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*Create and execute continuing, cooperative and comprehensive regional long-range planning efforts that pro-actively drive transportation decisions to improve safety, connectivity, economic development and quality of life in the Wilmington region.*

**Wilmington Urban Area Metropolitan Planning Organization  
Board  
Meeting Agenda**

**TO:** Wilmington Urban Area MPO Board Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** February 15, 2023  
**SUBJECT:** February 20<sup>th</sup> meeting

A meeting of the Wilmington Urban Area MPO's Board will be held on Monday, February 20, 2023, at 3 pm. The meeting will be held in the 6th Floor Conference Room at 320 Chestnut Street downtown Wilmington. Members of the public, MPO Board Members and MPO Staff can attend the meeting in person and virtually through the Zoom platform. MPO Board member attendance will be subject to the adopted Remote Participation Policy. The meeting will be streamed live online so that simultaneous live audio, and video, if any, of the meeting is available at the following URL:  
<https://us06web.zoom.us/j/88938583977>

The public may also dial in and listen to the simultaneous live audio of the remote meeting at the following dial in number: (312) 626-6799 or (646) 558-8656. And when prompted, enter:  
Meeting ID: 889 3858 3977

Please join the meeting from your computer, tablet or smartphone.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Conflict of Interest Statement
- 3) Approval of Board Member Excused Absences
- 4) Approval of the Agenda
- 5) Public Comment Period

Persons wishing to submit a public comment to be shared during the MPO Board meeting may do so by 5 pm on February 19, 2023, by calling (910) 341-3258 to leave a message or by e-mailing comments to [wmpo@wilmingtonnc.gov](mailto:wmpo@wilmingtonnc.gov). The public voicemails will be played aloud, and the public comment e-mails will be read aloud by a staff member during the meeting. Per the adopted Public Participation Plan, public comments shall be limited to 3 minutes.

- 6) Presentations
  - a. Navassa Bicycle and Pedestrian Plan- Zachary Bugg, PE, Kittelson & Associates
- 7) Consent Agenda

**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

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- a. Approval of Board Meeting Minutes from December 28, 2022, January 25, 2023, and February 9, 2023 (pg 4-22)
  - b. Opening of the 30-day Public Comment Period for 2020-2029 STIP/MPO Amendment #23-1 (pg 23-26)
  - c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-1 (pg 27-28)
  - d. Resolution supporting the North Carolina State Ports Grant Authority's Application for the USDOT FY 23 Port Infrastructure Development Grant Program to fund a new North Gate at the Port of Wilmington (pg 29-30)
  - e. Resolution supporting Targets for Performance Measures Established By NCDOT (pg 31-53)
- 8) Regular Agenda
- a. Resolution adopting the 2023 Wilmington Urban Area Metropolitan Planning Organization Legislative Agenda (pg 54-58)
  - b. Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy (pg 59-64)
- 9) Discussion
- a. Military Cutoff Road/Eastwood Road interchange (pg 65-67)
  - b. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-2 (pg 68-71)
  - c. 2020 Urbanized Area (UA) Census Data- Organizational Boundaries, Structure, and Governance (pg 72-75)
- 10) Updates
- a. Wilmington Urban Area MPO (pg 76-84)
  - b. Cape Fear Public Transportation Authority (pg 85-86)
  - c. NCDOT Division (pg 87-90)
  - d. NCDOT Transportation Planning Division (pg 91-92)
- 11) Announcements
- a. NC State Ethics Forms Due- April 17, 2023
- 12) Next meeting – March 29, 2023

### **Attachments**

- MPO Board Special Meeting Minutes- December 28, 2022
- MPO Board Meeting Minutes- January 25, 2023
- MPO Board Special Meeting Minutes- February 9, 2023
- Proposed 2020-2029 STIP/MPO Amendment #23-1
- Proposed 2020-2029 STIP/MPO Administrative Modification #23-1
- Resolution approving 2020-2029 STIP/MPO Administrative Modification #23-1
- Resolution supporting the North Carolina State Ports Authority's Grant Application for the USDOT FY 23 Port Infrastructure Development Grant Program to fund a new North Gate at the Port of Wilmington
- NCDOT Transportation Performance Management (TPM) Targets for the 2022-2025 Performance Period
- Resolution supporting Targets for Performance Measures Established By NCDOT
- Electric Assisted Bicycle (E-bike) Statues and Policies Memorandum
- Draft 2023 Legislative Agenda
- Resolution adopting the 2023 Wilmington Urban Area Metropolitan Planning Organization Legislative Agenda
- Draft Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy
- NCGS § 136-200.2.
- Resolution adopting the Wilmington Urban Area Metropolitan Planning Organization's Conflict of Interest Policy
- Military Cutoff Road/Eastwood Road interchange Memorandum
- E-mail from NCDOT
- Proposed 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-2
- 2020 Urbanized Area (UZA) Census Data Memorandum
- 2020 Urbanized Area (UZA) Census Data Maps
- Wilmington Urban Area MPO Update (February)

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- Cape Fear Public Transportation Authority Update (February)
  - NCDOT Division Project Update (February)
  - NCDOT Transportation Planning Division Project Update (February)



**WILMINGTON URBAN AREA**  
METROPOLITAN PLANNING ORGANIZATION

**MPO Board Special Meeting Minutes**  
**6<sup>th</sup> Floor Training Conference Room, 320 Chestnut Street, Wilmington, N.C.**  
**Wednesday, December 28, 2022**

**Members Present (in-person)**

Chuck Bost, Town of Belville  
Neil Anderson, City of Wilmington  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
Deb Hays, Cape Fear Public Transportation Authority  
Hank Miller, Vice Chair, Town of Wrightsville Beach  
Jackie Newton, Pender County  
Luke Waddell, City of Wilmington  
Eulis Willis, Town of Navassa

**Others Present (in-person)**

Adrienne Cox, NCDOT  
Chad Kimes, NCDOT  
Mike Kozlosky, WMPO  
Abby Lorenzo, WMPO  
Tracy Manning, WMPO

**Others Present (remotely)**

Matt Nichols

**Members Present (remotely)**

Jonathan Barfield, Jr., New Hanover County  
Mike Forte, Brunswick County

**1. Call to Order**

Vice Chairman Hank Miller called the meeting to order at 2:02 p.m.

Based on the MPO Board's adopted Remote Participation Policy, Mr. Kozlosky called the roll, and a quorum was present as follows:

**Present:** Chuck Bost, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, Hank Miller, Jackie Newton, Luke Waddell, Mike Forte and Eulis Willis. **Absent:** John Ellen, Deb Hays and Landon Zimmer.

**2. Closed Session**

Vice-Chair Miller asked for a motion to hold a closed session pursuant to the N.C.G.S. Section 143-318.11(a)(3) to consult with the MPO Board's Attorney regarding matters within the attorney-client privilege.

Mr. Waddell made a motion to enter a closed session, seconded by Ms. Bozeman and the motion carried unanimously by roll call as follows:

**Ayes:** Chuck Bost, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, Hank Miller, Jackie Newton, Luke Waddell, Mike Forte and Eulis Willis. **Absent:** John Ellen, Deb Hays and Landon Zimmer.

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Ms. Hays made a motion to return to open session, seconded by Mr. Anderson and the motion carried unanimously by roll call as follows:

**Ayes:** Chuck Bost, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, Deb Hays, Hank Miller, Jackie Newton, Luke Waddell, Mike Forte and Eulis Willis. **Absent:** John Ellen and Landon Zimmer.

Vice-Chairman Miller said that no action was taken by the MPO Board.

**3. Adjournment**

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

**Ayes:** Chuck Bost, Neil Anderson, Lynn Barbee, Jonathan Barfield, Brenda Bozeman, Deb Hays, Hank Miller, Jackie Newton, Luke Waddell, Mike Forte and Eulis Willis. **Absent:** John Ellen and Landon Zimmer.

The meeting adjourned at 2:29 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.**



**MPO Board Meeting Minutes**  
**Wednesday, January 25<sup>th</sup>, 2023**

6th Floor Training Conference Room, 320 Chestnut Street, Wilmington, North Carolina

**Members Present in Person**

Mike Allen, Town of Belville  
Neil Anderson, City of Wilmington  
Lynn Barbee, Town of Carolina Beach  
Brenda Bozeman, Town of Leland  
John Ellen, Town of Kure Beach  
Hank Miller, Town of Wrightsville Beach  
Luke Waddell, City of Wilmington  
Mike Forte, Brunswick County  
Eulis Willis, Town of Navassa  
Landon Zimmer, NC Board of Transportation

**Others Present In-person**

Scott James, WMPO  
Jamar Johnson, WMPO  
Chad Kimes, NCDOT  
Mike Kozlosky, WMPO  
Abby Lorenzo, WMPO  
Caitlin Marks, NCDOT

**Others Present Remotely**

Ryan Brumfield, NCDOT

**Members Present Remotely**

Deb Hays, Cape Fear Public Transportation Authority

**1) Call to Order**

Vice Chairman Hank Miller called the meeting to order at 3:00 PM.

Based on the MPO Board's adopted Remote Participation Policy, Mr. Kozlosky called the roll, and a quorum was present as follows:

**Present:** Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Absent:** Johnathan Barfield and Wendy Fletcher-Hardee.

**2) Conflict of Interest Statement**

Vice Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest. No one indicated that they had a conflict.

Mr. Zimmer asked to be recused from discussion on Item 10f. Ms. Bozeman made a motion to recuse Mr. Zimmer, seconded by Mr. Waddell and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Johnathan Barfield and Wendy Fletcher-Hardee.

**3) Approval of Board Member Excused Absences**

Mr. Kozlosky said that Ms. Fletcher-Hardee of Pender County has requested to be excused for health reasons. Mr. Forte made a motion to excuse Ms. Fletcher-Hardee, seconded by Mr. Waddell and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Johnathan Barfield. **Excused:** Wendy Fletcher-Hardee.

There was a brief discussion about the need for a roll call. Mr. Kozlosky said that Attorney Matt Nichols has advised that a roll call is necessary with remote participants.

**4) Approval of the Agenda**

Mr. Kozlosky asked that an item be added for discussion, Item 10i, the Board's February 22<sup>nd</sup> meeting. He noted that several Board members have a conflict with that date and this item would be to discuss rescheduling that date.

Mr. Forte made a motion to approve the agenda as amended, seconded by Mr. Anderson and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Johnathan Barfield. **Excused:** Wendy Fletcher-Hardee.

**5) Election of Officers**

Mr. Kozlosky opened the floor for nominations for the chair. Ms. Hays nominated Hank Miller for chair, seconded by Mr. Forte. There being no other nominations, Ms. Bozeman made a motion to close the nominations, seconded by Ms. Hays, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Wendy Fletcher-Hardee.

A vote to elect Mr. Miller as chair carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Wendy Fletcher-Hardee.

Chairman Miller expressed appreciation and opened the floor for nominations for vice chair. Ms. Bozeman nominated Ms. Hays for vice chair, seconded by Mr. Forte. There being no further nominations for vice chair, Mr. Forte made a motion to close the nominations, seconded by Mr. Allen seconded, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Wendy Fletcher-Hardee.

A vote to elect Ms. Hays as vice chair carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None. **Excused:** Wendy Fletcher-Hardee.

Vice Chair Hays expressed appreciation and noted that she was attending remotely due to a scheduling conflict.

**6) Public Comment Period**

Mr. Kozlosky said that no one from the public signed up to speak.

Mr. Anderson said he received a letter from outside his jurisdiction expressing concern regarding the lack of lighting at the intersections of I-140 and NC-421, and NC-421 and the Isabel Holmes Bridge. Mr. Kozlosky responded that he would follow up.

## 7) Presentations

### a. NCDOT Integrated Mobility Division Update- Ryan Brumfield, NCDOT

Ryan Brumfield, NCDOT, gave a presentation on NCDOT's Integrated Mobility Division (IMD). He noted that NCDOT's Public Transportation, and Bicycle and Pedestrian Divisions, merged in 2019 to become one division to increase access, particularly for disadvantaged populations; to enhance quality of life by providing multi-modal choices; and to ensure safety, regardless of transportation mode.

Mr. Brumfield said that challenges for IMD include population changes with a goal to create more high-quality transit services for people to age in place and to increase safety. He noted that population aged 65 and older is expected to increase by 52% by 2040 and those aged 85 and older to increase by 116% by 2040. Other challenges include the increase in fatalities (one fatality per 10 pedestrian crashes), and in vehicle deficiency. He added that a Transportation Deficient Index (TDI) tool was released in August and that more than one million people in the state are transportation deficient. Indicators for potential disadvantage include age (youth or elderly), low income, racial minorities, zero car households, and disabled populations.

Mr. Brumfield said that IMD receives money from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA) and the state. He gave an overview of programs to address the challenges and noted that IMD has four branches: Planning and Programming, Finance and Administration, Compliance, and Innovations and Data.

Mr. Brumfield said that North Carolina has the second highest rural population in the country and is unique in that all 100 counties have public transportation with 99 transit agencies. Thus, North Carolina is top five regularly in rural public transportation ridership with more than 70,000 passengers per year and 10,000 jobs in the public transportation sector.

Mr. Brumfield said that public transit funding totals approximately \$500 million each year (Fiscal Year 2019) and more since the bipartisan Infrastructure Bill, about half of which is local funding, compared to highway funding that is largely federal and state. He noted that IMD administers some federal funds, and state funds, which help leverage federal funds that require a match. He added that IMD also administers an intercity bus program, including some Greyhound bus routes, the more popular of which not requiring a subsidy helping to subsidize others across the state.

Mr. Brumfield said that the Multi-Modal Grant Program, formerly the Bicycle and Pedestrian Program, has completed more than 200 plans in the last 15 years. The call for the next round of funding will be announced in the next few weeks. He noted that IMD selects projects and consultants and administers the grant working closely with locals to develop plans, which are practical in that they recommend projects. Often, the plans are used as leverage for project development, to get them into the State Transportation Improvements (STI) and other funding mechanisms.

Mr. Brumfield said that included in this round of the Planning Grant Program are micro-transit feasibility studies and access to transit studies, which create a pipeline of projects. He added that IMD was awarded \$2 million last year by the General Assembly for paved trails feasibility studies and then received funding through the State Planning and Research Program for sidewalk



feasibility studies. Sixty applications were received for \$5 million for the application that closed January 9<sup>th</sup>, which shows that interest across the state is greater than the available funding.

Mr. Brumfield said that other initiatives include the Safe Routes to School Program, for non-profits or local government agencies to educate the public and students about biking and walking safety (application period open through February 9<sup>th</sup>), and the Bicycle Helmet initiative, a popular bike helmet giveaway and educational campaign (application open through February 3<sup>rd</sup>).

Mr. Brumfield said that IMD was awarded 10 USDOT grants in the last three years including three Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants in the last two cycles. The most recent award of \$10.4 million was for micro-transit in 11 rural communities in the state, including Wave Transit.

Mr. Brumfield said that micro-transit is like Uber or Lyft, but different in that it is subsidized for public transit, especially in areas with limited ride-share services and for individuals who may not be able to afford those services. He noted that traditional paratransit or dial-for-ride services require scheduling multiple days in advance. Whereas, micro-transit can be scheduled on short notice or on-demand, which works well for disadvantaged populations.

Mr. Brumfield noted micro-transit has been successful in limited deployments across the state. The most successful implementation was in Wilson, where micro-transit replaced fixed-route transit, and trips increased from 1,400 fixed-route trips per week to 4,000 micro-transit trips per week. A similar service in Wilmington, called Ride Micro, serves 125,000 people with five vehicles, provides service to four zones for a flat fare of \$2. He noted that ridership and recognition have steadily increased. He added that the grant received before the holidays will allow IMD to work with Wave Transit to expand service area and service times.

In early stages, Mobilities as a Service (MaaS) is a complex data project for a single phone application to schedule and pay for trips across modes and jurisdictions. Mr. Brumfield said that the long-term goal is for those without a car to reach destinations seamlessly in an equal amount of time, convenience, and cost as those who do have a car.

Mr. Brumfield said that IMD is also working on autonomous shuttle deployments. He noted that the CASSI shuttle was deployed in 2021, and an announcement regarding additional deployments is expected to be made in the next few weeks. IMD's role is to ensure that shared autonomous vehicle technology is advancing in the same manner and as rapidly as single-occupant autonomous vehicles, and that shared mobility is front and center in the discussion.

Mr. Brumfield said that IMD leads the Complete Streets effort for NCDOT. He noted that Complete Streets is the idea of designing roadways to accommodate all road users safely, which helps reduce bicycle and pedestrian crashes and fatalities, improve access and mobility for those with limited vehicle availability, enhance quality of life, and, ultimately, ensure a system that works for everyone. He added that IMD has a five-step process by which projects pass to identify bicycle and pedestrian needs when they are being designed by working closely with the Division Engineers. Just this last year, IMD reviewed more than 460 projects in the state, a great partnership with the Division and offices in the field to review projects to ensure all road users are being accommodated.

Mr. Brumfield shared contact information for Brian Lopez, manager for the region planning team, who is Lead Planner for the Coastal Plains Region and contacts for the rest of the Division.

Mr. Kozlosky said the presentation would be forwarded to members. Additionally, he reminded the Board that on its agenda are several items from the presentation including resolutions supporting feasibility studies for the Downtown Trail Phase 2 and 3; the Gullah Geechee Heritage Corridor; and the Island Greenway in Kure Beach as well an application for bicycle helmets.

**b. 525 North 4th Street Building Renovation- Jamar Johnson, WMPO**

MPO Engineering Associate Jamar Johnson gave an update on 525 North 4<sup>th</sup> Street, the future home of the WMPO. He gave a brief history of the 129-year-old building, and an overview of the contract, highlights of the renovation from the last six months, interesting discoveries, and milestones. He noted that the building was originally constructed in 1894 as the Thomas & Co. Grocery Store and was expanded with a back addition in the 1920s. In 1990s, the building was sold and became a furniture store. In the 2000s when the building was last occupied, it was a hair salon on one side and an office space on the other. In 1899, five years after its construction, the building was hit by a hurricane and has withstood 15 hurricanes since.

Mr. Johnson said that of the two bids received for the building renovation, Paragon Building Corporation was the lowest responsible bidder. He noted that the contract was executed May 17, 2022, and a pre-construction meeting was held two days later. He added that HDR is serving as both the contract administrators and the design team, and construction began August 1, 2022.

Mr. Johnson noted that during Hurricane Florence, the north wall parapet was lost. He displayed month-by-month photos of the renovations. Starting in August the exterior had faded paint with exposed brick and missing parge, and the interior had exposed insulation and boards in the ceiling, the brick was grimy, the floor was unstable and cluttered with debris, and black mold and asbestos needed to be abated. It was necessary to open the bricked-up windows to let the building breathe and remove the debris. In September, utility and building permits were issued from Cape Fear Public Utility Authority (CFPUA) and New Hanover County.

Mr. Johnson said that demolition proceeded with the removal of the parge and surface paint, and flooring of the first floor, the front portion of which was wood floorboard, and the rear was concrete. In October, demolition was paused due to damage to the exterior walls by cleaning methods, with a loss of mortar and pieces of brick that opened a discussion about brick stabilization. Interior prep work continued for utilities including electrical conduits, and water and sewer piping.

In November, Mr. Johnson said that a connection was made to the water main on North 4th Street. Due to a conflict with the water line, an alternative sewer connection was sought, and a permit was obtained to close a portion of Campbell Street between the Wave Transit parking lot driveway and the intersection with North 4th Street.

In December, Mr. Johnson said that the subgrade was prepared for a concrete slab foundation. Since no vibratory devices could be used due to the need for building stabilization, only water and an extended time were used to achieve the necessary 98% compaction. Alternate routes for the sewer line continued to be explored. Since no active sewer line was found on Campbell Street, and the only active line was between the Wave Transit driveway and North 3rd Street, discussions continued with CFPUA. He noted that this month, rebar was installed for the foundation, concrete was poured last Friday morning for the rear portion. The front 14 feet have yet to be installed.

Mr. Johnson said that interesting finds include masonry of mismatched sizes and colors of bricks, mortar joints varying in thickness from 1/8 inch to 2 inches (some of which have lost strength over

time) and differences in brickwork of the original structure compared to the addition installed 40 years later. Also, an extra wythe of brick was discovered on one wall. Fortunately, historic brick was identified nearby on Davis Street that matches the existing brick. He added that an extensive fire in the addition was discovered to have occurred sometime during the 20th Century, based on bottles found with a particular pattern produced only by fire.

Mr. Johnson said that once the slab foundation is completed and has cured, structural steel will be installed, and masonry repairs will be made to all four facades, some of which were known, others were discovered during the demolition process. The timeline includes the rough framing and layout of the second floor, roof and walls, and installation of the interior and exterior staircases, with wood being repurposed for the interior stairs to preserve some of the building's history. Additionally, new windows, which have a lengthy lead time, will be installed. He anticipated building completion by late summer or early fall with occupancy expected by September 5th.

In response to an inquiry by Mr. Barfield, Mr. Johnson said that no remains were found. Mr. Barfield noted that remains were found onsite at 320 Chestnut Street and noted by a plaque on the current building.

In response to an inquiry by Mr. Anderson, Mr. Johnson said there have been 10 change orders, one at no cost. He noted that change orders do not always mean a change in cost but indicate a change in plan discovered once in the field.

In response to an inquiry by Mr. Zimmer, Mr. Johnson estimated the total current cost at \$3.2 million.

Chairman Miller expressed appreciation to Mr. Johnson for the presentation.

Regarding a question asked earlier by Mr. Zimmer regarding roll call, Chairman Miller said that Attorney Nichols has advised that rules are different for the MPO.

Chairman Miller requested to be recused from Military Cutoff/Eastwood Road discussion to avoid the appearance of a conflict of interest.

Vice Chair Hays said that her home is in a neighborhood near the intersection, although not directly adjacent. She commented that her understanding is that she has no conflict of interest in the absence of financial gain. Chairman Miller asked her to consult with the MPO Attorney about any potential conflict.

Mr. Waddell made a motion to recuse Chairman Miller from the Military Cutoff/Eastwood Road discussion item. Ms. Bozeman seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.  
**Excused:** Wendy Fletcher-Hardee.

## 8) Consent Agenda

- a. Approval of Board Meeting Minutes from November 30, 2022
- b. Resolution approving 2020-2029 STIP/MPO Amendment #22-7
- c. Resolution approving 2020-2029 STIP/MPO Administrative Modification #22-11

- d. Resolution supporting the establishment of a Citizen Advisory Committee and 2050 Metropolitan Transportation Plan Committee to assist with the 2050 Metropolitan Transportation Plan
- e. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for Phases 2 and 3 of the Future Downtown Trail in the City of Wilmington
- f. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for Gullah Geechee Heritage Corridor in the MPO's planning area boundary
- g. Resolution supporting the East Coast Greenway's application to the North Carolina Department of Transportation's Paved Trails and Sidewalks Feasibility Study Grant Program to complete a Feasibility Study for future Pleasure Island Greenway in the Town of Kure Beach and Fort Fisher
- h. Resolution supporting the Wilmington Urban Area Metropolitan Planning Organization's application for the North Carolina Department of Transportation's Bicycle Helmet Initiative

Mr. Barfield made a motion to approve the Consent Agenda as presented. Mr. Ellen seconded the motion, and it carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.  
**Excused:** Wendy Fletcher-Hardee.

**9) Regular Agenda**

- a. Opening of the 30-day Public Comment Period for the 2023-2024 Unified Planning Work Program

Mr. Kozlosky said that the Unified Planning Work Program (UPWP) is the MPO's budget that must be adopted on an annual basis. The UPWP requires a 30-day public comment period, and adoption no later than March 31st to be submitted to NCDOT and incorporated into its budget.

Mr. Kozlosky gave some background on the recommended budget. He noted that five funding sources and the local match go into funding the organization. The funding sources include Section 104F PL funds, Safe and Accessible Transportation Options funding, a set-aside for the MPO, Surface Transportation Block Grant funds, Section 5303 transit funds, and, for this budget, application for the Safe Streets for All (SS4A) grant (a program included in Infrastructure Bill). The Safe and Accessible Transportation Options is a set-aside of at least 2.5% of PL funds and is listed under the bicycle and pedestrian element of the long-range transportation plan. These are provided by separate allocation and must be shown separately in the UPWP.

Mr. Kozlosky gave some highlights of the recommended budget. He noted that the compensation line includes a 10% across the board merit or market adjustment for employees. Since MPO employees are city employees, the merit or market adjustment will be consistent with the city's approved budget, which is currently unknown. Also included is the reclassification of the MPO Deputy Director position, and Associate Planner position to Senior Planner position, which will establish a ladder of progression within organization. Additionally, increased funds are included for the administrative specialist position since last year's budget included the position for full year at the minimum, and an increase will allow for a transition of the incumbent in this position.

Mr. Kozlosky said that for operations, last year's budget included a half-year for the building operations with an original estimate occupancy in January of this year. Occupancy in August or September of this year anticipates a full year of operations in the new MPO office space. Also, early work on the budget in September identified an 8.2% year over increase for inflation of non-salaried items (travel, training, supplies, etc.).

Mr. Kozlosky said that the proposed budget also includes several special studies. Funds have been requested for a third-party to provide recommendations related to organizational structure, boundary, and the governance. Also, included are funds for grant identification and assistance with the various grant opportunities offered through the Infrastructure Bill and the Inflation Reduction Act. This would help to better position the organization to receive those funds.

The next special study is the Metropolitan Transportation Plan (MTP) required to be updated every five years. Although the vast majority of the MTP is handled in-house, the financial aspect is outsourced since the plan is required to be fiscally constrained. For a financial consultant to develop the financial element, \$70,000 is proposed.

Mr. Kozlosky said that the Safe Streets for All (SS4A) grant application is expected be due in September, so funds are recommended to be included in the budget to apply for this new program created as part of the Infrastructure Bill. The grant provides \$5 billion over the life of the program, and funds can be used for planning and implementation. However, to use the funds for implementation, a Community Safety Action Plan must be completed first, which is estimated to cost \$500,000. Although NCDOT is ineligible for the funds, the Department has committed a contribution of \$50,000 or 10% of the match. The Board is asked to consider allocating the remaining 10% for the effort. He added that the development of the plan would make the MPO's municipalities and counties eligible to apply for implementation funds. This is an opportunity to enhance safety of the region, which the Board has identified in its strategic plan.

Another part of this budget is the Section 5303 funds. Last year, the state had about \$3.5 million in additional funds that it disbursed to the MPOs. The MPO was strategic in the use of the funds and the Board appropriated a portion of the funds in Fiscal Year 2023 and held another portion in reserve for Fiscal Year 2024. Staff proposes to allocate those funds in Fiscal Year 2024. A portion of the Section 5303 funds will be applied to the Cape Fear Public Transportation Authority for their transit planning activities, which will be done once the Board and city adopts their budgets.

Mr. Kozlosky said that with member contributions, the MPO has a \$2.15 million budget with the proposed contributions based on the draft UPWP presented today. He reiterated that it requires a 30-day public comment period and consideration at the Board's March meeting.

Mr. Anderson asked about the inflation and compensation figures. Mr. Kozlosky said that the inflation rate has decreased to 6.2%. However, gasoline increased 18 cents over the last week. He proposed to hold the inflation rate. He added that the 10% compensation increase is a place holder.

In response to an inquiry by Mr. Waddell, Mr. Kozlosky confirmed that the compensation increase would match the city's compensation rate.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky said that the total budget of \$2.15 million includes funds to apply for the SS4A grant. However, there is no guarantee that it will be awarded.

Ms. Bozeman made a motion to approve the opening of the 30-day public comment period for the UPWP, seconded by Mr. Barfield, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.

**Excused:** Wendy Fletcher-Hardee.

**b. Resolution amending the Wilmington Urban Area Metropolitan Planning Organization's Public Participation Policy and Rules of Procedure**

Mr. Kozlosky said that this item is an amendment to Board's Rules of Procedure and Public Participation Policy. He commented that these are minor changes. He noted that current Rules of Procedure and Public Participation Policy indicate advertising in *Star News* and *Wilmington Journal*. Due to some difficulties in contacting the *Star News*, staff proposes to remove it from the Public Participation Policy and the Rules of Procedure. He added that the *Wilmington Journal* is no longer in business and is proposed for removal as well. He said this would change the notice requirements.

Mr. Barfield said that the *Wilmington Journal* is still in business and that New Hanover County is receiving the publication every week. He noted however that they are having some office challenges.

Mr. Kozlosky said that staff was under the impression that the *Wilmington Journal* was out of business due to difficulty contacting them. He proposed to remove the publications from the procedure and policy and advertise per federal requirements and the state's open meeting laws.

In response to an inquiry by Mr. Waddell, Mr. Kozlosky said that the meeting notices are posted at the City Clerk's offices. Mr. Anderson expressed an interest in posting meeting notices on the city's and the county's TV stations and to Port City Daily. Mr. Kozlosky said that staff can investigate it. Mr. Barfield pointed out that posting to the city's and county's websites are other options. Mr. Kozlosky said that the meetings are posted to the MPO's website, however staff can investigate additional ways to get the word out. Chairman Miller and Mr. Waddell pointed out that adhering to the requirements and documenting the minimum do not exclude additional efforts.

Mr. Barfield made a motion to amend the MPO Rules of Procedure, seconded by Mr. Ellen and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.

**Excused:** Wendy Fletcher-Hardee.

Mr. Kozlosky clarified that this amendment has nothing to do with the Board's Remote Participation Policy, which limits remote participation to two times with some flexibility. He said he would distribute the remote policy to members.

**10) Discussion**

**a. 2020-2029 STIP/MPO Transportation Improvement Program Administrative Modifications #23-1**

Mr. Kozlosky said this item is for information purposes only and will be brought back for consideration at the Board's next meeting.

b. **2022-2026 MPO Strategic Plan 2023 Work Program**

Mr. Kozlosky reminded the Board that in April staff presented the focus areas, action steps and a timeline for the last year for the adopted strategic plan. This is the strategic plan for the upcoming calendar year includes the following:

**Improve Safety:** continue to track safety performance measures and post to the dashboard on the MPO's website. Continue to work with NCDOT to implement the Traffic Separation Study. In addition, the MPO will begin the six-month Be A Looker Campaign to support safety in the area. Also, the MPO will apply for the Safe Streets for All grant and will continue to provide resources for Cape Fear Public Transportation Authority for bus shelter amenities and improved locations throughout the community.

**Multi-modal:** The MPO anticipates completing the Multi-modal Center, as presented today and will provide frequent progress updates to the Board. Also, staff anticipates completion of the Bicycle and Pedestrian Plan for the MPO region in Pender County, and the MPO will support the "Year of the Trail."

**Regional Focus:** MPO staff will present the annual report to each of the jurisdictions to help educate communities about the MPO.

**Economic Development:** Continue to work with partners: WDI, NC Ports, NCDOT to enhance economic development as well as to support the State Ports in their priorities for the region (the north gate, South Front Street realignment, replacement of the Cape Fear Memorial Bridge, etc.)

**Organizational and Operational Effectiveness:** Adopting a 2023 Legislative Agenda, and updating the MPO's website

Chairman Miller reminded the Board about the State Ports Tour in March.

c. **2023 Draft Legislative Agenda**

Mr. Kozlosky said that the draft Legislative Agenda includes transportation funding; the Cape Fear Memorial Bridge replacement (a pared down project list considering the limited ability to accelerate schedules in the 2024-2033 STIP combined with the Board's desire to focus on the bridge replacement); opposition to the transfer of road maintenance to counties; limitations on the liabilities or improvements to schools; and language related to mopeds and scooters.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky said that periodically there is discussion about transferring road maintenance from the state to the counties. He noted that it is a priority of the Association of County Legislators to oppose any maintenance for the secondary roads in the unincorporated areas to the counties.

Mr. Waddell asked who executes the legislative agenda. Mr. Kozlosky responded that he is responsible but works collaboratively with the city and the county legislative staff. This is the Board's Legislative Agenda and focus, which may differ from other entities.

Mr. Barfield said that the Cape Fear Memorial Bridge is on New Hanover County's legislative agenda. Regarding the shifting of responsibilities, New Hanover County is one of seven states out of 50 where counties don't do roads. According to former State Senator Tom Tillis, the shifting would require the counties to ramp up with equipment and personnel, which would require a tax

increase. Regarding moped legislation, he commented that his goal is to count mopeds like bicycles in a bike lane or off to the side of the road.

Mr. Barbee said that Carolina Beach is asking for more control over electric bikes, which are becoming very popular. He noted that e-bikes are considered bicycles by the state, but the public disagrees. Mr. Kozlosky said that scooters and e-bike treated separately in legislation.

Mr. Anderson asked about legislation on the speed on bike trails. Mr. Kozlosky responded that staff would research it. He noted that staff prepared a model e-bike ordinance via the Bicycle and Pedestrian Advisory Committee that was adopted by the MPO Board.

Mr. Anderson asked about the potential high-speed bicycles and how it compares to e-bikes. Mr. Barbee commented that an athletic bicyclist at full speed might reach 20 mph. Mr. Ellen estimated a flat average of 17 to 18 mph on the road. Mr. Zimmer speculated that someone getting exercise on a trail would not be using an e-bike. Chairman Miller pointed out that they do it on the beach in the sand.

Mr. Forte expressed concerns regarding enforcing e-scooters regulations and their random abandonment such as in Raleigh. Mr. Anderson pointed out that this is merely asking legislators to allow local regulation. Mr. Barbee concurred and pointed out that right now the state says they are bicycles, which can't be regulated. Mr. Kozlosky said staff will bring back a recommendation at the Board's next meeting based on the comments received.

**d. Direct Attributable Funding**

Transportation Planning Engineer Scott A. James stated that the last call for projects resulted in fewer project submittals allowing surplus funds to be placed in reserve prior to the annual allocation. To recap, slightly more than \$4 million allocation of Surface Transportation Block Grant (STBG) funds, \$500,000+ of Transportation Alternatives Set Aside (TASA) funds, and another \$500,000 of the Carbon Reduction (CR) funds for a total of a \$5 million yearly allocation going into this fall's call. He added that reserves are currently just under \$500,000 for STBG, \$240,000 for TASA, and \$160,000 for CR totaling slightly more than \$1.5 million in reserves going into the fall call for projects. He asked that the funds be kept in mind for the annual budget planning knowing that in the fall, the funds in reserve as well as the new allocation will be available for the call projects, or \$6.5 million available for the call in July or August of 2023.

Mr. Kozlosky said that staff wants to make members aware of the available funds during their budget process.

**e. 2020 Urbanized Area (UA) Census Data- Organizational Boundaries, Structure, and Governance**

Mr. Kozlosky said that on December 29<sup>th</sup>, the U.S. Census released the MPO's Urbanized Area (UA) population of 255,329 for the Wilmington Urban Area. On January 11<sup>th</sup>, the Census released the shape files and some additional data. He noted that the MPO is tasked with determining its planning area boundary, which is anticipated to be urbanized over the next 20 years. However, the MPO is waiting to hear from FHWA and NCDOT on how to set the boundary. He displayed some maps of the Urban Area (contiguous) and explained that the Census eliminated the Urban Clusters (noncontiguous).

Mr. Kozlosky pointed out that the Hampstead UA part of the MPO's planning area boundary is not included in the Wilmington UA population of 255,329. He noted that the Jacksonville MPO's planning area boundary is to the north and the Grand Strand MPO's planning area boundary is to



the south. He added that any change to the MPO's planning area boundary could change the organizational boundaries, governance, and structure. Today's briefing is to provide this information and initiate continued discussion over the coming months on potential growth and opportunities for others to join. At first glance, he commented that it might make sense to offer Surf City and Topsail Beach the opportunity to become part of the organization, which would be up to the MPO Board as well as the towns.

Mr. Kozlosky reminded the Board that the MPO is preparing to kick off its 2050 Metropolitan Transportation Plan. He noted that earlier in the agenda, the Board adopted a resolution that created the Citizen Advisory Committee (CAC) as well as the Metropolitan Transportation Plan (MTP) Committee. In developing the new plan, it may be an opportunity to include those in any expanded area. He added that this item will be an ongoing item for future meeting agendas over the course of the next several months.

In response to an inquiry by Mr. Forte, Mr. Kozlosky said that Topsail Beach is served by the Cape Fear RPO, which is not shown on the map.

In response to an inquiry by Mr. Barfield, Mr. Kozlosky said this is separate from MSA and he was unfamiliar with its timeline.

Mr. Ellen asked about offering MOTSU a position. Mr. Kozlosky responded that many years ago, the MPO received a request from Southport to join, and it was determined at that time not to offer a position with the MPO. He pointed out that Holden Beach has been added as a new Urban Area, which is currently part of the RPO. He speculated that there would be interest in that area from the Grand Strand MPO.

In response to an inquiry by Mr. Waddell, Mr. Kozlosky said that opportunities for growth are the green shaded areas adjacent to the MPO that are not included in the Grand Strand or Jacksonville MPOs. He pointed out that the MPO gets its planning area funds based on its Urbanized Area.

In response to an inquiry by Mr. Willis, Mr. Kozlosky said that Northwest is not an Urbanized Area and is not part of the MPO's boundary.

In response to an inquiry by Mr. Anderson, Mr. Kozlosky said there are pros and cons to expansion, such as cost, which is based on the UZA. If you add members outside the UZA to the planning area, funding is spread farther because services are provided to their jurisdiction. He added that the way the MPO is comprised, 80% of the budget is federal money, and 20% is the local match. The pros to expanding are that the MPO is a regional organization, which provides regional transportation planning services to the area with staff and technical expertise. Cons include spreading resources too thin.

Mr. Zimmer pointed out that there is potentially more funding with expansion. Mr. Kozlosky said that the MPO would need some additional information on that from the Department.

Mr. Waddell asked about the Grand Strand transportation area crossing state lines. Mr. Kozlosky responded that it's a bi-state MPO as identified by the Census as a contiguous Urban Area, and not the MSA.

**f. Military Cutoff Road/Eastwood Road interchange**

Mr. Kozlosky said that in October, the Board requested staff evaluate and bring back options for delaying the Military Cutoff and Eastwood Road interchange as a potential project swap. Staff has

identified that the project could be swapped with the College and Oleander intersection improvement project. The Military and Eastwood Road interchange is one of the Board's top-five funded priorities and is programmed at \$66.4 million.

Some concerns were raised regarding the need for recusal. In response to an inquiry by Chairman Miller, Mr. Kozlosky clarified that this item is only for discussion unless the Board desires to vote. Ms. Hays requested clarification on the recusal procedure.

Mr. Kozlosky said that the Oleander and College Road intersection was programmed at \$33.7 million. He noted that both projects are funded statewide tier and, if swapped, \$28.7 million would go back into rebalancing the STIP. The swap was discussed at the November meeting, but NCDOT was updating the traffic forecast, and this delayed the discussion until the release of the forecast. This information has been included in the agenda packet with an email dated January 5, 2023. He added that any project swaps must be approved by March 17, 2023.

Mr. Anderson inquired about the email from NCDOT. Mr. Kimes summarized that the Military Cutoff and Eastwood Road interchange at around 2022 was at an unacceptable Level of Service (LOS) E. But in 2029, the intersection would be failing, and left turns would be put on the Drysdale Drive extension, which would still be at a LOS E until 2045 when it drops to a LOS F, which is a change from the previous forecast. In 2045, additional improvements would be needed. He noted that LOS is based on delays (LOS E is more than 35 seconds, LOS F is around 50 or 60 seconds). He noted that it's based on phasing as well.

Mr. Barfield expressed concerns regarding the appearance of conflicts and recusal and noted that he lost a \$35,000 commission in 2011 related to the preservation of the Military Cutoff corridor. He added that eventually the Carroll Company will be developing property off Military Cutoff Road. He commented that it will be necessary to be as pro-active as possible with upcoming growth and development.

Chairman Miller said he owns an office building at 1404 Commonwealth Drive, on the corner of Eastwood Road. He commented that his personal attorney advised that he recuse himself in an abundance of caution at the MPO and at the Wrightsville Beach Board of Alderman.

Mr. Zimmer commented that he would recuse himself due to a conflict with the project at College Road and Oleander Drive.

Mr. Waddell suggested that this discussion be postponed until the next meeting.

Ms. Hays and Chairman Miller concurred, adding that clarity is needed.

Mr. Waddell made a motion to postpone the discussion to the February Board meeting. Ms. Bozeman seconded motion to delay discussion to next month.

Mr. Ellen said that the definition of recusal is to remove oneself from participation in the issue. Chairman Miller commented that his understanding is that the recused sit on the sidelines and not participate at all. Mr. Anderson expressed concern that recusal was lacking from the MPO's documents. Mr. Waddell pointed out that clarity is needed. Mr. Ellen asked that recusal be defined. Chairman Miller suggested that the MPO have a policy on recusal and that any member with concerns consult with the MPO Attorney. Mr. Allen agreed that a set policy, reviewed by the MPO attorney is needed.

Chairman Miller called the question and the motion to delay the discussion to the next meeting and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.

**Excused:** Wendy Fletcher-Hardee.

Mr. Anderson asked about a PowerPoint for Military Cutoff and Eastwood aesthetics. Mr. Kozlosky said he would forward it to Board members. He added that the city allocated \$560,000 for the betterments and aesthetic enhancement.

**g. MPO Port Tour Special Meeting- March 8, 2023**

Mr. Kozlosky said that consensus has been reached on a date for the MPO Port Tour, which will be held on March 8th at 3:00 p.m. He noted that the meeting will begin and end at the Port of Wilmington. He requested that the Board approve a Special meeting on March 8th at 3:00 p.m. at the Port's facility.

Mr. Anderson asked that the presentation of the previous item be moved to the beginning of the next meeting's agenda. Mr. Kozlosky said that he would schedule it at the beginning of the meeting. Chairman Miller asked that members arrive ready to discuss the potential project swap or recuse themselves.

Barfield made a motion to approve the special meeting on March 8<sup>th</sup> at 3:00 p.m. at the Ports, seconded by Mr. Waddell and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.

**Excused:** Wendy Fletcher-Hardee.

Ms. Bozeman asked for a specific location. Mr. Kozlosky said it would be at the main Port building, but that he would forward an address.

**h. MPO Compensation Committee Special Meeting**

Mr. Kozlosky said the Compensation Committee, comprised of Commissioner Barfield, Commissioner Hays, Councilmember Waddell, and Commissioner Williams, needs to schedule a special meeting. He noted that Commissioner Hays served as the Chair for the Committee.

There being no opposition, Mr. Kozlosky said he would coordinate with Committee Chair Hays to schedule a special meeting of the Compensation Committee.

**i. February 22nd MPO Board Meeting**

Mr. Kozlosky said that several members have a conflict with the February 22nd meeting date. He noted that although he sent an email this afternoon suggesting February 15th, it conflicts with a meeting of the Association of County Commissioners. He asked for other options.

After some deliberation with no consensus on an alternate date, Chairman Miller said Mr. Kozlosky would send a poll to members.

**11) Updates**

**a. Wilmington Urban Area MPO**

**b. Cape Fear Public Transportation Authority**

**c. NCDOT Division**

d. NCDOT Transportation Planning Division

12) Announcements

- a. Walk Wilmington Pedestrian Plan – January 31, 2023 (Halyburton Park)
- b. Walk Wilmington Pedestrian Plan – February 1, 2023 (MLK Center)
- c. Wilmington MPO Bike/Pedestrian Committee- February 14, 2023
- d. NC State Ethics Forms Due- April 17, 2023

13) Next meeting – February 2023 to be determined by poll

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

**Ayes:** Mike Allen, Neil Anderson, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, John Ellen, Deb Hays, Hank Miller, Luke Waddell, Mike Forte, Eulis Willis and Landon Zimmer. **Nays:** None.

**Excused:** Wendy Fletcher-Hardee.

The meeting adjourned at 5:08 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.**



**MPO Board Special Meeting Minutes**  
**Wednesday, February 9, 2023**  
Remote Meeting

**Members Present**

- Mike Allen, Town of Belville
- Lynn Barbee, Town of Carolina Beach
- Johnathan Barfield, New Hanover County
- Brenda Bozeman, Town of Leland
- Deb Hays, Cape Fear Public Transportation Authority
- Wendy Fletcher-Hardee, Pender County
- Luke Waddell, City of Wilmington
- Eulis Willis, Town of Navassa
- Landon Zimmer, NC Board of Transportation

**Others Present**

- Mike Kozlosky, WMPO

**1) Call to Order**

Vice Chair Deb Hays called the special meeting to order at 9:02 AM and turned the meeting over to MPO Executive Director Mike Kozlosky.

Based on the MPO Board's adopted Remote Participation Policy, Mr. Kozlosky called the roll, and a quorum was present as follows:

**Present:** Mike Allen, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, Deb Hays, Wendy Fletcher-Hardee, Luke Waddell, Eulis Willis and Landon Zimmer. **Absent:** Neil Anderson, John Ellen, Hank Miller and Frank Williams.

**2) Amendment of the Adopted Meeting Schedule**

Vice Chair Hays said the full matter of the agenda is to set the February meeting date.

Mr. Kozlosky said that at the last, meeting staff identified that several members have a scheduling conflict with the February MPO Board meeting. As there was no agreement on a alternate date, staff was instructed to conduct a poll to see when a quorum of MPO Board members could be available and staff identified February 20th at 3:00 p.m. The MPO Attorney suggested amending the adopted meeting calendar via a special remote meeting. Staff asks the Board to consider amending the meeting calendar to hold its next regularly

scheduled meeting on February 20th at 3:00 p.m. at the same location as the Board's regularly scheduled meetings.

There being no questions of staff, Mr. Waddell made a motion to approve the amendment to the adopted meeting schedule, seconded by Ms. Boseman, and the motion carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, Deb Hays, Wendy Fletcher-Hardee, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson, John Ellen, Hank Miller and Frank Williams.

### 3) Adjournment

Ms. Boseman made motion to adjourn, seconded by Mr. Willis and the motion carried unanimously by roll call as follows:

The motion was seconded by Ms. Boseman and carried unanimously by roll call as follows:

**Ayes:** Mike Allen, Lynn Barbee, Johnathan Barfield, Brenda Bozeman, Deb Hays, Wendy Fletcher-Hardee, Luke Waddell, Eulis Willis and Landon Zimmer. **Nays:** None. **Absent:** Neil Anderson, John Ellen, Hank Miller and Frank Williams.

The meeting adjourned at 9:07 a.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.**

# Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

## STIP/MPO TIP Amendment #23-1 (February 2023)

STATEWIDE PROJECT

STIP ADDITIONS				
* HV-0001 STATEWIDE PROJECT CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, CONSTRUCTION OF ELECTRIC VEHICLE SUPPLY EQUIPMENT ALONG NORTH CAROLINA'S ALTERNATIVE CORRIDORS <b><u>PROJECT ADDED AT REQUEST OF MPO.</u></b>	ENGINEERING	FY 2023 - \$721,000 (NEV) \$721,000
M-0552CDIV STATEWIDE PROJECT CATEGORY DIVISION	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <b><u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u></b>	ENGINEERING	FY 2023 - \$75,000 (T) FY 2024 - \$75,000 (T) \$150,000
M-0552CREG STATEWIDE PROJECT CATEGORY REGIONAL	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <b><u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u></b>	ENGINEERING	FY 2023 - \$75,000 (T) FY 2024 - \$75,000 (T) \$150,000
M-0552CSW STATEWIDE PROJECT CATEGORY STATEWIDE	STATEWIDE PROJECT	VARIOUS, DIGITAL DELIVERY INITIATIVE. <b><u>PROJECT ADDED AT THE REQUEST OF THE TECHNICAL SERVICES DIVISION.</u></b>	ENGINEERING	FY 2023 - \$100,000 (T) FY 2024 - \$100,000 (T) \$200,000

# Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

## STIP/MPO TIP Amendment #23-1 (February 2023)

### WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS				
* BL-0074 BRUNSWICK PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17, INSTALLATION OF SIGNALIZED ZEBRA-TYPE PEDESTRIAN CROSSING AT PLOOF ROAD AND OLDE WATERFORD WAY IN LELAND.  <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING  RIGHT-OF-WAY  CONSTRUCTION	FY 2023 - \$209,000 (BGDA) FY 2023 - \$53,000 (L) FY 2024 - \$20,000 (BGDA) FY 2024 - \$4,000 (L) FY 2025 - \$438,000 (BGDA) FY 2025 - \$110,000 (L) \$634,000
* BL-0075 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	WRIGHTSVILLE BEACH, INSTALLATION OF ON-STREET BICYCLE LANES AND PEDESTRIAN CROSSWALKS ALONG US 76 (CAUSEWAY DRIVE) AND US 74 (WEST SALISBURY STREET) IN WRIGHTSVILLE BEACH.  <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2024 - \$269,000 (BGDA) FY 2024 - \$68,000 (L) \$337,000
* HL-0109 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNALS WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ANN STREET IN WILMINGTON.  <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING  RIGHT-OF-WAY  CONSTRUCTION	FY 2023 - \$380,000 (BGDA) FY 2023 - \$109,000 (L) FY 2024 - \$49,000 (BGDA) FY 2024 - \$12,000 (L) FY 2025 - \$532,000 (BGDA) FY 2025 - \$132,000 (L) \$1,214,000
* HL-0110 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SOUTH 3RD STREET, INSTALLATION OF TRAFFIC SIGNAL WITH PEDESTRIAN SIGNAL HEADS AT INTERSECTION OF SOUTH 3RD STREET AND ORANGE STREET.  <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u> <u>MATCHING FUNDS ARE PROVIDED BY NCDOT.</u> <u>DIVISION 3 HIGHWAY FUNDS - SPOT SAFETY.</u>	ENGINEERING  RIGHT-OF-WAY  CONSTRUCTION	FY 2023 - \$12,000 (HF) FY 2023 - \$47,000 (BGDA) FY 2024 - \$59,000 (HF) FY 2024 - \$237,000 (BGDA) FY 2025 - \$55,000 (HF) FY 2025 - \$219,000 (BGDA) \$629,000



**Proposed Revisions to 2020-2029 STIP/MPO TIP Programs**

**STIP/MPO TIP Amendment #23-1  
(February 2023)**

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS			
TC-0027 NEW HANOVER PROJECT CATEGORY PUBLIC TRANS	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION (WAVE). PASSANGER AMENITY UPGRADES (INSTALLATION OF TRANSIT SHELTERS AND BENCHES) STBCP - CARBON REDUCTION FUNDING - \$339,000 TRANSIT AUTHORITY WILL INSTALL SHELTERS, LIGHTING AND LANDING PLATFORMS ALONG EXISTING ROUTES.	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY PLANNING	FY 2023 - \$85,000 (L) FY 2023 - \$339,000 (BGDA) \$424,000
<b><u>ADD PROJECT AT THE REQUEST OF THE MPO.</u></b>			

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Amendment #23-1  
(February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

EB-6029	- WILMINGTON URBAN AREA	CLARENDON AVENUE, CONSTRUCT MULTI-USE PATH	CONSTRUCTION	FY 2024 -	\$516,000 (TADA)
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	ALONG CLARENDON AVENUE FROM 4TH STREET TO		FY 2024 -	\$129,000 (L)
PROJ CATEGORY		SR 1573 (DOW ROAD).			\$645,000
DIVISION		<u>DELETE PROJECT AT THE REQUEST OF THE MUNICIPALITY.</u>			

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-1  
(December 2022)

STATEWIDE PROJECT

STIP MODIFICATIONS

TC-0021	- STATEWIDE PROJECT	NCDOT, 5339 STATEWIDE RURAL	PLANNING	FY 2022 -	\$273,000	(BGDA)
STATEWIDE		<u>MODIFY FUNDING IN FY 22 AT THE REQUEST OF THE</u>	CAPITAL	FY 2022 -	\$567,000	(L)
PROJ.CATEGORY		<u>MPO.</u>		FY 2022 -	\$4,536,000	(5339)
PUBLIC TRANS				FY 2023 -	\$210,000	(S)
				FY 2023 -	\$210,000	(L)
				FY 2023 -	\$1,684,000	(5339)
					\$7,480,000	

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION APPROVING ADMINISTRATIVE MODIFICATIONS #23-1 TO THE  
2020-2029 STATE /MPO TRANSPORTATION IMPROVEMENT PROGRAMS**

**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 Board has found that the Wilmington Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the North Carolina Board of Transportation adopted the 2020-2029 State Transportation Improvement Program on September 5, 2019, and the Wilmington Urban Area Metropolitan Planning Organization Board adopted the Statewide/MPO Transportation Improvement Programs on October 30, 2019; and

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization desires to modify the adopted 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-1.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby approves modifying the 2020-2029 State/MPO Transportation Improvement Programs for Administrative Modifications #23-1.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA STATE PORTS  
AUTHORITY'S GRANT APPLICATION FOR THE UNITED STATES DEPARTMENT  
OF TRANSPORTATION'S FY2023 PORT INFRASTRUCTURE DEVELOPMENT  
GRANT PROGRAM TO FUND A NEW NORTH GATE AT THE PORT OF  
WILMINGTON**

**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 North Carolina State Ports Authority owns and operates an ocean port terminal in Wilmington, North Carolina in New Hanover County and the operation of such a terminal is a tremendous catalyst for economic growth and development throughout North Carolina and the region; and

**WHEREAS**, the North Carolina State Ports Authority's contributed more than \$16.2 billion in annual economic contribution to the state's economy constituted by goods moving through the port facilities and supported 88,200 full-time jobs at North Carolina businesses; and

**WHEREAS**, the North Carolina State Ports Authority strategic plan forecasts a doubling of general terminal and container volumes at the Port of Wilmington over the next five years; and

**WHEREAS**, to service existing customers and accommodate growing volumes at the Port of Wilmington, a new gate complex is needed; and

**WHEREAS**, this investment will allow provide for a new port gate complex away from residential neighborhoods, and

**WHEREAS**, this investment will provide reduce truck and rail conflicts within the terminal, and

**WHEREAS**, this investment will increase capacity through this growing economic hub has a dual benefit to in-terminal efficiency and outside of terminal congestion reduction, and

**WHEREAS**, this investment will decrease traffic congestion and improve safety, efficiency, system performance, and infrastructure return on investment (ROI) as well as deliver environmental benefits to the community.

**WHEREAS**, the North Carolina State Ports Authority is preparing a grant application for the United States Department of Transportation's FY2023 Port Infrastructure Development grant program to fund a new north gate at the Port of Wilmington.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina State Ports Authority's application for the United States Department of Transportation's FY 2023 Port Infrastructure development grant program to fund a new North Gate at the Port of Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on February 20, 2023.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary



## NORTH CAROLINA

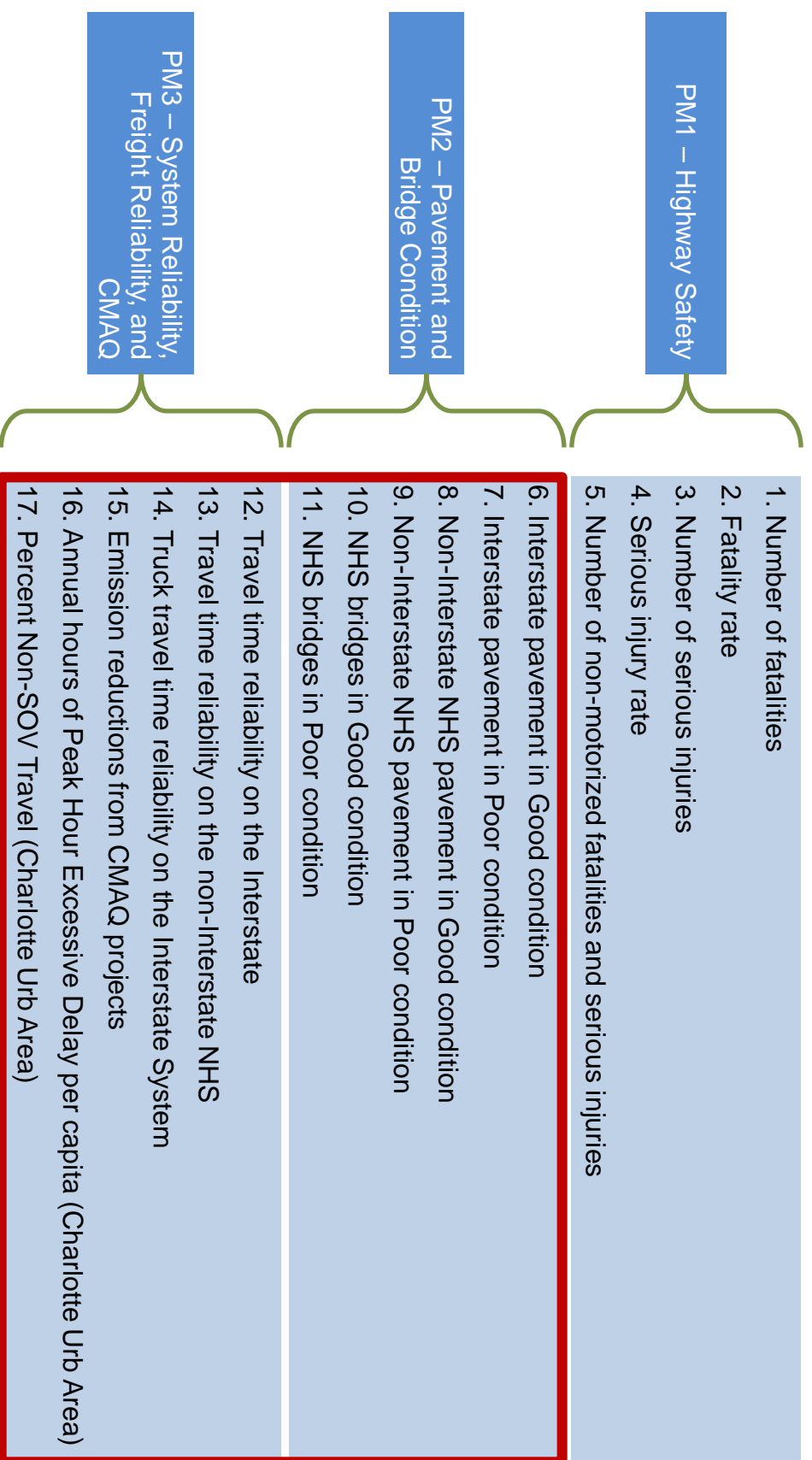
### Department of Transportation



NCDOT Transportation Performance Management (TPM)  
Targets for the 2022-2025 Performance Period  
Pavement, Bridge, and System Performance

*Targets established December 15, 2022*

# FHWA Performance Measures





# FTA Transit Performance Measures

## Transit Asset Management

- Equipment (age)
- Rolling stock (age)
- Infrastructure (condition)
- Facilities (performance restrictions)

## Transit Safety

- Number and rate of fatalities
- Number rate of reportable injuries
- Safety events
- System reliability

- Transit providers set these targets annually. MPOs update these targets when they update their LRTP.
- Additional information from FTA is available [here](#) and [here](#).

# Target Setting Requirements

For PM2 and PM3, states and MPOs must establish 2-year and 4-year targets every four years

State DOTs shall coordinate with relevant MPOs on the selection of targets



MPOs must then establish targets within 180 days  
**By June 13, 2023**

MPOs shall coordinate with the State DOT on the selection of targets



MPOs establish targets by either:

Agreeing to plan and program projects so that they contribute toward the accomplishment of the State targets; or

Committing to a quantifiable target for the MPA



# PM2 – Pavement and Bridge Condition Performance Measures

## Pavement:

1. Percent of Interstate pavement in Good condition
2. Percent of Interstate pavement in Poor condition
3. Percent of Non-Interstate NHS pavement in Good condition
4. Percent of Non-Interstate NHS pavement in Poor condition

## Bridge:

1. Percent of NHS bridge deck area in Good condition
2. Percent of NHS bridge deck area in Poor condition

# PM3 – Reliability and CMAQ Performance Measures

## Travel time reliability:

1. Percent of person miles on the Interstate that are reliable
2. Percent of person miles on the non-Interstate NHS that are reliable

## Freight Reliability:

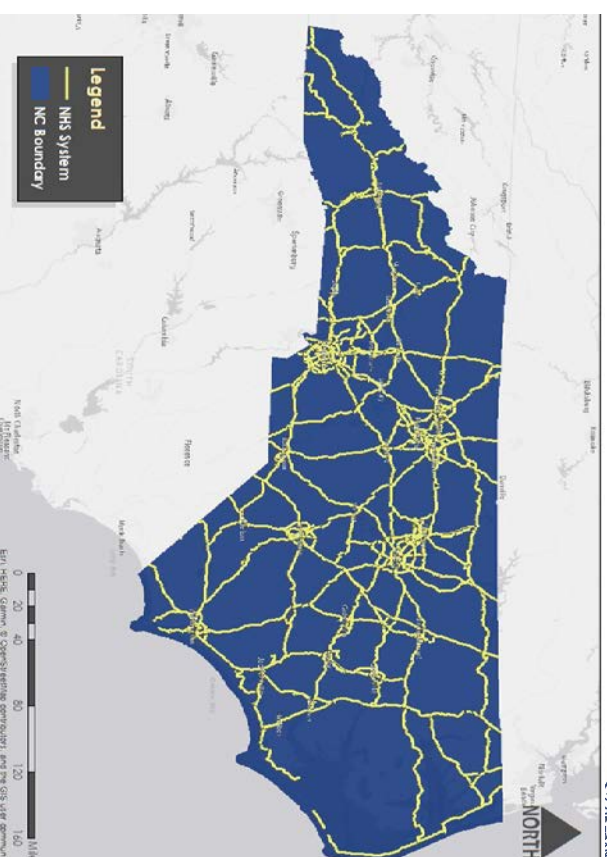
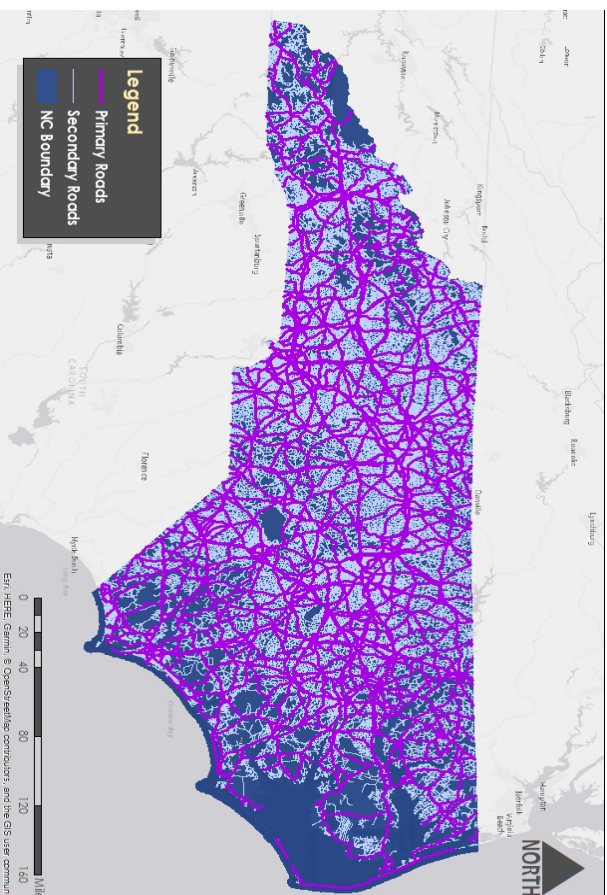
1. Interstate truck travel time reliability index

## CMAQ:

1. Emission reductions from CMAQ projects
2. Annual hours of peak hour excessive delay per capita \*
3. Percent non-SOV travel\*

\*Charlotte, NC-SC Urbanized area and Concord, NC Urbanized area

# NC Maintained vs NHS Inventory



Route Class	Total System		NHS Only	
	Lane-miles		Lane-miles	
Interstate	6,684.1		6,677.0	
Primary	35,191.7		14,221.1	
Secondary	124,126.3		699.5	
<b>Total</b>	<b>166,002.1</b>		<b>21,597.6</b>	

Source: NCDOT Draft TAMP, 2022. Table 2-1.

The NHS includes Interstate highways, Interstate business, US, NC and selected secondary routes and ramps connecting to an NHS route.



# PM2 – NHS Bridges

The Department maintains 18,438 structures which include 13,647 bridges and 4,791 culverts.

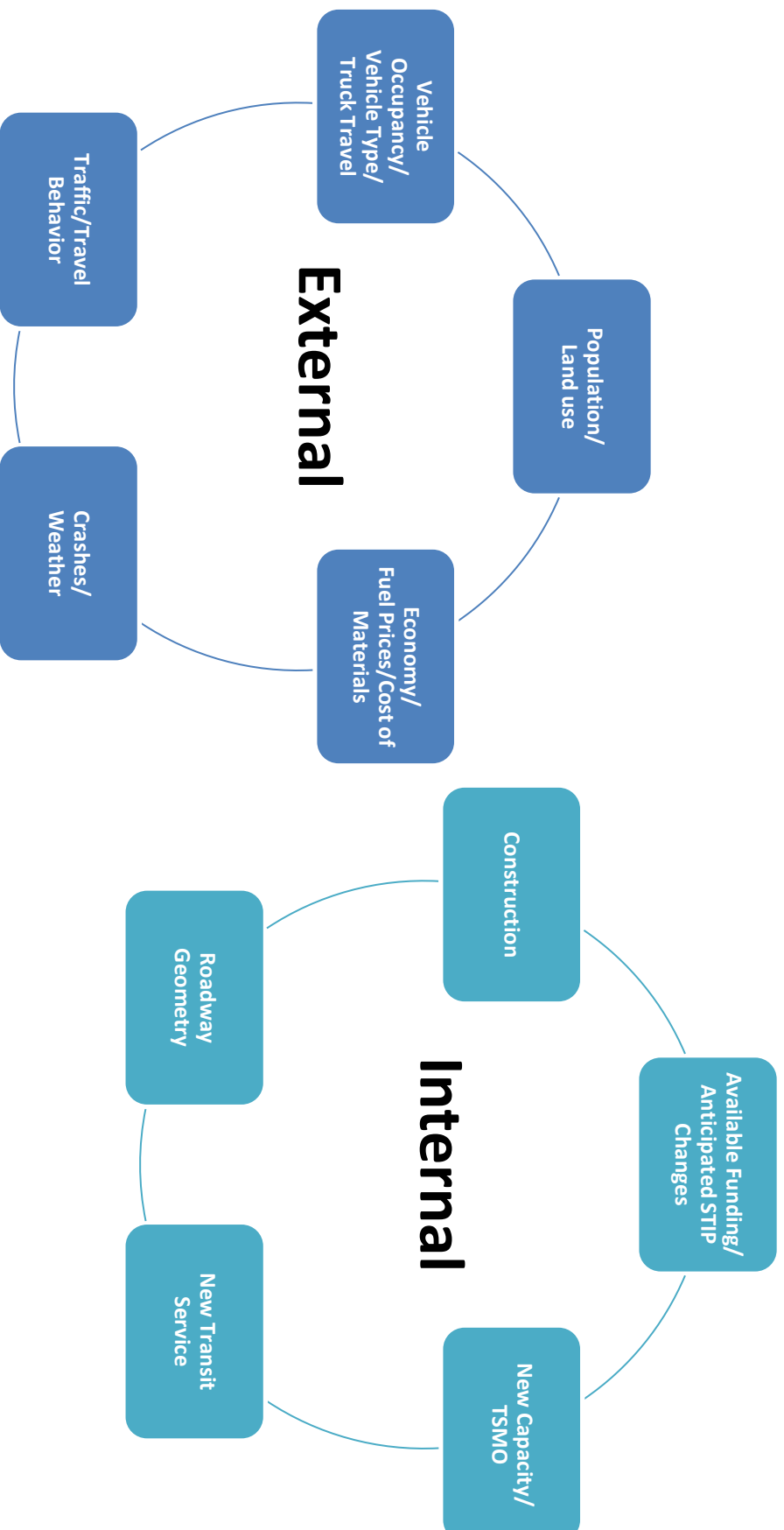
- Of those, 3,839 are on the NHS

System	# of NHS Bridges & Culverts	Deck Area (Sq. Foot)
Interstate	1,415	21,789,834
Primary	2,291	33,353,612
Secondary	104	1,079,745
Local GOV	29	254,247
<b>Total</b>	<b>3,839</b>	<b>56,477,438</b>

Source: NCDOT Draft TAMF, 2022. Table 2-3.



# Factors Influencing Performance



# Covid/Post-Covid Target Setting

## What will performance look like in 2023 and 2025?

New travel patterns vs. return to pre-2020 equilibrium

Effects of hybrid and remote work

Changes in carpooling and transit use

Economic conditions and fuel prices

Changes to the STIP due to cost increases



# Rationale for 2023 and 2025 Targets



Population and VMT  
will continue to grow

Project cost  
increases/inflation

STIP and TIP projects  
unlikely to  
significantly change  
trends

IIJA funding increases  
and opportunities

Maintain conservative  
and balanced stance  
given unknowns

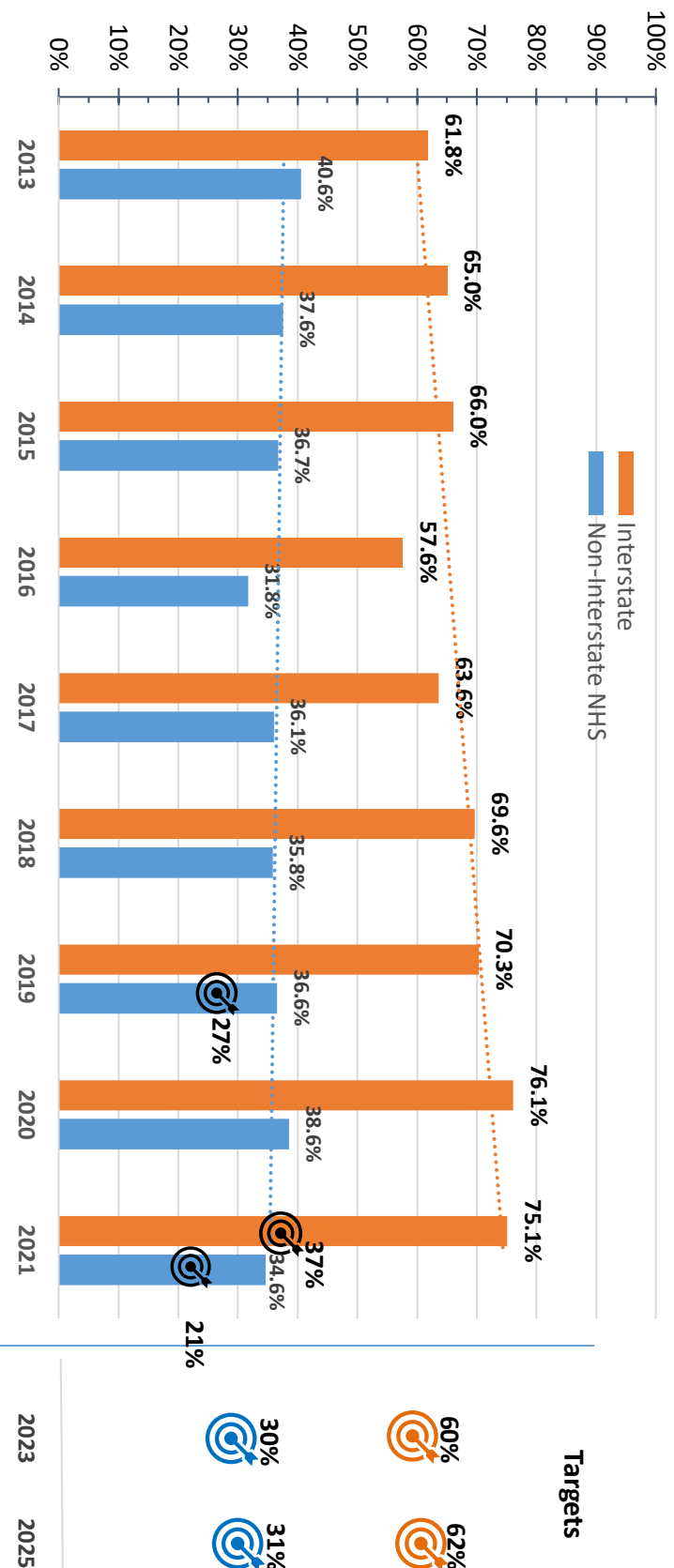
Opportunity to assess  
performance at the  
midpoint and adjust  
4-year targets



# PM2 Pavement in Good Condition

Higher number = better performance

✓ 2019 and 2021 targets were met



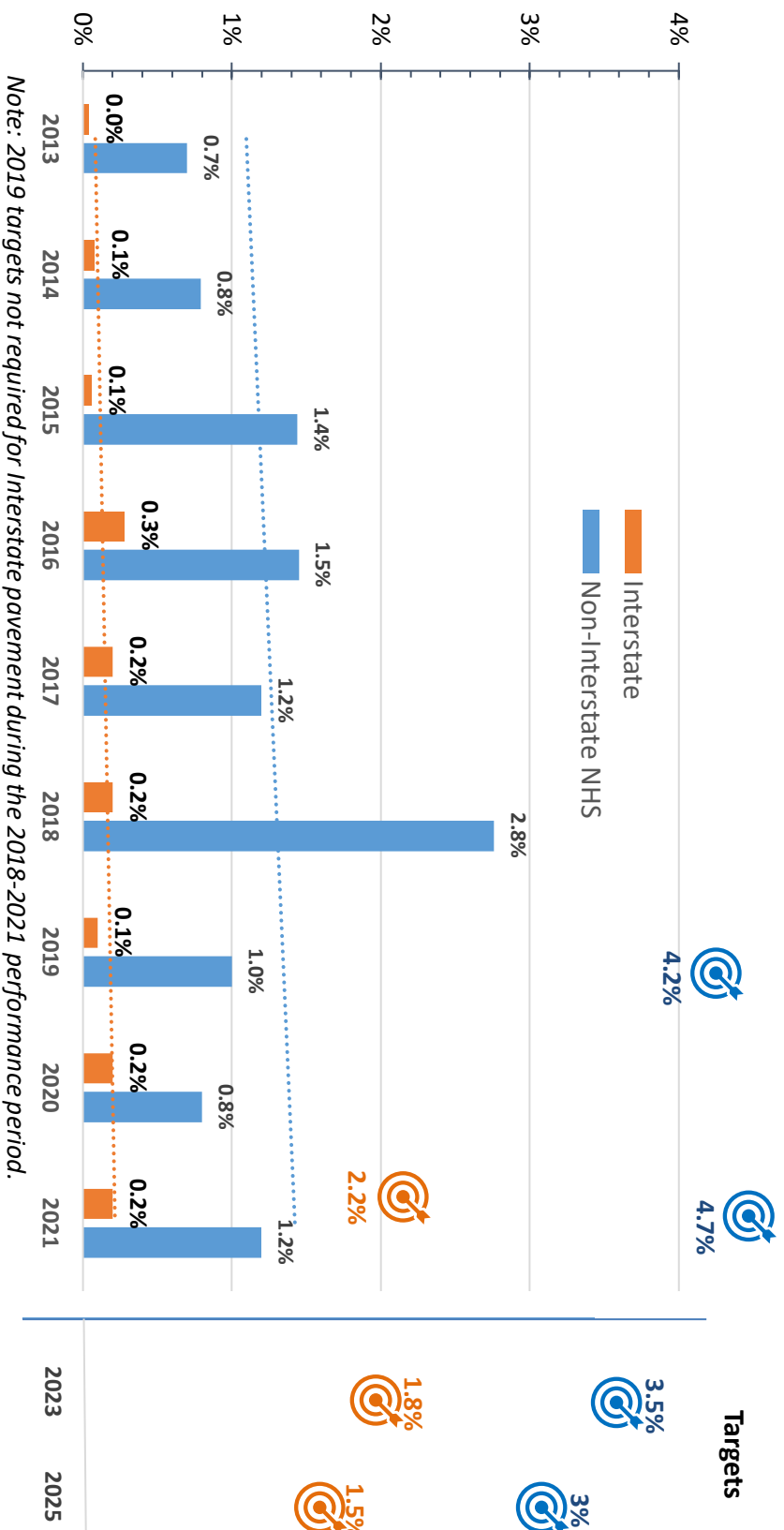
Note: 2019 targets not required for Interstate pavement during the 2018-2021 performance period.



# PM2 Pavement in Poor Condition

Lower number = better performance

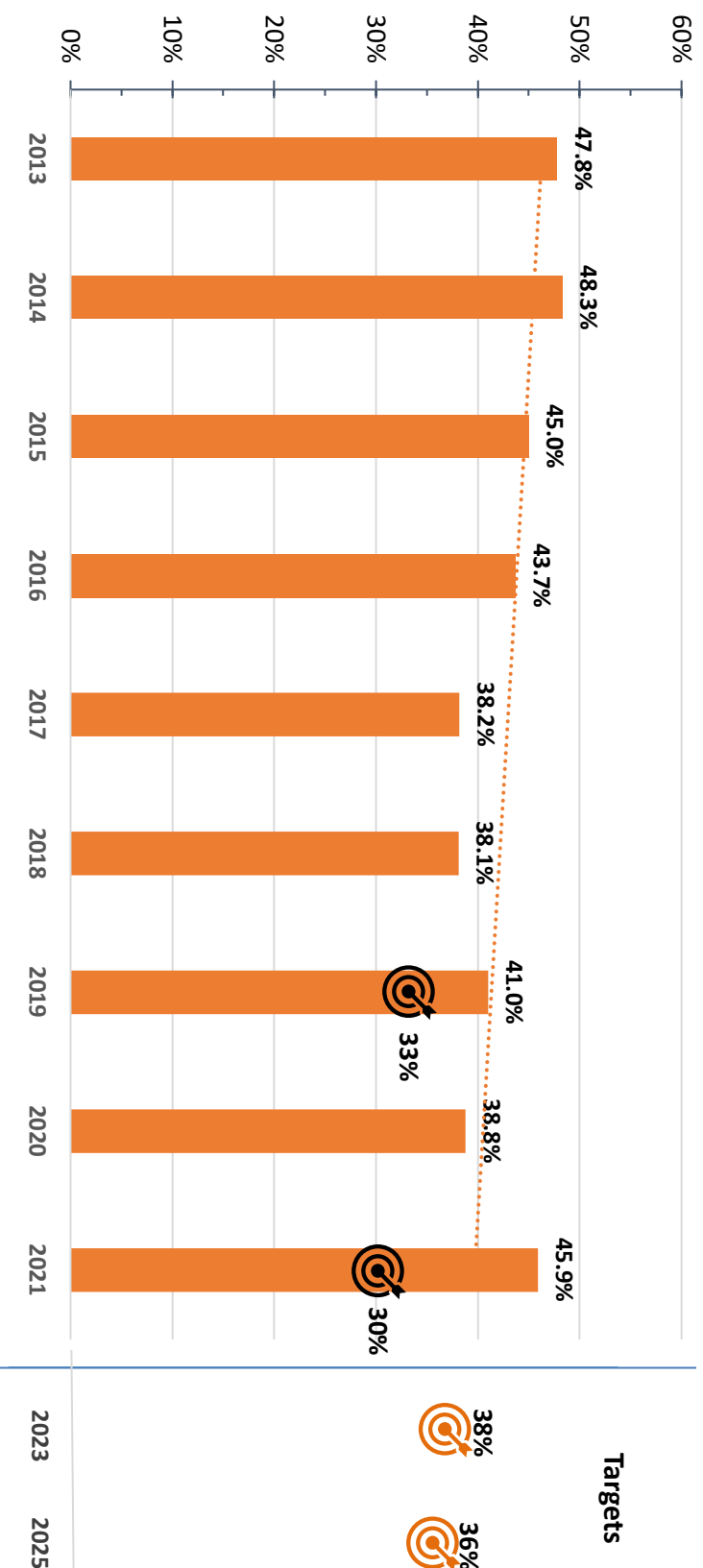
✓ 2019 and 2021 targets were met



# PM2 Bridges – Good Condition

- Percent NHS bridge deck area in good condition
- Higher number = better performance

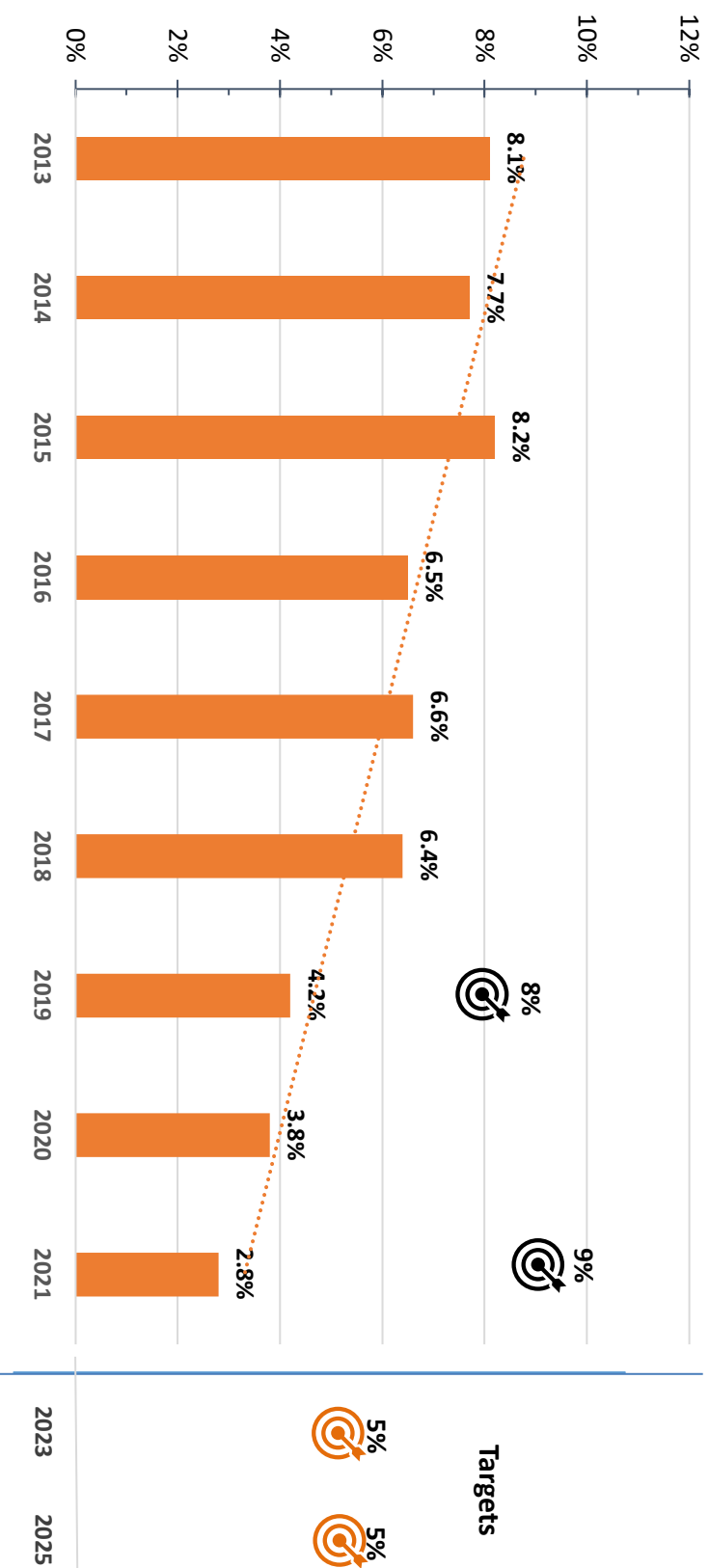
✓ 2019 and 2021 targets met



# PM2 Bridges – Poor Condition

- Percent NHS bridge deck area in poor condition
- Lower number = better performance

✓ 2019 and 2021 targets met



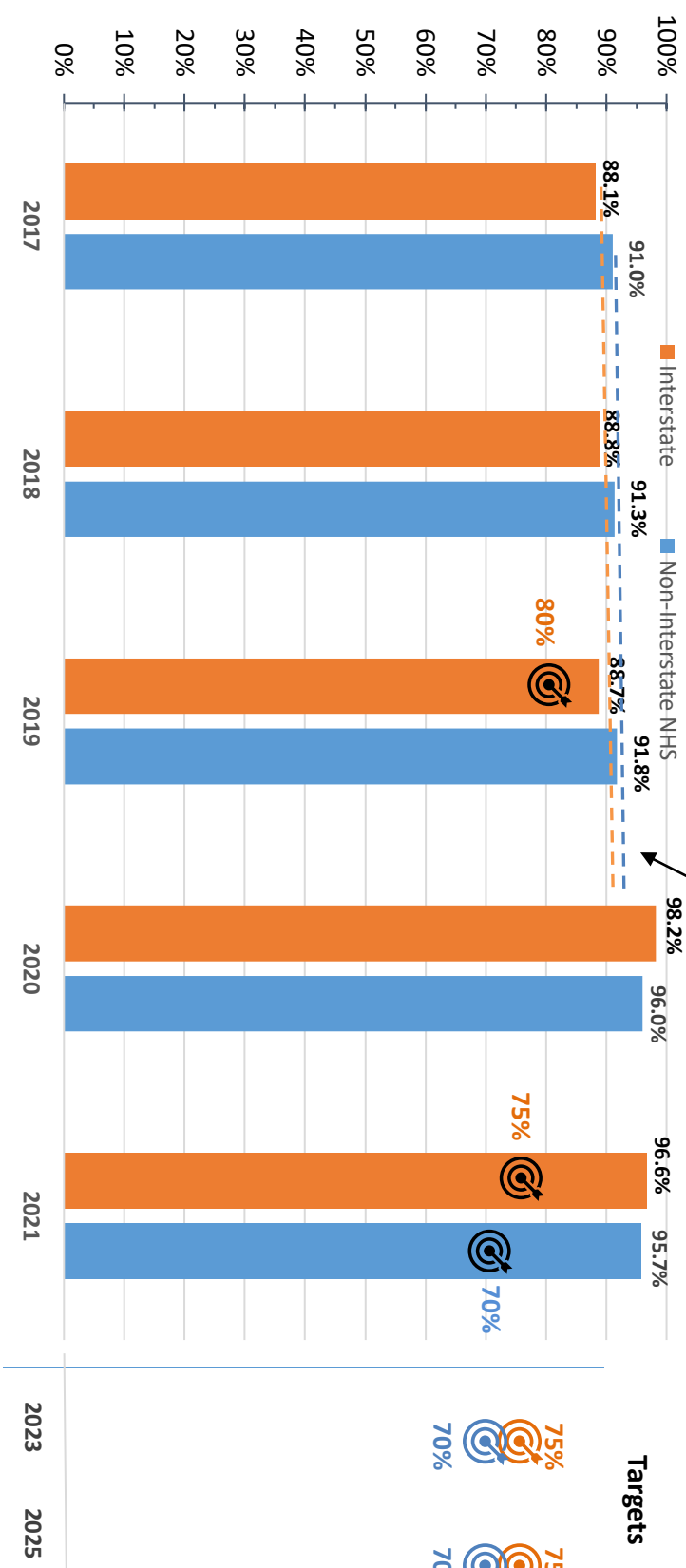


# PM3 Travel Time Reliability

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Higher number = better performance

✓ **2019 and 2021 targets met**

Pre-pandemic trendlines  
(2017-2019)



Note: 2-year targets not required for non-NHS Interstate reliability during the 2018-2021 performance period.

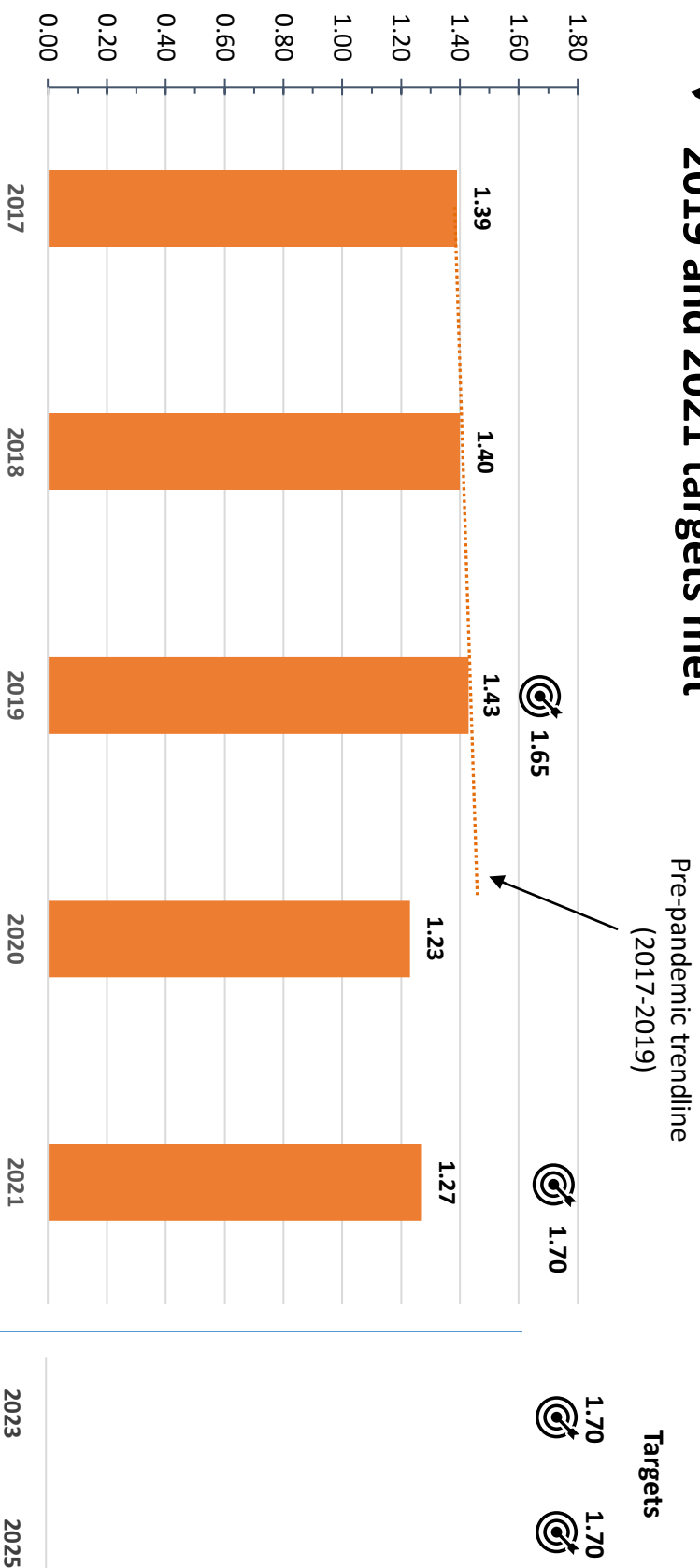




# PM3 Truck Travel Time Reliability Index

- Interstate only
- Lower number = better performance

✓ **2019 and 2021 targets met**

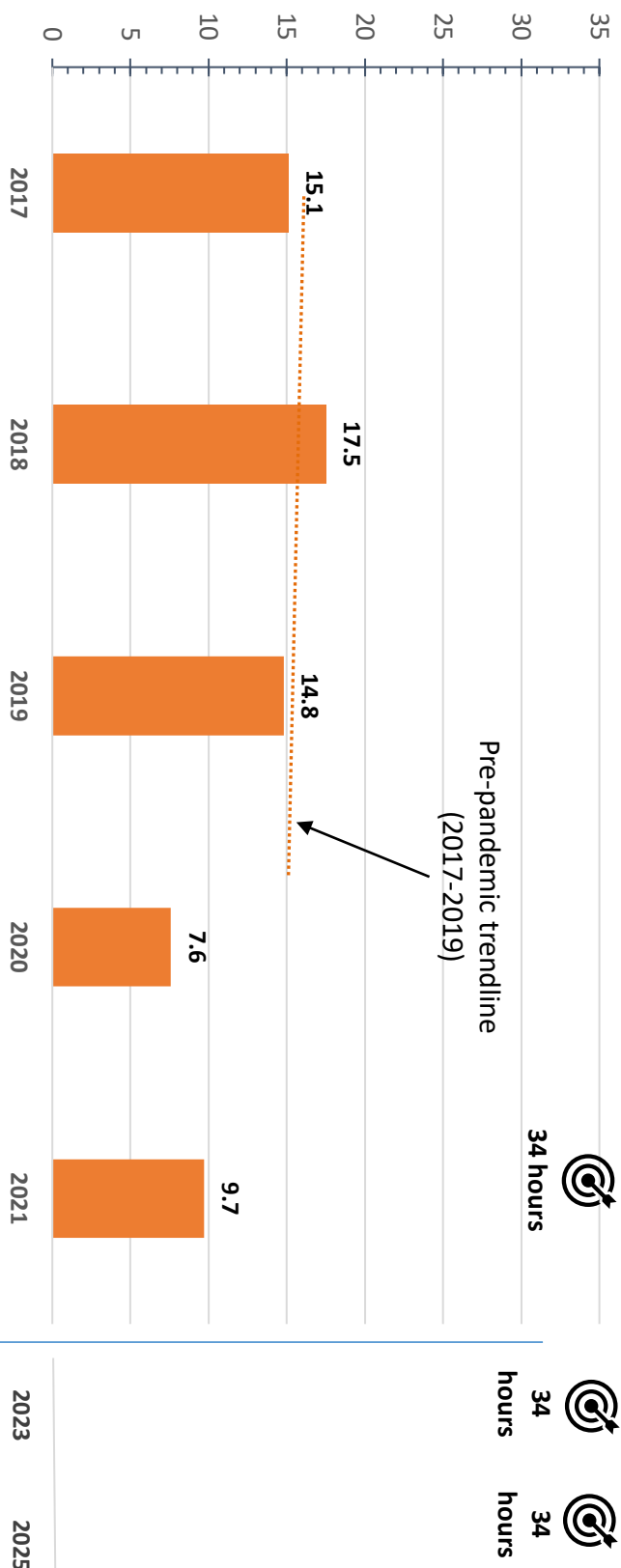




# PM3 Peak Hour Excessive Delay (PHED) Charlotte Urbanized Area

- Annual hours of PHED per capita on the NHS

✓ 2021 target met  
(2019 target not required)

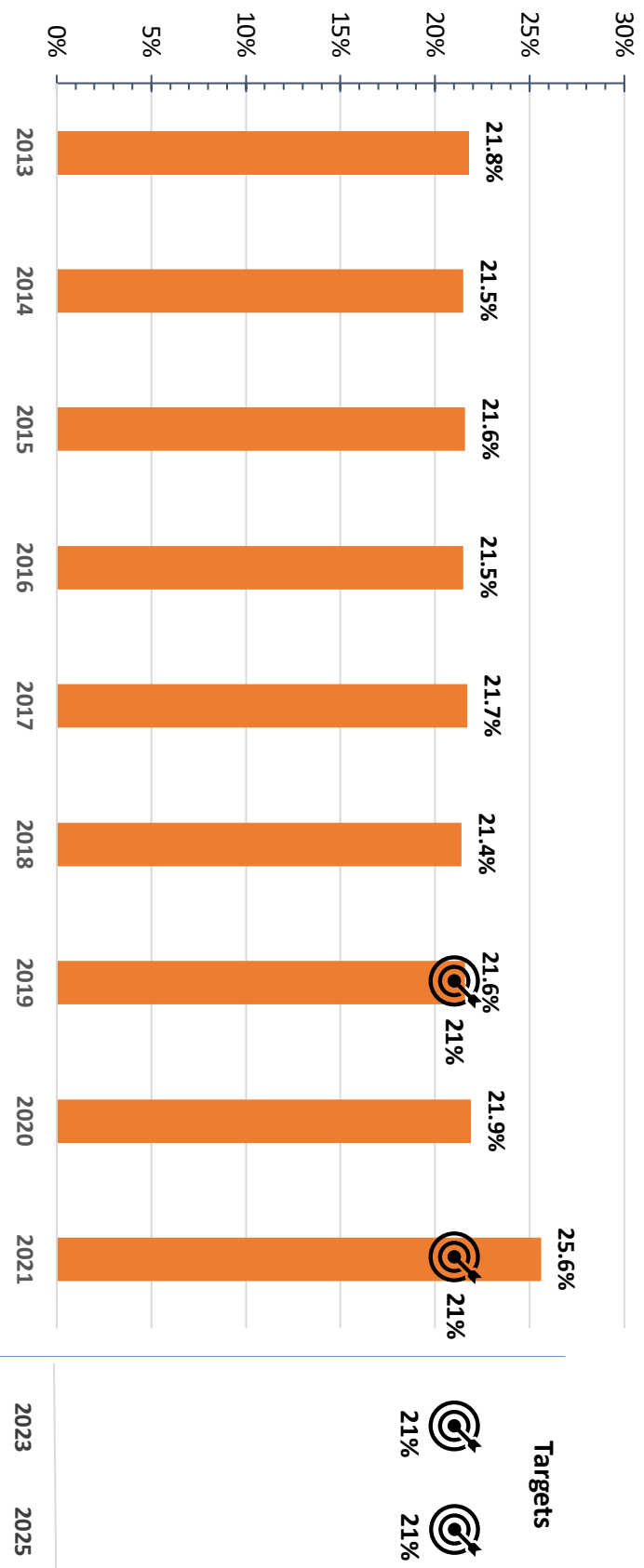






# PM3 Percent Non-SOV Travel – Charlotte Urbanized Area

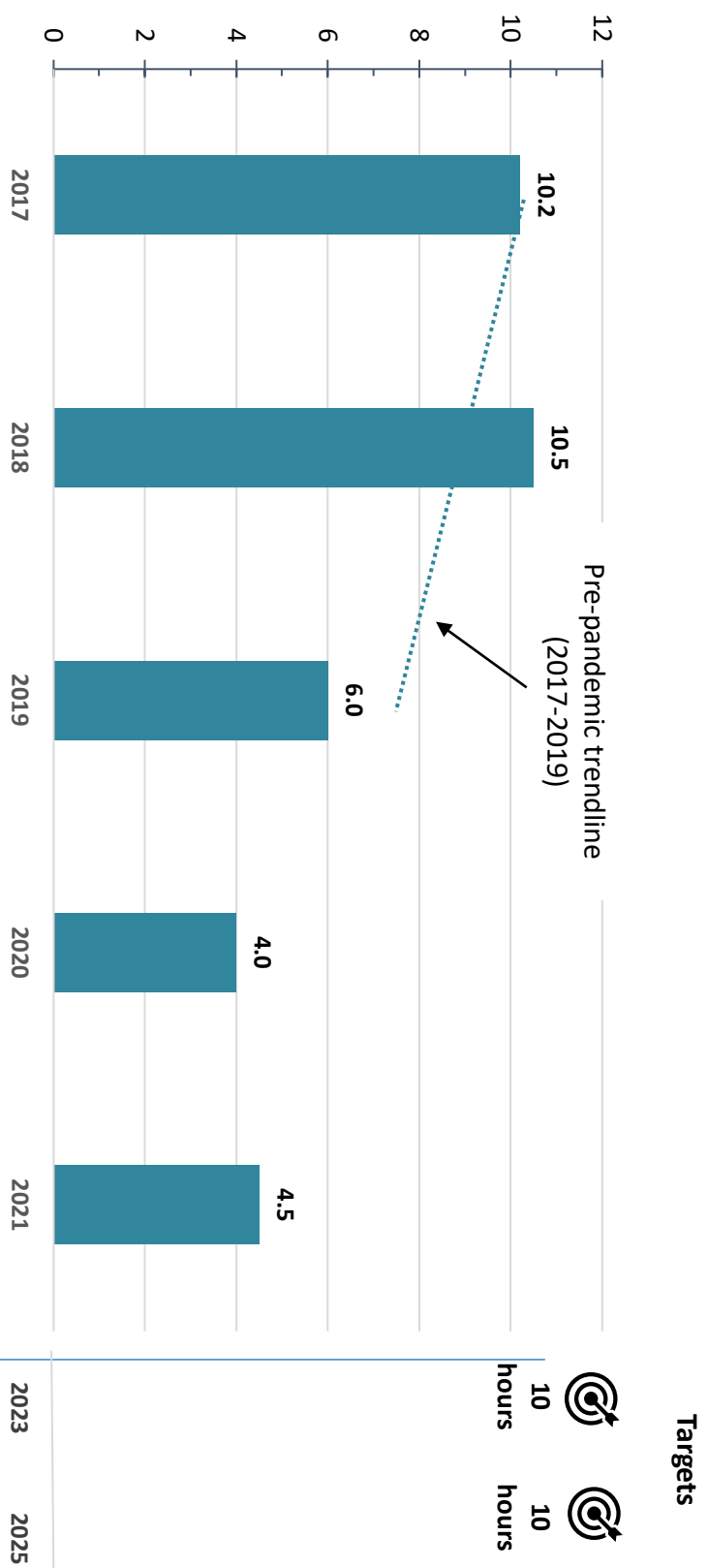
✓ 2019 and 2021 targets met





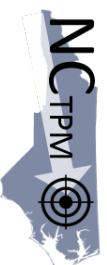
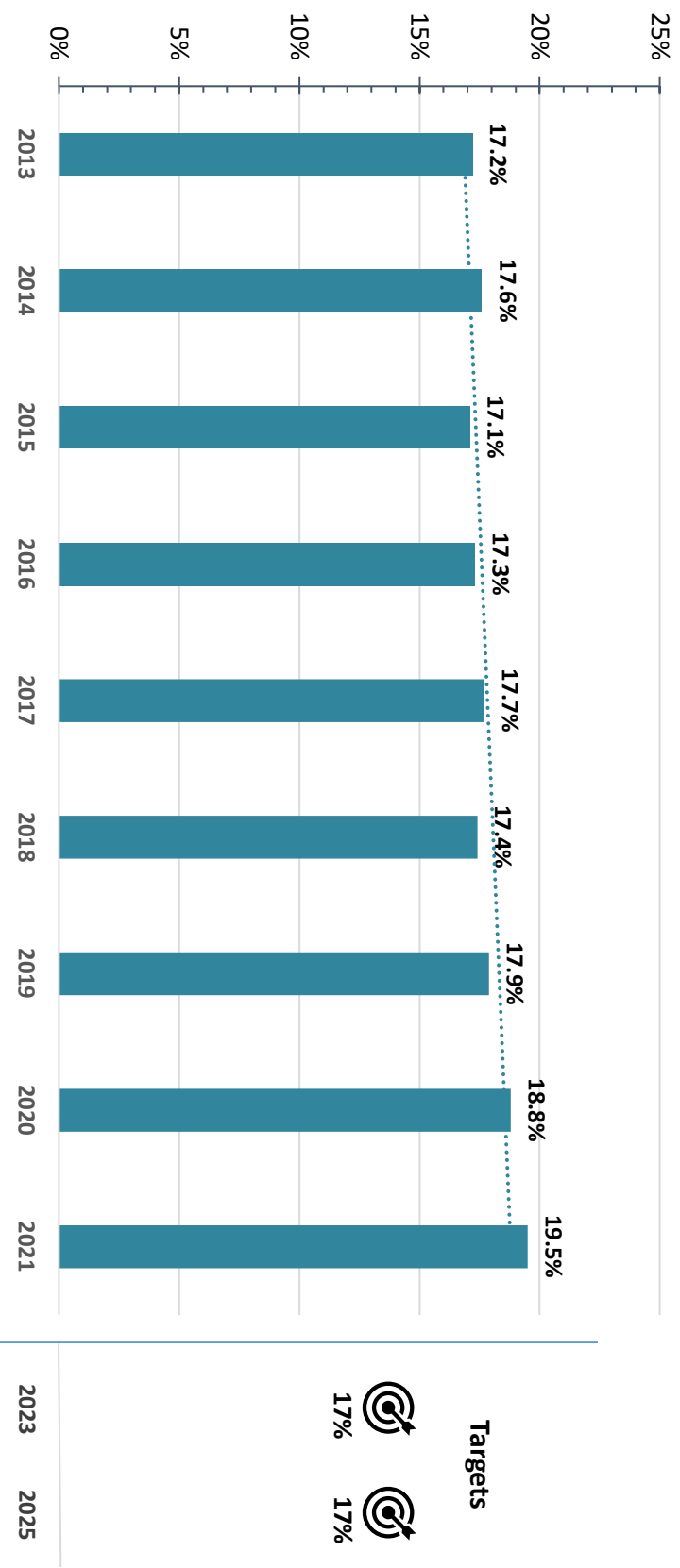
# PM3 Peak Hour Excessive Delay (PHED) Concord Urbanized Area

- Annual hours of PHED per capita on the NHS





# PM3 Percent Non-SOV Travel Concord Urbanized Area



# PM<sub>3</sub> CMAQ Emissions Reductions

- Total emissions reductions from CMAQ projects (kg/day)

✓ 2019 and 2021 targets met

Baseline (2014- 2017)	2018- 2019 Actual	2020- 2021 Actual	2019 Target	2021 Target	2023 Target	2025 Target
VOC 11.135	VOC 133.747	VOC 90.606	VOC ≤ 0.252	VOC ≤ 0.504	VOC ≤ 0.557	VOC ≤ 1.114
NOx 32.907	NOx 429.415	NOx 245.308	NOx ≤ 2.360	NOx ≤ 4.720	NOx ≤ 2.229	NOx ≤ 4.458

All emissions are in kg/day

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING TARGETS FOR PERFORMANCE MEASURES  
ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION**

**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 has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

**WHEREAS**, Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction; and

**WHEREAS**, the North Carolina Department of Transportation has established targets for the performance measures noted above; and

**WHEREAS**, the North Carolina Department of Transportation coordinated the establishment of targets with the 19 MPOs in North Carolina during the spring and summer of 2022; and

**WHEREAS**, the North Carolina Department of Transportation has officially established targets and transmitted them to FHWA on December 16, 2022; and

**WHEREAS**, Federal regulations require MPOs to establish targets within 180 days of the State establishing and reporting its targets to FHWA by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby agrees to plan and program projects that contribute toward the accomplishment of the State's targets for each of the listed performance measures.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary



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Wilmington, NC 28402  
Ph: (910) 341-3258  
Fax: (910) 341-7801  
www.wmpo.org

## **MEMORANDUM**

**To:** WMPO Board Members  
**From:** Carolyn Caggia, Associate Transportation Planner  
**Date:** February 8, 2023  
**Subject:** E-bike General Statutes and Policies

The North Carolina General Statutes (NCGS) currently defines Electric Assisted Bicycles as bicycles with fully operable pedals and electric motor of no more than 750 watts, capable of a maximum speed of 20mph.

The NCGS do not outline subclasses for types of e-bikes and where they can be ridden, although other states have done so in their laws, including Virginia, Tennessee, and Georgia. In 2019, the WMPO Bicycle and Pedestrian Advisory Committee developed, and the Board officially endorsed, a model ordinance that included language for defining these subclasses:

- “Class 1” - An electric bicycle with a motor that assists when pedaling only, until a maximum speed of 20mph. This aligns with NCGS’ definition of an “electric assisted bicycle, § 20-4.01(7a).
- “Class 2” - The motor on the e-bike may be used to propel the bicycle without pedaling, until a maximum speed of 20 mph. This aligns with the NCGS’ definition of a “motor-driven bicycle, § 20-4.01(27i).
- “Class 3” - The motor assists when pedaling only, until maximum speed of 28 mph.

The model ordinance also outlined:

- Access rules – Class 3 electric bicycles may be ridden on streets, roadways, and bike lanes, but are restricted from slower speed off-road facilities such as multiuse paths, sidewalks, or designated park trails (whereas Class 1 and 2 are permitted). All electric bicycles must follow all bicycling traffic laws in the NCGS Chapter 20.
- Helmet requirements – All electric bicycle riders shall wear a helmet or be subject to an infraction and fine.

Many cities in North Carolina do not address e-bikes and where they may be permitted in their ordinances. Here are some examples of rules from cities that have begun to address e-bikes in their ordinances:

- 
- In Raleigh, e-bikes may ride in the same places as traditional bikes, adhering to speed limit rules (such as 10mph for greenways)
  - In Durham, e-bike and motorized scooter users may use shared-use paths provided they yield to pedestrians.
  - In Charlotte, e-bikes at a speed of less than 15 mph may ride on sidewalks, except in a specific downtown area.

The WMPO works continually to promote bicyclist/pedestrian safety and etiquette through the "Be A Looker" campaign, which aims to educate all road users on rules of the road and safety practices. The "Be A Looker" campaign will run from April to October 2023.

It's also Year of the Trail, so staff will work with member jurisdictions to promote safety and etiquette while celebrating and promoting general trail usage. Staff is also working to develop a series of videos highlighting trail etiquette which will be posted to social media and the Go Coast website.

**Wilmington Urban Area Metropolitan Planning Organization**  
**Draft 2023 Legislative Agenda**

**Transportation Funding**

*The Wilmington Urban Area MPO supports prioritization and funding for local transportation and infrastructure projects and the need to explore new transportation and infrastructure revenue sources to address the growing needs of the state and the nation. Including, but not limited to road, bridges and highway projects, public transportation, ferry, bicycle and pedestrian infrastructure, beach nourishment, inlet and waterway maintenance, coastal storm damage reduction, port infrastructure, airports, etc.*

*The Wilmington Urban Area MPO encourage the North Carolina Department of Transportation, North Carolina General Assembly, and Governor of North Carolina to explore and implement new funding mechanisms that could raise the funds necessary to accelerate much needed transportation projects.*

**Transportation Project Priority- Cape Fear Memorial Bridge**

*The Wilmington Urban Area MPO Board has identified the replacement of the Cape Fear Memorial Bridge as their highest unfunded priority.*

**Opposition to Transfer of State Road Maintenance**

*The Wilmington Urban Area MPO respectfully and urgently requests the North Carolina General Assembly reject proposals which would transfer responsibility for large portions of the state's road system to local governments and weaken or dismantle municipal Powell Bill Street maintenance funding.*

**Limitation on City Requirements for Street Improvements Related to Schools**

*SL 2017-57 included language related to street improvements for schools. The Wilmington Urban Area MPO continues to be concerned that on non-state-maintained facilities where improvements related to schools are needed, the funding burden has fallen on the municipalities or the level of service on the roadways will be compromised. The Wilmington Urban Area MPO encourages the General Assembly to review this language and seek solutions to address this funding concern.*

**Moped Legislation**

*The Wilmington Urban Area MPO supports the North Carolina Department of Transportation's policy recommendation of restricting mopeds on public roadways with posted speed limits of 45 mph or greater. The MPO also encourages the North Carolina General Assembly to implement laws that regulate the use of mopeds in a manner that promotes the safety and welfare of the citizens and visitors of North Carolina and pursue education and clarity on existing regulations for mopeds, golf carts, and low-speed vehicles.*

**Electric Scooter Legislation**

*The Wilmington Urban Area MPO supports the use of electric scooters to provide an alternative mode of transportation so long as the scooters and/or bicycles are used in a safe and responsible manner, do not create visual clutter, and do not block parking or ADA accessibility. The allowance and/or use of electric scooters should be subject to local government control through their adopted codes and ordinances.*



**Electric Assisted Bicycle Legislation**

*The Wilmington Urban Area MPO supports the use of electric assisted bicycles to provide an alternative mode of transportation when utilized in a safe and responsible manner. The MPO encourages the North Carolina General Assembly to implement legislation defining e-bicycle subclasses. Locations of permissible use of electric assisted bicycles should be subject to local government control through their adopted codes and ordinances.*

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING THE 2023 LEGISLATIVE AGENDA**

**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**, to maintain and enhance the transportation infrastructure and quality of life enjoyed by the citizens and visitors of our region, the Wilmington Urban Area Metropolitan Planning Organization's Board is committed to working in partnership with our colleagues, other governmental entities, and our local, state, and federal delegation; and

**WHEREAS**, local governments, the North Carolina General Assembly, and the United States Congress all play essential roles in helping the region provide efficient transportation systems; and

**WHEREAS**, to facilitate these productive relationships with our local, state, and federal partners, the Wilmington Urban Area Metropolitan Planning Organization established a legislative agenda to share with our delegation in the North Carolina General Assembly and United States Congress.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the 2023 Legislative Agenda.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary

## **DRAFT 2/1/23**

### **Wilmington Urban Area Metropolitan Planning Organization Conflict of Interest Policy: Recusal Procedure and Guidelines**

The Wilmington Urban Area Metropolitan Planning Organization (“WMPO”) seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves. Each WMPO Board Member, and his/her alternate, has the duty to place the interests of the WMPO and the public it serves foremost in the conduct of business by the WMPO and has a continuing responsibility to comply with this policy.

WMPO Board Members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law. In the event that a conflict of interest is identified and no statutory exceptions allow the Board Member to participate in a matter, the Board Member shall recuse him/herself and shall not participate in any verbal or written action regarding the matter. In addition to all statutory requirements, the Board Member shall:

1. Promptly Disclose the Conflict or Potential Conflict of Interest. The Board Member shall promptly disclose in writing to the Board any conflict of interest or potential conflict of interest, which written disclosure shall be attached to the minutes of the meeting in which any discussion or vote was taken by the Board related to that disclosure.

2. Decline to Vote or Take Action on the Matter. The Board Member shall not vote and shall not otherwise take action or make a determination on the matter. To the extent permitted and feasible, the Board Member may request that his/her alternate participate in the matter on behalf of the member jurisdiction, provided that such participation by the alternate does not also create a conflict of interest or the appearance of a conflict of interest, and provided further that such participation by the alternate does not delay the Board’s timely consideration of and/or action upon the matter.

3. Decline to Participate in Discussions on the Matter. The Board Member shall avoid participating in verbal or written discussions about the matter with fellow Board Members, WMPO Staff, NCDOT Staff and other government officials, interested parties, and members of the media or the public. This includes both formal discussions of the full Board or a Board committee or informal conversations concerning the matter.

4. Not Seek or Accept Non-Public Information Concerning the Matter. The Board Member shall not be provided with or accept non-public information related to the matter or request such information. This includes information accepted or requested from fellow Board

Members, WMPO Staff, NCDOT Staff or other government officials, and interested parties.

5. Leave the Meeting Room While the Matter Is Under Consideration. The Board Member shall leave the meeting room in order to ensure that those present at the meeting are not influenced by the Board Member's presence or interest in the matter.

This policy shall be distributed to each WMPO Board Member and (if applicable) his/her alternate.

This policy may be revised or amended as deemed appropriate by the WMPO Board.

This policy is in addition to all applicable Federal and State ethics, disclosure and confidentiality laws, rules, and requirements. In the event that this policy conflicts or is inconsistent with any applicable Federal or State law, rule or requirement, the Federal and/or State law, rule or requirement shall control.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 2023.

**§ 136-200.2. Decennial review of metropolitan planning organization boundaries, structure, and governance.**

(a) Evaluation. – Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. The goal of the evaluation shall be to examine the need for and to make recommendations for adjustments to metropolitan planning organization boundaries, structure, or governance in order to ensure compliance with the objectives of 23 U.S.C. § 134. The Secretary shall submit a report of the evaluation process to the Governor and to the Joint Legislative Transportation Oversight Committee.

(b) Factors for Evaluation. – The evaluation of the area, structure, and governance of each metropolitan planning organization shall include all of the following factors:

- (1) Existing and projected future commuting and travel patterns and urban growth projections.
- (2) Integration of planning with existing regional transportation facilities, such as airports, seaports, and major interstate and intrastate road and rail facilities.
- (3) Conformity with and support for existing or proposed regional transit and mass transportation programs and initiatives.
- (4) Boundaries of existing or proposed federally designated air quality nonattainment areas or air-quality management regions.
- (5) Metropolitan Statistical Area boundaries.
- (6) Existing or proposed cooperative regional planning structures.
- (7) Administrative efficiency, availability of resources, and complexity of management.
- (8) Feasibility of the creation of interstate metropolitan planning organizations.
- (9) Governance structures, as provided in subsection (c) of this section.

(c) Metropolitan Planning Organization Structures. – The Governor and Secretary of Transportation, in cooperation with existing metropolitan planning organizations and local elected officials, may consider the following changes to the structure of existing metropolitan planning organizations:

- (1) Expansion of existing metropolitan planning organization boundaries to include areas specified in 23 U.S.C. § 134(c).
- (2) Consolidation of existing contiguous metropolitan planning organizations in accordance with the redesignation procedure specified in 23 U.S.C. § 134(b).
- (3) Creation of metropolitan planning organization subcommittees with responsibility for matters that affect a limited number of constituent jurisdictions, as specified in a memorandum of understanding redesignating a metropolitan planning organization in accordance with the provisions of 23 U.S.C. § 134.
- (4) Formation of joint committees or working groups among contiguous nonconsolidated metropolitan planning organizations, with such powers and responsibilities as may be delegated to such joint committees pursuant to their respective memoranda of understanding.
- (5) Creation of interstate compacts pursuant to 23 U.S.C. § 134(d) to address coordination of planning among metropolitan planning organizations located in this State and contiguous metropolitan planning organizations located in adjoining states.
- (6) Delegation by the governing board of a metropolitan planning organization of part or all of its responsibilities to a regional transportation authority created

under Article 27 of Chapter 160A of the General Statutes, if the regional transportation authority is eligible to exercise that authority under 23 U.S.C. § 134.

(d) **Optional Governance Provisions.** – In addition to any other provisions permitted or required pursuant to 23 U.S.C. § 134, the memorandum of understanding, creating, enlarging, modifying, or restructuring a metropolitan planning organization may also include any of the following provisions relating to governance:

- (1) Distribution of voting power among the constituent counties, municipal corporations, and other participating organizations on a basis or bases other than population.
- (2) Membership and representation of regional transit or transportation authorities or other regional organizations in addition to membership of counties and municipal corporations.
- (3) Requirements for weighted voting or supermajority voting on some or all issues.
- (4) Provisions authorizing or requiring the delegation of certain decisions or approvals to less than the full-voting membership of the metropolitan planning organization in matters that affect only a limited number of constituent jurisdictions.
- (5) Requirements for rotation and sharing of officer positions and committee chair positions in order to protect against concentration of authority within the metropolitan planning organization.
- (6) Any other provision agreed to by the requisite majority of jurisdictions constituting the metropolitan planning organization.

(e) **Effect of Evaluation.** – Upon completion of the evaluation required under this section, a metropolitan planning organization may be restructured in accordance with the procedure contained in 23 U.S.C. § 134(b)(5).

(f) **Assistance.** – The Department may provide staff assistance to metropolitan planning organizations in existence prior to January 1, 2001, that are considering consolidation on or after January 1, 2001. In addition, the Department may provide funding assistance to metropolitan planning organizations considering consolidation, upon receipt of a letter of intent from jurisdictions representing seventy-five percent (75%) of the affected population, including the central city, in each metropolitan planning organization considering consolidation.

(g) **Ethics Provisions.** – All individuals with voting authority serving on a metropolitan planning organization who are not members of the Board of Transportation shall do all of the following:

- (1) Except as permitted under this subdivision, no MPO member acting in that capacity shall participate in an action if the member knows the member, the member's extended family, or any business with which the member is associated may incur a reasonably foreseeable financial benefit from the matter under consideration, which financial benefit would impair the MPO member's independence of judgment or from which it could reasonably be inferred that the financial benefit would influence the member's participation in the action. An MPO member may participate in an action of the MPO under any of the following circumstances:
  - a. When action is ministerial only and does not require the exercise of discretion.
  - b. When the committee records in its minutes that it cannot obtain a quorum in order to take the action because the MPO member is disqualified from acting, the MPO member may be counted for

purposes of a quorum but shall otherwise abstain from taking any further action.

- (2) An MPO member shall have an affirmative duty to promptly disclose in writing to the MPO any conflict of interest or potential conflict of interest under subdivision (1) of this subsection. All written disclosures shall be a public record under Chapter 132 of the General Statutes and attached to the minutes of the meeting in which any discussion or vote was taken by the MPO related to that disclosure.
- (3) File a statement of economic interest with the State Ethics Commission in accordance with Article 3 of Chapter 138A of the General Statutes, for which the State Ethics Commission shall prepare a written evaluation relative to conflicts of interest and potential conflicts of interest and provide a copy of that evaluation to the MPO member. All statements of economic interest and all written evaluations by the Commission of those statements are public records as provided in G.S. 138A-23. The penalties for failure to file shall be as set forth in G.S. 138A-25(a) and (b).
- (4) File, with and in the same manner as the statement of economic interest filed under subdivision (3) of this subsection, an additional disclosure of a list of all real estate owned wholly or in part by the MPO member, the MPO member's extended family, or a business with which the MPO member is associated within the jurisdiction of the MPO on which the MPO member is serving. All additional disclosures of real estate filed by MPO members are public records under Chapter 132 of the General Statutes. The penalties for failure to file shall be as set forth in G.S. 138A-25(d).

(h) Confidential Information. – An MPO member shall not use or disclose any nonpublic information gained in the course of or by reason of serving as a member of the MPO in a way that would affect a personal financial interest of the MPO member, the MPO member's extended family, or a business with which the MPO member is associated.

(i) Definitions. – For purposes of this section, "extended family" shall have the same meaning as in G.S. 138A-3(25), "business with which associated" shall have the same meaning as in G.S. 138A-3(7), and "financial benefit" shall mean a direct pecuniary gain or loss or a direct pecuniary loss to a business competitor.

(j) Violations. – A violation of subdivision (1) of subsection (g) of this section shall be a Class 1 misdemeanor. An MPO member who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a required filing under subdivisions (3) or (4) of subsection (g) of this section shall be guilty of a Class 1 misdemeanor. An MPO member who provides false information on a required filing under subdivisions (3) or (4) of subsection (g) of this section knowing that the information is false is guilty of a Class H felony. If the State Ethics Commission receives written allegations of violations of this section, the Commission shall report such violations to the Director of the State Bureau of Investigation for investigation and referral to the District Attorney for possible prosecution. All written allegations or related documents are confidential and are not matters of public record.

(k) All individuals with voting authority serving on an MPO who are members of the Board of Transportation shall comply with Chapter 138A of the General Statutes and G.S. 143B-350 while serving on the MPO. (2000-80, s. 5; 2013-156, s. 1(b); 2014-58, s. 12(a); 2014-115, s. 56.6A(a); 2015-264, s. 72(a); 2017-6, s. 3; 2018-146, ss. 3.1(a), (b), 6.1.)

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION ADOPTING A CONFLICT OF INTEREST POLICY FOR THE WILMINGTON  
URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**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 (WMPO) seeks to prevent and avoid any conflicts of interest in the conduct of its business and to avoid any appearance of such conflicts to the public it serves; and

**WHEREAS**, each WMPO Board Member, and his/her alternate, has the duty to place the interests of the WMPO and the public it serves foremost in the conduct of business by the WMPO and has a continuing responsibility to comply with this policy; and

**WHEREAS**, the WMPO Board Members shall comply with the provisions of G.S. 136-200.2(g) through (k), and all other applicable provisions of law; and

**WHEREAS**, in the event that a conflict of interest is identified and no statutory exceptions allow the Board Member to participate in a matter, the Board Member shall recuse him/herself and shall not participate in any verbal or written action regarding the matter; and

**WHEREAS**, the conflict of interest policy provides for the recusal procedures and guidelines.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby adopts the Wilmington Urban Area Metropolitan Planning Organization's conflict of interest policy.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization's Board on February 20, 2023.

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Henry E. Miller III, Chair

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Mike Kozlosky, Secretary





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www.wmpo.org

## MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: February 13, 2023

**SUBJECT: Military Cutoff Road/Eastwood Road Interchange**

At the October MPO Board meeting, it was requested by the Board that MPO staff evaluate and bring back options for delaying the interchange at Military Cutoff Road/Eastwood Road as a potential project swap. The Drysdale Drive Extension (U-5710A) is currently under construction with completion anticipated by the end of 2023. The Military Cutoff Road/Eastwood Road interchange (U-5710) is programmed in the revised draft 2024-2033 State Transportation Improvement Program for Right of Way in FY 2023 and Construction in FY 2025.

MPO and NCDOT staffs have reviewed this request and identified the following potential project swap:

**U-5710 (Military Cutoff Road/Eastwood Road interchange):** Move from Right of Way in 2023 and Construction in 2025 to Funded for Preliminary Engineering (PE) only. This would require the project to recompile in Prioritization 7.0.

**U-5704 (College Road and Oleander Drive):** Move from Funded for PE only to Right of Way in 2024 and Construction in 2026.

The Military Cutoff Road/Eastwood Road interchange is funded in the amount of \$66.4 million and College Road/Oleander Drive intersection improvements are funded in the amount of \$37.7 million. Both projects are funded in the statewide tier. If the project swap is approved, the remaining \$28.7 million would be used to rebalance the STIP.

The MPO Board delayed discussions on the proposed project swaps at their November meeting based on this upcoming traffic forecast. Attached please find an e-mail from NCDOT Design Engineer Trace Howell, P.E. with information based on the new December 2022 traffic forecast. All project swaps must be agreed to by NCDOT and the MPO with documentation of the agreement provided to NCDOT's STIP Unit by March 17, 2023.

**From:** [Howell, Trace R](#)  
**To:** [Mike Kozlosky](#)  
**Cc:** [Hite, Katie E](#); [Kimes, D. Chad](#); [Cox, Adrienne M](#); [Marks, Caitlin M](#); [Leonard, David](#)  
**Subject:** RE: U-5710A  
**Date:** Thursday, January 5, 2023 4:31:54 PM  
**Attachments:** [image001.png](#)

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Hey Mike,

Please see updated information below based on the new December 2022 traffic forecast. The new December 2022 forecast accounts for traffic related to U-5710A (Drysdale Drive Extension) and the CenterPoint development. A summary of the findings are as follows:

- 2022 – Unacceptable Level of Service (LOS) E anticipated at the Eastwood Road/Military Cutoff Road intersection. Based on new 2022 forecast, Military and Eastwood currently operates at an unacceptable Level of Service (LOS) E. Even with the U-5710A project, this intersection will remain an LOS E.
- 2029 – First year of unacceptable Level of Service (LOS) E anticipated within the study area with restricted mainline left-turns along Eastwood Road at the intersection of Military Cutoff Road and Eastwood Road. These left turns are rerouted onto the new Drysdale Drive.
- 2045 – Unacceptable Level of Service (LOS) F that also restricts the mainline left-turns as described above. Additional lanes and improvements (primarily along Military Cutoff Road) are needed to operate acceptably. This would result in additional impacts and would likely offset the cost savings from constructing an at-grade option only.

All study area intersections are expected to operate acceptably with the full U-5710 project in place under 2045 conditions.

Let me know if you have any questions. Thanks.

**Trace R. Howell, PE**  
Design Engineer  
Project Development Unit - Division Three  
North Carolina Department of Transportation

910 341 2000 office  
910 675 0143 fax  
[trhowell1@ncdot.gov](mailto:trhowell1@ncdot.gov)

5501 Barbados Boulevard  
Castle Hayne, NC 28429

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**From:** Hite, Katie E  
**Sent:** Tuesday, November 22, 2022 8:12 AM  
**To:** [Mike.Kozlosky@wilmingtonnc.gov](mailto:Mike.Kozlosky@wilmingtonnc.gov)  
**Cc:** Kimes, D. Chad <[ckimes@ncdot.gov](mailto:ckimes@ncdot.gov)>; Cox, Adrienne M <[amcox1@ncdot.gov](mailto:amcox1@ncdot.gov)>  
**Subject:** U-5710A

Good morning, Mike:

At the October 2022 WMPO board meeting, there was discussion regarding the longevity of the improvements included as part of U-5710A. NCDOT Division 3 agreed to evaluate future impacts to determine an anticipated failure year of the project without additional improvements to the network, as well as a 20-year projected (2042) scenario. Volumes were derived from the original 2015 traffic forecast and the CenterPoint development. A summary of the findings are as follows:

- 2032 – First year of unacceptable Level of Service (LOS) E anticipated within the study area with full movement at the intersection of Military Cutoff Road and Eastwood Road
- 2035 – First year of unacceptable Level of Service (LOS) E anticipated within the study area with restricted mainline left-turns along Eastwood Road at the intersection of Military Cutoff Road and Eastwood Road. These left turns are rerouted onto the new Drysdale Drive.
- 2042 – Unacceptable Level of Service (LOS) F that also restricts the mainline left-turns as described above. Additional lanes and improvements (primarily along Military Cutoff Road) are needed to operate acceptably. This would result in additional impacts and would likely offset the cost savings from constructing an at-grade option only.

A new project specific forecast (build out year 2045) is anticipated in late December and these conditions could be re-evaluated at that time with the new, adjusted volumes, as needed.

Let me know if you have any questions. Thank you!

**Katie Hite, PE, PTOE**

Division Project Development Engineer

Division 3

NCDOT – Division of Highways

910 341 2000 office

910 604 0249 mobile

[kehite@ncdot.gov](mailto:kehite@ncdot.gov)

5501 Barbados Boulevard

Castle Hayne, NC 28429-5647



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## Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

### STIP/MPO TIP Modification #23-2 (February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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#### STIP MODIFICATIONS

EB-6039 NEW HANOVER PROJ.CATEGORY DIVISION	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	CAROLINA BEACH, CONSTRUCT BIKE LANES ALONG ST. JOSEPH AVENUE AND LEWIS DRIVE FROM LAKE PARK BOULEVARD TO ACCESS DRIVE IN CAROLINA BEACH. <u>AT THE REQUEST OF THE MUNICIPALITY, DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>	CONSTRUCTION	FY 2024 - FY 2024 -	\$398,000 \$100,000	(BGDA) (L)
HB-0039 NEW HANOVER	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17/76/421, REPLACE BRIDGE 640013 (CAPE FEAR MEMORIAL BRIDGE) OVER CAPE FEAR RIVER. <u>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY USING HIGHWAY FUNDS.</u>				
HS-2003Y NEW HANOVER PROJ.CATEGORY STATEWIDE	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 117 / NC 132 (COLLEGE ROAD), AT SR 2313 WILSHIRE BOULEVARD) IN WILMINGTON. INSTALL PEDESTRIAN COUNTDOWN HEADS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 -	\$63,000 \$63,000	(HSIP)
HS-2003Z NEW HANOVER PROJ.CATEGORY REGIONAL	- WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 17-76 (WOOSTER STREET), AT SR 1217 (17TH STREET) IN WILMINGTON. REVISE TRAFFIC SIGNAL AND INSTALL PEDESTRIAN COUNTDOWN HEADS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>	CONSTRUCTION	FY 2026 -	\$114,000 \$114,000	(HSIP)

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2  
(February 2023)

WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS			
P-5740B	- WILMINGTON URBAN AREA	CSX SE LINE, IMPROVEMENTS TO HIGHWAY GRADE	RIGHT-OF-WAY
NEW HANOVER	METROPOLITAN PLANNING ORGANIZATION	CROSSINGS, CLOSE AND IMPROVE VARIOUS EXISTING	CONSTRUCTION
PROJ.CATEGORY	AT-GRADE CROSSINGS.		
STATEWIDE			
		TO ALLOW ADDITIONAL TIME FOR UTILITY	
		INVESTIGATION, DELAY CONSTRUCTION FROM FY 23	
		TO FY 24. DP FUNDS REPRESENT FEDERAL CRISI	
		GRANT FUNDS.	
		FY 2023 -	\$600,000 (T)
		FY 2024 -	\$301,000 (DP)
		FY 2024 -	\$214,000 (T)
		FY 2025 -	\$2,033,000 (DP)
		FY 2025 -	\$1,443,000 (T)
		FY 2026 -	\$209,000 (DP)
		FY 2026 -	\$149,000 (T)
			\$4,949,000

# Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

## STIP/MPO TIP Modification #23-2 (February 2023)

STATEWIDE PROJECT

### STIP MODIFICATIONS

R-5966 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL TRIBAL TRANSPORTATION PROGRAM (FTTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO TRIBAL LANDS.  <u>UPDATE FUNDING IN FY 23, FY 24, FY 25, AND FY 26 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.</u>	CONSTRUCTION	FY 2023 - \$5,692,000 (FTTP) FY 2024 - \$5,059,000 (FTTP) FY 2025 - \$4,469,000 (FTTP) FY 2026 - \$1,694,000 (FTTP) \$16,914,000
TC-0018 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, 5310 CAPITAL PROJECTS FOR RURAL AND URBAN AREAS.  <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	CAPITAL	FY 2023 - \$360,000 (S) FY 2023 - \$404,000 (L) FY 2023 - \$2,929,000 (5310) FY 2024 - \$325,000 (S) FY 2024 - \$350,000 (L) FY 2024 - \$2,607,000 (5310) \$6,975,000
TM-0023 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	NCDOT, INTEGRATED MOBILITY DIVISION STATE ADMINISTRATION FUNDS TO SUPPORT THE IMD WITH PROVIDING SUBRECIPIENT MONITORING AND OVERSIGHT AND PROVIDE TECHNICAL ASSISTANCE IN THE DEVELOPMENT OF PROJECTS AND PLANS FOR SMALL URBAN AND RURAL AREAS(5310 ADMIN/OPERATING/CAPITAL PURCHASE SERVICE)  <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	ADMINISTRATIVE	FY 2023 - \$522,000 (5310) FY 2024 - \$500,000 (5310) \$1,022,000
TQ-6954 STATEWIDE PROJ.CATEGORY PUBLIC TRANS	- STATEWIDE PROJECT	STATEWIDE, 5310 OPERATING PROJECTS FOR RURAL AREAS  <u>ADD FUNDING IN FY 24 AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.</u>	OPERATIONS	FY 2023 - \$2,137,000 (L) FY 2023 - \$2,138,000 (5310) FY 2024 - \$695,000 (L) FY 2024 - \$2,005,000 (5310) \$6,975,000

Proposed Revisions to 2020-2029 STIP/MPO TIP Programs

STIP/MPO TIP Modification #23-2  
(February 2023)

STATEWIDE PROJECT

STIP MODIFICATIONS

R-5753 STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	CONSTRUCTION	FY 2023 - \$7,090,000 (FLTP) FY 2024 - \$1,700,000 (FLTP) FY 2025 - \$48,868,000 (FLTP) FY 2026 - \$1,936,000 (FLTP) FY 2027 - \$117,000 (FLTP) \$59,711,000
<u>UPDATE FUNDING IN FY 23, FY 24, FY 25, FY 26, AND FY 27 AT THE REQUEST OF THE FEDERAL HIGHWAY ADMINISTRATION.</u>				



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## MEMORANDUM

TO: MPO Board Members

FROM: Mike Kozlosky, Executive Director

DATE: February 15, 2023

**SUBJECT: 2020 Urbanized Area (UA) Census Data**

On December 29, 2022, the US Census released the MPOs Urbanized Area (UA) Census data. The Wilmington Urban Area MPO's UA population based on the 2020 Census data is 255,329. Additional mapping information was released on January 11, 2023. These boundaries are based on the updated Urban Area criteria revised from the 2010 Decennial Census criteria.

NCGS § 136-200.2. Decennial review of metropolitan planning organization boundaries, structure, and governance requires that “– Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor, and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. This review could require changes to the organizational boundaries, structure, and/or governance.”

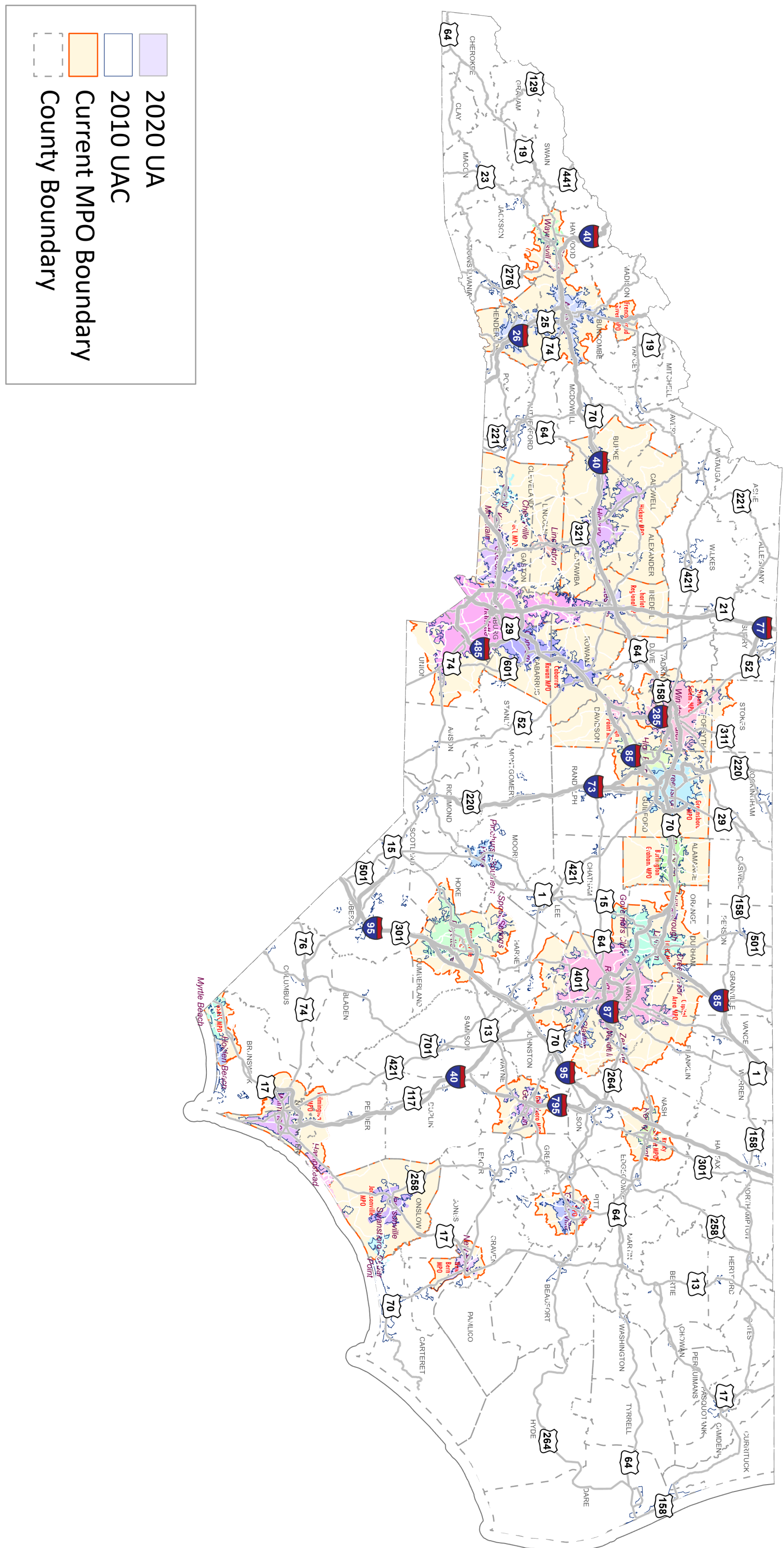
The release of this population data and UA boundaries is a first steps in reviewing our organizational boundaries, structure, and governance. This UA data is critical in determining if and where the WMPO's Planning Boundary may extend to accommodate future population growth trends. Attached please find four maps depicting the following:

- Census 2020 UAs, 2010 UACs, and MPOs map provided by NCDOT
- Wilmington Urban Area MPO map provided by NCDOT
- The 2020 Decennial Census Urban Areas within existing MPO planning boundaries in southeastern North Carolina

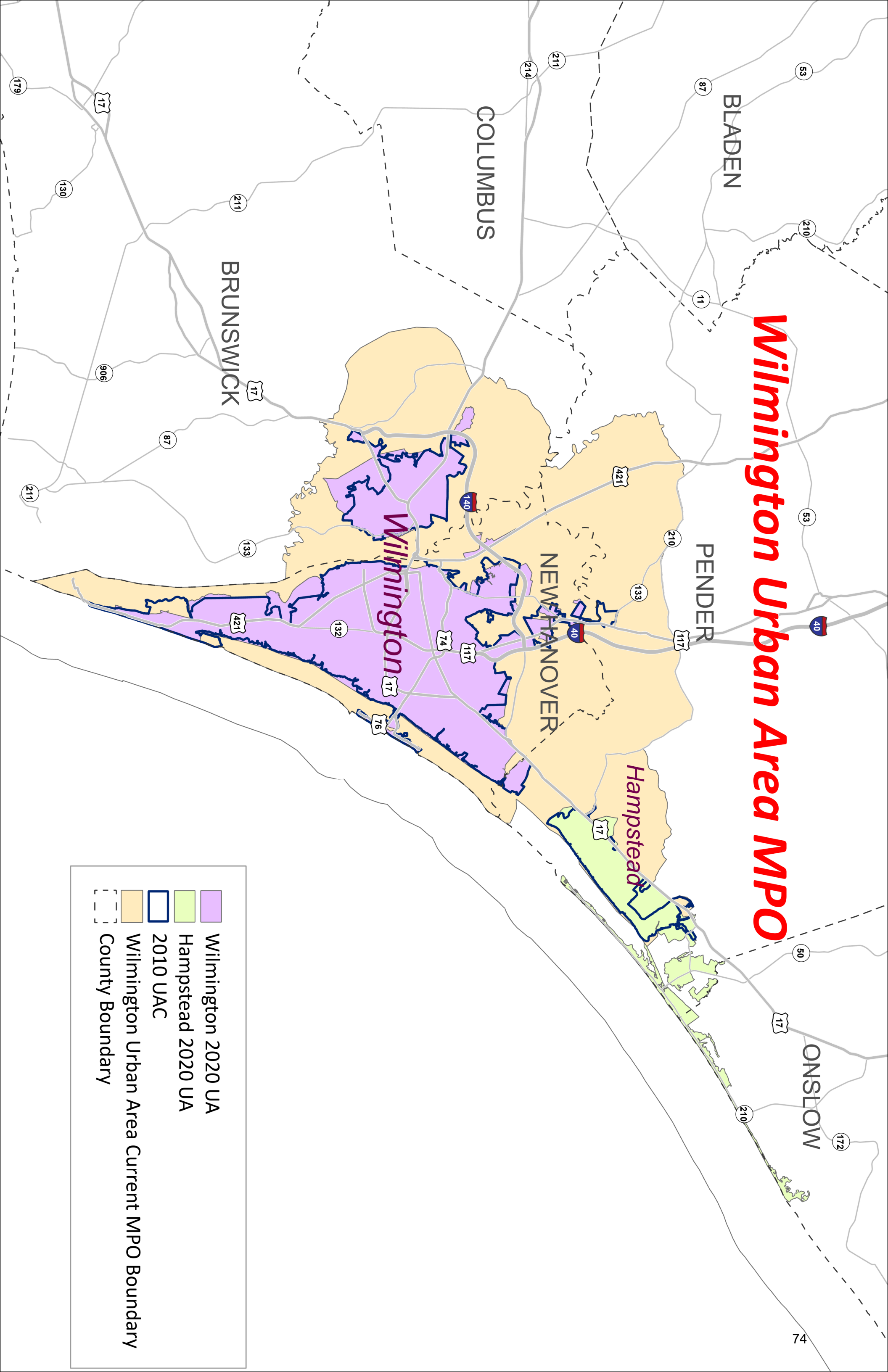
FHWA has published guidance and timelines for establishing new MPOs or changing/smoothing the MPO boundaries. Staff desires to begin discussions with the Board regarding potential boundary expansion. I anticipate that this item will be on your agendas for discussion for the next several months.



# Census 2020 UAs, 2010 UACs and MPOs



# Wilmington Urban Area MPO



Wilmington 2020 UA

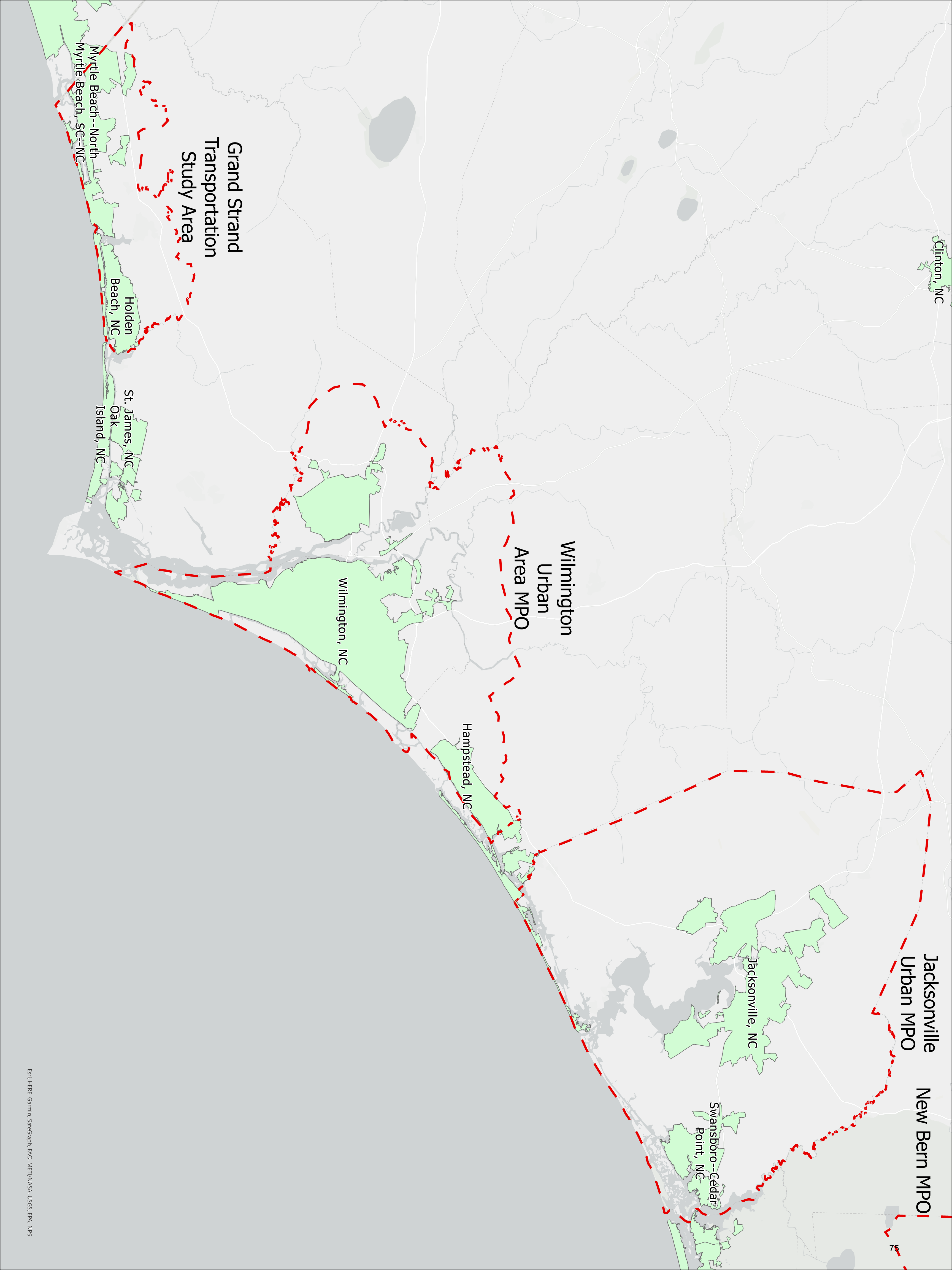
Hampstead 2020 UA

2010 UAC

Wilmington Urban Area Current MPO Boundary

County Boundary





Clinton, NC

Jacksonville  
Urban MPO

New Bern MPO

75

Jacksonville, NC

Swansboro--Cedar  
Point, NC

Hampstead, NC

Wilmington  
Urban  
Area MPO

Wilmington, NC

St. James, NC

Oak  
Island, NC

Holden  
Beach, NC

Myrtle Beach--North  
Myrtle Beach, SC--NC

Grand Strand  
Transportation  
Study Area

**WILMINGTON URBAN AREA  
MPO  
February 2023**

**WALK WILMINGTON COMPREHENSIVE PEDESTRIAN PLAN UPDATE**

**Project Description/Scope:** The City of Wilmington, in recognizing the desire of its citizens for a more walkable, livable community, applied for and received an NCDOT Planning Grant in 2021 to update the 2009 Walk Wilmington Comprehensive Pedestrian Plan. A Steering Committee, comprised of local stakeholders, citizens, and city staff, has been assembled to work with the consultant, Alta, to guide the development of the plan's update. The Steering Committee held its first meeting on Monday, March 28th. During the meeting, Steering Committee members discussed their visions for the future of walking in the City; reviewed the successes of the current plan and opportunities to build upon; and began identification of where improvements will be most critical in the future. Alta completed a draft existing conditions analysis and an infrastructure safety analysis. The infrastructure safety analysis was presented to and discussed by the Steering Committee during its May 26th meeting, as well as a strategy for public engagement. A comprehensive public engagement period that includes both a survey and input map application began June 15 and continued through mid-August. Ongoing during the outreach process were several in-person survey opportunities targeted to gather input from traditionally underserved communities. Just over 1,000 survey responses were received and used by Alta as a framework to guide the development of project and policy recommendations. The Walk Wilmington Steering Committee reviewed the draft priority areas identified through this framework during its September 27th meeting. Alta incorporated the Committee's initial comments and released a draft plan in November for the Steering Committee's further review. The committee's comments, as well as comments from key city staff, were sent to Alta on December 16, 2022. A final Steering Committee meeting, presenting the plan for receiving public comment on the draft plan and requesting assistance in promoting its availability was held on January 17th.

**Project Status and Next Steps:**

- Draft plan was released for public review and comment on January 20th and will remain available for comment until February 20th.
- Two Public Workshops were held to allow for in person review and comment on the plan's recommendations. The first was held January 31 from 5pm – 7pm at Halyburton Park, and the second on February 1 from 5pm to 7pm at the MLK Community Center.
- Final plan presentation to City Council in April 2023

**PENDER COUNTY BICYCLE AND PEDESTRIAN PLAN**

**Project Description/Scope:** Pender County, in collaboration with the WMPO and consultant WSP, seeks to develop a comprehensive Bicycle and Pedestrian Plan to direct multimodal development within the southern portion of the County. The final plan will be used to prioritize bicycle and pedestrian infrastructure implementation that will improve mobility, increase safety, and strengthen the connectivity for multimodal transportation options in southern Pender County. The notice to proceed was issued in late September 2022.

**Project Status and Next Steps:**

- An online survey is open for public feedback for the plan and is anticipated to close at the end of January.
- The first steering committee meeting is taking place on February 1st at the Hampstead Annex Auditorium from 4:00 to 5:30 p.m.
- Plan will be completed by June 2023.

## **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 two months, staff has reviewed the following development proposals:

- New Hanover County Formal Plan Reviews: 13 reviews
- New Hanover County Informal Plan Reviews: 4 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Concept Plan Reviews: 0 reviews
- Town of Leland Formal Reviews: 5 reviews
- Town of Leland Informal Reviews: 0 review
- Town of Navassa Formal Plan Reviews: 0 review
- Town of Navassa Informal Reviews: 0 review
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Town of Carolina Beach Concept Reviews: 0 review
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- Pender County Formal Reviews: 3 reviews
- Pender County Informal Reviews: 1 reviews
- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 49 reviews (9 new, 40 on-going)
- City of Wilmington Informal Reviews: 20 reviews (7 new, 13 on-going)
- City of Wilmington Concept Reviews: 1 review(s) (1 new, 0 on-going)
- City of Wilmington Full Releases: 8

TIA Reviews: 38 total active (34 under review; 2 approved; 1 new)

- New Hanover County 11 (0 new, 9 under review, 2 approved),
- City of Wilmington 11, (1 new, 10 under review, 0 approved),
- Carolina Beach 0,
- Town of Belville 0,
- Town of Leland 4, (0 new, 4 under review, 0 approved),
- Town of Navassa 2, (0 new, 0 approved, 2 under review),
- Pender County 7 (0 new, 7 under review, 0 approved) and
- Brunswick County 2, (0 new, 2 under review)

## **STBGP-DA/TASA-DA/CRRSAA** **FY2013 to Present**

### **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:**

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022

- Advertise for Bid – June 2023
- Begin Construction – October 2023
- Construction Complete- July 2024

#### **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.

##### **Project Status and Next Steps:**

- Official ribbon cutting occurred on January 25, 2022.
- Received NCDOT final acceptance on January 9, 2023.

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

**Project Descriptions/Scope:** The project consists 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:**

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid –June 2023
- Begin Construction –October 2023
- Construction Complete- July 2024

#### **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:**

- NCDOT approval of final design elements and right-of-way authorization obtained June 10, 2022
- Advertise for Bid –June 2023
- Begin Construction –October 2023
- Construction Complete- July 2024

#### **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:**

- Construction commenced February 8, 2021
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

#### **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:**

- Construction commenced February 8, 2021
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

**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:**

- Construction commenced February 8, 2021
- Town of Leland is working with the Contractor's Surety
- Final Project Closeout date to be determined
- Project completion extended to June 30, 2023; Town signed the Agreements; NCDOT to fully execute

**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:**

- Final Approval on PS&E from NCDOT February 28, 2022
- Bid advertised on March 3, 2022, with May 3, 2022, opening date, pre-bid meeting held on March 5, 2022
- One bid submitted on May 3, 2022.
- Re-Bid opening on May 10, 2022, only received one bid. Staff did not recommend award due to budget constraints.
- Submitted a Resolution to Council to Reject Bids approved by City Council on June 21<sup>st</sup>
- Submitted Change Request for CON Auth on October 13<sup>th</sup>
- Submitted required Environmental Consultation & NCDOT submitted the Construction Auth/funding request on October 25<sup>th</sup>
- Construction Funding/Auth Pending FHWA approval
- Readvertise with EB-6028 in Spring 2022

**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 approved
- The consultant is proceeding with the right-of-way acquisition.
- Proposed property valuations have been submitted and have been approved by NCDOT.
  - Letters to property owners have been mailed to initiate the acquisition process.
  - Construction fund authorization request will occur next federal fiscal year

#### **U-6233 CAROLINA BEACH HAMLET AVENUE/ US 421 TRAFFIC SIGNAL**

**Project Description/Scope:** installation of traffic signal with pedestrian infrastructure at the intersection of Hamlet Avenue and US 421 in the Town of Carolina Beach

- The signal plans have been finalized.
- The construction WBS was amended in October by the Board of Transportation
- Tentative construction starts in mid-year 2023

#### **U-6234 MULTI-MODAL PHASE 1 B**

**Project Description/Scope:** Rehabilitation of the historic structure located at 525 N 4th Street for MPO offices.

##### **Project Status and Next Steps:**

- Paragon Building Corp awarded bid and signed the contract
- Project design team working thru submittals and proposed construction schedule
- Contractor submitted a revised construction schedule and has mobilized on site
- September 12, 2022, building permit issued
- Right of Way permit has been approved
- Ongoing demolition of site and cleaning of the exterior walls
- Ongoing investigation for the stabilization of the brick
- Installed water service
- Prepared the masonry of the south parapet wall for reinstallation
- Prepared the subgrade for the concrete slab foundation installation
- Began installation of slab foundation (part 1 of 3)

#### **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:**

- Design contract approved May 5, 2021, by City Council and execution is complete.
- Design kick-off meeting held July 23, 2021, with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design started in October 2021 is expected to last through March 2023.

#### **U-6039 – CAROLINA BEACH – ST. JOESPH 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:**



- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with Kimley-Horn & Associates (KHA) on August 31, 2021
- Public meeting held on March 24, 2022, to present three (3) design alternatives for bike path on St. Joseph
- KHA presented to Town's Bike & Pedestrian Committee summary of comments on April 18, 2022
- KHA scheduled to present at Town Council regularly scheduled meeting on May 10, 2022
- Town Council approved Option 3 on May 10, 2022, as presented by KHA
- On May 25, 2022, project managers submit RFLOI to NCDOT requalified engineering firms with a response deadline of June 8, 2022
- Responses to RFLOI under review by WMPO/Town of Carolina Beach
- On July 12, 2022, the Town of Carolina Beach selected KHA as the design firm
- On September 22, 2022, The Town received a Letter of Agreement from Kimley Horne for Scope of Services and Project Engineer Design Estimate.
- Phone conference held on September 28, 2022, to go over the proposed submittal.
- The Town has uploaded documentation via EBS portal for review and approval.

#### **TASA-DA/CRRSAA/STIP**

##### **BL-0045 – DOWNTOWN GREENWAY PH. 1 DESIGN**

**Project Description/Scope:** design and engineering for an approximately 2.2 mile long, 10' to 12' in width portion of the trail beginning at 3rd street in the Downtown within the NCDOT owned rail corridor to McRae St (defined in the Wilmington Rail Trail Master Plan); abutting the Dorothy B. Johnson Elementary School western parcel line; traversing east along CSX right-of-way to Archie Blue Park; and continuing north through Archie Blue Park, parallel to the creek and terminating at the Love Grove Bridge multi-use path facility.

##### **Project Status and Next Steps:**

- Agreement executed by NCDOT on April 20, 2022
- City has selected an on-call engineering consultant (WSP) to perform design and engineering. A scope and fee have been agreed upon and approved by NCDOT.
- Award of contract by City Council on September 6, 2022, City Council Meeting.
- Notice to proceed issued on October 2, 2022.
- WSP is continuing to coordinate initial as well as recurring meetings with critical stakeholders that include NCDOT Rail Division, CSX, and Cape Fear Public Utility Authority.
- A resubmittal of the 25% plans is anticipated by February 2023 with proposed final alignment.
- Public involvement and stakeholder meetings planned for February/March 2023.

##### **BL – 0059 TOWN OF KURE BEACH - FORT FISHER BOULEVARD/K AVENUE AND NORTH 3RD STREET PEDESTRIAN SAFETY IMPROVEMENTS**

**Project Description/Scope:** This project entails intersection improvements at Ft. Fisher Boulevard and K Avenue to include high visibility crosswalks, ADA ramps, and pedestrian signals; and filling gaps in the sidewalk network on Ft. Fisher Boulevard and N. 3rd Street that will create a pedestrian network connected to the Ft. Fisher Boulevard and K Avenue intersection.

##### **Project Status and Next Steps:**

- Agreement finalized and adopted September 2022

- Request for PE Authorization in October 2022
- Request for Letters of Interest to be sent in December 2022
- PE firm selection anticipated February 2023

#### **EB-5600 – S. 17TH STREET MULTI-USE PATH**

**Project Description/Scope:** This project consists of the construction of a 10' multiuse path along South 17th Street from Harbour Drive to Shipyard Boulevard and the installation of crosswalks and pedestrian signal heads at the intersection of South 17th Street and Shipyard Boulevard.

##### **Project Status and Next Steps:**

- Agreement executed with NCDOT on May 24, 2022
- Scope and Fee submitted to NCDOT on September 16, 2022
- Change Request for PE Authorization submitted to NCDOT on September 21, 2022, awaiting authorization
- Request to use RS&H (COW On-Call) approved by NCDOT on October 10, 2022
- NCDOT approved the scope and fee on November 2, 2022
- Change Request for PE Authorization approved on January 20, 2023
- Contract between City and RS&H executed on January 24, 2023 and notice to proceed issued.
- Design kick-off meeting between City and RS&H staff scheduled for early February.

#### **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:**

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization January 2023
- Construction let date March 2023

#### **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:**

- 100% plans approved by NCDOT
- Contract proposal (with cost estimate) approved April 11, 2022
- CEI contract award in October 2022
- Construction authorization January 2023
- Construction let date March 2023

#### **EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY**

**Project Description:** Design only of the Middle Sound Greenway connection to Publix

##### **Project Status and Next Steps:**

- Comments received from CFPWA indicate conflicts with utilities that will require design adjustments

- Right of way acquisition continuing (2 remaining, dependent on water/sewer changes needed)
- NCDOT issued notice of Construction Authorization on April 12, 2022.
- Level A SUE completed, and results have been reviewed.
- Utility re-design is complete
- Anticipated construction let date of March 2023

#### **EB-6028 —CITY OF WILMINGTON- 21<sup>ST</sup> 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:**

- NCDOT has approved the 100% project plans
- Preparation of bid documents is underway
- Project approved by NCDOT on September 30, 2022
- Project to be bid with U-5534Q (College Rd @ Holly Tree Pedestrian Crossing).
- Awaiting construction authorization prior to announcing bid schedule

#### **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:**

- Town Council has requested to cancel this project.
- The MPO Board supported removal of the project at their November 30<sup>th</sup> meeting.
- NCDOT to process request.

#### **HL – 0040 NC PORTS WILMINGTON – NEW NORTH GATE FEASIBILITY STUDY**

**Project Description/Scope:** This project is a feasibility study, early design and NEPA work to determine the high-level alternatives and costs associated with a new North Gate on NC Port of Wilmington property to allow for efficient freight access to and from the General Terminal.

##### **Project Status and Next Steps:**

- Advertisement for on-call consultants, August 14, 2020
- Selection and signed contract with HDR on October 29, 2020
- Kickoff meeting on site with NCSPA on March 10, 2022
- NCSPA/WTRY call on April 5, 2022
- Draft scoping letter to Port on April 5, 2022
- Traffic counts completed April 12, 2022
- Scoping Letter to Agencies on April 18, 2022
- Draft design assumptions & Typical Sections submitted on June 3, 2022
- Draft Limited Environmental Records Review (LERR) submitted on July 5, 2022
- Revised typical sections submitted on July 7, 2022
- Natural Resources Technical Report (NRTR) on August 8, 2022
- Revised Limited Environmental Records Review (LERR) submitted August 15, 2022
- Draft 15% roadway submittal on September 15, 2022
- Preliminary Hydraulics submittal on October 11, 2022
- Revised Roadway plans submitted on November 16, 2022

## **TC – 0021 WAVE PASSENGER AMENITIES AND UPGRADES**

**Project Description/Scope:** Cape Fear Public Transportation Authority (WAVE transit) currently has a total of 440 bus stops, 24 benches and 27 shelters. Shelters only represent 6% of our passenger amenities, while other NC agencies average 14%. To meet the peer average for statewide systems, CFPTA needs to install an additional twenty-six (26) benches and twenty (20) shelters. This project will support the installation of a total of nine (9) bus stop benches and ten (10) bus stop shelters along eight (8) transit routes located within the City of Wilmington. The project includes engineering and design, construction of concrete pads, ADA ramps, ADA access, and purchase and installation of durable bench and/or shelter, waste receptacle, and solar lighting, where applicable.

### **Project Status and Next Steps:**

- The project was awarded funds in November 2021
- NC Board of Transportation approved the flex request in January 2023

## **TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

**Project Description/Scope:** The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

### **Go Coast current initiatives and project status:**

1. Go Coast Committee Meeting - The next Go Coast committee meeting will occur on February 16, 2023, at 3 PM.
2. Bicycle Helmet Initiative – The WMPO is applying for 100 bicycle helmets through NCDOT’s Bicycle Helmet Initiative. The helmets are to be distributed to low-income children with a safety education component, so helmets received will be distributed throughout the 2023 Be a Looker campaign. Applications are due February 3.
3. Be a Looker – WMPO and Go Coast will promote the Be a Looker campaign from April 2023 to October 2023, which encourages safety among all road users including motorists, bicyclists, and pedestrians.
4. Year of the Trail – WMPO staff is working with member jurisdictions to create a Story Map which highlights trails/greenways in our region. The Story Map will be featured on the WMPO website at [wmpo.org/year-of-the-trail](http://wmpo.org/year-of-the-trail) to promote trail usage during the statewide, yearlong Year of the Trail campaign.



## **Cape Fear Public Transportation Authority**

### **January 2023 Project Updates**

#### **SIX MONTH FIXED ROUTE UPDATE**

In July of 2022, Wave Transit made investments in four of our routes and the Saturday service schedule. The below reflects the growth from each of those routes over a six-month period ending December 31.

107- College Road (60-minute continuous service)	+53.6%
108 - Market Street (increased to 30-minute frequencies)	+25.3%
201 - Carolina Beach Road (increased to 30-minute frequencies)	+18.5%
205 - Longleaf Park (increased to 30-minute frequencies)	+11.7%
Saturday service – additional hour of morning service	+11.9%
Total system -	+4.2%

#### **ZEV TRANSITION PLAN**

In early 2022 NCDOT committed 100% funding to assist Wave Transit in developing a Zero Emissions Transition Plan.

The Federal Transit Administration and other primary funding agencies have directed transit agencies nationwide to transition their fleets to Low or No Emissions, with funding priority given to Zero Emissions Vehicles (ZEV). The Transition Plan is a requirement by FTA to apply for grant funds supporting any ZEV projects, including vehicles and all related infrastructure. In 2020, North Carolina's governor signed the Multi-State Medium and Heavy-Duty ZEV Memorandum of Understanding, committing to electrifying buses in the state.

This study evaluates these potential impacts and develops a strategic road map to incorporate battery electric vehicles (BEV) and/or hydrogen fuel cell electric vehicles (FCEV) for Wave Transit. Wave Transit has a total of 68 vehicles, of which only 26 are CNG low emission vehicles.

Wave Transit staff is working with consultants from HDR to develop the transition plan.

#### **CAPITAL PROJECTS**

A Passenger Amenities Improvement Plan is currently under development to prioritize passenger amenity improvements and additions at our highest use stops, stops that are at points of interest, and stops with the highest wait times. There are currently three projects underway to improve passenger amenities. Total installations will include 26 shelters and 19 benches over the next 12-24 months.

#### **OTHER PROJECTS**

On December 21<sup>st</sup>, the United States Department of Transportation (USDOT) awarded NCDOT \$10.4 Million in Rural Surface Transportation Grant program funding to deploy on-demand microtransit services in eleven rural North Carolina communities, including the Wilmington area. MEE NC will accelerate the deployment of high-quality, on-demand transit services to rural, low-income

communities throughout North Carolina, leading to more equitable mobility and improved access to opportunities, services, and resources for transportation disadvantaged populations. Wave Transit requested additional vehicles, software, and service area expansion for the existing RideMICRO system. The project scope will be finalized with USDOT over the next few months.

WMPO FEBRUARY PROJECTS IN DEVELOPMENT					
Project Manager	Contract Type	TIP	Description	County	SAP LET Date
Rail Division	Rail	P-5740A	Wilmington Rail Rehabilitation, Curve Realignment and Upgrade Rail Bridges	New Hanover	3/1/2023
Eric Murray	DPOC	U-5914	Widen NC 133 from US 17/74/76 to Old River Road	Brunswick	4/20/2023
Derek Pielech	DPOC	BP3-R004	Brunswick 181 over Sturgeon Creek on SR 1437 (Old Fayetteville Road) (Previously 17BP.3.R.84)	Brunswick	6/1/2023
Lydia	DDRL	I-6039	1-40 Pavement rehab from Milemarker 420 to NC 210	New Hanover & Pender	6/20/2023
Rail Division	Rail	P-5740C	CSX SE Line Installation of Railroad Grade Crossing Signals and Gates at Various At-Grade Crossings	New Hanover	6/30/2023
Lydia	DPOC	I-6036	I-140 - US 17 to North of US 74 pavement rehab	Brunswick	9/19/2023
Rail Division	Rail	P-5740B	CSX SE Line Improvements to Hwy Grade Xings, Close & Improve Various Exisit. At-Grade Crossings	New Hanover	3/21/2024
Brian Harding	DDRL	U-6202	Widen Gordon Road to 4 lanes from US 17 Market St to I-40	New Hanover	7/16/2024
Derek Pielech	DPOC	BP3-R012 17BP.3.R.93	Replace Bridge 208 over Sturgeon Creek on SR 1472 (Village Road) in Brunswick County	Brunswick	7/3/2025
Trace Howell	DDRL	R-3300A	Hampstead Bypass (US 17 from Military Cutoff Road to NC 210)	New Hanover & Pender	7/15/2025
Mike Bass	DDRL	U-5710	US 74 (Eastwood Road) at US 17 (Military Cutoff Rd)	New Hanover	9/16/2025
Derek Pielech	DPOC	B-5653	Pender 14 on NC 133 over Turkey Creek	Pender	1/28/2026
Trace Howell	DDRL	U-5792	MLK at College	New Hanover	6/15/2027
Brian Harding	DDRL	U-5954	NC 133 at 23rd Street Roundabout	New Hanover	6/15/2027
Derek Pielech	Raleigh	BR-0008	Replace Bridge 7 on US 17 over US 76	Brunswick	9/21/2027
Lydia	DPOC	I-6037	I-140 From US 421 to I-40. Pavment & Bridge Rehabilitation	New Hanover	2/15/2028
Krista Kimmel	DDRL	U-5926	New Route from 23rd St to 26th St	New Hanover	3/31/2028
Brian Harding	DDRL	U-5731	US 74 at US 17/US 421 Flyover	New Hanover	5/16/2028

Krista Kimmel	DDRL	U-3338C	Kerr Ave Interchange at MLK	New Hanover	6/20/2028
Brian Harding	DDRL	U-5729	US 421 Carolina Beach Rd Median with intersection improvement at Shipyard and US 421	New Hanover	7/18/2028
Lydia	DPOC	I-6038	I-140 from US 421 to US74/76. Pavement Rehabilitation	Brunswick	11/16/2028
Krista Kimmel	DDRL	U-4902C	US 17 Business - Market St Median & Interchange	New Hanover	6/19/2029
Trace Howell	DDRL	U-5702B	College Road Access Management Improvement from Carolina Beach Road to Shipyard Blvd	New Hanover	1/15/2030
Krista Kimmel	DDRL	U-4434	Independence Boulevard Extension	New Hanover	6/17/2031
Krista Kimmel	DDRL	U-4902B	US 17 Business - Market St Median Railroad to MLK	New Hanover	1/1/2040
Trace Howell	DDRL	U-5732	Hampstead Median: US 17 from SR 1582 (Washington Acres Road) to Vista Lane	Pender	1/1/2040

Update provided: 1/18/23  
PO: WMPO  
Contact: Adrienne Cox, amcox1@ncdot.gov, 910.341.2001



WMPO FEBRUARY PROJECTS UNDER CONSTRUCTION						
Contract Number	Resident	TIP/WBS/Work Order	County	Description	Estimated Completion	Percent Complete
DC00300	Brian Groves	R-2633BA(L)	Brunswick	Navassa Landscape Enhancement	1st Qtr/2023	93.17%
C203980	Joshua Pratt	U-4751	New Hanover	Military Cutoff Road Extension from Market St to the Wilmington Bypass with an interchange at the Bypass	9/10/2023	85.36%
DC00309	Daniel Waugh	N/A	New Hanover	ILM Landscape Improvement	TBD	84.44%
C204623	Joshua Pratt	B-5642	Brunswick	Replace Bridge 65 on NC 87 Over Hood Creek	5/29/2023	76.13%
DC00331	David Sawyer	R-5783E, R-5783F	Brunswick, Duplin, New Hanover, Onslow, Pender and Sampson	Division Wide ADA Curb Ramp Updates	1st Qtr/2023	76.07%
C204301	Joshua Pratt	N/A	New Hanover	New Hanover #48 and #49 on I-40E & I-40 W/NE Substructure Repairs	1st Qtr/2023	65.92%
C204319	Joshua Pratt	U-4902D	New Hanover	Superstreet median on Market St (US 17 BUS) from Marsh Oaks Dr to Lendire Dr	9/17/2023	57.21%
DC00249	Joshua Pratt	B-4590	New Hanover	Bridge #29 over Smith Creek	10/11/2023	55.22%
C204629	Joshua Pratt	B-5624	Brunswick	Replace Bridge 57 on NC 211 Over Juniper Creek	1st Qtr/2023	28.31%
C204553	Daniel Waugh	R-3300B	Pender	NC 417 (Hampstead Bypass) from South of NC 210 to North of SR 1563 (Sloop Point Road)	3/16/2027	15.87%
C204331	Joshua Pratt	15BPR.19	New Hanover	Banks Channel (#21, US 76) girder repair, clean and paint bearings, epoxy caps	TBD	14.26%
C204747	Joshua Pratt	U-5710A	New Hanover	Drysdale Drive Extension from Military Cutoff Road at Drydale to US 74	2/27/2025	10.55%
DC00402	David Sawyer	W-5803B	Onslow, Pender	Install Rumble Strips on US 17 Between New Hanover/Pender County Line and Mile Post 19.30 in Onslow County	1/31/2023	0.00%

WMPO FEBRUARY RESURFACING PROJECTS					
Contract Number	Contract Year	County	Routes	Estimated Completion Date	Percent Complete
C204409	2021	Brunswick	1 Section of US-17, US-74/76, And NC-130; and 11 Sections of Secondary Roads	1st Qtr/2023	93.75%
DC00325	2022	Brunswick	Brunswick Resurfacing B (3/16/2022 Availability Date)	5/18/2023	91.02%
DC00294	2021	New Hanover	New Hanover County Resurfacing	1st Qtr/2023	90.43%
DC00327	2022	New Hanover	New Hanover County Resurfacing (1/06/2022 Availability Date)	4/28/2023	90.13%
DC00304	2021	Brunswick	US 17, NC 904 & Various Secondary Roads	1st Qtr/2023	83.40%
DC00311	2022	New Hanover	Market Street, 3rd Street, Independence Blvd, and patching on 16th & 17th Streets	9/29/2023	8.91%
DC00344	2023	Brunswick and New Hanover	Brunswick and New Hanover county resurfacing, various secondary routes	6/16/2023	0.00%

Go!NC Portal for public information: [HMIP](#) (Highway Maintenance Improvement Program) GIS maps

<https://ncdot.maps.arcgis.com/home/webmap/viewer.html?webmap=ceae1d0cf870473fb7d35294acb6b71c>



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

February 2023

Nazia Sarder  
Transportation Engineer  
NCDOT Transportation Planning Division  
1 South Wilmington Street  
Raleigh, NC 27601

FEBRUARY TPD UPDATES WILMINGTON MPO

FEBRUARY 2023

**Brunswick County Comprehensive Transportation Plan (CTP):** The Brunswick County CTP was paused from January through August of this year. The CTP has resumed, data has been updated, and the CTP has been reviewed by TPD supervisor, unit head and is currently being reviewed by director. Supervisor and unit head comments have been incorporated. As internal reviews are ongoing, the CTP engineer has incorporated PIO feedback and submitted report to NCDOT Communications Office on 1/18 for production. The next steps are to start setting up public involvement sessions and meet with the steering committee to update their adopting/endorsing agencies council and boards.

**Wilmington Model:** The 2050 Travel Demand Model (TDM) work started on 3/1/2022. The TDM is being developed for the next Wilmington MTP. Currently the engineer and modeler are working on checking and updating network attributes. The MPO has verified a lot of the data and provided materials and input for employment, population, CO data, network, college data etc. The TAZs have been established.

**Additional information:** The Census is now available on the United States Census Bureau site. Refer to the [website](#) for census information.

**Helpful Links:**

Click on links below to learn more:

- NCDOT home page—[ncdot.gov](https://www.ncdot.gov)
- Real-Time Traffic—[DriveNC.gov](https://www.drive-nc.com) | [North Carolina Traffic & Travel Information](https://www.ncdot.gov/traffic)
- Report a pothole—[NCDOT Contact Us Form](https://www.ncdot.gov/contact-us)
- NCDOT: State Transportation Improvement Program—[ncdot.gov/sti](https://www.ncdot.gov/sti)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](https://www.ncdot.gov/traffic-survey)

*Mailing Address:*  
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- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](https://www.ncdot.gov/InteractiveTrafficVolumeMap/)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](https://www.ncdot.gov/TrafficSafetyData&Engineering/)

### **NCDOT Statewide Plans:**

To learn more, click on the following links:

- [NC Moves 2050 Plan](https://www.ncdot.gov/NCMoves2050Plan/) (or go to [ncdot.gov/ncmoves](https://www.ncdot.gov/ncmoves/))
- [NCDOT Strategic Transportation Corridors](https://www.ncdot.gov/StrategicTransportationCorridors/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](https://www.ncdot.gov/ComprehensiveStateRailPlan25YearVision/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](https://www.ncdot.gov/NCStatewideMultimodalFreightPlan2015-2040/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [Great Trails State Plan](https://www.ncdot.gov/GreatTrailsStatePlan/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](https://www.ncdot.gov/ConnectingNorthCaroliniansToOpportunitiesPublicTransportationStrategicPlan2018/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](https://www.ncdot.gov/NCDOTResilienceStrategyReport2021/) (or go to [ncdot.gov](https://www.ncdot.gov) and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](https://www.ncdot.gov/StatewidePedestrianBicyclePlan2013/) (or go to [ncdot.gov/bikeped/walkbikenc](https://www.ncdot.gov/bikeped/walkbikenc/))