



WMPO Board Meeting Minutes

Wednesday, August 28, 2024

929 N Front Street

Wilmington, NC 28401

Members Present

Mike Allen, Town of Belville
Deb LeCompte, Town of Carolina Beach
Jonathan Barfield, Jr., New Hanover County
Brenda Bozeman, Town of Leland
Brad George, Pender County
Frank Williams, Brunswick County
Bill Rivenbark, Cape Fear Public Transportation Authority
Hank Miller, Chairman
Bill Saffo, City of Wilmington
Allen Oliver Town of Kure Beach
Luke Waddell, City of Wilmington
Eulis Willis, Town of Navassa

Others Present

Doug Pruden
Mike Kozlosky, WMPO
Abby Lorenzo, WMPO
Michelle Howes, NCDOT
Tera Cline, WMPO
Regina Hopkins, WMPO
Trevor Carroll, NCDOT
Michelle Howes, NCDOT
Carolyn Caggia, WMPO
Greer Shriver, WMPO

Members Absent

Landon Zimmer, NC Board of Transportation

1) Call to Order

Chairman Miller called the meeting to order at 3:00 PM. Mike Kozlosky, WMPO then called roll.

Present: Mike Allen, Bill Saffo, Deb LeCompte, Brenda Bozeman, Jonathan Barfield, Jr., Allen Oliver, Brad George, Bill Rivenbark, Hank Miller, Frank Williams, Eulis Willis and Luke Waddell. **Absent:** Landon Zimmer

2) Conflict of Interest Statement

Chairman Miller read the conflict-of-interest statement and asked if any Board member has a conflict of interest.

3) Approval of Board Member Excused Absences

Landon Zimmer was excused by a motion by Luke Waddell and seconded by Frank Williams. Motion carried unanimously.

4) Approval of the Agenda

Mr. Williams made a motion to approve the agenda adding a closed session, seconded by Luke Waddell and the motion carried unanimously.

5) Public Comment Period

Doug Pruden, 1825 Vincennes Place, Wilmington stated he would like to comment on the plans to build an overpass and spend 80 million dollars at the intersection of Eastwood Road and Military Cutoff Road. Please see attached comments.

There was then discussion on whether the funds if the project was deferred could be reallocated to another project. It was suggested the MPO and NCDOT speak offline regarding the project and the funds and bring the comments back to the Board at another meeting.

6) Consent Agenda

- a. **Approval of Board Regular Meeting Minutes- July 31, 2024**
- b. **Resolution approving 2024-2033 STIP/MPO Administrative Modifications #24-7**

Ms. Bozeman made a motion to approve the consent agenda and Mr. Williams seconded, the motion carried unanimously.

8) Regular Agenda

- a. **Resolution approving the WMPO's Local Input Point Assignment for Regional Impact Tier Projects for Prioritization 7.0**

Abby Lorenzo, WMPO stated that included in the packet is a resolution approving P 7.0 assignments for the eligible regional tier level. She noted the 14 day public comment period was approved at the last Board meeting and three comments were received. Two of the comments were general, one in relation to requesting that more investment go into multimodal accommodations to include local and regional rail projects and other forms of mass transit. The second comment was regarding traffic light improvement and the final comment was related to the widening of Independence Boulevard. This project is only eligible at the Division tier. That will be a project considered during the next round of local projects.

The next step with these project plan assignments is to enter them online. They are due by 5 PM on August 30th.

Mr. Williams made a motion to approve the Resolution approving the WMPO's Local Input Point Assignment for Regional Impact Tier projects for Prioritization 7.0, Mr. Rivenbark seconded, and the motion carried unanimously.

9) Discussion

- a. **2024-2033 STIP/MPO Transportation Improvement Program Administrative Modifications #24-8**

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

10) Updates are all included in the Agenda Packet

- a. **Wilmington Urban Area MPO**

Updates are all included in the Agenda Packet

- b. **Cape Fear Public Transportation Authority**

Mark Hairr reminded the Board about the public outreach process for the WAVE route schedule improvements and asked the Board to reach out if they had any feedback or groups that could be contacted regarding the survey.

c. NCDOT Division

Updates included in the packet

d. NCDOT Transportation Planning Division

Updates included in the packet.

11) Announcements

- a. River to Sea Bike Ride -September 7, 2024**
- b. WMPO Direct Attributable Applications are due September 13, 2024**
- c. Brunswick Heritage Riverside Ride-September 28, 2024**

Next meeting – September 25, 2024

Mr. Williams made a motion to adjourn the meeting at 3:39 PM and Ms. Bozeman seconded.

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.**

My name is Doug Pruden and my wife and I live at 1825 Vincennes Place in Wilmington. I'm here to offer comments about the Eastwood/Military Cutoff intersection and to ask you to re-consider whether spending \$80 million on the Flyover to remove a 42 second delay at the traffic signal on Military Cutoff at Eastwood is really the most effective way to spend taxpayer dollars.

By late this November the Drysdale Drive Extension project will be completed. With the completion of that project (U-5710A) the movement of traffic at the Eastwood/Military Cutoff intersection can change dramatically (visuals from DOT below). What is today a choke point of red lights with straight and left turns, straight and left for drivers from all four directions could shift to simple two-way, red/green traffic. With no other changes that means that for peak hour traffic on Eastwood the waiting time could drop based on Wilmington Traffic Engineering reports to be the current 118 seconds (call it 2 minutes) down to 65 seconds. Compare that 65 second to waiting times in similar AM peak periods of 124 seconds at MLK and College or at Eastwood and Market of 125 seconds.

Further consider that in the 4 mile stretch of Eastwood Road between Market Street and the draw bridge to Wrightsville Beach there are currently a total of 11 intersections with traffic signals. If NCDOT builds the flyover and eliminates that one set of lights at Eastwood/Military Cutoff there still will be 10 chances to get a red light and nobody's trip to the beach (or back to ILM) will be without some waiting for the green.

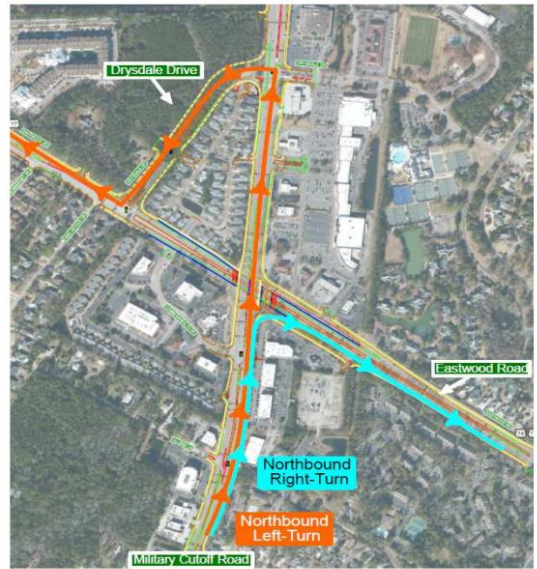
On the Military Cutoff side (which is and will continue per NCDOT to be the much more heavily travelled of the two roads) of the intersection the morning peak hour, by using the new Drysdale Extension and removing the left turn at the Eastwood/Military Cutoff intersection, waiting time could be reduced from what Wilmington Traffic Engineering reports to be the current red light time of 95 seconds down to 42 seconds. Compare that to the similar daypart waiting time just about a half mile north on Military Cutoff at Parker Farm Rd (Mayfair Shopping Center) of 71 seconds or down at Wrightsville Avenue at Oleander of 70 seconds. That means that by applying the new Drysdale Drive Extension traffic flow design Eastwood/Military Cutoff could overnight become less than half the wait time of those other nearby intersections and do so: 1) without spending that \$80+ million, 2) without the 2 years of construction chaos at the intersection, and 3) without the two new traffic signals that NC DOT recommends be added just south of the intersection - for the safety of vehicles entering Military Cutoff from Commonwealth Drive and Allens Lane.

I ask that you re-examine the project and to consider whether the \$80 million dollars might be more effectively spent to address other traffic issues in the Wilmington Metro Area. I encourage you to address this question as soon as possible for land acquisition required for the Flyover has already begun. Thank you.

Military Cutoff SB to Eastwood



Military Cutoff NB to Eastwood



Eastwood EB to Military Cutoff



Eastwood WB to Military Cutoff

