

**Wilmington Urban Area
Technical Coordinating Committee
Wednesday, November 14, 2018
Meeting Minutes**

Members Present

Mike Kozlosky, Wilmington MPO

Don Bennett, City of Wilmington

Nick Cannon, Wilmington MPO

Jerry Haire, Town of Carolina Beach

Danielle Villegas, Wrightsville Beach

Rebekah Roth, New Hanover County

Matt Kirkland, Town of Leland

Barnes Sutton, Town of Navassa

Travis Henley, Pender County

Allen Serkin, Cape Fear Council of
Governments

Caitlin Marks, NCDOT Division of Highways

Nazia Sarder, NCDOT Planning

Megan Matheny, Cape Fear Public

Transportation Authority

1. Call to Order

Mr. Kozlosky called the meeting to order at 10:02 a.m.

2. Approval of the Agenda

Mr. Serkin made a motion to approve the agenda as presented, seconded by Mr. Henley, and the motion carried unanimously.

3. Presentations

a. Cape Fear Moving Forward 2045 Public Input Result – Abby Lorenzo, WMPO

Ms. Lorenzo gave an overview of results of the Cape Fear Moving Forward 2045 survey and map, which were open for public input for four months, from March 30 to July 31. The survey gathered 2,287 responses, the map, more than 1,900 hits (averaging 15.5 per day) and 563 comments with more than 4,500 votes on comments. In total, the public outreach efforts received 7,400 responses.

Ms. Lorenzo gave a breakdown of votes and comments and the usage chart. She stated that bicycle/pedestrian comments received more than 2,000 votes. The e-mail blast and social media posts received the most responses. Common trends for all modes were safety and multi-modal considerations. Trends for each of the modes included the following:

- Roadway: Topics included signage, signals, speed, road widening, and intersection improvements.
- Bicycle/pedestrian: Responses were more concentrated in downtown Wilmington; topics included sidewalk improvements, crosswalks, bike and multi-use paths, and safety.
- Public transportation: Responses were widely distributed with many comments in Brunswick County; topics included light rail options and expanding services to Wrightsville Beach.
- Ferry: Topics included a Leland to Wilmington ferry, high-speed ferries, and multi-modal connections.
- Freight/rail: Light rail comments were moved to the public transportation mode.
- Aviation: Focused on additional services to ILM.

Ms. Lorenzo stated that the results were separated into categories to help identify projects, separating out duplicates, maintenance items, complaints for referral to the appropriate jurisdiction, and those related to policy for future reference. The projects were then sorted by mode, checked against existing plans, and provided to the modal subcommittees for consideration.

b. North Carolina Department of Transportation Project Development and Merger Process – Karen Collette, NCDOT

Mr. Kozlosky announced that NCDOT's presentation on the project development and merger process would be given in January.

4. Consent Agenda

a. Approval of TCC Meeting Minutes- October 17, 2018

b. Resolution approving the North Carolina Department of Transportation's Statewide Safety Targets for the Wilmington Urban Area Metropolitan Planning Organization

c. Resolution approving 2018-2027 STIP/MPO TIP Administrative Modification #18-8

d. Resolution adopting the 2019 Wilmington Urban Area Metropolitan Planning Organization Meeting Schedule

Mr. Kozlosky stated that the typographical error (Ms. Roth's name) in the TCC meeting minutes of October 17, 2018 would be corrected.

Mr. Cannon made a motion to approve the Consent Agenda, Items 4a through 4d, and to forward the Items to the MPO Board for consideration. Mr. Bennett seconded the motion and it carried unanimously.

5. Regular Agenda

a. Resolution approving the Wilmington Urban Area Metropolitan Planning Organization's Division Needs Tier Local Input Point Assignment for Prioritization 5.0

Mr. Kozlosky stated that this item is consistent with what was presented at the Committee's last meeting and the recommendation of the Committee to proceed with Option 2a.

Ms. Roth made a motion to approve the Resolution approving the Wilmington Urban Area Metropolitan Planning Organization's Division Needs Tier Local Input Point Assignment for Prioritization 5.0. Mr. Henley seconded the motion, and it carried unanimously.

b. Resolution approving the Cape Fear Moving Forward 2045 Goals and Objectives

Ms. Lorenzo gave a brief presentation on the Cape Fear Moving Forward 2045 goals and objectives for each of the six modal subcommittees. She noted that the Citizens Advisory Committee reviewed and approved these goals and objectives at its meeting last week. She noted that they are the basis for the scoring criteria to rank projects, as well as policy development.

Mr. Bennett expressed concerns regarding the bike/pedestrian goals and objectives that identified roundabouts as hazardous to cyclists. He requested that it be omitted due to the fact that roundabouts are safer, provide better

mobility, and can accommodate a greater range of cyclists than traditional intersections.

Mr. Serkin pointed out that roundabouts might be considered as a roadway project.

Ms. Lorenzo responded that staff could gather some facts and figures. However, the goal was based on a perception of safety.

Mr. Bennett expressed concerns regarding perpetuating the perception that roundabouts are hazardous and that it would impact the goal of “complete streets.”

Mr. Serkin proposed to shorten the objective to prioritize bicycle safety.

Following further discussion, Ms. Lorenzo emphasized the importance of approving the goals and objectives today in order to forward them to the Board for approval at the end of the month, since the Board will not meet again until the end of January. She pointed out that the storm caused some compression in the schedule for the plan and the efforts of the modal subcommittees and the Citizens Advisory Committee.

To expedite a revision, Mr. Bennett suggested striking roundabouts from the examples listed in the objective.

Ms. Roth inquired about coordination with NCDOT regarding the interchange proposals for the College Road and Market Street corridors.

Mr. Kozlosky pointed out that bicycle/pedestrian infrastructure is not appropriate in some areas. For example, the long-range plan identifies no bike/ped improvements for the College Road and Martin Luther King Jr. Boulevard (MLK) intersection. He noted that the parkway is a fully controlled access in that area, and DOT’s concepts would carry the controlled access beyond the interchange. He added that the concepts presented at the meeting would need to be approved before bike/ped infrastructure is discussed. Also, a cost share exists that could limit the amount of bike/ped accommodations that are incorporated into state projects.

Mr. Bennett pointed out that the corporate limits on the north side of the parkway create a terminal facility and that the New Hanover County has almost no mechanism to provide the local match.

In response to concerns expressed by Ms. Roth, Mr. Kozlosky stated that discussion is held with stakeholders wherever these types of facilities make sense.

Mr. Bennett suggested rewording the objective as follows: “include bicycle and pedestrian facilities for mobility and access along appropriate corridors.”

Mr. Bennett made a motion to approve as amended the Goals and Objectives. Ms. Matheny seconded the motion, and it carried unanimously. (Amendment: Remove “roundabouts” and relocate the word “appropriate.”)

Mr. Serkin suggested considering a limited, non-mode specific set of goals in the future.

Mr. Kozlosky stated that the last two plans have developed goals and objectives in a manner similar to the plan currently in progress.

Ms. Lorenzo responded that the subcommittees were given that option, but preferred to develop their own set of goals and objectives. She noted that staff is considering streamlining the process for future plans.

Mr. Kozlosky stated that the subcommittees have been working on these goals and objectives by mode for the past four to five months in addition to the Citizen Advisory Committee's own overarching goals and objectives.

c. Resolution adopting the 2018 Congestion Management Process Biennial Report

Ms. Lorenzo gave a brief presentation on the 2018 Congestion Management Process Biennial Report. She stated that the MPO has monitored this data for the last two years. The process was adopted by the Board in 2013 and was reported in 2016 using the techniques and data management set from the overall process report. She added that 2018 is a snapshot of what was done in 2016. The data between 2016 and 2018 is similar and not much analysis can be drawn. Many of the mitigation projects and plans that were proposed in 2016 are allocated currently for right-of-way acquisition.

Ms. Lorenzo stated that in terms of congestion and safety, staff is reassessing the congestion management process, searching for opportunities to improve usability by the jurisdictions and alternative types of data that can be used in decision-making, both long-term and short-term.

Mr. Kozlosky reminded the Committee that adoption of the report every two years is a federal requirement.

Ms. Matheny expressed concerns regarding a new mitigation technique added on page 53 to reduce demand that has not been thoroughly vetted in terms of its land use impact. She recommended omitting "managing growth" as one of the techniques since it is not reflective of the 2016 plan. Ms. Lorenzo responded that the section was included in error and would be removed.

Following further discussion, Ms. Roth made a motion to approve as amended the report and Resolution adopting the 2018 Congestion Management Process Biennial Report. Mr. Bennett seconded the motion, and it carried unanimously.

6. Discussion

a. INFRA Grant

Ms. Lorenzo stated that a notice of a funding opportunity by USDOT is expected at the end of this year, sometime after Thanksgiving. She noted that the MPO applied for an INFRA Grant last year to upgrade to interstate standards US 74/76 from Mt. Misery Road to the MPO boundary. She inquired if this was an opportunity for the MPO to make another application or to be in support of applications by other organizations, such as NCDOT for upgrades to the I-40 and I-95 corridors due to Hurricane Florence.

Ms. Lorenzo stated that the grant will award up to \$950 million to projects already funded (such as those in the STIP/MTIP) and construction-ready by 2022, as long as the required 20% local match can be met. She noted such grants support the movement of freight in the form of highway projects along the national highway system or a national highway freight roadway upgrade or grade-separated freight and rail projects.

A question/answer and discussion period was held regarding potential projects.

In response to an inquiry by Mr. Serkin, Mr. Kozlosky stated that although I-40 flood mitigation is not in the STIP, some discussion has been held with the Secretary about submitting it. He noted that the Hampstead Bypass project would not be a candidate, as it does not have a federal environmental document. He added that staff is unaware of any projects that could be built in the required timeframe that would be applicable for this grant.

b. TASA Call for Projects

Ms. Kimes reminded the Committee that last month a discussion was held regarding the more than \$600,000 available in Transportation Alternatives Set Aside (TASA) funds and the decision to proceed with a call for projects. She noted that due to the short notice, the call would follow the previous year's procedures without any changes. She added that the call would be made starting tomorrow with a pre-application review, if desired, by December 18th and an electronic application submittal deadline of January 25th.

In response to an inquiry by Mr. Bennett, Ms. Kimes stated that a matrix of eligible projects will be included with the TASA funds application.

In response to an inquiry by Mr. Serkin, Ms. Kimes stated that the funding is typically \$225,000 a year, but some money was returned this year and there was no STPBG call. Therefore, this year will accommodate the submission of more costly projects and multiple projects.

A question/answer and discussion period was held regarding potentially eligible bicycle/pedestrian, stormwater, and environmental mitigation projects.

c. Military Cutoff Road Extension – Snug Harbour

Mr. Kozlosky stated that several residents of Snug Harbour attended last MPO Board meeting and expressed concerns regarding the connection from Military Cutoff Road to Market Street currently under construction by the state as part of the Military Cutoff Road extension project. The residents asked for some consideration and relief from noise and headlights visible from back windows of residences along the roadway. He noted that the Board would discuss this item at its next meeting at the end of the month. A letter written to Division Engineer Karen Collette has been included in the agenda packet.

In response to an inquiry by Mr. Serkin, Mr. Kozlosky stated that the MPO has no role other than serving as a conduit for citizens to voice concerns during the public comment portion of the Board Meeting. He noted that the Board could ask the state to review its noise policy or consider adding for some type of noise partition, although it's doubtful that the state would take any action. He pointed out that the results of the noise studies are unverified.

Mr. Serkin stated that the plans are two-dimensional with nothing to indicate that the roadway may be four feet above a fence. He suggested that a significant roadway elevation change should be indicated to the public.

Mr. Bennett stated that the public hearing map also shows the cut and fill toe slope lines, and indicates a slope being carried out wherever the right-of-way

swells suddenly. He expressed concerns regarding the time lapse between public meetings and roadway construction.

Mr. Kozlosky stated that everyone thought the road would be built at grade in the location. It was only after drainage and other design issues that the road was raised. He noted that the noise studies are conducted at the notice of public knowledge, sometimes 40 years prior to the completion of a project.

A question/answer and discussion period was held regarding potential triggers for verification and exceeding minimum standards, the location of noise studies, and potential review of the state policy.

d. 2018-2027 STIP/MPO TIP Administrative Modification #18-9

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

7. Updates

Mr. Kozlosky reminded members that the updates are included in the agenda packet.

8. Announcements

Mr. Kozlosky stated that the groundbreaking ceremony for the Multi-modal Transportation Center will be held tomorrow, November 15th at 1:30 p.m. at 520 North 3rd Street.

Ms. Lorenzo stated that the next Bike/Pedestrian Committee Meeting has been rescheduled for December 4th from 3:00 p.m. to 5:00 p.m.

In regard to the review of adopted plans for the Metropolitan Transportation Plan (MTP), Mr. Kozlosky stated that the City's Comprehensive Plan was not adopted by the MPO Board, and several of its ideas and concepts have not been vetted as potential projects. Also, New Hanover County has a comprehensive plan that has not been adopted either. He inquired about any other comprehensive plans outside corridor studies that would need to be considered as part of the MTP.

Ms. Lorenzo clarified that these plan would need to include transportation projects, and should have been this summer's call for projects from member jurisdictions.

Following a brief discussion, Mr. Kozlosky requested that any plans of which staff is unaware be brought forward by close of business next Wednesday, prior to Thanksgiving.

Mr. Kozlosky stated that the next TCC meeting will be held January 16, 2019.

9. Adjournment

With no further items, the meeting was adjourned at 11:07 a.m.

**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.**