

## Detailed Project Prioritization

This appendix provides additional detail on the project prioritization process, including general treatment categories and implementation levels, the scoring methodology used to evaluate locations, and the resulting rankings of recommended projects.

<b>STEP 1</b>	Collected crash data for WMPO region spanning 2017–2024.
<b>STEP 2</b>	Developed High Injury Networks (HIN) to identify roadway segments with high crash frequency and high crash severity. Analysis included the Top 10%, Top 5% and the Top 1% of locations for: vehicle segments, intersections, and pedestrian and bicyclist segments.  Assessed segment and intersection crash risk based on factors such as speed, run off road, and pedestrian/bicycle crash risk.
<b>STEP 3</b>	Collected public comments on locations where community members identified safety concerns, including close calls with vehicles and areas where walking or biking is avoided.
<b>STEP 4</b>	Utilized crash data, HINs, crash risk and public comments to identify priority locations within the WMPO region.
<b>STEP 5</b>	Reviewed identified locations and filled gaps between segments to create more continuous corridors and logical segment limits.
<b>STEP 6</b>	Developed General Treatment groupings of countermeasures from the Countermeasures Toolbox and assigned two groupings to each location based on crash history, context, and risk factors.
<b>STEP 7</b>	Reviewed existing plans, STIP, and MTP projects to align with regional goals and refine the list of priority locations and corresponding countermeasures.
<b>STEP 8</b>	Developed prioritization scoring based on location characteristics (HIN tier, public input, crash risk and history) and countermeasure considerations, including effectiveness, implementation, funding, and regional coordination.
<b>STEP 9</b>	Reviewed and revised locations, countermeasures, and the scoring process with WMPO and the Steering Committee.

## General Treatments

The table summarizes general treatment categories, their relative effectiveness, and example components. These treatments are further organized by implementation level in the subsequent matrix and form the basis for the prioritization scoring framework.

<b>General Treatments</b>	<b>Effectiveness*</b>	<b>Typical Components</b>
<b>Unsignalized Crossing</b>	Medium	Marked crosswalks, raised crosswalks, high-visibility striping and signage, pedestrian refuge islands, rectangular rapid flashing beacons (RRFB), pedestrian hybrid beacons (PHB), all-way stop control (AWSC).
<b>Signalized Crossing</b>	Low	Stripe crosswalk, install pedestrian signal heads, centerline hardening, leading pedestrian interval (LPI), reduce curb radius, permitted left-turn lockout.
<b>Speed Management</b>	High	Speed humps/raised crosswalks, lane/shoulder narrowing, speed limit reduction, enforcement, speed feedback signs, signal progression speeds, school zone speed cameras, roundabouts/chicanes.
<b>Access Management</b>	Medium	Raised/flex-post median, close median to restrict turning movements, incorporate roundabouts and U-turns, raised medians near signalized intersections.
<b>Lane Modification</b>	High	Remove turn and/or through lanes to reduce vehicle speeds and/or shorten crossings.
<b>Bicycle Facility</b>	Medium	Bike lane, buffered bike lane, separated bike lane, multiuse path.
<b>Systemic Signals/Visibility</b>	Medium	Reflectorized backplates, protected left-turn only, flashing yellow arrow, no right-turn-on-red (RTOR), additional signal heads, foliage maintenance, review yellow and red clearance times, LPI.
<b>Unsignalized Intersection</b>	Low	Left-turn lanes, turn restrictions, roundabout, all-way stop control (AWSC), Systemic Low-Cost Countermeasures, sight distance.

*\*Standard effectiveness; implementation score depends on context.*

The implementation matrix categorizes general treatments by level of effort and complexity to support consistent evaluation within the prioritization process.

		Implementation			
General Treatments	Effectiveness	Maintenance Level	Quick build	Systemic/ Programmatic/ Study	Capital Construction
<b>Lane Modification</b>	High	<ul style="list-style-type: none"> <li>Refresh Marking / Restriping</li> </ul>	<ul style="list-style-type: none"> <li>Turn lane removals</li> </ul>	-	<ul style="list-style-type: none"> <li>Remove Turn and/or Through Lanes (reduces vehicle speeds and/or shortens crossings)</li> </ul>
<b>Speed Management</b>	High	<ul style="list-style-type: none"> <li>Speed Feedback Signs</li> <li>Signal Progression Speeds</li> </ul>	<ul style="list-style-type: none"> <li>Speed Humps/Raised Crosswalks</li> <li>Lane/Shoulder Narrowing</li> </ul>	<ul style="list-style-type: none"> <li>Speed Limit Reduction</li> <li>Enforcement</li> <li>School Zone Speed Cameras</li> </ul>	<ul style="list-style-type: none"> <li>Roundabout/Chicanes</li> </ul>
<b>Access Management</b>	Medium	-	<ul style="list-style-type: none"> <li>Raised/Flex post Median</li> <li>Close Median to Restrict Turning Movements</li> </ul>	<ul style="list-style-type: none"> <li>Raised Medians near Signalized Intersections</li> </ul>	<ul style="list-style-type: none"> <li>Roundabouts and U-Turns</li> </ul>
<b>Bicycle Facility</b>	Medium		<ul style="list-style-type: none"> <li>Bike lane</li> <li>Buffered Bike Lane</li> </ul>	<ul style="list-style-type: none"> <li>Separated Bike Lane</li> </ul>	<ul style="list-style-type: none"> <li>Multiuse Path</li> </ul>
<b>Systemic Signals/ Visibility</b>	Medium	<ul style="list-style-type: none"> <li>Reflectorized Backplates</li> <li>LPI</li> <li>NROR</li> </ul>	-	<ul style="list-style-type: none"> <li>Flashing Yellow Arrow</li> <li>Review Yellow and Red Clearance Times</li> <li>Protected Left Turn Only</li> </ul>	<ul style="list-style-type: none"> <li>Additional Signal Heads</li> </ul>
<b>Unsignalized Crossing</b>	Medium	<ul style="list-style-type: none"> <li>Marked Crosswalk</li> </ul>	<ul style="list-style-type: none"> <li>Raised Crosswalk</li> <li>High-Visibility Striping and Signage</li> <li>All-Way Stop Control</li> </ul>	<ul style="list-style-type: none"> <li>RRFB</li> <li>PHB</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian Refuge</li> </ul>
<b>Signalized Crossing</b>	Low	<ul style="list-style-type: none"> <li>Stripe Crosswalk</li> <li>LPI</li> <li>Permitted Left Turn Lock Out</li> </ul>	<ul style="list-style-type: none"> <li>Centerline Hardening</li> <li>Reduce Curb Radius</li> </ul>	<ul style="list-style-type: none"> <li>Install Pedestrian Signal Heads</li> </ul>	-
<b>Unsignalized Intersection</b>	Low	<ul style="list-style-type: none"> <li>Daylighting</li> </ul>	<ul style="list-style-type: none"> <li>All-Way Stop Control</li> <li>Turn Restrictions</li> </ul>	<ul style="list-style-type: none"> <li>Systemic Low Cost Countermeasures</li> </ul>	<ul style="list-style-type: none"> <li>Roundabout</li> </ul>

The scoring criteria evaluate and assign points to each project based on safety need, expected effectiveness, implementation level, and consistency with public input and regional planning priorities.

	Scoring Criteria		Scoring Range	Points	Total Points
	Road Corridor Projects	Intersection/Crossing Projects			
<i>Location</i>	What Vehicle HIN Tier is the project road?	What Vehicle HIN Intersection Tier is the project intersection?	Top 1%	20	20
			Top 5%	10	
	N/A	0			
	What Bike/Ped HIN Tier is the project road?	Top 1%	20	20	
		Top 5%	10		
N/A		0			
Is there a comment expressing concern over traffic safety and comfort within the extents of the project?	Yes	5	5		
No	0				
			<b>Total Potential Points:</b>		<b>45</b>
<i>Effectiveness</i>	How effective is the project at reducing fatal and severe injury crashes based on NCDOT CRF, FHWA Proven Countermeasures, etc.?		High	20	20
			Medium	10	
			Low	0	
<i>Risk</i>	Does the project target a high risk crash type prevalent at this location?		Yes	15	15
			No	0	
			<b>Total Potential Points:</b>		<b>35</b>
<i>Implementation</i>	What is the level of implementation of the project?		Maintenance-Level	10	10
			Quick-build	7	
			Systemic	5	
			Capital Construction	0	
<i>Funding</i>	Is the project supported by the STIP or other funding program?		Yes	5	5
			No	0	
<i>Regional Coordination</i>	Is the project listed as a priority by a local or regional plan? <i>i.e., WMPO MTP, Walk Wilmington, etc.</i>		Yes	5	5
			No	0	
			<b>Total Potential Points:</b>		<b>20</b>

## WMPO Safety Action Plan: Priority Intersections

ID	Location Name	Recommendations		Scoring		Location		
		Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN	Public Comment
INT-1	Int. #1 at Shipyard Blvd and Independence Blvd	Lane Modification	Speed Management	60	62	Top 5%	Top 5%	Yes
INT-2	Int. #2 at US-17 and Blackwell Rd	Access Management	Lane Modification	20	30	N/A	N/A	No
INT-3	Int. #3 at Piner Rd and Home Depot	Access Management	Unsignalized Intersection	42	25	Top 5%	N/A	No
INT-4	Int. #4 at Shipyard Blvd and Holbrooke Ave	Unsignalized Crossing	Unsignalized Intersection	72	55	Top 1%	Top 1%	No
INT-5	Int. #5 at Castle Hayne Rd and Timme Rd	Systemic Signals/Visibility	Signalized Crossing	45	35	Top 5%	Top 5%	No
INT-6	Int. #6 at Market St and Scotts Hill Loop Rd	Systemic Signals/Visibility	Speed Management	45	50	Top 5%	N/A	No
INT-7	Int. #7 at N 23rd St and Gordon Rd/Blue Clay Rd	Speed Management	Systemic Signals/Visibility	52	40	Top 5%	Top 10%	No
INT-8	Int. #8 at N Dow Rd and Harper Ave	Unsignalized Crossing	Bicycle Facility	35	32	Top 10%	Top 10%	Yes
INT-9	Int. #9 at Greenville Loop Rd and Leeward Ln	Speed Management	Unsignalized Intersection	52	32	Top 5%	N/A	No
INT-10	Int. #10 at NC-210 and Cheshire Rd	Speed Management	Unsignalized Intersection	47	30	Top 5%	N/A	No
INT-11	Int. #11 at NC-210 and Clark's Landing Loop Rd/Little Kelly Rd	Speed Management	Unsignalized Intersection	35	20	Top 10%	N/A	No
INT-12	Int. #12 at US-17 and Drysdale Dr	Systemic Signals/Visibility	Signalized Crossing	50	37	Top 5%	Top 5%	No
INT-13	Int. #13 at Mount Misery Rd and Leland School Rd	Unsignalized Crossing	Speed Management	42	55	Top 5%	Top 5%	No

## WMPO Safety Action Plan: Priority Intersections

ID	Effectiveness				Implementation					
	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Implementation Level (Rec 1)	Implementation Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
INT-1	High	High	Yes	Yes	Systemic	Quick-build	No	No	Yes	Yes
INT-2	Medium	High	Yes	Yes	Capital Construction	Systemic	Yes	No	No	No
INT-3	Medium	Low	Yes	Yes	Quick-build	Capital Construction	Yes	Yes	Yes	Yes
INT-4	Medium	Low	Yes	Yes	Quick-build	Systemic	Yes	No	Yes	Yes
INT-5	Medium	Low	Yes	Yes	Systemic	Systemic	No	No	Yes	Yes
INT-6	Medium	High	Yes	Yes	Maintenance-Level	Systemic	Yes	Yes	Yes	Yes
INT-7	High	Medium	Yes	Yes	Quick-build	Systemic	Yes	Yes	Yes	Yes
INT-8	Medium	Medium	Yes	Yes	Systemic	Quick-build	Yes	No	Yes	Yes
INT-9	High	Low	Yes	Yes	Quick-build	Quick-build	Yes	Yes	Yes	Yes
INT-10	High	Low	Yes	Yes	Quick-build	Maintenance-Level	No	No	Yes	Yes
INT-11	High	Low	Yes	Yes	Systemic	Maintenance-Level	No	No	Yes	Yes
INT-12	Medium	Low	Yes	Yes	Maintenance-Level	Quick-build	No	No	Yes	Yes
INT-13	Medium	High	Yes	Yes	Quick-build	Maintenance-Level	No	No	No	No

## WMPO Safety Action Plan: Priority Intersections

ID	Location Name	Recommendations		Scoring		Location		
		Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN	Public Comment
INT-14	Int. #14 at US-117 and NC-133/Old Blossom Ferry Rd	Systemic Signals/Visibility	Speed Management	40	50	Top 5%	N/A	No
INT-15	Int. #15 at US-17 and Sloop Point Loop Rd	Systemic Signals/Visibility	Speed Management	50	60	Top 5%	Top 5%	No
INT-16	Int. #16 at NC-210/Dallie Futch Rd and Royal Oaks Dr	Unsignalized Intersection	Speed Management	15	40	Top 10%	Top 10%	No
INT-17	Int. #17 at US-17 and Porter's Neck Rd	Systemic Signals/Visibility	Speed Management	40	47	Top 5%	Top 10%	No
INT-18	Int. #18 at N Kerr Ave and Farley Dr	Speed Management	Unsignalized Intersection	40	25	Top 5%	Top 10%	No
INT-19	Int. #19 at Maco Rd and Killian's Way	Unsignalized Intersection	Speed Management	10	35	N/A	N/A	No
INT-20	Int. #20 at Covil Ave and Darlington Ave	Unsignalized Intersection	Speed Management	37	57	Top 5%	Top 5%	No
INT-21	Int. #21 at Wilshire Blvd and Larchmont Dr	Speed Management	Unsignalized Intersection	50	27	Top 5%	Top 10%	No
INT-22	Int. #22 at Wrightsville Ave and Colonial Dr	Systemic Signals/Visibility	Bicycle Facility	45	35	Top 5%	Top 5%	No
INT-23	Int. #23 at Military Cutoff Rd and Eastwood Rd	Systemic Signals/Visibility	Speed Management	50	55	Top 5%	Top 5%	No
INT-24	Int. #24 at River Rd and Bending River Way/Morecamble Blvd	Speed Management	Unsignalized Intersection	50	25	Top 5%	N/A	No
INT-25	Int. #25 at River Rd and Old Towne Wynd Rd	Speed Management	Unsignalized Intersection	55	30	Top 5%	N/A	Yes
INT-26	Int. #26 at Cedar Hill Rd and Royster Rd	Unsignalized Intersection	Speed Management	22	45	N/A	N/A	Yes

## WMPO Safety Action Plan: Priority Intersections

ID	Effectiveness				Implementation					
	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Implementation Level (Rec 1)	Implementation Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
INT-14	Medium	High	Yes	Yes	Maintenance-Level	Maintenance-Level	No	No	Yes	Yes
INT-15	Medium	High	Yes	Yes	Maintenance-Level	Maintenance-Level	No	No	Yes	Yes
INT-16	Low	High	Yes	Yes	Systemic	Maintenance-Level	No	No	Yes	Yes
INT-17	Medium	High	Yes	Yes	Systemic	Quick-build	Yes	No	Yes	Yes
INT-18	High	Low	Yes	Yes	Systemic	Maintenance-Level	No	No	No	No
INT-19	Low	High	Yes	Yes	Systemic	Maintenance-Level	No	No	No	No
INT-20	Low	High	Yes	Yes	Quick-build	Quick-build	No	No	Yes	Yes
INT-21	High	Low	Yes	Yes	Maintenance-Level	Quick-build	No	No	Yes	Yes
INT-22	Medium	Medium	Yes	Yes	Maintenance-Level	Capital Construction	No	No	No	No
INT-23	Medium	High	Yes	Yes	Maintenance-Level	Systemic	No	No	Yes	Yes
INT-24	High	Low	Yes	Yes	Maintenance-Level	Systemic	No	No	Yes	Yes
INT-25	High	Low	Yes	Yes	Maintenance-Level	Systemic	No	No	Yes	Yes
INT-26	Low	High	Yes	Yes	Quick-build	Maintenance-Level	No	No	Yes	Yes

**WMPO Safety Action Plan: Priority Intersections**

ID	Location Name	Recommendations		Scoring		Location		
		Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN	Public Comment
INT-27	Int. #27 at Navassa Rd and Broadway St	Unsignalized Intersection	Speed Management	20	35	N/A	N/A	No
INT-28	Int. #28 at Cedar Hill Rd and I-140 On/Off Ramp	Unsignalized Intersection	Speed Management	20	40	N/A	N/A	Yes
INT-29	Int. #29 at Piner Rd and Myrtle Grove Rd	Unsignalized Intersection	Bicycle Facility	25	35	Top 5%	Top 10%	No

**WMPO Safety Action Plan: Priority Intersections**

ID	Effectiveness				Implementation					
	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Implementation Level (Rec 1)	Implementation Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
INT-27	Low	High	Yes	Yes	Maintenance-Level	Systemic	No	No	Yes	Yes
INT-28	Low	High	Yes	Yes	Systemic	Systemic	No	No	Yes	Yes
INT-29	Low	Medium	Yes	Yes	Capital Construction	Capital Construction	Yes	Yes	Yes	Yes

## WMPO Safety Action Plan: Priority Segments

ID	Location Name	Extents	Primary Route	Recommendations		Scoring		Location	
				Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN
SEG-1	Seg. #1 on N College Rd	Prince George Creek to Murrayville Rd	US-117	Signalized Crossing	Speed Management	40	65	Top 5%	Top 5%
SEG-2	Seg. #2 on S College Rd	Market St to Oleander Dr	US-117	Systemic Signals/ Visibility	Signalized Crossing	80	60	Top 1%	Top 1%
SEG-3	Seg. #3 on Shipyard Blvd	River Rd to Independence Blvd	US-117	Systemic Signals/ Visibility	Speed Management	75	80	Top 1%	Top 1%
SEG-4	Seg. #4 on N College Rd	Gordon Rd to Market St	US-117	Systemic Signals/ Visibility	Signalized Crossing	72	60	Top 1%	Top 1%
SEG-5	Seg. #5 on Oleander Dr	Dawson St to S College Rd	US-76	Systemic Signals/ Visibility	Lane Modification	75	75	Top 1%	Top 1%
SEG-6	Seg. #6 on Oleander Dr	S College Rd to Eastwood Rd	US-76	Systemic Signals/ Visibility	Speed Management	70	72	Top 5%	Top 1%
SEG-7	Seg. #7 on S 3rd St	Market St to Wooster St	US-17 BUS	Systemic Signals/ Visibility	Signalized Crossing	80	60	Top 1%	Top 1%
SEG-8	Seg. #8 on N Lake Park Blvd	N Dow Rd to Alabama Ave	US-421	Unsignalized Crossing	Signalized Crossing	70	52	Top 5%	Top 1%
SEG-9	Seg. #9 on Burnett Blvd	Wooster St to Carolina Beach Rd	US-421	Signalized Crossing	Systemic Signals/ Visibility	65	75	Top 1%	Top 1%
SEG-10	Seg. #10 on Carolina Beach Rd	Burnett Blvd to Independence Blvd	US-421	Systemic Signals/ Visibility	Signalized Crossing	75	65	Top 1%	Top 1%
SEG-11	Seg. #11 on Carolina Beach Rd	Independence Blvd to Myrtle Grove Rd	US-421	Signalized Crossing	Systemic Signals/ Visibility	70	80	Top 1%	Top 1%
SEG-12	Seg. #12 on N Lumina Ave	US 74 (W Salisbury St) to end of N Lumina Ave	US-74	Unsignalized Crossing	Bicycle Facility	47	40	N/A	Top 5%

## WMPO Safety Action Plan: Priority Segments

	Location	Effectiveness				Implementation					
ID	Public Comment	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Level (Rec 1)	Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
SEG-1	No	Low	High	Yes	Yes	Systemic	Maintenance-Level	Yes	Yes	Yes	Yes
SEG-2	Yes	Medium	Low	Yes	Yes	Maintenance-Level	Systemic	Yes	No	Yes	Yes
SEG-3	No	Medium	High	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	No	Yes	Yes
SEG-4	No	Medium	Low	Yes	Yes	Quick-build	Maintenance-Level	Yes	No	Yes	Yes
SEG-5	No	Medium	High	Yes	Yes	Maintenance-Level	Capital Construction	Yes	Yes	Yes	Yes
SEG-6	Yes	Medium	High	Yes	Yes	Maintenance-Level	Quick-build	Yes	No	Yes	Yes
SEG-7	Yes	Medium	Low	Yes	Yes	Maintenance-Level	Systemic	Yes	No	Yes	Yes
SEG-8	Yes	Medium	Low	Yes	Yes	Maintenance-Level	Quick-build	Yes	No	Yes	Yes
SEG-9	No	Low	Medium	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	Yes	Yes	Yes
SEG-10	No	Medium	Low	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	Yes	Yes	Yes
SEG-11	Yes	Low	Medium	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	Yes	Yes	Yes
SEG-12	Yes	Medium	Medium	Yes	Yes	Quick-build	Capital Construction	Yes	Yes	Yes	Yes

## WMPO Safety Action Plan: Priority Segments

ID	Location Name	Extents	Primary Route	Recommendations		Scoring		Location	
				Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN
SEG-13	Seg. #13 on W Salisbury St	Keel St to US 76 (Waynick Blvd)	US-74	Unsignalized Crossing	Speed Management	42	47	N/A	Top 5%
SEG-14	Seg. #14 on Eastwood Rd	N Cardinal Dr to Arlie Rd	US-74	Systemic Signals/Visibility	Speed Management	50	52	Top 5%	Top 5%
SEG-15	Seg. #15 on Martin Luther King Jr Pkwy	Kornegay Ave to S Cardinal Dr	US-74	Systemic Signals/Visibility	Speed Management	60	65	Top 5%	Top 1%
SEG-16	Seg. #16 on Waynick Blvd	Sunset Ave to Causeway Dr	US-76	Unsignalized Crossing	Lane Modification	37	50	N/A	Top 5%
SEG-17	Seg. #17 on S College Rd	Shipyards Blvd to Piner Rd	NC-132	Signalized Crossing	Speed Management	50	65	Top 5%	Top 1%
SEG-18	Seg. #18 on Castle Hayne Rd	Timme Rd to N College Rd	NC-133	Speed Management	Access Management	55	42	Top 5%	Top 5%
SEG-19	Seg. #19 on Independence Blvd	Randall Pkwy to Shipyards Blvd	SR-1209	Systemic Signals/Visibility	Signalized Crossing	65	50	Top 5%	Top 1%
SEG-20	Seg. #20 on S 17th St	Savannah Ct to Shipyards Blvd	SR-1217	Systemic Signals/Visibility	Signalized Crossing	55	55	Top 5%	Top 1%
SEG-21	Seg. #21 on Princess Place Dr	N 17th St to Market St	SR-1301	Speed Management	Unsignalized Crossing	55	42	Top 5%	Top 5%
SEG-22	Seg. #22 on Greenville Loop Rd	Pine Grove Dr to US 76 (Oleander Dr)	NS-902	Speed Management	Unsignalized Crossing	47	37	Top 5%	N/A
SEG-23	Seg. #23 on S 17th St	Shipyards Blvd to S College Rd	NS-906	Signalized Crossing	Systemic Signals/Visibility	40	50	Top 5%	Top 5%
SEG-24	Seg. #24 on Racine Dr	Randall Dr to Eastwood Rd	NS-912	Signalized Crossing	Bicycle Facility	35	42	Top 5%	Top 5%

## WMPO Safety Action Plan: Priority Segments

	Location	Effectiveness				Implementation					
ID	Public Comment	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Level (Rec 1)	Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
SEG-13	No	Medium	High	Yes	Yes	Quick-build	Quick-build	Yes	No	Yes	Yes
SEG-14	No	Medium	High	Yes	Yes	Systemic	Quick-build	Yes	No	Yes	No
SEG-15	No	Medium	High	Yes	Yes	Maintenance-Level	Maintenance-Level	No	No	Yes	No
SEG-16	Yes	Medium	High	Yes	Yes	Quick-build	Maintenance-Level	No	No	No	No
SEG-17	Yes	Low	High	Yes	Yes	Systemic	Systemic	No	No	Yes	No
SEG-18	No	High	Medium	Yes	Yes	Maintenance-Level	Quick-build	No	No	No	No
SEG-19	Yes	Medium	Low	Yes	Yes	Maintenance-Level	Systemic	No	No	Yes	Yes
SEG-20	No	Medium	Low	Yes	Yes	Maintenance-Level	Maintenance-Level	No	Yes	No	Yes
SEG-21	No	High	Medium	Yes	Yes	Maintenance-Level	Quick-build	No	No	No	No
SEG-22	Yes	High	Medium	Yes	Yes	Quick-build	Quick-build	No	No	No	No
SEG-23	Yes	Low	Medium	Yes	Yes	Maintenance-Level	Maintenance-Level	No	No	No	No
SEG-24	No	Low	Medium	Yes	Yes	Maintenance-Level	Quick-build	No	No	No	No

## WMPO Safety Action Plan: Priority Segments

ID	Location Name	Extents	Primary Route	Recommendations		Scoring		Location	
				Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN
SEG-25	Seg. #25 on Greenfield St	Burnett Blvd to S 17th St	NS-918	Unsignalized Crossing	Bicycle Facility	42	40	Top 5%	Top 5%
SEG-26	Seg. #26 on Castle St	N 3rd St to N 17th St	NS-919	Unsignalized Crossing	Speed Management	52	62	Top 5%	Top 1%
SEG-27	Seg. #27 on N Front St	Red Cross St to Burnett Blvd	NS-922	Unsignalized Crossing	Speed Management	42	52	Top 5%	Top 5%
SEG-28	Seg. #28 on Princess St	N 3rd St to N 17th St	NS-96595	Speed Management	Bicycle Facility	67	57	Top 5%	Top 1%
SEG-29	Seg. #29 on River Rd	Barnard Creek Bridge to Sanders Dr	NS-926	Speed Management	Lane Modification	32	35	N/A	Top 10%
SEG-30	Seg. #30 on Masonboro Loop Rd	Oleander Dr to Southwold Dr	NS-928	Bicycle Facility	Unsignalized Crossing	50	55	Top 5%	Top 1%
SEG-31	Seg. #31 on N 3rd St	Davis St to Market St	NS-929	Signalized Crossing	Systemic Signals/Visibility	45	50	Top 5%	Top 1%
SEG-32	Seg. #32 on Dawson St	Cape Fear Memorial Bridge Off Ramp to US 76 (Oleander Dr)	US-17	Speed Management	Signalized Crossing	85	65	Top 1%	Top 1%
SEG-33	Seg. #33 on Market St	Gordon Rd to Porter's Neck Rd	US-17	Systemic Signals/Visibility	Signalized Crossing	80	60	Top 1%	Top 1%
SEG-34	Seg. #34 on Market St	S Water St to N 23rd St	US-17 BUS	Unsignalized Crossing	Signalized Crossing	62	65	Top 1%	Top 1%
SEG-35	Seg. #35 on S 16th St	Market St to Savannah Ct	SR-1216	Speed Management	Unsignalized Crossing	72	72	Top 1%	Top 1%
SEG-36	Seg. #36 on New Centre Dr	Market St to Racine Dr	SR-1272	Bicycle Facility	Signalized Crossing	55	52	Top 5%	Top 1%

## WMPO Safety Action Plan: Priority Segments

	Location	Effectiveness				Implementation					
ID	Public Comment	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Level (Rec 1)	Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
SEG-25	No	Medium	Medium	Yes	Yes	Quick-build	Systemic	No	No	No	No
SEG-26	No	Medium	High	Yes	Yes	Quick-build	Quick-build	No	No	No	No
SEG-27	No	Medium	High	Yes	Yes	Quick-build	Quick-build	No	No	No	No
SEG-28	Yes	High	Medium	Yes	Yes	Quick-build	Quick-build	No	No	No	No
SEG-29	No	High	High	Yes	Yes	Quick-build	Maintenance-Level	No	No	No	No
SEG-30	Yes	Medium	Medium	Yes	Yes	Capital Construction	Systemic	No	No	No	No
SEG-31	No	Low	Medium	Yes	Yes	Maintenance-Level	Systemic	No	No	No	No
SEG-32	No	High	Low	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	Yes	Yes	Yes
SEG-33	Yes	Medium	Low	Yes	Yes	Maintenance-Level	Maintenance-Level	Yes	No	Yes	No
SEG-34	No	Medium	Low	Yes	Yes	Quick-build	Maintenance-Level	No	Yes	No	Yes
SEG-35	No	High	Medium	Yes	Yes	Quick-build	Quick-build	No	Yes	No	Yes
SEG-36	No	Medium	Low	Yes	Yes	Capital Construction	Quick-build	Yes	Yes	Yes	Yes

## WMPO Safety Action Plan: Priority Segments

ID	Location Name	Extents	Primary Route	Recommendations		Scoring		Location	
				Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN
SEG-37	Seg. #37 on Randall Pkwy	Independence Blvd to Reynolds Dr	NS-913	Lane Modification	Signalized Crossing	70	47	Top 5%	Top 1%
SEG-38	Seg. #38 on Red Cross St/Rankin St	N 3rd St to N 17th St	NS-940	Speed Management	Unsignalized Crossing	60	45	N/A	Top 1%
SEG-39	Seg. #39 on US 74/US 76	Maco Rd to Mercantile Dr	US-74	Speed Management	Systemic Signals/Visibility	65	50	Top 1%	Top 10%
SEG-40	Seg. #40 on Carolina Beach Rd	Carolina Beach Rd to N Dow Rd	US-421	Speed Management	Access Management	75	67	Top 1%	Top 1%
SEG-41	Seg. #41 on Kerr Ave	Martin Luther King Jr Pkwy to Wrightsville Ave	SR-1175	Systemic Signals/Visibility	Speed Management	80	77	Top 1%	Top 1%
SEG-42	Seg. #42 on N Kerr Ave/Gordon Rd	Deer Creek Ln to Avant Dr	SR-2048	Speed Management	Unsignalized Intersection	62	42	Top 1%	Top 5%
SEG-43	Seg. #43 on Wooster	S 3rd St to Dawson St	US-76	Speed Management	Signalized Crossing	80	52	Top 1%	Top 1%
SEG-44	Seg. #44 on S17th St	Rankin St to Savannah Ct	SR-1217	Speed Management	Signalized Crossing	75	57	Top 1%	Top 1%
SEG-45	Seg. #45 on Gordon Rd	Avant Dr to Military Cutoff Rd	SR-2048	Unsignalized Crossing	Signalized Crossing	67	55	Top 1%	Top 1%
SEG-46	Seg. #46 on Covil Ave	Market St to Randall Pkwy	NS-915	Speed Management	Unsignalized Crossing	65	60	Top 5%	Top 1%
SEG-47	Seg. #47 on N Dow Rd	N Lake Park Blvd to Cape Fear Blvd	SR-1573	Speed Management	Bicycle Facility	55	40	Top 5%	Top 5%
SEG-48	Seg. #48 on Market St	N 23rd St to Gordon Rd	US-17 BUS	Signalized Crossing	Systemic Signals/Visibility	67	65	Top 1%	Top 1%

## WMPO Safety Action Plan: Priority Segments

	Location	Effectiveness				Implementation					
ID	Public Comment	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Level (Rec 1)	Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
SEG-37	Yes	High	Low	Yes	Yes	Maintenance-Level	Quick-build	No	No	No	No
SEG-38	Yes	High	Medium	Yes	Yes	Maintenance-Level	Systemic	No	No	No	No
SEG-39	No	High	Medium	Yes	Yes	Maintenance-Level	Systemic	Yes	Yes	Yes	Yes
SEG-40	Yes	High	Medium	Yes	Yes	Systemic	Quick-build	No	No	No	No
SEG-41	Yes	Medium	High	Yes	Yes	Maintenance-Level	Quick-build	Yes	No	Yes	No
SEG-42	No	High	Low	Yes	Yes	Quick-build	Quick-build	No	No	No	No
SEG-43	No	High	Low	Yes	Yes	Systemic	Quick-build	Yes	No	Yes	No
SEG-44	Yes	High	Low	Yes	Yes	Systemic	Quick-build	No	No	No	No
SEG-45	Yes	Medium	Low	Yes	Yes	Quick-build	Systemic	No	No	No	No
SEG-46	Yes	High	Medium	Yes	Yes	Systemic	Maintenance-Level	No	No	No	No
SEG-47	Yes	High	Medium	Yes	Yes	Systemic	Capital Construction	No	No	No	No
SEG-48	Yes	Low	Medium	Yes	Yes	Quick-build	Systemic	Yes	No	Yes	No

## WMPO Safety Action Plan: Priority Segments

ID	Location Name	Extents	Primary Route	Recommendations		Scoring		Location	
				Rec 1 General Category	Rec 2 General Category	Rec 1	Rec 2	Vehicle HIN	Bike & Ped. HIN
SEG-49	Seg. #49 on Lanvale Rd	Leland School Rd to Old Fayetteville Rd	SR-1426	Lane Modification	Speed Management	60	55	Top 5%	Top 5%
SEG-50	Seg. #50 on Military Cutoff Rd	Cayman Ct to Eastwood Dr	US-17	Signalized Crossing	Systemic Signals/Visibility	37	55	Top 5%	Top 5%
SEG-51	Seg. #51 on Military Cutoff Rd	Market St to Cayman Ct	US-17	Signalized Crossing	Systemic Signals/Visibility	57	65	Top 1%	Top 1%
SEG-52	Seg. #52 on Shipyard Blvd	Independence Blvd to US 76 (Oleander Dr)	US-117	Signalized Crossing	Systemic Signals/Visibility	70	65	Top 1%	Top 1%

**WMPO Safety Action Plan: Priority Segments**

Location		Effectiveness				Implementation					
ID	Public Comment	Countermeasure Rating (Rec 1)	Countermeasure Rating (Rec 2)	Risk Type (Rec 1)	Risk Type (Rec 2)	Level (Rec 1)	Level (Rec 2)	Funding (Rec 1)	Funding (Rec 2)	Regional Coordination (Rec 1)	Regional Coordination (Rec 2)
SEG-49	Yes	High	High	Yes	Yes	Maintenance-Level	Systemic	No	No	No	No
SEG-50	Yes	Low	Medium	Yes	Yes	Quick-build	Systemic	No	Yes	No	Yes
SEG-51	Yes	Low	Medium	Yes	Yes	Quick-build	Systemic	No	No	No	No
SEG-52	Yes	Low	Medium	Yes	Yes	Maintenance-Level	Systemic	Yes	No	Yes	No