

**Citizens Advisory Committee
6th Floor Conference Room, 320 Chestnut Street
Wednesday, April 10, 2019
Meeting Minutes**

Members Present:

Laura Padgett, City of Wilmington
John Cawthorne, Town of Kure Beach
Web Bostic, New Hanover County
Sallie Rochelle, Pender County
Patrick Boykin, Town of Carolina Beach
Harold King, Town of Wrightsville Beach
Stuart Smith, Town of Belville
Brayton Willis, Town of Leland
Vanessa Lacer, Cape Fear Public
Transportation Authority
Neal Andrew, North Carolina Board of
Transportation

Members Absent:

David Hollis, Brunswick County
Jason Windham, City of Wilmington
Valorie Hatten, Town of Navassa

Staff Present:

Katie Moore, Associate Transportation Planner
Zach Manfredi, Associate Transportation Planner
Michael Madsen, GIS Analyst
Mike Kozlosky, Executive Director

1. Call to Order

Chairman Padgett called the meeting to order at 2:05 p.m.

2. Approval of Agenda

Vice Chair Cawthorne made a motion to approve the agenda as presented, seconded by Mr. Andrew, and the motion carried unanimously.

3. Approval of Minutes – February 6, 2019 and March 6, 2019

Mr. Andrew made a motion to approve the minutes of February 6th and March 6th, seconded by Mr. Boykin, and the motion carried unanimously.

4. Cape Fear Moving Forward 2045 Draft Bicycle and Pedestrian, Freight/Rail, Public Transportation, and Roadway Ranked Projects and Policies

Ms. Moore stated that the Bicycle and Pedestrian, Freight/Rail, Public Transportation, and Roadway subcommittees, which convened in July, have completed the draft policies and ranked project lists, some of which needed to be shortened prior to submission for cost estimates. After cost estimates are assigned, the lists will be further ranked and ordered. She reminded members that the ranking methodology for each mode was based on the goals and objectives that were approved by this Committee.

In response to an inquiry by Chairman Padgett, Ms. Moore stated that the Bicycle and Pedestrian Subcommittee selected and ranked 200 projects from an initial list of 900 projects. She added that the list includes project ID numbers, and ranking, first to last, based on the scoring defined by the approved methodology.

Mr. Smith expressed concerns regarding increasing bicycle and pedestrian facilities within one mile of school campuses. He commented that some of the Brunswick County schools expressed concerns regarding security.

Ms. Moore responded that feasibility, constructability, and local interest in the projects could be considered in the future. She noted that the most people want the ability to walk and bike to school. Any security concerns would be addressed on a school-by-school basis. She added that this concern did not arise at any of the subcommittee meetings.

Chairman Padgett inquired if this was an official position of the schools. Mr. Smith responded that he was unsure and would discuss it with some school board members.

Chairman Padgett stated that this would need to be considered as projects are prioritized in the final ranking. She inquired about the Oleander and Dawson project, which she was unable to locate on the list. Mr. Manfredi explained that three projects were upgraded yesterday following the Bicycle and Pedestrian Subcommittee meeting in response to updated crash data.

Chairman Padgett requested that the projects be worded better to identify them as intersections or road sections.

Mr. King made a motion to approve as amended to better identify the projects the Cape Fear Moving Forward 2045 Draft Bicycle and Pedestrian Ranked Projects and Policies. Mr. Smith seconded the motion, and it carried unanimously.

Mr. Smith made a motion to approve the Cape Fear Moving Forward 2045 Draft Freight/Rail Ranked Projects and Policies. Mr. Boykin seconded the motion, and it carried unanimously.

Mr. Boykin made a motion to approve the Cape Fear Moving Forward 2045 Draft Public Transportation Ranked Projects and Policies. Vice Chairman Cawthorne seconded the motion, and it carried unanimously.

Regarding the roadway ranked projects, Mr. Willis commented that projects ranked 64 and 65 scored lower from a safety perspective.

Ms. Moore responded that the most recent crash and capacity volume data was unavailable to support the rankings of certain roadways. However, density, high commercial use and congestion will be taken into account after the cost estimates have been applied.

Mr. Willis stated that the Leland Transportation Committee objected to the low scoring of Old Fayetteville Road project (RW-78) and the associated intersection traffic signaling project (RW-60).

Ms. Moore responded that Citizens Advisory Committee (CAC) and the Technical Coordinating Committee (TCC) would consider these factors in the ranking.

Chairman Padgett requested that these two projects be brought to the attention of the TCC. In addition, she requested that staff consult the Leland Police Department and the Brunswick County Sheriff's Office regarding crash data.

Mr. Willis pointed out that the condition of Old Fayetteville Road is rapidly deteriorating, which impacts students walking to school. He noted that a student was struck near the high school recently.

Mr. Kozlosky responded that staff would contact the Sheriff's Department for additional information.

Ms. Moore clarified that none of the data is missing. She noted that staff was able to gain information from subcommittee members about areas where the current conditions might not match the historic data. She pointed out that data was reviewed for household density; crash data and volume capacity, which are continually changing.

Chairman Padgett pointed out that this is the purpose of the modal subcommittees. She added that a discussion will be held later in the agenda regarding an interest expressed by the subcommittees for continued involvement.

Mr. Andrew expressed concerns regarding the roadway project ranked 47, Pine Grove Drive Widening, which was also discussed by the subcommittee. He pointed out that the ranking was impacted by the lack of crashes associated with that stretch of road, which is more a result of congestion and a morning peak hour average speed of five miles per hour. He added that Traffic backs up for two to three miles from the signal light at Holly Tree and Pine Grove Road beyond Parsley Elementary School and Masonboro Loop Road. He suggested that a further metric of delay be applied in calculating ranking.

Mr. Webb commented that some of the other criteria were not ranking well, such as new houses or population of an area, when roads are used a cut through.

Chairman Padgett suggested that the recommendations of the Roadway Subcommittee be approved, noting these three projects for further consideration.

Mr. King made a motion to approve the Cape Fear Moving Forward 2045 Draft Roadway Ranked Projects and Policies, noting projects ranked #47, 64, 65 for further consideration. Mr. Boykin seconded the motion, and it carried unanimously.

Chairman Padgett requested that a statement be included in the final report on roadway recognizing that a shift in money, effort, and time will need to be made prior to 2045 from infrastructure that supports cars to infrastructure that supports alternative forms of transportation.

Mr. King and Mr. Andrew concurred that the decision to accommodate technology needs to be made in the future. Chairman Padgett requested that staff craft such a statement.

A question/answer and discussion period was held regarding the status of carryover projects. Mr. Kozlosky gave an update on carryover projects.

Chairman Padgett stated that the time lapse between approval and construction is probably half or less of what it was in the 1990s for both the state and federal processes.

In response to an inquiry Mr. Web, Mr. Kozlosky stated that DOT has the ability to submit projects at the Division that do not come directly from the MPO's plan, while all of the MPO's projects come from its plan.

In response to an inquiry Mr. Andrew regarding the designations of I-140 and NC-140, Mr. Kozlosky explained that it has to do with the design of the interchange at Military Cutoff Road and weight restrictions.

Mr. Kozlosky reminded committee members that the MPO and NCDOT are required to mutually adopt the STIP and MPO TIP every two years. If the MPO did not support one of

the projects, it could not adopt the STIP, and all federal money going to every other project in the STIP ceases. He noted that only Durham has expressed opposition.

Vice Chairman Padgett expressed concerns that the community has no final say on projects.

A brief question/answer and discussion period was held regarding road maintenance, and hurricane impacts. Ms. Moore stated that the maintenance budget is tied to the projects.

5. Review of TCC/MPO Board recommendations for the MTP Financial Forecast and Alternative Funding Sources

A question/answer and discussion period was held regarding funding sources.

Mr. Kozlosky stated that a list of alternative funding sources has been included in the agenda packet. In addition to those supported by the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC) suggested two others: a bicycle and scooter registration fee, and STI incentives for local participation. At the direction of the Board, WSP has been instructed to evaluate all of the funding alternatives and to return with additional information.

Mr. Andrew expressed opposition to a bicycle registration fee, which would discourage bicycle use.

Chairman Padgett pointed out that a source would need to be identified to move a project above the red line, where funding runs out. She voiced long-standing support for a local incentive; although, the city invested a significant sum of money in the Martin Luther King Parkway project without advancing it or receiving a refund.

Mr. Kozlosky stated that a payback clause exists in the STI for DOT to refund after five years a portion of funds the local jurisdiction paid to advance a project. However, the clause excludes betterments or enhancements, such as aesthetics or landscaping.

6. Discussion related to Requests from the Modal Subcommittees for Continued Participation in the MTP Process

Mr. Kozlosky stated that involvement by modal subcommittees in the MTP process was to end after completion of their work and the presentation of it to the CAC. However, the subcommittees have expressed an interest in continued involvement.

In response to an inquiry Chairman Padgett, Mr. Kozlosky stated that the subcommittees desire to be as involved in reviewing the document and the scoring, as before.

Ms. Moore stated that the subcommittees are open to any level of involvement as experts.

Mr. Smith expressed concerns regarding making changes to their recommendations without further feedback.

Vice Chairman Cawthorne pointed out that the subcommittees should be encouraged; but not given a vote.

Mr. Andrew expressed concerns regarding the additional workload and time commitment of continued meetings. He commented that the subcommittees could be kept informed by e-mail.

Ms. Moore stated that only two of the subcommittees expressed an interest: the Bike and Pedestrian Subcommittee, which is an ongoing committee, and Freight and Rail Subcommittee.

Mr. Kozlosky added that these are public meetings open to all to attend.

Chairman Padgett suggested that the final modal reports could be sent via e-mail to the subcommittees with the opportunity for them to comment, and with the understanding that comments would be taken under advisement. She added that subcommittee members would have the opportunity to observe meetings, but not to comment during them.

Ms. Lacer pointed out that some members may wish to continue, but others might not.

It was the consensus of the CAC to retire the subcommittees, and to send a letter of thanks with an invitation to stay involved individually.

7. Next Meeting – June 5th, 2019

8. Additional Items

Mr. Smith inquired about a recent article in the newspaper regarding the abandoned rail.

Chairman Padgett stated that she has been involved with a group of 30-35 members who have had some level of participation in a rail trail. She noted that the idea is to repurpose the ditch downtown from the river to McRae Street for a mostly privately funded or grant funded rail trail decorated with pedestrian art. The ditch is 200 feet across and wide enough to accommodate rail as well as a bicycle and pedestrian path, any changes to which would be required 10 years out from a rail project. She expressed concerns regarding any plan for a standard heavy rail connection to Raleigh. She noted that the City Council is working on a resolution of support for the rail trail.

In response to an inquiry by Mr. Smith, Chairman Padgett stated that a heavy rail connection to Goldsboro would require reconstruction of the Wallace to Castle Hayne line, and any connection to Fayetteville and Raleigh may require the rail to be upgraded.

Ms. Moore announced that a press conference regarding the “Be a Looker” pedestrian safety campaign will be held tomorrow at Empie Park at 10:00 a.m.

9. Adjournment

With no further business, the meeting was adjourned at 3:10 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.**