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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: October 8th, 2021
SUBJECT: October 12th, 2021 Meeting

A meeting of the WMPO Bicycle and Pedestrian Advisory Committee will take place on Tuesday, October 12th, 2021 at 2pm. The meeting will be 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://us06web.zoom.us/j/97005760706>

Meeting ID: 970 0576 0706

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Find your local number: <https://us06web.zoom.us/u/kbaa4fxmPj>

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 August 10th, 2021**
- 5. Presentations**
 - NCDOT Programming Limitations- Caitlin Marks, NCDOT
- 6. Old Business**
 - East Coast Greenway State Trails Application Status (Zach Manfredi)

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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- Bicycle and Pedestrian Infrastructure Model Ordinance Status (Zach Manfredi)
 - *Draft* Bike Suitability Map Segment continued discussion (Nick Cannon)
7. **New Business**
 8. **Updates and Announcements**
 - Go Coast Update
 - i. 2021 River to Sea Bike Ride October 16
 - ii. 2021 Brunswick Heritage Riverside Ride October 23
 - Cape Fear Cyclists Update
 - WMPO September Project Updates (in packet)
 - NCDOT Division 3 September Project Updates (in packet)
 - WMPO Technical Coordinating Committee, Wednesday, October 13th, 2021 at 10am
 - WMPO Board Meeting, Wednesday, October 27th, 2021 at 3pm
 - Go Coast Committee, Thursday, November 18th, at 3pm
 9. **Next Meeting**
 - Tuesday, December 14th, 2021 at 2PM
 10. **Adjournment**

Attachments:

- Minutes from the August 2021 BPAC Meeting
- Bicycle and Pedestrian Infrastructure Model Ordinance
- Bike Suitability Scoring Criteria and Scored Project Table
- WMPO September Project Updates
- NCDOT Division 3 September Project Updates



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Meeting Minutes
Wilmington Urban Area Metropolitan Planning Organization
Bicycle and Pedestrian Advisory Committee
August 10, 2021

Members Present:

Steve Whitney, Brunswick County
Karen Mills, City of Wilmington
Steven Zinder, Board of Transportation
Carol Stein, Pender County
Joe Boyd, Town of Belville
Mo Linquist, Town of Kure Beach
Ann Carbone, Town of Leland
Barnes Sutton, Town of Navassa
Katie Ryan, Town of Wrightsville Beach
Sam Burgess, Cape Fear Cyclists
Carly Wilson, UNCW
Nick Cannon, WMPO
Abby Lorenzo, WMPO

Staff and Guests Present

Zachary Manfredi, WMPO
Trevor Steward, WMPO
Vanessa Lacer, Pender County
Terry Lansdell, Bike Walk NC
Dylan McDonnell, New Hanover County Planning

1. **Call to Order**
 - C. Stein called the meeting to order at 2:02 pm and roll was called.
2. **Approval of the Agenda**
 - Motion to approve the agenda made by Steve Whitney
 - Motion was seconded by Katie Ryan
 - Motion passed unanimously
3. **Public Comment Period**
 - No public comments
4. **Presentations**

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- Terry Lansdell, Director of Bike Walk NC, presented to the committee on the organization's attempt to increase bicycle and pedestrian infrastructure amid funding limitations
5. **Approval of minutes from June 8, 2021**
- Motion made to approve minutes from the June 2021 meeting made by Katie Ryan
 - Motion was seconded by Nick Cannon
 - Motion passed unanimously
6. **Old Business**
- Z. Manfredi presented the Draft Bicycle and Pedestrian Infrastructure Requirement Model Ordinance to the committee
 - Z. Manfredi requested BPAC members to provide edits to the draft model ordinance by end of business day Friday August 13th
 - N. Cannon led a discussion on the draft WMPO Bike Suitability Map. The committee provided recommendations to change the score of some roadways and add roadways to be scored on the map:
 - i. The score of Market Street from 3rd to 17th will be changed from Intermediate 2 to Advanced
 - ii. The score of Covil Avenue will be changed from Advanced to Not Recommended
 - iii. The score of Oleander Drive from 17th to S. College Road will be changed from Advanced to Not Recommended
 - iv. The score of Burnett Blvd east of Carolina Beach Road will be changed from Intermediate 2 to Advanced
 - v. The score of 17th Street from Independence to S. College will be changed from Advanced to Not Recommended
 - vi. The score of the entirety of River Road will be changed to Advanced
 - vii. Washington Street, Southern Blvd, Northern Blvd, Physicians Drive, Yaupon Drive, Canterwod Drive, Gillette Drive, S. Churchill Drive, Savannah Court, Belfairs Drive, Graymont Drive, Riegel Road, Pine Hills Drive, N. Wallace Avenue, Wallace Avenue South, Hoggard Drive, Hurst Drive, Hamilton Drive, MacMillian Avenue, St. James Drive, Peach Tree Avenue, and Pine Grove Drive will all be scored
 - The committee renamed the categories of the roadways and provided context for bicyclist that would feel comfortable utilizing each category
 - Easy
 - Roads scored as "easy" have posted speed limits of 25 MPH or less and have generally low vehicle traffic. Road scored as "easy" are suitable for families with young children and inexperienced cyclists that prefer a leisurely bike ride.
 - Moderate
 - Roads scored as "moderate" have posted speed limits between 20 and 30 MPH and may have a bit more vehicular traffic than "easy" roads. Roads scored as moderate are suitable for families and cyclists with some experience.
 - Experienced
 - Roads scored as "experienced" have posted speed limits between 30 and 45 MPH and have a steady flow of vehicles. Roads scored as "experienced" are suitable for skilled cyclists who are confident riding among cars.
 - Advanced
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- Roads scored as “advanced” have posted speed limits of 35 MPH or higher and have a generally heavy flow of vehicles. Roads scored as “advanced” are suitable for cyclists who are confident riding among cars traveling at speeds to accommodate faster traffic flow.
 - Not Recommended
 - Roads scored as “not recommended” have posted speeds of 35 MPH or higher and have a consistently significant flow of traffic. Roads scored as “not recommended” should be avoided whenever possible if on a bicycle.
7. **New Business**
- There was no new business
8. **Updates and Announcements**
- The 2021 River to Sea Bike Ride will take place Saturday October 16
 - The Inaugural Brunswick Heritage Riverside Ride will take place Saturday October 23
 - The Cape Fear Cyclists met with the NCDOT Division Three to discuss reducing the speed limit on River Road which will be presented to the New Hanover County Commissioners on August 23rd
9. **Next Meeting**
- Tuesday, October 12th, 2021 at 2PM at 320 Chestnut Street with a virtual component
10. **Adjournment**
- Motion to adjourn was made by N. Cannon
 - Motion was seconded by Steve Whitney
 - 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 and connectivity of bicycle and pedestrian facilities. These regulations serve to protect public health, safety, and the general welfare of pedestrians and cyclists in arterials, collector streets, and local roads, residential neighborhoods, shopping districts, parks, and recreational facilities.
- (b) It is the intention of the [JURISDICTION] to implement the 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] 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 [JURISDICTION] 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 [JURISDICTION] 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*
 - (vi) *Allow for adequate right-of-way for construction of bicycle and pedestrian infrastructure.*
- (b) Whenever a piece 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 and Appeals

- (a) Fee-in-Lieu
 - (i) *Where the [JURISDICTION] 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) The board shall determine the contested resolution and make a decision in a reasonable time.*

Section 1.05 Overlay District

(a) Greenway Overlay District

- (i) The purpose of the Greenway Overlay District is to promote health, safety, convenience, and 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 and multi-use paths meet the street ADA compliant ramps shall be installed.*
- (iv) Bicycle and pedestrian infrastructures shall be installed in accordance with [JURISDICTION] design standards.*

(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.*

Section 1.06 Development Standards

(a) New Streets

- (i) Where a proposed street attaches to an existing street the proposed street shall provide connectivity to the existing sidewalk, greenway, or bike lane, regardless of minimum standards.*

(b) General Access

- (i) All proposed developments shall provide pedestrian and bicycles access to and from a street or adjacent site*

(c) Pedestrian Access

- (i) All proposed developments shall 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 development is part of a parks plan, bicycle, or pedestrian plan adopted by [Jurisdiction], such area may be set aside to satisfy the open space requirements of [jurisdiction].*

- (ii) Greenways: Open space dedicated as a greenway shall be a continuous parcel of at least 30 feet in width*

Section 1.07 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 1.08 Bikeway, Sidewalk, and Greenways

(a) Bicycle and Pedestrian Connections

- (i) accommodations shall be provided in all new or substantially improved 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) Easements or rights-of-way shall be provided for bicycle /pedestrian paths between and within developments*
- (iv) A continuous bicycle/pedestrian path shall be provided 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 adopted plans or as follows below.*
 - 1) Arterial streets, Collector streets, and 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 developments on both 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 1.09 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 for 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 1.10 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]

Use the link provided to view the draft WMPO Bike Suitability Map

<https://wilmingtonnc.maps.arcgis.com/apps/webappviewer/index.html?id=03a9f02e2cab49309ea78aff957b4dd3>

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 | Advanced |
| 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 | Not Recommended |
| 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 | Not Recommended |
| 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 | Advanced |
| 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 | Advanced | |
| 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 | Not recommended | |
| 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
- 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 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
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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 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 | advanced |
| 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 |
| Landsdown | 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 |
| Mockingbi | South Collk | Pine Cone | 25 | 0 | 2 | 500 | 250 | 0 | 5 | 5 | 10 | easy |
| Ridgeway I | Long Leaf I | Mockingbi | 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 |

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 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 I | 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 | Bike Lane | # of 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

- 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

**WILMINGTON URBAN AREA
MPO
October 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 the final plan recommendations to the Board of Commissioners in October 2021.
- Presentation of final plan recommendations to WMPO Board in November 2021.
- Launch of public interactive story map of plan recommendations in winter 2021/2022.

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 Formal Plan Reviews: 4 reviews
- New Hanover County Informal Plan Reviews: 2 reviews
- New Hanover Concept Reviews: 0 review
- Town of Leland Development Plan Reviews: reviews
- Town of Leland Formal Reviews: 10 reviews
- Town of Leland Informal Reviews: 3 reviews
- Town of Navassa Formal Plan Reviews: 1 review
- Town of Navassa Informal Reviews: 1 reviews
- Town of Navassa Concept Reviews: 0 review
- Town of Belville Formal Reviews: 1 reviews
- Town of Carolina Beach Formal Reviews: 1 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: 32 total (24 under review; 6 approved; 2 new):
- New Hanover County 10 (2 approved), City of Wilmington 8 (2 approved), Carolina Beach 1, Town of Belville 1 (1 approved), Town of Leland 5, (1 new) Town of Navassa 0, Pender County 6 (1 new, 1 approved), and Brunswick County 1
- Pender County Development Plan Reviews: 5 reviews
- Pender County Informal Plan Reviews: 6 reviews

- Pender County Concept Reviews: 0 reviews
- City of Wilmington Formal Reviews: 23 reviews (11 new, 12 on-going)
- City of Wilmington Informal Reviews: 27 reviews (14 new, 13 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– Winter 2021
- NCDOT final design approval and City to request Construction Funds Authorization – Winter 2021/2022
- 60% Design documents submitted in July
- 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:

- Began Construction – July 2021
- Project under construction (grading and stone base placement)- August 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:

- 60% design documents submitted in July 2021
- Complete final design package and submit to NCDOT for review–Winter 2021
- Update/renew permits –Fall/Winter 2021/2022

- NCDOT final design approval – Winter 2021/22
- 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:

- 60% design documents submitted in July 2021
- Complete final design package and submit to NCDOT for review–Winter 2021
- Update/renew permits –Fall/Winter 2021/2022
- NCDOT final design approval – Winter 2021/22
- 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
- Received comments on Easement Maps from City Attorney Office & ROW Specialist on August 27, 2021
- Completed Exhibits and met with YWCA and County on September 12, 2021
- Presented before YWCA Board of Directors Meeting on September 20, 2021
- Received 90% Signal Plans on September 24, 2021
- Filed deed and maps for temporary construction easements from YMCA on September 29, 2021
- Utility Kickoff Meeting in Field to Review Utility Conflicts (TBD)

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:

- Start of construction on August 30, 2021
- Anticipated completion date of mid-November 2021

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 approved
- 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
- Town and NC DOT have resolved ROW issues
- 30% plans have been completed and approved by NCDOT
- 60% design plans approved by NCDOT.
- 90% plans are in development
- 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
- CE documentation provided on August 11, 2021
- Consultant and CoW working to finalize bid package for advertisement

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
- Agreement executed with NCDOT on August 18, 2021
- Design discussions held with KHA on August 31, 2021, delivery schedule forthcoming

TASA-DA

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
- Town and NC DOT have resolved ROW issues
- 30% plans have been completed and approved by NCDOT
- 60% design plans approved by NCDOT.
- 90% plans are in development
- 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:

- 75% plans under review by NCDOT
- 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 conclude at the end of October.
- b. "Be A Looker" has been 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. Registration for the event is now open.

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. Registration will open in early September

4. Cape fear Change in Motion 2020 and TDM Services

- a. Go Coast is continuing to present the adopted short-range TDM plan to member jurisdiction governing bodies and other groups, upon request, in October
- 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 Go Coast Committee has asked the TDM Coordinator to contact 10 regional employers about assistance in developing alternative work schedule and telecommuting policies

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 is continuing to review this draft map and provide input for changes in scoring

6. Go Coast Commuter Challenge

- a. The 2021 Go Coast Commuter Challenge will take place October 16-31.
- b. a new feature "Commuter Challenge" will be available in the Share the Ride NC Mobile app. Participants will be able to join teams to compete in the event
- c. TDM Coordinator is working to gather donations from local businesses to be used as prizes for participants
- d. The Commuter Challenge Subcommittee has developed a marketing strategy to help increase promotion of the event and increase participation

7. The next Go Coast meeting is November 18, 2021



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

October 2021

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

OCTOBER TPD UPDATES WILMINGTON MPO

OCTOBER 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 CTP Engineers also met with agencies listed under Interagency Coordination Protocol list to review relevant information and gathered feedback for incorporation. Currently the TPD engineers are creating internal documents for peer review, management review and steering committee review prior to going to public involvement. Post public involvement comments are incorporated, there will be one more round of reviews prior to adoptions and endorsements.

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

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

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—DriveNC.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program— ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>
- Links to all traffic count data information—[Traffic Survey Group \(ncdot.gov\)](#)
- NCDOT Interactive Traffic Volume Map—[Interactive Traffic Volume map \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/bikeped/walkbikenc)