



WILMINGTON URBAN AREA Metropolitan Planning Organization

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The mission of the Wilmington MPO is to 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, safe guarding the social equity, improving the quality of life for the citizens of the community, improving the local economy and providing for the 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.

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

Meeting Agenda

Wilmington Urban Area MPO
Transportation Advisory Committee

TO: Transportation Advisory Committee Members
FROM: Mike Kozlosky, Executive Director
DATE: June 18, 2010
SUBJECT: June 23rd Meeting

A meeting of the Wilmington Urban Area MPO Transportation Advisory Committee will be held on Wednesday, June 23rd at 4pm. The meeting will be held in the City Council Chambers at Wilmington City Hall.

The following is the agenda for the meeting:

- 1) Call to Order
- 2) Approval of Minutes:
 - a. 4/28/10
- 3) Public Comment Period
- 4) Old Business
- 5) New Business
 - a. Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension
 - b. Resolution supporting 4-foot bike lanes on Myrtle Grove Road
 - c. Resolution adopting the Middle Sound Loop Trail and Greenways Alignment map
 - d. Resolution opposing House Bill 1686
 - e. Resolution adopting an agreement between the Wilmington MPO and Cape Fear Public Transportation Authority regarding Section 5303 funding
- 6) Discussion
 - a. Transportation Demand Management Visioning Plan
 - b. Continuation of the Citizen Advisory Committee
 - c. Cape Fear Skyway Transportation Corridor Preservation maps
 - d. Complete Streets Work Group Stakeholder Interviews
- 7) Updates
 - a. Cape Fear Commutes
 - b. City of Wilmington/Wilmington MPO
 - c. Cape Fear Public Transportation Authority
 - d. NCDOT
- 8) Announcements
 - a. Citizen Advisory Committee meeting- TBD
 - b. Bike/Pedestrian Committee meeting- August 12, 2010
- 9) Next meeting –August 25, 2010

Attachments:

- Minutes 4/28 meeting
- Maps of potential interchange designs for Market Street/Military Cutoff Road extension
- Resolution supporting corridor preservation of the interchange at Market Street and Military Cutoff Road extension
- Resolution supporting 4-foot bike lanes on Myrtle Grove Road
- Map of Middle Sound Loop Trail and Greenway Alignment map
- Resolution adopting the Middle Sound Loop Trail and Greenways Alignment map
- House Bill 1686
- Resolution opposing House Bill 1686
- Wilmington MPO/Cape Fear Public Transportation Authority Section 5303 Agreement
- Resolution adopting an agreement between the Wilmington MPO and Cape Fear Public Transportation Authority regarding Section 5303 funding
- Cape Fear Skyway Transportation Corridor Preservation maps
- Wilmington MPO/City of Wilmington Project Update (May)
- NCDOT Project Update

Meeting Notes
Wilmington Urban Area Metropolitan Planning Organization
Transportation Advisory Committee
Date: April 28, 2010

Members Present:

Jonathon Barfield, Chairman, Cape Fear Public Transportation Authority
Laura Padgett, Vice-Chair, City of Wilmington
Bill Sue, Brunswick County
Jack Batson, Town of Belville
Walter Futch, Town of Leland
Bill Saffo, City of Wilmington
Jason Thompson, New Hanover County
Bob Lewis, Town of Carolina Beach

Staff Present:

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

1. Call to Order

Mr. Barfield called the meeting to order at 4:10 PM. He asked everyone to take a moment to review the TAC mission statement at the top of the agenda.

2. Approval of Minutes:

Minutes for the meetings on March 24th were approved unanimously.

3. Public Comment Period

Mr. Walter Futch, TAC member from of the Town of Leland, told members the reason he is speaking during the public comment period is because at the last meeting the Vice-Chair who took over after Mr. Barfield left decided to close the debate on items on the agenda. He said he wasn't allowed to speak on it and he noticed the item was not on the agenda for this meeting. He told members he thought it should be old business but it's not on the agenda at all. He told members that he would like to enlighten those of you who would like to hear him. He said he wanted to present a prospective on the Skyway that you haven't heard. If you only want to hear one side he would understand. He said he also wanted everyone to understand that the TAC is not the only venue that he will be going to. He stated that he has already been asked to some city councils and he will be going to the county commissioners meeting and the legislature. He told members he was not going to be presenting any new facts. All the information he got, was from the internet, websites, meeting minutes and resolutions. He told members that the Town of Leland sent 140 questions to the Turnpike Authority, and as of yet, he has not gotten answers to any of them.

In reference to the last meeting, he stated that when those items were postponed early in the meeting for debate, when it got time to talk about them Ms. Padgett shut off debate. He said there was no vote by the membership and that was really not proper. What he finds objectionable though is that because we didn't discuss it, the next day Mr. Kozlosky sent those items to members and requested we ask our councils to vote on it, but we never discussed it. That is not proper and who ever told him to send them out shouldn't have done that because they don't have that authority. That comes from this committee. In addition, one of the resolutions that he asked us to support the gap-funding hadn't even been approved in that form by the TAC. If you will read that resolution, it is not the one that was the June 2007 resolution. So that particular form of this resolution that Mr. Kozlosky asked to be passed by the councils, not only isn't correct, it hasn't been passed by this group. You are not getting to hear both sides of the argument and you and the people have that right. It's time we heard both sides of it.

Mr. Futch said he has heard it said that the Town of Leland has been involved in every step of the way in picking that northern alternative. Let me tell you, we were never involved in any step of the way until after October 14th when it was publicly announced. Our next meeting was October 15th and we were expected to endorse this resolution that we had one day to look at. If that happened to you guys, you know you would be climbing the walls. He told members the Mayor of Wilmington held a meeting of Brunswick County and Town of Leland property owners at the town hall in Wilmington on March 29th. Where was the Leland representative? Not only were we not included in picking this alternative route, but even after it was picked there had been options 1 and 2 apparently, though it wasn't attached to those minutes. So, who picked the options? Was it us? When we were going to paint the bridge, we had a committee. The committee decided what color and then came back to us. We picked something that was part of a \$1.1 billion project, \$200 million or more in property is going to be purchased. Did we get a choice? Did we get an option A or option B? I don't think so. The question is who ought to be making the decisions? Should it be just a few of us or should it be all of us? Should we work on what we see and what we hear, or should we work on facts?

Mr. Futch told members he thinks this process has run amuck from the beginning. He said he will let members decide if they would like to see his PowerPoint presentation or if you don't want to see it. He will be more than happy to take it wherever he needs to take it.

4. Presentation

a. NCDOT Transportation Financing – Mark Foster, CFO

Mr. Mark Foster, Chief Financial Officer for NCDOT, told members he was asked to explain, for the benefit for the new TAC members, how the Department of Transportation get it's funding and how it uses those resources. He said when you look at NCDOT's funding, it's pretty simple. About 75% of the resources that they get come from state taxes and fees and the remaining 25% comes from federal fees, primarily the federal gas taxes. State money goes into two funds, the highway fund and the highway trust fund. The highway fund is primarily sourced by state taxes, mostly gas taxes, and is used primarily for maintenance for the 80+ thousand lane miles of roads around the state, as well as public transit. The Highway Trust Fund gets most of its resources from highway use taxes, such as sales taxes on automobile purchases, gas taxes and DMV fees. It is used primarily for construction and where the monies are spent is set by statutory-formulas. When looking at the source of state revenue, a little over half comes from the gas tax, about 15% comes from highway use taxes and fees collected make up the remainder at about 30%. Revenues peaked in 2007 and are now running a little over \$300 million less per year. As we look at the revenue forecasting, we don't think we will be back to the 2007 levels until 2014.

Mr. Foster told member the American Recovery and Reinvestment Act of 2009 was a nice, short-term shot in the arm. NCDOT got about \$835 million for transportation. All of those funds have been committed to projects and a good bit of that is already underway. We also received \$545 million in special grants for the high-speed-rail initiatives and \$10 million to assist with the completion of the Yadkin River Bridge.

Mr. Foster stated that about 75% of every dollar received at DOT goes back into construction and maintenance. About 10% is moved to other agencies like the Highway Patrol and drivers' education. North Carolina is one of the few DOTs in the country that does not get any general funding. We are also one of the few that subsidizes other areas. The remainder of the budget goes for administration, public transit or other safety initiatives. Back in 2002-2003 legislation was passed that permitted NCDOT to cash flow its business. Unlike other agencies that are on an annual appropriated budget, we are allowed to commit to future projects based on anticipated revenue. With that came a couple stipulations; one is that we had to develop very sophisticated forecasting models and keep our cash within a target level in between a statutory floor of \$200 million and a target which is about 12% of annual revenue. The models allow us to track every dollar and every activity within the DOT, including tracking on a cash flow basis

on roughly 1400 to 1500 construction and transit projects and all of the debt requirements that take place, as we borrow money for advance finance, as well as the regular administrative and other expenses. All of that comes together so that we know 10 years out how much capacity we can commit for new activity, but more importantly to ensure that anything we have committed to today will in fact be paid for even if we have a hiccup in the economy. By having these models in place, we assured our contractors that we will pay your bills.

This all fits together in terms of transportation planning for the state by doing economic planning. Why would we invest in infrastructure if we don't know what the outcome of that infrastructure is really going to drive in terms of economic activity and jobs around the City? It all starts with the NC Comprehensive Plan. Part of that comprehensive plan is being jump-started right now with logistic task force. They are looking at what is the economy of the state going to look like for the next 25 to 50 years. What sort of infrastructure across all modes of transportation will be needed to put our state at a competitive advantage when new businesses are considering locating in North Carolina? For the businesses already located here, what is it going to take to keep them here?

A few years ago, we published a 20-year forecast for the DOT. It forecast \$65 billion in state needs. That essentially represents that for every dollar that comes in, we have \$5 in needs. We've got to prioritize every single dollar that comes into the Department to make sure it is bringing the highest impact in value to the State. When looking at the planning process a few years ago, we came to the conclusion that it was a disjointed process. We have a long-range plan that wasn't connected with the State's TIP, which is the 7-year plan, there was no 10-year plan to identify projects now and be ready to deliver in the next 3 or 4 years. It lacked a work program that says if I give you a list of projects in the next five years, you should be able to count on us with a 90% or higher accuracy that we are going to do that job. A lot of people focused on the TIP, but the TIP was only about a third of the spending that goes on in the Department of Transportation. The whole work program is really what we are all about.

The Department is in the midst of reviewing the first version of the 5 and 10 year plans. A key to that is the development of the prioritization models that are data-driven and transparent. As the local areas identify their transportation needs and document those needs, that information is collected from around the state for prioritization. That will take place over the next six months.

One of the ways we have been able to stretch the dollar is to use innovative financing. There is no definition of "innovative financing" other than it is a wide-open deal that's open to partnerships. There have been several projects throughout the state that have been successful design/build projects and many construction companies/engineering firms are interested in partnering with the state for the projects. We also developed the GARVEE Bonds program about 4 years ago. This allows us to borrow against the federal revenues and we have used that to fund over 40 projects across the state. We are the second largest DOT in the country, just behind Texas in terms of lane mile responsibility. The primary reason is that most DOTs only take care of about 20% of the state infrastructure, which are primarily interstates. NCDOT takes care of not only the interstates, but also the secondary road system. When you look at the revenues received relative to the responsibility, rather than having the second largest pot of money, we are 48th out of 50 states in terms of resources per responsibility. Most states fund their transportation initiatives through local property taxes, as well as gas taxes, DMV fees and sales taxes. NCDOT collects no property taxes and so we have a trade off of property taxes for gas taxes in terms of funding North Carolina's transportation system.

Mr. Foster told members one of the things they will be hearing about within the next few weeks is a line item in the Governor's budget called the North Carolina Mobility Fund. There are a lot of state congestion and mobility needs that are not currently being met. We are working with

the Governor to set up a special stream of funding that could be used outside the equity formula to address congestion bottlenecks and other economic key projects around the state for all transportation modes. The goal is that in the next three years, the funding stream will rise to about \$300 million. We could tap into that resource with new money that will not be taking anything from the current pot. About half of this \$300 million will come from taxes and fees already collected today, essentially moving money back from the General Fund to transportation either by the elimination of the general fund transfer or sales tax collected on rental cars that would be redirected to transportation. The other half would come from relatively modest DMV fees, as well as looking at the highway use tax and either a small percentage of the fees or eliminating the net trade tax break.

5. Old Business

a. Resolution Adopting the Wilmington MPO 2010 Legislative Agenda

Ms. Padgett made a motion to amend the agenda and hear the portion of Mr. Futch's presentation that affects the Legislative Agenda. Mr. Thompson seconded the motion. The motion carried unanimously.

Mr. Futch told members his presentation deals with two resolutions, the 2007 Resolution and the 2010 Resolution. He told members the 2007 resolution is based on some of the numbers that we keep hearing. This resolution is requesting the North Carolina Turnpike Authority to explore additional alternatives to the funding gap for the Cape Fear Skyway to include potentially tolling a portion of the Wilmington Bypass. This was never discussed according to the minutes. It was in the minutes but never discussed and never voted on. We keep seeing that the Skyway is going to fund 55% of its cost and that is where that particular item comes from. The March 2010 resolution that was in our packet last time is still saying that this is going to fund 55% or \$550 million. This also says there is a \$49 million gap. Mr. Futch stated that Mr. Kozlosky says in an email to him that the verbiage on the resolution is not word-for-word but that doesn't really matter. The fact that it did pass doesn't matter. Is the wording the same? Is this an attempt to deceive the legislature that we have really looked at the things that we need to look at? I know that Mr. Foster just presented information on how we get the money and how we spend the money. It seems to me that being honest with the legislature and being honest with DOT about what we expect money-wise is going to have a big impact on his \$65 billion budget versus \$9 billion to pay for it. We are lying to them. We're making it harder for him. We need to be accurate when we're asking the legislature for money. In this resolution it says whereas a traffic and revenue forecast was completed in the case of the proposed construction costs. How did a traffic and revenue forecast tell you what the construction cost is? That study was done by Wilbur Smith and Associates. It has nothing to do with the cost of this bridge. It has only to do with how much revenue can be generated by tolls. So we are telling the legislature we have done a cost study. Show me where it is. Where was the cost study? This project started at \$350 million in 2003. It went from \$455 million to \$815 million sometime in 2006 or 2007. Now it's at \$1.1 to \$1.5 billion. Did we really do a cost study? How good are we at doing cost studies? On the TIP that Mr. Foster is dealing with it still shows this project at \$497 million. Is that honest? Is that telling the truth? Do we know it's going to be \$1.1 billion? I don't know. I can't tell you the answer to that but I sure have the questions. How long is the gap? Some of the things say 40 years. How much is the gap per year? \$49 million? If you take \$49 million and multiply it by 40, that's \$ 1.96 billion dollars – that's the gap. If you want to know what the total cost is, the gap ought to be \$550 million, which it says it's going to pay for, plus the gap. That's \$2.5 billion dollars. Is \$550 million fifty-five percent of \$2.5 billion? Are we telling the legislature the truth? Are we asking for gap funding and we're lying to them? The 2007 resolution talks about a \$440 million gap. So how can it be \$440 million in 2007 and today its \$1.96 billion? We keep talking about \$440 million a year for 40 years is \$11 million a year and we're asking for \$49. Is that a fair representation? Does it fairly represent the gap to the legislature? Here's the numbers and I didn't make these up. It says

the Cape Fear Skyway in 40 years the revenue is going to be \$1.526 billion. You say 55% of the project is \$1.2 billion – it wasn't 100% of the project. So if you do the math you will find out the total project cost is \$2.775 billion. That is what it's going to cost if we say we are raising revenues to pay for that bridge. That's the project cost. So if you want to know what the gap is, then you say that \$2.7 billion and subtract the \$1.5 billion and that's a \$1.2 billion gap divided by 40 years, that's \$32 million a year for 40 years. We're asking for \$49 million. When I look at the numbers, it just doesn't add up. If you figure all that out, it doesn't come to 55%, it comes to 43%. Now you say 43% to 55%, that's not too bad. It only makes a \$680 million difference. That's \$17 million a year for 40 years. If you toll the loop, we're going to end up with almost \$2.4 billion. So, what is the impact on the gap from that? The gap is going to be \$11 million less per year for 40 years. What we're doing is, we're going to toll that loop to gain \$440 million and the people driving on that loop are going to be paying \$2 billion over 40 years. How much could the economy of Wilmington, Carolina Beach, Wrightsville Beach, Belville, Navassa and Leland benefit from \$2 billion over 40 years or \$2.4 billion if you don't toll it at all? That's \$60 million a year. Does anyone seriously believe that if the state gives us \$40 to \$50 million a year for the next 40 years that we will get funding for any local projects, no matter what the allocation formula is?

Mr. Futch told members that was the last of that presentation and he has another.

Mr. Barfield asked him how many presentations he had.

Mr. Futch responded that he had eight. He explained that the others were shorter, but they are all equally important.

Mr. Futch stated that you say that you included Leland all the time; every step of the way Leland was included. In February 2009 there was no northern-alignment. In September of 2009, all of a sudden it appears. Are any of the committee here? How many people were on the committee? Was Leland invited to participate in drawing the map? Never; not one of my people, my employees, and not one of my council members was ever asked to help draw that map. We actually were officially notified some time on October 10th through our TAC representative. We saw it on October 14th. Our meeting was on October 15th. Mr. Kozlosky attended. We had a motion not to endorse it and it failed by 3 to 2. We didn't really have enough information. We knew we didn't have enough information, so we asked a bunch of questions. Did anybody outside of Leland participate? Did anybody in here participate in drawing that map? Mr. Kozlosky did. He'll know who else did. Have you ever seen this map before? Somebody drew it and it wasn't Leland. Who do you think drew it? A meeting was held that didn't include Leland. At least one we know was held on March 29th. We don't know how many before that. How many of you guys were invited to those meetings? This is the minutes to that meeting. You can see who was invited. This is the one Mayor Saffo called. We've got Mr. Sue, Mr. Saffo, a lot of property owners and engineers and Mr. Kozlosky. Maybe a \$100 million of this land is going to be taken out of Leland and we have plans. We have platted maps. All this stuff is in the town. Would Mayor Saffo be happy if I came over to his property owners and said, look we're going to draw a map and we don't need Mayor Saffo? We don't need any of the staff from Wilmington. It's not necessary. Were we treated fairly? How long was Wilmington given to decide on picking their corridor which they got to pick? Were they allowed to participate when it was drawn?

Mr. Thompson asked Mr. Futch if he wanted answers to the questions. Mr. Futch said no, they are just rhetorical questions.

Mr. Saffo told Mr. Futch he has his opinion but he does not have the facts. Mr. Sue agreed. Mr. Saffo said you have your land use plan that you adopted in May and it includes the Skyway Bridge. You were aware of the project. You've been sitting over there with Brunswick Forest

playing games. I represented the taxpayers of Wilmington. We are having to pay for a right-of-way when you can't give us an answer on your side but you're all for it over here. Mr. Saffo told him he was entitled to his opinion but not his own facts.

Mr. Futch asked if he called a meeting. Mr. Saffo said he called a meeting to try to get some answers to some question that I can't get on the other side of the river. I want to know why we spent \$4 million dollars to look at a northern alignment. We spent taxpayer's money looking at a northern alignment. All of a sudden it was moved over. Mr. Saffo stated that he was sure Mr. Futch was very well informed.

Mr. Barfield told Mr. Futch that we were going to end the presentation. Mr. Barfield made a motion to rescind hearing the presentation. Mr. Thompson seconded the motion. The motion carried in a 5 to 3 vote with Mr. Futch, Mr. Lewis and Mr. Batson voting against. Ms. Padgett told members when she made the motion to hear the presentation, it was just that we hear what had to do with accepting the legislative agenda.

Mr. Barfield told members he thought we could all come in here with our own numbers, our own innuendoes and thoughts. You can take stuff and mix and match it for a quick look and confuse folks or, you can take your time and have something people can read and follow through and maybe it would make some sense. He said maybe the presentation should have been sent out ahead of time so we could have time to review what you had to offer.

Mr. Barfield asked what are the wished of the committee in regard to the legislative agenda. Ms. Padgett made the motion to adopt it. Mr. Saffo seconded the motion. Mr. Lewis asked if there was any particular reason why we have to move this through this month. Are we looking at a time restriction or is there any critical issues that we're missing here. Ms. Padgett explained that we have put this item off a month already. We are hoping that in the short-session the legislature will consider the request for gap funding. She told members that Mr. Futch's numbers contain some confusion about exactly what the bridge is going to cost. From a while back, she has the cost from the engineers who designed and built the bridge in Charleston. Their costs were \$780 million so we have something to base this on. We don't know exactly what their right-of-way cost was but that was the engineering estimate to get that bridge built. Their bridge is slightly longer and then slightly shorter than we are intending to build if we use the current design. Maybe that is where some of the discussion ought to be is on how we want this bridge designed. If you take the interest on the money it cost them to build it over 20, 30 or 40 years, and you take inflation since the several years their bridge has been completed, then you get pretty close to our \$1.2 to \$1.5 billion to build our bridge. There was a bonafide study looking at who is going to use the bridge and what the anticipated revenue from those tolls was going to be. That is where the 55% came from. In all honesty, those numbers are not yesterday's numbers. They are a little bit old, but we have got to make some estimates if we are going to plan for the future. We need help from the State Legislature. The State Legislature and the Governor are trying to come up with sufficient funds to relieve congestion in this state. The Governor's line item that Mr. Foster told us about today is a bonafide effort to do that. Other cities have been given tens of millions of dollars in gap funding for their toll projects. This part of the state historically has done without money. If we don't ask, we don't get. It's as simple as that. We will never get it if we don't ask. The urgency is to get this approved and to get it to the state so they can reasonably consider it in the short session which begins in May. We need to know that the state is going to do their part. One of the things we heard pretty strongly was that this \$300 million dollars is not going to come from our local/regional funds to build it if we can get the approval of the gap funding. This project would take everything out of our transportation budget for the next 20 years and we certainly can't afford that. We have got to have the help of the state and we have got to have help of tolling.

Mr. Batson said the issue he has is around the corridor preservation. If I understand it, the MPO is asking for the authority to preserve corridors along with the towns and counties, where you can just go through and say we plan to build a road here in two years. You say we are going to preserve this corridor and all property owners in that area can no longer make decisions on selling or buying during this period of time. They are still paying property taxes but they don't have the use of the property that they may want to have. That is a power in some ways worse than eminent domain. I think the less people that have that authority the better because it needs to be used very, very sparingly.

Ms. Padgett reminded members that we just came through the 2035 Long Range Transportation Planning process and we are getting ready to open the comment period and adopt a plan that goes out for 25 years. To say that this right to protect a corridor is the first notice to property owners of where our roads need to go is not correct. They can look at our published transportation maps on the DOT website, they can get them from any of the MPO staff and if you've got land transactions coming up, you should be looking at that. For an individual property to be the driving force behind our regional transportation planning when they have 25 years of notice that some right-of-way needs to be preserved for a roadway is a real disservice to the future to this community.

Mr. Batson said there is concern for individual property owner when all-of-a-sudden there is a corridor going through there. Ms. Padgett said it is not all-of-a-sudden because corridors are planned way in advance. Mr. Batson said that the person who owns that land are not going to be looking at DOT maps or looking on the computer. He will not have a notice. Ms. Padgett said it typically happens when somebody wants to buy that piece of property and they find out after they bought it and can't do exactly what they want with it because it is in a corridor. People have a chance to be aware of this. We are not taking away the provision of information by not allowing some serious protection. Unfortunately, the state has never made provisions financially to buy land years and years in advance even though the planning may be there. Local governments are stuck with having to do that. The City of Wilmington on several occasions have had to stepped-up and preserved property outside the limits of Wilmington in order to protect the regions ability to move traffic in the future. That's what we are asking the legislature to support. That's what we need to be able to do.

Mr. Futch told members what he thinks this transportation corridor preservation does is extend eminent domain without payment to the property owners. The reason I say that is because there is no guarantee that these corridors, once they're preserved, will be the final corridor. We've seen that in this instance and we've seen in other instances where the corridor changes a little bit and all of sudden somebody different is in the crosshairs. I can tell you there is a big problem with corridor preservation. If my council can do what Wilmington has done, then I'll preserve a corridor across Brunswick County that I think is right. Is there anything to stop me from doing that? Ms. Padgett reminded him that Wilmington is the lead-agency by federal law. Mr. Futch replied we may have somebody who can change that.

Mr. Barfield told members his thought process on this has changed. What changed it was that the County just passed a moratorium on cyber sweepstakes. In that process, there were some folks that had gone through the permitting process but hadn't been issued a permit. They are being held up and can't go forward until we figure out what we are going to do. I have to look at what is in the best interest of the greater good. Yes, it affects me and my clients, but the greater good is for us to have rules, regulations and laws in place for those cyber sweepstakes businesses. The concept for preservation of roads is indeed the same.

Mr. Sue told members he began serving on this committee in 1994. The first bridge over the Cape Fear River was put on the drawing board in 1993. At that time, that bridge crossed over the Cape Fear River and connected into the interchange where US 421 connects into US

17/74/76. He raised an objection to that because it didn't make any sense. In the mean-time, future development in the lower Cape Fear, Brunswick County, the City of Wilmington and New Hanover County was studied to see what would be the best possible solution for the area. They came back with a proposal for a bridge down near the Port that linked back in with US 17/74/76 and eventually to complete a loop. That stayed dead for many years and nothing happened. Then the Turnpike Authority was organized because it was decided that any future large highway projects were going to have to be supported by tolls. That was in the early 2000s. At that time a consultant was hired to start projecting routes. They had 5 or 6 routes all starting at Independence Boulevard, crossed over and landed in the same spot on the Brunswick side of the river and branched out into 5 or 6 different directions, all of them busting Brunswick Forest wide open. All of them landed on top of Stoney Creek and Sneeds Farm. We had a public hearing at the Belville School. They filled up the room up. A resolution was adopted by the Transportation Advisory Committee to do everything possible to keep that Skyway project from landing on top of Sneeds Farm and Stoney Creek. We passed the resolution after we listened to the people at the meeting. The only person who has worked on the proposed routes since then has been the Turnpike Authority consultant. They kept coming to me and asking if Brunswick County going to approve this corridor. I told them no and I'm not even going to suggest that we approve this corridor until something is done to help the residents of Brunswick Forest, Stoney Creek and Sneeds Farm. I heard no more about it because I wouldn't budge.

Mr. Sue told members Mr. Saffo brought him a small map showing the northern and southern route to a meeting of the Lower Cape Fear Water and Sewage Authority meeting about six months ago, of which they are members of the same board. When I left that meeting, I immediately went to the biggest property owner affected, Brunswick Forest. I showed it to Jeff Earp. I told him that the route meets some of his objectives in not landing on top of Stoney Creek and Sneeds Farm. It also looks to miss most of Brunswick Forest. He looked at it and said he thought they could live with this thing. He called him back and said it would need a few minor adjustments. They made the suggested adjustment and he took it to his planning department for them to develop a map. They took the map to Mr. Kozlosky and that is how the northern route came to be. Nobody did anything in a back room, anything in secret or anything else. All of the proposals for the different routes have been suggested by the consultant for the Turnpike Authority. Brunswick County, as a result of that, unanimously passed a resolution approving the northern corridor and the northern corridor alone. Nothing has been secret and every map that has been drawn, to his knowledge, has been drawn by the consultant for the Turnpike Authority.

Mr. Kozlosky told members he wanted to address corridor preservation because that seems to be the issue on the table. He said he wanted to point out that we are not just focusing on the Cape Fear Skyway as part of this request. Staff is trying to develop a policy that will allow the MPO to file corridor preservation maps once projects reach a certain time period. If the TAC does not support it, then we will go back to re-evaluate to request.

Mr. Kozlosky said he wanted to answer Mr. Lewis's question about why we want to take the legislative agenda forward today. It is because the General Assembly is going into session on May 12th. We want to have a legislative agenda that we can present to them while they are in session.

Mr. Thompson said he has a couple things he doesn't particularly agree with. The section regarding transportation financing where the committee recommends increasing the highway use tax from 3% to 4% over the next two years. That goes along with the vehicle miles traveled (VMT) where consumers will pay taxes proportional to the miles driven. I don't like that one. I also don't like going from \$28 to \$30 on registration fees. Mr. Sue said that those were the recommendations from the 21st Centaury Committee. He said he doesn't agree with all of them

either. Mr. Thompson said this is our legislative agenda and I'll tell you why I don't agree with all these. First, where it says several of the southeastern states have this rate or higher, it's voodoo-math because some of them have property taxes mixed in and some don't. You can't pick everybody else's highest tax rate and think it's a good thing for you to do because there is other stuff blended in. On the VMT, if I don't travel as many miles but I'm paying the tax when I buy the gas, basically VMT is meant to be a way to develop more revenue. It doesn't make sense to me. On the vehicle registration, all these things allow the state to get more money, and it makes our region more of a donor region because we don't get it back proportionally to what the state takes in if we support all these state-wide initiatives. If we allow the state to take all this money, we're not going to get it back. I would rather see the City of Wilmington have the local option sales tax and fund transportation measures here. Let the Town of Leland have the local option sales tax for their roadways and transportation issues and keep the money. Spend it in your area versus allowing the state to take it all and hope they send some back to us.

Mr. Batson corrected him by pointing out that the registration fee will increase to \$58.00, not \$30.00.

Mr. Sue asked if this committee has to endorse the 21st Centaury Committee's recommendations. Ms. Padgett told members that the 21st Centaury Transportation Committee was created by the Legislature so if we are politically astute, we will want to be part of what the Legislature has spent time and effort on. These would not be needed and we could take all of this out to make everybody happy about not having to pay more money to the state for the roads. But right now, unless counties would like own the roads and take care of them and if we don't do something, the Highway Trust Fund is going to be totally inadequate. People need to understand that we are on the verge of being just exactly where the federal government was with another \$19 billion going from general fund into the Highway Use Fund. The reason is people are driving less but more importantly, they are beginning to drive low-mileage lighter-weight and higher mile per gallon hybrid vehicles and electric vehicles. Those cars are using the roads just as much as we do now, but are not going to be paying for them. Only people who are buying fuel for ordinary heavy duty vehicles are going to be paying for the roads. So if we want everybody to pay for the driving they do, we are going to have to do something to put money in the Highway Trust Fund. It is shrinking and will continue too. These are the suggested ways and we should look at the menu of options so that they have choices. We need to keep the options and support them. We need to go along with what the Legislature has already spent time and effort in creating or we will be shooting ourselves in the foot and wonder why we're sitting down here with no money.

Mr. Kozlosky told members that the TAC has already endorsed the resolution supporting the recommendations of the 21st Centaury Transportation Committee. That is why this item is included in the legislative agenda.

Mr. Barfield called for the vote on Ms. Padgett's motion. The motion carried in a 5 to 3 vote with Mr. Futch, Mr. Batson and Mr. Thompson voting no.

6. New Business

a. Resolution Amending the 2010 – 2011 Unified Planning Work Program

Mr. Kozlosky told members the 2010-2011 Unified Planning Work Program was adopted at the last meeting. We did not have the Section 5303 allocation at that time. We now have the revised Section 5303 funding so we are now requesting the board amend the planning work program to reflect the amount of Section 5303 funding we will receive from the state. Mr. Thompson made the motion to amend the 2010-2011 Unified Planning Work Program. Ms. Padgett seconded the motion and it carried unanimously.

b. Opening of 30-day public comment period for Cape Fear Commute 2035 Transportation Plan

Mr. Kozlosky told members the 30-day public comment period will open on May 6th for *Cape Fear Commutes 2035 Long Range Transportation Plan*. It will close on June 4th. Mr. Lewis made the motion to open the public comment period. Ms. Padgett seconded the motion and it carried unanimously.

7. Updates

a. City of Wilmington/Wilmington MPO

Mr. Kozlosky provided the update on transportation projects in the City of Wilmington and Wilmington MPO.

b. Cape Fear Public Transportation Authority

Mr. Barfield provided the update for the Cape Fear Public Transportation Authority.

c. NCDOT

Mr. Pope provided the update on the Department's projects.

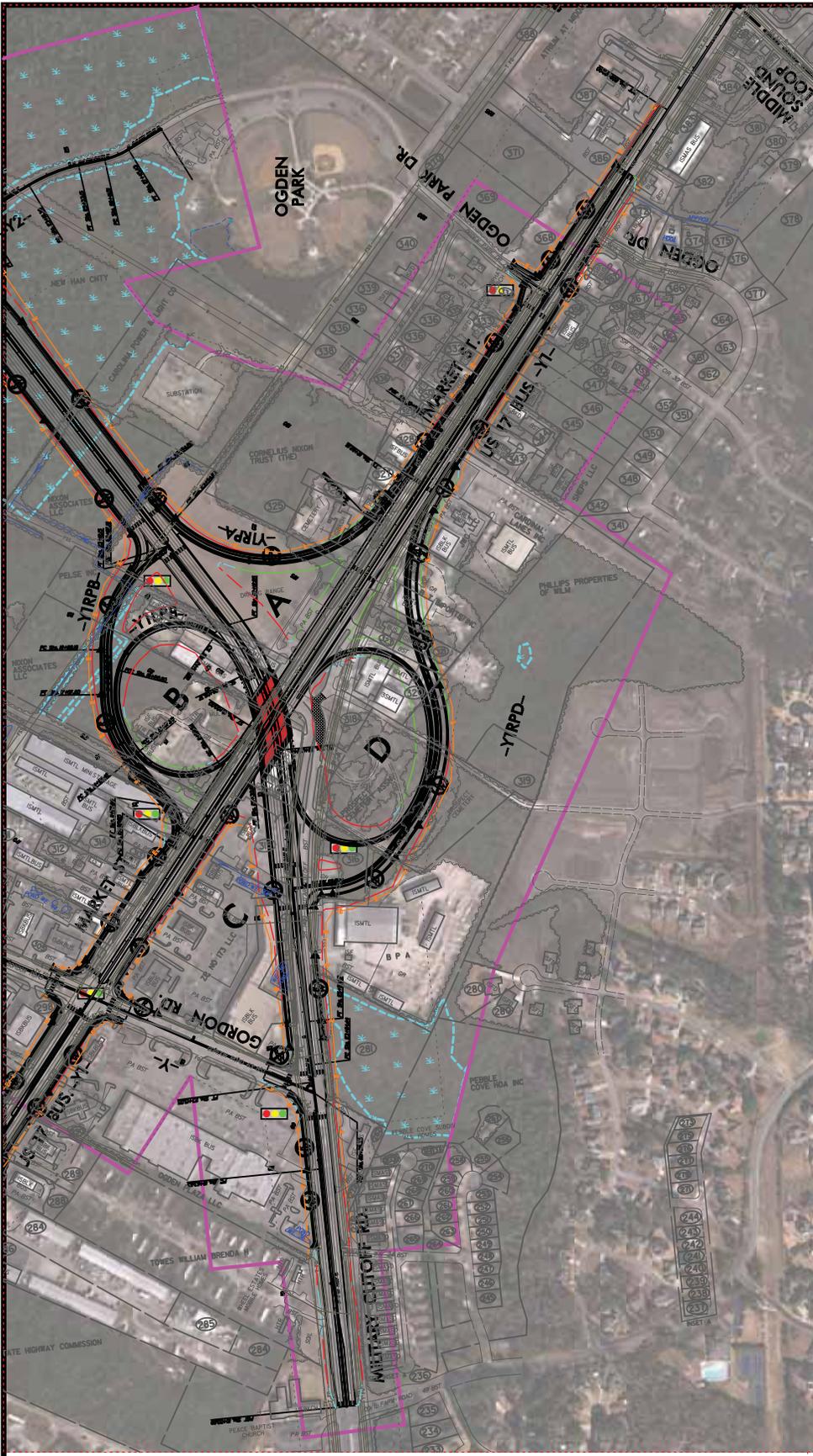
8. Announcements

9. Adjournment

With no further business, the meeting was adjourned at 5:48 PM

Respectfully submitted

Mike Kozlosky
Executive Director
Wilmington Urban Area Metropolitan Planning Organization



ALTERNATE M (MILITARY CUT OFF ROAD INTERCHANGE)



LEGEND	
	FILL
	TRANSITION
	CUT
	CORRIDOR

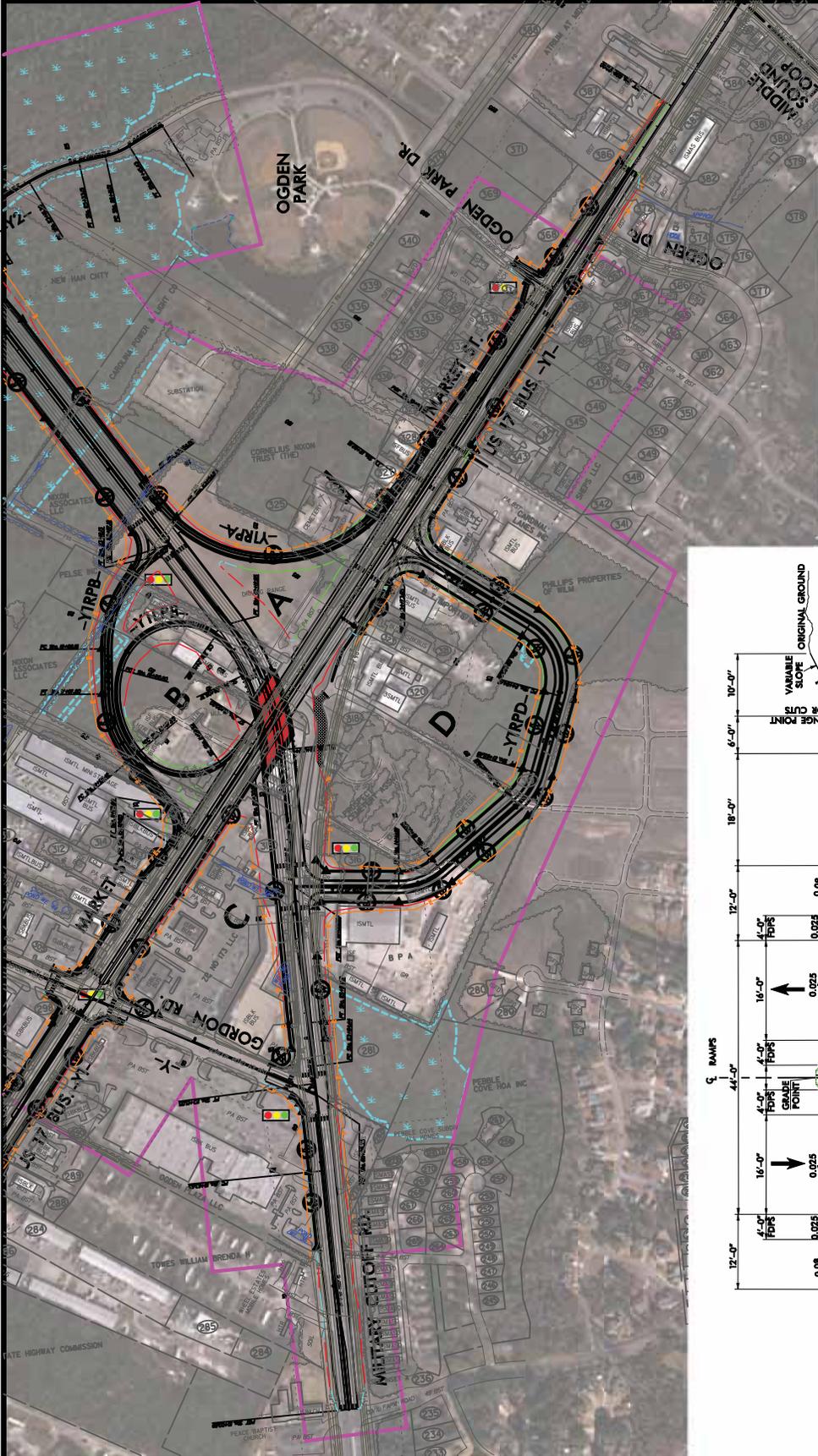


FUNCTIONAL PLANS
DO NOT USE FOR CONSTRUCTION

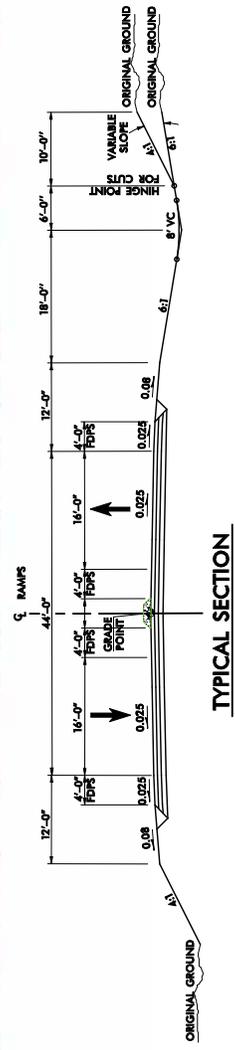
PLANS PREPARED BY:



PO BOX 33127
 CALSIBEL, N.C. 27636
 (919) 851-1916 (FAX)
 WWW.MULKEYINC.COM



ALTERNATE M (OPTION 1)



TYPICAL SECTION



-YIRPD-

PI STA 15+46.36	PI STA 20+89.37
Δ = 27°02'12.6"	Δ = 22°04'12.6"
L = 180.32'	L = 150.56'
T = 98.39'	T = 77.46'
R = 280.00'	R = 280.00'

PI STA 28+49.87	PI STA 06+06.07
Δ = 74°08'06.07"	Δ = 22°02'12.6"
L = 138.41'	L = 138.41'
T = 71.46'	T = 71.46'
R = 280.00'	R = 280.00'

LEGEND

—	FILL
—	TRANSITION
—	CUT
—	CORRIDOR

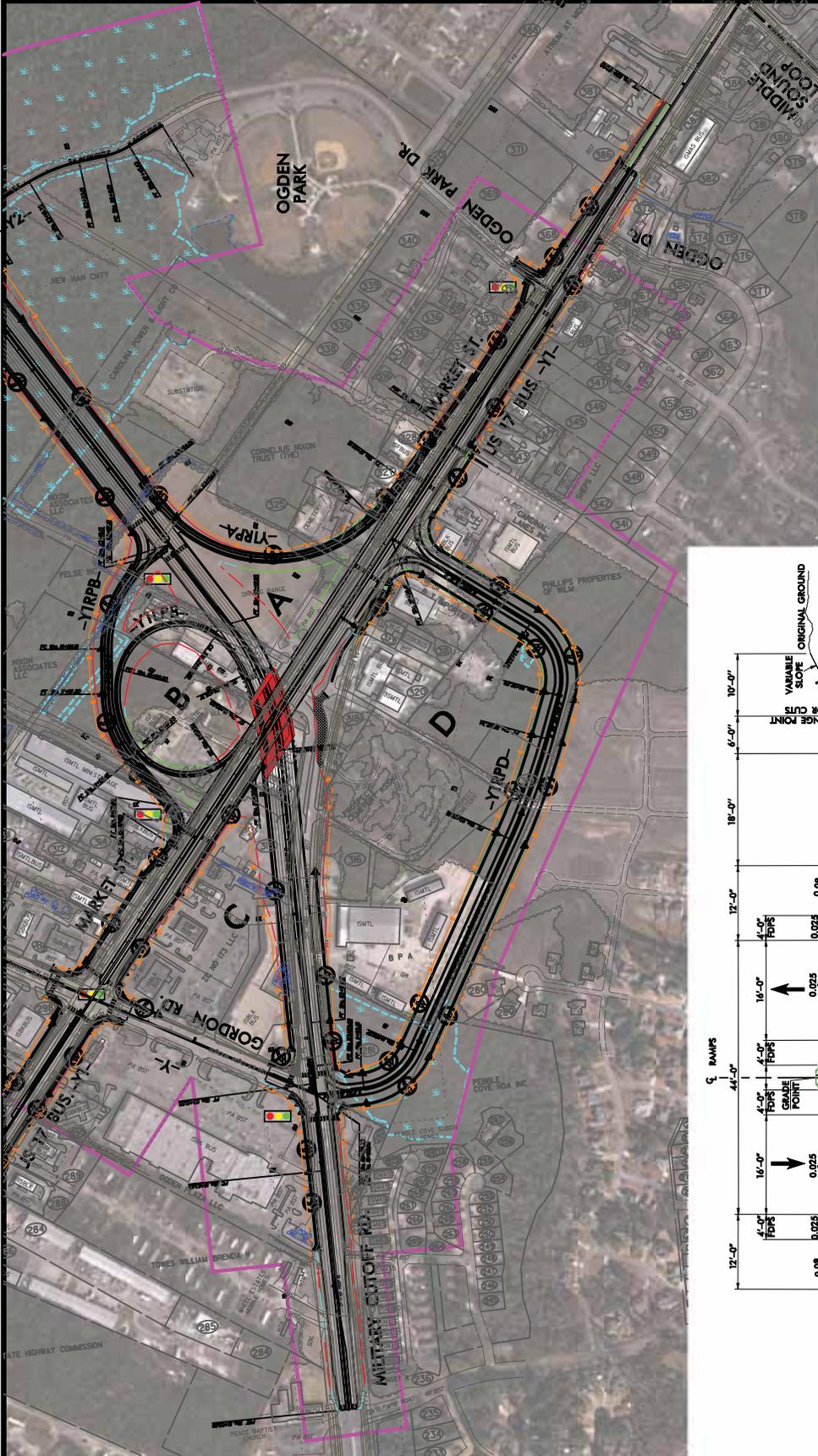


FUNCTIONAL PLANS
DO NOT USE FOR CONSTRUCTION

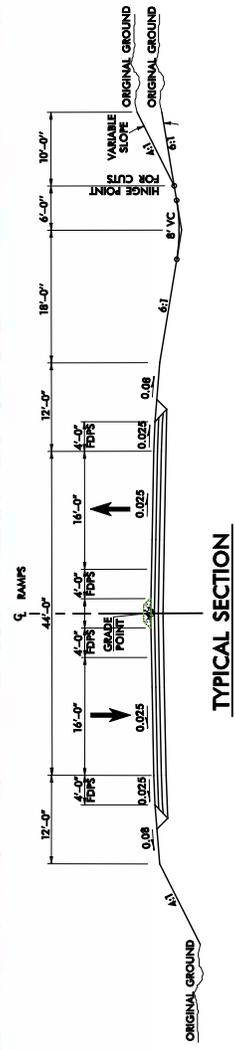
PLANS PREPARED BY:

MULKEY
ENGINEERS & CONSULTANTS

PO BOX 33127
DURHAM, N.C. 27636
(919) 851-1918 (FAX)
WWW.MULKEYINC.COM



ALTERNATE M (OPTION 2)



-YIRPD-

PI Stn 13+387.18 (LT)	PI Stn 26+03.67 (RT)
Δ = 22° 02' 12.6"	Δ = 2° 20' 02.2"
L = 255.46'	L = 498.15'
T = 45.61'	T = 214.48'
R = 280.00'	R = 2840.00'

PI Stn 3+493.70	PI Stn 7+08' 06.67 (RT)
Δ = 22° 02' 12.6"	Δ = 138° 41'
L = 255.46'	L = 138.41'
T = 45.61'	T = 256.00'
R = 280.00'	R = 280.00'

LEGEND

	FILL
	TRANSITION
	CUT
	CORRIDOR



FUNCTIONAL PLANS
DO NOT USE FOR CONSTRUCTION

PLANS PREPARED BY:

MULKEY
ENGINEERS & CONSULTANTS

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

**RESOLUTION SUPPORTING THE AMENDMENT OF THE TRANSPORTATION OFFICIAL
CORRIDOR MAP FOR MILITARY CUTOFF EXTENSION**

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 NC Board of Transportation; and

WHEREAS, a 2004 feasibility study completed by the North Carolina Department of Transportation evaluated a 4-lane median divided facility from Market Street to US 17 (Wilmington Bypass); and

WHEREAS, North Carolina General Statute 136-44.50 allows for municipalities and counties to prepare and file Transportation Corridor Official maps to protect preferred corridors of future roadways; and

WHEREAS, the City of Wilmington, on behalf of New Hanover County, filed a Transportation Corridor Official map for Military Cutoff Extension on August 4, 2005; and

WHEREAS, as development continues to occur within the City of Wilmington and New Hanover County, the need to amend the existing map in an effort to preserve a future corridor for this regional transportation project has become evident; and

WHEREAS, based on the traffic volumes, the North Carolina Department of Transportation has additional information that will require the need to preserve additional right-of-way for the construction of the interchange at Military Cutoff Road and Market Street; and

WHEREAS, the Military Cutoff Extension is funded for right-of-way acquisition in 2014 and construction is scheduled for post-year.

NOW THEREFORE, be it resolved that the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee recognizes the need to file transportation official corridor maps and hereby supports amending the Transportation Corridor Official map on file with the New Hanover County Register of Deeds for Military Cutoff Road extension to expand the limits at the intersection of Military Cutoff Road and Market Street.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 23, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

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

RESOLUTION OF SUPPORT OF ON-ROAD BICYCLE LANES ALONG MYRTLE GROVE ROAD

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, bicycle and pedestrian facilities in the Wilmington Urban Area are desired by local residents to connect neighborhoods, a school and regional attractions; and

WHEREAS, the North Carolina Department of Transportation has proposed a project to add two-foot-wide paved shoulders to Myrtle Grove Road in New Hanover County; and

WHEREAS, Myrtle Grove Road is an important bicycle corridor parallel to Carolina Beach Road (US 421); and

WHEREAS, Myrtle Grove Road is part of the *WMPO Bicycle Route 11: Soundside*.

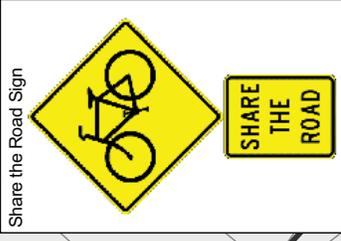
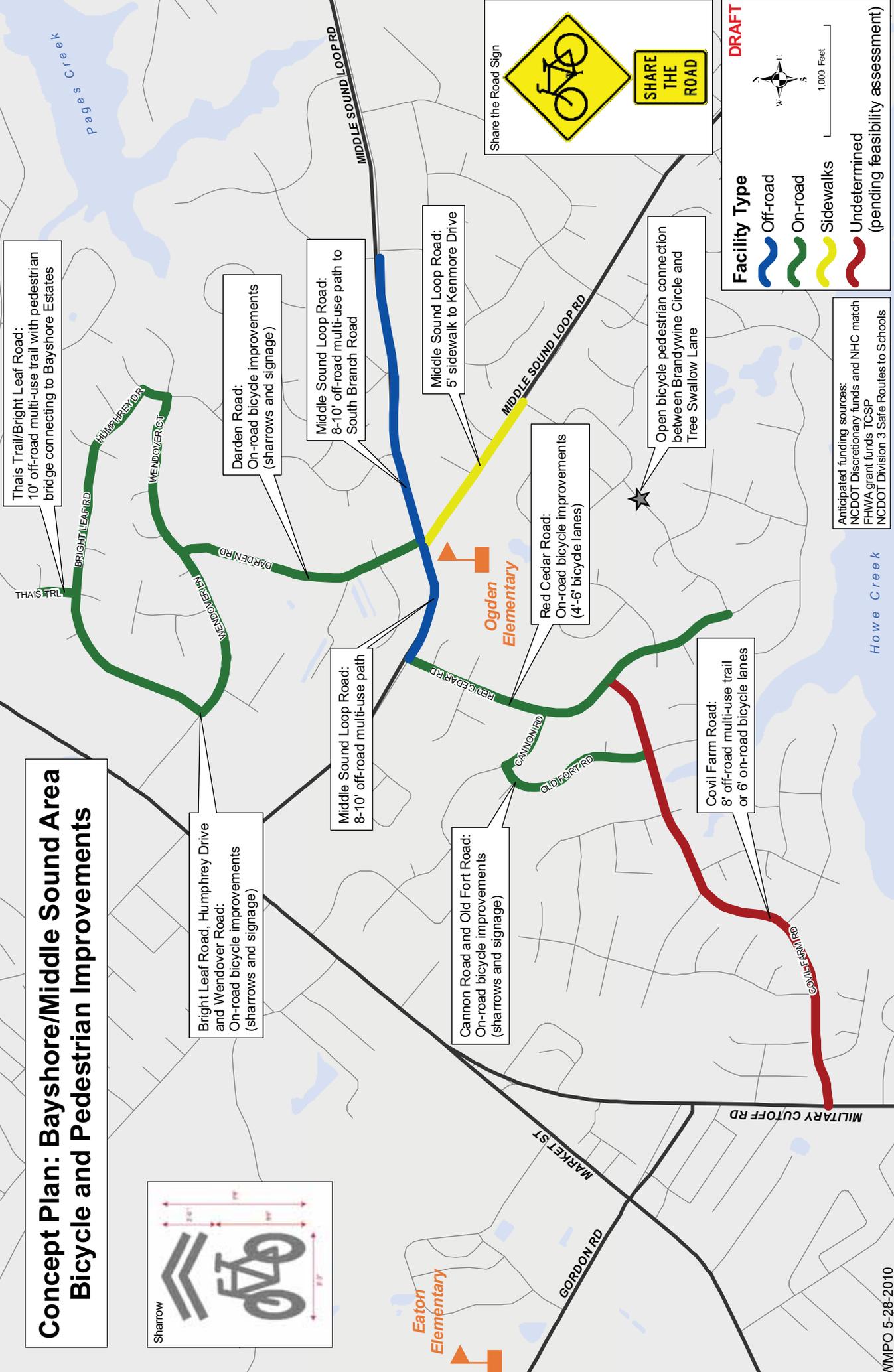
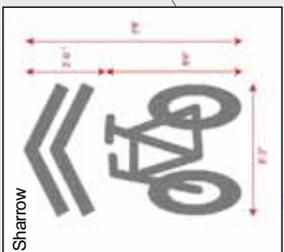
NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby supports the North Carolina Department of Transportation working cooperatively with the WMPO in an effort identify funding to add on-road bicycle lanes to Myrtle Grove Road as part of the upcoming widening project.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 23, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

Concept Plan: Bayshore/Middle Sound Area Bicycle and Pedestrian Improvements



DRAFT

1,000 Feet

Anticipated funding sources:
 NCDOT Discretionary funds and NHC match
 FHWA grant funds TCSP
 NCDOT Division 3 Safe Routes to Schools

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

**RESOLUTION ADOPTING THE MIDDLE SOUND LOOP TRAILS AND GREENWAYS
ALIGNMENT MAP**

WHEREAS, bicycle and pedestrian pathways in the Middle Sound and Ogden Elementary School area are desired by local residents to connect neighborhoods, a school and regional attractions; and

WHEREAS, Covil Farm Road, Red Cedar Road, Middle Sound Loop Road and Darden Road function as high speed high volume collector streets and lack safe pedestrian and bicycle facilities; and

WHEREAS, many of the roadways in the area have been designated bicycle routes by the Wilmington MPO; and

WHEREAS, the North Carolina Department of Transportation has provided funding for the implementation of bicycle and pedestrian facilities in this area; and

WHEREAS, New Hanover County was the recipient of a Transportation, Community and Systems Preservation (TCSP) grant for the development and implementation of a greenway network in New Hanover County; and

WHEREAS, New Hanover County and the Wilmington MPO have developed bicycle and pedestrian improvements that would link the Middle Sound Loop area with the multi-use path on Military Cutoff Road.

NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Transportation Advisory Committee hereby adopts the Middle Sound Loop Trails and Greenways Alignment map.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 23, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2009

H

1

HOUSE BILL 1686

Short Title: Bicycle Safety Changes. (Public)

Sponsors: Representatives Cole; Hughes, Neumann, and Whilden.

Referred to: Transportation, if favorable, Judiciary III.

May 13, 2010

A BILL TO BE ENTITLED

AN ACT TO ENSURE THE SAFE OPERATION OF BICYCLES BEING OPERATED IN
GROUPS OF TWO OR MORE ON THE STATE'S STREETS AND HIGHWAYS, AS
RECOMMENDED BY THE JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT
COMMITTEE.

The General Assembly of North Carolina enacts:

SECTION 1. Chapter 20 of the General Statutes is amended by adding a new
section to read:

"§ 20-171.3. Operation of bicycles on streets and highways.

Bicyclists riding bicycles upon a street or highway shall not ride more than two abreast, except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. Persons riding two abreast shall move into a single file formation as quickly as is practicable when being overtaken from the rear by a faster moving vehicle."

SECTION 2. This act becomes effective December 1, 2010, and applies to offenses committed on or after that date.



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

RESOLUTION IN OPPOSITION OF HOUSE BILL 1686

WHEREAS, North Carolina House Bill 1686, under consideration by the North Carolina Legislature would add a section to the North Carolina General Statutes §20-171.3 to read as follows:

Bicyclists riding bicycles upon a street or highway shall not ride more than two abreast, except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane. Persons riding two abreast shall move into a single file formation as quickly as is practicable when being overtaken from the rear by a faster moving vehicle, and

WHEREAS, it is appropriate for the North Carolina Legislature to consider improvements to the traffic code that enhance the safety of bicyclists, this proposed legislation fails to meet that goal, while placing an unnecessary restriction on normal vehicular operation by North Carolina's bicyclists.

NOW THEREFORE, be it resolved that Wilmington Urban Area Metropolitan Planning Organization Transportation Advisory Committee hereby opposes House Bill 1686.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 23, 2010

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

STATE OF NORTH CAROLINA
COUNTY OF NEW HANOVER

**PUBLIC TRANSPORTATION PLANNING AGREEMENT FOR THE
WILMINGTON URBANIZED AREA**

THIS AGREEMENT made and entered into this ____ day of _____, 2010 by and between the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization (MPO) and the Cape Fear Public Transportation Authority d/b/a Wave Transit (Authority), a North Carolina public transportation authority.

WITNESSETH

WHEREAS, in accordance with 23 CFR § 450.306, the MPO was designated as the policy body for cooperative decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, on March 30, 2005 the MPO, including the City of Wilmington, New Hanover County, North Carolina Department of Transportation and other urban area jurisdictions, adopted the Wilmington Metropolitan Planning Organization 2030 Long Range Transportation Plan (Plan); and

WHEREAS, the City of Wilmington and New Hanover County recognize that traffic and transportation concerns are shared between jurisdictions regardless of jurisdictional boundaries, and effective July 1, 2004 established the Authority to provide public transportation services within the UZA; and

WHEREAS, the Authority is the provider of public transportation services in the UZA; and

WHEREAS, on June 22, 2005 the Secretary of Transportation for the State of North Carolina, in accordance with the authority vested by the Governor of the State of North Carolina, and in accordance with Title 49 of the United States Code § 5307(a)(2) and the Transportation Equity Act for the 21st Century, declared the Authority to be a designated recipient of federal Urbanized Area Formula Program funds for the UZA; and

WHEREAS, The Federal Transit Authority, pursuant to 49 CFR § 5303, provides 80% of transportation planning funds for the UZA, the North Carolina Department of Transportation provides 10% and the required 10% local match that is shared by the members of the MPO in accordance with the Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning dated October 24, 2002; and

WHEREAS, the MPO is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, 23 CFR § 4510.310 requires an agreement between the Authority and the MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW, THEREFORE, for and in consideration of the premises and other good and valuable consideration set forth herein, the MPO and the Authority agree as follows:

1. **Cooperation.** The MPO and the Authority shall cooperate in long range planning for the provision of public transportation services in the UZA, including the Metropolitan Transportation Improvement Program (MTIP). The MPO and the Authority shall cooperate in estimating funds needed for such services recommended in the MTIP as adopted by the MPO and updated periodically, and as set forth in the State Transportation Improvement Program (STIP) as updated periodically.
2. **Planning.** The Authority shall have a major role in the public transportation planning process and the inclusion of projects in the public transportation service portion of the MTIP, as updated periodically.
3. **Tasks.** The Authority shall perform the program tasks assigned to it in the PWP.
4. **Funding.** The MPO will pay to the Authority sixty-five (65%) percent of its allocation of § 5303 planning funds for the term of this agreement.
5. **Duration.** Unless terminated as set forth hereinafter, this Agreement shall continue for as long as Federal and State funding for public transportation planning are provided to the UZA.
6. **Termination.** This Agreement shall terminate if Federal and/or State funding for public transportation services to the UZA is terminated. Either party may terminate this Agreement upon written notice to the other party at least thirty (30) days prior to the effective date of termination and specifying the effective date of termination.
7. **Amendment.** This Agreement may be amended at any time in writing signed by the parties.

IN WITNESS WHEREOF, the Wilmington Urban Area Metropolitan Planning Organization has caused this Agreement to be executed in its behalf through its Transportation Advisory Committee by its Chairman as authorized at a regular meeting held on the ____ day of _____, 2010 and attested by its Secretary, and the Cape Fear Public Transportation Authority d/b/a Wave Transit has caused this Agreement to be executed in its behalf by its Chairman as authorized at a regular meeting held on the ____ day of _____, 2010, attested by its Secretary and its seal to be hereto affixed.

**WILMINGTON URBAN AREA
METROPOLITAN PLANNING
ORGANIZATION/Transportation
Advisory Committee**

By: _____
Jonathan Barfield Jr., Chairman

ATTEST:

Mike Kozlosky, Secretary

**CAPE FEAR PUBLIC
TRANSPORTATION AUTHORITY
d/b/a Wave Transit**

By: _____
Don Betz, Chairman

(SEAL)

ATTEST:

Andy Koepell, Secretary

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

This _____ day of _____, 2010.

Arthur Contrill, Director of Finance and Administration

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Mike Kozlosky came before me this day and acknowledged that he is the Secretary of the Transportation Advisory Committee of the Wilmington Urban Area Metropolitan Planning Organization, and that by authority duly given and as the act of the Organization, the foregoing instrument was signed in its name by its Chairman and attested by himself as its Secretary.

WITNESS my hand and official seal, this ____ day of _____, 2010.

Notary Public

My commission expires: _____

STATE OF NORTH CAROLINA

COUNTY OF NEW HANOVER

I, _____, a Notary Public in and for the State and County aforesaid, certify that Andy Koepell personally came before me this day and acknowledged that she is the Secretary of the Cape Fear Public Transportation Authority d/b/a Wave Transit, and that by authority duly given and as the act of the Authority, the foregoing instrument was signed in its name by its Chairman, sealed with its seal and attested by herself as its Secretary.

Witness my hand and official seal, this the ____ day of _____, 2010.

Notary Public

My Commission Expires: _____

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

**RESOLUTION AUTHORIZING THE CHAIRMAN AND EXECUTIVE DIRECTOR TO ENTER
INTO AN AGREEMENT WITH THE CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY TO
PROVIDE SECTION 5303 FUNDING TO THE CAPE FEAR PUBLIC TRANSPORTATION
AUTHORITY TO COMPLETE PUBLIC TRANSPORTATION PLANNING WITHIN THE
WILMINGTON MPO PLANNING AREA BOUNDARY**

WHEREAS, in accordance with 23 CFR § 450.306, the Wilmington MPO was designated as the policy body for cooperative decision making in the Wilmington Urbanized Area (UZA); and

WHEREAS, the City of Wilmington and New Hanover County recognize that traffic and transportation concerns are shared between jurisdictions regardless of jurisdictional boundaries, and effective July 1, 2004 established the Cape Fear Public Transportation Authority to provide public transportation services within the UZA; and

WHEREAS, the Cape Fear Public Transportation Authority is the provider of public transportation services in the UZA; and

WHEREAS, the Wilmington MPO is the recipient of Federal Transit Authority 49 CFR § 5303 transit planning funds for the UZA; and

WHEREAS, 23 CFR § 4510.310 requires an agreement between the Cape Fear Public Transportation Authority and the Wilmington MPO specifying cooperative procedures for carrying out transportation planning and programming.

NOW, THEREFORE, BE IT RESOLVED the Wilmington Urban Area Metropolitan Transportation Advisory Committee hereby authorizes the Chairman and Executive Director to enter into an agreement with the Cape Fear Public Transportation Authority to provide Section 5303 funding to the Cape Fear Public Transportation Authority to complete public transportation planning activities within the Wilmington MPO Urbanized Area boundary.

ADOPTED at a regular meeting of the Transportation Advisory Committee on June 23, 2010.

Jonathan Barfield Jr., Chair
Transportation Advisory Committee

Mike Kozlosky, Secretary

**TRANSPORTATION CORRIDOR OFFICIAL MAP
PROJECT NO. U-4738**

CAPE FEAR SKYWAY

BRUNSWICK COUNTY, NORTH CAROLINA

FROM PROPOSED I-140 TO BRUNSWICK/NEW HANOVER COUNTY LINE

INDEX OF SHEETS

<u>DESCRIPTION</u>	<u>SHEETS</u>
MAP KEY	1 TO 2
PARCEL INDEX	1 TO 1
MAPS	MAP 1 TO MAP 18

This map was prepared in accordance with G.S. 136-44.50 Transportation Corridor Official Map Act. The design and right of way limits are preliminary, and are subject to change during development of final plans.



1600 Perimeter Park Drive, Suite 400
Morrisville, North Carolina 27560
Phone (919) 861-9461-1415
NC Lic# C-2228

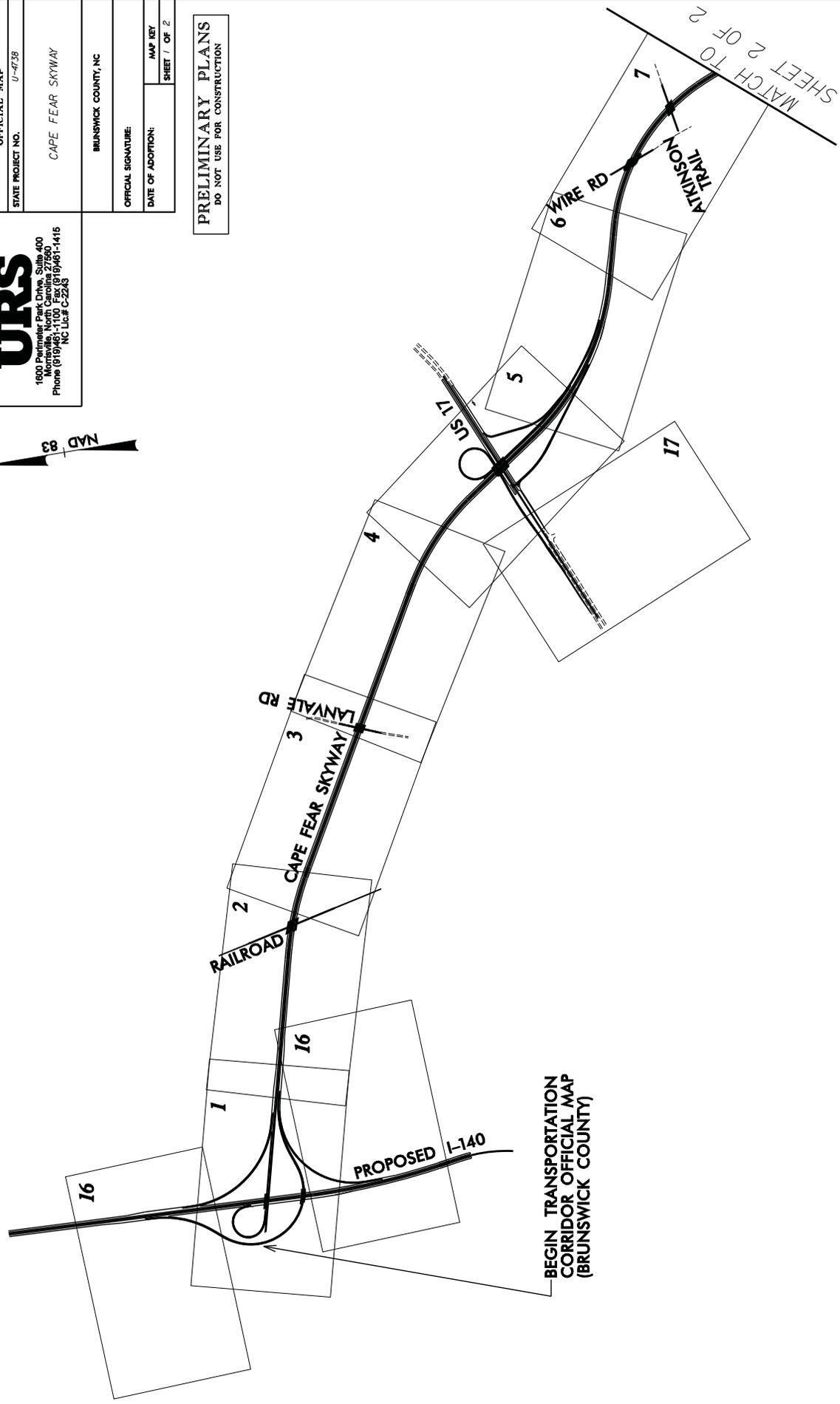
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

URS
 1600 Peninsula Park, Suite 400
 Morrisville, North Carolina 27560
 Phone (919)461-1100 Fax (919)461-4415
 NC Lic# C-2243

TRANSPORTATION CORRIDOR
 OFFICIAL MAP
 STATE PROJECT NO. U-4738
 CAPE FEAR SKYWAY
 BRUNSWICK COUNTY, NC

OFFICIAL SIGNATURE:
 DATE OF ADDITION:
 MAP KEY
 SHEET 1 OF 2

PRELIMINARY PLANS
 DO NOT USE FOR CONSTRUCTION



BEGIN TRANSPORTATION
 CORRIDOR OFFICIAL MAP
 (BRUNSWICK COUNTY)

MATCH TO
 SHEET 2 OF 2

TRANSPORTATION CORRIDOR
OFFICIAL MAP
STATE PROJECT NO. U-4738

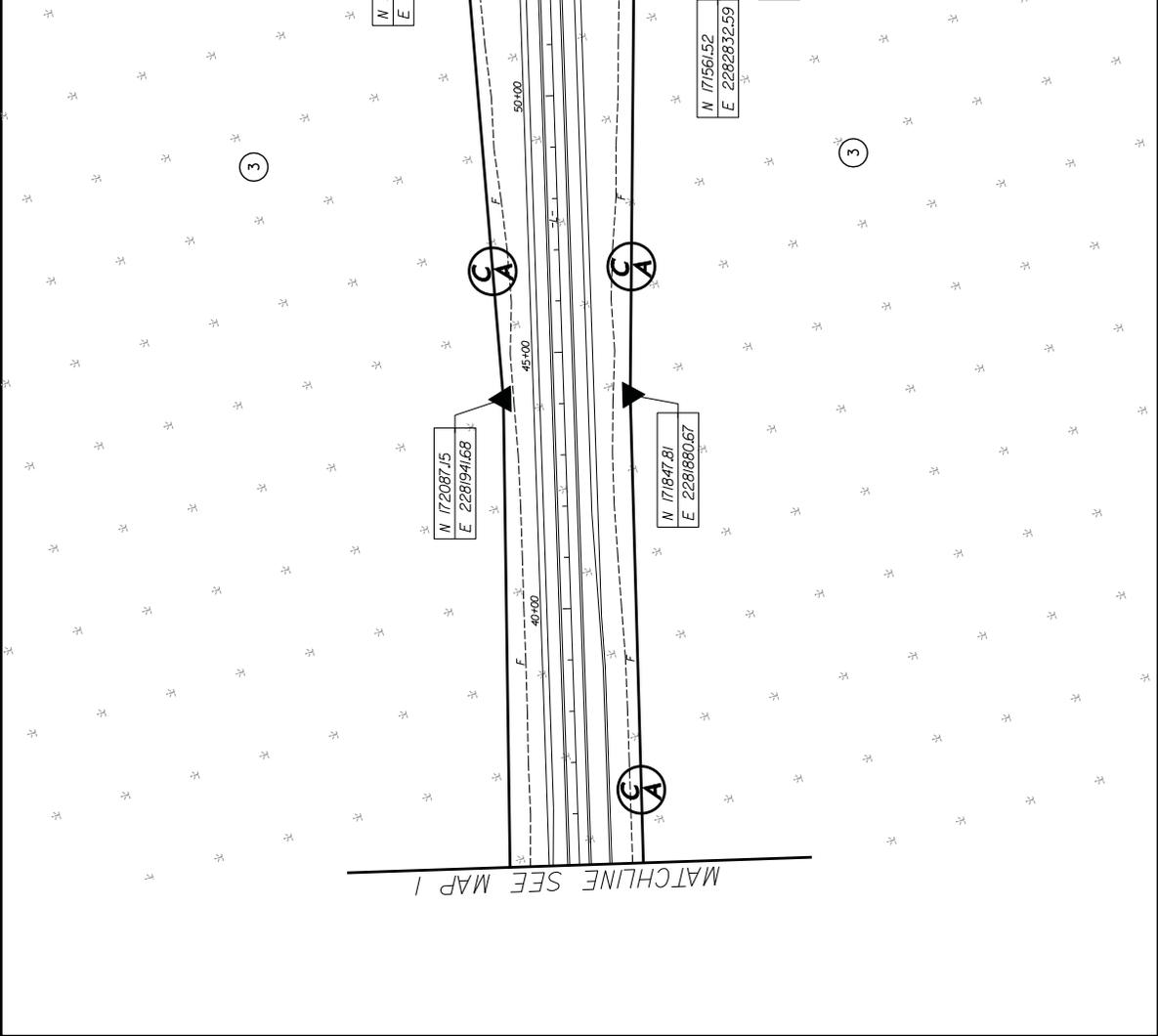
CAPE FEAR SKYWAY
BRUNSWICK COUNTY, NC

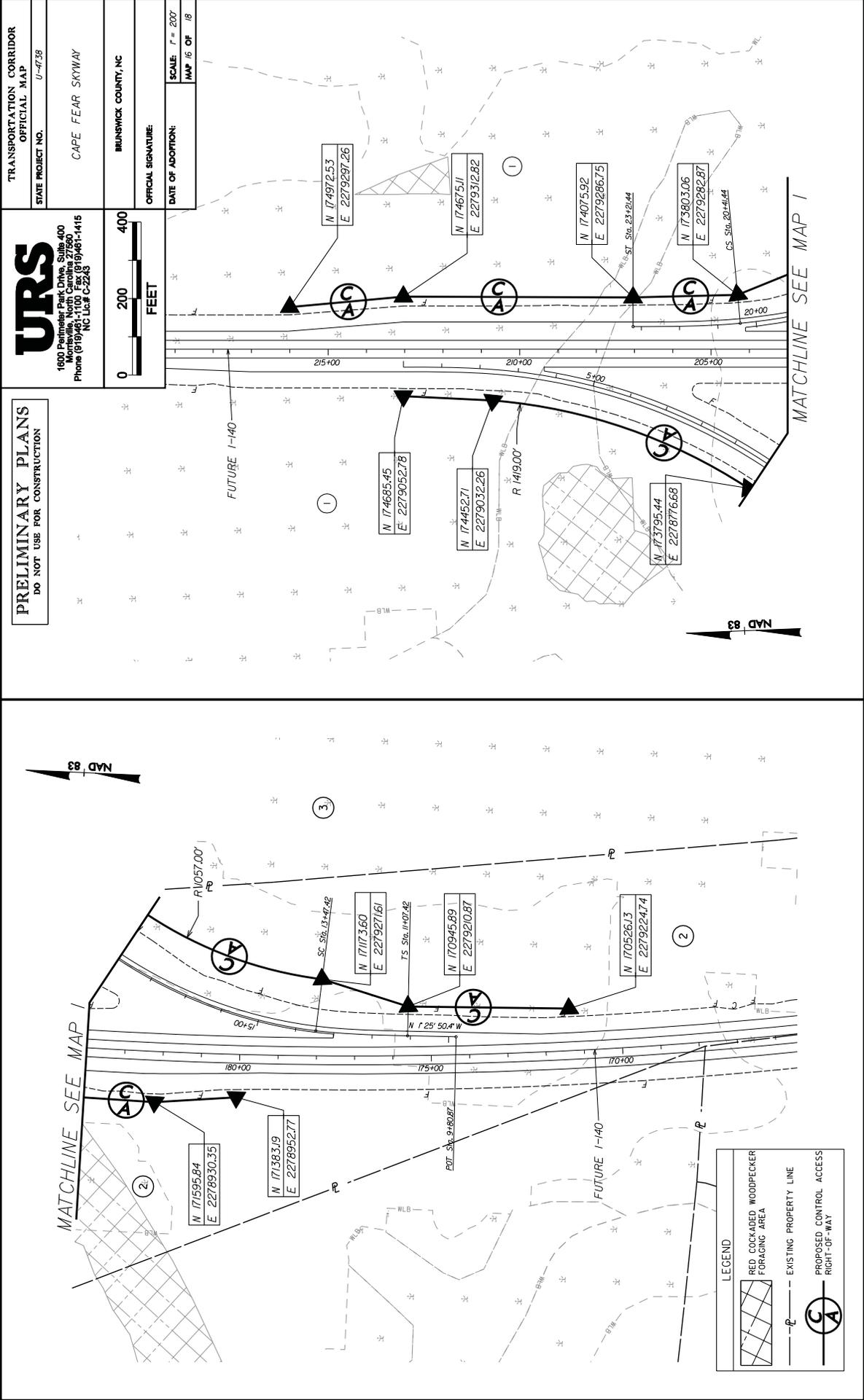
OFFICIAL SIGNATURE: _____
DATE OF ADOPTION: _____
SCALE: 1" = 200'
MAP 2 OF 18

URS
1800 Parkside Park Drive, Suite 400
Morrisville, North Carolina 27560
Phone (919)461-1100 Fax (919)461-1415
NC Lic# C-2283



PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION





PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

URS
1600 Parkside Park, Suite 400
Morrisville, North Carolina 27560
Phone (919)461-1100 Fax (919)461-1415
NC Lic# C-2283

TRANSPORTATION CORRIDOR
OFFICIAL MAP
STATE PROJECT NO. U-4738
CAPE FEAR SKYWAY
BRUNSWICK COUNTY, NC

0 200 400
FEET
OFFICIAL SIGNATURE:
DATE OF ADOPTION: SCALE: F = 200'
MAP IS OF 18

FUTURE I-140
MATCHLINE SEE MAP I
MATCHLINE SEE MAP I

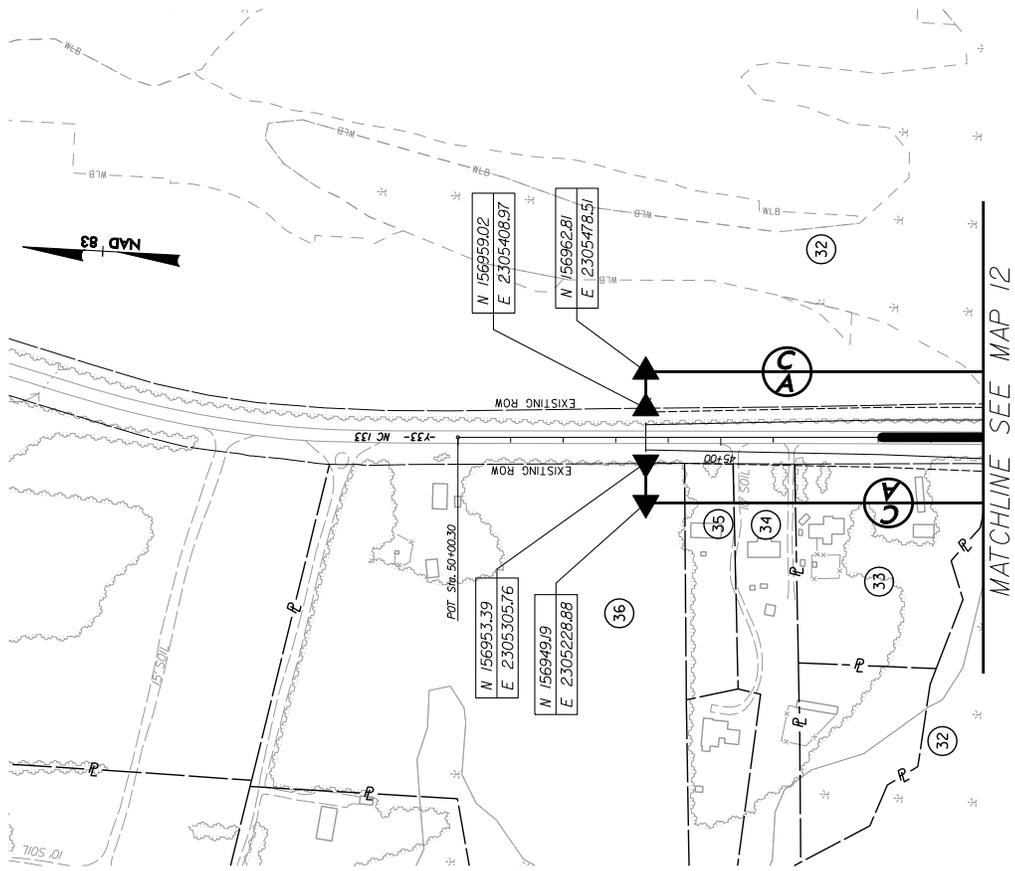
NAD 83

PRELIMINARY PLANS
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URS
1800 Parkside Park, Suite 400
Morrisville, North Carolina 27560
Phone (919)461-1100 Fax (919)461-1415
NC Lic# C-2283



TRANSPORTATION CORRIDOR OFFICIAL MAP	U-4738
STATE PROJECT NO.	CAPE FEAR SKYWAY
BRUNSWICK COUNTY, NC	
OFFICIAL SIGNATURE:	
DATE OF ADOPTION:	SCALE: 1" = 200' MAP 18 OF 18



MATCHLINE SEE MAP 12

**TRANSPORTATION CORRIDOR OFFICIAL MAP
PROJECT NO. U-4738**

CAPE FEAR SKYWAY

**NEW HANOVER COUNTY, NORTH CAROLINA
FROM BRUNSWICK/NEW HANOVER COUNTY LINE
TO INDEPENDENCE BLVD EAST OF US 42I CAROLINA BEACH RD**

INDEX OF SHEETS

<u>DESCRIPTION</u>	<u>SHEETS</u>
MAP KEY	1 TO 1
PARCEL INDEX	1 TO 1
MAPS	MAP 1 TO MAP 7

This map was prepared in accordance with G.S. 136-44.50
Transportation Corridor Official Map Act. The design and right
of way limits are preliminary, and are subject to change during
development of final plans.



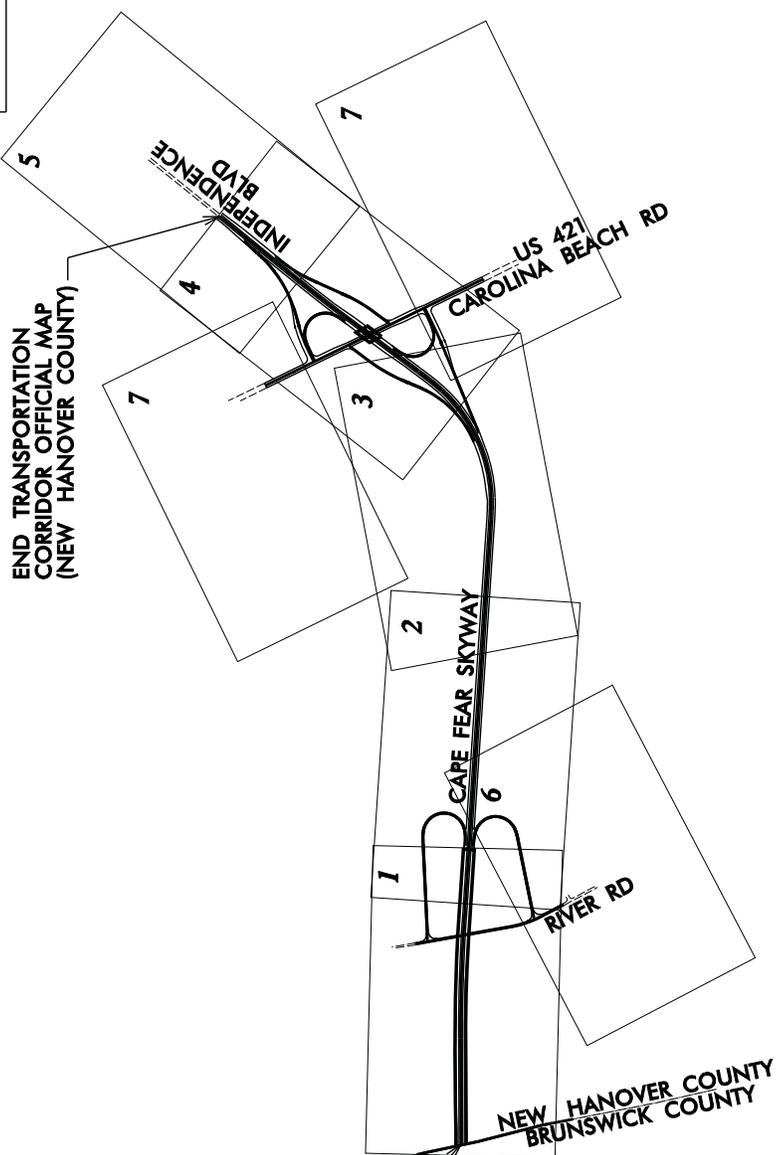
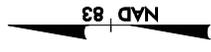
1600 Perimeter Park Drive, Suite 400
Morrisville, North Carolina 27560
Phone (919) 861-9461-1415
NC Lic# C-2248

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



TRANSPORTATION CORRIDOR OFFICIAL MAP	U-4738
STATE PROJECT NO.	CAPE FEAR SKYWAY
OFFICIAL SIGNATURE:	NEW HANOVER COUNTY, NC
DATE OF ADDITION:	MAP KEY
	SHEET / OF /

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



BEGIN TRANSPORTATION CORRIDOR OFFICIAL MAP (NEW HANOVER COUNTY)

END TRANSPORTATION CORRIDOR OFFICIAL MAP (NEW HANOVER COUNTY)

NOTE: SEE BRUNSWICK COUNTY TRANSPORTATION CORRIDOR OFFICIAL MAP

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



TRANSPORTATION CORRIDOR
OFFICIAL MAP
STATE PROJECT NO. U-4738
CAPE FEAR SKYWAY

NEW HANOVER COUNTY, NC
OFFICIAL SIGNATURE:
DATE OF ADOPTION: PARCEL INDEX
SHEET 1 OF 1

PARCEL NO.	PARCEL OWNER	DEED BOOK	PAGE NO.	PNIPARD
37	NATIONAL GPSUM CO	1694	11	R06400-001-002-000
38	SEABOARD COAST LINE RAILROAD	1726	104	R06500-007-004-000
39	SKYWAY INVESTMENTS LLC	1356	1420	R06500-003-017-000
40	SKYWAY INVESTMENTS LLC	1356	1420	R06500-003-017-000
41	ARTHUR B LEAR JR	2986	0169	R06500-003-015-000
42	DAVID AND LYNDA SUE DECKER	3065	0383	R06500-003-014-000
43	INDUSTRIAL MARINE FAB & WIELD	3634	0691	R06515-003-021-000
44	RUSSELL NICHOLS'S PROPERTIES LLC	2621	0869	R06515-003-022-000
45	BUFFLEHEAD PROPERTIES LLC	5003	584	R06515-003-018-000
46	PORTWATCH HOA INC	5002	752	R06515-003-017-000
47	CITY OF WILMINGTON	0000	0000	R06515-003-016-000
48	HRR PROPERTIES LLC	2427	0809	R06515-003-015-000
49	SMS VENTURES LLC	2418	0635	R06515-003-014-001
50	SECOF LLC	3812	0281	R06515-003-013-001
51	PORT CAPE FEAR ASSOCIATES	5436	1400	R06515-003-023-000
52	BUFFLEHEAD PROPERTIES LLC	5003	584	R06515-003-023-000
53	RODNEY H MINTZ JR ET AL	3055	0375	R06500-006-004-000
54	JOHN V JR AND TERL L SUTTON	5274	466	R06500-006-004-000
55	SAMUEL BRYANT SEVERT	2316	0174	R06500-006-002-000
56	MARILYN MARIE SHORES	4890	2002	R06500-006-000-000
57	GEORGIA REAVES	9906	1099	R06500-006-007-000
58	RAW LAND LLC	5067	02635	R06400-001-008-000
59	JBS INDUSTRIAL PROPERTIES LLC	2751	0211	R06500-005-015-000
60	CAMERON COMPANY LTD	1356	1420	R06500-007-002-000
61	STANFIELD PROPERTIES LLC	5189	2637	R06500-004-012-000
62	SOUTHERN EQUIPMENT COMPANY INC	5285	1180	R06500-007-004-000
63	SEVEN TWENTY SUNNYVALE LLC	5445	2013	R06500-007-005-000
64	CAMERON COMPANY LTD	1356	1404	R06500-005-006-000
65	CAMERON COMPANY LTD	1356	1420	R06500-005-007-000
66	FLOSSIE VIOLA BRYAN HEIRS	9906	1303	R06500-005-002-000
67	INDEPENDENCE WEST PROPERTIES	4401	0696	R06516-001-001-000
68	INDEPENDENCE WEST PROPERTIES	4401	0703	R06500-004-020-000
69	CAMERON COMPANY LLC	4296	1404	R06500-005-004-000
70	LB VENTURES ET AL	4296	0877	R06500-004-019-000
71	CAMERON COMPANY LLC	1356	1404	R06500-005-004-000
72	GIACOMO GHISALBERTI ET AL	1242	1640	R06500-004-015-000
73	GIACOMO G GHISALBERTI	1280	1792	R06500-004-014-000
74	JFSF LLC ET AL	5114	2264	R06500-004-013-000
75	LC RENTALS LLC	3544	0688	R06500-004-008-000
76	BETTY LANIER JOHNSON	9604	0170	R06500-004-017-001
77	JOE W AND INEZ S SMITH	0522	0049	R06500-004-006-000
79	WILLIAM MARK POWELL	2096	0370	R06500-004-005-000
80	WILLIAM MARK POWELL	2096	0370	R06500-004-004-001
81	MURRAY K AND GERALDINE ROSE BATSON	2042	0662	R06500-004-003-000
82	MURRAY K AND GERALDINE ROSE BATSON	148	109	R06500-004-002-000
83	CITY OF WILMINGTON	1372	1505	R06500-004-001-005
84	BELL SOUTH TELECOMMUNICATIONS	1272	0650	R06500-004-001-000
86	JANET STARR WHITLOCK	1544	1462	R06500-003-026-000
87	LINDA DAVIS REAVES	5442	428	R06500-003-025-000
88	LINDA M BULLARD	1784	0960	R06500-003-022-000
89	PROPRE ARLENE N MCDANIEL	5235	2662	R06500-003-021-000
90	PROPRE ARLENE N MCDANIEL	0628	0614	R06500-003-019-000
91	LOTION WELL BLAND	9606	2805	R06500-003-018-000
92	ELEANOR WOODLESS	1011	0762	R06500-003-017-000
93	TSUGAELUS CHRISTOS ANGELINE	4569	0432	R06500-003-016-000
94	TSUGAELUS CHRISTOS ANGELINE	4569	0432	R06500-003-015-000
95	TSUGAELUS CHRISTOS ANGELINE	4569	0432	R06500-003-014-000
96	TSUGAELUS CHRISTOS ANGELINE	4569	0432	R06500-003-013-000
97	KENIALL HARDEE ET AL	3165	0666	R06515-003-021-000
98	DANIEL L HOLT JR	2279	0868	R06515-003-022-000
99	CITY OF WILMINGTON	1482	0324	R06515-003-018-000
100	CITY OF WILMINGTON	1482	0324	R06515-003-017-000
101	CITY OF WILMINGTON	1482	0324	R06515-003-016-000
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103	CITY OF WILMINGTON	1477	1211	R06515-003-014-001
104	CITY OF WILMINGTON	1477	1211	R06515-003-014-000
105	CITY OF WILMINGTON	1477	1211	R06515-003-013-001
106	RB INDEPENDENCE LLC	2408	0667	R06515-003-023-000
107	ERNEST MATT CROOM ET AL	5179	2844	R06500-003-024-000
108	OAK GROVE PRESBYTERIAN CHURCH	5343	664	R06500-003-004-000
109	OAK GROVE PRESBYTERIAN CHURCH	0644	0260	R06500-005-004-001
110	F & G INVESTMENTS LLC	2799	0082	R06515-004-001-000
111	ROBERT L AND LINDA L SWANSON ET AL	2837	0832	R06515-001-009-000
112	CHARLES D AND PHYLLIS G WOODARD	5206	841	R06515-001-018-000
113	MICHAEL H CRUTCHFIELD SR	3009	0595	R06515-001-014-000
114	CLAUDIA ENTERPRISES LLC	4097	0919	R06515-001-013-000
115	DIANNE PETERS SEARLE	8606	1005	R06515-001-014-000
116	MAAK PROPERTIES LLC	5470	1211	R06515-002-005-000
117	JK KENNEDY ENTERPRISES LLC	3584	0566	R06515-002-001-002
118	JOYCE B CHADWICK HEIRS	9912	1408	R06515-002-002-000
119	DBV INC	3685	0654	R06515-002-003-000
120	CHARLES H AND NAN E POPE ROUNTREE	1902	0662	R06515-003-006-000
121	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-007-000
122	GRLLC	1784	0174	R06515-003-006-000
123	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-004-000
124	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-003-000
125	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-002-000
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131	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-011-000
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134	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-014-000
135	INDEPENDENCE VENTURES LLC	5025	2059	R06515-003-014-000
136	INDEPENDENCE VENTURES LLC	5025	2059	R06515-003-015-001

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123	INDEPENDENCE VENTURES LLC	5025	2063	R06515-003-003-000
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134	INDEPENDENCE VENTURES LLC	5025	2059	R06515-003-014-000
135	INDEPENDENCE VENTURES LLC	5025	2059	R06515-003-015-001

WILMINGTON MPO/CITY OF WILMINGTON
MAY 2010

TRANSPORTATION PLANNING

CAPE FEAR COMMUTES 2035 TRANSPORTATION PLAN

Project Description/Scope: Cape Fear Commutes 2035 is a federally-mandated assessment of the current and future transportation needs of people and goods within the Wilmington MPO area. Cape Fear Commutes 2035 will create a long range transportation plan with recommendations for how those needs should be addressed over the next 25 years. The plan will establish the goals and objectives for the improvement of mobility within the Wilmington MPO planning area and make specific recommendations for transportation projects and funding sources.

Current Status: The MPO committee charged with crafting the Cape Fear Commutes 2035 Transportation Plan has finalized the draft plan. **The plan was presented to the WMPO Transportation Advisory Committee and local member jurisdictions after 3 public informational workshops. The MPO opened the 30-day public comment period on May 5th and will receive public input until June 4th.**

Next Step: The MPO will incorporate the comments received during the public comment period and present the final report to the TAC in August.

CAPE FEAR SKYWAY

Project Description/Scope: Construct the Cape Fear Skyway that will link from in the vicinity of US 17 to Independence Boulevard and Carolina Beach Road. On October 28, 2009 the Wilmington MPO's Transportation Advisory Committee endorsed a resolution supporting the northern alignment and encouraging New Hanover County, City of Wilmington, Brunswick County and the Town of Leland to utilize the land use planning tools available to preserve a corridor for the future Cape Fear Skyway.

Current Status: The North Carolina Turnpike Authority is finalizing the Transportation Corridor Official map for the Cape Fear Skyway.

The City of Wilmington, New Hanover County, Pender County, Town of Carolina Beach and Town of Wrightsville Beach have endorsed resolutions supporting the "gap" funding and corridor preservation. Senator Boseman introduced Senate Bill 1129 that would provide "gap" for the Cape Fear Skyway. A companion House Bill is also expected to be introduced.

Next Step: Work with New Hanover and Brunswick counties, Town of Leland and City of Wilmington to preserve a corridor for the future Cape Fear Skyway from Independence Boulevard/Carolina Beach Road intersection to a location in the vicinity of US 17 and the Wilmington Bypass in Brunswick County. **Work with North Carolina delegation to provide the necessary "gap" funding for the construction of the Cape Fear Skyway.**

CITY OF WILMINGTON COLLECTOR STREET PLAN

Project Description/Scope: Complete a city-wide area collector street plan including Monkey Junction that will: 1) distribute traffic across an appropriate network of arterial and collector streets, not local streets; 2) establish a set of multi-modal cross-sections for collector streets that accommodate all road users and contribute to the attractiveness of the city; 3) preserve the mobility of the major arterials by limiting the amount of direct access to these facilities; and 4) provide for orderly provision of public utilities within the collector street corridors. The plan will be used by city staff and property owners to reduce congestion and improve mobility throughout the City of Wilmington.

Current Status: The Wilmington MPO has developed a Request for Proposals that was distributed to consulting firms on May 10th. The MPO has requested all proposals be returned by June 18th.

Next Step: Review the proposals and select a firm to complete the city-wide collector street plan.

CROSS-CITY TRAIL

Project Description/Scope: The Cross City Trail will provide a future bicycle and pedestrian connection from Wade Park, Halyburton Park and Empie Park to the Heide-Trask Drawbridge. Portions of this trail will be constructed in conjunction with the Independence Boulevard and Randall Parkway widening projects. Construction of Phase I along South 17th Street between John D. Barry Drive and the Cameron Art Museum is funded by \$350,000 in ARRA funds from NCDOT. Phase II along Independence Boulevard between Converse Drive and Randall Parkway (which passes through Empie Park and the Devon Park community) is funded through \$1,650,000 in ARRA funds from NCDOT. Phase IIIA is the section between South College Road and Mallard Street, most of which is located on the UNCW campus.

Current Status: Construction on Phase I began on February 1 and will be completed in 120 days. Construction on Phase II began on March 1 and will be completed in 180 days. **Kimley-Horn Associates, Inc. submitted 90% design plans for Phase IIIA to the City and UNCW. Staff is currently working on finalizing the stormwater permits and the NEPA Categorical Exclusion (CE) documents. Senator Boseman has agreed to provide funding for this project**

Next Step: The City is awaiting approval of the stormwater permits by NCDENR and the CE by NCDOT for Phase IIIA.

FIT COMMUNITY 2009 GRANT

Project Description/Scope: Submit a designation and grant application to the Fit Community 2009 grant program.

Current Status: The Ann Street Bicycle Boulevard is officially open and grant-funded promotional activities will continue as planned until September 2010. About 30 riders participated in the first group ride to the Riverfront Farmers Market on April 24th. City staff raffled bicycle locks, helmets and \$5.00 tokens for the market. WK Dickson has submitted 60% design plans for the Ann Street at South 5th Avenue intersection improvements to City staff for review. The opinion of probable cost is in-line with the project budget.

Next Step: Organize group ride from Ann Street at South 15th Street to Riverfront Farmers' Market on May 22nd. Host bicycle boulevard event on June 5th at the Martin Luther King, Jr. Community Center. Let intersection improvement project for bid in July, with construction to begin at end of summer.

KERR AVENUE/MARTIN LUTHER KING JR. PARKWAY CORRIDOR PRESERVATION

Project Description/Scope: NCDT plans to widen Kerr Avenue to a 4-lane divided facility from Randall Parkway to the Martin Luther King, Jr. Parkway and construct an interchange at the intersection of Kerr Avenue and the Martin Luther King, Jr. Parkway. The construction of the widening project is funded by NCDOT; however, the construction of the interchange is currently unfunded. Smith Creek Land Subdivision, a six-lot subdivision, is planned on the northwest quadrant lying within the interchange location.

Current Status: On December 16, 2009 the Wilmington Metropolitan Planning Organization's Transportation Advisory Committee endorsed a resolution requesting the City of Wilmington file a Transportation Corridor Official Map for the interchange at this location. On January 19th the Wilmington City Council adopted a resolution to support filing a Transportation Corridor Official Map for the interchange at this location. **The Wilmington City Council approved filing a Transportation Corridor Official map for the interchange on the northwest quadrant. Staff has been notified of interest for development on the southern quadrant.**

Next Step: File the Transportation Corridor Official map for the northwest quadrant. Prepare the map and follow the requirements outlined in NC General Statute 136-44.50 to file a Transportation Corridor Official map for the interchange on the southwest quadrant. The map will restrict development on the parcels for 3 years from the denial of the building permit.

LANE IMPROVEMENTS – MARKET AT NEW CENTER DRIVE:

Project Description/Scope: Increase capacity and decrease delay exiting Target Shopping Center with the addition of a dedicated right turn lane and conversion of the existing right turn to an additional through lane. Developer contribution will also install a right turn lane on Market entering the Dunkin Donuts/Red Roof Inn. City forces will install signal modifications.

Current Status: Contractor has mobilized and completed most of the demolition work. Revised easements are being reviewed by legal.

Next Step: Complete easements, complete manhole adjustments, install asphalt base, install curbs, lay binder and final asphalt, stripe and open lane. Anticipated completion is the end of June.

MARKET STREET CORRIDOR PLAN (No significant change)

Project Description/Scope: Develop a corridor plan for Market Street from Colonial Drive to the Pender County line. This project will integrate transportation and land use planning in an effort to improve safety and mobility along the entire corridor. The plan will provide recommendations for access management, inter-connectivity, improved development standards, future collector streets and conceptual designs. On March 6th, the NCDOT approved funding in the amount of \$275,000 for the Wilmington Metropolitan Planning Organization (MPO), City of Wilmington, New Hanover County and NCDOT to develop the Plan.

Current Status: Kimley-Horn & Associates has provided the final draft plan and ordinances for consideration. Staff is currently reviewing the final draft plan and ordinances.

Next Step: The plan is anticipated to be adopted by the MPO and local jurisdictions in July 2010.

MULTI-MODAL TRANSPORTATION CENTER (No significant change)

Project Description/Scope: Purchase right-of-way, develop design plans and construct the Wilmington Multi-modal Transportation Center between N. 3rd, N. 4th, Hanover and Red Cross Streets.

Current Status: NCDOT has appropriated \$10 million to purchase the properties for the Multi-Modal Transportation Center. The City's local match is \$1 million. NCDOT has reached a settlement with all property owners except U-Haul. The Long Range Transit Needs Study for the Wilmington Multi-modal Transportation Center recommends the acquisition of the U-Haul property. At the November Board of Transportation meeting, NCDOT appropriated the additional funds to acquire the U-Haul properties. The Cape Fear Public Transportation Authority is soliciting qualification statements to complete the environmental documents for the Operation/Maintenance facility and Multi-Modal Transportation Center.

Next Step: Begin the acquisition process for the U-Haul properties and hire a consultant to begin the environmental document.

NEIGHBORHOOD TRAFFIC STUDIES

Project Description/Scope: The City of Wilmington operates a neighborhood traffic management program to focus on the installation of neighborhood traffic-calming devices that reduce speed and improve safety along neighborhood streets. The City has currently completed neighborhood traffic studies to develop immediate and long-term solutions in 17 Wilmington neighborhoods. The LPA Group has submitted final construction drawings for long-term improvements in 10 neighborhoods.

Current Status: The City's Engineering Division is working with GS Engineering Services to modify the existing designs in Pine Valley East. Staff is also working to complete new designs for the additional improvements for this neighborhood. Based on funding, staff has prioritized the locations for installation for installation in Pine Valley East. **Staff has received the final designs and the cost estimates.** The City held a pre-bid meeting on May 13th and will bid the construction of the Pine Valley East Neighborhood Traffic Management improvements.

Next Steps: The City will bid the Pine Valley East improvements on May 27th. Construction in Pine Valley East is anticipated to begin in July 2010.

N. 3RD STREET CORRIDOR STREETScape IMPROVEMENTS

Project Description/Scope: In May 2006, the residents of the City passed a transportation bond referendum that included \$5 million in improvements to the North 3rd Street corridor. The project includes improvements to traffic flow, utilities, pedestrian safety and streetscape aesthetics. The city has hired Kimley-Horn & Associates (KHA) to complete the engineered design of the corridor.

On December 5th the City Council authorized the City Manager to enter into an agreement with NCDOT for the acceptance of maintenance of N. 3rd Street from Market Street to the Martin Luther King, Jr. Parkway (except between Campbell Street and Hanover Street which include Bridge #35 over the former rail bed). Accepting maintenance of this facility will allow for increased design flexibility and expedite the NCDOT permitting process.

Current Status: Staff reviewed the 90% plans. On April 19th, Council provided staff with direction to remove the median south of the railroad bridge. **The consultant will incorporate those comments into the 100% final design plans that are expected by the end of May. The City has approved a municipal agreement and NCDOT has transferred ownership and maintenance responsibility of North 3rd Street to the City. Staff has worked with Cape Fear Public Utility Authority (CFPUA) to develop an Inter-local Agreement for the construction of the improvements along North 3rd Street. This agreement outlines the cost-sharing and logistical details. The Authority Board approved the agreement on May 12th.**

Next Step: Completion of the 100% final design plans in May. Present the Inter-local Agreement to the City Council on June 1st. The City anticipates beginning construction of the streetscape corridor enhancements in September.

PEDESTRIAN CROSSING: ANN STREET AT SOUTH 3RD STREET

Project Description/Scope: This project will provide a marked crosswalk and median closure for pedestrians and bicyclists across South 3rd Street at Ann Street, which is midway between the traffic signals at Castle Street and Market Street. The Residents of Old Wilmington have agreed to contribute \$6,500 toward the project.

Current Status: The rapid-flash pedestrian beacons have been installed and construction is complete.

Next Step: Develop an educational outreach and enforcement effort.

PEDESTRIAN CROSSING: EASTWOOD ROAD AT MILITARY CUTOFF ROAD

Project Description/Scope: This project will provide a signalized crosswalk for pedestrians and bicyclists between existing sections of the Cross-City Trail on Eastwood Road at Military Cutoff Road. The crossings will consist of high-visibility crosswalks on the northern and western legs of the intersection and pedestrian signal heads and push buttons at the northwest, southwest and northeast corners of the intersection. This crossing is part of the planned Cross-City Trail.

Current Status: City staff is working with a private developer to incorporate the pedestrian crossing into planned traffic improvements required as part of mitigation measures for a proposed development on Military Cutoff

Road. An estimate of \$49,332 has been received by staff, and Parks and Greenway Bond funds have been identified to complete the project in cooperation with the developer.

Next Step: The Agreement has been signed by the developer.

PRINCESS PLACE DRIVE AND SOUTH FRONT STREET PAVEMENT MARKING PLANS

Project Description/Scope: Princess Place Drive and South Front Street (US 421 Truck) are part of a resurfacing package that was let by NCDOT in late 2009. With adjustments to the pavement markings, the existing pavement on both Princess Place Drive and South Front Street (US 421 Truck) should accommodate two motor vehicle lanes, two bicycle lanes, and intermittent left-turn lanes. On December 16, 2009, the Wilmington MPO's Transportation Advisory Committee supported a resolution requesting the City of Wilmington and NCDOT work cooperatively to add on-road bicycle lanes to Princess Place Drive and South Front Street (US 421 Truck) as part of the resurfacing project.

Current Status: Ramey Kemp & Associates has finalized the pavement marking plans.

Next Step: Staff will hold a public meeting on May 20th at Rachel Freeman Elementary School from 4:00 PM to 7:00PM to review the pavement marking plans with the community. Following the meeting, staff will work with NCDOT to implement the pavement marking plans for Princess Place Drive and South Front Street as designed by Ramey Kemp & Associates.

SAFE ROUTES TO SCHOOL: BRADLEY CREEK ELEMENTARY

Project Description/Scope: Construct a 3,100-foot-long sidewalk between Bradley Creek Elementary School and Greenville Village mobile home park and promote use of the sidewalk through various bilingual events and materials.

Current Status: On March 6, 2008, the North Carolina Board of Transportation voted to award the City of Wilmington \$211,800 to fund a demonstration Safe Routes to School project at Bradley Creek Elementary School. On July 1, 2008 the Wilmington City Council endorsed the municipal agreement between the City and NCDOT. Norris, Kuske and Tunstall completed the final design for the sidewalk and pedestrian crossing along Greenville Loop Road.

Next Step: Let project for bid in June or July.

SAFE ROUTES TO SCHOOL: PARK AVENUE AT INDEPENDENCE BOULEVARD

Project Description/Scope: This project will provide a high-visibility, protected location for pedestrians and bicyclists to cross Independence Boulevard at Park Avenue. The crossing will consist of an 8- to 10-foot-wide multi-use path along the north side of Park Avenue between Hawthorne Road and the Empie Park entrance, a striped crosswalk across the northern leg of the intersection, and pedestrian signal heads and push buttons at the northwest and northeast corners of the intersection. This crossing is currently part of the River-to-the-Sea Bikeway and will also be part of the planned Cross-City Trail.

Current Status: After review and refinement, Right Angle Engineering, PC has submitted the 90% design plans to the City and NCDOT. The City has submitted the traffic and encroachment agreements.

Next Step: Complete design by the end of May. Submit bid documents to NCDOT for review and approval. Let project for bid in July or August.

TRAFFIC SIGNAL SYSTEM UPGRADE/EXPANSION

Project Description/Scope: Collaborative effort between NCDOT and the City of Wilmington. This project will replace all signal control cabinets, replace central control computers and software, upgrade copper

communications cabling to fiber optic and expand system coverage to encompass all signals that functionally affect traffic flow on major corridors within the City. Final system will have 210+ signals centrally controlled vs. the 160 +/- currently under **distributed** control.

Current Status: All intersection control boxes have been upgraded. The phase 1 30-day acceptance testing has been suspended with the discovery of fiber optic terminations that, while functioning properly, do not meet specification. The contractor is working with the vendor and fiber subcontractor to replace and retest. **Phase 2 started 30-day acceptance testing on May 3rd. Upon 30 days of error-free operation, phase 2 will be 100% complete.** Phase 3 is complete and 30-day acceptance should occur as soon as the punch list items are complete.

Next Steps: Phase 1 and 3 is anticipated to be under a 30-day observation by June 1st.

WILMINGTON BYPASS

Project Description/Scope: Construct the Wilmington Bypass from US 421 in New Hanover County to US 17 in Brunswick County.

Current Status: NCDOT has let the design and construction of the Wilmington Bypass Section “A” from US 17 to US 74/76 as a “design-build” project. They anticipate completing this section of the Bypass in 2013. Section “B” from US 421 to US 74/76 is currently unfunded; however, the acquisition of property for Section “B” has been re-authorized. NCDOT is preparing an “*Urban Loop Prioritization Process*” that will prioritize the 10 urban loops across the state. The Wilmington MPO has submitted the data necessary for NCDOT to complete this process.

Next Step: NCDOT plans to release the results of the prioritization process in June.

WRIGHTSVILLE AVENUE BICYCLE LANES

Project Description/Scope: The City of Wilmington will provide a pavement marking plan to NCDOT in order to install on-road bicycle lanes on Wrightsville Avenue between Military Cutoff Road and Eastwood Road.

Current Status: The contractor hired by NCDOT has milled and resurfaced Wrightsville Avenue. Temporary pavement markings have been installed.

Next Step: The final thermoplastic pavement markings will be installed by the contractor in the next couple of weeks.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

June 18, 2010

TIP Projects:

R-2245: Second bridge to Oak Island over the intercoastal waterway.
Under construction

Open to traffic by the middle/end of October 2010

B-0682: Bridge to Sunset Beach over the intercoastal waterway.
Under construction

Estimated Contract Completion Date December of 2010

U-4733: intersection improvements SR 1411 (Wrightsville Avenue), from Forest Hills Drive to SR 2313 (Wilshire Boulevard).

Estimated Contract Completion Date Summer/Fall 2010

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

Currently, ahead of schedule for all three projects, potentially completed Summer 2010

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.

Estimated Contract Completion Date June 2011

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

Estimated Contract Completion Date 12/31/2010

W-5103 – US 421 (Carolina Beach Road) from George Anderson Road to SR 1100 (River Road) construct various safety improvements at 20+ intersections.

Availability Date March 1, 2010

Estimated Contract Completion Date 7/1/2012

Memorial Bridge – painting of the Memorial Bridge.

Lane closures are not allowed from Memorial Day to Labor Day (fall/winter time) for the following times: 5:00 AM to 7:00 PM

Lane closures are not allowed from Memorial Day to Labor Day (spring/summer time) for the following times: 6:00 AM to 7:00 PM Monday thru Thursday

Contractor will be allowed to completely close the bridge for the following times:

April 13, 2010 to June 11, 2010 from 7:00 PM to 5:00 AM.

Estimated Contract Completion Date September 30, 2010

B-5215 – SR 1115 (Stone Chimney Road) replace bridge #49 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

B-5217 – SR 1115 (Stone Chimney Road) replace bridge #59 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

B-5216 – SR 1115 (Stone Chimney Road) replace bridge #58 over branch of Lockwood Folly River. **Anticipated Letting Date April 2010 (utility issues)**

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 21, 2010

R-2633 AA & AB: Construction of I-140 (Wilmington Bypass) from US 17 to US 74/76.

Availability Date March 29, 2010

Estimated Contract Completion Date July 3, 2013

U-3338 B: Widening of Kerr Ave. from Randell Parkway to Martin Luther King, Jr. Parkway.
Start Date May 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.
Start Date July 2013

R-3432 – SR 1163 (Georgetown Road) extend from SR 1184 (Ocean Isle Beach Road) to NC 179. Start Date June 2013

U-4902 C: 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.

R-5021: NC 211 widening, from NC 87 to SR 1500 (Midway Road).

R-4063: widen SR 1472 (Village Road) from SR 1435 (South Navassa Road) to SR 1438 (Lanvale Road).

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.

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

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. Signal materials for this project will be coming from U-4733 (Independence/Wrightsville intersection project), which is delayed due to contractor's bankruptcy.

Work complete

SR 1448 (Middle River Road): full depth patching from NC 211 to the paved end of system. Schedule to be under contract in the Spring 2010

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 Spring 2010

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).

Completion Date August 14, 2010

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.

Completion Date August 14, 2010

SR 1492 (Pine Grove Road): redesign intersection at SR 1492 (Pine Grove Rd) and Masonboro Loop Road. (City is responsible for design & construct)

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

Under signal review

Resurfacing Projects:

Brunswick County contract (C202142):

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).

Estimated Contract Completion Date Summer 2010

Pender County contract (C202184):

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.

Estimated Contract Completion Date Summer 2010

New Hanover County contract (C202188):

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 23rd Street) milling and resurfacing from US 17 Bus. To north of RR Tracks.

Estimated Contract Completion Date June 2010

Brunswick & New Hanover Counties contract (C202476):

Brunswick County:

NC 87 resurface from NCL of Boiling Springs to US 17, including spiral widening at various locations.

NC 211 resurface from 0.24 mile west of the Town of St. James to 0.18 mile east of SR 1500 (Midway Road).

SR 1300 (Calabash Road NW) resurface from SR 1308 (Etheridge Road NW) to NC 904,

SR 1132 (Shell Point Road) resurface from NC 130 to SR 1130 (Mt. Pisgah Road),

SR 1417 (Malmo Loop Road) resurface from NC 87 to US 74/76,

SR 1426 (Mt. Misery Road) resurface from US 74/76 to SR 1426

New Hanover County:

US 421 Truck resurface from 0.02 mile north of US 421 to 0.01 mile north of Queen Street (non-system).

SR 1301 (Princess Place Road) resurface from US 17 Business to 17th Street.

Estimated Contract Completion Date November 2010

Pender County contract (C202475):

NC 11 resurface from US 421 to US 117, including spiral widening at various locations.

Estimated Contract Completion Date November 2010

Brunswick County contract (C202562):

US 17 mill & resurface from US 17 Business (northside of Bolivia) to SR 1701 (Zion Church Road)

Estimated Contract Completion Date December 2010

Pender County contract:

SR 1002 (Island Creek Road) resurface from NC 210 to New Hanover County line.

SR 1209 (Shiloh Road) mill patch from US 421 to Sampson County line.

SR 1216 (Piney Woods Road) mill patch from US 421 to SR 1336(Mary Slocum Road)

SR 1332 (Penderlea Highway) mill patch from SR 1328 (Raccoon Road) to SR 1209

SR 1333 (Lamb Road) mill patch from NC 11 to SR 1332

SR 1340 (New Savannah Rd) mill patch from SR 1345 (Coras Grove Road) to SR1332

SR 1345A mill patch from SR 1347 to SR 1344 (East Wallace Street)

SR 1347 (Old Savannah Road) mill patch from SR 1345 to US 117

SR 1509 (Stag Park Road) mill patch from I-40 to NC 53

SR 1701 (McKoy Road) mill patch from end of system to SR 1509

SR 1569 (Hoover Road) overlay from US 17 to end of system

Estimated Contract Completion Date June 2010