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 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
• 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
<table>
<thead>
<tr>
<th>Scale</th>
<th>Goal</th>
<th>Criteria:</th>
<th>Attribute:</th>
<th>Score</th>
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<tbody>
<tr>
<td>25</td>
<td>Safety, Education, and Enforcement</td>
<td>Build facilities and traffic engineering solutions that prioritize cycling safety</td>
<td>Functional classification of adjacent/intersecting facility (Arterial=10, Collector=6, Local=2)</td>
<td>10</td>
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<td>Increase the number of crosswalks at existing signals</td>
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<td>Prioritize pedestrian projects that occur at, or seek to improve the safety of high risk/high crash locations</td>
<td>Bicycle and/or pedestrian high crash location (K=15, A=13, B=10, C=8, O=5)</td>
<td>15</td>
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<td>20</td>
<td>Multimodal Connectivity and Transportation Choice</td>
<td>Improve connections between bicycling and other modes of transportation</td>
<td>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)</td>
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<td>Install crosswalks near bus stops</td>
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<td>Evaluate the installation of sidewalks and crosswalks based on residential and employment density</td>
<td>Project is located within an area of high household density or employment density (HH+HE=10, HH or HE=5)</td>
<td>10</td>
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<td>35</td>
<td>Built Environment, Land Use, and Connectivity</td>
<td>Increase bicycling facilities within 1 mile of school campuses</td>
<td>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, 0.5 mi=4, 0.75 mi=2)</td>
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<td>Increase bicycle connections to grocery stores and resource centers</td>
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<td>Increase pedestrian facilities within 1 mile of school campuses</td>
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<td>Increase pedestrian connections around grocery stores and resource centers</td>
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<td>Build pedestrian facilities that mitigate barriers in existing built environment</td>
<td>Functional classification of adjacent/intersecting facility OR geographic barrier ie river (Arterial/Barrier=10, Collector=6, Local=2)</td>
<td>10</td>
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<td>Increase bicycle connections between parks and residential areas</td>
<td>Project provides connection or fills gap providing connection from a recreation area or community or government center (0.25 mi=5, 0.5 mi=3, 0.75 mi=1)</td>
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<td>Increase pedestrian connections between parks and residential areas</td>
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<td>Increase pedestrian facilities around libraries, community/senior centers, courthouses and government centers</td>
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<td>Increase connections between existing pedestrian facilities</td>
<td>Project fills a gap in an existing network (2000 ft+=8, 1000-2000 ft=5, less 1000 ft=3)</td>
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<td>Economic Development</td>
<td>Increase bicycle tourism</td>
<td>Connects or fills a gap providing a complete connection to a POI (Y/N)</td>
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<td>Develop downtown pedestrian-friendly shopping areas</td>
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<td>Increase access and mobility projects targeting identified areas of low-income and minority residents</td>
<td>Project located in or connects to low-income, minority, and/or LEP identified area (all=10, low income=4, minority=3, LEP=3)</td>
<td>10</td>
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<td>Increase accommodation or major cycling events in facility design</td>
<td>Project falls on identified event route (Y/N)</td>
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<td>Include accommodation of major pedestrian events in facility design</td>
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### Functional Classification of adjacent/intersecting facility
- Arterial (5pts), Collector (6pts), Local (2pts)
- 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 a grocery store or community resource center
- Functional classification of adjacent/intersection facility: OR, geographic barrier, i.e. river, barrier, i.e. river

### Project located in or connects to low-income area, minority area, and/or LEP identified area
- National Data
- Goal: A Total

#### Project
- BP-268 Leland/Wilmington Bikeway Improvements
- Leland/Wilmington Village Road
- 3rd Street
- 10 15 25 10 10 20 12 10 5 8 9 6 10 7 0 0 13 93
- BP-373 Jordan Road Bikeway Improvements
- New Hanover County Military Cutoff Rd
- College Rd
- 10 15 25 10 10 20 12 10 5 8 9 6 10 7 0 0 13 93
- BP-276 NC 133/River Rd MUP
- County Village Road
- WMPO Boundary
- 10 10 20 10 10 20 6 10 5 8 9 6 0 0 0 0 6 75
- BP-539 New Hanover County
- Wilmington
- Kem Ave
- College Rd
- 10 13 23 10 10 20 12 10 5 8 9 6 0 0 0 0 8 70
- BP-591 Greensboro Loop Rd & Oleander Dr
- Wilmington
- 10 8 18 10 10 20 12 10 5 8 9 6 0 0 0 0 13 70
- BP-277 Masonboro Loop Trl
- Wilmington
- Navaho Trl
- Hugh McRae Park
- 10 13 23 10 10 20 12 10 5 8 9 6 0 0 0 0 6 84
- BP-594 Carolina Beach Rd & Independence Blvd
- Wilmington
- 10 10 10 10 10 20 12 10 5 8 9 6 0 0 0 0 6 64
- BP-619 Carolina Beach Rd & Antoniette Dr
- New Hanover County
- 10 15 25 10 10 20 12 10 5 8 9 6 0 0 0 0 6 64
- BP-298 Kure Beach Loop Bicycle Lanes
- Brunswick County
- NC 133/River Rd
- Blackwell Road
- 10 8 18 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-1 5th Ave Bicycle Lanes
- Wilmington
- samples
- 2 13 15 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-390 Military Cutoff Rd & Wrightsville Avenue
- Wilmington
- samples
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-409 4 Joseph Street Bike Lane and Joggers
- Wrightsville Avenue
- Carolina Beach
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-573 Country Club MUP
- Wilmington
- samples
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-563 Jacksonville Dr & Salter Path St
- Wrightsville Beach
- samples
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-588 Olde 17 & Old Waterway Waterfront Hwy/Rhododendron Rd
- Wilmington
- samples
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-206 Cape Fear River BikePur
- Wilmington
- samples
- 10 10 20 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
- BP-561 Carolina Beach Rd & Myrtle Grove Rd
- New Hanover County
- samples
- 10 10 10 10 10 20 10 10 5 8 9 6 0 0 0 0 6 64
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.