



305 Chestnut Street
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WMPO Bicycle and Pedestrian Advisory Committee Meeting Agenda

TO: WMPO Bicycle and Pedestrian Advisory Committee Members
FROM: Abby Lorenzo, Deputy Director
DATE: August 6th, 2021
SUBJECT: August 10th, 2021 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, August 10th, 2021 at 2pm. The meeting will held on the 6th floor in Room 611 at 320 Chestnut St, as well as with a virtual component via Zoom. The meeting can be joined at the following link:

Join Zoom Meeting

<https://zoom.us/j/98799019922>

Passcode: **944935**

Meeting ID: 987 9901 9922

One tap mobile

+13126266799,,98799019922# US (Chicago)

+16465588656,,98799019922# US (New York)

The following is the agenda for the meeting:

- 1. Call to Order**
- 2. Approval of the Agenda**
- 3. Public Comment Period**
- 4. Approval of minutes from June 8th, 2021**
- 5. Presentations**
 - Bike Walk NC Update (Terry Lansdell)
- 6. Old Business**
 - *Draft* Bicycle and Pedestrian Infrastructure Requirements Model Ordinance (Zach Manfredi)
 - *Draft* Bike Suitability Map Segment (Nick Cannon)
- 7. New Business**
- 8. Updates and Announcements**
 - Go Coast Update
 - i. 2021 River to Sea Bike Ride
 - ii. 2021 Brunswick Heritage Riverside Ride
 - Bicycle and Pedestrian Legislation Update

Wilmington Urban Area Metropolitan Planning Organization

City of Wilmington • Town of Carolina Beach • Town of Kure Beach • Town of Wrightsville Beach
County of New Hanover • Town of Belville • Town of Leland • Town of Navassa • County of Brunswick
County of Pender • Cape Fear Public Transportation Authority • North Carolina Department of Transportation

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- Cape Fear Cyclists Update
 - WMPO August Project Updates (in packet)
 - NCDOT Division 3 August Project Updates (in packet)
 - WMPO Technical Coordinating Committee, Wednesday, August 11th, 2021 at 10am
 - WMPO Board Meeting, Wednesday, August 25th, 2021 at 3pm
 - Go Coast Committee, Thursday, August 20th, at 3pm
9. **Next Meeting**
- Tuesday, October 12th, 2021 at 2PM
10. **Adjournment**

Attachments:

- Minutes from the June 8th, 2020 BPAC Meeting
- *Draft* Bicycle and Pedestrian Infrastructure Ordinance
- Bike Suitability Scoring Criteria and Scored Project Table
- WMPO August Project Updates
- NCDOT Division 3 August Project Updates



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Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Bicycle and Pedestrian Advisory Committee
June 8, 2021

Members Present:

Duncan McCabe, City of Wilmington
Steven Zinder, Board of Transportation
Carol Stein, Pender County
Joe Boyd, Town of Belville
Patrick Boykin, Town of Carolina Beach
Mo Linquist, Town of Kure Beach
Katie Ryan, Town of Wrightsville Beach
Karen Mills, City of Wilmington
Sam Burgess, Cape Fear Cyclists
Carly Wilson, UNCW
Nick Cannon, WMPO
Abby Lorenzo, WMPO

Staff and Guests Present

Zachary Manfredi, WMPO
Tara Duckworth, New Hanover County Parks and Gardens
Dylan McDonnell, New Hanover County Planning

1. **Call to Order**
 - C. Stein called the meeting to order at 2:03 pm and roll was called.
2. **Approval of the Agenda**
 - Staff requested an addition to the agenda to add a resolution supporting the City of Wilmington's application to the NCDOT's bicycle and pedestrian planning grant initiative to update the Walk Wilmington Pedestrian Plan
 - Motion to add the item made by N. Cannon
 - Motion was seconded by C. Wilson
 - Motion passed unanimously
 - Motion to approve the amended meeting agenda made by Patrick Boykin
 - Motion was seconded by Duncan McCabe
 - Motion passed unanimously

Wilmington Urban Area Metropolitan Planning Organization

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3. **Public Comment Period**
 - No public comments
 4. **Approval of minutes from April 13, 2021**
 - Motion made to approve minutes from the April 13th meeting made by Sam Burgess
 - Motion was seconded by Mo Linquist
 - Motion passed unanimously
 5. **Presentations**
 - N. Cannon presented the results from Bike to Work Month 2021 to the committee
 6. **Old Business**
 - Z. Manfredi updated the committee on the language for the draft model ordinance to increase bicycle and pedestrian infrastructure. Staff will ask for recommended edits from the city's legal team before the August meeting.
 - N. Cannon led a discussion on the draft Wilmington Urban Area Bicycle Suitability Map. Over 200 roadways in the area have been scored using the methodology approved by the BPAC in the April meeting. WMPO staff recommends communicating over the next several weeks before the August 2021 meeting by sending sections of the maps as they are scored and the Excel spreadsheets of all the roadways that were scored.
 - N. Cannon shared with the committee that Navassa staff has requested assistance from the WMPO in planning an inaugural bike ride in northern Brunswick County in October 2021. WMPO staff will ask for volunteers for sub-committee at a later date after preliminary planning meeting by staff in the Brunswick County jurisdictions.
 7. **New Business**
 - A. Lorenzo presented the application to the NCDOT for the Bicycle and Pedestrian Planning Grant Initiative. The City of Wilmington was awarded money in 2007 through this grant to develop a plan "Walk Wilmington: A Comprehensive Pedestrian Plan" which was adopted in 2009. The application is requesting \$120,000 which, if granted, would require a 50/50 split from the grant and the City of Wilmington.
 - Motion to pass a resolution in support of the grant application was made by Katie Ryan
 - Motion was seconded by Mo Linquist
 - Motion passed unanimously
 8. **Updates and Announcements**
 - N. Cannon updated the committee on efforts to plan the 2021 Go Coast Commuter Challenge. The sub-committee to plan this event has requested the ability to enter the challenge with friends and family as part of a group
 - N. Cannon requested volunteers to form a 2021 River to Sea Bike Ride Sub-Committee. The ride will take place October 16, 2021 at 7:30 am.
 - N. Cannon shared that the WMPO Board adopted the short-range TDM plan "Cape Fear Change in Motion 2020" in the April Board meeting
 - Z. Manfredi updated the committee on the failed House Bill 11 which would have allowed STI (Strategic Transportation Investments) funds to be used for Bicycle and Pedestrian improvements. The NCDOT does not currently fund stand-alone bike/ped projects. Only if they are part of a roadway project.
 - Cape Fear Cyclists shared that The Tour de Burberry is on June 18, 2021
 - WMPO May Project Updates were provided in the agenda packet
 - NCDOT Division 3 May Project Updates were included in the packet
 - WMPO Technical Coordinating Committee, Wednesday, June 16th, 2021 at 10am
 - WMPO Board Meeting, Wednesday, June 30th, 2021 at 3pm
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- Go Coast Committee, Thursday, August 20th, at 3pm
 - The committee asked that beginning in August, the committee can meet in person with a option to attend virtually. A. Lorenzo called roll and received feedback from each member on thoughts for retuning meeting in-person in August.

9. Next Meeting

- Tuesday, August 10th, 2021 at 2PM at 305 Chestnut Street with a virtual component

10. Adjournment

- Motion to adjourn was made by Sam Burgess
- Motion was seconded by Steve Zinger
- Motion passed unanimously

Article I. Bikeways, Sidewalks, and Greenways

Section 1.01 Purpose

- (a) The regulations in this chapter are designed to promote efficient traffic circulation; protect public health, safety, and the general welfare of pedestrians and cyclists in residential neighborhoods, shopping districts, parks and recreational facilities.
- (b) It is the intention of the [JURISDICTION] to implement the general planning policies expressed in the [JURISDICTION] land use plan, [JURISDICTION] comprehensive plan, corridor plans, special area plans, bicycle plans, and pedestrian plans.

Section 1.02 Applicability

- (a) This Article applies to all development within the [JURISDICTION] or within the [JURISDICTION] jurisdiction.
- (b) No construction shall commence until all required plans and designs have been reviewed and approved by the [JURISDICTION] or other governmental approving agency.
- (c) No city services or utilities shall be extended to any development until the applicant has installed the infrastructure specified in this chapter.

Section 1.03 Easements

- (a) Easements shall be provided in locations and dimensions required by the City in order to:
 - (i) *Allow for adequate pedestrian access.*
 - (ii) *Allow for adequate bicycle access.*
 - (iii) *Allow for adequate right-of-way for street types.*
 - (iv) *Allow for adequate storm drainage facilities.*
 - (v) *Allow for adequate access to service bicycle and pedestrian infrastructure Allow for adequate access to service bicycle and pedestrian infrastructure.*
 - (vi) *Allow for adequate right-of-way for construction of bicycle and pedestrian infrastructure.*
- (b) Whenever a tract of land in a proposed site plan includes any part of a greenway designated in the comprehensive plan, bicycle plan, or pedestrian plan, the greenway shall be platted and dedicated as a greenway easement.

Section 1.04 Exemptions

- (a) Fee-in-Lieu
 - (i) *Where the TRC determines that construction of public improvements would not be feasible, a fee in lieu may be permitted.*
 - (ii) *Right-of-way and easements may still be dedicated to the [JURISDICTION] to allow access.*
- (b) Surety
 - (i) *Required improvements identified in this chapter that are not completed prior to the issuance of a building permit will be bonded in accordance with [JURISDICTION] development standards in an amount of 125% of the estimated construction cost.*
 - (ii) *All required improvements secured by a surety shall be installed prior to the issuance of the first certificate of occupancy.*

(c) Board of Adjustments

- (i) Right of appeal: any person affected by any decision, requirement, or determination related to the contents of this chapter may file an appeal to the [JURISDICTION] board of adjustment within 30 days of the decision, order, or requirement.*
- (ii) Review by superior court: The board shall determine the contested resolution and make a decision in a reasonable time.*

Section 1.05 Zoning

- (a) Sustainable Incentives: For the purpose of reducing energy consumption, any new development that meet any of the following criteria that result in a significant contribution to the reduction of energy consumption, shall be granted [reduced building permit fees, high density zoning allowances, or building permit rebates]. Up to jurisdiction
 - (i) Construct an amount of Greenway connecting to an existing or planned route, that is of greater value than the proposed open space requirement.*
 - (ii) Where transit routes coincide with proposed development; provide transit infrastructure with bicycle and pedestrian access greater than the proposed open space requirement.*

Section 1.06 Overlay District

(a) Greenway Overlay District

- (i) The purpose of the Greenway Overlay District is to promote health, safety, convenience, and general welfare by providing increased connectivity and infrastructure to surrounding parks, neighborhoods, businesses, and bicycle and pedestrian networks.*
- (ii) A multi-use path shall be installed by the developer in accordance with the comprehensive plan.*
- (iii) Where sidewalks, MUP's, or other pedestrian ways meet the street ADA compliant ramps shall be installed.*
- (iv) Bicycle and pedestrian infrastructures shall be installed in accordance with [JURISDICTION] design standards.*
- (v) Establish guidelines and design controls for parcels adjacent to greenways planned in the comprehensive plan, bicycle plan, and pedestrian plan.*

(b) Pedestrian Benefit Zone

- (i) The purpose of the pedestrian benefit zone is to promote safe and convenient pedestrian infrastructure in designated zones with high density.*
- (ii) Concrete sidewalks shall be constructed along the entire frontage of all commercial, residential, industrial, and park sites within the pedestrian benefit zone.*
- (iii) If concrete sidewalks currently exist but are in poor deteriorated condition, the sidewalk shall be replaced to [JURISDICTION] design standards.*
- (iv) If the [JURISDICTION Board] determines that that a sidewalk is not necessary a contribution shall be made to the [JURISDICTION] at a rate determined by [JURISDICTION Board] per linear foot of frontage.*

Section 1.07 Development Standards

(a) New Streets

- (i) Where a proposed street attaches to an existing street the proposed street must provide connectivity to the existing sidewalk, greenway, or bike lane, regardless of minimum standards.*
- (b) General Access
 - (i) All existing and proposed developments must provide pedestrian and bicycles ingress and egress to and from a street or adjacent site*
- (c) Pedestrian Access
 - (i) All proposed developments must provide ADA compliant access connecting all main entrances of buildings with other public entrances.*
 - (ii) Pedestrian accesses between building and public right of way, shall be separated from vehicular surface areas.*
- (d) Open Space Requirements
 - (i) Consistency with existing plans: if any portion of a proposed plan is part of a parks plan, bicycle, or pedestrian plan adopted by [Jurisdiction] such area shall be set aside to satisfy the requirements of this section*
 - (ii) Greenways: Open space dedicated as a greenway shall be a continuous parcel of at least 30 feet in width*

Section 1.08 Site Plan Review

- (a) Procedure
 - (i) Preapplication Process*
 - (ii) Application*
 - (iii) Application Completeness*
 - (iv) Review: Site plans shall be reviewed by the technical review committee, which may approve or reject the site plan. Rejection may be made with one or more of the following findings related to bicycle and pedestrian infrastructure with respect to the proposed development*
 - 1) The proposed development is not consistent with the comprehensive plan, bicycle plan, or pedestrian plan;
 - 2) The proposed development does not accommodate pedestrians access to ROW;
 - 3) The proposed development does not have ADA accessible access to ROW;
 - 4) The proposed development does not have proper easement dedications per section 1.03;
 - 5) The proposed development does not meet overlay requirements per section 1.04;
 - 6) The proposed development does not meet Bikeway, Sidewalk, and Greenway requirements per section 1.07;
 - (v) Upon approval of the site plan, the building inspector may issue a building permit;*

Section 1.09 Bikeway, Sidewalk, and Greenways

(a) Bicycle and Pedestrian Connections

- (i) accommodations shall be provided in all new developments to facilitate the use of bicycle and pedestrian travel through the integration of sidewalks, multi-use paths, and bicycle lanes that connect to parks, schools, transit, and shopping areas.*
- (ii) In new residential subdivisions bicycle and pedestrian paths, trails, and bicycle lanes shall also connect to collector and minor arterial streets.*
- (iii) In Easements or rights-of-way shall be provided for bicycle /pedestrian paths between and within developments*
- (iv) A continues bicycle/pedestrian path shall be provided from the perimeter infrastructure to each of the following: entrances to each building on site, public sidewalks, walkways, trails, adjacent public parks, adjacent transit areas.*

(b) Required locations

- (i) Sidewalks, crosswalks, and multi-use paths shall be constructed by the developer conforming to facility types identified in adopted plans or as follows below.*
 - 1) Freeways, expressways, arterials, collector streets, local streets: a minimum of one side of the right of way on adjacent properties.
 - 2) Throughfares to be developed to access the proposed development: both sides of the right-of-way adjacent to the proposed development.
 - 3) Local and collector streets: both sides of the right-of-way to be developed.
 - 4) Cul-de-sac: both sides of the right-of-way to be developed.
- (ii) The Technical Review committee may exempt sidewalk installation in cases to avoid impacting wetlands.*

(c) Mid-block crossing locations

- (i) Local streets and new streets greater than 600 feet between intersections shall have mid-block crossings with accessible pedestrian ramps on both sides of the street when any of the following conditions are met:*
 - 1) There are two destinations on either side of the street with sidewalk or greenway within the right-of-way.
 - 2) An existing or proposed greenway crosses the street between two intersections;
 - 3) A mid-block crossing is recommended by the TRC.
- (ii) Mid-block crossings shall*
 - 1) Be equidistant from either intersection;
 - 2) Be constructed at 90 degrees to the roadway;
 - 3) Connect both ends to a sidewalk or greenway;
 - 4) Provide easements if not within public right-of way.
- (iii) The TRC may waive the mid-block crossing requirement as they see fit.*

Section 1.10 Enforcement

- (a) The [JURISDICTION] shall not issue a building permit unless the plans, specifications and intended uses of building or structures conform in all respects to the provisions of this chapter.
- (b) The [JURISDICTION] may withhold or deny certificate of occupancy all permits or other forms of authorization on any development for which there is a violation of a provision in this chapter.
- (c) A violation of any of the provisions in this chapter shall result in a civil penalty of \$50 for the initial violation and a civil penalty of \$100 for each additional violation.

Section 1.11 Design Standards

- (a) Construction within the public ROW shall comply with NCDOT and [JURISDICTION] standards
- (b) Sidewalks, bikeways, and greenways shall comply with [JURISDICTION] design standards set forth in the [JURISDICTION design standards]

Section One: Downtown Wilmington

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Front Street	25	0	2	6400	3200	3	0	5	8	Intermediate 1
Third Street	35	0	4	22000	5,500	2	0	3	5	Advanced
Fifth Avenue	25	0	4	1000*	250	4	0	5	10	Easy
McCrae Street	25	0	2	2600	1300	4	0	5	9	Intermediate 1
S. 8th Avenue	25	0	2	500	250	5	0	5	10	Easy
N. 11th Street	25	0	2	500	250	5	0	5	10	Easy
10th Street	25	0	2	3600	1,800	4	0	4	9	Intermediate 1
N. 12th Street	25	0	2	500	250	5	0	5	10	Easy
13th Street	25	0	2	500	250	5	0	5	10	Easy
15th Street	25	0	2	600	300	5	0	5	10	Easy
16th Street	35	0	2	13500	6,750	2	0	3	5	Advanced
17th Street	35	0	2	13500	6,750	2	0	3	5	Advanced
Brunswick	25	0	2	500	250	5	0	5	10	Easy
Red Cross	25	0	2	500	250	5	0	5	10	Easy
Rankin	25	0	2	4676	2,388	3	0	5	8	Intermediate 1
Grace	25	0	2	800	400	5	0	5	10	Easy
Chestnut	25	0	2	800	400	5	0	5	10	Easy
Princess (water to 4th)	25	0	2	500	250	5	0	5	10	Easy
Market (3rd to 17th)	35	0	4	10000	2,500	3	0	3	6	Intermediate 2
Dock	25	0	2	500	250	5	0	5	10	Easy
Orange	25	0	2	500	250	5	0	5	10	Easy
Ann St	25	0	2	500	250	5	0	5	10	Easy
Castle Street	35	0	2	5000	2500	3	0	3	6	Intermediate 2
Queen Street (third to 17)	25	0	2	500	250	5	0	5	10	Easy
Wooster	35	0	3	17000	5,666	2	0	3	5	Advanced
Dawson	35	0	4	18000	4,500	3	0	3	6	Intermediate 2
Mears	25	0	2	500	250	5	0	5	10	Easy
Greenfield (front to third)	25	0	2	850	425	5	0	5	10	Easy
Greenfield (third to 17th)	25	0	2	6000	3000	3	0	5	8	Intermediate 1

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Two: Midtown Wilmington

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score	
									TOTAL	Classification
Wrightsville Ave (17th to Church)	25	0	1	500	500	5	0	5	10	Easy
Wrightsville Ave (Church to Dawson)	25	0	2	7100	3550	3	0	5	8	Intermediate 1
21st street	25	0	2	500	250	5	0	5	10	Easy
Brookwood Ave	25	0	2	500	250	5	0	5	10	Easy
23rd Street (MLK to Princess)	45	0	4	19500	4,827	3	0	1	4	Advanced
23rd Street (Princess to Market)	35	0	2	6500	3,250	3	0	3	6	Intermediate 2
Kenwood Ave	25	0	2	500	250	5	0	5	10	Easy
Forest Hills Dr	25	0	2	500	250	5	0	5	10	Easy
Colonial Drive	25	0	2	3500	1750	4	0	5	9	Intermediate 1
Country Club Road	35	0	2	2100	1050	4	0	3	7	Intermediate 2
Mercer Ave	25	0	2	500	250	5	0	5	10	Easy
Covil	35	0	2	19000	9500	2	0	3	5	Advanced
Independence	45	0	4	31500	7875	2	0	1	3	Not Recommended
Darlington	25	0	2	500	250	5	0	5	10	Easy
Barclay Hills Market to Princess	35	0	2	5900	2800	3	0	3	6	Intermediate 2
Barclay Hills Princess to end	25	0	2	500	250	5	0	5	10	Easy
Floral Parkway	35	0	2	5200	2600	3	0	3	6	Intermediate 2
Page Ave	25	0	2	500	250	5	0	5	10	Easy
Varsity Drive	25	0	2	500	250	5	0	5	10	Easy
Kerr Ave MLK to Market	35	2	4	21000	5,250	2	2	3	7	Intermediate 2
Kerr Ave Market to Randall	35	2	4	23000	5750	2	2	3	7	Intermediate 2
Kerr Ave Randall to Wilshire	35	2	2	13500	6,750	2	2	3	7	Intermediate 2
Kerr Ave Wilshire to Wrightsville	35	0	2	13500	6,750	2	0	3	5	Advanced
Kerr Ave Wrightsville to S. College	35	0	2	8300	4,150	2	0	3	5	Advanced
Cinema Drive	35	0	2	1000	500	5	0	3	8	Intermediate 1
Audubon Blvd	25	0	2	500	250	5	0	5	10	Easy
Birchwood Drive	35	0	2	500	250	4	0	5	9	Intermediate 1
Farlawn Drive	25	0	2	500	250	5	0	5	10	Easy
Randall Pkwy	35	2	4	16500	4,125	3	2	3	8	Intermediate 1
Winston Blvd	25	0	2	500	250	5	0	5	10	Easy
Wilshire Blvd	35	0	2	7300	3,650	3	0	3	6	Intermediate 2
Wrightsville Ave	35	0	2	7500	3,750	3	0	3	6	Intermediate 2
Market (17th to 23rd)	35	0	4	21000	5,250	2	0	3	5	Advanced
Market (23rd to Covil)	35	0	4	24000	6,000	2	0	3	5	Advanced
Market Covil to Kerr	40	0	4	30000	7,500	2	0	2	4	Advanced
Princess Place Drive (Market to 31st)	35	2	2	8000	4,000	3	2	3	8	Intermediate 1
Princess Place Drive (31st to 17th)	35	0	2	15000	7,500	2	0	3	5	Advanced
Park Ave	25	0	2	950	475	5	0	5	10	Easy
Oleander (17th to S. College)	40	0	6	28500	4,750	3	0	2	5	Advanced
Metts Ave	25	0	2	500	250	5	0	5	10	Easy
Chestnut Street (17th to end)	25	0	2	750	375	5	0	5	10	Easy
Ann Street	25	0	2	500	250	5	0	5	10	Easy
Wayne Drive	25	0	2	500	250	5	0	5	10	Easy
Wakefield Road	25	0	2	500	250	5	0	5	10	Easy

BCI = BL (Y/N) → + VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Three: Greenfield Lake Area

Roadway	Speed	# of Bike Lane	Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Independence Blvd (oleander to Carolina Beach Road)	45	0	4	25000	6250	2	0	1	3	Not Recommended
Independence Blvd (Carolina Beach to River Road)	45	0	2	7000	3500	3	0	1	4	Advanced
Burnett Blvd (east of Carolina Beach Road)	35	0	2	5700	2850	3	0	3	6	Intermediate 2
Burnett Blvd (east of Carolina Beach Road)	25	0	2	5700	2580	3	0	5	8	Intermediate 1
Burnett Blvd (west of Carolina Beach Road)	35	0	4	17500	4375	3	0	3	6	Intermediate 2
River Road (from shipyard to Independence)	35	2	2	7000	3500	3	2	3	8	Intermediate 1
River Road (from shipyard to Independence)	45	2	2	5700	2850	3	2	1	6	Intermediate 2
East Lake Shore Drive	25	0	2	500	250	5	0	5	10	Easy
West Lake Shore Drive	25	0	2	500	250	5	0	5	10	Easy
S. 16th Street (to merger at 17th)	45	0	3	17500	5833	2	0	2	3	Not Recommended
17th Street (from Greenfield Lake to Independence)	45	0	3	28000	9333	2	0	1	3	Not Recommended
Live Oak Parkway	25	0	2	500	250	5	0	5	10	Easy
Carolina Beach Road (S. Front Street to Shipyard)	40	0	4	33500	8375	2	0	1	3	Not Recommended
Carolina Beach Road (Shipyard to Independence)	45	0	4	27500	6875	2	0	1	3	Not Recommended
Wellington Ave (east of 17th)	35	0	2	5500	2750	3	0	3	6	Intermediate 2
Wellington Ave (west of 17th)	35	0	2	5500	2750	3	0	3	6	Intermediate 2
Cantral Blvd	25	0	4	450	250	5	0	5	10	Easy
Morningside Drive	25	0	2	500	250	5	0	5	10	Easy
Bell Street	25	0	2	500	250	5	0	5	10	Easy
Medical Center Drive	35	0	2	500	250	5	0	3	8	Intermediate 1
Delaney Ave	35	0	2	500	250	5	0	3	8	Intermediate 1
Glean Meade Rd (from Delaney to Marlwood Drive)	25	0	2	500	250	5	0	5	10	Easy
Marlwood Drive	25	0	2	500	250	5	0	5	10	Easy
Echo Lane	25	0	2	500	250	5	0	5	10	Easy
Canterbury Road (to Independence)	25	0	2	500	250	5	0	5	10	Easy
Raleigh Street	35	0	2	500	250	5	0	3	8	Intermediate 1
Parkway Blvd	35	0	2	500	250	5	0	3	8	Intermediate 1
Shipyard Blvd (end to Independence)	45	0	4	26000	6500	2	0	1	3	Not recommended

BCI = BL (Y/N) -> VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Four: Silver Lake

Roadway	Speed	# of		AADT	VLV	VLV		Speed	Score	TOTAL	Classification
		Bike Lane	Lanes			Score	BL Score				
River Road (Independence to Sanders)	45	2	2	6200	3100	3	2	1	6	Intermediate 2	
Carolina Beach Road (Independence to S. College)	55	0	4	32000	8000	2	0	1	3	Not recommended	
S. College (Oleander to Shipyard)	45	0	5	45500	9100	2	0	1	3	Not recommended	
S. College (Shipyard to 17th)	45	0	4	34000	8500	2	0	1	3	Not recommended	
S. College (17th to Sanders road)	45	0	4	44000	11000	1	0	1	2	Not recommended	
Shipyard (Independence to S. College)	45	0	6	26000	6500	2	0	1	3	Not Recommended	
17th Street (Independence to S. College)	45	0	2	6100	3050	2	0	3	5	Advanced	
George Anderson Drive (Carolina Beach to 17th)	35	0	2	3800	1900	4	0	3	7	Intermediate 2	
George Anderson Drive (North of 17th)	25	0	2	1000	500	5	0	5	10	Easy	
Robert E Lee Drive	25	0	2	1000	500	5	0	5	10	Easy	
Long Street Drive	25	0	2	1000	500	5	0	5	10	Easy	
Converse Road	35	0	2	1000	500	5	0	5	10	Easy	
Bragg Drive	25	0	2	1000	500	5	0	5	10	Easy	
John D. Barny Drive	25	0	2	1000	500	5	0	5	10	Easy	
Saint Andrews Drive	35	0	2	9900	4950	3	0	3	6	Intermediate 2	
Silver Lake Road	25	0	2	1000	500	5	0	5	10	Easy	
Red Heart Drive (that circles Silver Lake)	25	0	2	1000	500	5	0	5	10	Easy	
Shawnee Trail (that circles Silver Lake)	25	0	2	1000	500	5	0	5	10	Easy	
Ilex Drive (that circles Silver Lake)	25	0	2	1000	500	5	0	5	10	Easy	
Roads from Dunhill Drive to Silverlake Road	25	0	2	500	250	5	0	5	10	Easy	
Echo Farms Blvd	25	0	2	500	250	5	0	5	10	Easy	
Appleton Way	25	0	2	500	250	5	0	5	10	Easy	
Sanders Road	45	0	2	12500	6250	2	0	1	3	Not recommended	
Fordham Road	25	0	2	500	250	5	0	5	10	Easy	
Lincoln Road	25	0	2	500	250	5	0	5	10	Easy	
Canterbury Road	25	0	2	500	250	5	0	5	10	Easy	
Lake Avenue	25	0	2	500	250	5	0	5	10	Easy	
Halifax Road	25	0	2	500	250	5	0	5	10	Easy	
41st Street (Oleander to Shipyard)	35	0	2	7600	3800	3	0	3	6	Intermediate 2	
Holly Tree (Shipyard to S. College)	35	0	2	9000	4500	3	0	3	6	Intermediate 2	

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
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- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Five: University Area

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Park Avenue (S. College to 52nd)	25	2	2	1000	500	5	2	5	12	Easy
Park Avenue (52nd to end)	25	0	2	1000	500	5	0	5	10	Easy
Wrightsville Ave (S. College to Oleander)	35	0	2	11500	5750	2	0	3	5	Advanced
Oleander (S. College to Greenville Ave)	45	0	4	30000	7500	2	0	1	3	Not Recommended
Greenville Ave	25	0	2	1000	500	5	0	5	10	Easy
Eastwood (Market to Military Cutoff)	35	0	4	36000	9000	2	0	3	5	Advanced
Market (Kerr to Eastwood)	40	0	4	26400	6600	2	0	2	4	Advanced
New Centre Drive (west of S. college)	35	0	4	17000	4250	3	0	3	6	Intermediate 2
New Centre Drive (east of S. College)	35	0	2	13500	6750	2	0	3	5	Advanced
Randall Pkwy (Kerr to S. College)	35	2	4	20500	5125	2	2	3	7	Intermediate 2
Fountain Drive	35	0	2	1000	500	5	0	3	8	Intermediate 1
Collegiate Drive	25	0	2	1000	500	5	0	5	10	Easy
Lullwater Drive	25	0	2	1000	500	5	0	5	10	Easy
Greenway Ave	25	0	2	1000	500	5	0	5	10	Easy
Franklin Ave	25	0	2	1000	500	5	0	5	10	Easy
Bob King Drive	35	0	2	1000	500	5	0	5	10	Easy
Racine Drive	35	0	2	19000	9500	2	0	3	5	Advanced
Oriole Drive (west of Racine)	35	0	2	9500	4750	3	0	3	6	Intermediate 2
Oriole Drive (east of Racine)	25	0	2	1000	500	5	0	5	10	Easy
Government Center Drive	35	0	2	1000	500	5	0	3	8	Intermediate 1
S. Cardinal Drive	25	2	2	4400	2200	3	2	5	10	Easy
College Acres Drive	25	0	2	2000	1000	5	0	5	10	Easy
Cler Run Drive	25	0	2	1000	500	5	0	5	10	Easy
Rose Avenue	25	0	2	1000	500	5	0	5	10	Easy
Hooker Rd	25	0	2	1000	500	5	0	5	10	Easy
Rogersville Rd	25	0	2	4800	2400	3	0	5	8	Intermediate 1
Ringo Drive	35	0	2	1000	500	5	0	3	8	Intermediate 1
Lennon Drive	35	0	2	1000	500	5	0	3	8	Intermediate 1
Hinton Avenue	25	0	2	1000	500	5	0	5	10	Easy

BCI = BL (Y/N) -> VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 5
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 4
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 3
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Six: Myrtle Grove and Sea Breeze

Roadway	from	to	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Carolina Bt	Snows cut	Sanders Rd	55	0	4	49500	12375	0	1	1	2	not recommended
River Rd	Carolina Bt	Halyburtor	55	2	2	11000	5500	2	2	1	5	advanced
River Rd	Halyburtor	Sanders Rd	55	2	2	5400	2700	2	3	1	6	intermediate two
Sanders Rc	River RD	Carolina Bt	45	0	2	12500	6250	0	2	1	3	not recommended
Myrtle Grc	Carolina Bt	Piner Rd	45	0	2	7700	3850	0	3	1	4	advanced
Masonbori	Piner Rd	Masonbori	45	0	2	14000	7000	0	2	1	3	not recommended
Pine Grove	Masonbori	Greenville	45	0	2	23000	11500	0	1	1	2	not recommended
Pine Grove	Greenville	Oleander C	45	2	2	14500	7250	2	2	1	5	advanced
Greenville	Pine Grove	Oleander C	40	2	2	15000	7500	2	2	2	6	intermediate two
Halyburtor	River Rd	College Rd	35	0	2	500	250	0	5	3	8	intermediate one
Cathay Rd	River RD	College Rd	35	0	2	500	250	0	5	3	8	intermediate one
Lipscomb I	Cathay Dr	end	25	0	2	500	250	0	5	5	10	easy
Golden Rd	Carolina Bt	Myrtle Gro	45	0	2	4300	2150	0	3	1	4	advanced
Welborn R	Carolina Bt	Faulkenber	25	0	2	500	250	0	5	5	10	easy
Faulkenber	Welborn R	Grove Poin	25	0	2	500	250	0	5	5	10	easy
Grove Poir	Faulkenber	Myrtle Gro	25	0	2	500	250	0	5	5	10	easy
Piner RD	Carolina Bt	Grissom Rc	45	0	2	17500	8750	0	2	1	3	not recommended
Grissom Rc	Piner rd	Masonbori	45	0	2	15500	7750	0	2	1	3	not recommended
Piner RD	Grissom Rc	Myrtle Gro	45	0	2	5800	2900	0	3	1	4	advanced
Piner RD	Myrtle Gro	end	35	0	2	5800	2900	0	3	3	6	intermediate two
Mohican T	South Collk	Masonbori	25	0	2	2500	1250	0	4	5	9	intermediate one
Navaho Tr	Masonbori	Masonbori	45	0	2	500	250	0	5	1	6	intermediate two
Landsdownr	South Collk	Navaho Tr	35	0	2	500	250	0	5	3	8	intermediate one
Trails End	Masonbori	end	25	0	2	500	250	0	5	5	10	easy
Masonbori	Masonbori	Masonbori	35	0	2	2900	1450	0	4	3	7	intermediate two
Beasley Rd	Pine Grove	Masonbori	35	0	2	500	250	0	5	3	8	intermediate one
Eagles Nes	Amber Dr	Beasley Rd	25	0	2	500	250	0	5	5	10	easy
Pine Valley	South Collk	Amber Dr	25	0	2	500	250	0	5	5	10	easy
Bragg Dr	South Collk	Pine Valley	25	0	2	500	250	0	5	5	10	easy
Waltmoor	South Collk	Bethel Rd	25	2	2	500	250	2	5	5	12	easy
Greenwich	Waltmoor	Dover Rd	25	0	2	500	250	0	5	5	10	easy
Bethel Rd	Waltmoor	Wade Park	25	2	2	500	250	2	5	5	12	easy
Holly Tree	South Collk	Pine Grove	35	0	2	12500	6250	0	2	3	5	advanced
Mockingbii	South Collk	Pine Cone	25	0	2	500	250	0	5	5	10	easy
Ridgeway I	Long Leaf I	Mockingbii	25	0	2	500	250	0	5	5	10	easy
Long Leaf I	South Collk	Pine Grove	35	0	2	3200	1600	0	4	3	7	intermediate two
Parkway D	South Collk	Oleander C	35	0	2	4600	2300	0	3	3	6	intermediate two
Clearbrook	Greenville	Brenda Dr	25	0	2	500	250	0	5	5	10	easy
Brenda Dr	Clearbrook	Englewood	25	0	2	500	250	0	5	5	10	easy
Englewooc	Brenda Dr	Oleander C	25	0	2	500	250	0	5	5	10	easy

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- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Seven: Pleasure Island

Roadway	from	to	Speed	# of Bike Lane	Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Fort Fisher Federal Po	E Ave		35	2	2	4000	2000	2	4	3	9	intermediate one
Fort Fisher E Ave	H Ave		35	0	2	4000	2000	0	4	3	7	intermediate two
Fort Fisher H Ave	K Ave		25	0	2	5100	2550	0	3	5	8	intermediate one
Fort Fisher K Ave	N Ave		25	0	2	4000	2000	0	4	5	9	intermediate one
Fort Fisher N Ave	Alabama A		35	1	2	4000	2000	2	4	3	9	intermediate one
S Lake Park Alabama A	Carolina S		25	1	2	7500	3750	2	3	5	10	easy
S Lake Park Carolina S	Fayettevilli		25	0	2	7500	3750	0	3	5	8	intermediate one
S Lake Park Fayettevilli	Harper Ave		25	2	2	13000	6500	2	2	5	9	intermediate one
N Lake Par Harper Ave	Carl Winne		25	2	2	13000	6500	2	2	5	9	intermediate one
N Lake Par Carl Winne	Spencer Fa		35	0	4	26000	6500	0	2	3	5	advanced
K Ave Fort Fisher	Fifth St		25	0	2	3100	1550	0	4	5	9	intermediate one
K Ave Fifth St	Seventh A		35	2	2	3100	1550	2	4	3	9	intermediate one
Dow Rd Seventh A	Ocean Blvc		55	2	2	4100	2050	2	3	1	6	intermediate two
Dow Rd Ocean Blvc	Harper Ave		45	2	2	8600	4300	2	3	1	6	intermediate two
Dow Rd Harper Ave	N Lake Par		45	2	2	12000	6000	2	2	1	5	advanced
Carolina B Canal Dr	Salt Marsh		25	1	2	1000	500	2	5	5	12	easy
Canal Dr Carolina B	Harper Ave		35	0	2	4300	2150	0	3	3	6	intermediate two
Harper Ave N Lake Par	Canal Dr		35	0	2	4300	2150	0	3	3	6	intermediate two
S Seventh J K Ave	J Ave		25	0	2	500	250	0	5	5	10	easy
J Ave S Seventh J	S Fort Fish		25	0	2	500	250	0	5	5	10	easy
S Fifth Ave J Ave	E Ave		25	0	2	500	250	0	5	5	10	easy
E Ave S Fifth Ave	S Fort Fish		25	0	2	500	250	0	5	5	10	easy
G Ave S Fifth Ave	S Fort Fish		25	0	2	500	250	0	5	5	10	easy
Settlers Lai K Ave	Mackeral L		25	0	2	500	250	0	5	5	10	easy
Kure Villag Settlers Lai	N Fort Fish		25	0	2	500	250	0	5	5	10	easy
Mackeral L Settlers Lai	Tennessee		25	0	2	500	250	0	5	5	10	easy
Ocean Blvc Dow Rd	S Lake Park		45	0	2	3100	1550	0	4	1	5	advanced
Carolina S S Lake Park	Seafarer dr		25	0	2	500	250	0	5	5	10	easy
Seafarer Dr Carolina S	S Sixth St		25	0	2	500	250	0	5	5	10	easy
S Sixth St Seafarer Dr	Harper Ave		35	0	2	500	250	0	5	3	8	intermediate one
Sumter Av Dow Rd	S Third ST		35	0	2	500	250	0	5	3	8	intermediate one
Clarendon Dow Rd	S Fourht St		35	0	2	500	250	0	5	3	8	intermediate one
Cape Fear I Dow Rd	N Lake Par		35	0	2	500	250	0	5	3	8	intermediate one
S eighth St Sumter Av	Harper Ave		35	0	2	500	250	0	5	3	8	intermediate one
S Fourth St Greenville	Harper Ave		35	0	2	500	250	0	5	3	8	intermediate one
St Joseph s Lake Park	Lewis Dr		25	0	2	1000	500	0	5	5	10	easy
Lewis Dr N Lake Par	St Joseph S		25	0	2	1300	650	0	4	5	9	intermediate one
Old Dow R Dow Rd	Spencer Fa		25	0	2	500	250	0	5	5	10	easy
Spencer Fa Old Dow R	Island Mar		25	0	2	500	250	0	5	5	10	easy
Bridge Bari Dow Rd	Spencer Fa		25	0	2	500	250	0	5	5	10	easy

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Eight: Wrightsville Beach, Baysore, & Porters Neck

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Eastwood (Military Cutoff to Trask bridge)	45	0	4	21500	5375	2	0	1	3	Not recommended
Causeway Drive	35	0	4	23000	5750	2	0	3	5	advanced
Wrightsville Ave (Military Cutoff to Eastwood part one)	45	2	2	9500	4750	3	2	1	6	Intermediate 2
Wrightsville Ave (Military Cutoff to Eastwood part two)	35	2	2	6800	3400	3	2	3	8	Intermediate 1
Arlie Rd	25	0	2	2900	1550	4	0	5	9	Intermediate 1
Waynick Blvd	35	0	4	10000	2500	3	0	3	6	Intermediate 2
N. Lumina Ave (Cuseway to W. Saulisbury Drive)	25	0	2	7500	3750	3	0	5	8	Intermediate 1
N. Luminina Ave (W. Saulisbury to end)	25	0	2	4300	2150	3	0	5	8	Intermediate 1
West Saulisbury Drive	35	0	2	13000	6500	2	0	3	5	advanced
Pelican Drive	25	0	2	1000	500	5	0	5	10	Easy
Military Cutoff (Eastwood to Sir Tyler Drive)	45	0	6	45500	7883	2	0	1	3	Not recommended
Military Cutoff (Sir Tyler Drive to Market)	45	0	4	29000	7250	2	0	1	3	Not recommended
Gordon Road (Military to Market)	35	0	4	10500	2625	3	0	3	6	Intermediate two
Middlesound Loop Road (Market to roundabout)	35	0	2	11500	5750	2	0	3	5	Advanced
Middlesound Loop Road (loop)	45	0	2	7000	3500	3	0	1	5	Advanced
Covil Farm Road	35	0	2	1000*	500	4	0	3	7	Intermediate 2
Hawk Road	25	0	2	1000*	500	4	0	5	9	Intermediate 1
Red Cedar Road	25	0	2	1000*	500	4	0	5	9	Intermediate 1
Bayshore Drive (Market to Scorpion Drive)	35	0	2	4500	2250	3	0	3	6	Intermediate 2
Bayshore Drive (to end)	25	0	2	1300	650	4	0	5	9	Intermediate 1
Marsh Oaks Drive/Bonaventure Drive	25	0	2	1000	500	5	0	5	10	Easy
Scorpion Drive	25	0	2	1100	550	4	0	5	9	Intermediate 1
Porters Neck Road (market to Edgewater Club Road)	45	0	2	15500	7750	2	0	1	3	Not recommended
Porters Neck Road (Edgewater Club Road to end)	35	0	2	4300	2150	3	0	3	6	Intermediate 2
Edgewater Club Road	45	0	2	6100	3050	3	0	1	4	Advanced
Futch Creek Rd (Part one)	45	0	2	2500	1250	4	0	1	5	advanced
Futch Creek Rd (Part two)	35	0	2	2000	1000	4	0	3	7	Intermediate 2
Futch Creek Rd (Part three)	35	0	2	250	125	5	0	3	7	Intermediate 2
Bald Eagle Lane	35	0	2	800	400	5	0	3	7	Intermediate 2

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1

- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Nine: Hampstead

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Scotts Hill Loop Road	45	0	2	3000	1500	4	0	1	5	Advanced
Washington Acres Rd	35	0	2	1900	950	5	0	3	8	Intermediate One
Hughes Road	35	0	2	100	500	5	0	3	8	Intermediate One
Factory Road	45	0	2	2400	1200	4	0	1	5	Advanced
Hoover Road	45	0	2	3500	1750	4	0	1	5	Advanced
Olde Point Road	35	0	2	1000	500	5	0	3	8	Intermediate One
Ravenswood Road	35	0	2	1000	500	5	0	3	8	Intermediate One
Kings Landing Road	35	0	2	1700	850	4	0	3	7	Intermediate Two
Country Club Drive	45	0	2	8700	4350	3	0	1	4	Advanced
Sloop Point Loop Road	45	0	2	6100	3050	3	0	1	4	Advanced
Sloop Point Road	45	0	2	1900	850	5	0	1	6	Intermediate 2
17 (from Scotts Hill Loop Rd)	50	0	4	40000	10000	1	0	1	2	Not recommended
Mallsard bay road	36	0	2	1000	500	5	0	3	8	Intermediate one

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Ten: Murrayville and Ogden

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
N. Cardinal Drive	35	0	2	6400	3200	3	0	3	6	Intermediate 2
Green Meadows Drive	25	0	2	1000	500	5	0	5	10	Easy
N. Green Meadows Drive	35	0	2	1000	500	3	0	5	8	Intermediate 1
Monument Drive	25	2	2	1000	500	5	2	5	12	Easy
Town Center Drive	25	2	2	1000*	500	5	2	4	11	Easy
Tanbridge Drive	25	0	2	1000	500	5	0	5	10	Easy
Wood Sorrell Road	25	0	2	1000	500	5	0	5	10	Easy
Lord Tennyson Road	35	0	2	1000	500	3	0	5	8	Intermediate 1
Kings Grant Road	35	0	2	1000	500	3	0	5	8	Intermediate 1
Lord Byron Road	35	0	2	1000	500	3	0	5	8	Intermediate 1
North College Road (MLK to Gordon Rd)	55	0	4	50000	12500	1	0	1	2	Not recommended
Gordon Road (Military to Market)	35	0	4	10500	5250	3	0	2	5	Advanced
Gordon Road (Market to end)	45	0	2	22000	11000	1	0	1	2	Not recommended
I-40										Not allowed
Station Road	35	0	2	1000*		4	0	3	7	Intermediate 2
Harris Road	25	0	2	6900	3450	3	0	5	8	Intermediate 1
White Road	25	0	2	1000*		5	0	4	9	Intermediate 1
Farrington Farms Road	25	0	2	1000*		5	0	4	9	Intermediate 1
Murrayville Road	45	0	2	9700	4850	1	0	3	4	Advanced
Torchwood Blvd	35	0	2	1000*		3	0	4	7	Intermediate 2
Brittany Lakes Drive	25	0	2	1000	500	5	0	5	10	Easy
Dove Field Drive	25	0	2	1000	500	5	0	5	10	Easy
Quail Woods Road	25	0	2	1000	500	5	0	5	10	Easy
John J Burney Freeway (140)										not allowed
Sidbury Road	55	0	2	3300	1550	1	0	4	5	Advanced
Blue Clay Road	45	0	2	2000	1000	1	0	4	5	Advanced
Holly Shelter Road	55	0	2	5800	2900	1	0	3	4	Advanced
Island Creek Road	55	0	2	3700	1850	1	0	3	4	Advanced
210	55	0	2	NA		1	0			advanced

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Eleven: Wrightsboro and Castlehayne

Roadway	Speed	# of Bike Lane	Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
132/North College Road (closer to 40 split)	50	0	4	23000	5750	2	0	1	3	Not recommended
132/North College Road (tp castle hayne road)	45	0	2	10000	5000	3	0	2	5	advanced
N. Kerr Ave (MLK to convergence)	50	0	2	11500	5750	2	0	1	3	Not recommended
N. Kerr Ave (Bavarian Lane to Castle Hayne Rd)	55	0	2	12500	6250	2	0	1	3	Not recommended
Blue Clay Road	55	0	2	8100	4050	3	0	1	4	advanced
Castle Hayne Road /133	45	0	2	17000	8500	2	0	1	3	Not recommended
Rock Hill Road	35	0	2	1000*	500	4	0	3	7	Intermediate 2
Bavarian Lane	45	0	2	11500	5750	2	0	1	3	Not recommended
Grathwol Drive	25	0	2	1000*	500	4	0	5	9	Intermediate 1
Spring Valley Road	25	0	2	1000	500	5	0	5	10	Easy
Kings Drive	25	0	2	1000*	500	4	0	5	9	Intermediate 1
Reminisce Road	25	0	2	1000	500	5	0	5	10	Easy
Harvest Road	25	0	2	1000	500	5	0	5	10	Easy
Stoney Road	25	0	2	1000	500	5	0	5	10	Easy
Bountiful Ln	25	0	2	1000	500	5	0	5	10	Easy
Noland Drive	25	0	2	1000	500	5	0	5	10	Easy

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1

- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Twelve: Navassa

Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
Mt. Misery Road NE	45	0	2	6900	3450	3	0	1	4	Advanced
Cedar Hill Road NE	45	0	2	2700	1350	4	0	1	5	Advanced
140										not allowed
Old Mill Road	45	0	2	1300	650	4	0	1	5	advanced
S. Navassa Road	45	0	2	5100	2550	3	0	1	4	advanced
Lincoln Road NE	45	0	2	2600	1300	4	0	1	5	advanced
Village Road	35	0	4	28000	7000	2	0	3	5	advanced
Village Road NE	45	0	2	10500	5250	2	0	1	3	not recommended
Old Fayetteville Road NE	45	0	2	5700	2850	3	0	1	4	advanced
421 (Isabell Holmes Bridge to i40)	55	0	4	38000	9500	2	0	1	3	not recommended
421 (north of i40)	55	0	4	10000	2500	3	0	1	4	advanced
421 (north of i40)	55	0	2	6200	3100	3	0	1	4	advanced

BCI = BL (Y/N) → VLV score + SL score

- Presence of bike lane = a score of 2
- Absence of bike lane = a score of 0
- Vehicle Lane Volume of less than 500 = a score of 5
- Vehicle Lane Volume between 501 and 2,000 = a score of 4
- Vehicle Lane Volume between 2,001 and 5,000 = a score of 3
- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
- 8-9 = intermediate one
- 6-7 = intermediate two
- 4-5 = advanced
- 1-3 = not recommended

Section Thirteen: Leland

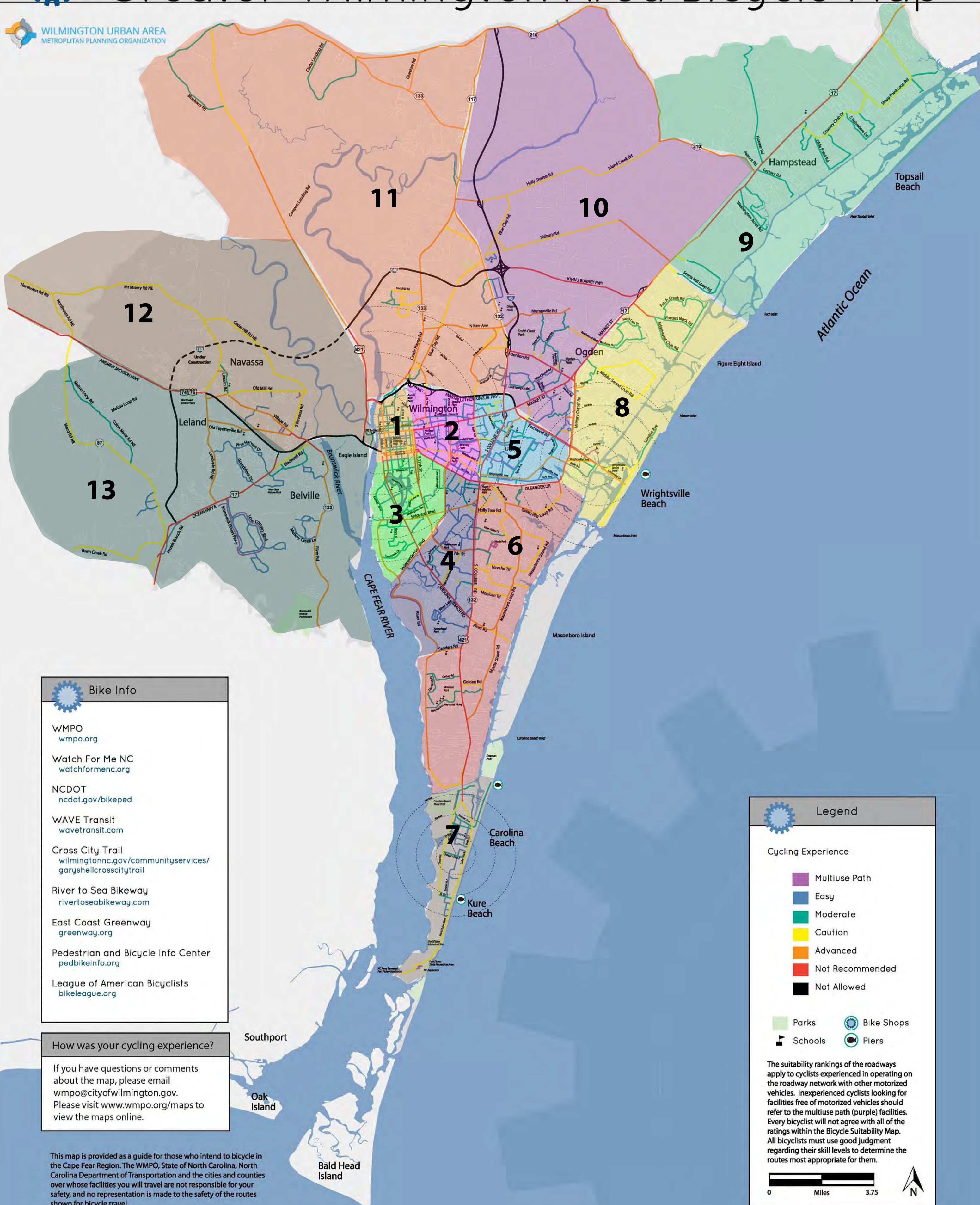
Roadway	Speed	Bike Lane	# of Lanes	AADT	VLV	VLV Score	BL Score	Speed Score	Score TOTAL	Classification
133/ River Road	50	0	2	15000	7500	2	0	1	3	not recommended
Blackwell Road	45	0	5	2300	1150	4	0	1	5	advanced
Ocean Highway	35	0	4	72500	18000	1	0	3	4	Not recommended*
Lanvale Road NE	45	0	2	6400	3200	3	0	1	4	advanced
Grandiflora Drive	30	0	2	1000*		4	0	4	8	Intermediate 1
Pine Harvest Drive	25	0	2	1000*		4	0	5	9	Intermediate 1
Mallory Creek Lane	35	0	2	1000*	500	4	0	5	9	Intermediate 1
Brunswick Forrest Parkway	?	0	2	?						Intermediate 2
Chappell Loop Rd SE	45	0	2	2400	1200	4	0	1	5	advanced
E Wood Ln SE	25	0	2	1000	500	5	0	5	10	Easy
Lillibridge Dr	25	0	2	100	500	5	0	5	10	Easy
Low County Blvd	35	0	2	1000	500	3	0	5	8	Intermediate 1
Town Creek Rd	45	0	1	122	600	5	0	1	6	Intermediate 2
Malmo Loop Rd	55	0	2	1200	600	5	0	1	6	Intermediate 2
Colon Mintz Rd	50	0	2	300	150	5	0	1	6	Intermediate 2
Hazels Branch Rd SE	45	0	2	1000	500	5	0	1	6	Intermediate 2
Maco Rd NE	55	0	2	3800	1700	4	0	1	5	Advanced

BCI = BL (Y/N) → VLV score + SL score

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- Vehicle Lane Volume between 5,001 and 10,000 = a score of 2
- Vehicle Lane Volume greater than 10,000 = a score of 1
- Speed limit of 25 mph or less = a score of 5
- Speed limit between 26 and 30 mph or less = a score of 4
- Speed limit between 31 and 35 mph = a score of 3
- Speed limit between 36 and 40 mph = a score of 2
- Speed limit over 41 mph = a score of 1

Scoring

- 10-12 = easy
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Bike Info

WMPO
wmpo.org

Watch For Me NC
watchformenc.org

NCDOT
ncdot.gov/bikeped

WAVE Transit
wavetransit.com

Cross City Trail
wilmingtonnc.gov/communityservices/
garyshellcrosscitytrail

River to Sea Bikeway
rivertoseabikeway.com

East Coast Greenway
greenway.org

Pedestrian and Bicycle Info Center
pedbikeinfo.org

League of American Bicyclists
bikeleague.org

How was your cycling experience?

If you have questions or comments about the map, please email wmpo@cityofwilmington.gov. Please visit www.wmpo.org/maps to view the maps online.

This map is provided as a guide for those who intend to bicycle in the Cape Fear Region. The WMPO, State of North Carolina, North Carolina Department of Transportation and the cities and counties over whose facilities you will travel are not responsible for your safety, and no representation is made to the safety of the routes shown for bicycle travel.

Legend

Cycling Experience

-  Multiuse Path
 Easy
 Moderate
 Caution
 Advanced
 Not Recommended
 Not Allowed

-  Parks
  Bike Shops
-  Schools
  Piers

The suitability rankings of the roadways apply to cyclists experienced in operating on the roadway network with other motorized vehicles. Inexperienced cyclists looking for facilities free of motorized vehicles should refer to the multiuse path (purple) facilities. Every bicyclist will not agree with all of the ratings within the Bicycle Suitability Map. All bicyclists must use good judgment regarding their skill levels to determine the routes most appropriate for them.



**WILMINGTON URBAN AREA
MPO
August 2021**

PENDER COUNTY STREETS PLAN

Project Description/Scope: In January, WSP, Pender County, and WMPO kicked off the development of the Pender County Streets Plan. The final plan will serve as an update to the 2016 Pender County Collector Streets Plan and is envisioned to be a more comprehensive technical document that integrates the recommendations of the Pender County Comprehensive Plan 2.0 with buy in and support from both the development community and citizens. The effort was funded as a special study in the WMPO's adopted FY 21 UPWP, and the schedule for the development of the plan was approximately six months. This plan's development included two public outreach and participation periods. The development of the plan was overseen by a steering committee comprised of stakeholders representing the county staff, the development community, NCDOT, and citizens among others. WSP delivered the final plan document and recommendations in June, and the finished document product has been prepared by WMPO Staff.

Project Status and Next Steps:

- Presentation of final plan recommendations to Planning Commission in August 2021, and Board of Commissioners in September and October 2021.
- Presentation of final plan recommendations to WMPO Board in November 2021.
- Launch of public interactive story map of plan recommendations in fall 2021.

SITE DEVELOPMENT REVIEW

Project Descriptions/Scope: The Wilmington Urban Area MPO assists with site development and Transportation Impact Analysis review for the MPO's member jurisdictions. During the last month, staff has reviewed the following development proposals:

- New Hanover County Development Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 0 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: 2 reviews
- Town of Leland Formal Reviews: 0 reviews
- Town of Leland Informal Reviews: 0 reviews
- Town of Navassa Development Plan Reviews: 1 review
- Town of Navassa Formal Reviews: 0 reviews
- Town of Navassa Informal Reviews: 1 review
- Town of Navassa Concept Reviews: 0 reviews
- Town of Carolina Beach Formal Reviews: 0 reviews
- Town of Carolina Beach Informal Reviews: 0 reviews
- Brunswick County Formal Plan Reviews: 0 reviews
- Brunswick County Informal Plan Reviews: 0 reviews
- TIA Reviews: 27 total (23 on-going; 4 new): New Hanover County 7 (2 new), City of Wilmington 7 (2 new), Carolina Beach 1, Town of Belville 1, Town of Leland 5, (1 new) Town of Navassa 0, Pender County 5, and Brunswick County 1
- Pender County Development Plan Reviews: 2 reviews
- Pender County Informal Plan Reviews: 0 reviews
- Pender County Concept Reviews: 0 reviews

- City of Wilmington Formal Reviews: 40 reviews (7 new, 33 on-going)
- City of Wilmington Informal Reviews: 15 reviews (3 new, 12 on-going)
- City of Wilmington Concept Reviews: 0 reviews
- COW Project Releases: 9

**STBGP-DA/TASA-DA FY 2013 to
Present STBGP-DA**

U-5534C - WRIGHTSVILLE AVENUE/GREENVILLE AVENUE TO HINTON AVENUE

Project Descriptions/Scope: The project is for construction of intersection re-alignment improvements at the intersection of Wrightsville Avenue/Greenville Avenue and bike lanes and sidewalks along Greenville Avenue from Wrightsville Avenue to Hinton Avenue.

Project Status and Next Steps:

- Complete review of final design package and submit to NCDOT for review– Summer 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Summer 2021
- Begin Construction – Early 2022
- Construction Complete- Early 2023

U-5534D - TOWN OF LELAND - OLD FAYETTEVILLE ROAD MUP

Project Descriptions/Scope: This project is for design and construction of a ten foot (10') wide multi use path, separate but adjacent to Old Fayetteville Road, beginning at or around the corner of the Leland Town Hall Campus and ending at the driveway of the North Brunswick High School.

Project Status and Next Steps:

- Construction commenced October 26, 2021
- Construction in progress
- Project completion extended to December 31, 2022

U-5534F – CITY OF WILMINGTON – PARK AVENUE MUP – PHASE II

Project Descriptions/Scope: This project is for the design and construction of an off-road multi-use path between Audubon Boulevard and Kerr Avenue.

Project Status and Next Steps:

- Begin Construction – June 2021
- Complete Construction – Fall 2021

U-5534G –CITY OF WILMINGTON- HOOKER ROAD MULTI-USE PATH

Project Descriptions/Scope: The project consist of the construction of a 8' wide multi-use path along Hooker Road from Wrightsville Avenue to Mallard Drive/Rose Ave intersection

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits – Summer 2021
- NCDOT final design approval – Summer 2021
- Right of way acquisition complete – Winter 2021/2022
- Begin Construction – Early 2022
- Complete Construction – Early 2023

U-5534H –CITY OF WILMINGTON- HINTON AVE MULTI-USE PATH

Project Descriptions/Scope: This project consists of the construction of an 8' wide multi-use path along Hinton Avenue from Park Avenue to Greenville Avenue.

Project Status and Next Steps:

- Complete final design package and submit to NCDOT for review–Summer 2021
- Update/renew permits –Summer 2021
- NCDOT final design approval –Summer 2021
- Right of way acquisition complete –Winter 2021/2022
- Begin Construction –Early 2022
- Complete Construction –Early 2023

U-5534I –TOWN OF LELAND- VILLAGE ROAD MULTI-USE PATH EXTENSION

Project Descriptions/Scope: The construction of a 8 foot wide concrete path from the connection at the Brunswick Center in Leland across the front of the library property, down Village Road, ending on the western edge of the First Baptist Church property before the Sturgeon Creek Bridge.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$254,842
- Construction in progress
- Project completion extended to June 30, 2022

U-5534J – TOWN OF LELAND- OLD FAYETTEVILLE LOOP ROAD PEDESTRIAN LOOP

Project Descriptions/Scope: The construction of sidewalks in three locations: 1) The construction of an 8 foot concrete sidewalk along Village Road from Town Hall Drive to the apartment complex and widening the existing 5 foot sidewalk in front of the apartment complex to 8 feet. 2) The construction of a 6 foot sidewalk along Town Hall Drive from Village Road NE to the sidewalk that exists by the new Town Hall. 3) The construction of a 5 foot sidewalk along Old Fayetteville Road from the existing sidewalk in front of the apartment complex to Village Road NE.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Construction in progress
- Project completion extended to June 30, 2022

U-5534K – TOWN OF LELAND- LELAND MIDDLE SCHOOL SIDEWALK

Project Descriptions/Scope: The construction of 5 foot wide concrete sidewalk adjacent to Old Fayetteville Road from Ricefield Branch Road to the US Hwy 74/76 overpass after Glendale Drive with connections to Leland Middle School and the surrounding neighborhoods.

Project Status and Next Steps:

- Construction commenced February 8, 2021
- Supplemental Agreement 4 increased the total estimated project cost to \$327,788
- Construction in progress
- Project completion extended to June 30, 2022

U-5534Q –CITY OF WILMINGTON- S. COLLEGE/HOLLY TREE CROSSWALKS

Project Description/Scope: The project will install sidewalk, ADA ramps, curb and gutter, markings

and traffic signal revisions required to install actuated pedestrian crossings of S. College Road and crossings on Holly Tree Road.

Project Status and Next Steps:

- Council approved additional funding for project on January 19, 2021
- MPO Board approved funding request on February 24th
- Coordination with YWCA on needed ROW/Easement
- Supplemental Agreement Execution in progress (City/NCDOT) - scheduled for City Council action on July 20, 2021
- Sent 65% City comments on Signal and 65% Plans on June 24, 2021
- Received 75% ROW Plans from AECOM 7th Street to Shipyard Blvd July 26, 2021
- Request ROW Authorization from NCDOT (August 2021)
- Receive 90% Signal Plans (August 2021)
- Request Title Research for YWCA (August 2021)
- Utility Kickoff Meeting in Field to Review Utility Conflicts (August 2021)
- Request SUE Level 'A' (if needed) – August 2021

U-5534S (FORMERLY U-5534M)- TOWN OF WRIGHTSVILLE BEACH- CORAL DRIVE SIDEWALKS

Project Descriptions/Scope: The construction of sidewalks along Coral Drive will install approximately 954 linear feet of 5 foot wide sidewalk on Coral Drive adjacent to Wrightsville Beach Elementary. The Town hired SEPI to complete the design.

Project Status and Next Steps:

- NCDOT has received and approved the requested documents
- Construction authorization has been approved
- Bid opening was held on June 2nd
- The project was re-bid on July 2nd
- Awaiting award to low bidder

U-5534U – TOWN OF NAVASSA- NAVASSA PARK MULTI-USE PATH

Project Description/Scope: This project will construct bike lanes on both sides of Brooklyn Street, a multi-use path connecting Brooklyn Street to the Navassa Park, and a multi-use path through the Navassa Park forming a loop within the park.

Project Status and Next Steps:

- Right Angle provided the 90% plans
- 90% plans and contract documents have been submitted to NCDOT
- CE Document has been approved
- Right-of-way authorization is submitted and awaiting NCDOT approval
- Construction fund authorization request will occur next federal fiscal year (FY 2022)

EB-6025- TOWN OF BELVILLE- RICE HOPE MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located at the western side of NC 133 between Morecamble Blvd and Rice Hope Run.

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- 30% plans have been completed and approved by NCDOT
- 60% design plans are in development

- Town and NC DOT have resolved ROW issues
- Project remains on track for a September 2022 LET

U-6234 MULTI-MODAL PHASE 1 B

Project Description/Scope: Rehabilitation of the historic structure located at 525 N 4th Street for a transportation purpose

Project Status and Next Steps:

- MPO Board approved additional funding request on February 24th to cover increased estimated costs of construction
- Final design package delivered electronically May 7, 2021
- 100% design plans sent to City Purchasing for review on May 11, 2021
- 100% design plans and specs sent to NC DOT on May 20, 2021
- Revised 100% plans provided on July 22, 2021 and sent to City Purchasing for review
- Awaiting CE documentation for construction authorization

U-6235 – City of Wilmington/New Hanover County – Signal Pre-emption Phase 2

Project Description/Scope: The project will install traffic pre-emption equipment at 50 locations throughout the City of Wilmington and New Hanover County and GPS equipment on emergency response vehicles.

Project Status and Next Steps:

- Design contract approved May 5, 2021 by City Council: execution complete.
- Design kick-off meeting held July 23, 2021 with Wilmington Fire Department, Traffic Engineering and Davenport Staff.
- Design expected to start in July lasting through January 2022.

U-6039 – CAROLINA BEACH – ST. JOSEPH BIKE LANES

Project Description/Scope: Construct Bike Lanes along St. Joseph Avenue and Lewis Drive from Lake Park Boulevard to Access Drive in Carolina Beach

Project Status and Next Steps:

- NCDOT funding availability reopened January 25, 2021
- Town Council elected to move forward with the project and will upload information into EBS.
- As of May 3, 2021 funding amounts have been revised to reflect \$457,777 STBGP- DA funds and \$114,445 local match to reflect approved funding
- Design revisions are under discussion with KHA

TASA-DA

U-5527C NEW HANOVER COUNTY – MIDDLE SOUND GREENWAY – EXTENSION TO MIDDLE SOUND VILLAGE

Project Descriptions/Scope: This project is for the construction of a multi-use path along Middle Sound Loop Road from Oyster Lane to the Middle Sound Village property line.

Project Status and Next Steps:

- Project Complete

EB- 6026- TOWN OF BELVILLE- BELVILLE ELEMENTARY- MULTI-USE PATH

Project Description: The project consists of the construction of a multi-use path of eight feet (8') wide located along NC 133 connecting north and south entrances of Hawks Water Development to Belville Elementary School.

Project Status and Next Steps:

- The Town has entered into a contract with Withers & Ravenel
- A Kick-off meeting was held on November 6th
- A groundbreaking ceremony was held on November 20th
- 30% plans have been completed and approved by NCDOT
- 60% design plans are in development
- Town and NC DOT have resolved ROW issues
- Project remains on track for a September 2022 LET

EB-6027 – NEW HANOVER COUNTY -MIDDLE SOUND GREENWAY

Project Description: Design only of the Middle Sound Greenway connection to Ogden Park

Project Status and Next Steps:

- 100% design completion expected June 2021
- Anticipate construction let date in October 2021

EB-6028 —CITY OF WILMINGTON- 21ST STREET/MARKET HAWK SIGNAL

Project Description: Design and construction of a HAWK signal at the pedestrian crossing at Market Street and 21st Street

Project Status and Next Steps:

- Davenport is under contract to complete the design
- Final project plans anticipated by the end of August

EB-6029 – TOWN OF CAROLINA BEACH – CLARENDON AVENUE MULTI-USE PATH

Project Description: Construction of the Clarendon Avenue multi-use path from 4th Street to Dow Road

Project Status and Next Steps:

- The Town is evaluating the scope for the project.
- Design modifications requested to include five foot sidewalk and on street pavement markings in lieu of multi-use path

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Project Description/Scope: The TDM “Go Coast” program works to increase the use of alternative transportation by WMPO residents and decrease Vehicle Miles Traveled (VMT). The WMPO Board approved Cape Fear Change in Motion 2020, the short-range TDM Plan which will guide Go Coast initiatives from 2021 to 2025. This plan identifies seven short-range strategies to increase mobility options and reduce traffic in the WMPO region. These strategies are: Alternative Work Schedules, Bike Share Program, Carpool and Vanpool, Consulting for Telecommuting Opportunities, Fostering a Bicycle and Pedestrian Friendly Culture, Improved TDM-Focused Collaboration, and Personalized Commuter Plans.

Go Coast current initiatives and project status:

1. Be A Looker

- a. Go Coast's 2021 "Be A Looker" bicycle and pedestrians safety campaign will take place from May to October.
- b. "Be A Looker" will be promoted through a variety of marketing techniques as well as through in-person educational events. Go Coast is working with the Wilmington Fire Department to hold two "Be A Looker" events each month of the campaign in Wilmington.
- c. TDM Coordinator has also reached out to TCC members to assess possibility for event partnerships with all Member Jurisdictions
- d. <https://www.gocoastnc.org/bealooker/>

2. 31st Annual River to Sea Bike Ride

- a. The 2021 River to Sea ride is scheduled for Saturday October 16, 2021. Planning for this ride is underway.

3. Brunswick Heritage Riverside Ride

- a. Planning is underway for an inaugural group bike ride event in Northern Brunswick County from Phoenix Park to Belville Riverwalk Park
- b. The scheduled date of the event is October 23, 2021.

4. Cape fear Change in Motion 2020 and TDM Services

- a. Go Coast will present the adopted short-range TDM plan to member jurisdiction governing bodies in August and September
- b. These presentations will share the strategies outlined in the plan and present member jurisdictions with the opportunity to utilize the WMPO's TDM program to enhance existing or create any new TDM-oriented initiatives
- c. The current presentation schedule is as follows:
 - Carolina Beach: Tuesday August 10th
 - Wrightsville Beach: Thursday August 12th
 - Kure Beach: Monday August 16th
 - Navassa: Thursday August 19th
 - Belville: Monday August 23rd
 - New Hanover County: Thursday September 2nd (Agenda Review Meeting)
 - Brunswick County: Tuesday September 7th
 - Leland: Monday September 13th
 - Wilmington: Monday September 20th (Agenda Briefing Meeting)
 - Pender County: Monday September 20th

5. Bicycle Suitability Map Update

- a. The WMPO Bicycle and Pedestrian Advisory Committee has provided a recommended methodology for scoring roadway segments for bicycle compatibility.
- b. Staff has evaluated over 300 roadways in the WMPO region that have been given a score for bicycle compatibility.
- c. The WMPO BPAC will review this draft map and provide input for changes in scoring

6. Go Coast Commuter Challenge Sub-Committee

- a. A sub-committee comprised of Go Coast Committee and BPAC members will review recommended changes to the Annual Go Coast Commuter Challenge to be implemented in the 2021 event

7. The next Go Coast meeting is August 19, 2021 at 3:00 and will take place at 305 Chestnut Street



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

August 2021

Nazia Sarder
Transportation Engineer
NCDOT Transportation Planning Division
1 South Wilmington Street
Raleigh, NC 27601

AUGUST TPD UPDATES WILMINGTON MPO

AUGUST 2021

Brunswick County Model: The Brunswick County Model was completed in February of last year.

Brunswick County Comprehensive Transportation Plan (CTP): The CTP is moving along and we are on schedule. Our last meeting was on 7/22 where we went over the following items:

1. Survey Results
2. Additional Projects from the Survey
3. Future Public Involvement Sessions

The survey closed on June 9th and we collected 6,966 surveys. Our last regular meeting was on 7/22, we will now be meeting on a needs basis going forward. The next steps are to create the draft report for internal and external review as well as getting ready for public involvement.

Wilmington Model: The 2045 Travel Demand Model and 2045 Wilmington MPO MTP was adopted on 11/18/2020 by the Wilmington MPO Board.

NCDOT to present new, 'unsolicited' proposal for replacing Cape Fear Memorial Bridge: Replacing the Cape Fear Memorial Bridge has been discussed for years, but last month NCDOT officials will present a new plan. The details are under wraps, but not for long. For more details, contact NCDOT Division 3.

NCDOT Announces CLEAR Implemented Innovation Challenge: The NCDOT CLEAR team is excited to announce the launch of the 2021 CLEAR Innovation Challenge, celebrating all the incredible ideas our employees have implemented to make NCDOT a better, more efficient organization.

Updates on Coronavirus (COVID-19) in North Carolina: <https://covid19.ncdhhs.gov/>

NC By Train \$5 Kids Fare: Looking to take safe, summer adventures with your kids? Enjoy \$5 kids special to travel the rails on N.C. By Train.
<https://www.ncbytrain.org/deals/Pages/summer-kids-fare.aspx>

Virtual Defensive Driving Training: Safety & Risk Management is offering Virtual Defensive Driving Training using Microsoft Teams the first Wednesday of each month for those interested. Contact Paul Roberts with Safety & Risk Management by email proberts@ncdot.gov if you would like to attend or have employees you wish to attend the training. Training will be 8-11am with a 15 minute break. The next class is scheduled for July 7.

GIS Unit Prepares for 2021 Hurricane Season: The 2021 Hurricane Season begins June 1st and ends November 30th. To help prepare, the GIS Unit is recommending some things you can do to assist with that preparation for the Season. For additional information, click [here](#).

Fiscal Year (FY) 2023 Research Ideas: As we prepare to launch the FY2022 research program later this summer, the NCDOT Research and Development Office is now seeking your ideas for critical research needs for the agency and our transportation partners for the FY2023 research program.