



305 Chestnut Street
PO Box 1810
Wilmington, NC 28402
Ph: (910) 341-3258
Fax: (910) 341-7801
www.wmpo.org

WMPO Bicycle and Pedestrian Advisory Committee Meeting Agenda

TO: WMPO Bicycle and Pedestrian Advisory Committee Members
FROM: Abby Lorenzo, Deputy Director
DATE: February 5th, 2021
SUBJECT: February 9th, 2021 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, December February 9th, 2021 at 2pm. The meeting will be held virtually via Zoom. The meeting can be joined at the following link:

Join Zoom Meeting

<https://zoom.us/j/97005760706?pwd=bmxKczlTY2lFY2xrOHAYNINjYU5tUT09>

Meeting ID: 970 0576 0706

Passcode: 944935

One tap mobile

+13126266799,,97005760706#,,,,,0#,,944935# US (Chicago)

+16465588656,,97005760706#,,,,,0#,,944935# US (New York)

1. Call to Order
2. Approval of the Agenda
3. Public Comment Period
4. Approval of minutes from December 8th, 2020
5. Presentations
 - Wilmington Rail Trail Master Plan- Abby Lorenzo, WMPO
6. Old Business
 - Bicycle and Pedestrian database update
 - Bicycle and Pedestrian Oriented Development Ordinance
 - Gary Shell Cross City Trail Signage Repair
 - Bicycle Friendly Community Taskforce
7. New Business
 - Go Coast Commuter Challenge 2021 Sub Committee
 - Bicycle and Pedestrian Legislation Update
 - 2021 River to Sea Bike Ride decision deadline
 - 2021 River to Sea Bike Ride Subcommittee
8. Updates and Announcements

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

-
- Cape Fear Change in Motion 2020
 - Go Coast Update
 - Cape Fear Cyclists Update
 - WMPO January Project Updates (in packet)
 - WMPO Technical Coordinating Committee, Wednesday, February 10th, 2021 at 10am
 - Go Coast Committee, Thursday, February 18th, at 3pm
 - WMPO Board Meeting, Wednesday, February 24th, 2021 at 3pm
9. Next Meeting
- Tuesday, April 13th, 2021 at 2PM
10. Adjournment

Attachments:

- Minutes from the December 8th, 2020 BPAC Meeting
- Development Ordinance Information
- Wilmington Rail Trail Master Plan
- WMPO January Project Updates

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Bicycle and Pedestrian Advisory Committee
December 8, 2020

Members Present:

Carol Stein, Pender County
Steve Whitney, Brunswick County
Al Schroetel, Cape Fear Cyclists
Mo Linqvist, Town of Kure Beach
Barnes Sutton, Town of Navassa
Joe Boyd, Town of Belville
Patrick Boykin, Town of Carolina Beach
Katie Ryan, Town of Wrightsville Beach
Karin Mills, NC Board of Transportation
Duncan McCabe, City of Wilmington
Nick Cannon, TCM Coordinator
Carly Wilson, New Hanover County
Ann Carbone, Town of Leland
Abby Lorenzo, WMPO

Staff and Guests Present

Zachary Manfredi, WMPO
Rachel McIntyre, WMPO
Terry Landsell, Bike Walk NC

- 1. Call to order**
 - C. Stein called the meeting to order at 2:00 pm
- 2. Approval of the Agenda**
 - Motion by Steve Whitney
 - Second by Katye Ryan
 - Unanimous approval of the agenda
- 3. Public Comment Period**
 - None
- 4. Approval of the Minutes from August October 13th, 2020 meeting**
 - Motion by Nick Cannon
 - Motion seconded by Duncan McCabe
 - Unanimous approval of the minutes from October 13, 2020
- 5. Presentations**

- N. Cannon presented on the results from the 2020 Go Coast Commuter Challenge that took place from October 16-30. 90 participants reduced 5,660 vehicles miles traveled, \$900 of fuel was saved, and 5,900 calories were burned from walking and biking.
- N. Cannon asked for volunteers to be part of a sub-committee to make changes to the Annual Go Coast Commuter Challenge to increase participation in future years

6. Old Business

- Z. Manfredi briefly presented on the progress of the bicycle and pedestrian project database
- C. Stein asked if the projects could be noted what stage in the projects are in.
- A. Lorenzo shared that that information is in the WMPO GIS portal of all Direct Attributable projects and will be updated again when the new WMPO GIS Analyst starts

7. New Business

- Adoption of the 2021 Meeting Calendar
 - i. Motion by Patrick Boykin
 - ii. Seconded by Duncan McCabe
 - iii. Motion passed unanimously
- 2021 Work Plan Adoption and Discussion
 - i. A. Schroetel requested to add a bicycle safety event discussion on the April 2021 agenda
 - ii. Motion to approve the 2021 Work Plan by Al Schroetel
 - iii. Second by Mo Linquist
 - iv. Unanimous approval of the 2021 Work Plan
- FY 2021 Call for Projects – STBGP Funds
 - i. A. Lorenzo reminded the committee what the STBGP fund is and shared that the call for member jurisdictions to apply for those funds is open until February 4th at 5 PM. A. Lorenzo walked the committee through the application and gave tips for applying.
- 31st Annual River to Sea Bike Ride Subcommittee
 - i. N. Cannon briefly presented to the committee on the Annual River to Sea Bike Ride and shared recommended changes to the event in 2021 that were planned to be implemented in the 2020 event before it was cancelled due to COVID-19.
 - ii. Committee members volunteered to be on the River to Sea Bike Ride Planning sub-committee
- Model UDO Language
 - i. The committee asked that WMPO staff collect information from member jurisdictions through members of the Technical Coordinating Committee of what language municipalities have in their ordinances pertaining to the construction of bicycle and pedestrian infrastructure during land development.
 - ii. WMPO staff and the Bicycle and Pedestrian Advisory Committee will plan to develop a model ordinance for consideration for adoption by the WMPO Board.
- Gary Shell Cross City Trail Signage and Repair Contact

- i. N. Cannon shared the contact information for the appropriate staff member in City of Wilmington's Parks and Recreation Department to report issues along the Cross City Trail.
- ii. C. Stein asked that WMPO staff communicate with Wilmington Parks and Recreation staff to create a system for on-trail signage for any travel changes such as repair, development, storm damage, etc. WMPO staff will have an update in the February committee meeting.

8. Updates

- A. Lorenzo shared that nearly 2,000 individuals completed the Wilmington Rail Trail public survey. This current NCDOT owned, vacant rail bed, will be repurposed to be used as a multiuse path and other public space. A. Lorenzo will present on the Wilmington Rail Master Plan to the committee in February.
- A. Lorenzo shared that the 2045 MTP was adopted by the WMPO Board in the November 2020 meeting.
- N. Cannon shared the draft of the Short-Range TDM Plan "Cape Fear Change in Motion 2020" available for public comment until January 3, 2021. After the public comment period ends, the TDM Coordinator and Go Coast Committee will review the comments and make necessary changes. The plan will be
- The next TCC Meeting is January 13, 2021 at 10 am
- The next WMPO Board meeting is January 27, 2021 at 3 pm
- The next BPAC meeting is February 9, 2021 at 2pm

9. Adjournment

- Motion made by Duncan McCabe
- Seconded by Patrick Boykin
- Motion passed unanimously

WMPO Member Jurisdiction Ordinance Language Requiring the Construction of Bicycle and Pedestrian Facilities During Development

The WMPO Bicycle and Pedestrian Advisory Committee, as part of the 2021 Workplan, has asked WMPO staff to learn what ordinances member jurisdictions may have that require developers to construct bicycle and pedestrian facilities that are in an adopted plan. The goal is to learn if member jurisdictions have had any success in increasing bicycle and pedestrian infrastructure by requiring to developers to include alternative transportation facilities within their development if the facilities are in an adopted plan.

1) Brunswick County

- Ordinance 4.3.1 part H
 - Creative design of circulation routes and trafficways is encouraged. A base characteristic of a PUD is that the internal circulation routes or streets do not follow fixed linear geometric lines as do most streets. Instead, circulation routes are curvilinear and of meandering character, to preserve tree and landscape features. Generous use of design elements such as curved streets, private restrictions for extremely low speeds and other features to achieve slower paced traffic movements are strongly encouraged.
 - Pedestrian-oriented communities also are encouraged to enhance the quantity of pedestrian activity and to improve the quality of the pedestrian experience. Planned subdivisions must adhere to the design standards for drainage and paving found in Section 6.11.5, Streets
 - Adequately constructed and maintained bike and/or hiking trails shall be counted toward the open space requirement. Bicycle lanes and multi-use pathways that extend the minimum right-of-way width shall be designed in accordance with the North Carolina Bicycle Facilities Planning and Design Guidelines Manual.
 - Revised and Re adopted March 16, 2015

2) Carolina Beach

- Sec. 36-96. - Same—Specific standards.
 - (f) In business and industrial developments, the streets and other accessways shall be planned in connection with the grouping of buildings, the location of rail facilities, and the provision of alleys, truck loading and maneuvering areas, and walks and parking areas so as to minimize conflict of movement between the various types of traffic, including pedestrian.
- Sec. 36-136. - Sidewalks.
 - The planning and zoning commission may require the subdivider to construct a concrete sidewalk on one side of all frontage streets and on one or both sides of all other streets within the subdivision. The construction of all sidewalks shall be in accordance with plans and standard specifications approved by the planning and zoning commission.

3) Kure Beach

- none

4) Leland

- Ordinance has language that require the installation of bicycle and pedestrian facilities when included in an adopted plan.
- Sec. 50-62. - Zoning and other plans.
 - Similarly, proposed subdivisions must comply in all respects with the requirements of the zoning ordinance in effect in the area to be subdivided, and any other officially adopted plans, including, but not limited to, the most recent edition of the following plans:
 - (1) Leland master plan;
 - (2) CAMA Land use plan;
 - (3) Leland comprehensive bike plan;
 - (4) Collector street plan;
 - (5) Infill street map;
 - (6) Westgate Nature Park master plan;
 - (7) Pedestrian plan;
 - (8) Leland municipal park master plan;
 - (9) Leland zoning ordinance;
 - (10) Parks, recreation and open spaces master plan;
 - (11) Any other officially adopted plans;
 - (12) Any updates to the previously listed plans.

5) Navassa

- No language that requires developers to include bicycle and pedestrian facilities that are outlined in a adopted plan.
- Navassa currently does not have an adopted plan that clearly identifies bicycle and pedestrian facilities but was awarded the 2020 Planning Grant Initiative.
- When a Traffic Impact Analysis (TIA) is performed prior to the approval of a preliminary development, the PUD may require developers to implement recommended and traffic improvements identified in the TIA.

6) New Hanover County

- Allows for two options to meet criteria for bike/ped infrastructure inclusion
 - 1. A planned bicycle network of at least 5 continuous miles in length is within ¼-mile bicycling distance of the project boundary. For planned bicycle networks, the network must be listed in a plan adopted by the New Hanover County Board of Commissioners;
 - or

- 2. An existing bicycle network of at least 5 continuous miles in length is within ¼-mile bicycling distance of the project boundary and connects to either a school, employment center, or commercial center that contains at least 7 of the diverse uses
- New Hanover County Ordinance Our UMXZ (Urban Mixed Use Zoning), RFMU (Riverfront Mixed Use), and PD (Planned Development) districts afford developers the flexibility to incorporate Bike/ped facilities into their projects, but this is not mandated.
- Sidewalks are required in subdivisions (1) on both sides of an arterial or collector that runs through a subdivision, (2) on both sides of local subdivision street in R-7 and R-5 districts, and (3) on one side of a local subdivision street for R-15 and R-10 districts

7) Pender County

- Pender County does not require bicycle or pedestrian infrastructure under base ordinance requirements.
- Depending on the type of development, the [Pender County Collector Street Plan](#) may require bicycle and pedestrian facilities.

8) Wilmington

- Sec. 18-60(d):
 - (d)*Infrastructure improvements.* Where required to satisfy the city's or Cape Fear Public Utility Authority's level of service standards or technical standards, approval of site plans shall be conditioned to include requirements that street and utility, or other improvements be made to the same extent as required by [Article 7](#), Subdivision Regulations. The approval may require payment in lieu of the dedication of property and rights-of-way or construction of improvements to the same extent as required by this chapter. This provision shall not apply to site plans for individual detached, single-family and two-family units to be constructed on previously subdivided lots. This provision shall not apply to additions of less than five (5) percent of gross floor area on an annual basis unless such addition causes an increase in the off-street parking requirement or a change in occupancy as occupancy is defined by the North Carolina State Building Code.
- Sec. 18-386. - Transportation plans.
 - All preliminary and final plans for subdivisions should be in compliance with the Greater Wilmington Urban Area Thoroughfare Plan, Wilmington Urban Area Metropolitan Planning Organization Comprehensive Transportation Plan, Wilmington Urban Area Metropolitan Planning Organization Long Range Transportation Plan and all other roadway, traffic management, transit, pedestrian, bicycle, greenway and trail plans that have been adopted by the Wilmington City Council or the North Carolina Board of Transportation. Transportation facilities identified in these adopted plans shall be shown on all plats, preliminary and final.
- Sec. 18-346. - Compliance with official plans and policies.

- All subdivisions shall comply with the principles, goals and/or objectives of and all officially adopted plans and policies of the City of Wilmington then in effect. Such plans and policies include, but are not limited to: thoroughfare plans, master parks and recreation plan, land development code, comprehensive plans, corridor plans, special area plans, and those adopted hereafter.
- Sec. 18-376. - Sidewalks, walkways, and bikeways.
 - Sidewalks, walkways and other pedestrian ways shall be provided by the subdivider within or adjacent to a subdivision, as deemed necessary by the subdivision review board, upon reasonable evidence that the sidewalks, walkways or other pedestrian ways would be essential for pedestrian access to community facilities, that such is necessary to provide safe pedestrian movement outside the street or street rights-of-way area or that such is an extension or could reasonably become an extension of existing sidewalks, walkways and other pedestrian ways. All sidewalks, walkways, and other pedestrian ways shall be aligned as required by the subdivision review board and designed and constructed to conform to the city's Technical Standards and Specifications Manual. Sidewalks shall be indicated on all preliminary plans.
 - Sidewalks shall be required to be constructed in the following circumstances:
 - On a minimum of one (1) side of the right-of-way of all thoroughfares such as freeways, expressways, arterials or collector streets, which are adjacent to the property to be developed.
 - On each side of the right-of-way of all thoroughfares such as freeways, expressways, arterials or collector streets that run through property to be developed if the subdivider intends to construct any portion of the thoroughfare as access to his development.
 - On each side of the right-of-way of all local streets extending through the property to be developed The subdivision review board may exempt sidewalk installation in specific cases upon a finding that sidewalks are unnecessary for the protection of the public safety or welfare due to conditions peculiar to the site, to avoid impacting wetlands, or as part of a low impact design development plan.

9) Wrightsville Beach

- Has no provisions for the addition of bicycle or pedestrian infrastructure but requires commercial projects to accommodate cyclists
- 155.9.1.3 Bicycle Rack Requirements. For all parking lots containing twenty (20) or more spaces, bicycle racks which accommodate at least five (5) bicycles shall be installed. The final location of the bicycle rack shall be determined by the UDO Administrator or his/her designee.
- (Ord. 1695, passed 11-8-12; Am. Ord. 1759, passed 5-12-16)

Additional Municipalities Evaluated

10) Boston, Massachusetts

- Section 68-28. - Design Review and Design Guidelines.

- Applicability of Design Review. To ensure that growth in the South Boston Neighborhood District is compatible with the character of the buildings and urban design features of the neighborhood, design review is required for certain Proposed Projects through Large Project Review (Urban Design Component) or Small Project Review (Design Component), pursuant to Article 80 of this Code.
 - To determine whether a Proposed Project is subject to Large Project Review, see [Section 80B-2](#) (Applicability of Large Project Review).
 - To determine whether a Proposed Project is subject to Small Project Review, see Section 80E-2.1 (Applicability of Small Project Review: Design Component) and this Section 68-28.1.
- Site planning, including location of buildings, open space, and bicycle and vehicular access and parking areas, should be designed to enhance the street frontage and surrounding building and spaces.
 - Vehicular access and egress to and from a site should minimize traffic impacts on the adjacent roadways and provide safe visual access for drivers and pedestrians.
 - Parking, storage, and disposal areas, and the entrance to accessory parking within a main Building, should not be located in the front of Buildings, unless there are special circumstances, such as existing Building locations or site conditions that make it necessary. Wherever practicable, such areas should be located behind Buildings. Parking, storage, and disposal areas should be adequately screened from public view by suitable fencing and vegetation.
 - For industrial Buildings, siting and design of new construction and rehabilitation of existing Buildings should be compatible with pedestrian activity. Where the provision of windows in the Street Wall is impracticable, articulation of the Street Wall by other means is encouraged. Where a Front Yard is required between the sidewalk edge and the Street Wall, such Front Yard should include an adequate landscaped buffer.

11) Portland Oregon

- Portland Municipal Code has design standards for bicycle parking. There are requirements for a myriad of developments from motels to elementary schools; correctional institutions to multi-family residential.
 - https://library.municode.com/or/oregon_city/codes/municipal_code?nodeId=TIT17_ZO_CH17.52OREPALO_17.52.040BIPAST

12) Melbourne, Florida

- Melbourne has requirements for all developers to build sidewalks, regardless if the project is identified in a plan.
- Sec. 9.107. - Design standards.
 - All development, including subdivisions, shall provide sidewalks, adjacent to the roadway on which the development fronts. Sidewalks shall also be provided on both sides of all arterial, collector, local, and marginal access streets, and along streets abutting subdivisions unless otherwise provided in this code or in the Melbourne Comprehensive Plan.(a)
 - *[Sidewalks provided.]* All development, including subdivisions, shall provide sidewalks adjacent to the roadway on which the subdivision or development

fronts. Sidewalks shall also be provided on both sides of all arterials, collectors, local streets, and marginal access streets located within a subdivision, or on streets abutting the subdivision, unless otherwise provided in this code or in the Melbourne Comprehensive Plan.

- All sidewalks shall be placed within a right-of-way. Whenever this is not possible, sidewalks shall be provided through the creation of access easements.

13) Austin, Texas

- Austin ordinance allows city staff to require facilities as they see fit
- 25-6-101 - MITIGATION OF TRANSPORTATION IMPACTS.
 - In addition to requiring dedication of right-of-way under Section 25-6-55 (*Dedication Of Right-Of-Way*), the director may require an applicant to construct or fund all or a portion of system improvements required to mitigate traffic impacts of a proposed development.
 - If a proposed development does not require an impact analysis under Section 25-6-113 (*Traffic Impact Analysis Described*) or Section 25-6-114 (*Neighborhood Traffic Impact Analysis Described*), the director may condition approval of the application on construction or funding of system improvements as described in this subsection:
 - System improvements are limited to:
 1. sidewalks and curb ramps;
 2. traffic signs, markings, and upgrades to signal infrastructure;
 3. traffic calming devices;
 4. bike lanes or upgrades to bike facilities;
 5. rectangular rapid flashing beacons;
 6. pedestrian refuge islands;
 7. pedestrian hybrid beacons;
 8. urban trail improvements;
 9. right-of-way dedications; and
 - System improvements required under this section must be located:
 - within the boundaries of the development for which they are required; or
 - no farther from the proposed development than:
 1. one-quarter mile; or
 2. three-fourths of a mile, for an improvement required to provide access between the proposed development and a school, bus stop, public space, or major roadway as designated under the transportation plan.
 - If a proposed development requires a traffic impact analysis under Section 25-6-113 (*Traffic Impact Analysis*) or Section 25-6-114 (*Neighborhood Traffic Impact Analysis*), the director may require an applicant to construct or fund system improvements identified by the traffic impact analysis.
 - The total cost of system improvements required under this section may not exceed the lesser of:
 - the applicant's roughly proportionate share of infrastructure costs as established by the proportionality determination required under Section 25-6-23 (*Proportionality Of Required Infrastructure*), less the cost of any right-of-way dedication required under Section 25-6-55 (*Dedication of Right-of-Way*); or

- the total cost of offsite transportation improvements identified in a traffic impact analysis approved by the director, whether or not the analysis is required under Section 25-6-113 (*Traffic Impact Analysis Required*) or submitted by an applicant voluntarily.

Summary:

Evaluating municipal code is difficult. Ordinances pertaining to requiring developers to include bicycle and pedestrian facilities may fall under land use, transportation, design standards, and more. The Town of Leland requires subdivisions to include bicycle and pedestrian elements if they are outlined in officially adopted plans. Wilmington and Melbourne, Florida extends goes further to require the facility type to be continued at the right of way for all development.

Some ordinance only requires sidewalks to be on one side of the street and outlines provisions depending on the roadway type. Other code requires sidewalks to be on either side of the street regardless if it is local, state-owned, arterial, feeder, etc.

After evaluating municipal code, and focusing on code that may best achieve the most new bicycle and pedestrian infrastructure, the WMPO BPAC may develop a model ordinance for member jurisdictions.



CITY OF WILMINGTON RAIL TRAIL MASTER PLAN

November 2020 DRAFT



An aerial photograph of a city, likely Wilmington, Delaware, showing a mix of urban development and greenery. In the foreground, a concrete bridge spans a green, grassy area. The middle ground is filled with various buildings, including residential houses and larger commercial structures. A construction crane is visible in the upper left. The background shows a dense urban area with more buildings and trees. A large green rectangular overlay is positioned on the right side of the image, containing white text.

SETTING THE STAGE

The Wilmington Rail Trail Master Plan is a collaborative process to develop a vision and actionable strategies for improving the rail corridor between 3rd Street and McRae Street in Downtown Wilmington. The Master Plan brought together a coalition of Wilmington stakeholders representing private businesses and industry, planning practitioners, elected officials, non-profit organizations and institutions, and residents of the City.

ACKNOWLEDGMENTS

The Wilmington Rail Trail Master Plan was a collaborative effort by the Wilmington Urban Area Metropolitan Planning Organization, the City of Wilmington, the Arts Council of Wilmington and New Hanover County, the Friends of the Wilmington Rail Trail, and the members of the steering committee. This plan is a reflection of the coordination and participation of these agencies, community organizations, stakeholders and the public. The combined effort of everyone’s contributions was highly valuable and is greatly appreciated.



TABLE OF CONTENTS

BACKGROUND AND HISTORY	6
EXISTING CONDITIONS	14
RECOMMENDATIONS	22
ACTION PLAN	30
CONCLUSION	33

BACKGROUND AND HISTORY

Over the last 7 years, the Wilmington area has been growing an air of excitement and energy surrounding the idea of the Wilmington Rail Trail. This section highlights the initiatives that preceded the master plan effort, as well as the history of the surrounding area and its significance to the project.



GRASSROOTS BEGINNING

The Friends of the Wilmington Rail Trail began as a coalition of civic leaders, developers, elected officials, and Wilmington residents passionate about revitalizing the rail corridor between McRae Street and Third Street. The group shared visions of plans similar to New York City's High Line and the Swamp Rabbit Trail in Greenville, SC when they went before the Wilmington City Council seeking endorsement as an official group. The City Council passed a resolution of support for the Friends of the Wilmington Rail Trail in May 2019, and since then the group has actively been building a coalition of community support for the Rail Trail. The Friends of the Wilmington Rail Trail have focused on building partnerships with public and private entities, recruiting volunteers for trail clean up, and fundraising to help make the Wilmington Rail Trail a reality.

FOCUS ON PARTNERSHIPS

The success of the Wilmington Rail Trail will largely depend on collaboration with many city, regional, and statewide partners. This process, as well as the support of the Friends of the Wilmington Rail Trail, provides a tremendous platform for the Wilmington MPO, the City, the North Carolina Department of Transportation (NCDOT) Rail Division, private businesses and industry, community organizations, and other stakeholders to continue regular and meaningful conversations surrounding the implementation of the Rail Trail. Accomplishing the vision of the Rail Trail will require a commitment to strong partnerships and a willingness to present a collective voice as the process continues.



HISTORY OF THE CORRIDOR AND COMMUNITY

ATLANTIC COAST LINE

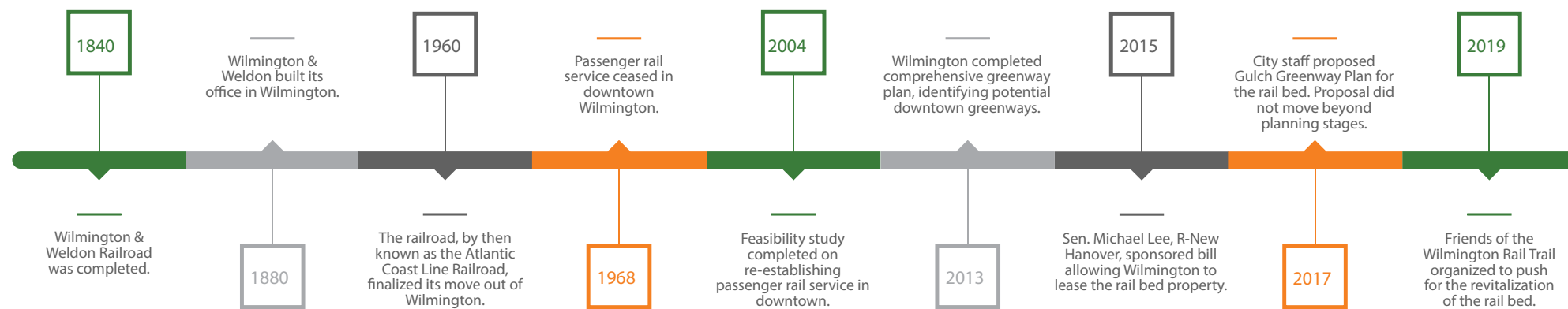
The Wilmington and Weldon Railroad was a segment of the Atlantic Coast Line (ACL), a major railroad in North Carolina because it connected Wilmington to the greater East Coast. At its peak, the ACL stretched over 9,800 miles long. The ACL was a major contributor to Wilmington's growth in the late 1800s and through the first half of the twentieth century. The ACL employed nearly 1,700 workers in New Hanover County, making the rail a core element of the success of the local economy.

The Closing of the ACL

Given its importance to Wilmington's economic system, the city was impaired in 1955 when the railroad's headquarters was moved out of the city after 115 years of being a staple in the community. Rail traffic to Wilmington began to decline and the ACL officially closed when Union Station was demolished in 1970.



TIMELINE OF THE RAIL BED



NORTHSIDE COMMUNITY

Housed in the Northside neighborhood, the ACL closing hit this community the hardest. People began to move out of the city to look for job opportunities elsewhere and empty storefronts and rundown vacant buildings were becoming notable marks of the neighborhood.

A Comeback Story

The Northside neighborhood has since seen tremendous growth and redevelopment. This activity was spurred on by the adoption of a comprehensive Northside community plan in 2003. Additionally, economic growth occurred with the establishment of various business and attractions along the waterfront. The Northside neighborhood has also established itself as an arts destination with the redevelopment of the Brooklyn Arts Center. The Brooklyn Arts Center serves as a hub of activity when it provides a venue for concerts and markets along with other events. The growth and redevelopment efforts of the last two decades have been critical to the comeback of a thriving Northside neighborhood; however, the area is still planning to grow its opportunities by connecting communities and destinations in Wilmington.



VISION AND GOALS

Prior to the outset of the Master Plan, the Friends of the Wilmington Rail Trail established the vision and goals through grassroots community coalition building. Over the course of the planning process, regional leaders and stakeholders worked together to refine the vision and goals that guided the development of the Master Plan.

A Unique Project with Transformative Potential

Friends of the Wilmington Rail Trail plan to reactivate the unused space in the Northside community of Downtown to connect arts and cultural assets using an urban trail for walking and biking that combines public art, wayfinding, and pedestrian amenities. This new greenway will service the needs and capture the character of the surrounding district. The project will benefit stakeholders who live and work in the district, the Greater Wilmington community as a whole, and area visitors alike, while providing sustainable economic development to the area.



Connect Wilmington Northside neighborhood to Downtown, area amenities, and other parts of Wilmington



Create a unique space for art, exercise, and community engagement



Contribute to and foster sustainable, arts-driven economic development



Honor and celebrate the local history and culture



PUBLIC OUTREACH AND COORDINATION

The Master Plan's success is contingent upon the support of partners and the public. The coordination between interested parties and stakeholders was integral to the planning process and carried out through various points of outreach.

STEERING COMMITTEE

A steering committee of members identified by the WMPO and the Friends of the Wilmington Rail Trail was formed to guide the development of the Master Plan. The groups' combined expertise stemming from their various agencies and backgrounds contributed to every stage of the planning process and informed the recommendations laid out in this document.

Walking Tour

The steering committee met three times during the Master Plan development process. In the first meeting the project team and steering committee members took a walking tour of the corridor to get a first hand look at the state of the corridor today and explore the transformative potential of the area.

STAKEHOLDER INTERVIEWS

For a week in June 2020, the project team held a series of small interviews with groups of stakeholders. These stakeholders included members of 10 different agencies including various city departments, the Cape Fear Community College, New Hanover County NAACP, Northside Bridge Builders, and the Arts Council. The conversations from these interviews resulted in goal and vision development and produced a robust catalogue of amenities and art and history installations for the trail.

PRESS RELEASE

In September 2020, the City of Wilmington released a video to bring awareness to the Wilmington Rail Trail project and foster support for its development. In less than a month the video garnered over 600 views on YouTube.

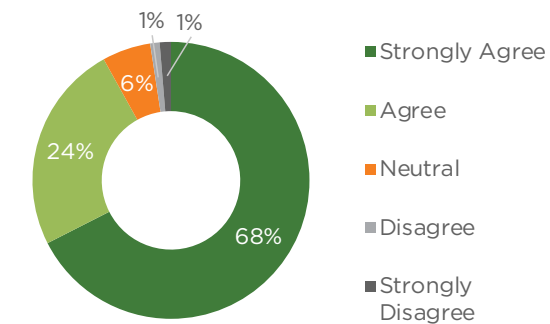


PUBLIC SURVEY

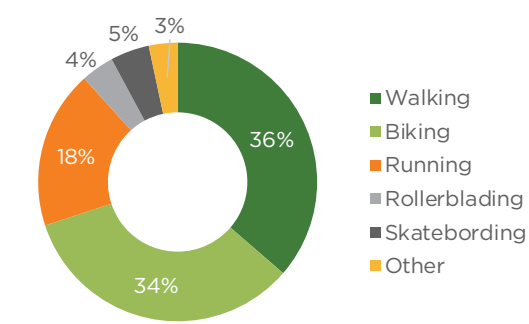
An online survey was widely distributed to the residents of the City of Wilmington through advertisements circulated to various established community groups and organizations. The survey gauged public interest in the Rail Trail and asked for respondents' vision of the trail. The survey was open for a month in September and October 2020. A summary of responses are shown below and the full survey and all responses are included in Appendix A.



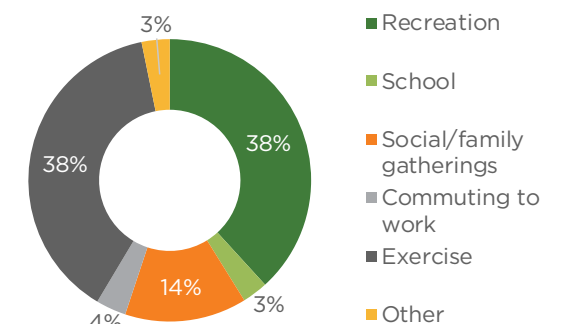
I would visit and use this trail if built.



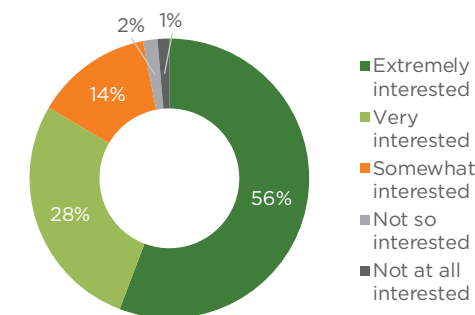
If this trail was built which of the following activities would you engage in?



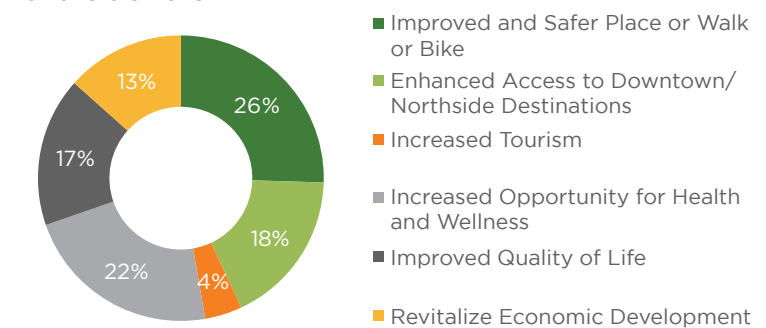
For what reasons would you use the trail?



How interested are you in this project?



What do you think the top three benefits of the trail are?



*When asked about incorporating public art or local history into the trail, participants provided over **1,000 comments voicing their support** for the inclusion of aesthetic and educational elements. While the ideas provided were diverse and creative, the vast majority of people emphasized the **importance of keeping instillations local** to the community.*

EXISTING CONDITIONS

This chapter provides a snapshot of the current conditions related to the proposed trail and the surrounding area. Understanding the conditions of the proposed trail corridor is a preliminary step in the creation of a thorough framework within which to plan the Wilmington Rail Trail.

This chapter dives into the demographics of the proposed trail’s surrounding area, the potential barriers and constraints to implementing the trail, the linkages the trail may provide to the bicycle, pedestrian and transit networks, and a look into the development potential the rail corridor holds.



DEMOGRAPHICS

The demographic data provides an overview of the current conditions related to the people of Wilmington that work and reside near the proposed trail. Understanding the area through demographic and socioeconomic information lays the groundwork for understanding mobility needs. The data explores population, race, employment, and mobility as they relate to the rail corridor.

4,854 people live within 1/2 mile of the trail corridor



19% of households within 1/2 mile of the corridor don’t have access to a car

Source: 2018 American Community Survey 5-Year Estimate

22,005 students attend Cape Fear Community College

Source: Colleague Database – 2018-2019

TOP 3 INDUSTRIES

8,841 jobs available within 1/2 mile of the trail corridor

- ① Public Administration
- ② Professional, Scientific, and Technical Services
- ③ Educational Services

Source: OnTheMap, 2017

BARRIERS AND CONSTRAINTS

The Rail Trail will be located within the depressed area of land that currently exists as an inactive rail corridor. Given the nature of the past use of the area for freight rail and the limited extents of the corridor, several potential barriers exist to implementing the trail. The following elements could be considered constraints to the proposed design and should be considered in the implementation of the trail.

- ① Consider potential impacts to the 3rd Street parking lot located near the entrance of the trail corridor
- ② Avoid impacts to existing bridges on 4th Street, 5th Avenue, and 6th Street
- ③ Avoid impacts to historic wall located along the northern side of the corridor.
Understanding the full extents of the historic wall will require coordination with the State Historic Preservation Office during project development when detailed designs are being developed.

- ④ Avoid impacts to rail lines to allow them to function as commuter rail in the future
- ⑤ Avoid impacts to sanitary sewer force main manhole
- ⑥ Consider the transition to the road network by exploring potential improvements to the existing sidewalks and crossings
- ⑦ Avoid the existing brick wall
- ⑧ Avoid the power pole near McRae Street



RAIL TRAIL CORRIDOR



LINKAGE OPPORTUNITIES

The Wilmington Rail Trail was first introduced in the 2013 Comprehensive Greenway Plan as a segment of the Downtown Trail which is planned to encompass The Promenade and Northside areas, connect to Archie Blue Park, and follow Burnt Mill Creek to Forest Hills Elementary. The Wilmington Rail Trail represents an important link for the multimodal connection of the downtown and the greater Wilmington area.

EXISTING AND PLANNED MULTIMODAL CONNECTIONS

Walk Wilmington: A Comprehensive Pedestrian Plan

In addition to the Greenway Plan, the City of Wilmington has adopted a variety of plans to outline a multimodal future for the City and the greater Wilmington area. One of these initiatives is Walk Wilmington, a comprehensive pedestrian plan that strives to create a transportation system where streets, sidewalks and other pedestrian accommodations are designed to make pedestrians feel safe and comfortable. Walk Wilmington emphasizes the importance of the walking environment to everyone regardless of mode choice because residents, employees, and visitors experience Wilmington at the pedestrian scale. The efforts of this document can be seen on the figure below where improvements in sidewalk connections have expanded over the past decade.

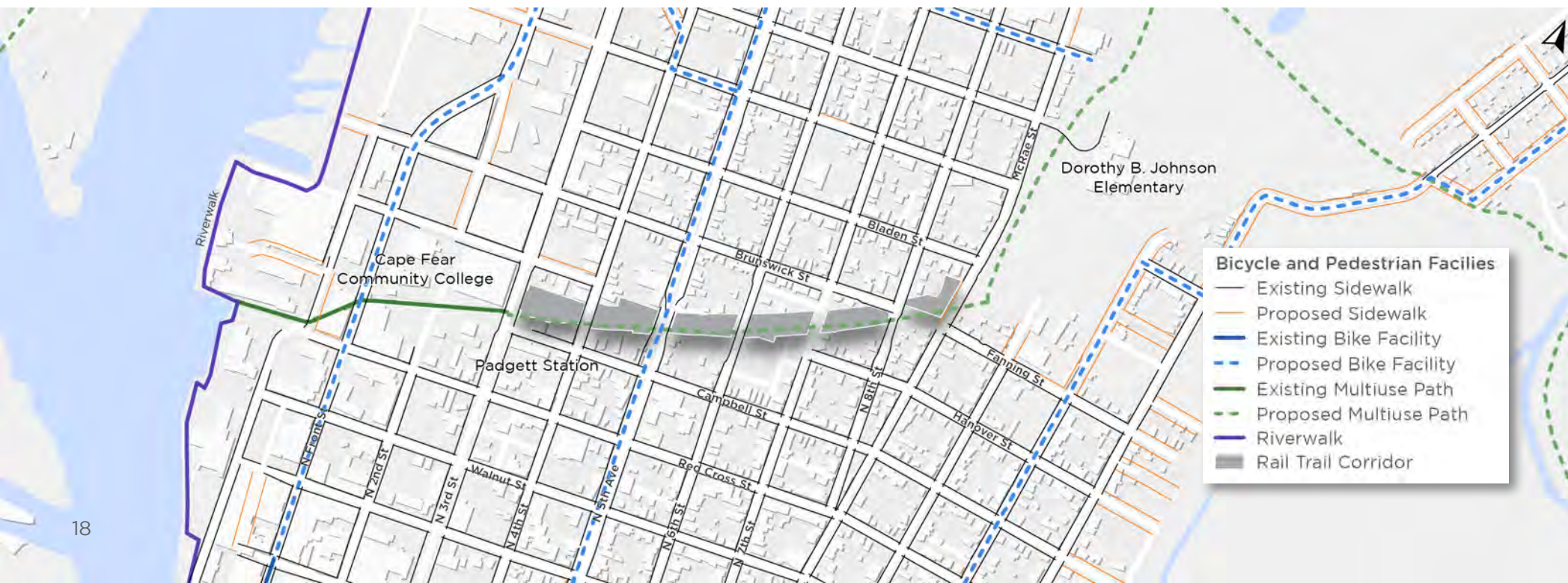
River to the Sea Bikeway Master Plan

The River to the Sea Bikeway Master Plan lays out the foundation for a bikeway that connects the downtown Wilmington to Wrightsville Beach. The goal of the River to the Sea Bikeway is to provide visitors and residents with more transportation opportunities, recreation and physical activity while having an east-west connection across Wilmington. The bikeway traverses from the foot of Market Street fronting the Cape Fear River in downtown Wilmington, follows the historic path of the Historic Beach Car Line, enters Wrightsville Beach at the Heide-Trask draw bridge and ends at Johnnie Mercer's Pier at the Atlantic Ocean. The River to the Sea Bikeway is intended to connect to the Gary Shell Cross-City Trail, a 15-mile multiuse trail, and the downtown Riverwalk, providing bicycle and pedestrian access to numerous recreational, cultural, and educational destinations in Wilmington.

Wave Transit

In addition to pedestrian and bicycle facilities, Wave Transit, the Cape Fear Public Transportation Authority, serves the downtown Wilmington area. The trail corridor is located adjacent to the Padgett Station, a bus stop that services nine bus routes, shown on the figure below. The Wilmington Rail Trail would provide an important link for pedestrians and bicyclists who live or work downtown to access the greater Wilmington area through public transportation. Padgett Station is the first step in the larger multimodal transportation project coming to downtown which is discussed in the next section.

PEDESTRIAN AND BICYCLE CONNECTIONS



TRANSIT ROUTES



AREA POTENTIAL

SURROUNDING LAND USE AND DEVELOPMENT ACTIVITY

Zoning

Downtown Wilmington's development pattern is compact, defined by small lots, a tight street grid network, and less emphasis on the automobile. Development influences the function on an area by providing a framework for making decisions and changes to transportation, parks, utilities, and other infrastructure. Both the land use, the actual use of a property, and zoning, the type of development permitted, indicate that the area surrounding the Rail Trail corridor supports residential living and mixed use development. This land use represents an area type that can greatly benefit from a trail as it would provide a connection from the residential areas it runs through to the downtown area where people work, shop, go to school, and recreate. The trail would also provide a recreational space to serve this area.

Resale Activity

The figure on the following page categorizes parcels surrounding the Rail Trail corridor based on the year that they were last sold. The figure shows that most parcels were sold in recent decades, concentrated from 2010 to 2020. This indicates that downtown Wilmington has a fairly high resale activity meaning that it is an economically viable area that continues to redevelop.

Development Plans

Three developments are proposed on the block between Red Cross Street and Hanover Street. This area is shown in the figure below.

Wilmington Multimodal Transportation Center

The Wilmington Multi-Modal Transportation Center (WMTC) will be located between North 3rd Street and North 4th Street, and between Red Cross Street and Hanover Street, on the northern edge of downtown. The WMTC will provide improved facilities and convenience for public transportation users by combining Wave Transit, the downtown trolley, and inter-city buses serviced by Greyhound. It will also be the downtown station for future passenger trains. WMTC represents an investment in downtown Wilmington and its economic development.

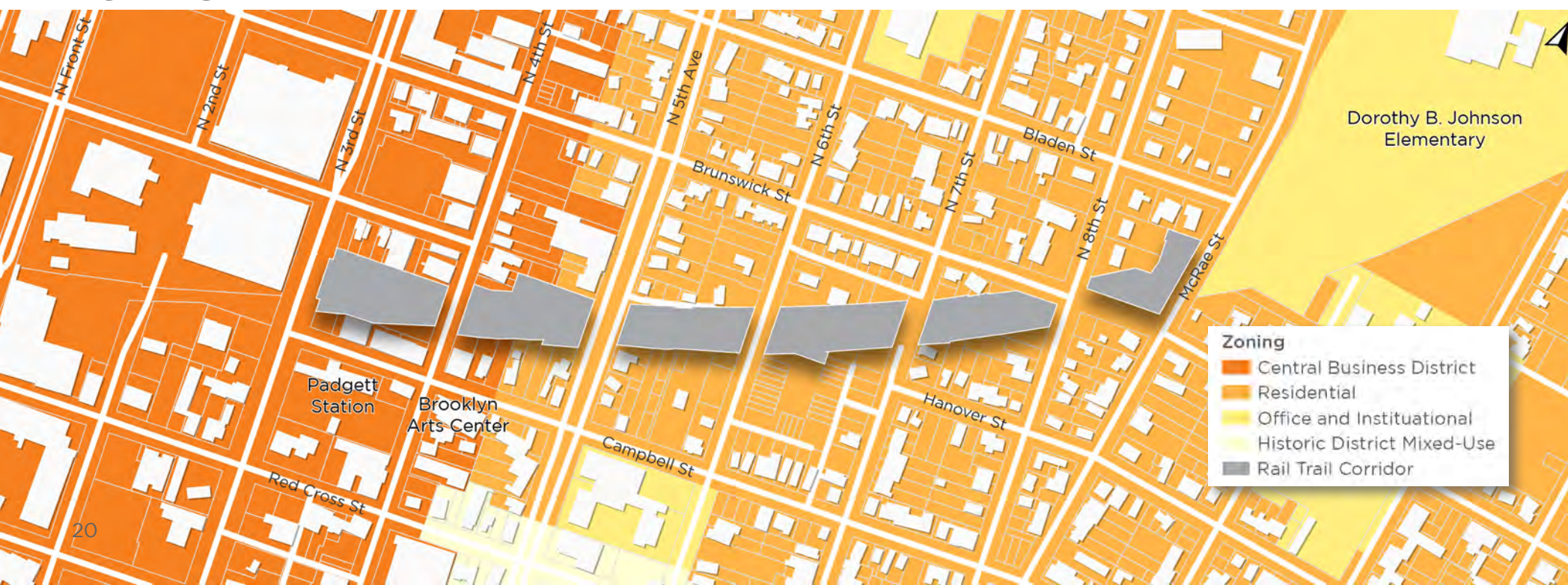
Train Station

The train station will service the future commuter rail that is proposed to run from Wilmington to Raleigh. The station is set to be housed in the transitional location between the City's commercial district and historic neighborhoods. The master plan for this train station indicates the importance of keeping the historic and cultural fabric of the surrounding communities intact by revitalizing an underutilized city block through public/private partnerships that encourage an art district along 4th Street.

3rd Street Parking

The paved lot at the western end of the Rail Trail corridor is being converted into a parking lot that will connect to Hanover Street. This lot will be shared by the City and Cape Fear Community College.

ZONING



RESALE ACTIVITY



RECOMMENDATIONS

The existing conditions of the corridor, the history of the area, the barriers and opportunities, and the voices of stakeholders and community members each informed the recommendations outlined in this chapter. These recommendations lay out the phased implementation plan, detail an alignment and access areas, and explore the art, history, and amenities that will connect the trail and the community.

IMPLEMENTATION PHASES

The Wilmington Rail Trail corridor should unfold in a three phase process. Phase 1 will consist of preparing the corridor for development by creating a drainage system and leveling the land. Also included in Phase 1 is the construction of the trail for use by the public. Phase 2 would implement the protective fencing of the trail and incorporate the public art and amenities that are laid out further in this chapter. The implementation of the fence would need to be coordinated with NCDOT to explore the fencing options as they can be incorporated into the trail as a safety precaution that is also sculptural and aesthetic in nature. The final phase is the build-out of the passenger rail service, completing the rail component of the multimodal corridor.

PHASE 1



PHASE 2



PHASE 3



WILMINGTON RAIL TRAIL

TRAIL ALIGNMENT

The Rail Trail is recommended to be 12 feet wide and run for about half a mile from 3rd Street to McRae Street, within the railroad corridor. The trail will span six city blocks where it crosses under four bridges, starting at the 3rd Street Bridge, and will meet the road network on Brunswick Street to continue across North 8th Street and finally end at McRae Street.

Connection Points

The trail will run through the proposed 3rd Street parking lot and connect to the Cape Fear Community College Campus by tying into an existing multiuse path which leads to the Riverwalk.



Access Points

The Wilmington Rail Trail will have four access points that allow for entry and exit onto and off of the trail. To ensure the effective connection and ease of transition between the trail and the greater transportation network, the details of the access points will be explored in the design phase.

- ① **3rd Street Parking** - The trail will pass along the future 3rd Street parking lot.
- ② **N 5th Avenue** - On the north side of the North 5th Avenue bridge, a staircase and ADA access ramp are proposed. Due to the length of the corridor, an additional access point is not necessary but could be implemented in a later phase of the Rail Trail development.
- ③ **N 8th Street and Brunswick Street** - The trail and the roads will both be at grade at this intersection, allowing for easy access.
- ④ **McRae Street** - The end point is envisioned to have a future extension to Dorothy B. Johnson Elementary and the Boys and Girls Club.

NETWORK ENHANCEMENTS

The Rail Trail provides a critical link in a multimodal system that the City of Wilmington is trying to implement. To support the success of the trail in its goal to connect downtown Wilmington, the...

- ...Downtown Trail should be built to connect to the Rail Trail at McRae Street.
- ...gaps in the sidewalk system along North 8th Street should be filled.
- ...proposed 5th Avenue bicycle lanes should be implemented to connect the ADA entrance to the greater bicycle network.

RECOMMENDED ALIGNMENT



The reconfiguration of the recommended alignment between 3rd Street and 4th Street will be considered based on the development of design plans for the future train station and commuter rail. The potential area where the future train station could be located is highlighted on this map.

PUBLIC ART

OVERVIEW

The visual elements of a trail can considerably reshape the experience for the user. Encouraging people to use active modes of transportation is not solely accomplished by providing a physical path but by ensuring that the trail has a purpose in how it provides the connection to a given destination. There are endless ways to enhance the aesthetics of a trail that allow many possibilities to improve the pedestrian and bicyclist experience while using the Wilmington Rail Trail.

Benefits of Art Incorporation

Placemaking

Incorporating art into a trail is an important part of placemaking or creating public spaces that promote people's health, happiness, and well-being. Even more important than the art itself, is a sense of connection to the art which can occur organically when a community leverages their local history, character, and aspirations when designing art for a public space.

Public Participation

To further the impact of the art, it's important that public voices are heard through public engagement. Art displays can start as a grass-roots movement that garner attention and public support or as part of a proposed project such as this one, where public art is an element of the design. Regardless of its inception, public engagement during implementation of the trail and its art is key to the success of the project.

Economic Development

Public art installations along a trail can also support and enhance economic development because they attract pedestrian traffic in an area where it previously did not exist. The trail then serves as a new attraction in addition to a new connection which supports local businesses and retail.

Application for Wilmington Rail Trail

Public Art

Art can take many forms from a temporary installation, a mural on the side of a building or wall, or a sculpture that becomes known and recognized as a landmark. With Wilmington's rich history and the available talent of local artists, the Rail Trail could have any number or type of art pieces unique to the community. Because of this, the agencies involved in the implementation of the trail should establish a proposal process, driven by public involvement, that identifies and chooses the public art for the trail. This process can occur as many times as desired depending on the established permanence of the art.

Landscaping

Providing landscaping that serves in both functionality and aesthetics by creating shade while simultaneously covering eyesores, for example, will create a comfortable and desirable trail for people to utilize. The incorporation of local plants and trees will cultivate a greenspace that has a significant impact on the visual appeal of the Rail Trail.



Atlanta Belt Line, Atlanta, GA



Charlotte Rail Trail, Charlotte, NC



Charlotte Rail Trail, Charlotte, NC



Black Heritage Trail, Portsmouth, NH

“...THE NORTHSIDE NEIGHBORHOOD HAS ITS OWN HISTORY, INCLUDING LANDMARKS LIKE THE THELMA BULL AND HARRY FORDEN BRIDGES ALONG THE TRAIL, AND 422 S. 7TH STREET SITE OF THE DAILY RECORD OFFICES... THESE ARE ALL POSSIBLE THEMES FOR ARTISTS TO WORK WITH.”
-NED IRVINE, INTERVIEW WITH ENCORE MAGAZINE IN 2019

AMENITIES

OVERVIEW

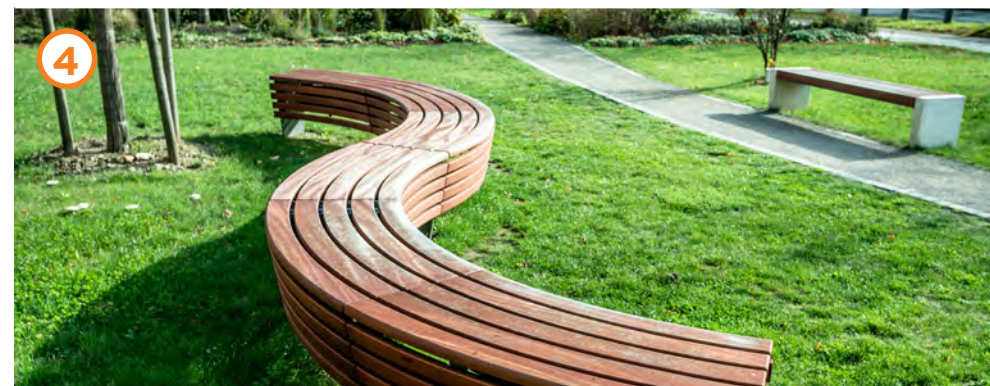
The amenities the Rail Trail provides can transform the level of enjoyment and comfort that people experience while they are using the trail. Many types of trail amenities can be included along the Rail Trail, what's important is that the amenities fit the desired function of the trail.

Public Art Incorporation

Aside from providing a basic function, amenities can also become elements of public art, such as a glowing instillation that provides light while being aesthetically pleasing or a bench that is a piece of art itself. As with public art, the options to blend art and amenities are endless and the instillation of such pieces should follow the proposal process outlines in the previous section.

Amenity Options

- 1 Safety Measures** - Lighting is vital for safety on the trail, especially underneath the bridges where natural light may be diminished. The implementation of blue light emergency phones, railings, and fencing where appropriate would also ensure the safety of users.
- 2 Wayfinding** - A comprehensive wayfinding system and consistent signage design will advertise the trail to people unfamiliar with the area and encourage more utilization of the Rail Trail.
- 3 Signage Placement** - The wayfinding signage should be consistent in design and intentional in placement. The most appropriate location for signage is at major intersections, decision points, and access points.
- 4 Seating** - Seating along the trail would provide people with a place to pause to rest if needed, or allow them to take in the scenery and enjoy an art instillation.
- 5 Water** - Providing water fountains along the trail would give people and their pets access to a refreshing drink while exercising.
- 6 Exercise Equipment** - The installation of exercise equipment would support the health of the community by providing a resource for people to train and exercise.
- 7 Trash Receptacles** - By providing trash receptacles, the trail section would discourage littering.
- 8 Access Points** - Access points allow people the freedom to enter and exit the trail as they please. These access points should have the users in mind and accommodate for those on wheels by being ADA compliant.
- 9 Crossings** - Any time the trail crosses a road, the crossings should be multimodal to account for bicyclists as well as pedestrians.



ACTION PLAN

Building off of the vision, recommendations, and community engagement shared in the previous pages, this section sets the stage for the next phases of the Wilmington Rail Trail. Successful implementation of the Wilmington Rail Trail will be directly tied to the continued collaboration of agencies and residents. Key next steps include moving the trail into engineering and design and continuing to explore potential funding opportunities.



NEXT STEPS

To support the implementation of the Wilmington Rail Trail, the MPO should undertake the following tasks in collaboration with the City of Wilmington, NCDOT, and members of the public:

- Work with the City of Wilmington to secure funds to support engineering and design
- Complete preliminary engineering and design to indicate “shovel-readiness” and provide detailed project cost estimates
- Further explore the possibility of local, grant, or state funds to construct the corridor
- Coordinate with NCDOT about lease and encroachment agreements
- Continue coordination with NCDOT about train station location as the building footprint is refined

The design and construction of greenway projects can be funded through a combination of federal, state, local, and private sources. Success in pursuing funding and permits will also rely on inclusion of the project in fiscally constrained local and regional transportation plans. Funding sources may be through the City of Wilmington, the Wilmington MPO, NCDOT, or competitive grant processes. The section below outlines the most likely funding sources for the Wilmington Rail Trail; however, multiple opportunities should be considered to augment existing and potentially awarded funding.

WMPO Direct Apportionment Funds

The Surface Transportation Program – Direct Apportionment (STP-DA) program was established in North Carolina in order to provide Metropolitan Planning Organizations designated as Transportation Management Areas (with an urbanized area population in excess of 200,000) with additional funding and increased control over the distribution of funds. STP-DA funds are distributed through WMPO and provide the region the full control over the planning and design phases of a project. This enables the WMPO to directly program the funding for a project as long as it continues to conform to STP-DA policies established by NCDOT. However, usage of STP-DA funds requires the local government to provide a 20% funding match, as well as money for project planning and design.

Local Funds

Local funds are typically used for strategic projects identified by the community as being necessary to improve the local transportation network. Local funding sources tend to be limited and include general revenue expenditures, as well as proceeds from bond programs which still require general fund support of debt service. Transportation bonds have been instrumental in the strategic implementation of local roadways, transit, and non-motorized travel throughout the City of Wilmington. Since the Rail Trail is within State-owned right-of-way, approvals, permits, and partnership will be required from NCDOT. Transportation bonds position Wilmington to better leverage other funding sources by allowing the municipality to provide necessary funding matches. Often, a bond package will include a specific list of projects or local project goals, to which the Wilmington Rail Trail could be added.

Parks and Recreation Trust Fund Grant Program (Bicycle and Pedestrian)

The Parks and Recreation Trust Fund (PARTF) awards matching grants to local governments for parks, public beach access, and improvements in state parks. PARTF funds have been used to help build and maintain parks, greenways, trails, playgrounds, and other facilities for community use.

Community Development Block Grant Program

The Community Development Block Grant (CDBG) program is administered by the US Department of Housing and Urban Development (HUD) to local or county governments for projects to develop viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities for persons of low- and moderate-income. CDBG funds may be used to improve public facilities as part of a community development strategy, including infrastructure such as pedestrian infrastructure like the Wilmington Rail Trail.

National Endowment for the Arts Our Town Grant

Our Town is the National Endowment for the Arts’ creative placemaking grants program. This funding source supports projects that integrate arts, culture, and design into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. This grant program requires a partnership between a local government entity and nonprofit organization.

OPINIONS OF PROBABLE CONSTRUCTION COST

To better understand and capture the costs to implement the Wilmington Rail Trail, opinions of probable cost were generated for the trail, needed retaining walls, an additional mid-point access, and hydraulic improvements. This is a preliminary construction estimate, based on available data and refined estimates will need to be conducted once engineering and design has been completed. This cost does not include soft costs for engineering and design or amenities such as landscaping, benches, or public art. It is assumed that public art will be funded and installed through community initiatives and potential grant sources.

Direct Corridor Construction Costs

- Trail Costs and Grading: \$500,000
- Concrete Steps and ADA Access Ramp: \$1,400,000

Potential Associated Corridor Construction Costs

- Retaining Walls: \$2,600,000
- Hydraulic Improvements: \$900,000
Drainage improvements would need to be built to American Railway Engineering and Maintenance-of-Way Association standards.

Total Cost: \$5,400,000

Disclaimer: The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor’s methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant’s judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

CONCLUSION

The Wilmington Rail Trail Master Plan is a commitment to promote and encourage multimodal travel as a priority for the City of Wilmington. The agencies involved recognize the importance of safe and enjoyable pedestrian and bicycle facilities to provide the vital connections to the Northside Community, Cape Fear Community College, and all destinations the downtown area has to offer. This plan is a vital step in creating a vibrant community where multimodal transportation thrives, in turn benefiting the community’s mobility, safety, health, economy, environment, and livability. This Master Plan, when supported by the City of Wilmington, the WMPO, the Brooklyn Arts Center, and the Friends of the Wilmington Rail Trail along with the neighboring community serves as an impactful advocacy tool to make walking and biking safe and convenient ways for residents, students, and visitors to travel, play, and recreate—regardless of age, ability, or background.





STBGP-DA/TASA-DA FY 2013 to
Present STBGP-DA

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:

- Complete review of final design package and submit to NCDOT for review– Summer 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Summer 2021
- Begin Construction – Early 2022
- Construction Complete- Early 2023

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:

- Construction commenced October 26
- Construction in progress

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 approved August 20, 2019
- Right-of-Way Certification was approved on June 7, 2020
- Bid documents were initially approved on 11/22/19. Bid documents are currently being reviewed again since the project was not advertised for bid within 6 months of the initial bid document approval.
- Utility/RR certification was dated February 26, 2020
- Begin Construction – Spring 2021
- Complete Construction – Summer 2021

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits – Summer 2021
- NCDOT final design approval – Summer 2021

- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits –Summer 2021
- NCDOT final design approval –Summer 2021
- Right of way acquisition complete –Winter 2021/2022
- Begin Construction –Early 2022
- Complete Construction –Early 2023

U-5534I –TOWN OF LELAND- 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 in 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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

U-5534J – TOWN OF LELAND- 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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road 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:

- Project was rebid a third time on December 3, 2020
- Simmons Public Utility Site Work, Inc. was the low bidder
- Contract awarded to Simmons on December 17

U-5534Q –CITY OF WILMINGTON- 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:

- Council approved additional funding for project on January 19, 2021
- City waiting on NCDOT to review AECOM's Scope & Manday Estimate (Doug Kretchman said to expect reply the week of Feb 1st)
- MPO Board will consider funding request on February 24th
- NCDOT Plans to resurface from 17th Street to Shipyard Blvd (Summer 2021)
- Once Notice To Proceed is awarded to AECOM, plans will be moved to 65% Plans in 45 days
- Then coordination with YWCA on needed ROW/Easement will happen

U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 linear 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:

- Project is ready for bidding and construction. Plans and PCE have been approved. The contract documents have been approved.
- Additional funding was approved by the MPO Board in May 2020
- A RFQ was advertised for CEI services and a firm was selected.
- CEI has been approved by NCDOT
- NCDOT has asked that 2 documents be updated and resubmitted
- Anticipated bidding in early 2021.

U-5534U – TOWN OF NAVASSA- 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:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization is being requested
- Construction Funds Authorization request is anticipated in late summer 2021

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:

- City Council approved a request for additional funds at their February 2nd meeting
- The consultant is finalizing their designs with anticipated completion in mid- February
- Additional funds are being requested from the MPO Board on February 24th to cover increased estimated costs of construction

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- U-6235 agreement between NCDOT and City of Wilmington executed March 2020.
- Cost sharing agreements with New Hanover County completed March 2020.
- NCDOT Authorization for Preliminary Engineering received March 2020.
- An updated 90-day Design Proposal from Davenport received November 17, 2020.
- WMPO advised of pause in NCDOT funding availability.
- NCDOT funding availability reopened January 25, 2021
- Request for PE funding and authorization made on January 27, 2021
- Design expected to start in April lasting through October.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- TIP number has been entered.
- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with project and will upload information into EBS.

TASA-DA**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:

- Construction survey underway
- Construction underway- clearing, grading & stabilization

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to

Belville Elementary School.

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- Project remains on track for a September 2022 LET
- Town is pursuing additional ROW to allow for preferred design

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Ogden Park

Project Status and Next Steps:

- Approval from NCDOT for hydraulic design received December 18, 2020
- Design completion next 60 days (delayed awaiting NCDOT approval)

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- Pre-Design scoping meeting with Davenport Engineering and NCDOT Division Personnel occurred in February 2020.
- Scope of design defined, but this scope was much larger than initially anticipated. Adjustment to PE Authorization will be needed.
- NCDOT Manday estimate for issuance of task order approved on June 24, 2020
- Contract sent to Davenport for execution as of January 28, 2021

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Town Council to discuss action on project prior to moving forward.

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 funded 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 program works to increase active transportation initiatives and increase community knowledge of commuter options. The MPO finalized the Strategic Marketing Plan for the “Go Coast” program. In addition, the WMPO has been working with the City of Wilmington to implement a bike share program. The TDM program has continued to grow and progress and below are project status and next steps.