"The Loop" around Wrightsville Beach is a popular walking and jogging destination near the ocean. The Loop is formed by a concrete sidewalk varying in width from 5' to 10' and passes by scenic views of the sound, as well as the shops and restaurants forming the commercial district along Lumina Avenue.

The Forest Hills Loop is a popular walking and jogging destination just east of downtown. The loop is approximately three miles in length and passes by the Wilmington YMCA and Beaumont Park.

The Riverwalk is a scenic boardwalk along the east bank of the Cape Fear River in downtown Wilmington. It provides a place to stroll along the water minutes from the buildings, restaurants, and shops forming the heart of downtown.

GE Wilmington employs more than 2,000 people in its Castle Hayne facility.3

New Hanover Regional Medical Center is a major economic driver in the region, with more than 4,000 employees.

The University of North Carolina at Wilmington employs over 1,800 faculty and staff, teaching over 13,000 students each year.

Middle Sound Loop Rd. is a popular on-road recreation destination.

"The Loop" around Wrightsville Beach is a popular walking and jogging destination near the ocean. The Loop is formed by a concrete sidewalk varying in width from 5' to 10' and passes by scenic views of the sound, as well as the shops and restaurants forming the commercial district along Lumina Avenue.

Masonboro Island is a popular destination for camping and kayaking as well as a natural preserve.

Carolina Beach, Kure Beach, and Fort Fisher together make up Pleasure Island, a popular tourist destination at the southern end of New Hanover County. Fort Fisher State Park provides opportunities for walking, sunning, swimming, and fishing in a secluded environment. The North Carolina Aquarium and Civil War Museum are also located here. In 2004, this park saw over 700,000 visitors, a third of which were from New Hanover County.

Sources:
1 http://wilmington.insiderinfo.us/job-employment
2 http://uncw.edu/aboutuncw/aboutJustthefacts.html
3 http://www.starnewsonline.com/section/topic9969

This map displays some highlights from comments collected during steering committee meetings that took place in early 2012.
The Gary Shell Cross-City Trail connects many key destinations in the city. The trail currently runs through Halyburton, Empie, and McCrary Parks, with a future connection to James El Wade Park.

Some existing sidewalks through parks and around schools, such as the routes around Veteran’s Park, act effectively as recreational greenways, but do not meet recommended design standards to be considered functional, multi-use trails. These routes are sometimes as wide as 10’, but can narrow to as little as 6’.

Several of the existing bicycle lanes have few pavement markings, and therefore feel like paved shoulders, which are less comfortable for certain types of cyclists.

Existing trails and parks could be more mutually supportive with park to trail connections. A connection between the Military Cutoff Trail and Ogden Park is one opportunity.

Sidewalks and on-road facilities can provide links where trail connections are infeasible.

On-road cycling facilities like bicycle lanes exist in areas of the city, but do not create a comprehensive network. Period gaps break up these facilities.

Many cyclists use Castle Street and Dock Street to travel to and from downtown Wilmington because lights at these streets on the perpendicular 16th and 17th Streets allow them to cross those busy roadways.

Existing trails and parks could be more mutually supportive with park to trail connections. A connection between the Military Cutoff Trail and Ogden Park is one opportunity.

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The Cross City Trail serves the student population of UNC Wilmington as well as the surrounding residential neighborhoods. Other sections of the trail parallel commercial corridors and require improved bicycle and pedestrian access from neighborhoods.

The Greenfield Park trail serves a dense area of town, including downtown Wilmington and the neighborhoods just south of it, as well as the New Hanover Regional Medical Center.

The future RiverLights development, which includes many greenways, will increase service in the residential areas south of downtown Wilmington.

The Middle Sound neighborhood has little walking access to existing greenways.

There are several populated areas north of Wilmington with little pedestrian or bicycle access to the greenway network.

Bayshore, Marsh Oaks, and other neighborhoods northeast of Interstate 140 are currently outside of both bicycle and pedestrian service areas to greenways.

The neighborhoods north of Holly Shelter Road do not currently have on- or off-road bicycle or pedestrian access to their nearby schools.

There are no existing greenways within easy walking distance of Kure Beach.

The Masonboro Sound neighborhood has little walking access to existing greenways.

There are several populated areas north of Wilmington with little pedestrian or bicycle access to the greenway network.
Busy roadways near trail entrances can act as obstacles to cyclist and pedestrian access to those trails. The intersection of Hurst Drive and College Road at the entrance to the Cross-City Trail, for example, contains only one low-visibility crosswalk and multiple turning lanes with no on-road facilities for cyclists.

Some intersections near schools do not contain sufficient crossing facilities to allow students to walk or bike safely. 10th Street and Dawson is an example.

Oleander Drive creates a horizontal blockade across the city, because of the insufficient crossing facilities along its length.

The bridge along Carolina Beach Road over Snows Cut does not contain sufficient space for cyclists and pedestrians.

Trail intersections with major roadways present a challenge to trail users where crossing facilities are not currently in place. Crossing improvements are expected in 2012 at the intersection of Military Cutoff Road and Eastwood Road, one such location.

Major roadways are difficult for cyclists and pedestrians to cross.

Pedestrian and cyclist crossings of College Road near schools and parks are difficult around the intersection of N. College Road and Murrayville Road, and north.

Challenges in the implementation of bicycle and pedestrian facilities:

- It is difficult to develop new trails through established neighborhoods.
- Acquisition of land for trail development can be difficult. The abandoned railroad through Dutch Square is an example of an ideal trail location where property has reverted back to adjacent landowners, making land acquisition a challenge.
- Narrow road right-of-ways make on-road facility development difficult.
- Environmental constraints, such as wetlands, are a particular challenge in Wilmington and New Hanover County.
There is 2,294 ft of public frontage along Smith Creek.

There is 10,780 ft of public frontage along Burnt Mill Creek.

There is no public frontage along Barnards Creek.

There is no public frontage along Motts Creek.

There is 329 ft of public frontage along Hewletts Creek.

There is 1,908 ft of public frontage along Bradley Creek.

There is no public frontage along Howe Creek.

The waterways throughout Middle Sound are a current kayaking destination.

The 2008 Castle Hayne Community Plan recommended water access to kayak trails on the Cape Fear River and Prince George Creek.

The Smith Creek Watershed Management Plan recommends a paddling trail along Smith Creek with access points at N. Kerr Avenue and Love Grove Park. The entire Smith Creek corridor is a great trail for beginners.

The waters around Ft. Fisher are a key paddling destination for beginners. This area is shallow, has no major current, and provides the opportunity for a four mile loop as well as great bird watching.

Alligators Creek and Mears Cut provide a connection to Leland/Belville.

The majority of Kegg Island is owned by the state and has great hiking opportunities. It is a 15 minute paddle from shore.

Sharks tooth Island is a 15 minute paddle from shore and a key destination for finding fossils and sharks teeth. However, glass and debris create safety concerns.

WILMINGTON/NEW HANOVER COUNTY

COMPREHENSIVE GREENWAY PLAN

MAP 2.6 EXISTING BLUEWAYS

MOVE. PLAY. CONNECT.
Equity Analysis
The following demographic characteristics were selected as a representation of disadvantaged populations in Wilmington and New Hanover County and mapped at the block group level:

- Median Household Income
- Percent of households without a vehicle
- Percent of workers who commute by bicycle or on foot

These measures were combined into one aggregate score of equity for each block group in the area. A higher percentage of households without a vehicle, higher percentage of workers commuting by bicycle or on foot, or lower median income corresponded to a higher equity score or 'tier'. The aggregate measure displayed takes into account both the absolute spatial distribution of disadvantaged populations, as well as the percentage of the total population falling into these categories within each block group.
This map shows suggestions received through the plan’s online interactive input map. For final recommendations, see Chapter 3.
The designated spine of the East Coast Greenway follows US Highway 421 before heading into downtown Wilmington along Front Street. The proposed Coastal route enters the region south of Holly Shelter Road, eventually linking up with the Cross-City Trail at the Cameron Art Museum. Greenway facilities do not currently exist along much of the routes, but have been recommended during previous planning efforts.

There are planned connections between the segment of the Gary Shell Cross-City Trail at UNCW south to McCrary Park and north to Wrightsville Beach.

Segments of the River to the Sea Bikeway are currently located on high traffic, high speed roadways with few bicycle facilities and are therefore considered unsafe for less experienced cyclists. Several existing bridges that are uncomfortable for cyclists and pedestrians are also located along the River to the Sea Bikeway Route. These bridges have two lanes of traffic in each direction.

A comprehensive multi-use network was recommended as part of the 2011 Carolina Beach Bicycle/Multi-Use Transportation Plan.

The 2007 Seagate Neighborhood plan recommended extending the existing multi-use paths trails long Park Avenue and providing public access to Bradley Creek.

The 2008 Blue Clay Corridor study recommended multi-use trails as the preferred bicycle facility along this roadway.

The MPO’s 2035 Transportation Plan recommends on and off-road bicycle facilities throughout the region.

The 2009 Southside Small Area plan recommended a greenway connection between the Riverwalk and Greenfield Lake Trail via S. Front Street, Nesbitt Court, and S. 5th Avenue.

The 2007 Seagate Neighborhood plan recommended extending the existing multi-use paths trails long Park Avenue and providing public access to Bradley Creek.

The planned mixed-use ‘RiverLights’ development will contain a new network of trails and parks, along with a 27-acre park and marina. The development is designed to become an environmentally friendly community.

The 2009 Corridor Study for Dow Road recommends adding a 10’ multi-use path parallel to the road along with its widening and extension.

The 2008 Blue Clay Corridor study recommended multi-use trails as the preferred bicycle facility along this roadway.

The MPO’s 2035 Transportation Plan recommends on and off-road bicycle facilities throughout the region.

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The planned mixed-use ‘RiverLights’ development will contain a new network of trails and parks, along with a 27-acre park and marina. The development is designed to become an environmentally friendly community.
Potential Rail-Trail connection to Navassa and Leland

Forest Hills Elementary School is successful in achieving high rates of children walking and biking to school. There is a desire for improved facilities and encouragement programs in order to improve these rates elsewhere.

A connection from the Olsen area into downtown is desired.

There is potential for a trail in the Interstate 140 right-of-way; further exploration is necessary.

A utility easement holds potential for a connection between Ogden Park and Smith Creek.

Providing connections from the surrounding neighborhoods into this school and park.

Provide a safe connection between River Road and the shopping center in Monkey Junction.

Provide a sidepath connection between the Aquarium Path and the Ft. Fisher Boat Ramp.

Improve connections between UNC-W and downtown, and along the River to the Sea Bikeway.

Provide a safe connection between UNC-W and Halyburton Park.

Potential connection to the proposed Coastal Pender Rail-Trail

This map displays some highlights from comments collected during stakeholder interviews that took place in early 2012.
Note: This map features greenway corridors; for on-road connections, see Map 3.2; for short greenway connections, see Map 3.5.
Note: For short greenway connections, see Map 3.5.
TOP BLUEWAY RECOMMENDATIONS

1. Develop a comprehensive user-friendly map featuring county-wide blueway access information and blueway safety information (hardcopy and online).
2. Provide clear blueway signage, from both the road and the water, that corresponds to the user map to identify public access points.
3. Clean up and maintain existing blueway access points.

SMITH CREEK ACCESS AT CASTLE HAYNE ROAD
- Proposed motorized and non-motorized access point with medium-sized parking area and launching site
- Provides beginner access route to Smith Creek
- Provides access to intermediate route along Cape Fear River north of Smith Creek and advanced route along Cape Fear River south of Smith Creek

SMITH CREEK ACCESS AT MLK AND KERR AVENUE
- Proposed non-motorized access points with small parking areas and launching sites
- Serve beginner routes along black water marshes

PAGES CREEK ACCESS AT DUNBAR ROAD
- Proposed non-motorized access point with a small parking area and launching site
- Access serves beginner route along the creek, into advanced route along the Intracoastal Waterway

MIDDLE SOUND ACCESS AT DUNBAR ROAD
- Proposed non-motorized access point

WATER ACCESS IN WRIGHTSVILLE BEACH
- There are more than a dozen sites in Wrightsville Beach providing either public access or unimproved public right-of-way to the Intracoastal Waterway. These include, but not limited to, Jack Parker Blvd., Northrop, Albright, Corbitt, Wright Streets, and those along Waynick Blvd. (south to north): Nathan, Iula, Arrindale, and Chadbourn Streets.

BRADLEY CREEK ACCESS AT OLDE ANGELL DRIVE
- Proposed non-motorized access point with a small parking area and launching site
- Access serves beginner route with loop opportunities along the creek
- Intermediate skill required to cross the Intracoastal Waterway and access the loops between Banks Channel and the Intracoastal Waterway

BRADLEY CREEK ACCESS AT AUTUMN HALL DRIVE
- Proposed non-motorized access point with a small parking area and launching site
- Beginner paddling opportunity
- Navigation may be difficult at low tide

HEWLETT'S CREEK ACCESS
- Proposed non-motorized access point with a small parking area and launching site
- Access serves beginner route along the creek, into advanced route along the Intracoastal Waterway

MYRTLE GROVE AREA - NORTH SITE
- Proposed non-motorized access point

MYRTLE GROVE AREA - SOUTH SITE
- Proposed non-motorized access point
INTERSECTIONS AND CROSSING IMPROVEMENTS

Throughout the proposed trail network, there will be many necessary improvements where trails intersect with roadways. It is critical that all street/trail intersections be designed and constructed to maximize visibility for trail users and reduce potential conflicts (see Chapter 5 for design guidance). As a starting point in identifying these locations, the map and list on this page shows where the proposed trail network overlaps with controlled intersections throughout the study area, along with several other crossings identified by the project committee. However, it should be noted that there are many more potential crossings than what is identified here, such as nearby crossings, mid-block crossings, crossings controlled for trail users (HAWK and hybrid signals), and crossings along future roadways and future controlled intersections. Ultimately, intersection and crossing improvements need to be clearly identified in the corridor-level design of individual trails. The associated improvements to such intersections should be considered as an integral part of the trail itself.

ID INTERSECTION
A Blue Clay Rd + College Rd
B Castle Hayne Rd + Centennial Dr
C Northchase Pkwy W + College Rd
D Northchase Pkwy SE + College Rd
E Danny Pence Dr + College Rd
F Market St + Porters Neck Rd
G Porters Neck Rd Roundabout
H Market St + Marsh Oaks Dr
I Blue Clay Rd + Kerr Ave
J Bavarian Ln + College Rd
K Bayside Dr + Market St
L College Rd + Gordon Rd W
M Market St + Middle Sound Loop Rd
N 23rd St + Airport Blvd
O Military Cutoff Rd + Market St
P Kings Dr + College Rd
Q Gordon Rd + Military Cutoff Rd
R US Hwy 421 + Isabel Holmes Bridge
S One Tree Hill Way + 23rd St
T Martin Luther King Jr Pkwy + Kerr Ave
U Military Cutoff Rd + Station Rd
V Eastwood Rd + Racine Dr
W Cardinal Dr + Eastwood Rd
X Randall Pkwy + Kerr Ave
Y Drysdale Dr + Military Cutoff Rd
Z Independence Blvd + Mercer Ave
AA Eastwood Rd + Pembroke Jones Dr
AB Hurst Dr + College Rd
AC Military Cutoff Rd + Wrightsville Ave
AD Wrightsville Ave + Eastwood Rd
AE Causeway Dr + Salisbury St
AF Salisbury St + Lumina Ave
AG 5 Front St + 421
AH College Rd + Park Ave
AI Greenville Loop Rd + Olean Dr
AJ 16th St /17th St + Hospital Plaza Dr
AK Olean Dr + Pine Grove Dr
AL Greenville Loop Rd + Greenville Sound Rd
AM 17th St + Medical Center Dr
AN 17th St + Glen Maude Rd
AO 17th St + Wellington Ave
AP Carolina Beach Rd + Shipyard Blvd
AQ 17th St + Shipyard Blvd
AR Converse Rd + Shipyard Blvd
AS Holly Tree Rd + Shipyard Blvd
AT Pine Grove Dr + Greenville Loop Rd
AU College Rd + Holly Tree Rd
AV Pine Grove Dr + Holly Tree Rd
AW College Rd + Pine Valley Dr
AX Masonboro Sound Rd + Masonboro Loop Rd (North)
AY College Rd + Bragg Dr
AZ Carolina Beach Rd + Independence Blvd
BA 17th St + George Anderson Dr
BB Masonboro Loop Rd + Fonten Dr
BC 17th St + Saint Andrews Dr
BD College Rd + Ponsford Dr
BE Masonboro Sound Rd + Masonboro Loop Rd (South)
BF Independence Blvd + River Rd
BG Carolina Beach Rd + Mattoe Dr
BH College Rd + Jasmine Cove Way
BI Carolina Beach Rd + Silver Lake Rd
BJ Carolina Beach Rd + Mobile Home Park

MAP 3.4 PROPOSED TRAIL NETWORK: INTERSECTION IMPROVEMENTS
SHORT TRAIL CONNECTIONS

While the overall trail network provides a comprehensive off-road system for bicycle and pedestrian travel, additional short trail links help to improve the on-road system for such travel. Short trail connections that fill gaps in the roadway system will allow pedestrian and bicycle use of these roadways for cross-town trips, while continuing to prevent automobile use in order to preserve their low traffic status. These connections will therefore provide alternatives to some high-traffic roadways that are uncomfortable for many cyclists and pedestrians, and will increase connectivity.

The following list of recommended links (bottom, right) began with connections identified in the 2035 Long Range Transportation Plan. Additional links were identified during this planning process based on the location of existing right-of-way. These projects are therefore easy to implement, and can likely be locally funded in the short to medium term.

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<tr>
<td>AQ</td>
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Connects north to East Coast Greenway
Connects south to East Coast Greenway

MAP 3.11 PROPOSED NETWORK (ZOOM 6)
### Trail Network Prioritization

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<th>Name</th>
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**Total Priority Projects: $3,46,300**

**Priority Projects: $9,86,515**

**Total Miles: 72 miles**...
MAP 3.12 PROPOSED TRAIL NETWORK: PRIORITIZED SEGMENTS