



**MPO Board Meeting Minutes**  
**6<sup>th</sup> Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.**  
**Wednesday, January 26, 2022**

**Members Present (in-person)**

Neil Anderson, City of Wilmington  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Mike Forte, Brunswick County  
Deb Hays, Cape Fear Public Transportation Authority  
David Piepmeyer, Pender County  
Charlie Rivenbark, City of Wilmington

**Others Present (in-person)**

Abby Lorenzo, Deputy Director, WMPO  
Scott A. James, Transportation Planning Engineer  
Chad Kimes, Division Engineer, NCDOT  
Mike Kozlosky, Executive Director, WMPO  
Caitlin Marks, Planning Engineer, NCDOT  
Rachel McIntyre, WMPO Assoc. Transportation Planner

**Members Present (remotely)**

Jonathan Barfield, Jr., New Hanover County  
Hank Miller, Town of Wrightsville Beach  
Eulis Willis, Town of Navassa

**Others Present (remotely)**

Gene Conti  
J. Dayton  
Scott Franko  
Gino Galutera, UNCW  
C. Hannah  
Jen Holbrook, Blue Duck  
Deb LeCompte, Carolina Beach  
Marty Little, New Hanover County  
D. McGarry  
R. Rochelle  
Nazia Sarder, NCDOT  
Ron Satterfield, City of Wilmington  
H. Tasaico, NCDOT  
Megan Young

**1) Call to Order**

Chairman David Piepmeyer called the meeting to order at 3:00 p.m.

**2) Conflict of Interest Statement**

Chairman Piepmeyer read the conflict-of-interest statement. He asked if any member has a conflict of interest with any of the items on the meeting agenda. No members reported having a conflict.

MPO Executive Director Mike Kozlosky called the roll. A quorum was present as follows:

**Present:** Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer and Eulis Willis. **Absent:** Mike Allen, Neil Anderson, Deb Hays, Charlie Rivenbark and Landon Zimmer.

Mr. Kozlosky noted that Ms. Hays, Mr. Rivenbark and Mr. Anderson have been delayed.

**3) Approval of Board Members' Excused Absences**

Mr. Kozlosky said that Landon Zimmer has requested to be excused from today's meeting.

Mr. Ellen made a motion to excuse Mr. Zimmer from the meeting, seconded by Mr. Forte and the motion carried unanimously by roll call as follows:

**Ayes:** Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer and Eulis Willis. **Nays:** None. **Absent:** Mike Allen, Neil Anderson, Deb Hays and Charlie Rivenbark. **Excused:** Landon Zimmer.

4) **Approval of the Agenda**

Mr. Ellen made a motion to approve the meeting agenda as presented. Ms. Bozeman seconded the motion it carried unanimously by roll call as follows:

**Ayes:** Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Hank Miller, David Piepmeyer and Eulis Willis. **Nays:** None. **Absent:** Mike Allen, Neil Anderson, Deb Hays and Charlie Rivenbark. **Excused:** Landon Zimmer.

5) **Election of Officers**

Mr. Kozlosky opened the nominations for Chairman.

Mr. Forte nominated Mr. Piepmeyer to continue as Chairman. Ms. Bozeman seconded the motion. There were no other nominations for Chairman. Mr. Miller made a motion to close the nominations and approve the nomination of Mr. Piepmeyer as Chairman. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Eulis Willis. **Nays:** None. **Absent:** Mike Allen, Neil Anderson and Charlie Rivenbark. **Excused:** Landon Zimmer.

Chairman Piepmeyer expressed appreciation and requested nominations for Vice Chairman. Mr. Ellen nominated Mr. Miller to continue as Vice Chairman. Ms. Hays seconded the motion. There were no other nominations for Vice Chairman. Mr. Ellen made a motion to close the nominations and approve the nomination of Mr. Miller as Vice Chairman. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer and Eulis Willis. **Nays:** None. **Absent:** Mike Allen, Neil Anderson and Charlie Rivenbark. **Excused:** Landon Zimmer.

Chairman Piepmeyer expressed congratulations to Vice Chairman Miller.

6) **Public Comment Period**

Mr. Kozlosky stated that no public speakers were signed up to speak, and no public comments were received via phone message or email, etc.

7) **Presentation**

a. **Infrastructure Investment and Jobs Act (IIJA)- Burt Tasaico- Director of Strategic Initiatives & Program Support, NCDOT**

NCDOT Director of Strategic Initiatives & Program Support Burt Tasaico gave a presentation on the Infrastructure Investment and Jobs Act (IIJA), which was presented to the NC Board of Transportation in December. He gave an overview of multi-year federal reauthorization plans, which began with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Thirty years later, Congress adopted the IIJA, also commonly referred to as the Bipartisan Infrastructure Law. He gave an overview of the 100 years of the Federal aid funding program as follows:

- Tied to a specific system
- 25% of 80,000 miles plus are eligible for federal funding, which leaves many miles not covered
- Designed for states to have a stake with matching requirements for reimbursement,
- Higher levels of funding available for different programs
- Apportionment available to be used in a four-year period, otherwise it lapses
- Obligation of limitation on a one-year basis, otherwise is returned

Mr. Tasaico said that the purpose of the authorization act approved by Congress in November of last year, is to authorize or reauthorize programs such as the National Highway Performance Program (NHPP), Surface Transportation Block Grant program (STBG), etc. He noted that it sets programs with specific requirements, authorizes a line of credit, how it is distributed, and the local match.

Mr. Tasaico said that the IIJA (Public Law 117-58, 1,039 pages) was signed by the President on November 15th. He noted that the bill merges reauthorization (surface transportation: rail, highways, bridges, transit) with infrastructure legislation (power grids, water lines, port facilities, etc.). He added that the \$1 trillion to \$1.2 trillion bill covers the federal fiscal years of 2022 through 2026.

Mr. Tasaico said that the federal gas tax of 18.4 cents per gallon that pays for the infrastructure bill has not changed since 1993. Since that time, cars have increased in fuel efficiency and rely on different types of engine power. He noted that in order to get the financing of the reauthorization portion of this infrastructure bill to work, it was necessary to affect the transfer of \$118 billion for the next five years. Additionally, the new terminology of advance appropriations has been introduced.

Mr. Tasaico pointed out that the IIJA bill is not being paid for by the traditional user-pay system, but from General Fund monies. He noted that the federal government will afford the payments by going further into debt.

Mr. Tasaico said that under its revenue provisions, the IIJA authorizes expenditures through October 1, 2026. He noted that it authorizes the Treasury to collect gas taxes and other federal receipts through September 30, 2028, which is not a new provision. He noted that the provision to collect revenue for an additional two years was put in jeopardy in the mid-2000s. The absence of a new reauthorization continued for one year, 11 months and 15 days, which necessitated research into contingencies should Congress not approve a reauthorization bill or the collection of the federal gas tax. However, 4.3 cents on diesel can be collected even if Congress does not extend reauthorization. He said the distribution of the \$118 billion transfer to the Federal Highway Trust Fund is as follows:

- \$90 billion highway account
- \$28 billion transit account

Mr. Tasaico said that without the transfer, the Federal Highway Administration would have to implement cash management procedures and limit reimbursement of monies to the state, which would have reduced NCDOT's obligation afford (OA) by about 40%. He noted that with the transfer, the closing cash balance of the Federal Highway Trust Fund will approach the minimum amount required. Therefore, those involved in federal aid financing are already anticipating what Congress might do in 2026 and are asking the following questions:

- Will Congress allow another General Fund bail out? If so, how much?
- Will they raise the gas tax?
- Will they ask the Federal Highway Trust Fund to live within the means of federal gas tax collection?

Mr. Tasaico explained that this is an important consideration because the State Transportation Improvement Program (STIP) covers a 10-year period. He noted that for the last 10 years, the funding levels of the last year of the reauthorization were assumed and kept flat. He added that in the world of transportation, \$1 trillion split over five years among 52 eligible recipients, does not go far considering how much it costs to build a new roadway, widen a roadway, build a new bridge, or replace a bridge.

Mr. Kozlosky inquired what North Carolina might expect of the \$1 trillion. Mr. Tasaico responded that it is unknown since Congress has not approved the FY22 appropriation yet. However, he estimated an additional \$150 million to \$200 million in OA.

Mr. Kozlosky pointed out that the IJA might decrease NCDOT's \$11 billion STIP programming shortfall to \$9.5 billion but will not solve the programming challenges.

Mr. Tasaico said that the media has reported that North Carolina will receive around \$7.5 billion in new federal funding through the IJA. However, this number is based on authorization levels that do not translate to reimbursable cash and is not new money. He noted that assumptions have been made in the 10-year STIP as to the amount. He added that every state DOT must have at least a four-year STIP program due to federal requirements, and North Carolina has a 10-year STIP according to North Carolina General Statutes.

In response to an inquiry by Mr. Anderson, Mr. Tasaico said that about half of the money is reauthorization, and the other half, advanced appropriation that must be approved yearly.

Mr. Tasaico said that in the past, state DOTs and MPOs have been the only eligible recipients of federal aid dollars. However, about 60,000 entities across the country and about 700 recipients in North Carolina are now eligible for IJA funds. He encouraged Board members to visit the Federal Highway's site for some good information and Q&As. He added that the debt ceiling was increased and within the week the \$118 billion was transferred. Although guidance for new programs is incomplete, \$5.5 billion for bridges was authorized nationally, with about \$91.4 million for North Carolina bridges and \$17 million for off-system bridges (not on the federal aid system). He noted that the Raise Grant Program makes available \$1.5 billion nationally with the deadline to apply by April 14th. Additionally, about \$240 billion is available in competitive grant opportunities for state DOTs, MPOs, RPOs, counties, municipal jurisdictions, transit authorities, and port authorities across the country.

A brief question/answer and discussion period was held regarding transportation revenues.

Chairman Piepmeyer expressed appreciation to Mr. Tasaico.

#### 8) Consent Agenda

- a. Approval of Board Meeting Minutes from November 17, 2021, and December 1, 2021 Special Meeting
- b. Resolution adopting the 2022-2026 Wilmington Urban Area Metropolitan Planning Organization's Strategic Plan
- c. Resolution endorsing the Targets for Safety Performance Measures Established by the North Carolina Department of Transportation for 2022
- d. Resolution approving the 2020-2029 STIP/MPO TIP Amendments #21-8
- e. Resolution approving the 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #21-10
- f. Opening of the 30-day public comment period for the 2020-2029 STIP/MPO TIP Amendment# 22-1
- g. Resolution encouraging the North Carolina Department of Transportation to include additional bicycle and pedestrian facilities in the design for the Gordon Road Widening Project (U-6202)

Ms. Bozeman made a motion to approve the Consent Agenda, Items 7a through 7g. Ms. Hays seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Charlie Rivenbark and Eulis Willis. **Nays:** None. **Absent:** Mike Allen.

**Excused:** Landon Zimmer.

9) Regular Agenda

a. **Resolution approving Amendment #2 to the FY 22 Unified Planning Work Program**

MPO Deputy Director Abby Lorenzo said that this amendment to the MPO's FY22 Unified Planning Work Program (UPWP) proposes to reallocate \$80,500 from the North Brunswick Transit Study, which was discontinued due Wave Transit's implementation of its Micro Transit program, to the following:

- \$38,500 for a special study for a consultant to analyze data for the Congestion Management Process (CMP)
- \$20,000 for a special study regarding pedestrian safety on US-17 in Leland
- \$5,100 for a staff compensation study
- \$16,900 to management and operations

Ms. Hays made a motion to approve the Amendment #2 to the FY22 UPWP. Mr. Anderson seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Charlie Rivenbark and Eulis Willis. **Nays:** None. **Absent:** Mike Allen. **Excused:** Landon Zimmer.

b. **Opening of the 30-day public comment period for the FY 23 Unified Planning Work Program**

Mr. Kozlosky said that this is the opening of a 30-day public comment period required by the MPO's Public Participation Policy. He noted that the MPO's FY23 budget is required to be approved and submitted to the North Carolina Department of Transportation (NCDOT) by March 31st. The draft budget identifies the tasks anticipated to be completed in FY23 and funding for two special studies – completion of a bicycle and pedestrian plan for Pender County and funding to embark on the development of the MPO's 2050 Plan, which takes three years to produce. He added that this budget also focuses on compensation mirroring the City of Wilmington's FY23 budget focus. He noted that the MPO's FY23 budget includes a minimal increase for its member jurisdictions, which has been included in the agenda packet with this item.

Mr. Rivenbark made a motion to open the 30-day public comment period for the FY23 UPWP, seconded by Mr. Forte, and the motion carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Charlie Rivenbark and Eulis Willis. **Nays:** None. **Absent:** Mike Allen. **Excused:** Landon Zimmer.

10) Discussion

a. **2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #22-1**

Mr. Kozlosky stated that Administrative Modification #22-1 is for informational purposes only and will be brought back at the Board's next meeting for consideration.

b. **Direct Attributable Programs Prioritization Criteria**

MPO Transportation Planning Engineer Scott A. James said that this is a continuing conversation about the most recent responses to the call for submittals for the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding. He noted that the current practice for the Surface Transportation Block Grant-Direct Attributable (STBG-DA) projects is to issue a call, receive and score applications per the adopted methodology to rank projects using total of 83 possible points.

Mr. James said that the current potential point distribution is as follows:

- 16 points project purpose
- 11 points project readiness
- 26 points congestion and mobility (31%)
- 17 points accessibility
- 10 points safety
- 3 points sustainability

In response to an inquiry by Chairman Piepmeyer, Mr. James said that the detailed point breakdown was not available for discussion by the TCC. However, the Committee has been made aware of the preponderance of non-automotive submissions and the need to address this type of submittal in the methodology.

Mr. James pointed out that the most recent call for projects for CRRSAA funding provided an opportunity to include in the methodology a COVID hardship. He noted that six of the seven applications were for nonautomotive projects — shared-use paths, and pedestrian safety improvements, which resulted in only 66% of the congestion and mobility, and accessibility points being awarded. He added that the prior call with three applications for STBG-DA funds resulted in 40% of the congestion and mobility, and accessibility points being awarded. He explained that points are being left on the table and the scores are lower across the board.

Mr. James said that roadway capacity improvements are more expensive and tend not to be proposed. As a result, most of the projects are bicycle-, pedestrian-, or transit-oriented projects rather than capacity improvement projects. He noted that staff proposes to revise the methodology, to increase the point total from 83 to 100, add more metrics that would reflect a non-automotive project goal, and reallocate some of the points assigned to the congestion and mobility measure so that the rate of those measurements is fewer.

Discussion followed. Chairman Piepmeyer agreed with some of the proposed changes, especially increasing points for safety.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky clarified that the proposed changes are for the STBG-DA Program. He noted that the MPO receives about \$4 million for the Board to distribute through a competitive process. He added that given the amount of funding available, the MPO is seeing more bicycle and pedestrian project submissions. However, the current criteria are more traffic engineering oriented.

In response to an inquiry by Chairman Piepmeyer, Mr. Kozlosky confirmed that the MPO has not received more projects than there is money.

Mr. Anderson inquired about the reason for changing the criteria. Mr. James explained that the projects could be ranked better with the appropriate criteria to differentiate the projects in the competitive process. Mr. Barbee pointed out that the intention is not to weigh bicycle and pedestrian projects over roadway projects, but to create a spread or granularity between the bicycle and pedestrian projects.

Mr. Anderson expressed a desire to improve the variety of projects submitted and asked about the cost of projects. Mr. Kozlosky estimated that a traffic light is \$250,000-\$300,000, the pedestrian signals are \$50,000, and paving the turn lane is \$500,000-\$1 million.

Ms. Hays inquired if this is a marketing dilemma. Mr. Kozlosky responded that the MPO is not receiving enough applications. Chairman Piepmeyer commented that it's necessary to educate the applicants. Mr. Ellen pointed out that if there are big numbers in congestion, accessibility, and safety lead to bicycle and pedestrian improvements. Mr. Anderson expressed doubts as to the impact of a turn lane on congestion.

Discussion touched on the lack of surface transportation projects. Mr. Ellen pointed out that Kure Beach won a CRRSAA grant this year to re-engineer an intersection. Mr. Kozlosky said that one challenge might be the required local match, which the CRRSAA awards did not require.

Chairman Piepmeyer commented that that training is necessary and expressed a desire to reallocate points to safety. Mr. Kozlosky said that in the past, the MPO has offered training for members, which was discontinued due to staffing challenges a few years ago. He noted that staff is currently discussing restoring the training program, which can include a marketing component. He added that staff will bring back recommendations for revisions to the ranking criteria for the Board's consideration.

Chairman Piepmeyer commended Mr. James on his presentation. The Chairman recapped that the points should be increased to a total of 100, and safety should have two measures. Mr. James suggested that an evaluation methodology could be included that might encourage capacity improvements. However, he cautioned, if local jurisdictions do not have the required 20% match, they might be parsed out of capacity improvement proposals (additional travel lanes, road widenings, right of way acquisitions) and only submit more affordable proposals.

Discussion continued regarding safety and capacity, and whether bicycle and pedestrian improvements offset congestion. Mr. Miller pointed out that there has been an increase in bike traffic to Wrightsville Beach, especially since the COVID pandemic. Mr. Ellen requested a package of information to share with his Board of Commissioners in addition to the training component.

Mr. Rivenbark pointed out that the increased competition for right of way increases the cost of improvements and expressed concerns regarding the safety of on-road bike lanes.

Mr. Barbee commented that more applications will help define the criteria.

In response to an inquiry by Ms. Hays, Mr. Kozlosky summarized that there is interest in improving training, and to market the program. Chairman Piepmeyer requested making use of the additional 17 points and reviewing the criteria under each category to increase the total number of safety points.

Mr. Kozlosky said that with the consensus of the Board, staff will bring back a 100-point scoring system that addresses the criteria for the Board's consideration.

Mr. James inquired about staff's recommendation regarding more nuanced criteria for addressing non-automotive projects. Chairman Piepmeyer requested that staff propose changes to the criteria to increase the point spread between the projects submitted.

Mr. Barbee clarified that the criteria should not favor any project type.

Mr. Ellen concurred with Chairman Piepmeyer about increasing safety points and suggested doubling or tripling the total points to 20 or 30 based on personal experience. He pointed out that some of the other categories naturally will have a positive impact on safety as well.

c. **Bike Share in Wilmington Region**

Chairman Piepmeyer pointed out that a bike share contract was awarded several years ago and was terminated due to the vendor's lack of follow through. He noted that this item is to determine interest in continuing the program.

In response to an inquiry by Mr. Ellen, Mr. Rivenbark said that numerous vendors have approached the City of Wilmington in the past including the same vendor who provided bike share to UNCW.

MPO Transportation Demand Management (TDM) Coordinator Nick Cannon gave a brief update on bike share in the Wilmington region. He defined bike share as a micro-mobility program where bikes are made available for short-term, individuals use, usually for a couple of hours or a few minutes. He noted that these bikes are made available in designated areas and can be taken from one area to another. He gave a timeline of bike share in the region as follows:

- Request for Proposals (RFP) released in 2017
- Submissions reviewed by a steering committee that provided a recommendation in 2018
- City of Wilmington entered into an agreement with Zagster for a no-cost program to implement 100 bicycles across 25 stations in 2019
- Termination of the contract due to Zagster's inability to secure a title sponsor in January 2020
- RFP reissued and reviewed in February 2020
- Program stalled due to the shutdown of vendors during the COVID-19 pandemic in March 2020

Mr. Cannon said that vendors are reaching out with new programs and the Board can now pursue a bike share program, which is included in the TDM Short Range Plan and the Cape Fear Moving Forward 2045 Plan.

In response to an inquiry by Mr. Anderson, Mr. Cannon stated that nothing has changed that might deter the Board from pursuing the program. However, micro-mobility is a constantly changing market that is difficult to predict. He noted that title sponsorship for a no-cost programs to municipalities has become rarer, which may make it necessary to identify funding sources.

Discussion ensued. Chairman Piepmeyer expressed concerns regarding bikes being left everywhere randomly and requested more information.

Mr. Anderson made a motion to issue the RPF with two options, with and without stations, and, if a sponsored program is pitched, that the sponsor be identified prior to the execution of the contract. Ms. Hays seconded the motion and it carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, Hank Miller, David Piepmeyer, Charlie Rivenbark and Eulis Willis. **Nays:** None. **Absent:** Mike Allen and Jonathan Barfield. **Excused:** Landon Zimmer.

Mr. Ellen requested that language be included in the RFP regarding indemnification and insurance coverage, and that the attorney review the contract to prevent liability.

d. **South 3rd Street Update**

Mr. Kozlosky reminded the MPO Board that at its October meeting, Mr. McGarry expressed concerns about South 3rd Street, and that the Board requested an update at its January meeting.

NCDOT Division 3 Traffic Engineer Jessi Leonard gave an update on a section of South 3rd Street between Market Street and Castle Street, specifically the intersections of Dock Street, Orange Street, Ann Street, Nun Street and Church Street. For the Dock Street intersection, she noted that NCDOT

recently awarded a project for a pedestrian upgrade to include curb bump outs to reduce pedestrian crossing distance and a median to provide a crossing refuge. She added that the contract is for work to begin at any time and the completion date is September 2022.

Ms. Leonard said that NCDOT performed a signal analysis at four other intersections of interest, which included turning vehicles, pedestrian counts, and a five-year crash analysis. Based on the findings of traffic volumes, the warrants were not met for signalization. However, based on the pedestrian usage and crash patterns, she noted that NCDOT can endorse traffic signals at Orange Street and Ann Street. She added that although no designated funding source exists for the new signal installation, estimates are planned for completion in March for submittal by the regional traffic unit for safety funding that competes statewide.

In response to an inquiry by Mr. Rivenbark, Ms. Leonard confirmed that stop lights are proposed for Orange Street and Ann Street, which currently has a flashing beacon, and that the other intersections did not qualify. She noted that the median will remain, since removing it will not increase safety.

Ms. Leonard said that the speed limit on South 3rd Street was also expressed as a concern. The City of Wilmington completed a two-week study in June of 2020 around the time that the concern was submitted. The data collected showed that the average speed was 35 mph and the 85th percentile speed was 40 mph. Based on this information and feedback from the city, NCDOT is not pursuing a speed limit reduction at this time. However, the City of Wilmington has this stretch of South 3rd Street in its queue for installing temporary speed radar signs and will collect data before the installation to further evaluate the effectiveness of a permanent installation.

Ms. Leonard said that the amount of truck traffic on US-17 Business or South 3rd Street is another concern. While there is a no-through-truck ordinance in place for this section of 3rd Street, if any truck has deliveries or destinations in this area, they would be exempt from the restrictions. To bring more attention to the ordinance and help address the concerns, NCDOT has worked with its Signing and Delineation Unit to develop a signing plan that overhead structures could support. She noted that there is no funding but the rough estimate of \$40,000. NCDOT is also checking the ground mounted signs for truck restrictions.

Ms. Hays inquired about a staged approach for installing one signal first and measuring the impact, since the two traffic signals would be close together. She commented that the Residents of Old Wilmington (ROW) have expressed a preference for a traffic signal at Ann Street to replace the current pedestrian crossing signal, which is largely ignored by motorists.

Ms. Leonard said NCDOT intends to submit both projects/estimates for safety funding. She noted that Orange Street currently had 26 crashes, while Ann Street had 9 crashes, and traffic signals at these locations will be tied into the city's signal system for timing. She added that Ann Street would have a two-phase signal that would reduce the time of the stop.

Mr. Kimes pointed out that NCDOT is working with the city, and its main purpose is to generate the estimates and identify funding. He noted that NCDOT can provide city engineers with a recommendation to determine one signal versus two signals and how it will operate.

Ms. Hays expressed concerns regarding supply chain issues and the many merchants and restaurants in the area. She inquired if this would impact business. Mr. Rivenbark responded that there are parking zones for deliveries in the morning, and an effort has been made for trucks to depart by 11:00 a.m. He added that the drivers are well informed and part of the solution.

Ms. Leonard said that trucks with deliveries and destinations in the area are aware that they do not have to abide by the restrictions of the ordinance.

**11) Updates**

- a. Wilmington Urban Area MPO
- b. Cape Fear Public Transportation Authority
- c. NCDOT Division
- d. NCDOT Transportation Planning Division

Mr. Kozlosky stated that updates are in the agenda packet.

Mr. Kimes announced that the \$185 million Hampstead Bypass was officially awarded two hours ago. He noted that a few weeks ago, NCDOT awarded \$217 million for NC-211, which is part of the area. He commented that all told, NCDOT has put a half a billion dollars in transportation in the area. He noted that the groundbreaking has yet to be scheduled and that everyone here will be invited. He estimated that 100 or more people can be accommodated at the groundbreaking planned on US-17 at the northern part of the interchange.

Chairman Piepmeyer clarified that \$185 million is the cost of the first five miles only of the Hampstead Bypass and does not including the 8 miles from NC-210 to I-140. He expressed appreciation to NCDOT and the MPO Board for helping the project acquire the visibility and phasing into existence. He commented that the bypass will have an immediate impact on US-17 from Hampstead to Topsail High School. As soon as it opens, he speculated that people will be able to bypass Hampstead to go to Burgaw, I-40, and anywhere west. He added that the bypass will alleviate the traffic from Topsail Beach and Jacksonville, which are forced to the NC-210 intersection, as well as students traveling to Topsail Elementary via the Hoover Road connection as part of the first five miles of the bypass, and Topsail High School.

**12) Announcements**

- a. Wilmington MPO Bike/Pedestrian Committee- February 8th
- b. NC State Ethics Forms Due- April 15th
- c. NC Association of MPOs 2022 Conference- April 20th -22nd

**13) Adjournment**

**Next MPO Board meeting – February 23, 2022**

Mr. Rivenbark made a motion to adjourn the meeting, seconded by Mr. Anderson, and the motion to adjourn carried unanimously by roll call as follows:

**Ayes:** Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Mike Forte, Deb Hays, David Piepmeyer and Charlie Rivenbark. **Nays:** None. **Absent:** Mike Allen, Jonathan Barfield, Hank Miller and Eulis Willis. **Excused:** Landon Zimmer.

The meeting adjourned at 5:03 p.m.

Respectfully submitted,

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

**THE ABOVE MINUTES ARE NOT A VERBATIM RECORD OF THE PROCEEDINGS.**  
**THE ENTIRE PROCEEDINGS ARE RECORDED DIGITALLY AS PART OF THIS RECORD.**