

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

Members Present:

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

Members Absent:

John Cawthorne, Town of Kure Beach
Valorie Hatten, Town of Navassa
Jason Windham, City of Wilmington

Staff Present:

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

Others Present:

Carol Stein, Chair, Bicycle and Pedestrian
Advisory Committee

1. Call to Order

Chairman Padgett called the meeting to order at 2:06 p.m.

2. Approval of Agenda

Mr. Smith made a motion to approve the agenda as presented, seconded by Mr. King, and the motion carried 10-0, unanimously.

3. Approval of Minutes – January 7, 2019

Mr. King made a motion to approve the minutes of January 7, 2019 as amended to correct a typographical error. Mr. Smith seconded the motion, and it carried 10-0, unanimously.

4. Wilmington Urban Area MPO 2045 Travel Demand Model Presentation

Mr. Behshad Norowzi, Coastal Plains Group Supervisor, NCDOT Transportation Planning Unit, gave an overview of the socio economic data forecast for the Wilmington Urban Area Travel Demand Model (TDM). He noted that the goal is to have the model ready for MPO members to use for various project scenarios. He explained that the base year (2015) was used to calibrate the model to simulate known traffic volumes. He added that the next major update including Census data from 2020 would be in 2025 and have a 20-year horizon.

Mr. Norowzi stated that the model calculates trips throughout all of New Hanover County, and portions of Pender and Brunswick Counties. The model is comprised of 601 Transportation Analysis Zones (TAZ) of various sizes, inversely related to population density. For the 2045 model, control totals from the Office of the State Budget and Planning were combined with assessments of high, medium and low growth rates for the TAZs confirmed by member jurisdictions. He displayed maps with

growth densities and percentages of population and employment data. He noted that an electronic version of this document is available.

Chairman Padgett pointed out that the TDM models vehicular traffic only. Mr. Norowzi responded that the model has a transit component and other advanced modeling has some bicycle and pedestrian traffic. He noted that technology is changing rapidly, and the data is not yet available to quantify it.

A question/answer and discussion period was held. Committee members expressed concerns regarding the accuracy of the population projections.

Mr. Norowzi responded to a question about 2020 Census data by sharing that the model will be updated with 2020 Census data once it becomes available. This will likely occur in 2022 or 2023, as the collection and compilation of data to create the useful datasets can take several years before it is provided for use.

Mr. Hollis stated the model projects a population that is not accurate due to his knowledge of the "Compass Pointe" master-planned community that is adding a significant residential population to a previously unpopulated area in Brunswick County. He believes the values presented on the map for the TAZs are too low.

Mr. Norowzi pointed out that the map as presented is not at a resolution where all TAZs can be identified and counted using the values in the legend. The projections are not meant to predict future values. This model is a tool for estimating the relative changes that will affect the transportation network through 2045.

Mr. Norowzi responded that the projections are dependent on the Census and are consistent with state and have been verified by staff from MPO member jurisdictions using property tax data. He pointed out that the relative changes outweigh the absolute value of the numbers. He requested that members provide feedback to staff to improve the projections.

Mr. Kozlosky stated that MPO staff would work with Citizens Advisory Committee (CAC) and Technical Coordinating Committee (TCC) members and NCDOT, and bring revisions back to the Committee.

5. Cape Fear Moving Forward 2045 Bicycle and Pedestrian Modal Project List Discussion

Chairman Padgett stated that in response to concerns regarding on-road bicycle lanes the Bicycle and Pedestrian Advisory Committee stands by its project list and requests that the Committee approve it.

Ms. Moore acknowledged the presence of Carol Stein, Chair of the WMPO Bicycle and Pedestrian Advisory Committee.

Mr. Smith expressed concerns regarding the safety of bicyclists.

Ms. Stein stated that avid cyclists in the metropolitan area have biked on roads with automobiles for many years and are comfortable with that interaction; although, bike lanes would be a significant safety improvement and a benefit to the entire community.

Following a question/answer and discussion period, Mr. King made a motion to approve the Cape Fear Moving Forward 2045 Bicycle and Pedestrian Modal Project List. Mr. Andrew seconded the motion, and it carried 10-0, unanimously.

6. Cape Fear Moving Forward 2045 Draft Ferry and Water Transportation Ranked Projects and Policies

Mr. King made a motion to approve the Cape Fear Moving Forward 2045 Draft Ferry and Water Transportation Ranked Projects and Policies.

In response to inquiries by Committee members, Ms. Moore stated that the Ferry Subcommittee drafted criteria and ranked projects in priority of their benefit. She noted that the list would evolve based on cost estimate and relevance to transportation modes.

Chairman Padgett stated that some public-private projects might be added to the list.

Ms. Moore pointed out that multimodal connectivity was a primary objective and received the most points.

Following further consideration, Mr. Andrew seconded the motion to approve the list, and it carried 10-0, unanimously.

7. Alternative Funding Sources from the 2040 MTP

Ms. Moore stated that alternative funding sources for the last plan, which were presented to the CAC in February of last year, have been included in the agenda packet for informational purposes in preparation for the next meeting. She noted that WSP, the consultant providing the financial analysis of the projects, is scheduled to present an update regarding alternative funding sources for the new plan in March.

Mr. Kozlosky pointed out that this information is intended as homework for members. He noted that WSP will present these and additional funding sources for consideration of what the jurisdictions might support.

Chairman Padgett encouraged members propose additional sources.

A question/answer and discussion period was held. Mr. Kozlosky stated that \$1.3 billion is programmed in the State Transportation Improvement Program (STIP) during the next 10 years in this region, which includes state and federal funds, and about \$60 million from the city. He added that the state provides the matches for the federal projects.

Discussion continued. Ms. Moore reminded the Committee that some of the funding sources are not immediate. For example, referendums require a ballot and public approval.

8. Adjournment

With no further business, the meeting was adjourned at 3:16 p.m.

Respectfully submitted,

Katie Moore
Associate Transportation Planner
Wilmington Urban Area Metropolitan Planning Organization

PLEASE NOTE: THE NEXT MEETING OF THE CAC WILL BE HELD ON MARCH 6TH.

**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.**