MLK Parkway
Wilmington, NC

Instructor’s CSS Case

Purpose of the Instructor’s Case

- To critique a comprehensive case that illustrates **CSS principles**:
  - Meet a transportation need
  - Be an asset to the community
  - Be compatible with the natural & human environments
  (Does the MLK CSS project attain excellence?)
- To critique the application of **core CSS practices**:
  - Identify context
  - Involve stakeholders
  - Use multidisciplinary teams
  - Make informed decisions
  - Document
  (Did the MLK CSS process attain excellence?)
CSS Principles & Evaluation Measures
(The MLK case & other projects)

• Meet a transportation need
  – Safety, functionality, technical & financial feasibility, implementable

• Be an asset to the community
  – Stakeholder acceptance

• Be compatible with the natural & human environments
  – Stakeholder acceptance, appropriate species thriving

See Session 2, slides 5-7, for methods to achieve the measures.
Core CSS Practices & Evaluation Measures
(The MLK CSS Process and others.)

- Identify context
  - Integrate transportation into the community & environment
- Involve stakeholders
  - Reduce conflicts & maintain community commitments
- Use multidisciplinary teams
  - Achieve excellence in design: engineering, aesthetics, etc.
- Make informed decisions
  - Efficient, effective project delivery
  - Meet customers’ expectations
- Document
  See Session 2, slides 21.
Context: MLK Parkway

MLK Parkway: NCDOT U-92
The Project

**U-92 NEW HANOVER COUNTY**

**Smith Creek Parkway**

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<th>A</th>
<th>B</th>
<th>C</th>
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<td>Open Space (wetland)</td>
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<td>Open Space (scrub)</td>
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<td>Historic District</td>
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<td>Institutional (gov’t)</td>
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Context: Adjacent Land Use
Purpose & Need

- **Primary purpose**: relieve traffic congestion on Market Street (US 17) in Wilmington.
  - Reduce traffic on Market Street by approximately 25%.
  - Reduce traffic congestion & delays at several key intersections.
  - Extend the year that Market Street reaches “breakdown”.
  - Reduce the accident rate related to congestion along Market Street.
- **Secondary purpose**: provide a continuous east-west link between Wrightsville Beach & downtown Wilmington.

Stakeholders

- **Community groups** working with NCDOT
  - Wilmington Mayor & City Council
  - Metropolitan Planning Organization
  - City of Wilmington Planning Department
  - City of Wilmington Engineering Department
  - North Fourth Street Revitalization Group (now North 4th Partnership, Inc.)
  - Residents & business owners in the project vicinity
Stakeholders (Stakepounders)

- Resource agencies working with NCDOT
  - US Corps of Engineers
  - US Coast Guard
  - NC Division of Coastal Management
  - NC Department of Environmental Health and Natural Resources
  - NCDOT Rail Division
  - Federal Aviation Administration

Issues: Natural Environment

- Protect the wetlands & streams.
- Avoid wetland contamination from HzMat landfills

- Note: no threatened or endangered plant or animal species have been found in or near the corridor.
Natural Environment:
Protect Wetlands & Streams

Natural & Human Environment

Original Southern Alignment

CSX RR  Landfill  Movie Studio
Natural & Human Environment

Northern Alignment
- Wetlands
- Contaminated Properties
- Historic Properties

Issues: Human Environment

- Control noise near film & TV studios.
- Control vibration near measuring instruments lab.
- Reduce & mitigate neighborhood impacts at the western terminus (North 4th Street):
  - Predominantly low income, African-American neighborhood.
  - Environmental justice: memorial to the 1898 event
- Preserve historic downtown Wilmington.
- Maintain the railroad corridor.

- Note: no residential relocations occurred, but several businesses & two government facilities were relocated.
Natural & Human Environment

Human Environment: Control Noise & Vibration
Human Environment: Mitigate Neighborhood Impacts

Existing  Proposed

Existing

Proposed
Human Environment: Preserve Historic Wilmington

Human Environment: Maintain the Railroad Corridor
Public Education & Involvement

• Public education:
  – Workshops, small group meetings, hearings, & newsletters
  – Maps, photos, renderings, & computer animation

• Public involvement:
  – Citizens Informational Workshop (1994)
  – Meetings with Planning Staff & North 4th Partnership Representatives (1996-2001)
  – Public Hearing in Wilmington (1996)
  – Meeting with SHPO & Wilmington Planning Staff (re: Historic District, 1996)
  – Meetings with Housing Authority, North 4th Partnership, and community members (1997)
  – Meetings with the Memorial Committee of the 1898 Centennial Foundation (1999-2001)

Lessons Learned

• “…everything that could go wrong did…”
  – Expect Murphy’s Law to prevail.

• Over the span of 30 years new environmental concerns arose.
  – Finish the project quickly before the rules change.

• Large scale project with multiple technical & environmental constraints are unique learning experiences.
  – Unique projects require an extra measure of internal cooperation for planning, design & construction.

• Transportation projects can uncover old issues & emotions.
  – Involve stakeholders early.

Overall:
• Is the MLK as an excellent CSS project?
• Did the NCDOT create an excellent CSS process?
Your Assignment

With your team:

• Discuss the US74-US76 case & prepare for the field trip.
• Apply the elements of the MLK Parkway case to the US74-US76 case approach.
• Assign preliminary responsibilities: project purpose & need, context, human & natural environmental issues, stakeholders, resources, documentation, etc.
• Develop maps & images for the case.
• Include preliminary US74-76 case ideas in your journal.
• Report US74-76 team responsibilities & results of preliminary discussions during the field trip.