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WMPO Bicycle and Pedestrian Modal Subcommittee Meeting Agenda

TO: WMPO Bicycle and Pedestrian Modal Subcommittee Members
FROM: Abby Lorenzo, Senior Transportation Planner
DATE: February 6th, 2019
SUBJECT: February 12th, 2019 Meeting

A meeting of the WMPO Bicycle and Pedestrian Modal Subcommittee will take place on Tuesday, February 12th, 2019 at 2pm. The meeting will be held in the 6th floor conference room located at 320 Chestnut Street, Wilmington.

The following is the agenda for the meeting:

- Call to Order
- Approval of the Agenda
- Public Comment
- Approval of minutes from January 8th, 2019
- Cape Fear Moving Forward 2045 Bicycle and Pedestrian Criteria Development
 - Action: Review scored sample projects
 - Action: Revise criteria and metrics as determined by the committee
 - Action: Direct staff to evaluate all projects based on revised criteria and metrics
- Cape Fear Moving Forward 2045 Bicycle and Pedestrian Policy Development
 - Action: Review draft policy statements provided by staff
 - Action: Revise and suggest any changes to policy statements
- Bicycle and Pedestrian Committee Fall Bike Ride/Education Outreach Event discussion
 - Action: Determine scope of Fall event
- River to Sea Bike Ride Subcommittee Update
- Bicycle and Pedestrian Committee Standing Meeting Time Discussion
 - Action: Discuss changing all meetings start time to 2pm
- Next Meeting : March 12th, 2019 at 2pm

Wilmington Urban Area Metropolitan Planning Organization

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- Adjournment

Attachments:

- Minutes from the January 8th, 2019 meeting
- Bicycle and Pedestrian *Draft* Criteria and Metrics
- Bicycle and Pedestrian Scored Sample Projects
- Bicycle and Pedestrian *Draft* Policies

Draft 2045 Bike/Ped Project Scoring Methodology

Scale	Goal	Criteria:	Attribute:	Score
25	Safety, Education, and Enforcement	Build facilities and traffic engineering solutions that prioritize cycling safety	Functional classification of adjacent/intersecting facility (Arterial=10, Collector=6, Local=2)	10
		Increase the number of crosswalks at existing signals		
		Prioritize pedestrian projects that occur at, or seek to improve the safety of high risk/high crash locations	Bicycle and/or pedestrian high crash location (K=15, A=13, B=10, C=8, O=5)	15
20	Multimodal Connectivity and Transportation Choice	Improve connections between bicycling and other modes of transportation	Project intersects roadway or project is an intersection improvement located within a reasonable distance of a transit stop (0.25 mi=10, 0.5 mi=5, 0.75 mi=2)	10
		Install crosswalks near bus stops		
		Evaluate the installation of sidewalks and crosswalks based on residential and employment density	Project is located within an area of high household density or employment density (HH+HE=10, HH or HE=5)	10
35	Built Environment, Land Use, and Connectivity	Increase bicycling facilities within 1 mile of school campuses	Project falls within 1 mile of a school or within a reasonable distance of grocery store or community resource center (school 1 mi=6) (grocery/resource 0.25 mi=6, 0.5mi=4, 0.75mi=2)	12
		Increase bicycle connections to grocery stores and resource centers		
		Increase pedestrian facilities within 1 mile of school campuses		
		Increase pedestrian connections around grocery stores and resource centers		
		Build pedestrian facilities that mitigate barriers in existing built environment	Functional classification of adjacent/intersecting facility OR geographic barrier ie river (Arterial/Barrier=10, Collector=6, Local=2)	10
		Increase bicycle connections between parks and residential areas	Project provides connection or fills gap providing connection from a recreation area or community or government center (0.25mi=5, 0.5mi=3, 0.75=1)	5
		Increase pedestrian connections between parks and residential areas		
		Increase pedestrian facilities around libraries, community/senior centers, courthouses and government centers		
Increase connections between existing pedestrian facilities	Project fills a gap in an existing network (2000ft+=8, 1,000-2,000ft=5, less 1,000ft=3)	8		

Draft 2045 Bike/Ped Project Scoring Methodology

20	Economic Development	Increase bicycle tourism	Connects or fills a gap providing a complete connection to a POI (Y/N)	6
		Develop downtown pedestrian-friendly shopping areas		
		Increase access and mobility projects targeting identified areas of low-income and minority residents	Project located in or connects to low-income, minority, and/or LEP identified area (all=10, low income=4, minority=3, LEP=3)	10
		Increase accommodation or major cycling events in facility design	Project falls on identified event route (Y/N)	4
		Include accommodation of major pedestrian events in facility design		

Data Measure	Functional Classification of adjacent/intersecting facility	Bicycle and/or Pedestrian high crash location	Project intersects roadway or project is an intersection improvement located within a reasonable distance of a transit stop	Project located within area of high household density or employment density	Project falls within 1 mile of a school or within a reasonable distance of grocery store or community resource center	Functional classification of adjacent/intersecting facility OR geographic barrier, i.e. river	Project provides connection or fills a gap providing connection from a recreation area or community or government center	Project fills a gap in an existing network	Connects or fills a gap providing a complete connection to a POI	Project located in or connects to low-income area, minority area, and/or LEP identified area	Project fall on identified event route	Goal A Total	Goal B Total	Goal C Total	Goal E Total													
												Arterial (10pts), Collector (6pts), Local (2pts)	K (15pts), A (13pts), B (10pts), C (8pts), O (5pts)	1/4 mile (10pts), 1/2 mile (5pts), 3/4 mile (2pts), 3/4 mile + (0pts)	Both High Household and High Employment Density (10pts), High Household OR High Employment (5pts), Neither (0pts)	Within 1 mile of a school, Y (6pts), N (0pts)	Within X distance of a grocery/resource center 1/4 mile (6pts), 1/2 mile (4pts) 3/4 mile (2pts), 3/4 mile + (0pts)	Arterial and/or geographic barrier (10pts), Collector (6pts), Local (2pts)	1/4 mile (5pts), 1/2 mile (3pts), 3/4 mile (1pt), 3/4 mile + (0pts)	2,000'+ (8pts), 1,000' - 1,999' (5pts), <999' (3pts), doesn't fill a gap (0pts)	Y (6pts), N (0pts)	All (10pts), low income (4pts), minority (3pts), LEP area (3pts), none (0pts)	Y (4pts), N (0pts)					
Total Points												10	15	25	10	10	20	12	10	5	8	35	6	10	4	20	100	
Project BP#	Name/Intersection	Jurisdiction	From	To																								
BP-268	Leland/Wilmington BikePed Connection	Leland/Wilmington	Village Road	3rd Street	10	15	25	10	10	20	12	10	5	8	35	6	7	0	13	93								
BP-373	Gordon Road BikePed Improvements	New Hanover County	Military Cutoff Rd	College Rd	6	15	21	10	5	15	12	10	5	8	35	6	0	0	6	77								
BP-276	NC 133/River Road MUP	Leland/Brunswick County	Village Road	WMPO Boundary	10	10	20	10	10	20	6	10	5	8	29	6	0	0	6	75								
BP-559	Cross City Trail MUP	Wilmington	S Kerr Ave	College Rd	6	13	19	10	5	15	10	10	3	8	31	0	10	0	10	75								
BP-591	Greenville Loop Rd & Oleander Drive	Wilmington			10	8	18	10	5	15	6	10	5	3	24	6	3	4	13	70								
BP-277	Masonboro Loop Trail I	Wilmington	Navaho Trl	Hugh McRae Park	10	13	23	10	0	10	6	10	5	8	29	6	0	0	6	68								
BP-594	Carolina Beach Rd & Independence Blvd	Wilmington			10	0	10	10	10	20	12	10	5	3	30	6	0	0	6	66								
BP-619	Carolina Beach Rd & Antoinette Dr	New Hanover County			10	15	25	10	5	15	12	10	3	0	25	0	0	0	0	65								
BP-298	Chappell Loop Bicycle Lanes	Brunswick County	NC 133/River Rd	Blackwell Road	10	8	18	5	10	15	10	10	5	0	25	6	0	0	6	64								
BP-1	5th Ave Bicycle Lanes	Wilmington	Cambell St	Greenfield Lake Park	2	13	15	10	5	15	6	10	5	0	21	6	3	0	9	60								
BP-590	Military Cutoff Rd & Wrightsville Avenue	Wilmington			10	10	20	10	0	10	2	10	5	3	20	6	0	4	10	60								
BP-409	St Joseph Street Bike Lane and Sidewalk	Carolina Beach	Lees Lane	Lewis Drive	10	0	10	5	0	5	10	6	5	8	29	6	0	0	6	50								
BP 273	Country Club MUP	Pender	Sloop Point Loop Rd	US 17	6	10	16	0	5	5	10	6	5	0	21	6	0	0	6	48								
BP-563	Causeway Dr & Salisbury St	Wrightsville Beach			10	0	10	2	0	2	6	10	5	3	24	6	0	4	10	46								
BP-838	US 17 & Olde Waterford Way/Ploof Rd SE	Leland/Brunswick County			10	0	10	10	5	15	6	10	1	0	17	0	0	0	0	42								
BP-206	Island Creek Rd BikePed Improvements	Pender	Royal Oak Ct	US 17	10	0	10	0	10	10	6	10	0	0	16	0	0	0	0	36								
BP-843	K Ave & Us 421	Kure Beach			10	0	10	0	0	0	0	10	5	3	18	6	0	0	6	34								
BP-561	Carolina Beach Rd & Myrtle Grove Rd	New Hanover County			10	0	10	0	5	5	0	10	0	0	10	0	3	0	3	28								

2045 Draft Bicycle and Pedestrian Policies:

Develop and maintain a safety campaign for drivers, cyclists, and pedestrians.

Focus on improving bike and pedestrian safety at intersections using best practices and emerging tools.

Give high priority to safety improvements in the vicinity of schools, public transit, commercial corridors, and other high-use pedestrian destinations.

Work toward addressing and improving challenging intersections and physical barriers, and consider pedestrian and bicycle movement in the planning stages for new or reconstructed facilities.

Proactively seek new opportunities for acquisition of abandoned rights-of-way, natural waterways, utility rights-of-way, and other lands for the development of new facilities that integrate with the planned system.

Encourage events that introduce residents to walking and bicycling, such as walk/bike to work, walk/bike to school, River to Sea bike ride, and charity or fundraising events.

Accommodate all types, ages, and abilities of users in a comfortable manner throughout the system, while recognizing that all modes of travel and/or level of user ability may not necessarily be accommodated on every road or path.

Support the development and adoption of local bicycle and pedestrian plans that identify projects to create an integrated and multimodal transportation system for the region.

Lobby for the availability of adequate regional, state, and federal funding sources for bicycle and pedestrian transportation projects.

Utilize the WMPO Transportation Demand Management Committee, when appropriate, to develop projects, programs, initiatives, and events that support active transportation choices.

Continue to support the recommendations of the WMPO Bicycle and Pedestrian Advisory Committee.