



Board Meeting Minutes
6th Floor Conference Room, 320 Chestnut Street
Wednesday, October 31, 2018

Members Present

David Piepmeyer, Pender County
Pat Batleman, Town of Leland
Neil Anderson, City of Wilmington
Charlie Rivenbark City of Wilmington
Jonathan Barfield, Cape Fear Public
Transportation Authority
Steve Shuttleworth, Town of Carolina Beach
John Ellen, Town of Kure Beach
Hank Miller, Town of Wrightsville Beach
Frank Williams, Brunswick County
Mike Alford, NC Board of Transportation

Others Present

Mike Kozlosky, Executive Director, WMPO
Karen Collette, NCDOT Highway Division 3
Matt Nichols, MPO Attorney
Mark Hamlet, MPO Map Act Attorney

1. Call to Order

Vice Chairman Batleman called the meeting to order at 3:07 p.m., and chaired the entire meeting.

2. Conflict of Interest Statement

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

3. Approval of Board Members' Excused Absences

Mr. Kozlosky stated that Mr. Watkins and Mr. Zimmer have requested to be excused from today's meeting; however, Mr. Alford is representing the NC Board of Transportation.

Mr. Rivenbark made a motion to excuse the absence of Mr. Watkins. Mr. Miller seconded the motion, and it carried unanimously.

4. Approval of the Agenda

Mr. Kozlosky requested that a closed session be added to the end of the agenda for the purpose of discussing on-going legal matters.

Mr. Rivenbark made a motion to approve the agenda as amended, seconded by Mr. Anderson, and the motion carried unanimously.

5. Public Comment Period

Mr. Buddy Martinette, 7001 Long Boat Circle and President of the HOA, spoke to the Board and distributed a flyer regarding Military Cutoff Road. He expressed concerns regarding the elevation of the road, which he said was not apparent at any of the public meetings held. He displayed photos of his view of the road from his backyard and pointed out that the crown is visible five feet above the six-foot privacy fence. He noted that the neighborhood missed qualifying for a sound barrier by six decibels according to the state. He pointed out that elevation was not a factor at the time because the hydraulics were not yet considered, which necessitated elevation of the road. He added that Kevin Bowen of NCDOT has been unable

to find a comparable example in the state although a few are said to exist. He requested 900 feet of consideration for Covil Crossing and Snug Harbour.

Ms. Judi Vance, 7003 Long Boat Circle, spoke to the Board and expressed concerns regarding Military Cutoff Road. She stated that when the road was built it was to be 75 feet back with all the trees preserved. However, the road is less than 50 feet away and all the trees have been removed. She pointed out that the noise testing was done at the level of Covil Crossing when all of the trees were present, and, if it were to be tested now, the noise would exceed the requirements justifying a wall. In addition, 15 homes are impacted by it, and not the three originally projected. She also expressed concerns regarding the lack of safety.

Ms. Mary Beth Farrior, 7101 Privateer Court, and member of the Snug Harbour Homeowners Association, spoke to the Board and expressed concerns regarding Military Cutoff Road. She asked for a show of hands of those impacted by the road and the lack of trees. Nearly a dozen people responded. She requested that the decision regarding a barrier be reconsidered and a visual landscaping, hardscape barrier be installed for the safety of residents.

Ms. Jennifer Adams, 26 Pickett Drive, and Facilities Manager for Corning Incorporated at 310 North College Road spoke to the Board. She expressed concerns regarding the College Road and Ringo Drive intersection improvements as part of Alternative 1 for the College Road Widening Project. She stated that it would deprive Corning of its two-way, northbound access from the service road and prohibit access from the main security office to the south gate. In addition, public access would inhibit timely security and service response. She expressed appreciation to NCDOT and Mr. Howell for working with Corning on this project.

Mr. Howard Capps, 4106 Breezewood Drive, spoke to the Board and distributed an 18-page document entitled, "Placemaking." He expressed concerns that the three alternatives proposed at the June 28th NCDOT public meeting for the College Road corridor do not address the multi-modal recommendations of the City of Wilmington's Comprehensive Plan. He expressed concerns that multi-modal facilities and aesthetics would not be considered until an alternative is selected, and that the municipalities be given a chance to provide input.

Mr. Dan Greene, 94 Snug Harbour Drive, and member of the Board of Directors for Covil Crossing, spoke to the MPO Board and expressed concerns regarding visual, safety and noise impacts caused by the proximity of Military Cutoff Road.

Mr. Brian Costlow, 7104 Rock Creek Circle, spoke to the Board and expressed appreciation to NCDOT staff for their approachability and responsiveness. He expressed concerns regarding the elevation of Military Cutoff Road and proximity to the homes. He also requested that the noise issues be addressed with a sound barrier.

6. Presentations

a. College Road Improvement Projects – Chad Kimes, NCDOT

Mr. Kimes announced the reopening of US 421 at 5:00 p.m. today. He then gave an overview of the recommended alternatives for the five funded projects along College Road, which total \$300 million and span from Gordon Road to Monkey Junction. He noted that each element of the selection process carries a similar weight, although any one of them could disqualify an alternative. He listed the considerations of purpose and need; environmental (wetlands and streams), landowner and commercial impacts; traffic data; public input; benefits versus costs; new

development within project limits; and build-ability. He advised members that Level of Service (LOS) should be considered according to traffic delays, as opposed to by category (A-F), since delays can vary widely for each category.

Mr. Barfield expressed an interest in a presentation on LOS to the New Hanover County Commissioners.

Mr. Rivenbark commented that Wayne Clark went to great lengths to explain LOS to the City Council in the late 1990s, although without these graphics.

Mr. Williams requested a copy of the presentation. Mr. Kozlosky responded that it would be distributed to the Board.

Ms. Collette pointed out that Level E is generally thought to not function; but it does.

Mr. Kimes stated that Level of Service F is greater than 80 seconds of delay, although much greater delays exist under these Level Fs. He then gave an overview of alternatives for each of the projects as follows:

1. Gordon Road to New Centre Drive and Interchange at College Road and Martin Luther King Jr. Boulevard (U-5881 & U-5792)

Two alternatives were presented as follows:

- a. **Free Flow*** of College Road with Tight Urban Diamond Interchange (TUDI) over Martin Luther King Jr. Boulevard (MLK); additional interchanges at Kings Drive and Ringo Drive; two roundabouts under the College Road flyover; four tight ramps reducing impacts to adjacent property owners (with Corning's still under discussion).
 - i. **Recommended by NCDOT due to fewer impacts to wetlands and better LOS, improved safety overall, and improved entrance to Wilmington with I-40 being a controlled facility, reducing all conflict points and driveways to the interchange.*
- b. **Superstreets** with a Single Point Urban Interchange (SPUI) at MLK.

Mr. Kimes stated that the current right-of-way and let dates of 2021 and 2024, respectively, are consistent for all of the projects along the corridor. In addition, College Road will have three lanes both in the north and southbound directions throughout the entire corridor.

2. New Centre Drive to Carolina Beach Road (U-5702)

This is an access management project that improves time delays, continues three lanes north and southbound, improves intersections as needed such as by adding turn lanes, reduces the number of driveways wherever possible, as well include bicycle/pedestrian facilities.

Mr. Barfield stated that he lives in the area and expressed concerns regarding the impacts to residents, particularly 3819 South College Road, to businesses, to the Cross City Trail, and to the City's Comprehensive Plan.

Mr. Kimes responded that not much widening would be done, except to the intersections. He noted that he would need to research it and report back. He added that the MPO is involved with all of the selection and scoping, and that the City is involved as well.

Ms. Collette pointed out that the hydraulic design would further determine the impacts to the properties.

Mr. Kimes stated that the hydro has the largest impact and is done much later, at least halfway into the project.

3. **College Road to Oleander Drive (U-5704)**

Three alternatives were presented as follows:

- a. **Quadrant Design*** - Remove left turns from the main intersection and redirect to Parkway Drive. Little to no impact to commercial businesses; although a single strand of homes will be impacted. Project cost: \$36 million.
 - i. **Recommended by NCDOT due to least commercial impacts, lower construction right-of-way costs, acceptable LOS, much fewer impacts during construction.*
- b. **Continuous Flow Intersection** - Major commercial impacts.
- c. **Tight Urban Diamond Interchange (TUDI)** - Substantial impacts. Project cost: \$70 million.

In response to concerns expressed by Mr. Barfield, Mr. Kimes stated that all of the homeowners have been individually contacted regarding the public meetings.

In response to an inquiry by Mr. Williams, Mr. Kimes stated that NCDOT has been in close communication with Jimbo's (restaurant), who owns three houses in the area and a few commercial businesses. He noted that an ingress/egress is in the planning stages.

Mr. Kimes recommended future discussions regarding the 2024 let dates in order to prevent simultaneous construction impacts. He suggested that the intersections be constructed first, followed by access management.

4. **College Road to Carolina Beach Road (U-5790)**

Two alternatives were presented as follows:

- a. **Flyover** (video) – Relatively expensive treatment of heavy left-turn movement coming from Carolina Beach towards downtown and the Port.
- b. **Continuous Flow Intersection*** - Fits well within existing right-of-way.
 - i. ** Recommended by NCDOT due to cost savings (almost half the cost of the flyover alternative) with fewer impacts during construction; fewer environmental impacts, and acceptable LOS.*

Mr. Rivenbark expressed concerns regarding the need for a student bicycle/pedestrian crossing at the university.

Mr. Kimes responded that NCDOT has been in discussion with UNCW for a couple of years now. He noted that it will be included as part of the larger project from New Centre Drive south on College Road.

b. **US 74 and US 17/US 421 Interchange Improvements (U-5713)**

Three alternatives were presented as follows:

1. **Diverging Diamond** - Two signals; safety concerns remain.
2. **Flyover** - Addresses heavy movement; one signal and safety concerns remain.

3. **Trumpet*** - All movements are free flowing; no signals; bridging reduces environmental impacts.

- i. * Recommended by NCDOT

Mr. Kimes stated that this intersection has had a high volume of crashes (more than 250 during the past five years, including four Type-A injuries, which are considered nearly as serious as fatalities). He noted that right-of-way date is 2020 and the let date is 2022. He pointed out that the Trumpet design is a good fit for this interchange where safety is of prime concern.

7. **Consent Agenda**

- a. **Approval of Board Meeting Minutes – August 29, 2018**
- b. **Resolution authorizing the Chairman to enter into the FY 18-19 Section 5303 Agreement between the Wilmington Urban Area Metropolitan Planning Organization, City of Wilmington and Cape Fear Public Transportation Authority**
- c. **Resolution accepting donations for the Go Coast 2018 Commuter Challenge**
- d. **Resolution endorsing the creation of the Wilmington Urban Area Metropolitan Planning Organization’s Go Coast Commuter Friendly Employer Program**
- e. **Resolution authorizing the Wilmington Urban Area Metropolitan Planning Organization to apply for NCDOT FY 2020 Transportation Demand Management Funding and provide the required local match**
- f. **Resolution approving 2018-2027 STIP/MPO TIP Administrative Amendment #18-4**
- g. **Opening of the 30-day Public Comment Period for 2018-2027 STIP/MPO TIP Amendment #18-5**

Mr. Ellen made a motion to approve the Consent Agenda as presented, seconded by Mr. Rivenbark, and the motion carried unanimously.

8. **Regular Agenda**

- a. **Resolution supporting the North Carolina Department of Transportation’s recommendation for the Free Flow design for College Road from Gordon Road to New Centre Drive, a Tight Urban Diamond interchange at the Martin Luther King Jr. Parkway and College Road, and access management improvements between New Centre Drive and Carolina Beach Road as the preferred alternative for the College Road improvements**
- b. **Resolution supporting the North Carolina Department of Transportation’s recommendation for the at-grade Quadrant as the preferred alternative for the intersection improvements at College Road and Oleander Drive**
- c. **Resolution supporting the North Carolina Department of Transportation’s recommendation for the Continuous Flow Intersection as the preferred alternative for the intersection improvements at College Road and Carolina Beach Road**
- d. **Resolution supporting the North Carolina Department of Transportation’s recommendation for the Trumpet interchange as the preferred alternative for the US 74 and US 17/US 421 Interchange Improvements**

Mr. Kozlosky stated that the first four regular agenda items are related to today’s presentations. He noted that Item 8a pertains to the section of College Road from Gordon Road to Carolina Beach Road with the exception of the College Road and Oleander Drive intersection, which is the second item. The third item is the recommended alternative for a continuous flow intersection at College Road and Carolina Beach Road. The fourth item

supports the recommended alternative of the trumpet interchange at US 421 and the Isabel Holmes Bridge.

A lengthy question/answer and discussion period was held. Board members expressed concerns regarding supporting the preferred alternatives without complete information on the potential impacts.

Mr. Kimes responded that it is typical for an additional public hearing to be held to gather public input at 25 percent design.

Mr. Williams made a motion to table the Item 8a to the Board's next meeting.

In response to an inquiry by Mr. Alford, Mr. Barfield expressed the desire to have his questions regarding impact answered before the Item is considered again.

Ms. Collette pointed out that 30 days is insufficient for the requested level of detail.

Mr. Kimes offered to visit the site and give an opinion before the hydraulic analysis is completed.

Mr. Rivenbark pointed out that the improvements need to move forward.

Following further consideration, Vice Chairman Batleman called the question. Mr. Barfield seconded the motion. The Board voted 1-9, and the motion failed. (All members except Mr. Barfield voted "No.")

Mr. Rivenbark made a motion to approve Items 8a through 8d.

Mr. Alford requested a friendly amendment for an update at 25 percent design.

Mr. Kozlosky responded that staff would provide an update.

Mr. Shuttleworth seconded the motion, and it carried 9-1. (Mr. Barfield voted "No.")

e. **Opening of a 14-day public comment period for the Wilmington Urban Area Metropolitan Planning Organization's Prioritization 5.0 Division Needs Local Input Point Assignment**

Mr. Kozlosky presented the Board with two options:

- Assign local input points based on the adopted methodology, or
- Deviate from the methodology and assign points based on coordination with the North Carolina Department of Transportation (NCDOT).

Mr. Kozlosky stated that under the prioritization legislation, the local input point assignment may deviate from the adopted methodology so long as justification is provided. He noted that staff recommends the second option as staff has worked collaboratively with the Department in order to provide the best opportunity and deploy the most capital in the Division. Although this option would remove the local points from some of the larger dollar projects, it would allow more projects to be funded in the region. The TCC also recommends opening the public comment period for the second option.

Mr. Williams made a motion to open the 14-day public comment period for the Wilmington Urban Area Metropolitan Planning Organization's Prioritization 5.0 Division Needs Local

Input Point Assignment that deviates from the methodology and is in coordination with NCDOT. Mr. Shuttleworth seconded the motion, and it carried unanimously.

9. Discussion

a. Transportation Alternatives – Set Aside Direct Attributable Funds Call for Projects

Ms. Amy Kimes, Senior Project Engineer, stated that the majority of Surface Transportation Block Grant Program (STBGP) funds have been obligated through 2019. She noted that about \$800,000 in Transportation Alternatives Set Aside - Direct Attributable (TASA-DA) funds are available and need to be used. She added that staff recommends opening a call for projects for the TASA-DA funds this fall.

Ms. Kimes stated that these funds can be used for construction, planning and design of on- and off-road facilities for pedestrians, for ADA, and for environmental mitigation activities including pollution prevention and abatement activities, and mitigation to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff. Generally, bike/pedestrian or environmental projects would qualify for TASA funding.

Mr. Kozlosky stated that the TCC recommends moving forward with a call for projects for the remaining TASA-DA funds. He noted that a rescission of funds is expected in 2020 and expressed a desire to obligate the funds so as not to lose them. He requested the Board's support of a call for projects.

Mr. Barfield made a motion to approve a call for projects to utilize the TASA-DA funds, seconded by Mr. Rivenbark, and the motion carried unanimously.

b. 2018-2027 STIP/MPO TIP Modifications # 18-8

Mr. Kozlosky stated that this item is for informational purposes only and will be brought back for approval at the Board's next meeting.

9. Updates

Mr. Kozlosky stated that staff will provide the Board with an updated schedule for the Cape Fear Crossing Project tomorrow. He noted that the other updates are included in the agenda packet.

10. Announcements

- WMPO Bicycle and Pedestrian Advisory Committee meeting: November 13th
- The next WMPO Board meeting: November 28th

Mr. Kozlosky introduced new Associate Transportation Planner Zachary Manfredi and acknowledged that the MPO is now fully staffed. Mr. Manfredi expressed appreciation and gave a brief overview of his professional background.

Mr. Kozlosky stated that the Cape Fear Public Transportation Authority has scheduled a groundbreaking ceremony for 1:30 p.m. on November 15th. He noted that the MPO will be acknowledged at the event and encouraged members to attend.

Mr. Piepmeyer requested that a calendar invitation be sent to members.

Ms. Batleman made a motion to hold a closed session to discuss with the WMPO's attorneys a matter within the attorney-client privilege, including the Map Act litigation pending against the

WMPO, the parties to which litigation and Court file numbers are identified on the WMPO's current Map Act Case List dated October 31, 2018. Mr. Ellen seconded the motion and it carried unanimously.

The meeting was recessed and went into closed session.

The meeting was reconvened and went into open session with all members present as mentioned above.

Ms. Batleman stated that no action was taken.

A lengthy debate was held regarding the concerns expressed during the public comment period regarding Military Cutoff Road, and NCDOT's process for vetting alternatives.

It was the consensus of the Board to include a discussion on this topic at the Board's next meeting.

11. Adjournment

With no further business, the meeting was adjourned at 4:30 p.m.

Respectfully submitted,

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.
THE ENTIRE PROCEEDINGS ARE RECORDED ON A COMPACT DISC AS PART OF THIS RECORD.**