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WMPO Bicycle and Pedestrian Advisory Committee Meeting Agenda

TO: WMPO Bicycle and Pedestrian Advisory Committee Members
FROM: Abby Lorenzo, Deputy Director
DATE: April 9th, 2021
SUBJECT: April 13th, 2021 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, April 13th, 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/98799019922>

Meeting ID: 987 9901 9922

One tap mobile

+13126266799,,98799019922# US (Chicago)

+16465588656,,98799019922# US (New York)

1. Call to Order
2. Approval of the Agenda
3. Public Comment Period
4. Approval of minutes from February 9th, 2021
5. Presentations
 - Belville Vision 2030 Plan – Adrienne Harrington, Smart Moves Consulting
 - UNCW Climate Resiliency Draft Plan – Kat Pohlman, UNCW Chief Sustainability Officer
6. Old Business
 - Bicycle and Pedestrian database update (Zachary Manfredi)
 - Bicycle and Pedestrian Infrastructure Requirements Model Ordinance (Zach Manfredi)
 - Bicycle Friendly Community Taskforce Meeting 1 Report (Nick Cannon)
 - Resolution Supporting Changes to East Coast Greenway Route in Wilmington (Abby Lorenzo)
 - 2021 River to Sea Bike Ride Update (Nick Cannon)
 - Cross City Trail Signage for Repair (Nick Cannon)
7. New Business
 - Resolution Supporting WMPO Board Proclamation of May as Bike Month

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

-
- Bike Suitability Map Segment Evaluation Criteria (Nick Cannon)
 - Pro-BMX Freestyle Cycling Update (Carol Stein/Tara Duckworth)
 - Discussion on Earmark Projects (Abby Lorenzo)
 - Bike There Map (Nick Cannon)
 - 2021 Brunswick County Bike Ride Proposal (Barnes Sutton, Joe Boyd, Abby Lorenzo, Nick Cannon)
8. Updates and Announcements
 - New BPAC Members
 - Go Coast Commuter Challenge 2021 Subcommittee
 - Go Coast Update
 - Bicycle and Pedestrian Legislation Update
 - Cape Fear Cyclists Update
 - WMPO April Project Updates (in packet)
 - WMPO Technical Coordinating Committee, Wednesday, April 14th, 2021 at 10am
 - Go Coast Committee, Thursday, May 20th, at 3pm
 - WMPO Board Meeting, Wednesday, April 28th, 2021 at 3pm
 9. Next Meeting
 - Tuesday, June 8th, 2021 at 2PM
 10. Adjournment

Attachments:

- Minutes from the February 9th, 2020 BPAC Meeting
- UNCW Climate Resiliency Draft Plan ([LINK](#))
- Table of Bicycle and Pedestrian Infrastructure Ordinance Requirements
- Bicycle Friendly Community Task Force Meeting Summary
- Bike Suitability Scoring Models
- Resolution Supporting Changes to East Coast Greenway Route in Wilmington
- Earmarking Guiding Principles
- WMPO April Project Updates

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Bicycle and Pedestrian Advisory Committee
February 9, 2021

Members Present:

Carol Stein, Pender County
Steve Whitney, Brunswick County
Al Schroetel, Cape Fear Cyclists
Mo Linqvist, Town of Kure Beach
Joe Boyd, Town of Belville
Katie Ryan, Town of Wrightsville Beach
Karin Mills, NC Board of Transportation
Carly Wilson, UNCW
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
Terry Landsell, Bike Walk NC
Tara Duckworth, New Hanover County Parks and Gardens

1. Call to order

- C. Stein called the meeting to order at 2:00 pm

2. Approval of the Agenda

- Motion by Nick Cannon
- Second by Duncan McCabe
- Unanimous approval of the agenda

3. Public Comment Period

- None

4. Approval of the Minutes from December 8th, 2020 meeting

- Edits to the minutes from December 2020 include correction of the spelling of Katie Ryan's name and adding Dylan McDonnell from New Hanover County as a guest.
- Motion by Al Schroetel
- Motion seconded by Duncan McCabe
- Unanimous approval of the minutes from October 13, 2020

5. Presentations

- A. Lorenzo presented on the Rail Trail Master Plan. 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

6. Old Business

- Z. Manfredi updated the committee on the bicycle and pedestrian project database
- N. Cannon lead a discussion of creating an ordinance for alternative transportation-oriented development. N. Cannon presented a collection of current local development ordinance as well as development ordinance from larger and more bicycle and pedestrian friendly cities in the United States.
- WMPO staff encouraged committee members to recommend bike/ped friendly cities for staff to research. Staff will consolidate language of these ordinances and provide a recommendation to the committee of what to include in a model ordinance for the WMPO region.
- Staff had no update on the item of Gary Shell Cross City Trail signage repair
- N. Cannon shared that the Wilmington Bicycle Friendly Community Taskforce will hold its first meeting later in the month of February. C. Stein requested minutes from this meeting.

7. New Business

- N. Cannon asked for committee members to volunteer for the Go Coast Commuter Challenge Subcommittee which will explore opportunities to improve the annual Go Coast Commuter Challenge.
- The committee proposed to postpone the 2021 River to Sea Bike Ride that traditionally takes place in the first week of May until the fall
- Steve Whitney made a motion to postpone the River to Sea Bike Ride until fall 2021.
- Motion was seconded by Katie Ryan
- Motion passed unanimously

8. Updates

- N. Cannon gave an update to the committee on the update to the Short-Range TDM Plan *Cape Fear Change in Motion 2020* which is planned to be presented to the WMPO Board for consideration in spring 2021
- Al Schroetel shared the Cape Fear Cyclists plan to coordinate more “gravel rides” due to their growing popularity
- Net BPAC meeting April 13th, 2021

9. Adjournment

- Motion to adjourn made by Duncan McCabe
- Seconded by Ann Carbone
- Motion passed unanimously

**WILMINGTON URBAN AREA
MPO
April 2021**

PENDER COUNTY STREETS PLAN

In January, WSP, Pender County, and WMPO kicked off the development of the Pender County Streets Plan. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens. The effort is funded as a special study in the WMPO's adopted FY 21 UPWP, and the schedule for the development of the plan is estimated to be approximately six months and includes two public outreach and participation periods. The development of the plan will be overseen by a steering committee comprised of stakeholders representing the county, the development community, NCDOT, and citizens among others.

Project Status and Next Steps:

- Public input survey to close on April 9, 2021
- Second Stakeholder meeting to be held in mid-May
- Final plan recommendations by June 30, 2021.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 8 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 3 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 0 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 0 reviews
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 16 total (12 on-going; 4 new): New Hanover County 4 (1 new), City of Wilmington 3 (2 new), Carolina Beach 1 (1 new), Town of Leland 2, Town of Navassa 0, Pender County 5, and Brunswick County 1
- Pender County Development Plan Reviews: 4 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 64 reviews (5 new, 59 on-going)
- City of Wilmington Informal Reviews: 30 reviews (8 new, 22 on-going)
- City of Wilmington Concept Reviews: 0 reviews ()
- COW Project Releases: 14 released

UNWC Climate Resiliency and Action Plan

<https://uncw.edu/sustainability/climateresiliencyandactionplan.html>

Click on each category on the menu to the left to read the plan

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE WMPO BOARD'S PROCLAMATION OF MAY 2021 AS
BIKE MONTH**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to the promotion of safe and convenient bicycling for both transportation and recreation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has promoted bicycle safety awareness and education through the "Be A Looker" campaign and involvement in the Watch for Me NC safety program; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, through the Go Coast Program, is committed to alleviating traffic congestion by providing choices in transportation infrastructure and ensuring a clean and healthy environment; and

WHEREAS, the responsibility of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Bicycle and Pedestrian Advisory Committee is to provide recommendations to the WMPO Board with regards to bicycle and pedestrian safety, policies, and projects; and

WHEREAS, the month of May is National Bike Month, May 17-23, 2021 is National Bike to Work Week, and Friday, May 21, 2021 is National Bike to Work Day as designated by the League of American Bicyclists.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee supports the WMPO Board's Proclamation of May 2021 as Bike Month.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee on April 13, 2021.

Carol Stein, Chair

Abby Lorenzo, Secretary



PROCLAMATION

Naming May 2021 as Bike Month

WHEREAS, the month of May is National Bike Month, May 17-23, 2021 is National Bike to Work Week, and Friday, May 21, 2021 is National Bike to Work Day as designated by the League of American Bicyclists; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to the promotion of safe and convenient bicycling for both transportation and recreation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to promoting the safe use of bicycles on streets and trails throughout the region, through its long-range planning efforts, and support for local projects like the Gary Shell Cross City Trail, the Carolina Beach Greenway, the Village Road Multi-Use Path, and Belville Multi-Use Path, and many others; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has promoted bicycle safety awareness and education through the “Be A Looker” campaign and involvement in the Watch for Me NC safety program; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, through the Go Coast Program, is committed to alleviating traffic congestion by providing choices in transportation infrastructure and ensuring a clean and healthy environment.

NOW THEREFORE, the Wilmington Urban Area Metropolitan Planning Organization Board proclaims that May is Bike Month and will continue to promote safe cycling opportunities for the citizens of the Wilmington Urban Area.

David Piepmeyer, Chair

Local Bicycle and Pedestrian Infrastructure Policy		
Jurisdiction	Policy	
Brunswick County	Ordinance 4.3.1 part H	<ul style="list-style-type: none"> • 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.
Pender County	Pender County Collector Street Plan	<ul style="list-style-type: none"> • 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.
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
	Encourage Bike/Ped infrastructure	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	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
Carolina Beach	Sec. 36-96. - Same—Specific standards.	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.
Kure Beach	n/a	
Wrightsville Beach	only bike rack requirements	<ul style="list-style-type: none"> • 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.
Leland	Sec. 50-62. - Zoning and other plans.	<ul style="list-style-type: none"> • 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.
Navassa		<ul style="list-style-type: none"> • 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.

City of Wilmington: Chapter 18 - Land Development Code

Article 1: General

Purpose	18-4	The regulations in this chapter are designed to promote efficient traffic circulation; to minimize the risk of fire, panic, and other damages; to protect public health, safety, and the general welfare; to provide adequate light and air; the protection of residential neighborhoods, shopping districts, parks and recreational facilities and natural resources from adverse impacts of inappropriate uses or site development features and to facilitate the adequate provision of transportation, potable water, sanitary sewerage, schools, parks, and other public facilities.
Relationship to long-range plans	18-5	It is the intention of the Wilmington City Council that this chapter implement the general planning policies expressed in the Wilmington-New Hanover County CAMA Land Use Plan, the city's comprehensive plan, corridor plans, special area plans and other planning documents as adopted by the city council and as subsequently amended

Article 3: Division 1: Enforcement

Building Permits	18-50.c	The city manager shall not issue a building permit unless the plans, specifications and intended use of such building or structures or part thereof conform in all respects to the provisions of this chapter. The application for a building permit shall be accompanied by such information as the city manager may lawfully require to enable him to act upon such application.
Penalties and remedies	18-52.b	Except as otherwise provided herein, a violation of any of the provisions of this chapter shall subject the offender to a civil penalty of one hundred dollars (\$100.00) for the initial violation and a civil penalty of two hundred dollars (\$200.00) for each subsequent violation. A violation shall include the failure to comply with the express or implied condition or term of any permit or any order, notice or directive issued pursuant to the provisions of this chapter.
Withholding or revocation of permits	18-53.a	Withholding of permits and approvals. The city or county may deny or withhold all permits, certificates or other forms of authorization on any land or structure or improvements thereon for which there is an uncorrected violation of a provision of this chapter or of a condition or qualification of a permit, certificate, approval or other authorization previously granted by the city or county. Instead of withholding or denying an authorization, the city or county may grant such authorization subject to the condition that the violation be corrected.

Article 3: Division 2: Site Plan Review

Procedure	18-60.b	<p>(1)Preapplication conference (2)Application (3)Application completeness (4)Review.a.Site plans shall be reviewed by the technical review committee following the submittal of a complete application.b.The technical review committee and/or reviewing departments or agencies shall either approve or reject the site plan; rejection may be made with one (1) or more of the following written findings with respect to the proposed development as determined by the reviewing departments or agencies and no approved modifications to the plan having been made:</p> <ol style="list-style-type: none"> 1.The provisions for vehicular loading and unloading, and parking and for vehicular and pedestrian circulation on the site and onto adjacent public streets will create hazards to safety, or will impose an unreasonable burden upon public facilities. 2.The proposed use will impose undue burdens on the sewers, sanitary and storm drains, water or similar public facilities in excess of available capacity. 3.The provisions of on-site landscaping do not provide adequate protection to neighboring residential properties from detrimental features of the development as required in the pertinent district regulations. 4.The site plan fails to provide for adequate stormwater drainage. 5.The proposed development will create fire safety hazards by not providing adequate access to the site, or buildings on the site, for emergency vehicles. 6.The proposed development or use is not consistent with the City of Wilmington Land Development Code, Technical Standards and Specifications Manual, a specific standard established in an official map, or in a plan including but not limited to the city's comprehensive plan, corridor plans, special area plans, CAMA plan, thoroughfare plans and those adopted hereafter. <p>c.Upon approval of the site plan, the building inspector may issue a building permit.</p>
Infrastructure Improvements	18-60.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.

Article 3: Division 3: Review and Approval of Subdivision Plats		
Required Improvements	18-69	After approval of the preliminary plan, the necessary construction permits shall be obtained from the city engineer and the Cape Fear Public Utility Authority for the installation of the required improvements in compliance with Article 7, Division II of this chapter. After installation of the improvements in accordance with the preliminary plan by the subdivider, inspection and approval shall be secured from the city manager prior to submission of the final plat. The final plat may be submitted prior to completion of required improvements under conditions as outlined in Article 7, Division II, section 18-366 and under any applicable condition as outlined in section 18-68 of this division.
Article 7: Division 1: Subdivision Regulations		
Compliance with official plans and policies	18-346	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.
Article 7: Division2: Required Improvements		
Standards; surety	18-366.b	Financial guarantees. The subdivider may provide a financial guarantee in lieu of constructing improvements required herein in accordance with the terms and conditions of a development agreement approved by the city pursuant to G.S. § 160A-400.20 et seq. or with the following conditions:
Cul-de-sac	18-367	In an attempt to promote street connectivity, the use of culs-de-sac are discouraged whenever possible. When a street must be designed to be permanently closed at one (1) end, it shall have a permanent cul-de-sac at the closed end, the right-of-way and pavement of which shall meet the requirements as specified in the [city's] Technical Standards and Specifications Manual. Cul-de-sac shall not be longer than five hundred (500) feet. Longer cul-de-sac lengths may be authorized provided the subdivision review board determines there is no option for providing stub streets or connectivity due to existing documented environmental features such as wetlands, natural water bodies, topographical features, environmental conditions or physical conditions such as property shape, property accessibility, or land use relationships. Where space permits, culs-de-sac shall be designed with a center vegetated island with a depressed contour and sloped with curb openings to receive runoff from the street to the extent feasible.
Public Transportation System	18-374	The public transportation system terminal facilities (to include turnout lanes, shelters, signs and markings), as designated by the subdivision review board, shall be constructed, provided and installed in accordance with the city's Technical Standards and Specifications Manual and acceptable traffic engineering specifications and standards.
Sidewalks, walkways, and bikeways	18-376	(a) 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. (b) Sidewalks shall be required to be constructed in the following circumstances: (1) 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. (2) 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. (3) On each side of the right-of-way of all local streets extending through the property to be developed.
Article 7: Division 3: Minimum Standards of Design		
Transportation Facilities	18-408	Transportation facilities developed as required by an adopted transportation plan as referenced in section 18-386, transportation plans, must be publicly dedicated and built to the required standards.

	Wilmington, NC		Portland, OR	
Policy Style	Healthy policy with an emphasis on site plan review		Strong Policy, enforcement, and multiple revenue sources required related to infrastructure improvements	
	The language suggests adherence to local plans and guidelines but gives a lot of power to plan review processes.		Policy has lots of requirements for future and existing developments, requires payment in to a transportation fund regardless of improvements made, and has strong consequences.	
Example Policy	Category	Language	Category	Language
	Purpose	The regulations in this chapter are designed to promote efficient traffic circulation; to minimize the risk of fire, panic, and other damages; to protect public health, safety, and the general welfare; to provide adequate light and air; the protection of residential neighborhoods, shopping districts, parks and recreational facilities and natural resources from adverse impacts of inappropriate uses or site development features and to facilitate the adequate provision of transportation, potable water, sanitary sewerage, schools, parks, and other public facilities.	Transportation System Development Charge	New development within the City of Portland contributes to the need for capacity increases for roads, multi-modal transportation and related transportation improvements, to enable new development to take advantage of transit systems and, therefore, new development should contribute to the funding for such capacity increasing improvements. This SDC will fund a portion of the needed capacity increases for arterial, boulevard and collector roads, multi-modal transportation improvements and associated bus and transit improvements, sidewalks, bicycle and pedestrian facilities, street lighting and stormwater drainage and treatment facilities, and other public facilities specified in the City of Portland Transportation System Plan.
	Infrastructure Improvements	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.	Responsibility for Sidewalks and Curbs	The owner(s) of land abutting any street in the City shall be responsible for constructing, reconstructing, maintaining and repairing the sidewalks, curbs, driveways and parking strips abutting or immediately adjacent to said land, except as provided in Subsections B. and C. Said property owner(s) shall be liable for any and all damages to any person who is injured or otherwise suffers damage resulting from the defective condition of any sidewalk, curb, driveway or parking strip adjacent to said land, or by reason of the property owner's failure to keep such sidewalk, curb, driveway or parking strip in safe condition and good repair. Said property owner(s) shall be liable to the City of Portland for any amounts which may be paid or incurred by the City by reason of all claims, judgment or settlement, and for all reasonable costs of defense, including investigation costs and Attorney fees, by reason of said property owners' failure to satisfy the obligations imposed by the Charter and Code of the City of Portland to maintain, construct, and repair such sidewalks, curbs, driveways and/or parking strips.
	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.	Notice for Construction of Sidewalks and Curbs	Where the sidewalk or curb in front of any lot, part thereof, or parcel of land is or becomes so worn or deteriorated as, in the opinion of the City Engineer, to require a new sidewalk or curb to be constructed, or where no sidewalk or curb exists and, in the opinion of the Director of the Bureau of Transportation, a sidewalk or curb or both are needed, it shall be the duty of the City Engineer to post a notice on the adjacent property headed "Notice to Construct Sidewalk" (or curb, or both). The notice shall in legible characters direct the owner, agent, or occupant of the property immediately to construct a sidewalk or curb or both in a good and substantial manner and in accordance with the City ordinances, regulations and plans therefore which will be furnished by the City Engineer upon application. The City Engineer shall file with the Revenue Division an affidavit of the posting of the notice, stating when and where the same was posted, and shall furnish upon request proper specifications, standards and information for the construction thereof.
	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.	City Construction if Owner Fails to Construct	If no petition for local improvement is filed, and if the owner, agent or occupant of property posted with notice construct sidewalk or curb, or both, shall fail, neglect or refuse to begin the construction of the sidewalk or curb within 30 days after posting of notice, or within 10 days after order by the Council in the event of a remonstrance, the City shall construct the same as soon thereafter as such work can be conveniently scheduled. The cost for the City to have the repairs made shall be assessed upon the property.

	Lawrence, KS		Raleigh, NC	
Policy Style	solid policy with a focus on plan review and getting support for infrastructure improvements		Strong policy with an emphasis on attaining right-of-way	
	Similar to many towns with decent policy and relying on plan review with the addition of requesting support as an alternative to constructing public improvements		Strong policy with an emphasis on attaining right-of-way and easements for future Greenways. Also has funding through surety, pay-in-lieu, and facility fees.	
Example Policy	Category	Language	Category	Language
	Sidewalks	Sidewalks shall be installed for any Significant Development Project, provided, that if sidewalks currently exist at the site, the Landowner will not be required to install new sidewalks at the site unless the existing sidewalk is recommended for condemnation by the Public Works Department pursuant to K.S.A. 12-1808. Financing of sidewalks shall be in accordance with the City's adopted development policy.	Construction Surety	If all development related improvements and installations are not completed and accepted by the City prior to the request to record all or part of any subdivision or issuance of a building permit for any site plan, whichever first occurs; a security instrument shall be posted, in lieu of completion of the work, in an account of 125% of the estimated construction cost of the development-related improvements which remain incomplete and with surety and conditions satisfactory to the City, providing for and securing to the City the actual construction and installation of improvements.
	Agreement Not to Protest Formations of a Benefit District	As an alternative to the construction of a public improvement pursuant to a site plan or other requirement of an approval, the City may accept from the applicant an executed "Agreement Not to Protest Formation of a benefit district" for improvements including, but not limited to, streets, sidewalks, and utilities. An executed "Agreement Not to Protest Formation of a benefit district" shall contain provisions whereby the applicant and all successors in title to the applicant are bound not to protest inclusion of the legally described property in a properly constituted benefit district pursuant to K.S.A. 12-6a01 et seq., as amended, for the required improvement. An executed "Agreement Not to Protest Formation of a benefit district" shall be recorded at the Register of Deeds. The requirement for the execution of an "Agreement Not to Protest" the formation of the District shall not affect the maker's political or legal rights to challenge the amounts of assessments by such a district or to exercise other legal rights regarding the district. In any case, the establishment of benefit districts shall be in accordance with the City's adopted development policy	Reservation of Public Land Easements Fee in Lieu	A. Where a proposed park, greenway, open space, school, fire station or other public us shown in the comprehensive plan is located in whole or in part in a development, the City Council may require the reservation of the land for future use. B. The reservation shall continue in effect for a period of not more than 1 year from the date of approval of the preliminary plan or site plan. This reservation period may be extended for an additional year upon submission of a letter to the City Council of intent to purchase by the appropriate governmental agency.. -Platted Easements and deed of easements shall be provided in the locations and dimensions required by the City in order to: 3. Allow for cross-access between properties 4. Allow for adequate transit facilities and access 5. Allow for adequate pedestrian and bicycle access - Where the development services director determines that construction of public improvements would not be feasible, a fee in lieu may be permitted. In this instance, right-of-way dedication and all necessary easements shall be dedicated to the City. Infrastructure Construction plans may be required to determine the extent of public improvements and easements.
	Site Plan Review	The purpose of requiring Site Plan Review and approval is to ensure compliance with the standards of this Development Code prior to the commencement of Development Activity and to encourage the compatible arrangement of Buildings, off-street parking, lighting, Landscaping, pedestrian walkways and sidewalks, ingress and egress, and drainage on the site and from the site, any or all of these, in a manner that will promote safety and convenience for the public and will preserve property values of surrounding properties.	Greenways	* Required Greenway Dedication Subject to the limitations of Sec. 8.6.1 below, whenever a tract of land included within any proposed residential subdivision or residential site plan includes any part of a greenway designated on the comprehensive plan, the greenway shall be platted and dedicatas as a greenway easement. * Greenway Easement Width Subject to the limitations of Sec 8.6.1 below, the greenway required to be platted shall at a minimum, be the product of the following dimensions: 1. minimum standard width multiplied by the length of the boundary along the banks of the adjoining watercourse. 2. plus that portion of the watercourse contained within the development when property lines extend to the centerline of the watercourse.
	Development Standards	Sidewalks shall be provided along all street frontages as part of the first phase of a multi-phase development project or, if the project is not phased, at the time of development of the site.	Facility Fees	8.9.1. - No person shall make any improvement until all applicable thoroughfare or open space facility fees have been paid in full 8.9.2 Facility Fee Exceptions A. Renovations or expansion of residential buildings where no additional residential units are created F. Play courts, play fields provided that there is no solicitation of off-site traffic or business, there is no seperate charge or membership fee associated with the use of such facilities. 8.9.4 Funds Collected funds expended from facility fee trust accounts shall be made for no other purpose than for thoroughfare and collector street capital costs or open space capital costs associated with projects undertaken by the City.

Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Bicycle Friendly Community Taskforce
February 23, 2021

Members Present:

Nick Cannon, WMPO
Abby Lorenzo, WMPO
Dylan Lee, Communications
Andrea Talley, Community Services
James Pace, Engineering
Randall Glazier, Signs and Marking
Chance Dunbar, Parking

1. Introductions
2. Overview of BFC Designation
 - a. N. Cannon gave an overview of the League of American Bicyclists' Bicycle Friendly Community Designation program. Wilmington applied for a designation and received a bronze level award in summer 2020.
 - b. LAB provides a report card for how communities can improve their designation in the next application process. A designation lasts for 4 years.
3. Report Card
 - a. N. Cannon overviewed the report card with the community
 - b. C. Dunbar asked constitutes a Bicycle Friendly Business. Some businesses in the area have bike racks and are bikeable but none have applied for this designation from the LAB.
 - c. The report card outlines "key steps to achieve silver"
4. Discussion
 - a. J. Pace shared there are a number of bike/ped projects that are going under construction in the next one to three years such as multiuse paths and intersection improvements. J. Pace suggested to ask Brian Chambers in PDT to keep tabs on greenways that are built by developers.
 - b. A. Talley recommended to hold some bicycle education programs at community centers and in after school programs. Education in schools can possibly happen in the next school year after the pandemic.
 - c. J. Pace suggested an increase in sharing bike/ped facilities maps. Possibly in 2022 with the timing of some new facilities. Mailing these maps can also increase education.
 - d. R. Glazier recommended adding official parking for individuals who drive to a trail to walk or bike from their car.
 - e. R. Glazier recommended adding staff from Streets and Stormwater to the committee to improve maintenance of existing infrastructure. Specifically, bike lanes that have debris.

- f. D. Lee asked if there are any incentives or existing partnerships for businesses offering their parking lots as official parking for greenways. There are now signs on Racine Drive thanking Audi and Verizon for planting trees on Racine.
 - g. The committee recommended consolidating maps that highlight greenways in the area. There are currently two maps for the River to Sea Bikeway and the Cross City Trail. This can be combined and also indicate new facilities as they are built.
 - h. A. Talley recommended to improve indicating the difference between roadways and greenways on the new WMPO Bike Suitability Map
 - i. R. Glazier shared that from new paving projects some bike lanes did not meet new standards and were removed.
 - j. C. Dunbar recommended reaching out to UNCW for public parking for the Cross City Trail
 - k. J. Pace recommended to add Michelle Hutchinson from Wilmington GIS and the WMPO GIS Analysis to the committee
5. Action Items
- a. Explore opportunities to combine maps of bike facilities
 - b. Preliminary research to hold educational programs for after school programs
 - c. Reach out to “Sessions” on S. College road as a parking space for the College Trail
 - d. Schedule of review of all bike facilities in the region
 - e. N. Cannon will send a Doodle poll for the next meeting

FHWA BCI MODEL

$$BCI = 3.76 - 0.966BL - 0.125BLW - 0.152CLW + 0.002CLV + 0.0004OLV + 0.035SPD + 0.506PKG - 0.264AREA$$

[illegible]

BCI MODEL ONE

$$BCI = BL (Y/N) + VLV \text{ Score} + SL \text{ score}$$

Roadway Segment	BL	VLV Score	SL Score	Total	Score
Market Street from Third Street to 17th Street –					
• Market Street from 3 rd to 6 th –	0	2	3	5	advanced
• Market Street from 6 th to 16 th –	0	2	3	5	advanced
• Market Street from 16 th to 17 th –	0	1	3	4	advanced
• Market Street from 17 th Street to Covil Ave	0	1	3	4	advanced
• Market Street from 17 th to Colonial Dr –	0	1	3	4	advanced
• Market Street from Colonial Dr to Covil Ave –	0	1	2	3	not recommended
Market Street from Covil Ave to Eastwood Road					
• Market Street from Covil Ave to Princess Place Dr –	0	1	2	3	not recommended
• Market Street from Princess Place Dr to Kerr Ave –	0	1	2	3	not recommended
• Market Street from Kerr Ave to New Center Dr –	0	1	1	2	not recommended
• Market Street (North/East Bound) from New Center Dr to Eastwood –	0	1	1	2	not recommended
• Market Street (South/West Bound) from Eastwood to New Center Dr –	0	1	1	2	not recommended
Randall Parkway	2	2	3	7	intermediate two
Wrightsville Avenue from S. College to Dawson					
• Wrightsville Ave from S. College to Kerr –	0	2	3	5	advanced
• Wrightsville Ave from Kerr Ave to Wilshire Blvd –	0	2	3	5	advanced
• Wrightsville Ave from Wilshire Blvd to Independence Blvd –	0	1	3	4	advanced
• Wrightsville Ave from Independence Blvd to Forest Hill Dr –	0	2	3	5	advanced
• Wrightsville Ave from Forest Hill Dr to Dawson St –	0	2	3	5	advanced
Independence from Shipyard to Oleander	0	2	1	3	not recommended
River Road from Independence to Sanders Road – This represents the how River Road was configured in 2015 prior to rerouting and traffic circles.	2	3	1	6	intermediate two
Ann Street from Third to 16th Street – We do not have capacity data for Ann Street, but do for Orange Street which has similar characteristics to Ann Street	0	5	5	10	easy
17th Street from Market to Dawson					
• 17 th Street from Dock to Market St –	0	1	3	4	advanced
• 17 th Street from Wooster to Dock St –	0	1	3	4	advanced
• 17 th St from Dawson to Wooster St –	0	2	3	5	advanced
17th Street from Dawson to Shipyard					
• 17 th Street from Dawson St to Hospital Plaza Dr/Savannah Ct –	0	2	1	3	not recommended
• 17 th Street from Hospital Plaza Dr/Savannah Ct to Glen Meade Rd –	0	2	1	3	not recommended
• 17 th St from Glen Meade Rd to Shipyard Blvd –	0	2	1	3	not recommended
N. Navassa Road from Old mil Road NE to Village Road	0	5	1	6	intermediate two
Lincoln Rd NE –	0	4	1	5	advanced
Harper Avenue –					
• Harper Ave from Canal Dr to N Lake Park Blvd –	0	4	3	7	intermediate two
• Harper Ave from N Lake Park Blvd to Dow Rd –	0	4	3	7	intermediate two
N Lake Park Blvd rom bridge to Harper Avenue					
• N lake Park Blvd from Snow's Cut Bridge to Wilson Ave	0	2	3	5	advanced
• N Lake Park Blvd from Wilson Ave to Harper Ave	0	2	3	5	advanced
1533 (St. Joseph Street / Lewis Drive	0	5	5	10	easy
Causeway Drive					
• Causeway Drive from Wrightsville Ave to Airlie Rd	0	2	3	5	advanced
• Causeway Drive – Bridge over Intercoastal Waterway	0	3	3	6	advanced

FHWA BCI MODEL

$$BCI = BL (Y/N) + V/C \text{ Score} + SL \text{ score} + AREA (R/C)$$

Roadway Segment	BL	V/C Score	SL Score	Area	TOTAL	Score
<u>Market Street from Third Street to 17th Street –</u>						
• Market Street from 3 rd to 6 th –	0	1	3	2	6	intermediate two
• Market Street from 6 th to 16 th –	0	3	3	2	8	intermediate one
• Market Street from 16 th to 17 th –	0	3	3	2	8	intermediate one
• Market Street from 17 th Street to Covil Ave	0		3	2		
• Market Street from 17 th to Colonial Dr –	0	1	3	2	6	intermediate two
• Market Street from Colonial Dr to Covil Ave –	0	1	2	2	5	advanced
<u>Market Street from Covil Ave to Eastwood Road</u>						
• Market Street from Covil Ave to Princess Place Dr –	0	1	2	1	4	advanced
• Market Street from Princess Place Dr to Kerr Ave –	0	2	2	1	5	advanced
• Market Street from Kerr Ave to New Center Dr –	0	1	1	1	3	not recommended
• Market Street (North/East Bound) from New Center Dr to Eastwood –	0	3	1	1	5	advanced
• Market Street (South/West Bound) from Eastwood to New Center Dr –	0	2	1	1	4	advanced
<u>Randall Parkway</u>	2	2	3	1	8	intermediate one
<u>Wrightsville Avenue from S. College to Dawson</u>						
• Wrightsville Ave from S. College to Kerr –	0	1	3	1	5	advanced
• Wrightsville Ave from Kerr Ave to Wilshire Blvd –	0	2	3	2	7	intermediate two
• Wrightsville Ave from Wilshire Blvd to Independence Blvd –	0	3	3	2	8	intermediate one
• Wrightsville Ave from Independence Blvd to Forest Hill Dr –	0	3	3	2	8	intermediate one
• Wrightsville Ave from Forest Hill Dr to Dawson St –	0	3	3	2	8	intermediate one
<u>Independence from Shipyard to Oleander</u>	0	7	1	1	9	intermediate one
<u>River Road from Independence to Sanders Road</u> – This represents the how River Road was configured in 2015 prior to rerouting and traffic circles.	2	3	1	2	8	intermediate one
<u>Ann Street from Third to 16th Street</u> – We do not have capacity data for Ann Street, but do for Orange Street which has similar characteristics to Ann Street	0	5	5	2	12	easy
<u>17th Street from Market to Dawson</u>						
• 17 th Street from Market St to Dock St –	0	3	3	2	8	intermediate one
• 17 th Street from Dock St to Wooster St –	0	5	3	2	10	easy
• 17 th St from Wooster St to Dawson St –	0	5	3	2	10	easy
<u>17th Street from Dawson to Shipyard</u>						
• 17 th Street from Dawson St to Hospital Plaza Dr/Savannah Ct –	0	2	1	1	4	advanced
• 17 th Street from Hospital Plaza Dr/Savannah Ct to Glen Meade Rd –	0	4	1	1	6	intermediate two
• 17 th St from Glen Meade Rd to Shipyard Blvd –	0	2	1	1	4	advanced
<u>N. Navassa Road from Old mil Road NE to Village Road</u>	0	5	1	2	8	intermediate one
<u>Lincoln Rd NE –</u>	0	5	1	2	8	intermediate one
<u>Harper Avenue –</u>						
• Harper Ave from Canal Dr to N Lake Park Blvd –	0	5	3	2	10	easy
• Harper Ave from N Lake Park Blvd to Dow Rd –	0	5	3	2	10	easy
<u>N Lake Park Blvd rom bridge to Harper Avenue</u>						
• N lake Park Blvd from Snow's Cut Bridge to Wilson Ave	0	4	3	1	8	intermediate one
• N Lake Park Blvd from Wilson Ave to Harper Ave	0	3	3	1	7	intermediate two
<u>1533 (St. Joseph Street / Lewis Drive</u>	0	5	5	2	12	easy
<u>Causeway Drive</u>						
• Causeway Drive from Wrightsville Ave to Airlie Rd	0	3	3	1	7	intermediate two
• Causeway Drive – Bridge over Intercoastal Waterway	0	4	3	2	9	intermediate one

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE WMPO BOARD'S PROCLAMATION OF MAY 2021 AS
BIKE MONTH**

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization is committed to the promotion of safe and convenient bicycling for both transportation and recreation; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization has promoted bicycle safety awareness and education through the "Be A Looker" campaign and involvement in the Watch for Me NC safety program; and

WHEREAS, the Wilmington Urban Area Metropolitan Planning Organization, through the Go Coast Program, is committed to alleviating traffic congestion by providing choices in transportation infrastructure and ensuring a clean and healthy environment; and

WHEREAS, the responsibility of the Wilmington Urban Area Metropolitan Planning Organization (WMPO) Bicycle and Pedestrian Advisory Committee is to provide recommendations to the WMPO Board with regards to bicycle and pedestrian safety, policies, and projects; and

WHEREAS, the month of May is National Bike Month, May 17-23, 2021 is National Bike to Work Week, and Friday, May 21, 2021 is National Bike to Work Day as designated by the League of American Bicyclists.

NOW THEREFORE, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee supports the WMPO Board's Proclamation of May 2021 as Bike Month.

ADOPTED at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee on April 13, 2021.

Carol Stein, Chair

Abby Lorenzo, Secretary

Federal Transportation Earmarking in North Carolina

Definitions

- **“New Money” Earmark:**
 - An earmark that brings new funding to the State above and beyond any funding that would have been received in apportionments. Under GS 136-189.11(b)(2), new funds received as competitive awards or discretionary grants are not subject to STI and can be used without being selected through the STI Prioritization process.
- **“Existing Money” Earmark:**
 - An earmark that is derived by decreasing the amount of funding the State would have otherwise received in apportionments. In other words, Congress is simply designating funding the state would have received anyway in the form of an earmark. For “existing money” earmarks, state law requires the project must have been selected through the STI prioritization process.
- **“Committed” Project:**
 - A project that has been selected through the Strategic Transportation Investment (STI) prioritization process and programmed in the early years of the State Transportation Improvement Program (STIP) that does not have to re-compete for funding in subsequent rounds of prioritization. Projects in the STIP that have not attained committed status have to compete for funding again and may lose funding in subsequent rounds of prioritization if they do not score high enough.

Considerations for Earmark Candidate Projects

- **Projects should be committed in the State Transportation Improvement Program**
 - Under state law, “existing money” earmarks must be used on projects that have been through the required prioritization process and included in the State Transportation Improvement Program (STIP). Even if no funding from NCDOT is required to complete the project, NCDOT will not be able to make the earmark funding available if a project is not committed in the STIP.
 - Non-committed projects in the STIP cannot be obligated before the next round of prioritization. There is a possibility that a non-committed project may not score high enough in the next round of prioritization to retain its eligibility for funding in the STIP. Construction of a non-committed project cannot be accelerated by the use of an earmark.
- **Project should have access to other funding.**
 - Earmarks are frequently a fraction of what is needed to complete a project (regardless of the request amount), so without companion funding, the earmark will likely sit unused. Even if the request is a “new money” earmark funding that represents 100 percent of the current projected cost there are frequently cost increases that could jeopardize the state’s ability to advance the project unless there is companion funding available.
 - If the companion funding is local funding, NCDOT must ensure that the local government has the resources and is committed to funding any portion of the project that is not covered by earmark funding.
- **Project readiness should be evaluated.**
 - The current status and type of environmental document being completed for the project should be considered. Completing required environmental studies, securing necessary

permits and finalizing project designs can take months or years to complete depending on a project's characteristics.

AASHTO Recommendations to Congress

The American Association of State Highway and Transportation Officials is providing the following information to Congress:

- Earmark funding for transportation projects should come in addition to the share of federal-aid highway funds guaranteed to states via the formula program (commonly known as “above the line”). Earmark funding that comes from within the state’s federal share (or “below the line”) jeopardizes the ability of state DOTs to program and obligate federal-aid formula dollars for well-established priorities.
- Requests for earmarks should come through established planning processes and appear on the fiscally constrained Statewide Transportation Improvement Program (STIP) or metropolitan area’s Transportation Improvement Program (TIP).
- Congress should avoid earmarking a negligible amount of funding that will not significantly advance or complete the proposed project by requiring the sponsoring member to provide a certification identifying sources of funding for the cost of the entire project along with letters from all entities committed to funding the project indicating they are capable of doing so.
- An obligation timeframe should be set so that if a certain percentage of a project supported by the earmark has not been obligated within a set timeframe, the state DOT is given the authority to repurpose the funds.

NCDOT Completes Tornado Cleanup in Brunswick County: Crews with the N.C. Department of Transportation and a North Carolina contract company have completed cleanup from a tornado in Brunswick County last month.

Two Traffic Shifts on Wilmington's Market Street: A contractor with the N.C. Department of Transportation has shifted traffic on a Wilmington street beginning to mid-March. Southbound traffic on Market Street between Amaryllis Drive and just south of Alexander Road has shifted back to its original alignment starting around 7 p.m. on March 7th. This shift has also opened the southern access to Alexander Drive. Northbound traffic shifted back to the original alignment in January and will be unaffected by this switch.

**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
- Requested to extend project completion dates to December 31, 2022 awaiting NCDOT review

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:

- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022
- Supplemental Agreement 4 forthcoming to increase the total estimated project cost to \$254,842

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:

- Contract awarded to Simmons Public Utility Site Work on December 18, 2020
- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022

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:

- Contract awarded to Simmons Public Utility Site Work on December 18, 2020
- Notice to Proceed issued February 1, 2021
- Pre-Construction Meeting held on February 3, 2021
- Construction commenced February 8, 2021
- Requested to extend project completion dates to June 30, 2022
- Supplemental Agreement 4 forthcoming to increase the total estimated project cost to \$327,788

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
- Awaiting approval from NC DOT

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
- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Supplemental Agreement #1 sent from NC DOT for review
- 90% design comments transmitted to HDR on March 28, 2021
- Final design package under development – anticipated delivery date mid-April

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
- PE funding and authorization received March 18, 2021.
- Recommendation to City Council expected in May.
- Design expected to start in June lasting through December.

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
- Grade inspection and testing scheduled for March 29, 2021
- Asphalt scheduled for mid-week, weather permitting
- Approximately 50% complete with construction

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
- Pursuing executed contract with Davenport

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.

Project Status and Next Steps: Initiatives

1. Be A Looker
 - a. Go Coast created the "Be A Looker" bicycle and pedestrian safety education campaign in 2019. Be A Looker is a high level marketing campaign that incorporates a variety of outreach tactics to educate drivers, cyclists, and pedestrians on how to be vigilant on the roadway.
 - b. The Go Coast committee has recommended to hold this campaign every other year. Preliminary planning for the 2021 campaign has begun. This will take place from May to October 2021 and will include in-person safety programming with the Wilmington Fire Department.
 - c. TDM Coordinator has reached out to TCC members to assess possibility for event partnerships with Member Jurisdictions
 - d. <https://www.gocoastnc.org/bealooker/>
2. Go Coast Commuter Challenge Sub-Committee
 - a. Go Coast has formed a sub committee comprised of committee members from the Bicycle and Pedestrian Advisory Committee and the Go Coast Committee
 - b. This sub-committee will explore opportunities to improve the annual Commuter Challenge event and increase participation. First meeting of this committee took place April 1st.
3. 31st Annual River to Sea Bike Ride
 - a. The Board has approved the Bicycle and Pedestrian Advisory Committee's recommended to postpone the River to Sea Ride until the fall. TDM Coordinator will correspond with Wrightsville Beach staff to narrow down dates for this event.
4. Wilmington Bicycle Friendly Community Taskforce
 - a. Go Coast is leading a taskforce to evaluate the report card provided in the League of American Bicyclists' bicycle friendly community application as well as other opportunities for improvement identified by the group.
 - b. the Bicycle Friendly Community Taskforce met in February and developed a small list of action items to begin working on. This taskforce will meet quarterly.
5. Short Range TDM Plan Update

- a. The final Draft of Cape Fear Change in Motion 2020 will go before the Board for consideration for approval in April 2021
- c. This plan will guide Go Coast initiatives in the WMPO region for the next 5 years.

6. Micro Mobility

- a. After the termination of the Wilmington bike share agreement in January 2020, another bike share RFP was released which received one response. It the understanding of Go Coast staff that cost-free bike share programs are no longer an option for new programs
- b. The NC Legislature did not make any decisions concerning the operation of stand up electric scooters in the 2019-2020 session
- c. Current regulations of electric stand up scooters is left to municipalities
- d. Go Coast completed a national assessment of bike share programs and scooter share programs to evaluate how municipalities fund and operate micro mobility

7. Ordinance Review

- a. By request of the WMPO Bike/Ped Committee, Go Coast performed a review of member jurisdiction ordinances pertaining to alternative transportation amenities requirements in development. 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.

8. Bicycle Suitability Map Update

- a. Early planning has begun for updating the WMPO Area Bicycle Suitability Map
- b. http://www.wmpo.org/wp-content/uploads/2017/04/2016BikeSuitabilityMap_Regional.jpg

9. Wilmington Area "Bike There" Map

- a. The Go Coast Committee expressed interest in the development of a map that highlights bikeable destinations in the WMPO area to encourage residents to bike instead of drive during National Bike Month in May.
- b. This map will indicate local businesses, shopping canters, parks, museums, and more that are safely accessible by bicycle.

10. Bike Month

- a. Go Coast will hold its annual Bike Month to encourage residents to substitute a bicycle in place of a single occupancy vehicle.
- b. Participants will be encouraged to track their trips in Share the Ride NC or Strava.
- c. Top participants may win gift cards donated by Two Wheeler Dealer

11. Next Go Coast meeting is May 20, 2021 at 3:00 and will take place virtually.