



## WILMINGTON URBAN AREA Metropolitan Planning Organization

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### Meeting Agenda

Wilmington Urban Area MPO  
Transportation Advisory Committee

#### Members:

City of  
WILMINGTON  
Lead Planning Agency

Town of  
CAROLINA BEACH

Town of  
KURE BEACH

Town of  
WRIGHTSVILLE BEACH

NEW HANOVER  
County

Town of  
BELVILLE

Town of  
LELAND

Town of  
NAVASSA

BRUNSWICK  
County

PENDER  
County

CAPE FEAR PUBLIC  
Transportation  
Authority

North Carolina  
BOARD OF  
TRANSPORTATION

**TO:** Transportation Advisory Committee Members  
**FROM:** Mike Kozlosky, Executive Director  
**DATE:** September 2, 2009  
**SUBJECT:** September 9<sup>th</sup> Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, September 9<sup>th</sup> at 4pm. The meeting will be held in the Lord Spencer Compton Conference Room at City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
  - a. 6/24/09
- 3) Public Comment Period
- 4) Old Business
- 5) New Business
  - a. Resolution adopting the revised Wilmington MPO Public Involvement Policy
  - b. Resolution adopting the Walk Wilmington: A Comprehensive Pedestrian Plan
  - c. Resolution supporting the City of Wilmington, New Hanover County, University of North Carolina-Wilmington and Town of Wrightsville Beach's TIGER grant application
  - d. Resolution supporting "complete streets" within the Wilmington MPO
  - e. Resolution requesting federal approval to extend I-20 into Wilmington
  - f. Resolution adopting the Top 25 Projects in the Wilmington MPO's Planning Area Boundary for submission to NCDOT's Strategic Prioritization Office of Transportation
- 6) Public Hearings
  - a. Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132)
  - b. Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A)
- 7) Updates
  - a. Cape Fear Commutes
  - b. NCDOT
- 8) Announcements
  - a. Bike/Pedestrian Committee meeting- September 10<sup>th</sup> at 5:15pm
  - b. Citizen Advisory Committee meeting-September 16<sup>th</sup> at 4pm
- 9) Next meeting –September 30, 2009

**Attachments:**

- Minutes from 6/24 meeting
- Revised Wilmington MPO Public Involvement Policy
- Resolution adopting the revised Wilmington MPO Public Involvement Policy
- Walk Wilmington: A Comprehensive Pedestrian Plan (<http://www.wmpo.org/plans.html>)
- Resolution adopting the Walk Wilmington: A Comprehensive Pedestrian Plan
- Map of the proposed joint Tiger Grant Application for the Cross City Trail and River to Sea Bikeway
- Resolution supporting the joint TIGER grant application for the Cross-City Trail and River to Sea Bikeway
- Resolution supporting “complete streets” within the Wilmington MPO planning area boundary
- Map of proposal to extend I-20 to Wilmington
- Resolution supporting the beginning of discussions to extend I-20 into Wilmington
- NCDOT’s Strategic Planning Office of Transportation’s Finalized Scoring Matrix
- Wilmington MPO’ Technical Coordinating Committee’s Recommended List of Top 25 Highway Projects in the Wilmington MPO’s Planning Area Boundary
- Map of the TCC’s Top 25 Highway Projects in the Wilmington MPO Planning Area Boundary
- Resolution adopting the Top 25 Projects in the Wilmington MPO’s Planning Area Boundary for submission to NCDOT’s Strategic Prioritization Office of Transportation
- 2009-2015 State/Metropolitan Transportation Improvement Program Amendments
- Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132)
- Resolution amending the State/Metropolitan Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A)
- NCDOT Project Update

**Meeting Notes**  
**Wilmington Urban Area Metropolitan Planning Organization**  
**Transportation Advisory Committee**  
**Date: June 24, 2009**

**Members Present:**

Lanny Wilson, Chairman, NCBOT  
Tommy Wallace, Town of Leland  
Jonathan Barfield, Cape Fear Public Transportation Authority  
Mac Montgomery, Town of Kure Beach  
Alan Gilbert, Town of Carolina Beach  
Mike Ballard, Town of Navassa  
Laura Padgett, City of Wilmington  
Bill Saffo, City of Wilmington  
Jason Thompson, New Hanover County  
Bill Sue, Brunswick County  
Chuck Thurlow, Town of Belville  
David Williams, Pender County

**Staff Present:**

Mike Kozlosky, Executive Director  
Anthony Prinz, Transportation Planner  
Joshuah Mello, Transportation Planner  
Bill McDow, Transportation Engineer

**1. Call to Order**

Mr. Wilson called the meeting to order at 4:00 PM.

**2. Approval of Minutes**

The motion to approve the minutes for the April 29<sup>th</sup> meeting was made by Mr. Ballard and seconded by Mr. Barfield. The motion to approve the minutes carried unanimously.

**3. Public Comment Period**

Mr. Herbert Willis from Navassa told members he just got hold of the last meeting minutes and was looking at them. He said he was concerned and a little bit confused and requested the group to provide some clarity. He told members he was looking at phase 1 and asked if phase 1 is from US 421 to US 74/74.

Mr. Wilson said no. There are three sections, an "A" section, a "B" section and a "C" section. Mr. Willis asked what is the A section. Mr. Wilson said it is from US 17 to US 74/76. Mr. Willis asked what is the "B" section. Mr. Wilson stated that it is from US 74/76 back to US 421. Mr. Willis asked what phase is "C" considered. Mr. Sue said it is on the TIP but it is not funded. Mr. Wilson said it has funding currently but we have not come out with the new transportation improvement program which the Department of Transportation is currently working to complete. Mr. Willis said OK, he was looking at the minutes and he was seeing Phase 1 and Phase 2 and he needed some clarity on what was considered Phase 1 and Phase 2.

Mr. Pope stated that the current TIP has right-of-way funded for all the Wilmington Bypass. It has the construction funded from US 421 to US 74/76. That is what is currently in the TIP. What has brought some of the confusion is the MPO has voted to put the remainder of the economic stimulus dollars on that section that is unfunded for construction, which is from US 74/76 to US 17. If the Department can gather the funds to make that a full project, that probably will be built to start construction before we start the "B" section.

Mr. Wilson said that we would rather do the "B" section first, but it's all about the amount of money. The "B" section cost about twice as much as the "A" section and with the limited amount of resources that we currently have, we can build the "A" section as a project and so we're going to do that. We are going to make every effort and we hope to keep the "B" section on schedule, but we are competing with the other nine loops in the state. We want to do it, and it is currently on the TIP, but it is just going to be a matter of how the department stands with respect to the financing of all the urban loops in North Carolina. The "A" section is being built with money that is stimulus dollars and also using Garvey Bonds, so it is not normal loop-fund dollars. We are able to accelerate the project because we are using some non-traditional means of financing for this project. Mr. Wilson stated if the money were available and we had \$240 million, we would jump over there and do the "B" section first, but we don't and there really is not a logical terminus to build just a portion of the project between US 74/76 and US 421.

Mr. Willis asked is there a big, big problem with the state getting that money from the government if we apply now. It seems like a lot of other people are able to get stimulus money and then go back and get more stimulus money. He told members the question in his mind is why can't we get the government to come on and help us out.

Mr. Wilson told him he would encourage him to contact the congressional delegation and ask them for additional funds. The funds that came to North Carolina were used for highway purposes and have to go through the Equity Formula. The Equity Formula was created by the General Assembly in 1989 as a fair and equitable way to divide transportation resources across the state. When these funds went through the equity formula, Division 3 got approximately \$55 million and well over half of that money is being spent in Brunswick County. Mr. Pope said I-40 and Smith Avenue are being built with stimulus dollars. That left us about \$20 million in stimulus dollars to put on the \$100 million + project.

Mr. Willis asked how much is still lacking to do that project. Mr. Pope told him we have \$20 million worth of stimulus dollars to put on some project within our six counties. Today we still have not come to a definite conclusion that we are definitely building the "A" portion of the Bypass.

Mr. Andy Koeppel told members he would like to address the issue of the inter-modal facility. He told members he hopes the board shares his view that it would be beneficial to ultimately acquire the U-Haul property. As he understands the situation, once the U-Haul property owners surrender the property, the owners will be NCDOT. Mr. Kozlosky stated that the Department of Transportation would own it for a certain amount of time and then it would be turned over to the City of Wilmington or WAVE Transit. Mr. Koeppel stated he would like to encourage the County and the City to take a look at the inventory of properties and see if any of those properties could potentially be worth while for U-Haul. He told members he feels given the cash situation that exists today, it may be worthy of attention just from an exploratory stance.

#### **4. Old Business**

None

#### **5. New Business**

##### **a. Resolution supporting adoption of the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center**

Mr. Kozlosky told members that at the last meeting, there was a presentation on the Transit Needs Analysis for the Wilmington Multi-modal Transportation Center. Twenty-eight potential site designs were evaluated. The report identifies the preferred design and it also identifies the need to purchase the U-Haul property in order to build the multi-modal center. He said that staff is requesting adoption of this long-range transit needs analysis.

Ms. Padgett made the motion to adopt the Long Range Transit Needs Analysis for the Wilmington Multi-modal Transportation Center. Mr. Barfield seconded the motion.

Mr. Thurlow asked if the land-swap would be considered and fall into the same realm as buying U-Haul. Mr. Kozlosky told members staff had not looked into any type of land-swap. They are currently working with the Department of Transportation and the City of Wilmington to try to identify some funds to purchase the U-Haul property. Ms. Padgett stated that the plan indicated that the property needs to be acquired and does not state how the property is to be acquired. She said she does not know of any site big enough to reasonably swap in the City. It is certainly an idea that needs to be looked at if U-Haul would agree to a land swap. Mr. Wilson called for the vote. The motion carried unanimously.

**b. Resolution supporting Senate Bill 222**

Mr. Kozlosky told members on February 19, 2009, State Senator Boseman introduced Senate Bill 222 that would authorize the City of Wilmington to levy a ½ cent sale and use the tax for congestion relief. If approved by voter referendum, this bill would provide an alternative funding source to address automotive congestion purposes. It also includes a clause that will allow for this tax to sunset after seven years. This board previously worked with Representative McComas on a bill that would have allowed a ½ cent sales tax back in 2005. Representative McComas introduced that bill specifically for three projects. They were Independence Boulevard Extension, Military Cutoff Extension and the Dow Road Widening in Carolina Beach. Staff would recommend the language in this bill be changed to ensure no State TIP disadvantage to the City of Wilmington, the Department of Transportation would ensure that the City's participation does not cause disruption or delay on any projects that are currently in the State Transportation Improvement Program and that the funds could also be used for public transportation.

Mr. Kozlosky said it was his understanding that during a house committee meeting, that Senator Boseman indicated that these funds would not be able to be utilized for public transportation. Staff also recommended that the referendum be project specific so the projects included in the referendum would be outlined on the ballot. Staff also recommended if New Hanover County would want to participate, the revised language will provide the option for their participation.

Ms. Padgett stated one of her concerns is that only the City of Wilmington could participate. She said that traffic congestion is much more than just people living in the city. We have added the ability for New Hanover County to participate and she thinks that's critically important. She told member she does not see why the beach communities and other cities within the MPO shouldn't have the same ability, particularly since some of the beach communities would like to have bus service. She said she also thinks it needs to be project specific but she does not know how you're going to take money that needs to be used for operating expenses to create a functioning public transportation system and call it project specific. She stated that we could say public transportation and that non-public transportation projects have to be project specific.

Mr. Wilson said he thought that was what they were trying to do with respect to public transportation. The employees in the current facility are working in deplorable conditions. NCDOT is moving out of the facility on Division Drive in two to three years, and it's going to be coming back to the city and county to assist in pay for a new bus maintenance facility.

Ms. Kozlosky clarified that this resolution also includes a provision that any projects that are identified would also be identified in the adopted Long Range Transportation Plan for the Wilmington Urban Area. Ms. Padgett asked who is going to pick those projects. Mr. Kozlosky said that has not been determined. Ms. Padgett stated that if only the city residents are going to pay, these will need to be projects that the Wilmington City Council approves.

Mr. Montgomery said he understood what Ms. Padgett is saying and he thinks the beach communities probably would like to participate, however they haven't discussed this item. One of the issues is if the county doesn't participate and the City of Wilmington does levy a tax, what office will handle that tax? Without the county participating, the three small beach communities are not staffed to collect and distribute these taxes.

Mr. Wilson said he believes the rationale behind it was that the City of Wilmington would be the one to pass this and the City Council would have to approve the list. If the County were to do it, then of course the County Commissioners would approve the list. Ms. Padgett said the County already collects all of the taxes for everybody and distributes the money. This is an opportunity and it does not tell us we have to do it.

Mr. Barfield told members that from a county standpoint, he is not sure they would do this right now considering they just voted to add a quarter-cent sales tax on the referendum in November.

Mr. Thurlow stated that the bill is just putting this idea on the table so that all of us will have the opportunity if needed. Mr. Wilson told members this will allow everybody the option if they want to do it; this will be a tool in the tool box if you decide to use it.

Mr. Williams told members he felt it should be project specific. Mr. Wilson said he thinks that is what the people would want. Taxpayers would certainly want it to be project specific and that is what we are asking.

Mr. Saffo told members he was at the committee-hearing and listened to Senator Boseman specifically take questions from house-members who asked about the public transportation piece and they were very concerned about it. Senator Boseman stated that they would not be included and now we are changing this dramatically to include public transportation. He asked if anybody had contacted Senator Boseman.

Mr. Wilson told members the whole purpose of this resolution is to provide input to the Legislature through the comments of the TAC. Ms. Padgett said she could not support Ms. Boseman's bill without these changes. Mr. Wilson explained that the bill will give the opportunity and it doesn't say that you have to go and bring public transportation projects forward. This would be up to the City Council. All it is saying is that it gives you an opportunity that if you want to do that, you have that flexibility.

Mr. Montgomery told members he feels that we could do one or two things. We can write a resolution that supports exactly what will get passed or we can write a resolution that says what we feel should be included in the bill. If public transportation is important to us, then we have a responsibility to say public transportation is important. If in the long run it doesn't get into the bill, then it doesn't get into the bill. We are not the deciding factor. There are a lot of factors, but if we are going to tell the Legislature what it is we as a body feel, we should say what we feel and not just rubber-stamp everything the Legislature wants to do.

Mr. Sue made the motion to pass the resolution. Mr. Williams seconded the motion.

Mr. Wilson asked if members wanted to include the other municipalities in New Hanover County in the resolution. Mr. Kozlosky said it does not, as written. Mr. Montgomery told members he would like the resolution to include the other three municipalities.

Mr. Sue amended his motion to support authorizing the City of Wilmington to levy a one-half cent local sales and use tax for automotive congestion relief if approved by the voters in the City of Wilmington; however recommends the language in Senate Bill 222 be changed to

ensure that there shall be no State Transportation Improvement Program disadvantage if the City of Wilmington participates in the transportation improvement projects, the Department of Transportation shall ensure that the city's participation does not cause any disruption or delay to any of the projects that are in the State Transportation Improvement Program, the funds can be used for public transportation, the referendum on the ballot be project specific and also allow the Towns of Carolina Beach, Kure Beach, Wrightsville Beach and New Hanover County to participate if desired. The TAC also recommends that any projects completed under this local sales and use tax for automotive congestion mitigation purposes be included in the adopted Wilmington Urban Area Metropolitan Planning Organization's Long Range Transportation Plan. Mr. Williams seconded the amended motion and it carried unanimously.

**c. 2009-2010 Unified Planning Work Program Amendment**

Mr. Kozlosky told members we are required to have an adopted budget by March 31<sup>st</sup>. When we presented the budget, we did not have the information from the federal registry on Section 5303 funds. We now have that information and we are asking the TAC to revise our adopted budget with the revised numbers. Mr. Montgomery made the motion to amend the 2009-2010 Unified Planning Work Program. Ms. Padgett seconded the motion and it carried unanimously.

**d. Opening of the 45-day public comment period for the Wilmington MPO's Public Involvement Policy**

Mr. Kozlosky told members that staff has revised the Public Involvement Policy. The changes include instruction on how to address the public during certain situations, as well as including Pender County and the Cape Fear Public Transportation Authority as members. The old policy requires conducting a 45-day public comment period and staff is asking this committee to open the comment period. Ms. Padgett made the motion to open the 45-day comment period. Mr. Wallace seconded the motion and it carried unanimously.

**e. Re-allocation of funds for Military Cutoff Road Extension**

Mr. Wilson told member at their next meeting, the NC Board of Transportation will be discussing moving the A-section (from US 17 to US 74/76) of the Wilmington Bypass up to funded for this year by utilizing Garvey Bonds and the remaining balance of money received in Division 3 from the federal stimulus package. There has been some concern about the money taken from the College Road/Oleander Drive project. Mr. Wilson stated that he would like to ask this board to consider taking the money that was going to be spent for Oleander Drive and College Road and ask the Department of Transportation to move those funds to extend Military Cutoff Road extension. If we don't, he is concerned that the funds will disappear. Mr. Wilson said he knows there is a shortage of funds and they are dealing with it. He said he thinks this board needs to go on the record saying that we want those funds applied to Military Cutoff Road extension to accelerate that project. This project is moving along and if it was a design/build, it could be under construction within the next five years.

Mr. Wilson told members the amendment is going through the Board of Transportation in July to do the "A"-section of the bypass, but we are not using the money that came from College Road/Oleander Drive project. We are using stimulus money and Garvey funds. So, if you really start to look at it, what's happening is that the money is still sitting out there some where. Without a place for the funds, it might evaporate.

Ms. Padgett asked where we stand on the "B" section of the bypass. Mr. Wilson said it is going to depend on the funding situation with the Department on all the loops. We are competing with all the western loops in the state. Right now, ours is listed as funded but he thinks there will probably be some adjustment. Ms. Padgett asked if it would do any good to put that money from Oleander Drive and College Road to the "B" section. Mr. Wilson stated that he wished that we could but it's too big of a project. The "B" section is \$240 million and our best bet is to put it on something that is moving. If it is only partially funded, nothing is

going to occur and the money has already been allocated to buy the right-of-way for the Bypass.

Mr. Wilson told members we need to account for those funds set aside from the Oleander and College Road project.

Mr. Ballard asked if there was any way that the municipalities in Brunswick County, especially Navassa, could present a resolution on how important the bypass would be to them. If they could just start one part of it that they might have enough money to do the whole entire swing. Mr. Ballard told members that the citizens that attended the town council meeting last Thursday seemed to feel like we're getting short-changed to fund Section-A and not do Section-B. We need to relieve the traffic coming out of Wilmington and they are saying the Section-A is going to be a road to no-where.

Mr. Wilson told Mr. Ballard that he feels the same way but you have to view it like a puzzle and this is a piece of that puzzle. This gives us a better argument that the state should go ahead and finish our bypass. There is not enough money sitting there if you take all of it to build to a logical destination. The A-section is a project that we can go out the door and comply with the federal requirements on the stimulus dollars. We can be under construction before February of next year building it as a design/build project. Mr. Wilson told members he would rather do the B-section, but we have cut and looked and scraped, and there is just no way to come up with \$240 million. Mr. Pope stated that just getting from US 421 to Cedar Hill Road is \$140 million.

Mr. Ballard asked how many years will this project be set-back. Mr. Wilson said there has not been a definite decision on the loop-money. We're competing with Charlotte, Fayetteville, Winston-Salem and Greensboro. If you look at ours versus Winston-Salem, they haven't got any of their loop completed and ours will be basically two-thirds complete when we construct the A-section. It gives us a good argument if this board is willing to go forward and use non-equity dollars to finish the A-section and then try to find money to do the B-section. The good news about the TIP is that it is going to be a realistic TIP that we feel like we can accomplish. That is why you are seeing a lot of projects that are going to be delayed because it's time to quit playing games with the public and come up with something that realistically has the funds in place to build over the next five years.

Mr. Wilson told members he does not want to loose the Oleander Drive/College Road money and we should to fight to bring it back.

Mr. Ballard told members he needs information to carry back to the next town Council meeting and he is still concerned about why they want to be flip-flopping on the projects. Mr. Sue told Mr. Ballard that he thinks it's the sentiment of this whole board that we would love to have the "B" Section built, but we can't get it so we have got to take something rather than nothing. Mr. Ballard said he understands that. Mr. Pope told members the B-section is still a funded project in the current TIP. but also realize that the current TIP is over-programmed based on the revenues.

Mr. Williams made the motion to request that the money that was going to be spent for Oleander Drive and College Road be designated to fund the Military Cutoff Road Extension project. Ms. Padgett seconded the motion and it carried unanimously.

## **6. Discussion**

### **a. NCDOT Strategic Prioritization Office – Prioritization Tool**

Mr. Kozlosky told members he wanted to update the TAC on the Strategic Prioritization Office of Transportation (SPOT) and their prioritization transportation tool. Based on Executive Order

#2, Governor Purdue wanted to become more transparent and data driven in identifying transportation priorities through the state. The Department of Transportation has been working since November of 2008 and provided a presentation to NC AMPO association. Mr. Kozlosky stated that he attended a workshop last week in which there was also a presentation. He sent a letter on behalf of the TAC and the MPO indicating the concerns about the prioritization process, the way the public is going to be involved, as well as the way the projects are selected. NCDOT is considering those comments. The TAC will be asked to prioritize the top 25 projects at their next meeting. We are still waiting on the 60-month "let-list" that will be provided to us following the Boards meeting in July. He wants to make everyone aware that we will consider prioritizing our top-25 projects using whatever model we deem appropriate and we will then submit those projects to NCDOT. They will be ranked on three categories- the state-wide tier, the regional tier and the sub-regional tier. This is a quantitative and qualitative analysis. Ms. Padgett asked how this ties into the long range plan. Mr. Kozlosky said we would want these projects to be identified in the LRTP. That is something we are still working on.

Mr. Pope said the MPO, as well as the Division, will be ranking projects 1 through 25 and that will be plugged into this equation to come up with a ranking to bring projects into the 5-year TIP.

Mr. Kozlosky told members the criteria to rank projects will be mobility, safety and infrastructure health and the quantitative analysis will be congestion, pavement condition or safety depending on the goal. You will also have qualitative analysis which will be the ranking by the Department as well as the MPO. After they prioritize these projects, they will be considered and go through the equity formula.

## **7. Updates**

### **a. Citizen Advisory Committee (CAC)**

Mr. Howard Loving, Chairman of the CAC, updated members on Cape Fear Commutes and the CAC activities.

### **b. NCDOT Project Update**

attached

## **8. Announcements**

- a. Bike/Pedestrian meeting- August 14<sup>th</sup> at 5:15pm
- b. Citizen Advisory Committee meeting- August 19<sup>th</sup> at 4pm

## **9. Adjournment**

With no further business, the meeting was adjourned at 4:58 pm

Respectfully submitted

Mike Kozlosky  
Executive Director  
Wilmington Urban Area Metropolitan Planning Organization

**DRAFT**

**Wilmington  
Metropolitan Planning Organization  
Public Involvement Policy**



Adopted \_\_\_\_\_

## **I. Introduction**

### **Overview**

The Wilmington Urbanized Area Metropolitan Planning Organization's (WMPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process. Public participation is an integral part of the WMPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan (LRTP), Metropolitan Transportation Improvement Program (MTIP), the Planning Work Program (PWP) and federal requirements (ISTEA, TEA-21, SAFETEA\_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

The WMPO is an intergovernmental transportation planning agency created by an agreement among the City of Wilmington, the Town of Belville, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, Town of Wrightsville Beach, Brunswick County, New Hanover County, Pender County, Cape Fear Public Transportation Authority and the North Carolina Board of Transportation. State and Federal laws require the formation of MPOs in urbanized areas with populations of greater than 50,000 in order for surface transportation projects to be eligible for Federal transportation funding.

The WMPO is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process for all of the members within the WMPO urbanized area. The WMPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians). It also plans for the connections (such as airports, seaports, buses, railroads, and pipeline terminals) linking these modes and connecting the greater Wilmington area to the rest of the state, country, and world.

### **The Wilmington MPO's Mission Statement**

*[T]o develop and implement a comprehensive multi-modal transportation plan that supports the existing and future mobility needs and economic vitality of the Wilmington Urban Area. This shall be accomplished by protecting the environment, safeguarding the social equity, improving the quality of life for citizens of the community improving the local economy and providing for safe and efficient mobility throughout the region. This is achieved through the long range transportation planning process which includes a comprehensive, continuous and cooperative approach from citizens and participating members.*

### **Transportation Advisory Committee (TAC)**

The TAC is the policy and decision-making body for the WMPO. The TAC is comprised of elected and appointed officials from the City of Wilmington, the Towns of Belville, Carolina Beach, Kure Beach, Leland, Navassa, Wrightsville Beach, Brunswick County, New Hanover County, and the North Carolina Board of Transportation. The TAC is ultimately responsible for providing opportunities for citizen participation in the transportation planning process.

***WMPO Voting Members:***

**Brunswick County:** One elected official

**New Hanover County:** One elected official

**Pender County:** One elected official

**City of Wilmington:** Two elected officials

**Town of Belville:** one elected officials

**Town of Carolina Beach:** one elected officials

**Town of Kure Beach:** One elected official

**Town of Leland:** One elected official

**Town of Navassa:** One elected official

**Town of Wrightsville Beach:** One elected official

**Cape Fear Public Transportation Authority:** One elected official (appointed by the New Hanover County Board of Commissioners to the Authority Board)

**North Carolina Board of Transportation:** One appointed official

***WMPO Non-Voting Members:***

***Federal Highway Administration***

***Cape Fear Council of Governments***

***North Carolina State Ports Authority***

***Wilmington Airport Authority***

***North Carolina Turnpike Authority***

**Transportation Coordination Committee (TCC)**

The TCC is made of planners and engineers on staff at each of the member agencies to facilitate coordination of the WMPO's planning activities and transportation planning and related activities occurring within each member agency's jurisdiction. The TCC reviews plans and programs and makes recommendations to the TAC.

**Purpose**

The purpose of the WMPO Public Involvement Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This policy is designed to ensure that transportation decisions will reflect public priorities.

**Policy Elements**

The WMPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's (TAC) public process. In addition, the WMPO has initiated specific public involvement programs for the LRTP, the MTIP, the UPWP and federal requirements (ISTEA, TEA-21, SAFETEA\_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act).

**Regular Public Involvement Opportunities**

Regular schedules will be adopted by the TAC at the first meeting of the calendar year. These meetings will typically be held 10 times per calendar year unless otherwise approved and be in accordance with the open meetings laws. Notice of these meetings will be published in the Star News and Wilmington Journal at least 5 days prior to the day of the meeting. These meetings and agendas will also be published on the WMPO's website. These meetings are open to

members of the public and upon request anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, a sign-in sheet will be available before each meeting for those who wish to speak. Each speaker is limited to three minutes and the entire public comment period shall not exceed 15 minutes. If necessary, the chairman can extend the Public Comment Period by a vote of the board.

### **Response to Public Comment**

The TAC typically acknowledges public comments in one of the following two ways: the TAC may incorporate a summary of public comments and the WMPO's response, as an appendix, into the specific planning document, or, depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.

### **GOALS:**

The goals of the WMPO's Public Involvement Policy are:

- A. The WMPO will actively seek and consider public input and incorporate or otherwise respond to the views of its stakeholders in making its decisions.
- B. The public will be informed in a timely manner about and empowered to participate in the WMPO's decision-making processes, which are open, understandable, and consistently followed. Access points for public input will be clearly defined from the earliest stages of a decision process and provide adequate time for stakeholders to participate.
- C. Credible, effective public participation processes will be consistently incorporated into the WMPO's program operations, planning activities, and decision-making processes, at headquarters and in the field. Every employee within the WMPO will share responsibility to promote, practice, and improve public participation.

### **Objectives**

- Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
- Maintain public involvement from the early stages of the planning process through detailed project development.
- Use different combinations of public involvement techniques to meet the diverse needs of the general public.
- Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
- Educate citizens and elected officials in order to increase general understanding of transportation issues.
- Make technical and other information available to the public.

- Establish a channel for an effective feedback process. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the ISTEA, TEA-21, SAFETEA\_LU, NEPA and FTA/FHWA Guidance on Public Participation.

The WMPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations, periodic transportation summits, and the Citizen's Advisory Committee (CAC). The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Public Involvement Policy and will seek input and feedback on the MPO's public involvement efforts.

### **Federal Requirements**

The Federal Laws and processes covering public participation in the transportation planning process include the following:

- *The Intermodal Surface Transportation Efficiency Act (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA\_LU);*
- *Title VI of the Civil Rights Act of 1964;*
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994);*
- *Executive Order 13161, Improving Access to Services for Persons with Limited English Proficiency (2000); and*
- *The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508).*

#### **1. ISTEA, TEA-21 and SAFETEA\_LU**

As mandated in *ISTEA* and other supporting Federal regulations, *and continued in TEA-21 and SAFETEA\_LU*, Metropolitan Planning Organizations (MPOs) must establish, periodically review, and update public involvement processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process. The planning regulations contain a number of performance standards for public involvement, including:

- *Providing reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIPs);*
- *Requiring adequate public notice of public involvement activities and time for public review and comment at key decision points; and,*
- *Demonstrating explicit consideration and response to public input received during the planning and program development processes*
  - *The use of visualization techniques*
  - *Ensuring that all documents are available in electronic format*

#### **2. Title VI of the Civil Rights Act of 1964**

*Title VI of the Civil Rights Act of 1964* states that "no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

### **3. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994)**

The basis of *Executive Order 12898* lies in *Title VI of the Civil Rights Act of 1964*. It directs that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

*Executive Order 12898* defines minority populations as belonging to any of the following groups:

- *Black* – a person having origins in any of the black racial groups of Africa;
- *Hispanic* – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- *Asian American* – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands; and,
- *American Indian and Alaskan Native* – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

It defines low-income populations as those whose household incomes are *at or below* the U.S. Department of Health and Human Services poverty guidelines. The three fundamental environmental justice principles include:

- *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;*
- *To ensure full and fair participation by all potentially affected communities in transportation decision-making; and*
- *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

### **4. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (2000)**

The basis of *Executive Order 13166* lies in *Title VI of the Civil Rights Act of 1964*. It requires that Federal agencies work to ensure that recipients of Federal financial assistance provide “meaningful access” to their limited English proficiency applicants and beneficiaries.

### **5. The Americans with Disabilities Act of 1990, the Rehabilitation Act of 1973 (Section 504), and the Rehabilitation Act Amendments of 1998 (Section 508)**

*The Americans with Disabilities Act of 1990* mandates that public facilities be made accessible to people with disabilities and has been the basis for requiring that transit buses and street curbs be retrofitted or reconstructed with appropriate equipment and design details.

*The Rehabilitation Act of 1973* (Section 504) states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that receives Federal financial assistance. *The Rehabilitation Act Amendments of 1998* (Section 508) states that Federal agencies must ensure that electronic and information technology is accessible to employees and members of the public with disabilities to the extent it does not pose an “undue burden.” All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone

proficient in sign language, a translator or other provisions requested). Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route if possible.

### ***Outreach Efforts***

#### **Stakeholder Interviews**

A stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who are not aware they will be affected. In accordance with ISTEA, TEA-21 or SAFETEA\_LU, stakeholders will include “citizens, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight services, private providers of transportation, representatives of users of public transportation and other interested parties.” Citizens will include the general public; environmental, health, neighborhood, citizen and civic organizations; and, traditionally underserved communities such as people with disabilities, and/or low-income, minority, and elderly.

Individual stakeholders and representative stakeholders groups will be included in a WMPO database. WMPO will continually work to identify new stakeholders interested in and or affected by the transportation planning process. With their consent, these names, addresses, phone numbers and e-mail addresses will be included in a stakeholder database.

Ongoing meetings with stakeholders will be conducted to share information on a one-on-one basis. These meetings will give the stakeholders to provide individual feedback on transportation issues throughout the community and region.

#### **Develop and Implement a Plan to Reach Non-participating Minority and Low Income Populations**

Reaching people and groups that have not traditionally been participants in the transportation planning process are of particular emphasis. These traditional non-participants include low-income, minority, elderly and disabled; have no vehicles; and low literate or have limited English proficiency. Staff will identify and meet with these organizations and community leaders who represent these populations. The purpose of these meetings will be to build relationships with the groups and leaders as well as identify strategies to bring traditional non-participants into the planning process. The identified strategies will be implemented in cooperation with the organizations and community leaders. Detailed plans will outline the meetings with group leaders and implementing strategies.

#### **Develop Outreach and Education Programs**

The outreach and education program will be designed to educate the public about the regional transportation planning process and its relevancy to all stakeholders. English and Spanish materials may be produced as part of this program and may include such tools as pamphlets and brochures which can be used in various presentations and for distribution. It will be necessary to periodically review and update the program and materials.

Special considerations and arrangements will be made to design a program that is tailored for non-participants such as minority, low income, those who do not have vehicles, those who are limited English proficient and disabled communities. These considerations will include developing materials specifically targeted to those communities.

#### **Publicize WMPO Activities**

Media coverage will be actively cultivated to ensure that mainstream and ethnic radio, television and newspaper outlets understand the importance of providing information on transportation

planning activities. In addition articles, new releases and/or media releases will be used to disseminate information to announce public review and comment periods and public meetings. In order to accomplish this task, a current list of media outlets such as mainstream and ethnic television and radio stations and newspapers, including small community-based publications, will be established and maintained.

### **Establish a Speaker Bureau**

The Speaker's Bureau will consist of WMPO members and staff who can speak to civic organizations, professional organizations, neighborhood associations and other groups about the regional transportation planning process. Members of the Speakers Bureau will present information in order to educate the public regarding the MPO planning process and on-going transportation projects within the region. A receptacle of this Speaker's Bureau will be that WMPO staff will be able to be educated by the public on issues/concerns and transportation needs in the region.

### **Maintain a Website**

WMPO's website ([www.wmpo.org](http://www.wmpo.org)) provides information about WMPO meetings and activities, including listing all upcoming meetings. This website includes a calendar, agendas and minutes; plans and documents and updates on current transportation projects. This website should provide the public with an opportunity to provide input and formal comments on an ongoing basis through the e-mail links.

### **Develop and Distribute Brochures**

The WMPO should produce a brochure in English and Spanish dedicated to explaining the WMPO and its roles and responsibilities. If requested, this brochure should be provided in large print format. The brochure should be available on-line and distributed to all identified stakeholders, made available to libraries, government buildings, WMPO offices and other locations. Specialized brochures may be required to be provided to targeted groups.

### **Conduct Public Informational Workshops, Charrettes and Public Open Houses**

Public Informational workshops, Charrettes and Public Open Houses should be conducted on topics associated with the transportation planning process. Such workshops, charrettes and/or open houses should be designed to educate the participants on specific topics, i.e. transportation projects, the transportation model, planning efforts, etc. Public Informational Workshops, Charrettes and Public Open Houses provide a means for allowing the public to express their ideas and concerns in an informal setting. The workshops, charrettes and open houses should be conducted on an as-needed basis.

### **Conduct Surveys**

Surveys may be used to gather information from people's perceptions, preferences and practices. In areas where low literacy exists; surveys should be conducted in person. In limited English proficient communities, these surveys should be published in Spanish. In areas where the public is literate, surveys may be mailed, e-mailed or using the WMPO's website.

### **Create Newsletters**

The WMPO may produce a quarterly newsletter in both English and Spanish dedicated to transportation planning activities in the Wilmington region. If requested, this newsletter should be provided in a large print format. This newsletter should include information regarding technical issues written in layman's terms for the general public. In addition, the newsletter should provide the public with periodic updates of WMPO activities. The newsletter should be available on-line and distributed to all identified stakeholders, made available to libraries,

government buildings, WMPO offices and other locations. Additionally, a specialized newsletter may be needed to provide timely information on targeted projects/topics.

### **Periodic Transportation Summits**

Periodic Transportation Summits will be conducted by the WMPO to educate local elected officials, business, transportation, and community leaders on topics in the transportation industry. These summits will be focused on federal, state and local transportation issues and serves as an avenue to bring these leaders together to discuss transportation concerns and needs. The WMPO will also sponsor a Transportation Summit with every update of the Long-Range Transportation Plan that will be comprised of state and local leaders to discuss local and regional transportation issues.

### **Citizen Advisory Committee (CAC)**

The CAC will be the foundation of the WMPO's public involvement process. The CAC is a volunteer group consisting of representatives from community organizations, professional associations, neighborhood associations, civic and community organizations and the private sector. The CAC provides an avenue for obtaining public input for the TAC deliberations on transportation issues. Besides providing input directly to the TAC, the CAC will assist in developing public involvement programs to solicit general public input for the TAC. Comments received from the CAC members and non-members are treated equally.

The CAC will meet approximately once a month with a meeting schedule approved at the first meeting of the calendar year. These meetings are open to the public and provide an opportunity for interested parties to hear and discuss transportation issues.

## **II. Long Range Transportation Plan (LRTP)**

### **Long Range Transportation Plan Public Involvement Procedure**

The WMPO will provide an opportunity for meaningful public involvement in the development and update of the Transportation Plan. The public comment period will be for a minimum thirty (30) day period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the Technical Coordinating Committee (TCC) and the TAC. The TAC shall hold at least one public hearing for the Long Range Transportation Plan.

### **Objectives**

- Proactive participation techniques may be employed to involve citizens and provide fuller access to information and technical data on the Transportation Plan. The technique may include, but not be limited to, public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrettes, transportation advisory group, mass media, etc.
- With every update of the LRTP the WMPO will sponsor a Transportation Summit comprised of state and local leaders to discuss local and regional transportation issues.
- Public meetings may be held to formulate a vision for the LRTP development, provide the public background information on the metropolitan transportation system

and other issues as well as the proposed framework of the LRTP update process, and to receive citizen input.

- Public meetings (forums) designed to solicit public comment may be held at various locations around the metropolitan area to encourage the greatest public participation.
- Public meetings will be held at a location which is accessible to persons with disabilities and preferably located on a transit route.

Notifications will inform the public of the availability of the draft LRTP for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public that copies of the draft LRTP will be on file for public review at the City of Wilmington Planning Department and WMPO member offices, and at area libraries. A copy will also be available in a PDF format for downloading on the WMPO website.

### **III. Metropolitan Transportation Improvement Program (MTIP)**

The Federally required Metropolitan Transportation Improvement Program, or MTIP, is a comprehensive listing of all the WMPOs transportation projects that receive federal funds. The MTIP sets forth the TAC's priorities, funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, transit capital and operating assistance, and other transportation improvements in the WMPO) using State and Federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the LRTP are reached.

The MTIP and the State Transportation Improvement Program (STIP) must match exactly in projects, schedule, and scope, for projects to move forward with Federal funding. It is therefore critical that close coordination be held with the State to assure that both parties are in agreement with the program and thus allow projects and programs (including transit elements) to move forward.

The TAC adopts the MTIP and STIP every two years. By law, the MTIP and STIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the MTIP and STIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to MTIP approval.

TEA-21 and SAFETEA\_LU mandate an opportunity for public review of the MTIP. The minimum public comment period shall be 30 days on the final draft and any amendments to the MTIP. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the TCC and the TAC. The TAC shall hold at least one public hearing for the MTIP.

#### **IV. Unified Planning Work Program (UPWP)**

TEA-21 and continued in SAFETEAU\_LU requires each MPO, as a condition to the receipt of Federal highway and transit capital or operating assistance, is required to conduct a documented comprehensive transportation planning process. A Unified Planning Work Program (UPWP), which includes planning and project development activities that address transportation issues in the area, is required by this process. Annual certification that the planning process is being carried on in conformance with stated requirements is necessary for the receipt of funding for surface transportation programs, air quality, national highway system, Interstate maintenance, state bridge replacement, and transit capital and operating funds. The purpose of the UPWP is to administer the MPO planning program and carry out the planning activities necessary to implement the Long Range Transportation Plan.. It also serves to document the proposed expenditures of Federal, State and Local transportation planning funds, and provides a management tool for the WMPO and the funding agencies in scheduling major transportation planning activities and projects.

The major elements of the Unified Planning Work Program include:

- Surveillance of Change
- Long Range Transportation Plan
- Planning Work Program
- Transportation Improvement Plan
- Civil Rights/Other Regulatory Requirements
- Incidental Planning/Project Development
- Management and Operations

The UPWP must identify the MPO's planning tasks to be undertaken with the use of Federal transportation funds, including highway and transit funds. The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the MPO.

The minimum public comment period on the UPWP shall be thirty (30) days. Written comments will be received during the comment period and will be directed to the WMPO. The WMPO's contact person, phone number and e-mail address will be included in the public notice. The WMPO will assemble all comments and forward comments to the TCC and the TAC.

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ADOPTING THE REVISED WILMINGTON MPO PUBLIC  
INVOLVEMENT POLICY**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization (MPO) 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 N.C. Board of Transportation; and

**WHEREAS**, the Wilmington MPO must plan for the movement of both people and goods within the WMPO boundaries by all modes of travel, including highways, public transportation, bicycles, and pedestrians; and

WHEREAS, the Wilmington MPO's Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the greater Wilmington Urban Area's transportation planning process; and

**WHEREAS**, the Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Long Range Transportation Plan (LRTP), Metropolitan Transportation Improvement Program (MTIP), the Planning Work Program (PWP) and federal requirements (ISTEA, TEA-21, SAFETEA\_LU, Civil Rights Act, Environmental Justice, Limited English Proficiency and Americans with Disabilities Act); and

**WHEREAS**, the Wilmington MPO's Public Involvement Policy is to create an open decision-making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process; and

**WHEREAS**, the Wilmington MPO's Public Involvement Policy also outlines a menu of techniques to gather public comments for the purposes of planning transportation within the Wilmington MPO's planning area boundary.

**NOW THEREFORE**, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby adopts the revised Wilmington Metropolitan Planning Organization's Public Involvement Policy.

**ADOPTED** at a regular meeting of the Wilmington Urban Area MPO Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chair  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ADOPTING *WALK WILMINGTON: A COMPREHENSIVE PEDESTRIAN PLAN***

**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**, in 2007, the City of Wilmington successfully applied for funding from the North Carolina Department of Transportation 2007 Bicycle and Pedestrian Planning Grant Initiative to complete a citywide pedestrian plan.; and

**WHEREAS**, *Walk Wilmington: A Comprehensive Pedestrian Plan* consists of a comprehensive examination of all existing pedestrian polices, regulations and facilities and a thorough list of recommendations for implementation over the next twenty five years; and

**WHEREAS**, with this plan in place, the City of Wilmington will have the ability to: a) more effectively direct capital spending to areas where pedestrian projects will offer significant benefits; b) develop a unified set of tools including policies, design guidelines and educational programs to improve the pedestrian environment; c) prioritize a system for capital investments for pedestrian infrastructure integrated with the City's Capital Improvement Program, Wilmington Metropolitan Planning Organization Long-Range Transportation Plan, Comprehensive Transportation Plan and Metropolitan Transportation Improvement Program; and

**WHEREAS**, the City of Wilmington adopted the *Walk Wilmington: A Comprehensive Transportation Plan* on August 4, 2009.

**NOW THEREFORE**, be it resolved, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee adopts *Walk Wilmington; A Comprehensive Pedestrian Plan* and encourages the North Carolina Board of Transportation to also adopt this plan.

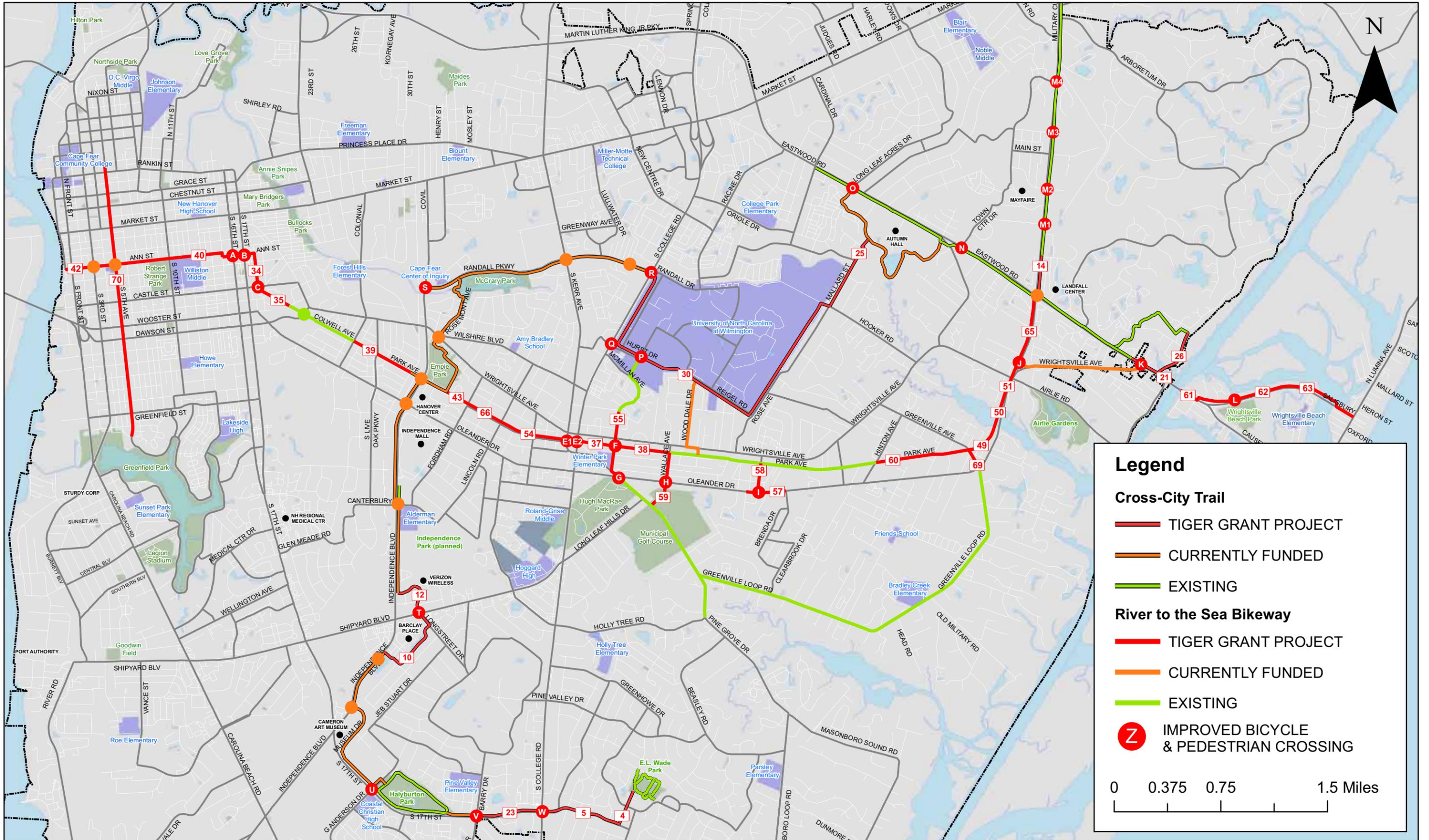
**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING A JOINT APPLICATION TO THE TRANSPORTATION  
INVESTMENTS GENERATING ECONOMIC RECOVERY DISCRETIONARY GRANT  
PROGRAM FOR THE COMPLETION OF THE CROSS-CITY TRAIL AND  
IMPROVEMENTS TO THE RIVER TO THE SEA BIKEWAY**

**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**, on February 17, 2009, the President signed the American Recovery and Reinvestment Act of 2009, which includes a new Transportation Investments Generating Economic Recovery (TIGER) discretionary grant program, with \$1.5 billion to be awarded by the U. S. Department of Transportation (USDOT) for capital investments in surface transportation infrastructure with national or regional significance for a variety of multimodal transportation uses; and

**WHEREAS**, TIGER grant projects should be completed by February 17, 2012, have an overall financing package with federal funds not to exceed \$300 million, and maximize job creation and economic benefit; and

**WHEREAS**, on June 17, 2009, the USDOT issued a final notice of funding availability, project selection criteria, and application requirements for submitting TIGER grant applications, which are due September 15, 2009; and

**WHEREAS**, the primary TIGER grant selection criteria are (a) Long-term Outcomes (State of Good Repair, Economic Competitiveness, Livability, Sustainability, and Safety) and (b) Job Creation and Stimulus; and the secondary grant selection criteria are (a) Innovation and (b) Partnership.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee approves the submission of a joint application by the City of Wilmington, University of North Carolina – Wilmington, New Hanover County and Town of Wrightsville Beach to the federal TIGER discretionary grant program by the due date of September 15, 2009.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING “COMPLETE STREETS” WITHIN THE WILMINGTON URBANIZED AREA**

**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**, in 2000, the North Carolina Board of Transportation passed a resolution supporting bicycling and walking accommodations as routine parts of the North Carolina Department of Transportation’s planning, design, construction, and operations activities; and

**WHEREAS**, Title 23 Section 652.5 of the Code of Federal Regulations states, “The safe accommodation of pedestrians and bicyclists should be given full consideration during the development of Federal-aid highway projects, and during the construction of such projects;” and

**WHEREAS**, “Complete Streets” are safe and convenient for all users, including pedestrians, bicyclists, public transit riders, and motor vehicle drivers of all ages and abilities; and

**WHEREAS**, transportation projects that support and invite multiple uses, including safe and ample space for pedestrians, bicycles, and public transit, are more conducive to the efficient and safe movement of people than transportation projects designed primarily to move private motor vehicles; and

**WHEREAS**, the full integration of all modes in the design of transportation projects will increase the capacity and efficiency of the transportation network, reduce traffic congestion by improving mobility options, reduce motor vehicle emissions, and improve the general quality of life; and

**WHEREAS**, the design and construction of new transportation facilities should anticipate future demand for bicycling, walking, and public transit service and not preclude the provision of future accommodations.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization’s Transportation Advisory Committee that all transportation projects, including design, planning, reconstruction, rehabilitation, maintenance, or operations, within the Wilmington MPO’s planning area boundary shall be designed in a balanced, responsible, and equitable way to accommodate and encourage travel by bicyclists, public transportation vehicles and their passengers, and pedestrians of all ages and abilities.

This “Complete Streets” policy shall allow for exemptions only if:

1. bicycle, pedestrian facilities and transit facilities are prohibited by law, or
2. cost of complete streets facilities are excessive or disproportionate to the need or probable use, or
3. sparsity of population and employment and/or level of transit service indicates an absence of future need.

All exemptions shall be supported by the governing body of the municipality in which the transportation project is located. In the case of unincorporated areas, the Board of County Commissioners shall be the exempting body.

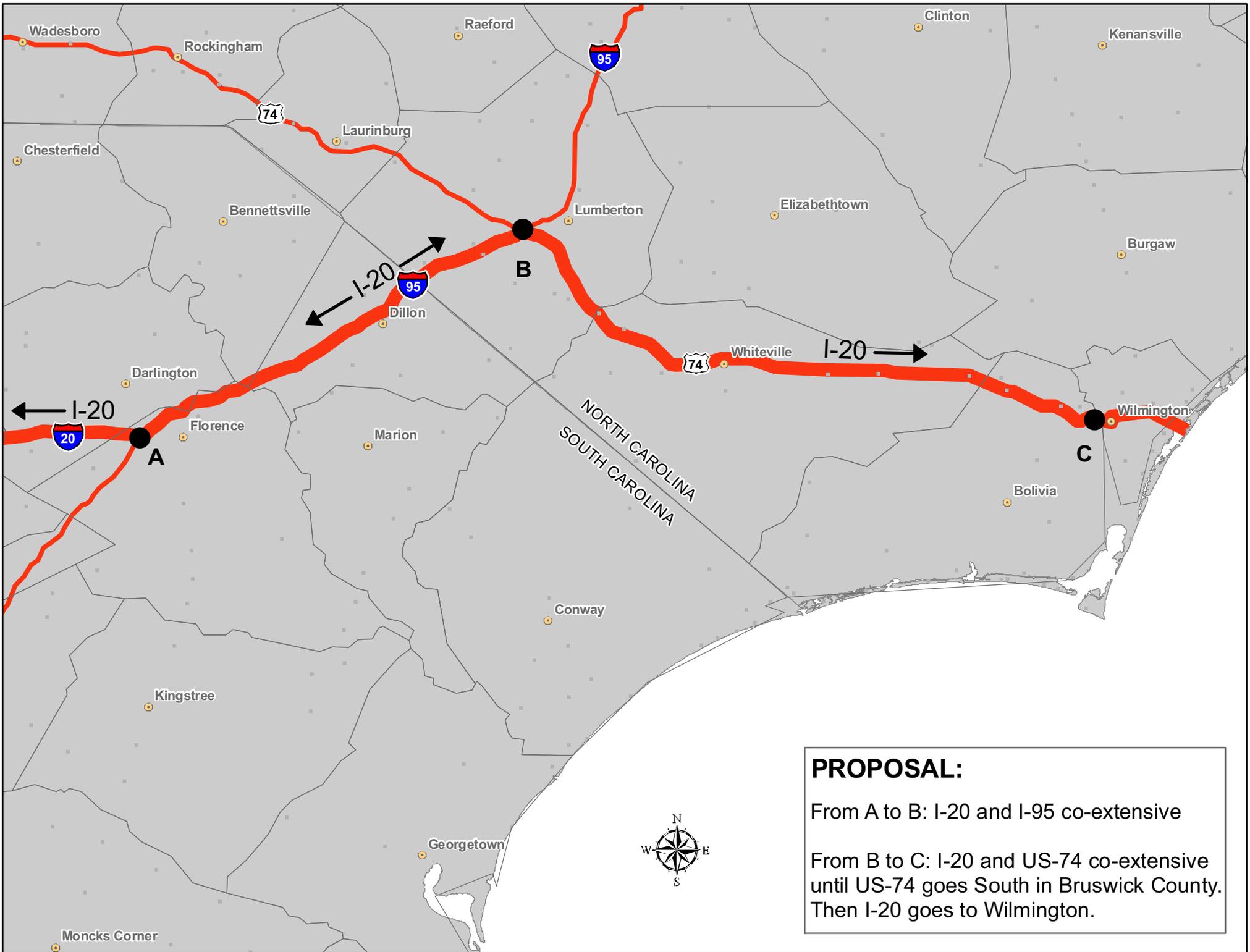
**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION REQUESTING THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
BEGIN DISCUSSIONS WITH THE NORTH CAROLINA FEDERAL HIGHWAY  
ADMINISTRATION, SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION AND SOUTH  
CAROLINA FEDERAL HIGHWAY ADMINISTRATION TO BEGIN THE PROCESS OF  
EXTENDING I-20 INTO 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**, I-20 extends from Atlanta, Georgia to Florence, South Carolina; and

**WHEREAS**, interstate connectivity between Atlanta and Wilmington with one interstate number will create the perception that it is easy to travel between both cities; and

**WHEREAS**, there is a great deal of ocean freight tonnage to and from Atlanta that goes to Savannah and Charleston, two ports with limited capacity; and

**WHEREAS**, it is possible to make I-95 and I-20 co-extensive between Florence, South Carolina and the I-74 corridor in North Carolina by modifying the signage; and

**WHEREAS**, South Carolina expects NCDOT to help bring I-73 into South Carolina from the Rockingham area and should be willing to help North Carolina with regards to the I-20 corridor in exchange to this assistance.

**NOW THEREFORE**, be it resolved, the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee requests that the North Carolina Department of Transportation begin discussions with the North Carolina Federal Highway Administration, South Carolina Department of Transportation and South Carolina Federal Highway Administration to begin the process of extending I-20 into Wilmington.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

# Final Scoring Matrix for Highway Projects

		<u>Quantitative</u>		<u>Qualitative</u>	
<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>	<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted Local Rank Percentage</u> <i>Top 25 Projects</i>	
<b>MOBILITY</b>	Statewide	70%	{ CONG = 80% PVMT = 10% SAFE = 10%	20%	10%
	Regional	50%		25%	25%
	Subregional	0		<b>40%</b>	<b>60%</b>
<b>SAFETY</b>	Statewide	70%	{ CONG = 10% PVMT = 10% SAFE = 80%	20%	10%
	Regional	70%		15%	15%
	Subregional	<b>50%</b>	{ PVMT = 20% SAFE = 80%	<b>20%</b>	<b>30%</b>
<b>INFRASTRUCTURE HEALTH</b>	Statewide	70%	{ CONG = 10% PVMT = 80% SAFE = 10%	20%	10%
	Regional	70%		15%	15%
	Subregional	<b>50%</b>	{ PVMT = 80% SAFE = 20%	<b>20%</b>	<b>30%</b>

*The Prioritized List of Top 25 Highway Projects  
for the Wilmington Metropolitan Planning Area  
Boundary (2009)*



Wilmington Urban Area Metropolitan Planning  
Organization

Adopted \_\_\_\_\_

## Top 25 Highway Projects

<b>Project by Rank</b>	<b>Project Description</b>
1. Wilmington Bypass (R-2633 B)	<i>Construct a new interstate route between US 74/74 to US 421</i>
2. Independence Boulevard	<i>Construct a new route from Randall Parkway to the Martin Luther King, Jr. Parkway</i>
3. Military Cutoff Extension – Market Street to Martin Luther King, Jr. Parkway	<i>Construct a new route from Market St/US 17 Business to I-40/US 17 Bypass</i>
4. Cape Fear Skyway	<i>Construct new interstate route and bridge between US 17 near Spring Hill in Brunswick County and Independence Boulevard /Carolina Beach Road in the City of Wilmington</i>
5. Upgrade College Road from Gordon to Martin Luther King, Jr. Parkway (U-3831)	<i>Upgrade College Road between Murrayville/Gordon Road and Martin Luther King, Jr. Parkway</i>
6. Kerr Avenue interchange	<i>Construct an interchange at Martin Luther King, Jr. Parkway</i>
7. Market Street improvements – C-section:	<i>Median improvements from Eastwood Road to Military Cutoff Road</i>
8. Market Street improvements – B-section	<i>Median improvements from Colonial Drive to Kerr Avenue</i>
9. Market Street improvements – D-section	<i>Median improvements from Military Cutoff Road to Porters Neck Road</i>
10. Hampstead Bypass	<i>Construct a new route from I-140/US 17 Bypass east to a point east of Hampstead – terminates at US Hwy 17 in Pender County</i>
11. Northbound through lane on College to Shipyard	<i>Construct a northbound through lane from Shipyard Boulevard to Wilshire Boulevard</i>
12. Old Fayetteville Road	<i>Construct an interchange at Old Fayetteville Road and US 74/76</i>
13. Castle Hayne Roundabout	<i>Construct a roundabout at US 117 an NC 133</i>
14. Castle Hayne Road/NC 133 Widening	<i>Widen from the Martin Luther King, Jr. Parkway to I-140</i>
15. Gordon Road widening (U-3831)	<i>Widen from College Rd/I-40 to Market Street</i>

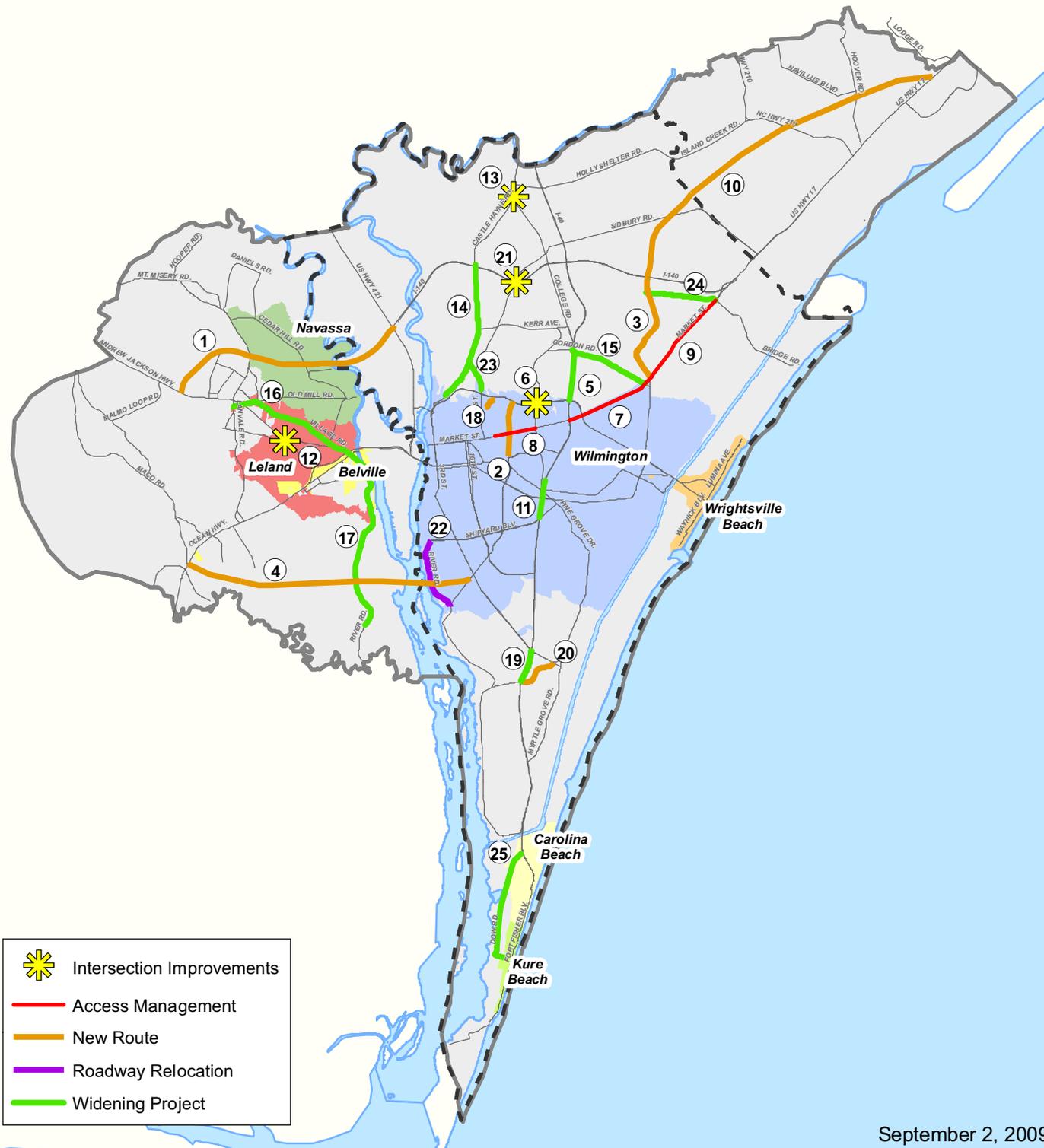
16. Village Road widening (Navassa Road to Lanvale Road)	<i>Widen from Navassa Road to Lanvale Road</i>
17. River Road Widening(NC 133)	<i>Widen from the Cape Fear Skyway to US 17/74/76</i>
18. Scientific Park Drive Extension	<i>Construct extension of Scientific Park Drive into Creekwood and closure of Kornegay Drive</i>
19. Caroling Beach Road (US 421) Widening	<i>Widen from Sanders Road to College Rd/NC 132/Piner Road</i>
20. Masonboro Loop Road Connection	<i>Construct a new route from Carolina Beach Road to Piner Road</i>
21. Blue Clay Road Interchange	<i>Construct an interchange at the intersection of Blue Clay Road and the Wilmington Bypass</i>
22. River Road Relocation	<i>Relocate River Road south of Shipyard Boulevard</i>
23. North 23 <sup>rd</sup> Street Widening	<i>Widen from the Martin Luther King, Jr. Parkway to Castle Hayne Road/NC 133</i>
24. Plantation Road Improvements	<i>Construct a new route from Military Cutoff Road extension east to Market Street at Porters Neck Road</i>
25. Dow Road Widening	<i>Widen from Lake Park Boulevard/US 421 to K Avenue</i>

# Prospective SPOT Roadway Projects

Wilmington Urban Area  
Metropolitan Planning Organization



1:290,000



Project by Rank	Project Description
1. Wilmington Bypass (R-2633 B)	Construct a new interstate route between US 74/74 to US 421
2. Independence Boulevard	Construct a new route from Randall Parkway to the Martin Luther King, Jr. Parkway
3. Military Cutoff Extension – Market Street to Martin Luther King, Jr. Parkway	Construct a new route from Market St/US 17 Business to I-40/US 17 Bypass
4. Cape Fear Skyway	Construct new interstate route and bridge between US 17 near Spring Hill in Brunswick
5. Upgrade College Road from Gordon to Martin Luther King, Jr. Parkway (U-3831)	Upgrade College Road between Murrayville/Gordon Road and Martin Luther King, Jr. Parkway
6. Kerr Avenue interchange	Construct an interchange at Martin Luther King, Jr. Parkway
7. Market Street improvements – C-section	Median improvements from Eastwood Road to Military Cutoff Road
8. Market Street improvements – B-section	Median improvements from Colonial Drive to Kerr Avenue
9. Market Street improvements – D-section	Median improvements from Military Cutoff Road to Porters Neck Road
10. Hampstead Bypass	Construct a new route from I-140/US 17 Bypass east to a point east of Hampstead –
11. Northbound through lane on College to Shipyard	Construct a northbound through lane from Shipyard Boulevard to Wilshire Boulevard
12. Old Fayetteville Road	Construct an interchange at Old Fayetteville Road and US 74/76
13. Castle Hayne Roundabout	Construct a roundabout at US 117 and NC 133
14. Castle Hayne Road/NC 133 Widening	Widen from the Martin Luther King, Jr. Parkway to I-140
15. Gordon Road widening (U-3831)	Widen from College Rd/I-40 to Market Street
16. Village Road widening (Navassa Road to Lanvale Road)	Widen from Navassa Road to Lanvale Road
17. River Road Widening (NC 133)	Widen from the Cape Fear Skyway to US 17/74/76
18. Scientific Park Drive Extension	Construct extension of Scientific Park Drive into Creekwood and closure of Komegay Drive
19. Caroling Beach Road (US 421) Widening	Widen from Sanders Road to College Rd/NC 132/Piner Road
20. Masonboro Loop Road Connection	Construct a new route from Carolina Beach Road to Piner Road
21. Blue Clay Road Interchange	Construct an interchange at the intersection of Blue Clay Road and the Wilmington Bypass
22. River Road Relocation	Relocate River Road south of Shipyard Boulevard
23. North 23 <sup>rd</sup> Street Widening	Widen from the Martin Luther King, Jr. Parkway to Castle Hayne Road/NC 133
24. Plantation Road Improvements	Construct a new route from Military Cutoff Road extension east to Market Street at
25. Dow Road Widening	Widen from Lake Park Boulevard/US 421 to K Avenue

September 2, 2009

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE TOP 25 HIGHWAY PROJECTS FOR SUBMITTAL TO 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**, on January 23, 2009 Governor Purdue signed Executive Order #2 reforming the Department of Transportation; and

**WHEREAS**, this Executive Order identified that the Department of Transportation has an obligation to ensure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the state fairly, efficiently and effectively; and

**WHEREAS**, the North Carolina Department of Transportation created the Strategic Planning Office of Transportation to develop a process for selecting projects that is transparent and data driven; and

**WHEREAS**, the North Carolina Department of Transportation has created the Strategic Planning Office of Transportation's prioritization tool that will evaluate projects based on a quantitative and qualitative analysis; and

**WHEREAS**, the North Carolina Department of Transportation has requested a ranked list of the Top 25 projects from each Metropolitan Planning Organization, Rural Planning Organization and NCDOT Division; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has reviewed and evaluated the unfunded projects in the Wilmington Metropolitan Planning Organization's planning area boundary.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee endorses the Top 25 projects identified in *The Prioritized List of Top 25 Highway Projects For the Wilmington MPO Planning Area Boundary (2009)* for submittal to the North Carolina Department of Transportation's Strategic Planning Office of Transportation.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**REVISIONS TO 2009-2015 STIP**

**HIGHWAY PROGRAM**

**STIP ADDITIONS**

**DIVISION 3**

2. W-5132	Wilmington, US 76 (Oleander Drive) and US 117-NC 132 (College Road), New Hanover County. Construct right turn lane on US 76 westbound onto US 117-NC 132 northbound.	Right of way FFY 09 - \$185,000 (HES) Construction FFY 10 - <u>\$205,000</u> (HES) Total Cost ----- \$390,000 (HES)
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**STIP MODIFICATIONS**

**DIVISION 3**

1. R-2633A	Wilmington Bypass, NC 87 of Bishop to US 74-76 east of Malmo in Brunswick County, Brunswick and New Hanover Counties. Segment "A" accelerated, Post Year to FFY 10 as a GARVEE Bond Project.	<u>Construction FFY 10 ----- \$ 29,500,000 GARVEE</u> GARVEE Payback FFY 10 ----- \$ 3,235,000 (NHS) Construction FFY 10 ----- \$ 17,533,000 (NHS) Construction FFY 10 ----- \$ 2,458,000 (SM) Construction FFY 10 ----- \$ 25,900,000 (ST) GARVEE Payback FFY 11 ----- \$ 3,235,000 (NHS) Construction FFY 11 ----- \$ 17,533,000 (NHS) Construction FFY 11 ----- \$ 2,458,000 (SM) GARVEE Payback FFY 12 ----- \$ 3,235,000 (NHS) Construction FFY 12 ----- \$ 17,533,000 (NHS) Construction FFY 12 ----- \$ 2,458,000 (SM) GARVEE Payback FFY 13 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 14 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 15 ----- \$ 3,235,000 (NHS) GARVEE Payback FFY 16-21 - <u>\$ 19,410,000</u> (NHS) Total Cost ----- \$124,693,000 (NHS/SM/ST)
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**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE AMENDMENT OF THE  
2009-2015 METROPOLITAN AND STATE 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 Transportation Advisory Committee 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 2009-2015 State Transportation Improvement Program on June 5, 2008; and

**WHEREAS**, the North Carolina Department of Transportation has installed dual-left turn lanes on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) southbound; and

**WHEREAS**, the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132) would improve capacity at the intersection; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to fund the installation of a right turn lane on US 76 (Oleander Drive) westbound onto US 117-NC 132 (College Road) northbound (W-5132).

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

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Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION SUPPORTING THE AMENDMENT OF THE  
2009-2015 METROPOLITAN AND STATE 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 Transportation Advisory Committee 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 2009-2015 State Transportation Improvement Program on June 5, 2008; and

**WHEREAS**, since the adoption of the 2009-2015, the United States Congress has passed the 2009 American Reinvestment and Recovery Act that would include investments in transportation infrastructure; and

**WHEREAS**, projects selected for funding under this economic stimulus package will require a State Transportation Improvement Program project identification number; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization and North Carolina Department of Transportation have identified the Wilmington Bypass (R-2633A) as an American Reinvestment and Recovery Act project; and

**WHEREAS**, the Wilmington Metropolitan Planning Organization has conducted a 30-day public comment period to receive citizen input on these transportation projects.

**NOW THEREFORE**, be it resolved by the Wilmington Urban Area Metropolitan Planning Organization's Transportation Advisory Committee supports amending the 2009-2015 Metropolitan and State Transportation Improvement Programs to fund the Wilmington Bypass (R-2633A).

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee on September 9, 2009.

---

Lanny Wilson, Chairman  
Transportation Advisory Committee

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Mike Kozlosky, Secretary



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

September 3, 2009

**TIP Projects:**

**B-4223:** replace Bridge # 21, over the Northeast Cape Fear River.  
Under construction, traffic has been shifted to the new alignment and bridge.  
**Contract Completion Date August 1, 2009**

**R-2245:** Second bridge to Oak Island over the intercoastal waterway.  
Work will begin again this week.  
**Contract Completion Date December 31, 2009 (approximate delay of 5 months)**

**B-0682:** Bridge to Sunset Beach over the intercoastal waterway.  
Under construction  
**Estimated Contract Completion Date December of 2010**

**U-4903:** resurfacing of US 76 (Oleander Drive) from 16<sup>th</sup> & 17<sup>th</sup> Streets to Independence Boulevard. Work to be completed at night. Additional work will be let with this contract; Milling & resurfacing of Oleander Drive, from Independence Boulevard to Pine Grove Road. Also modifying the lane configuration at the intersection of Oleander Drive and College Road, by adding dual left turns on Oleander Drive.  
**Work Complete**

We will have a future contract to construct a right turn lane for Oleander Drive westbound on to College Road northbound. This future project should occur next year.

**U-4733:** intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).  
**Estimated Contract Completion Date Winter 2009 (utility delays)**

**B-4031:** replace Bridge #72 over Jinny's Branch and construct approaches, on NC 179.  
**Estimated Contract Completion Date July 2009**

**U-5017A: Letting Date 10/21/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date Nov. 2010**

**U-5017B: Letting Date 11/18/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date June 2011**

**U-5017C: Letting Date 12/16/2008** Wilmington Computerized Signal System  
**Estimated Contract Completion Date Jan. 2011**

**U-3462:** Town of Shallotte, SR 1357 (Smith Avenue) extension from West of US 17 Business to NC 130. Under construction and funded by stimulus.

**Estimated Contract Completion Date Dec. 2010**

**R-4002:** widen SR 1472 (Village Road) from SR 1437 (Old Fayetteville Road)/SR 1435 (South Navassa Road) to east of US 17 Interchange ramps, to a 4-lane divided facility.

**Letting Date July 21, 2009**

**R-3324:** Long Beach Road extension, two lane road on new location, from NC 211 to SR 1525 (Bethel Road)

**Letting date 7/2010**

**B-4030:** replace Bridge #9 over Bear Branch, on NC 130.

**Letting Date August 18, 2009**

**R-2633 AA & AB:** Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.  
Right of Way 2008 (Has begun) and Construction Fall 2010  
Design/Build – January 2010 Selection of Design/Build Team  
July 15, 2010 Advertisement

**U-4902 B:** construct a concrete median island from SR 1402 (Porter's Neck Road) to Colonial Drive (non-system road). Project is in the planning process and awaiting the completion of the Market Street Corridor Study.

**R-2633 B:** Construction of I-140 (Wilmington Bypass) from US 74/76 to US 421.  
Right of Way 2008 (Has begun) and Construction 7/19/2011

**R-5021:** NC 211 widening, from NC 87 to SR 1500 (Midway Road).  
Right of Way 2013

**R-4063:** widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to

SR 1438 (Lanvale Road).  
Right of Way 2012 and Construction 2013

**U-3338 B:** Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.  
Right of Way 11/2009  
Construction 11/15/2011

**Military Cutoff Road Extension (U-4751) and Hampstead Bypass (R-3300):** extending Military Cutoff Road from Market Street to the Wilmington Bypass, with an interchange at the Bypass. NCDOT and the merger team are scheduled to have selected a preferred alternative by Winter 2009/2010 and complete the final environmental impact statement by Summer 2010. Right of way is scheduled for 2013.

**R-3601 US 17/74/76:** Widening across the “causeway”, between Leland and Wilmington. AT the beginning the planning process. We will move into the merger process afterwards and then to design. A scoping meeting will be held in the next couple of months. The TIP schedule has R/W for 2011 and Construction for 2012

**Feasibility Studies for NC 211 & NC 904:** Completion Date Summer 2009  
NC 211 – from SR 1500 (Midway Road) to US 17  
NC 904 – from NC 179/904 (Beach Drive) to US 17

**FS-0203C Feasibility Study for College Road:** from SR 1327 (Gordon Road) to US 17 (Market Street).

**W-5103** – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.  
Letting Date January 19, 2010

**W-5104** – NC 132 (College Road) from US 421 (Carolina Beach Road) to US 117 (Shipyard Blvd.) construct various safety improvements at 10+ intersections.  
Letting Date September 14, 2010

**Division Projects:**

**NC 87 - Boiling Spring Lakes:** install two right turn lanes and extend existing left turn lane at the intersection of SR 1539 (East Boiling Spring Lakes Road) and NC 87.

**Letting Date August 11, 2009**

**SR 1448 (Middle River Road):** full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Summer 2009

**US 117 (College Road):** extend left turn lane along US 117 (College Road) at Randall Parkway to provide additional storage. Schedule to be under construction in the Summer 2009

**SR 1345 (Royal Oak Road):** mill patch the rutted section of SR 1345 (Royal Oak Road), due to increased truck traffic. Schedule to be under contract in the Summer 2009

**SR 1455 (Porter's Neck Road):** construct a roundabout at the intersection of SR 1455 (Porter's Neck Road) and SR 1402 (Edgewater Club Road). Currently the right of way is being obtained.

**SR 1403 (Middle Sound Loop Road):** redesign the intersection of SR 1403 (Middle Sound Loop Road) and SR 1407 (Darden Road), into a roundabout design. Design is complete and our schedule is to construct the roundabout in the summer of 2010, when school is complete.

**SR 1492 (Pine Grove Road):** redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. Schedule to have permitting complete by August 2009, bid project in September 2009, award in October 2009, construction to begin in December and complete by end of March 2010.

**US 421 Carolina Beach:** widen Carl Winner Street to allow dual right turn lanes onto US 421 northbound.

**NC 132 (College Road):** extend the left turn lane southbound on NC 132 and New Center Drive intersection. Schedule to be under construction in the Summer 2009

**NC 132 (College Road):** extend the left turn lane northbound on NC 132 and Martin Luther King Parkway. Schedule to be under construction in the Summer 2009

**Resurfacing Projects:**

These roads are in this Brunswick County contract: **Let Date 11/18/2008 awarded April 2009**

**Availability Date July 2009**

**Estimated Completion Date May 2010**

NC 211 mill patching and resurfacing from SR 1500 (Midway Road) to SR 1114 (Zion Hill Road).

SR 1539 (East Boiling Springs Lake Road) resurfacing from NC 87 to RR tracks.

SR 1115 (Stone Chimney Road) mill patching and resurfacing from NC 211 to US 17.

SR 1119 (Stanley Road) mill patching and resurfacing from end of maintenance to SR 1120 (Sabbath Home Road).

SR 1527 (Wescott Road) resurfacing from NC 211 to SR 1526 (Jabbertown Road).

SR 1527 (Wescott Road) patching and resurfacing from SR 1526 to SR 1528 (East Moore Street).

These roads are in this Pender County contract: **Let Date 11/18/2008 awarded April 2009**

**Availability Date July 2009**

**Estimated Completion Date May 2010**

NC 50 resurface from North Topsail Drive/Roland Drive to 0.09 miles north of NC 210, no work on swing bridge over the intercoastal waterway.

These are in this New Hanover County contract: **Let Date 6/16/2009**

US 421 milling and resurfacing from Snows Cut Bridge to Carolina Sands Drive.

US 117/NC 132 resurfacing from SR 1322 (Murrayville Road) to bridge over I-40.

SR 1574 (Service Road) milling and resurfacing from SR 1573 to SR 1573.

SR 1592 (Landsdowne Road) mill patching and resurfacing from NC 132 to SR 1516 (Navaho Trail).

SR 1516 (Navaho Trail) mill patching and resurfacing from SR 1592 to SR 1492 (Masonboro Loop Road).

SR 1492 (Masonboro Loop Road) patching and resurfacing from SR 1517 (Trails End Road) to SR 1505 (Beasley Road).

SR 1411 (Dawson Street Extension) resurfacing from US 76 (Oleander Drive) to SR 1411 (Wrightsville Avenue).

SR 1411 (Wrightsville Avenue) patching from SR 1411 to Independence Boulevard.

SR 1411 (Wrightsville Avenue) patching from Huntington Road to US 76.

SR 1411 (Wrightsville Avenue) milling and resurfacing from US 76 to US 74.

SR 2313 (Wilshire Boulevard) patching from SR 1411 to SR 1175 (Kerr Avenue)

SR 1302 (North 23<sup>rd</sup> Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.