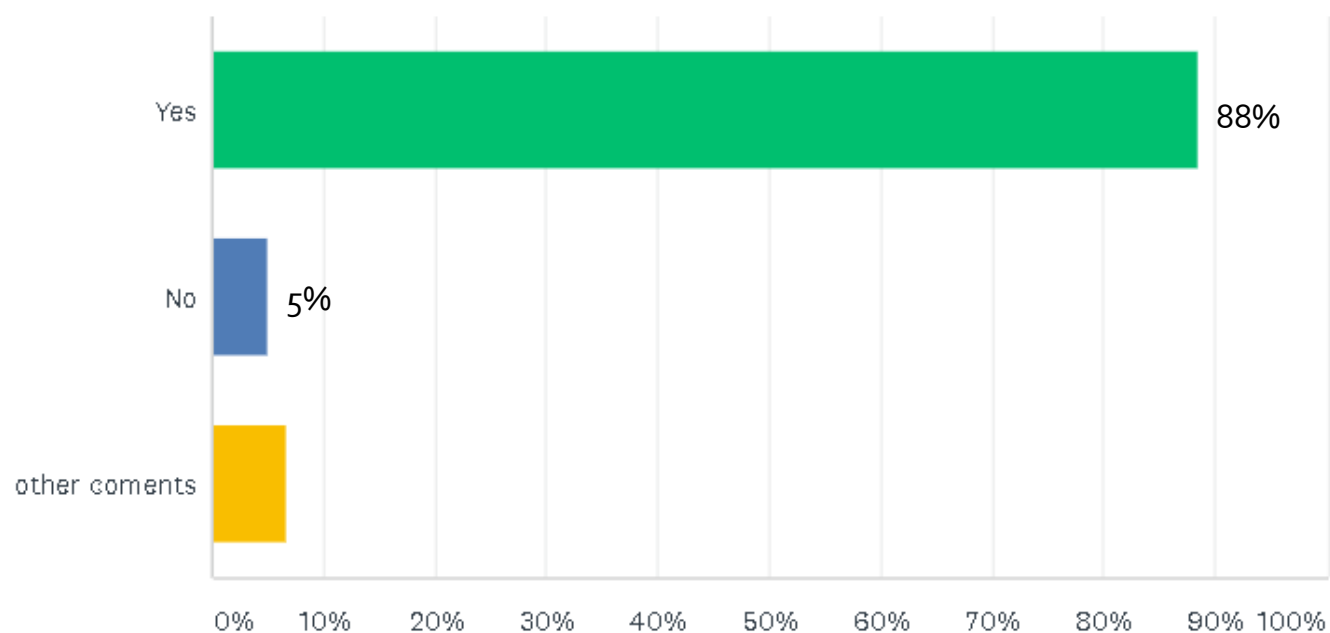


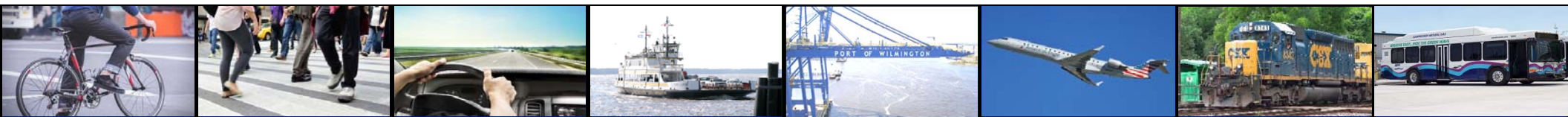
# Start Time



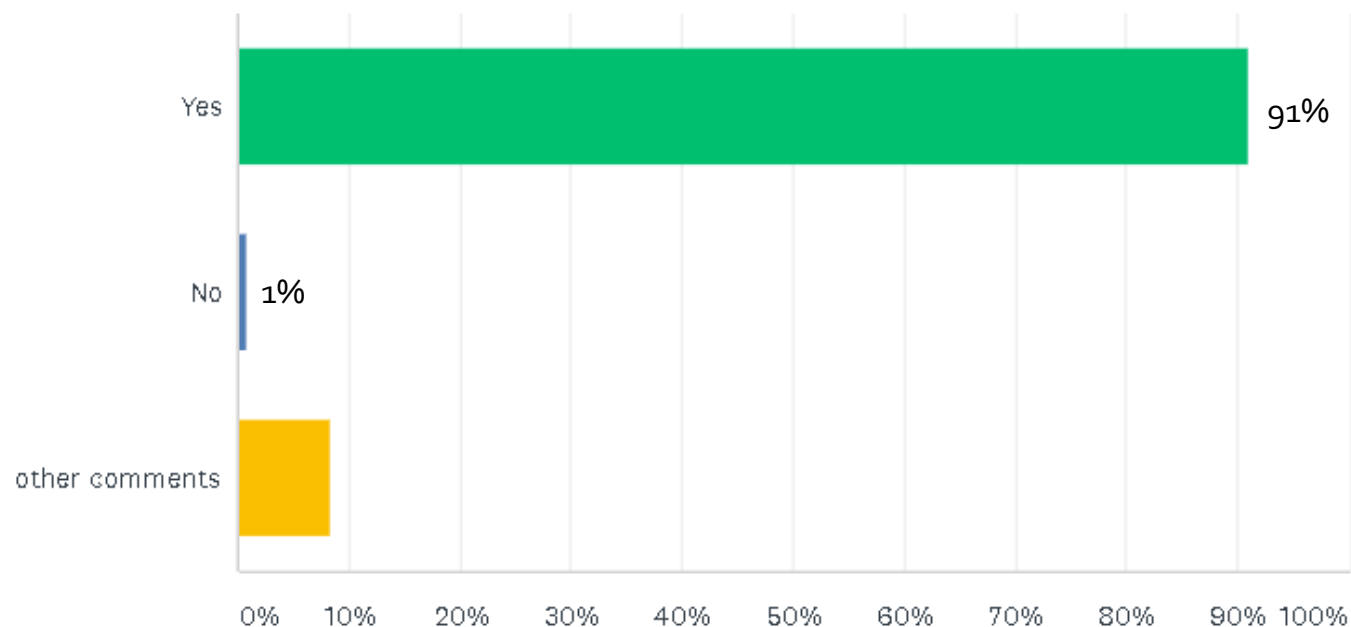


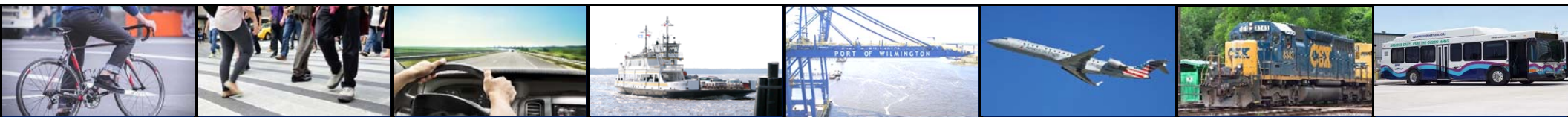
Well informed  
prior to ride?



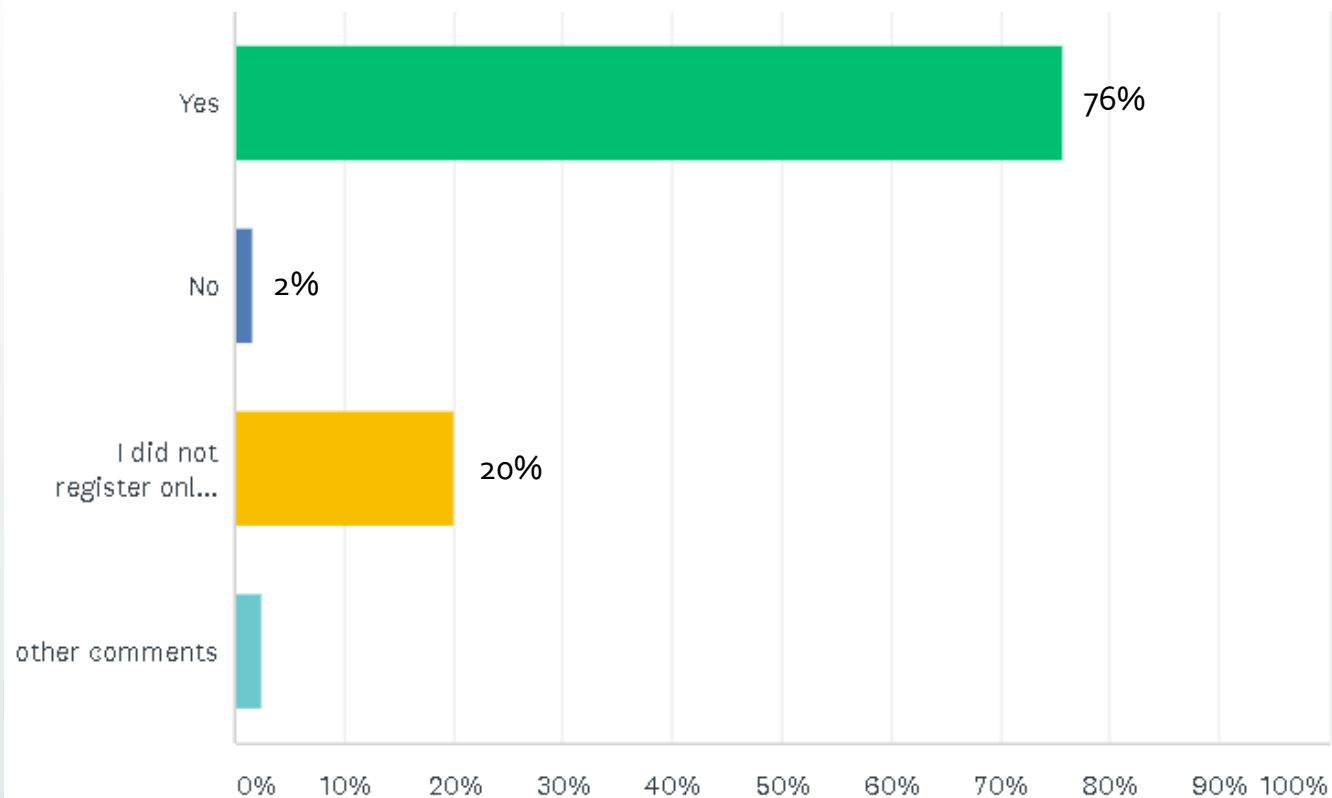


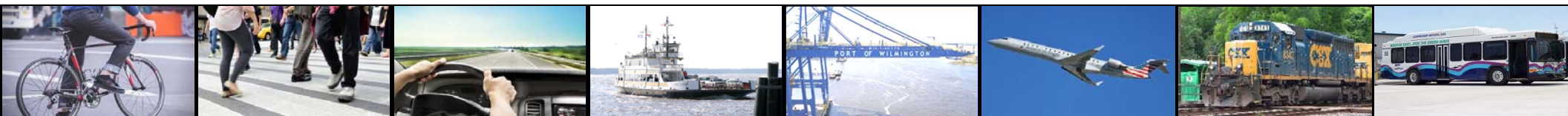
Did you feel  
safe on the  
ride?



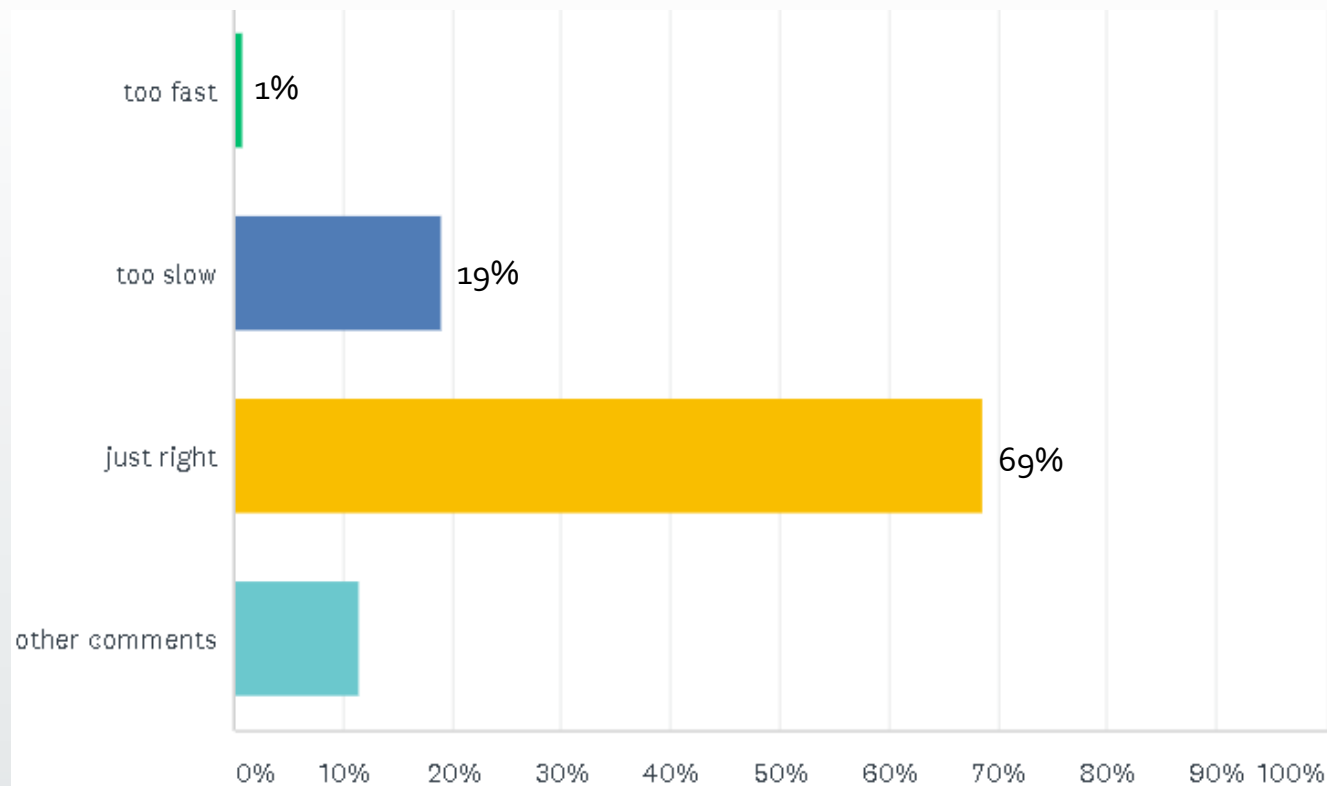


## Intuitive Online Registration?

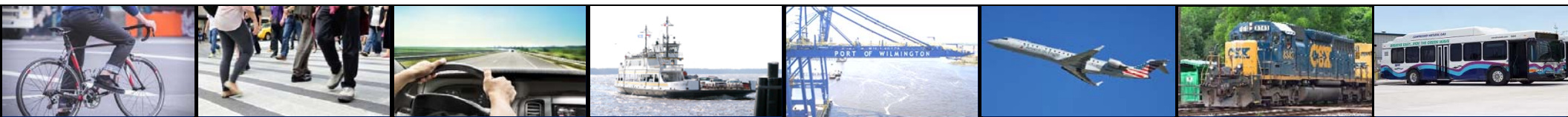




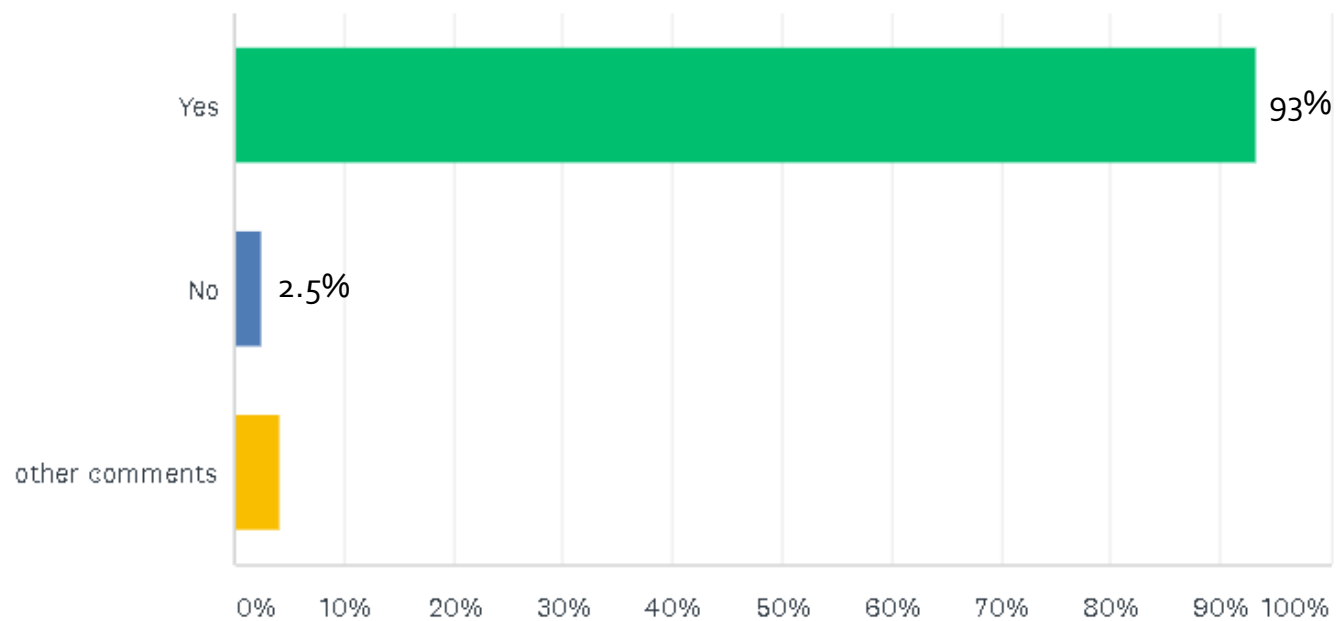
## Pace



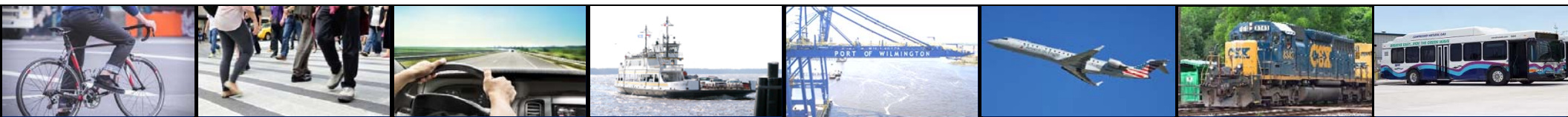




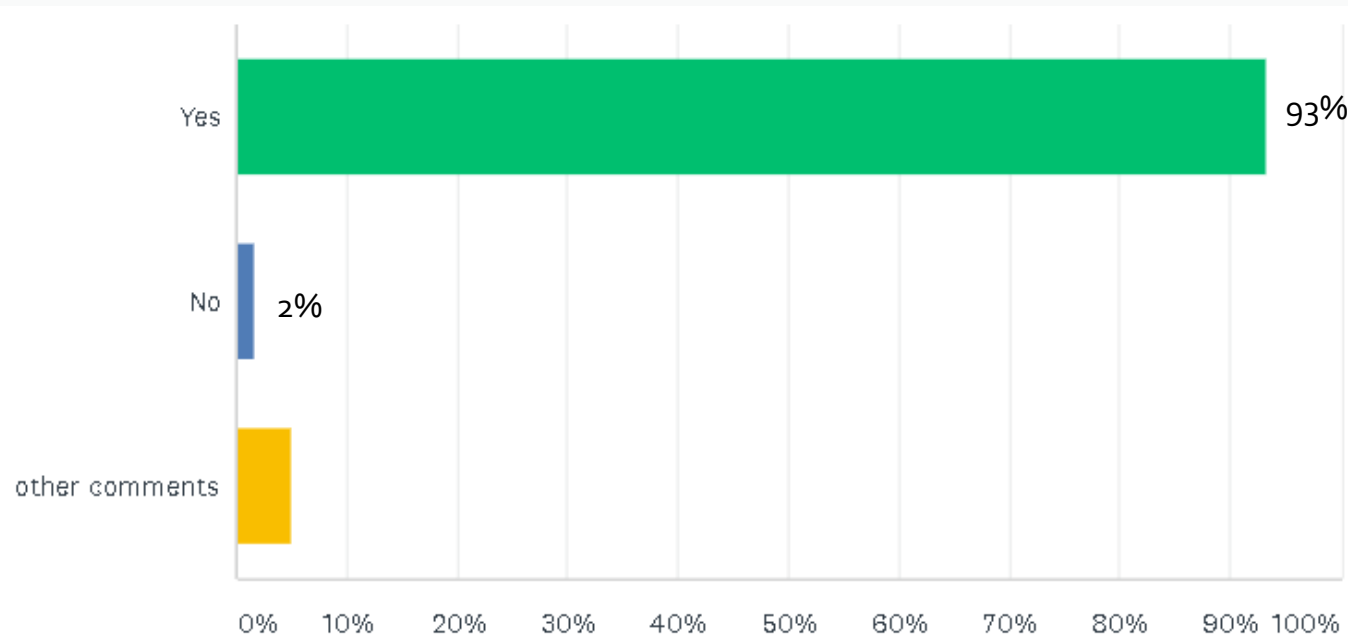
## Efficient check-in?

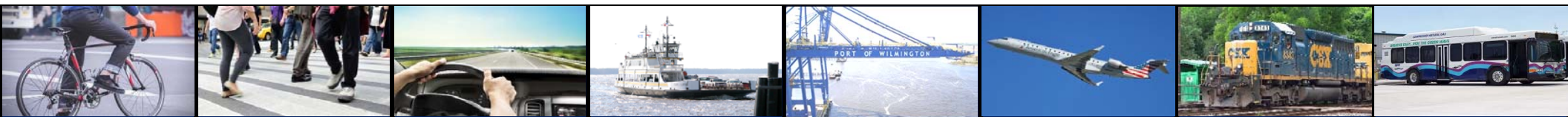




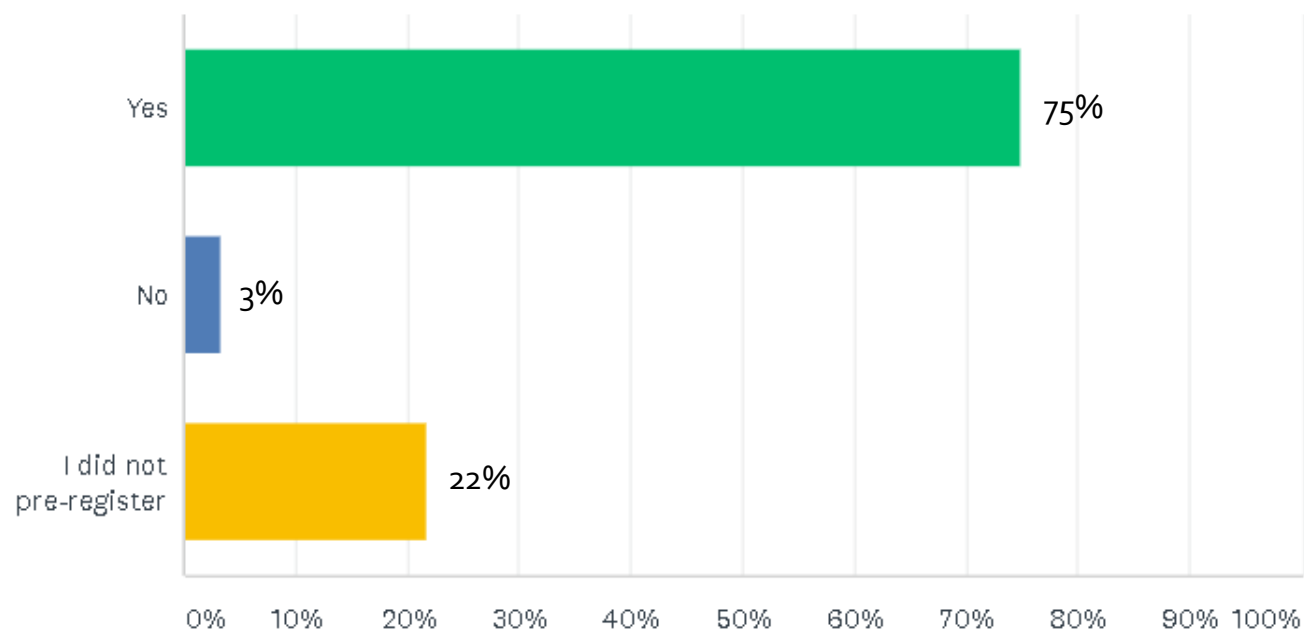


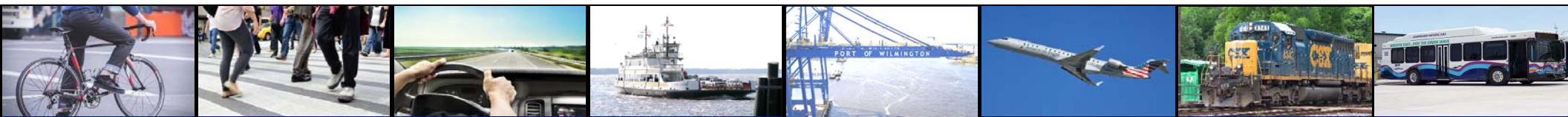
## Family Friendly?



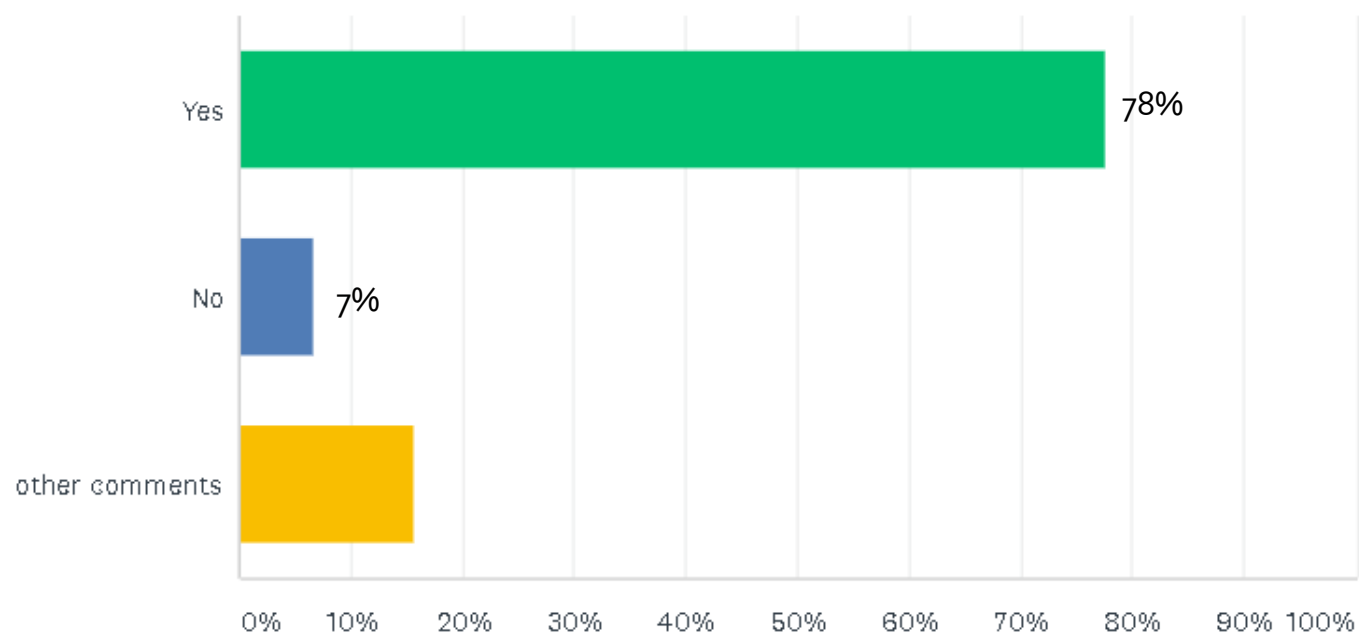


**Review safety  
info before  
ride?**





## Sufficient rest time at WB Park?



# Other Comments



## 7:00 Start Time Feedback

- Helped beat the heat and is good for traffic
- Too early for young children
- Some had to bike downtown in the dark

## Safety Feedback

- Props to the officers
- Disorganized on the way back
- Should advertise the pace of the ride
- Go up Nun St. and left on 4<sup>th</sup> St. to avoid the crosswalk at Nun and 4<sup>th</sup>.

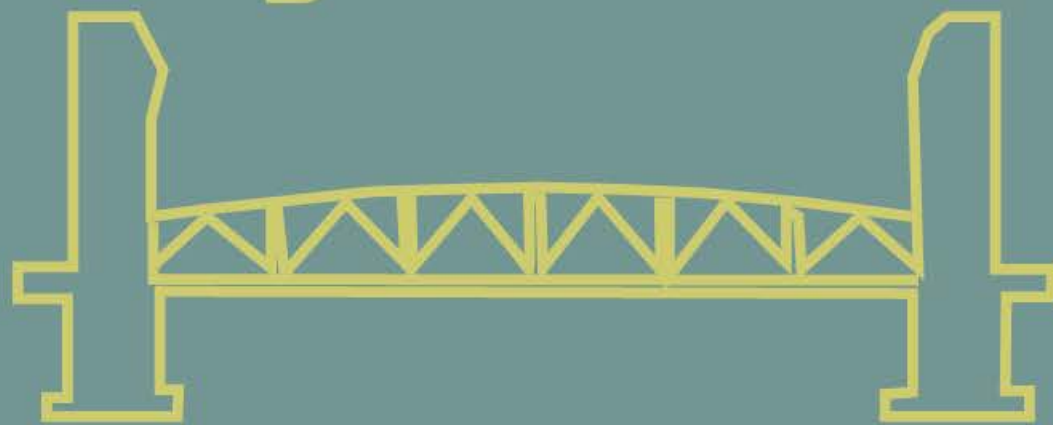
## Check-In Feedback

- Font was too small on check-in forms
- Crowding in front of the tables

## Rest at WB Feedback

- Bathroom lines too long

# Wilmington Urban Area



## 2018 Bike to Work Week



**449 Participants**



**1,115 Commutes to Work**



**736 Trips for Errands**



**12,275 Total Miles**



**10,932 Pounds of CO2 Reduced**



### Top Employer Participation

nCino- 40

New Hanover County Schools- 37

Live Oak Bank- 34

New Hanover Regional Medical Center- 29

New Hanover County Government- 29

City of Wilmington- 23

Castle Branch- 20

Corning- 19





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## **MEMORANDUM**

**To:** Bicycle and Pedestrian Advisory Committee Members  
**From:** Nick Cannon, Transportation Demand Management Coordinator  
**Date:** June 6, 2018  
**Subject:** Bike Share Vendor Recommendation

In October 2017 a Request for Proposal (RFP) for a turnkey bike share program was released by the Wilmington Urban Area Metropolitan Planning Organization (WMPO), of which it received four responses from bike share vendors: Bewegen, Gotcha, Lime Bike, and Pace. The WMPO formed a selection committee of nine members that represented our member jurisdictions, educational and business investment companies within the region. The committee members were provided RFP responses to review and met in February 2018 to discuss. Based on initial review, the committee chose to invite Gotcha, Lime Bike, and Pace for in-person presentations. Presentations took place in early May 2018 and each vendor was graded by predetermined criteria agreed upon by the committee. Each vendor was evaluated on its system style, products involved and offered, and program management details. The included chart provides a summary of each vendor's proposed bike share program for the WMPO region.

The Bike Share Selection Committee voted (5 to 4) to recommend Pace as the vendor for the WMPO Region's bike share program(s). The services offered by Pace are a no-cost option to the municipalities/counties and offers flexibility to users of where rides begin and end without the potential disorganization of a dockless/free roaming system. Pace allows the host organization to determine the cost to users and requires minimal oversight from local government staff members. Pace allows usage from citizens of all abilities through several handicap accessible products and can provide precise data from the GPS technology located in the bicycles. The bicycles are a white, cruiser style that have space for branding images, should the WMPO or a member jurisdiction choose to brand the bike share program.

The Bike Share Selection Committee believes that the bike share program offered by Pace would provide the best overall service for any of the member jurisdictions within the WMPO.

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	<b>Lime</b>	<b>Gotcha</b>	<b>Pace</b>
<b>Style</b>	<ul style="list-style-type: none"> <li>• Dockless / Free roaming</li> <li>• No set location to start and end rides</li> </ul>	<ul style="list-style-type: none"> <li>• Docked / Station</li> <li>• Set locations for where rides start and end</li> </ul>	<ul style="list-style-type: none"> <li>• Docked / Station</li> <li>• Set locations for where rides start and end</li> </ul>
<b>Products</b>	<ul style="list-style-type: none"> <li>• Lime green cruiser bicycles</li> <li>• Electric Assist Bicycle</li> <li>• Scooter</li> <li>• Traditional Bicycle</li> <li>• GPS Technology located in the bicycle</li> </ul>	<ul style="list-style-type: none"> <li>• Completely branded cruiser bicycle</li> <li>• Traditional Bicycle</li> <li>• Any size dock/station, not permeant infrastructure-stations / racks not included in initial cost of program</li> <li>• Kevlar belt in place of chain</li> <li>• GPS Technology located in the bicycle</li> </ul>	<ul style="list-style-type: none"> <li>• White cruiser bicycle</li> <li>• Traditional Bicycle</li> <li>• 6 types of ADA bicycles</li> <li>• Electric Assist Bike to come soon</li> <li>• Provide (virtually unlimited) bike racks to serve as bike share docks/stations</li> <li>• GPS located in the bicycle</li> <li>• Limited branding opportunity space on bicycle</li> <li>• Users can order a helmet through Pace mobile app</li> </ul>
<b>Program Details</b>	<ul style="list-style-type: none"> <li>• 2-3 weeks needed to implement program</li> <li>• 1 full-time manager, 1-2 full-time Operations Manager(s), 1-4 brand ambassadors</li> <li>• Two daily sweeps of scattered bicycles</li> <li>• Bicycle/scooter does not lock to an object</li> <li>• No cost to municipality-funds provided by capital investors</li> <li>• Relationships with chain retail stores to sell passes for unbanked and phoneless</li> <li>• User cost of \$1/half hour</li> <li>• 24/7 customer services</li> <li>• User Credits for good riding</li> <li>• Offers data sharing</li> </ul>	<ul style="list-style-type: none"> <li>• Program implementation contingent upon securing sponsorships to fund program</li> <li>• 1 regional manager</li> <li>• Contract with local bike mechanics to maintain fleet</li> <li>• Bicycles must lock to an object</li> <li>• Plans to create relationships with local government to sell passes for unbanked and phoneless customers</li> <li>• Real time data sharing</li> <li>• Penalties for improperly locking/parking bicycles</li> <li>• 24/7 customer services</li> <li>• Rebalancing upon request</li> <li>• User can reserve bicycle in advance</li> </ul>	<ul style="list-style-type: none"> <li>• Program can be implemented no earlier than January 2019</li> <li>• 1 regional (state) and 1 local manager-Source warehouse and team of local mechanics</li> <li>• Create relationships with local minority businesses for daily rebalancing</li> <li>• No cost to municipality- funding provided by corporate sponsorships</li> <li>• Plans to create relationships with local government to sell passes for unbanked customers- no phoneless option</li> <li>• Flexible user cost</li> <li>• Two year contract-to be carried out regardless of revenue generated</li> <li>• 24/7 customer services</li> <li>• User credits for good riding</li> <li>• Offers data sharing</li> <li>• Bicycles must lock to an object-Cable lock for stability and wheel lock for security</li> </ul>

## Cape Fear Moving Forward 2045 BikePed Subcommittee Members

Representing	Name	Organization
WMPO CAC	Neal Andrew	NC Board of Transportation
WMPO BPAC	Steve Whitney	Brunswick County
WMPO BPAC	John Williams	Cape Fear Public Transportation Authority
WMPO BPAC	Karin Mills	City of Wilmington
WMPO BPAC	Duncan McCabe	City of Wilmington
WMPO BPAC	Matt Hogan	NC Board of Transportation
WMPO BPAC	Shawn Spencer	New Hanover County
WMPO BPAC	Carol Stein	Pender County
WMPO BPAC	Joe Boyd	Town of Belville
WMPO BPAC	Mike Hoffer	Town of Carolina Beach
WMPO BPAC	John Carter	Town of Leland
WMPO BPAC	Katie Ryan	Town of Wrightsville Beach
WMPO BPAC	Barnes Sutton	Town of Navassa
WMPO BPAC	Jon Perrotto	Town of Kure Beach
WMPO BPAC	Al Schroetel	Chair Appointee/Regional Bicycle Interest - Cape Fear Cyclists
WMPO BPAC	TBD	UNCW
Disability Resource Center	David Beauregard	Disability Resource Center
Tourism	John Sneed	Visitors Bureau
WAVE Connect	Vanessa Lacer	WAVE Transit
NCDOT BikePed Division	Nick Scheuer	NCDOT BikePed Division
NCDOT Division 3	Alan Pytcher	NCDOT - Division 3
NCDOT Transportation Planning Branch	Nazia Sarder	NCDOT - TPB





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## **MEMORANDUM**

**To:** Bicycle and Pedestrian Modal Subcommittee Members  
**From:** Abby Lorenzo, Senior Transportation Planner  
**Date:** June 8, 2018  
**Subject:** Plan Development Schedule

Below is a high level overview of the anticipated schedule for development of Cape Fear Moving Forward 2045.

<b>Task</b>	<b>Development Timeframe</b>
<b>Modal Subcommittee Kick-Off</b>	June 2018
<b>Modal Subcommittee Goals, Objectives, Criteria, and Policy Development</b>	June - August 2018
<b>Modal Subcommittee Initial Project List Development</b>	June - October 2018
<b>Modal Subcommittee Project Scoring by Criteria</b>	November -December 2018
<b>CAC and Board Approval of Modal Project Lists</b>	January - February 2019
<b>Master Criteria Scoring</b>	March - May 2019
<b>CAC and Board Approves Final Project Scores and Rankings</b>	June - July 2019
<b>Selection of Projects for Inclusion into plan based on rank, cost estimate, and revenue projections</b>	August - November 2019
<b>Draft Plan</b>	December 2019 - January 2020
<b>Public Outreach Phase II</b>	February - March 2020
<b>Draft Plan Revisions</b>	April 2020
<b>CAC and Board Draft Approval</b>	May - July 2020
<b>Member Jurisdiction Approval</b>	August - September 2020
<b>Board Final Approval</b>	October 2020

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



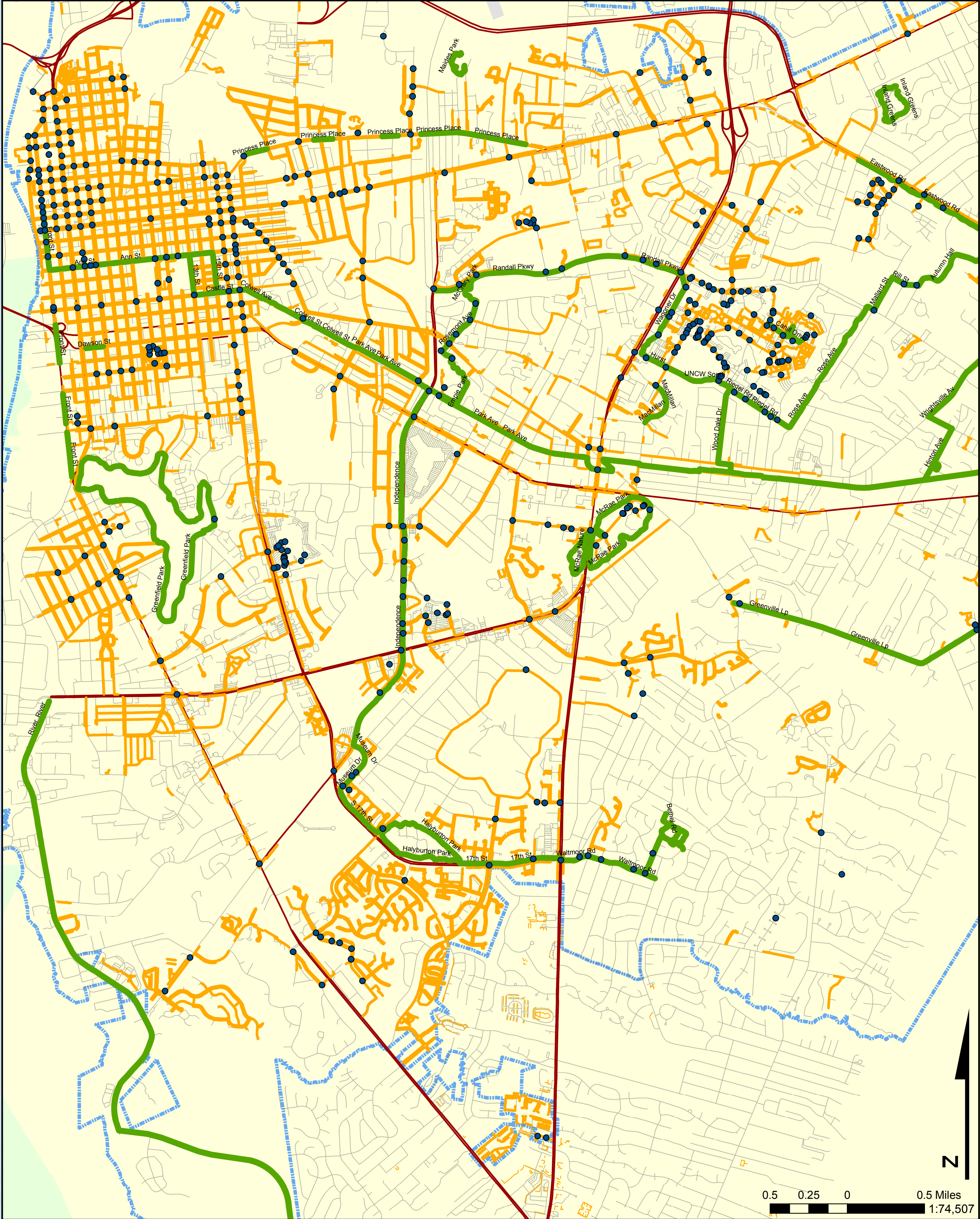


**Legend**

- Crosswalks
- Sidewalks
- Major Roads
- Roads Within WMPO
- Bike Paths and Trails
- City of Wilmington Limits
- WMPO Boundary
- New Hanover County
- Pender County
- Brunswick County

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**Downtown Wilmington and Surrounding Area**



# Wilmington Metropolitan Planning Organization and Surrounding Area

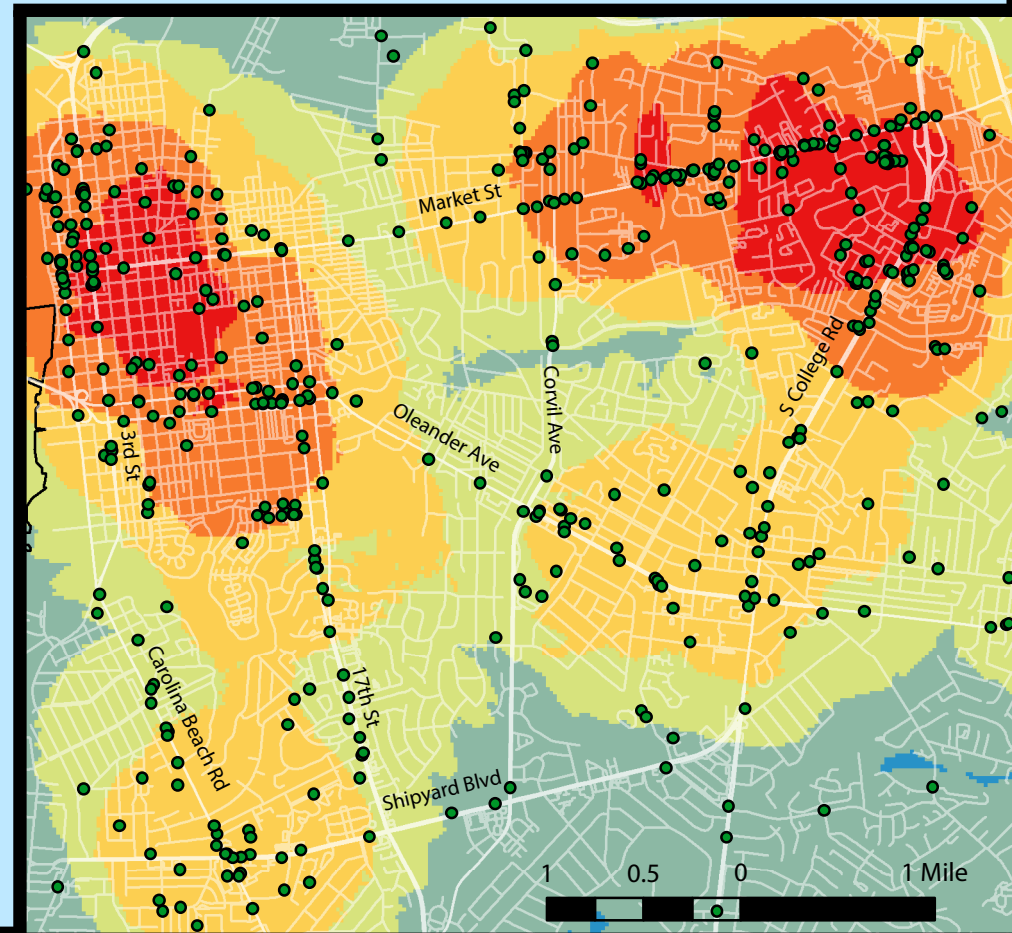
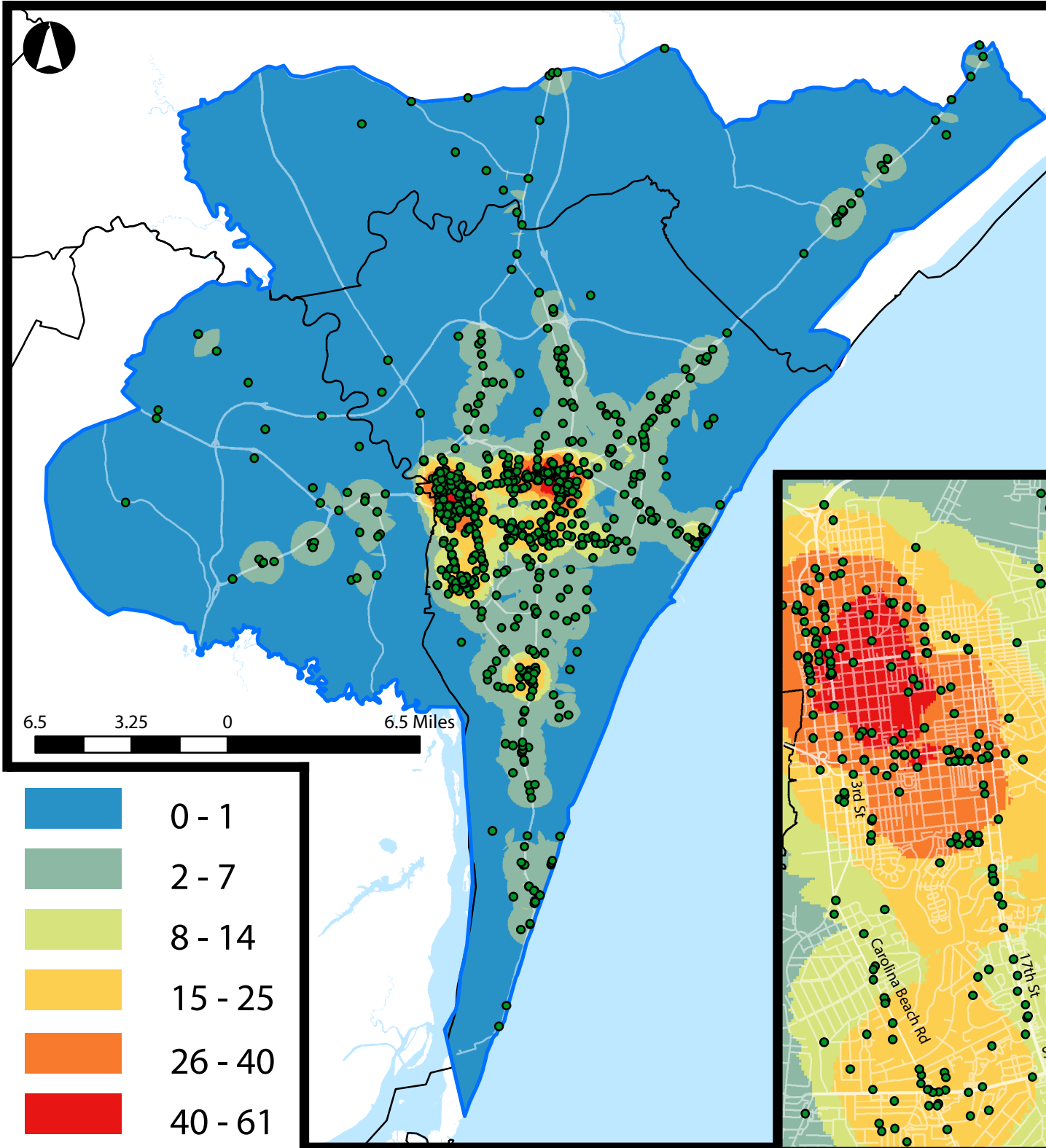
Created by the Wilmington Metropolitan Planning Organization (WMPO). Road data gathered from Openstreetmap 2018. All other data gathered from The Wilmington Metropolitan Planning Organization and the City of Wilmington, NC. Please visit [www.WMPO.org](http://www.WMPO.org) for more information on the WMPO



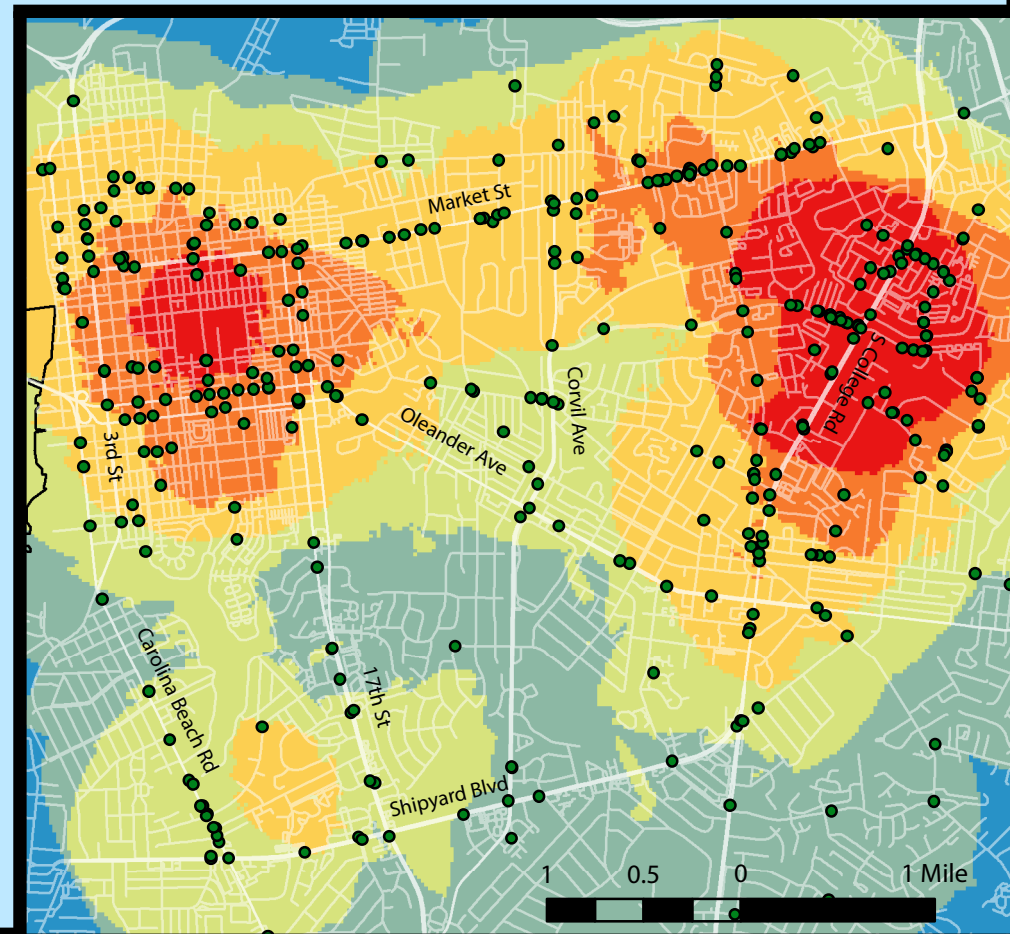
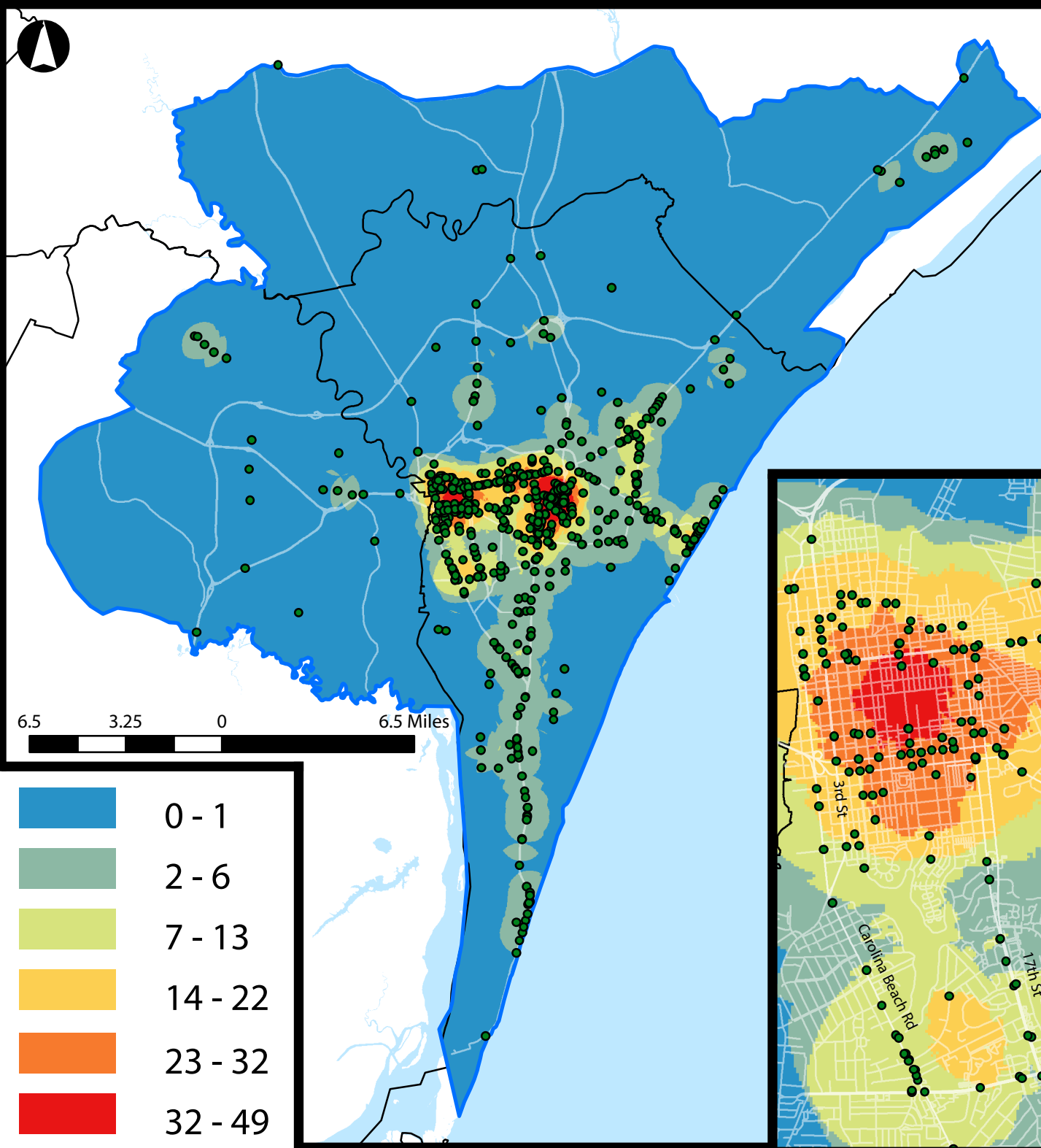
**WILMINGTON URBAN AREA**  
METROPOLITAN PLANNING ORGANIZATION



# Crash Density within the WMPO 2012 - 2015 (Pedestrian)



# Crash Density within the WMPO 2012 - 2015 (Bicycle)





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## **MEMORANDUM**

**To:** Bicycle and Pedestrian Modal Subcommittee Members

**From:** Abby Lorenzo, Senior Transportation Planner  
Jason O'Brien, Associate Transportation Planner

**Date:** June 8, 2018

**Subject:** Cape Fear Transportation 2040 Bicycle and Pedestrian Goals, Objectives, and Criteria

The following are the goals and objectives developed for Cape Fear Transportation 2040, the currently adopted Metropolitan Transportation Plan. From these goals and objectives, scoring criteria were developed (pgs. 4-7).

### **Bicycle**

#### **Goal A: Safety, Education, Awareness, and Enforcement**

##### Objectives:

1. Support a campaign to educate motorists, bicyclists and pedestrians on etiquette & laws of sharing the road
2. Support law enforcement efforts to create a safer environment for cyclists
3. Bicycle facility prioritization should consider the nature of adjacent traffic

#### **Goal B: Transportation Choice**

##### Objectives:

1. Increase the ease of transitioning between bicycling & other modes of transportation (mass transportation & ferries) through prioritization of bicycle projects
2. Support programmatic elements (such as increasing the capacity of bicycles on busses & the creation of bicycle amenities at bus stops) to ease the transition between bicycling & mass transportation
3. Prioritize projects that overcome socioeconomic barriers
4. Support the creation of a bike share program that is integrated with the fixed-route mass transportation network

Wilmington Urban Area Metropolitan Planning Organization

- 
5. Support the installation of visual cues that prioritize bike users through facilities, amenities and traffic engineering solutions
  6. Support the consideration of bicycle needs when looking at intermodal intercity connections

#### Goal C: Built Environment, Land use, and Connectivity

##### Objectives:

1. Prioritize bicycle facilities in areas with high employment density
2. Prioritize bicycling facilities that fall within ¼ miles of school campuses
3. Prioritize bicycle connections between parks & residential areas
4. Prioritize removal of barriers to bicycle around medical campuses
5. Prioritize bicycle facility connections around grocery stores/farmers markets
6. Prioritize connections to existing bicycling facilities
7. Prioritize bicycling connections between school campuses
8. Support accommodation of the elderly, disabled and low-income populations during the design of bicycle facilities
9. Prioritize bicycle facilities that allow safe usage of bridges, overpasses, tunnels & viaducts
10. Prioritize short trail connections (under 1,000 feet) that fill gaps in the roadway system that will allow bicycle use of these roadways

#### Goal D: Health

##### Objectives:

1. Support the provision of health indicators and data along branded trails
2. Support the promotion of bicycling in wellness programs through biking events
3. Support the designation of exercise loops for bicycling in areas that have high daytime populations
4. Support the utilization of health impact assessments where appropriate

#### Goal E: Economic Development

##### Objectives:

1. Support bicycle tourism in our region
2. Support the incentivization of public/private development around biking
3. Support the creation of sponsorship policies
4. Support the development of a program to recognize bicycle friendly businesses
5. Support the incorporation of mobile technology into the trail system
6. Support the accommodation of major events (triathlons) in facility design

#### Pedestrian

#### Goal A: Safety, Education, Awareness, and Enforcement

##### Objectives:

1. Prioritize crosswalks at existing signals
2. Support the installation of audible pedestrian signals

- 
3. Support driver education specifically related to turning movements and crosswalk compliance
  4. Support law enforcement efforts to increase pedestrian safety
  5. Support the creation of a comprehensive, integrated, and validated reporting system for documenting bicycle and pedestrian crash data

#### Goal B: Transportation Choice

##### Objectives:

1. Sidewalk and crosswalk prioritization should consider nature of adjacent traffic
2. Prioritize sidewalks and crosswalks based on residential and employment density
3. Support the installation of visual cues that prioritize pedestrians (traffic calming, etc.)
4. Support design of roadways and sidewalks to enhance pedestrian safety (medians, street trees, brick crossings, etc.)

#### Goal C: Built Environment, Land use, and Connectivity

##### Objectives:

1. Prioritize pedestrian facilities that fall within ¼ miles of school campuses
2. Prioritize pedestrian connections between parks & residential areas
3. Prioritize removal of barriers to pedestrians around medical campuses
4. Prioritize pedestrian facilities around libraries, community centers/senior centers, courthouses, local government centers
5. Prioritize pedestrian facility connections around grocery stores/farmers markets
6. Prioritize connections to existing pedestrian facilities
7. Prioritize direct connections to transit stops
8. Support the use of traffic impact analyses (TIAs) to create pedestrian connectivity
9. Support the use of mass transportation to mitigate gaps in the pedestrian network
10. Support the installation of pedestrian facilities with the installation and upgrade of other transportation facilities
11. Prioritize short trail links (under 1,000 feet) that fill gaps between low traffic roadways to allow for pedestrian use while continuing to preserve the low traffic status of those roadways.

#### Goal D: Health

##### Objectives:

1. Support the incorporation of health statistics and case studies in the promotion of transportation demand management (TDM) programs and wellness programs
2. Support the designation of exercise loops for walking in areas that have high daytime populations
3. Prioritize sidewalk and crosswalk connections between transit facilities and medical services
4. Support the utilization of health impact assessments when appropriate

#### Goal E: Economic Development

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Objectives:

1. Support initiatives to create and promote walking tours in our region
2. Support the inclusion of pedestrian facility design in new developments
3. Support the creation of sponsorship policies for walking trails
4. Support the development of a program to recognize pedestrian friendly development
5. Support the incorporation of mobile technology into the trail system
6. Support the accommodation of major events (triathlons) in facility design

## **Developed Scoring Criteria**

### **Bicycle**

#### **Safety, Education, Awareness & Enforcement – 10 points**

Bicycle facility prioritization should consider the nature of adjacent traffic

Arterial = 10

Collector = 6

Local = 2

#### **Transportation Choice – 20 points**

Increase the ease of transitioning between bicycling & other modes of transportation (mass transportation & ferries) through prioritization of bicycle projects

6 key WAVE Transit stops and NCDOT ferry terminal

Directly connects to Wave's top 6 stops – 3

Within 1/4 mile – 1

Transit stops

Within 1/4 mile of a transit stop – 7

Within 1/2 mile of a transit stop – 3

Prioritize projects that overcome socioeconomic barriers

Census data – Income

Low income– 7

Middle income– 5

High income - 2

Census Data - Age

Medium median age – 3

Low median age – 2

High median age – 1



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### **Built Environment, Land Use, and Connectivity – 70 points**

Prioritize bicycle facilities in areas with high employment density

High employment density – 8

Medium employment density – 5

Low employment density – 2

Prioritize bicycling facilities that fall within 1/4 mile of school campuses

Within 1/8 mile of a school – 13

Within 1/4 mile of a school – 8

Within 1/2 mile of a school – 3

Prioritize bicycle connections between parks & residential areas

Within 1/8 mile of a public park and/or recreation facility – 8

Within 1/4 mile of a public park and/or recreation facility – 5

Within 1/2 mile of a public park and/or recreation facility – 2

Prioritize removal of barriers to bicycle around medical campuses

Within 1/8 mile – 3

Within 1/4 mile – 2

Within 1/2 mile – 1

Prioritize bicycle facility connections around grocery stores/farmers markets

Within 1/8 mile – 5

Within 1/4 mile – 2

Prioritize connections to existing bicycling facilities

'Fills a gap', connecting on both sides to an existing facility that with project is +2 miles = 15

'Fills a gap', connecting on both sides to an existing facility that with project is less than 2 miles = 10

Connects to an existing facility on one side, and with project the facility is +2 miles = 7

Connects to an existing facility on one side, and with project the facility is less than 2 miles = 4

Prioritize bicycling connections between school campuses

Project connects 2 or more school campuses = 3

Prioritize bicycle facilities that allow safe usage of bridges, overpasses, tunnels & viaducts

Project traverses a bridge, overpass, tunnel, or viaduct = 5

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Prioritize short trail connections (under 2,000 feet) that fill gaps in the roadway system that will allow bicycle use of these roadways

Project is a short trail connection that extends bicycle use of the existing roadway system  
= 10

### **Pedestrian**

#### **Safety, Education, Awareness & Enforcement – 10 points**

Prioritize crosswalks at existing signals  
Existing signal – 10 points

#### **Transportation Choice – 20 points**

Sidewalk and crosswalk prioritization should consider nature of adjacent traffic  
Arterial – 8  
Collector – 5  
Local - 2

Prioritize sidewalks and crosswalks based on residential and employment density  
Census data - Population Density  
High – 6  
Medium – 3  
Low – 1

Census data - Employment Density  
High – 6  
Medium – 3  
Low – 1

#### **Built Environment, Land Use, and Connectivity – 65 points**

Prioritize pedestrian facilities that fall within 1/4 mile of school campuses  
Within 1/8 mile of a school – 15  
Within 1/4 mile of a school – 10  
Within 1/2 mile of a school – 8

Prioritize pedestrian connections between parks & residential areas  
Within 1/8 mile of a public park and/or recreation facility – 5  
Within 1/4 mile of a public park and/or recreation facility – 3  
Within 1/2 mile of a public park and/or recreation facility – 2

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Prioritize removal of barriers to pedestrians around medical campuses

Within 1/8 mile – 2

Within 1/4 mile – 1

Prioritize pedestrian facilities around libraries, community centers/senior centers, courthouses, local government centers

Within 1/8 mile - 5

Within 1/4 mile – 3

Within 1/2 mile - 1

Prioritize pedestrian facility connections around grocery stores/farmers markets

Within 1/8 mile – 3

Within 1/4 mile – 2

Within 1/2 mile – 1

Prioritize connections to existing pedestrian facilities

'Fills a gap', connecting on both sides to an existing facility that with project is +2 miles = 15

'Fills a gap', connecting on both sides to an existing facility that with project is less than 2 miles = 10

Connects to an existing facility on one side, and with project the facility is +2 miles = 7

Connects to an existing facility on one side, and with project the facility is less than 2 miles = 4

Prioritize connections to transit stops

Within 1/8 mile of a transit stop – 10

Within 1/4 mile of a transit stop – 7

Within 1/2 mile of a transit stop – 4

Prioritize short trail links (under 1,000 feet) that fill gaps between low traffic roadways to allow for pedestrian use while continuing to preserve the low traffic status of those roadways

Project is a short trail connection that extends pedestrian use of the existing roadway system = 10

### **Health – 5 points**

Prioritize sidewalk and crosswalk connections using Health and Wellness Gap Analysis report

High Health Priority – 5

Medium Health Priority – 3

Low Health Priority – 1



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## **MEMORANDUM**

**To:** Bicycle and Pedestrian Modal Subcommittee Members  
**From:** Abby Lorenzo, Senior Transportation Planner  
Jason O'Brien, Associate Transportation Planner  
**Date:** June 8, 2018  
**Subject:** Sample Bike & Pedestrian Goals, Objectives, and Criteria

The purpose of these goals, objectives, and criteria are to give a starting place for further development of the goals, objectives, and scoring criteria of bicycle and pedestrian projects for possible inclusion into Cape Fear Moving Forward 2045. Final goals, objectives, and criteria will be developed by the modal subcommittee for approval by the CAC and WMPO Board.

### Goal: SAFETY

*Objective: Reduce injuries & fatalities*

30 points

- corrects a known safety problem: 30 points
- corrects a likely safety problem: 15 points

### Goal: SYSTEM CONNECTIVITY

*Objective: Enhance the value of existing investments by connecting them*

25 points

- bicycle facility connects with other bicycle facility or transit station on both ends: 25
- pedestrian facility connects with other pedestrian facility or transit station on both ends: 25
- bicycle facility connects with other bicycle facility or transit station on one end: 10 points
- pedestrian facility connects with other pedestrian facility or transit station on one end: 10 points

### Goal: ACCESSIBILITY

*Objective: Provide improvements for populations that have greater need or will gain the greatest benefit*

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20 points

- provides increased access to transit: 10
- increases opportunity to bike or walk to school or college: 10
- provides opportunities for walking near elder care facility: 10
- increases opportunity for walk or bike trips for identified Environmental Justice areas: 10

Goal: MOBILITY

*Objective: Provide a practical alternative for motor vehicle trips*

20 points

- connects different land uses (e.g. connects residential with retail), potentially reduces motor vehicle trips: 10
- project is in a relatively high density area where walking and biking are common or potentially common: 10
- project is appropriate for the location in terms of vehicle speed, lighting, and road condition; or in the case of off-street trails, facility is not likely to become washed out or obstructed: 10
- provides opportunity for biking or walking in or near an appropriate tourist destination: 10

Goal: PROJECT DELIVERY

*Objective: Make sure projects qualify for federal funding and will not cause budgeting problems later on*

Pass/Fail

- project cost is at least \$100,000: pass/fail
- a sound methodology has been used to generate the project cost estimate: pass/fail
- project information is complete, including physical dimensions, length, beginning and ending points, and detail is sufficient for the project to be scored using the above criteria: pass/fail

**WILMINGTON MPO**  
**TRANSPORTATION PLANNING**  
**JUNE 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. Public outreach began with a kick-off event on April 3rd and will continue until July 31st. Staff made presentations to member jurisdiction governing boards in April and held an additional five open houses around the region in May. Attendance at all five regional meetings totaled approximately 60 people. To date there have been over 1,000 transportation survey responses and 400 comments on the public input map tool.

**Next Steps:**

- WMPO Staff will be attending farmers markets and other local community events around the region to promote the online survey and map tools throughout June and July.
- Modal subcommittees to convene in June and July to begin preparations for project lists, scoring, and ranking.
- Adoption in November 2020

**LELAND STREET DESIGN STANDARDS MANUAL**

**Project Description/Scope:** The Town of Leland is partnering with the Wilmington Urban Area MPO for the development of street design manual. 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. A public meeting was held on December 4th to review the draft materials. The document was revised and a follow-up meeting was held on February 20<sup>th</sup>. Staff from the Town continues to work on the development of these standards. MPO staff met with the Town on May 22<sup>nd</sup>. The Town will be providing the MPO with a list of questions, proposed changes and comments. The MPO will be assigning a team to assist in the completion of the manual.

**Next Steps:**

- The Town continues to review the document
- 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. The County Planning staff are meeting with stakeholders. The plan will be revised by County and MPO staff to meet our needs.

**Next Steps:**

- Finalize Draft Plan in late summer
- 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: 7 reviews
- New Hanover Concept Reviews: 0 reviews
- Town of Leland Formal Reviews: 2 reviews
- Town of Leland Informal Reviews: 1 reviews
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 22 total (New Hanover County 5, City of Wilmington 13, Carolina Beach 0, Leland 1, Navassa 1, and Pender County 2) new 4 and ongoing 18
- Pender County Development Plan Reviews: 9 reviews
- Pender County Informal Plan Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 79 (13 new, 66 on-going)
- City of Wilmington Informal Reviews: 32 (8 new, 24 on-going)
- City of Wilmington Concept Reviews: 15 ( 13 new concept reviews- 2 on-going concept)
- COW Project Releases: 6 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
- Resumed construction based on plan revisions on May 2, 2018
- Pile installation is complete. Installation of the caps is underway
- Anticipated completion date of November 20, 2018

**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 Spring 2018
- The engineering firm is performing a QA/QC check on the plans to correct issues. Once revisions are received a new let date will be set.

**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:**

- The Town is waiting for NCDOT approval of Signing and Pavement Marking Plans
- NCDOT has determined that Town shall let the contract for the road resurfacing project together with the MUP project and be responsible for this additional scope of work.
- Town is waiting for a supplemental agreement from NCDOT to add road resurfacing scope to the project.
- USACE issued Section 404 Permit on March 23rd
- NCDEQ issued 401 Water Quality Certification on March 26th
- Town mailed notices to all affected property owners for acquisition by condemnation of temporary construction easements and permanent drainage easements on April 20th
- Construction contract let is anticipated July, 2018

**U-5534E & L - 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

**Project Status and Next Steps:**

- Construction began in late January with completion expected by mid-summer.

**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 specifications have been resubmitted to NCDOT for review
- The City has received the proposed Supplemental Agreement from NCDOT for \$240,000
- A supplemental agreement was approved in March by the City Council and is being routed for signatures
- 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:**

- 100% plans and specifications have been submitted for NCDOT review.
- The Town is in the process of getting construction easements and 1 permanent easement
- 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. McKim & Creed is working on revising the plans.
- 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. McKim & Creed is working on revising the plans.
- 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 are being addressed.
- Right of way Certification-TBD
- Encroachment agreement will be needed once right-of-way is 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 sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk 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 2017 meeting.
- 90% plans being reviewed by NCDOT.
- Right of way acquisition to begin once final comments received from NCDOT.

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

**Project Descriptions/Scope:** The construction of a 8 foot wide concrete path from the connection at the Brunswick Center at Leland across the front of the library property, 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 are being addressed.
- Right of way acquisition to begin once final comments received from NCDOT
- 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 approved by NCDOT
- Additional funds received.
- 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.
- Additional funds were approved by the MPO.
- An item was placed on the May NC Board of Transportation agenda
- Contracts are being finalized with construction to begin in the next several weeks.

**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 project has been put on hold until NCDOT's College Road resurfacing project occurs.

**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:**

- 10% design completed
- Expect 90% plans in mid-July
- Anticipated bid date of Fall 2018

**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
- PE funds were released at the December 2017 Board of Transportation meeting
- PE has been chosen and is providing a scope and fee with manday estimate

**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 for additional funding was approved by the Wilmington City Council on September 5, 2017.
- The supplemental agreement was approved by the Board of Transportation
- The project is over budget. The city will try to rebid this project with the Gregory/Williston Safe Routes to School project.

**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.
- Survey to start this month
- Anticipate 70% plans by October 2018
- Anticipated construction bid May 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 early Summer 2018
- Anticipated let date Spring 2019

### **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 has been filled with the new employee starting on May 14th. The MPO held a bike share interviews. An update will be provided to the TCC and MPO Board at their May meetings. Staff is working to provide a recommendation to the Board.

### **Next Steps:**

- Continue to work with Pulsar on the development of the Go Coast strategic marketing plan. A meeting will be held on May 3, 2018
- Analyze data and results from the Go Coast Commuter Challenge and develop presentations to various groups reflecting our success
- Contacting Mobile Apps to see if we can get a user friendly app that gathers more useful data for the 2018 commuter challenge
- Gather model alternative work schedule policies from various regional employers to be highlighted in the statewide initiative to showcase model alternative work schedules
- Gathering information from 134 of the regions employers (50 employees or more)
- Schedule lunch and learns/presentations with area employers to promote Go Coast program
- Lunch and Learn with Live Oak 6/21
- 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
- Provide a recommendation for a Bike Share company for the region