



A. PUBLIC INPUT

OVERVIEW

A significant effort to receive public input was conducted throughout the planning process which helped shape the recommendations of this Bicycle Study. Public input was solicited via two public workshops, paper comment forms, and an online comment form. A Steering Committee, composed of Wilmington MPO representatives and other stakeholders, was also created to guide and foster the development of the Bicycle Study. The direction from the Committee and public input were instrumental in producing this Bicycle Study.

PUBLIC WORKSHOPS

Two public workshops were conducted during the planning process, each drawing significant comments and support while also creating awareness for the project. Newsletters were distributed at the time of each Public Workshop to keep the public abreast of the planning process.

*Figure A.1:
Local Citizens
Participating
in Public
Workshop #1*





*Figure A.2:
A Public Input
Map from Public
Workshop #2*

The initial public workshop was held on July 17, 2007 at the Cape Fear Community College, located in the middle of the Blue Clay study corridor. Approximately 50 people attended the meeting. Participants learned about the project background and contributed their ideas, goals, and concerns for the project. A running presentation covered the planning process and pictures of the corridor. Educational boards about the project, bicycle facilities, bicyclist types, the East Coast Greenway, and economic benefits were on display. A description of the corridor and possible alternatives were presented to the public on Draft alternative routing boards. Additionally, base maps were provided for participants to identify desirable bicycle routes, problem areas, and areas of opportunity.



The second public workshop was held on January 10, 2008 at the Cape Fear Community College. Approximately 40 people attended this meeting. This presentation updated the public on the progress of the planning process to date, and illustrated the final draft versions of the three alternatives. Educational boards were again displayed with hard copy maps for comment. The alternatives were described in detail and participants were asked via hard copy comment form to choose which alternative they preferred along with additional comments.

BLUE CLAY CORRIDOR BICYCLE FACILITIES STUDY

PUBLIC WORKSHOP #2

The *Blue Clay Corridor Bicycle Facilities Study* is in full swing and we need your input on proposed recommendations.

One of the major goals of this project is identifying the most desirable bicycle route and facility type from North 23rd Street to Holly Shelter Road.

This project aims to propose a route that connects destinations such as Cape Fear Community College, ILM Airport, local schools, parks, and Downtown Wilmington.

Are there places you would like to access by bicycle along this corridor? Are there areas that you think are unsafe? What types of bicycle facilities do you prefer?

Come help shape the future of your community!

JANUARY 10, 2008, 5:30-7:30PM
Cape Fear Community College-North Campus
BB&T Auditorium

For more information, please contact Joshua Mello - Transportation Planner,
 Wilmington Metropolitan Planning Organization, 910-341-3258.

Figure A.3:
 Workshop Flyer
 from Public
 Workshop #2



*Figure A.4:
Local Citizens
Discussing
Route
Alternatives
at Public
Workshop #1*

Alternative Selection Comment Form (Public Workshop #2)

At the second public meeting, participants were asked to select their preferred alternative while also providing comments about each. The goal was to refine the alternatives into a final preferred alternative. 17 forms were completed. Alternative B was the clear winner receiving 71% of the vote. 12% chose Alternative C and only 6% chose Alternative A. One of the 17 forms had no alternative chosen.




Participants were asked what they liked and disliked about each alternative. Alternative A was liked for being the most direct route but there was concern about its cost-prohibitive nature, being completely off-road and with overpass. Alternative B was liked because it was mostly off-road, providing easier access for all users, but was not as direct. Alternative C was liked because it might be the least expensive as an on-road facility, but there was significant concern about heavy traffic.



BLUE CLAY CORRIDOR BICYCLE FACILITIES STUDY

PROPOSED ROUTE ALTERNATIVES COMMENT FORM

(PLEASE PLACE AN "X" IN THE BOX NEXT TO THE ALTERNATIVE YOU MOST AGREE WITH)

<p>ALTERNATIVE A</p> 	<p><input type="checkbox"/></p> <p>WHAT DO YOU LIKE ABOUT ALTERNATIVE A?</p> <p>WHAT WOULD YOU CHANGE ABOUT ALTERNATIVE A?</p> <p>COMMENTS?</p>
<p>ALTERNATIVE B:</p> 	<p><input type="checkbox"/></p> <p>WHAT DO YOU LIKE ABOUT ALTERNATIVE B?</p> <p>WHAT WOULD YOU CHANGE ABOUT ALTERNATIVE B?</p> <p>COMMENTS?</p>
<p>ALTERNATIVE C:</p> 	<p><input type="checkbox"/></p> <p>WHAT DO YOU LIKE ABOUT ALTERNATIVE C?</p> <p>WHAT WOULD YOU CHANGE ABOUT ALTERNATIVE C?</p> <p>COMMENTS?</p>

JANUARY 10, 2007

Figure A.5:
Route
Alternavite
Comment From
from Public
Workshop #2



What did you like about Alternative A?

- Northchase Connection
- Not much
- Most direct
- Most direct route
- I like that most of the route is off-road.
- More direct
- Most direct - most doable
- Totally off-road
- Good start
- Most direct, utilizes Blue Clay underpass at I-40
- Fits with East Coast Greenway. Has more paths/alternative routes. Best for transportation (most direct route).
- Direct-route; off-road

What would you change about Alternative A?

- Use alternative route to cross I-40
- No easy access to Kerr Ave., industrial, and future residential.
- The overpass over I-40 looks very expensive. The rest looks reasonable.
- Not do the multiuse trail as the property costs would be too high. If you put an 8 ft bike path on either side of the road. Should fit in the current ROW. Need to go along Kerr to 177 because too busy for neighborhood.
- Continue on Sidbury to Dairy Farm, then back on Blue Clay. Rather than bridge over I-40.
- Cost prohibitive, will lead to delays.
- Bike/ped overpass is a stretch.
- Follows high traffic Blue Clay Road
- Connect with other trails



What did you like about Alternative B?

- Northchase connection
- Off-road aspects; opportunity to partner with developer
- Less interface with existing roads; possibly utilizes Blue Clay Farms path
- Most off-road
- The connection to Blue Clay Farms is good though that could be done as part of Alt. A
- Pretty direct
- Provides the most off-road lanes for all type riders
- Going through airport tie in with subdivision
- Mostly off-road on low-traffic roads; utilizes existing path in Blue Clay Farms
- Connects neighborhoods together. Most ped/bike friendly. Avoids I-40/Blue Clay interchange and part of Blue Clay Road itself.
- More off-road trails
- All around good for family use

What would you change about Alternative B?

- Use alternative route to cross I-40
- Sidbury/Dairy can be an alternative to an expensive bridge over I-40
- Go up Blue Clay and bypass Blue Clay Farms; too much traffic thru area
- A bypass around development because it will surely “slow” serious bike touring traffic
- Bike/ped overpass is a stretch.
- Overpass over I-40 is impossible.
- Keep trails off-road.



What do you like about Alternative C?

- Best use of existing roads; opportunity to extend south-Market via college
- Probably most cost effective; provides more opportunities to work with NCDOT regarding cost sharing, etc.
- Since it is less expensive, it could be done sooner.
- Cheapest, mostly in existing ROW; picks up the most destinations
- Follows roadways - least expensive? Has no I40 or I140 issues
- It would be a nice addendum to Alternative B
- Like the connection to school, Olson Park
- This alternative may begin to get Wilmington drivers used to seeing cyclists on the road which may help with cycling safety in the city.
- Less involved with property acquisition and thus could be implemented quicker
- On-road probably easier for faster cyclists; Being on road, trail is probably more direct
- No I-40 issues
- This alternative may save money which can then be used to improve conditions in the city which is where it's most needed.

What would you change about Alternative C?

- Make it a subsequent addition to B
- Very busy roads
- Traffic too heavy in front of schools
- Going by the schools on College is good but instead, use Alt. A with a connection to the loop around Blue Clay Farms
- Add as extension on roadside to Gordon and extension to Old Mill on Blue Clay; could also go down College to the next big development; add connector trail from Old Mill similar to Alt. A
- Limited for family use
- Heavy traffic
- Southern portion on Castle Hayne Rd is undesirable.
- Traveling on College Rd.
- The big problem in Wilmington regarding cycling is not so much the lack of cycling paths, but driver education.
- Busy roads only going to get busier with development. Too scary for anybody but road enthusiasts unless really wide lanes of separated lanes.



*Figure A.6:
Local Citizens
Providing Map
Comments
at Public
Workshop #1*



ONLINE COMMENT FORM

An online comment form was created for this study. The consultant worked with the Wilmington MPO to prepare questions and tabulate the results of this survey. Combined with the paper comment forms distributed at the first public meeting, over 170 were completed. The online comment form was made available on the Wilmington MPO website and hard copies were distributed at public meetings. The comment form contained eighteen questions related to bicycling and demographics.

Charts illustrating overall results and a complete list of all open-ended question responses are provided on the following pages:



1. How important to you is the goal of improving conditions for bicycling in this corridor? (select one)			
		Response Percent	Response Count
Very important		80.7%	134
Somewhat important		14.5%	24
Not important		4.8%	8
<i>answered question</i>			166
<i>skipped question</i>			3

2. How do you rate present bicycling conditions in this corridor? (select one)			
		Response Percent	Response Count
Desirable		1.2%	2
Average		12.2%	20
Insufficient		86.6%	142
<i>answered question</i>			164
<i>skipped question</i>			5



3. How frequently do you bicycle? (select one)			Response Percent	Response Count
never			9.0%	15
few times per month			29.5%	49
few times per week			44.0%	73
5+ times per week			17.5%	29
			<i>answered question</i>	166
			<i>skipped question</i>	3

4. How many bicycles do you have in your household? (select one)			Response Percent	Response Count
0			6.0%	10
1			10.2%	17
2			19.3%	32
3			23.5%	39
4			17.5%	29
5+			23.5%	39
			<i>answered question</i>	166
			<i>skipped question</i>	3



5. Which terms most describe your current level of bicycling activity? (choose all that apply)			
		Response Percent	Response Count
Not a bicyclist		9.0%	15
Bicycle occasionally on-road for fitness, recreation or short trips		42.5%	71
Regular on-road recreational cyclist		47.3%	79
Regular bike to bus commuter		0.6%	1
Bicycle commuter		13.2%	22
Regularly bicycle to various transportation destinations		10.8%	18
Occasional off-road mountain biker		24.0%	40
Regular off-road mountain biker		14.4%	24
		<i>answered question</i>	167
		<i>skipped question</i>	2



6. What types of facilities would you most like to bicycle on? (rank order 1-5, with 1 being the highest priority)								
	1	2	3	4	5	Rating Average	Response Count	
Off-road multi-use paths	39.0% (53)	14.7% (20)	8.8% (12)	24.3% (33)	13.2% (18)	2.58	136	
On-road Bicycle lanes	35.9% (47)	29.0% (38)	13.0% (17)	10.7% (14)	11.5% (15)	2.33	131	
On-road Paved Shoulders	5.1% (6)	24.6% (29)	48.3% (57)	21.2% (25)	0.8% (1)	2.88	118	
On-road Wide Outside Lanes	18.2% (24)	27.3% (36)	22.0% (29)	30.3% (40)	2.3% (3)	2.71	132	
No Facilities	20.2% (22)	0.0% (0)	0.9% (1)	3.7% (4)	75.2% (82)	4.14	109	
	<i>answered question</i>							163
	<i>skipped question</i>							6



7. Which of the following factors prevent you from bicycling or from bicycling more often? (rank order 1-5, with 1 being the worst circumstance)							
	1	2	3	4	5	Rating Average	Response Count
Lack of bicycle facilities (such as bike lanes, wide travel lanes, paved shoulders, greenway trails, etc.)	77.0% (97)	5.6% (7)	4.0% (5)	4.0% (5)	9.5% (12)	1.63	126
Travel time and/or distance	9.3% (4)	14.0% (6)	23.3% (10)	14.0% (6)	39.5% (17)	3.60	43
Heavy traffic	17.4% (21)	50.4% (61)	14.0% (17)	14.0% (17)	4.1% (5)	2.37	121
High-speed traffic	8.0% (8)	22.0% (22)	47.0% (47)	18.0% (18)	5.0% (5)	2.90	100
Crossing busy roads	4.5% (3)	11.9% (8)	34.3% (23)	35.8% (24)	13.4% (9)	3.42	67
Narrow roads	5.8% (4)	24.6% (17)	18.8% (13)	30.4% (21)	20.3% (14)	3.35	69
Hills	14.3% (1)	0.0% (0)	14.3% (1)	14.3% (1)	57.1% (4)	4.00	7
Other travel modes are safer or more comfortable	29.4% (5)	11.8% (2)	5.9% (1)	17.6% (3)	35.3% (6)	3.18	17
Pavement quality	3.4% (1)	3.4% (1)	6.9% (2)	27.6% (8)	58.6% (17)	4.34	29
Loose gravel/debris	11.1% (2)	11.1% (2)	22.2% (4)	16.7% (3)	38.9% (7)	3.61	18
Drainage grates	0.0% (0)	0.0% (0)	14.3% (1)	28.6% (2)	57.1% (4)	4.43	7
Poor lighting (along routes/trails or at roadway crossings)	15.8% (3)	26.3% (5)	10.5% (2)	21.1% (4)	26.3% (5)	3.16	19
Personal safety (from crime)	6.7% (1)	0.0% (0)	13.3% (2)	53.3% (8)	26.7% (4)	3.93	15
Physical ability	30.0% (3)	0.0% (0)	10.0% (1)	20.0% (2)	40.0% (4)	3.40	10
NOTHING	18.2% (2)	0.0% (0)	0.0% (0)	0.0% (0)	81.8% (9)	4.27	11
	answered question						157
	skipped question						12



8. Which of the following changes would encourage you to bike more often? (rank order 1-5, with 1 being the highest priority)							
	1	2	3	4	5	Rating Average	Response Count
More programs and events for new cyclists	7.7% (4)	13.5% (7)	26.9% (14)	25.0% (13)	26.9% (14)	3.50	52
Better education on bicycle safety	3.2% (1)	12.9% (4)	22.6% (7)	29.0% (9)	32.3% (10)	3.74	31
More bike parking (such as bike racks or lockers at schools, parks, shopping areas, offices, etc.)	1.4% (1)	42.3% (30)	38.0% (27)	15.5% (11)	2.8% (2)	2.76	71
More bike racks on buses	0.0% (0)	12.5% (2)	12.5% (2)	37.5% (6)	37.5% (6)	4.00	16
More bicycle facilities (such as bike lanes, wide travel lanes, paved shoulders, greenway trails, etc.)	85.9% (116)	2.2% (3)	0.7% (1)	2.2% (3)	8.9% (12)	1.46	135
Increased enforcement of laws applying to motorists	3.8% (3)	52.5% (42)	21.3% (17)	16.3% (13)	6.3% (5)	2.69	80
Increased enforcement of laws applying to bicyclists	19.2% (5)	15.4% (4)	34.6% (9)	15.4% (4)	15.4% (4)	2.92	26
Greater availability of showers/changing facilities	13.9% (5)	22.2% (8)	25.0% (9)	22.2% (8)	16.7% (6)	3.06	36
A map of bicycle routes	5.9% (4)	22.1% (15)	23.5% (16)	25.0% (17)	23.5% (16)	3.38	68
OTHER	14.3% (2)	0.0% (0)	14.3% (2)	28.6% (4)	42.9% (6)	3.86	14
NOTHING	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (1)	66.7% (2)	4.67	3
	<i>answered question</i>						150
	<i>skipped question</i>						19



9. Which aspect of biking is most appealing to you? (choose three)			
		Response Percent	Response Count
Increased health and fitness		88.2%	134
Money saved on fuel		29.6%	45
More time outdoors		70.4%	107
Faster commute		1.3%	2
Better commute		10.5%	16
Easier to find convenient parking		5.3%	8
Fewer traffic jams		4.6%	7
Reducing the amount of time spent in a car		14.5%	22
Less negative impact on the environment/preserving the environment		52.6%	80
Other (please specify)		9.2%	14
		answered question	152
		skipped question	17



10. What bicycling destinations would you most like to get to? (choose three)			Response Percent	Response Count
Place of work		51.0%	77	
School		7.9%	12	
Restaurants		17.2%	26	
Public Transportation		4.0%	6	
Grocery Shopping		21.2%	32	
Other Shopping (retail stores/malls)		12.6%	19	
Parks		67.5%	102	
Entertainment		16.6%	25	
Trails and greenways		78.1%	118	
Other (please specify)		7.3%	11	
			<i>answered question</i>	151
			<i>skipped question</i>	18

11. What specific destinations would you most like to get to by bicycle in this region?			Response Percent	Response Count
1		100.0%	106	
2		82.1%	87	
3		67.9%	72	
4		37.7%	40	
5		27.4%	29	
			<i>answered question</i>	106
			<i>skipped question</i>	63



12. What other bicycle related improvements/programs do you consider priorities?			
		Response Percent	Response Count
1		100.0%	75
2		70.7%	53
3		48.0%	36
4		22.7%	17
5		14.7%	11
<i>answered question</i>			75
<i>skipped question</i>			94

13. Where are there locations of typical hazards such as drainage grates, signal problems, high-speed vehicles, etc?			
		Response Percent	Response Count
1		100.0%	77
2		66.2%	51
3		48.1%	37
4		24.7%	19
5		15.6%	12
<i>answered question</i>			77
<i>skipped question</i>			92



14. What are your preferred biking routes in this corridor? Please describe by street names.				
			Response Percent	Response Count
1		100.0%	68	
2		64.7%	44	
3		50.0%	34	
			<i>answered question</i>	68
			<i>skipped question</i>	101

15. What is your zip code?			Response Count	
			145	
			<i>answered question</i>	145
			<i>skipped question</i>	24

16. What is your gender?				
			Response Percent	Response Count
Male		68.7%	101	
Female		31.3%	46	
			<i>answered question</i>	147
			<i>skipped question</i>	22



17. What is your age?			
		Response Percent	Response Count
0-9		0.0%	0
10-19		1.4%	2
20-29		7.4%	11
30-39		27.7%	41
40-49		29.1%	43
50-59		24.3%	36
60 and older		10.1%	15
		answered question	148
		skipped question	21

18. Are you a student? (yes/no)			
		Response Percent	Response Count
Yes		6.1%	9
No		93.9%	139
		answered question	148
		skipped question	21



Note: Responses to open-ended questions are provided as they were originally submitted (not edited for misspellings, grammar, etc.)

11. What specific destinations would you most like to get to by bicycle in this region?

132 north
230 Government Center Drive
310 N College Road
Aquarium (From Ferry)
across town
Airlie Gardens
Airlie Road needs repair by Dockside - DANGEROUS
All Grocery Stores
Along Market St from Hamstead to downtown
Any/all parks
Anything from Eastwood along Oleander Dr.
Aquarium
Battleship
beach
beach
Beach
Beach
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beaches
Beaches to "country" areas
Beaches to downtown
Bike paths along Covil Farm Rd.
Bike Shops
blue clay bike park
Blue Clay Bike Park
blue clay bike park
Blue Clay Bike Park
Blue Clay Bike Park
Blue Clay Mountain Bike Trail
blue clay road
blueclay road and beyond
boat ramp
Boat ramp area in Castle Hayne
Brunswick County
Brunswick County Beaches and Green Swamp
Burgaw
Cameron Museum
Can't bike anywhere along Market. I live right off Market.
CAPE FEAR COMMUNITY COLLEGE
Cape Fear Community College
Cape Fear River at Castle Hayne
Caroliba Beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina beach
carolina beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina Beach
Carolina Beach Road
Carolina Beach State Park
Carolina/Kure Beach
Castle Hayne
Castle Hayne Park
Castle Hayne Park (from Northchase)
Castle Haynes
CFCC north campus
College
College Road
College Road - Misc



DOWNTOWN WRIGHTSVILLE BEACH

Downtown Wuilmington

east end of town

Entertainment

everywhere

Fort Fisher

friends' homes

from my home on castle hayne road to ANYWHERE without taking my life in my hands

From my house in Porter's Neck to the grocery store/shops

FROM ONE PARK TO ANOTHER

From Porter's Neck to Blue Clay Bike Park

From Porter's Neck to Wrightsville Beach

From Wrightsville Beach to Downtown

FT Fisher Ferry

Ft. Fisher

GE

GE

Gordon Rd (can't use now / traffic horrible / crazy drivers)

Greenfield Lake

Greenfield Lake

Greenfield Lake

Greenfield Park

Greenville Ave to Wrrightsville Beach - Bike Lanes or Multi-use path

Greenville Loop road berms need cleaning / widening

grocery store

grocery store

Grocery Stores in Ogden

Halyburton Park

Hampstead

Hampstead Area

Highway 421 Corridor

holly shelter road

home

Hugh McCrae Park

Hugh McCrea Park

Hugh Mcrea

i would like to have safe bicycle access all over. if you study other countries, especially in congested cities, you will find that cycling has a very positive impact on environment and transportation

If Gordon Rd has bike paths we would bike to the beach

Independence mall

independence mall

Kure Beach

Kure Beach

Kure Beach

Kure Beach - Southport

Leland

Leland Area

Library



Library
 Long Leaf Mall
 lowes foods
 mall
 Market Street
 Market Street from Kerr...misc locations
 Masonboro Loop - Bike Lanes or Multi-use path
 mayfair
 Mayfair shopping
 Mayfaire
 Mayfaire
 Mayfaire
 Mayfaire
 mayfaire mall
 Mayfaire Shopping Center
 mid town wilmington
 midtown
 Monkey Junction Area
 moores battlefield
 Moores Creek
 mountain bike trails on blue clay road
 Movies
 Movies
 Myrtle Beach
 Myrtle Grove Rd - Bike Lanes or Multi-use path
 nearby stores
 need recreational bike trails more than roadside
 NEED WIDE berms on all roads to make community more appealing to outdoors
 enthusiasts (see Seattle, Portland, etc)
 neighbor / family
 NH CountyGov't Ctr
 None
 None
 None
 None
 None
 north end of town
 North Wilmington to Wrightsville Beach
 NORTHEAST RIVER
 Ogden Park
 Ogden to downtown
 Ogden to the beach, when is MCO going to be done?
 Oleander Drive
 other bike paths
 Out into Pender County
 Outdoors
 Over the river
 parks
 parks
 parks



Parks
parks
Parks
parks
Parks
parks along the river
Parmele Road
Pender County Beaches
Poplar Grove Plantation
Porters Neck
Porter's Neck
Porters Neck Harris Teeter
Proposed BlueClay Mountain biking trail
Racine
read #4 again. thank you
river
River Road
River Road to Wilmington
riverfront
Safely across the Cape Fear River
scenic sites
School
schools
Shallote
Shipyards Blvd - Bike Lanes or Multi-use path
Shopping
shopping
Shopping
SHOPPING/MIDTOWN
shops
South College road to anywhere north of UNC-W is a pain
South East part of the county
south end of town
southport
stores
The Beach
the beach
The beaches
The parks off Gordon Rd
Theater
to and from work. I work at GE Nuclear Energy (on Castle Hayne), and live off Market and Kerr.
To Bike Trails
To Castle Hayne Park
To new Schools off Holly Shelter
To Riverside Park
Topsail Beach
Trails
UNCW
UNCW



Wrightsville Beach --- Safely and a wider bridge
Wrightsville Beach from Martin Luther King area
wrightsville beach to all public schools in New Hanover County
wrightsville beach to carolina beach
wrightsville beach to CFCC north campus
wrightsville beach to downtown
YMCA

12. What other bicycle related improvements/programs do you consider priorities?

“nature trail” style paved and unpaved bike routes
#2 would include walking paths and bike paths.
A beach path
A bike lane on Market Street.
a connected web of bicycle paths serving more than 50% of our arterial roadways
a well lit loop in a park for cycling, no speed bumps
Auto Driver Education
better bike lane maintenance
better bike lanes
Better crossings at busy intersections
Better overall conditions
Bicycle awareness for motorists
Bicycle awareness towards motorists
Bicycle Information
Bicycle lanes on main corridors
bicycle only lanes
Bigger bike lanes
bike alternatives to US 17 in Pender County
Bike facilities downtown
Bike facilities in the beach areas
Bike Lane Maint. / Cleaning / Debris removal, etc.
Bike Lanes
Bike lanes
Bike Lanes
Bike Lanes
Bike Lanes
Bike Lanes
bike lanes
Bike Lanes
Bike lanes
bike lanes
bike lanes
Bike Lanes
bike lanes
bike lanes
Bike Lanes Everywhere there is pavement
bike lanes in residential areas
Bike lanes throughout the region
Bike lanes to parks from residential areas
Bike lanes to schools for children



BIKE LANES!

Bike lanes/paths that connect to the beach
 Bike path off road along dow road on Pleasure Island
 bike paths
 Bike racks at public schools
 Bike racks at retail locations
 bike safe drains
 Bike Safety
 bike self-tour routes in Pender County and nearby
 Bike to work incentives from companies
 Carolina Beach
 CFCC Connector along Blue Clay Rd
 cnecting developments
 Cohesive development plans to relieve traffic
 Connecting bike paths thru-out county & city
 Connecting the existing facilities together (aka Greenville Rd)
 Countinuos bicycle lanes
 create unbroken bike routes to various destinations
 Crosswalks for pedestrians
 cycling awarness for automoblie drivers
 Dow Road off road path
 Downhill groups
 Driver education
 Driver Education on Cyclist rights and driver responsibilities
 Educate motorists about cycling and vice versa
 Educate motorists about sharing the roads.
 EDUCATE the community on the rights of cyclists
 educating public on need for alternative transportation
 EDUCATION
 education
 Education of Vehicle Drivers - Be Alert / Share Road
 elevated bike lanes
 events
 Every road in Wilmington needs a wide bike lane on the right
 Exercise/Transportation
 full plan for the whole greater wilmingotn area
 getting more kids back on bikes
 green space
 green trail runnning all of Pleasure Island
 greenway trails
 greenways
 Greenways - We are last in the region
 Improve River to the Sea - NC Bike route 1
 improved maintenance of existing lanes (less debris)
 incentives for employers to have employees bike to work
 incentives from local employers to bike to work
 Incorporate with Wave Transit Locations
 infrastructure
 Interconnection of existing bike lanes
 Interconnection of interrupted sidewalks



Just having bike paths all over the County would be great
Lanvale road bike lanes (Leland)
laws to protect pedestrians and bikes with right away first
Lighting on bike paths
Linking existing neighborhoods or corridors, low traffic streets, eg pine valley extension
thru Holly Tree School to College Road
local zoning to encourage bike and pedestrian friendly streetscape
Long stretches of bike lanes with no interruptions
Maintain quality of roads
Maintenance of shoulders, bike lanes, etc.
Masonboro Loop
more and more clearly defined bike lanes
more bike facilities
More bike lanes
More Bike Lanes
More bike lanes
More bike lanes
More Bike lanes
more bike lanes
More bike lanes
More bike Lanes
More bike Lanes
More bike lanes all over
More bike lanes at least
More Bike Lanes On The Roads
More Bike Paths
More Jumps
More mountain biking/better mountain biking
More Multi-use paths
More Share the Road Signs
more shoulders on roadways
Most all streets should have bicycle lanes
Motor traffic free bike trails in nature (e.g.on old railroads)
Motorist education and law enforcement
Motorist police enforcement
Motorist respect
Motorist Safety
MTB and BMX parks
mtb park
Multi Use Paths
Multi-use off road paths and trails
Multi-Use paths
multi-use paths
NC route 133 bike lanes (Leland)
need recreational bike trails
Network of off traffic bike lanes throughout the area
Nice bike racks - Most of my bikes are \$\$\$\$\$\$
none
None
None



None
 None
 None
 OFF ROAD TRAILS
 parking lots near bike routes
 parks
 pass a law that any radio program encouraging striking cyclists be fined
 paved shoulders
 Paved shoulders
 Planning must come from our local government.
 Possibly, more off road trails
 Projects that reduce the amount of short trips by car - home to bank/post office/store, etc.
 PUBIC Awareness
 PUBLIC AWARENESS
 public awareness to motorists and rules to protect us
 Public safety education (Share the road)
 rail trails
 RAILS TO TRAILS
 Removal of glass, gravel, trash on shoulders, bike lanes, etc.
 River Road
 River to the Sea
 Road Maintenance
 Safe bicycle lane or path
 SAFE BIKE LANES
 Safe Bike Paths/Bike Lanes on busy streets
 safe biking corridors
 Safety
 school safety improvements (especially elementary)
 Seperate Bike lanes
 Shaded areas to bike
 share the road street signs
 shoulder cleaning
 Signage
 Signal light timing
 Signs on the county wide bike routes
 statewide and regional bike self-tour routes
 Teaching motorist about safety around bicycles
 traffic lights or markings for peds/bikes at intersections
 trails
 trails
 Trails that don't follow the road directly (faster, safer from traffic)
 Two or Three each N-S Corridors, and 3-4 E-W Corridors
 Usage of existing rights of way to develop paved paths (CP&L)
 Village road bike lanes (Leland)
 We need to encourage alternate modes of transportation.
 Well connected greenway system (like Albuquerque)
 wide paved shoulders
 Widening/Paved shoulders
 wider roads to share the road



Wider shoulders
Wilmington business's seem to think biking is a crime
workplace programs/incentives
Wrightsville Beach

13. Where are there locations of typical hazards such as drainage grates, signal problems, high-speed vehicles, etc?

"disappearing " bike lanes on Masonboro loop, Greenville loop
133 to narrow and / traffic to fast, needs a bike lane
17th extension
17th street extension
23rd St.
3rd street bridge - no bike lane, grates bad
421 - battleship to moores creek - same as above
After crossing Snow's Cut dangerous to cross to turn left on River Rd.
Airlie Road
Airlie Road needs work, especially before the triathlon in Sep
All major n/s e/w thoroughfares
all narrow streets that have no space for peds/bikes
all of these
All of Wilmington.
All throughout Wilmington, not just the north corridor.
any road to wrightsville beach
Beach drunk drivers
BLUE CLAY AND 132N
Blue Clay Rd - high speed vehicles
blue clay road
Blue Clay road (@some times)
Blue Clay Road speeders
Bridges need to be cleaned
busy intersections without lanes or traffic lights for peds
Canal Drive in Carolina Beach. Grates are in the bike lane!!
Carolina Beach on Canal Drive, grates are turned wrong way in bicycle/pedestrian
lanes
Carolina Beach Rd
Carolina Beach Rd.
Carolina Beach Road
carolina beach road
Carolina Beach Road
carolina beach road and bridge at snows cut.
CASTLE HAYNE AND HOLLY SHELTER
Castle Hayne Rd from 23rd St to Castle Hayne
Castle Hayne Rd.
Castle Hayne Road
castle hayne road
Castle Hayne Road - no bike lane
city buses
College
COLLEGE AND BLUE CLAY



College and Oleander
 College area speeders and drunk drivers
 college rd
 College Rd
 College Rd
 College Rd.
 college rd.
 College Rd.
 College Rd.
 college road
 college road
 College Road
 college road
 college road
 College Road
 College Road
 College Road
 College Road
 congestion
 Covil Farm Rd.
 crossing college road
 CROSSING COVIL/INDEPENDENCE AT ANY INTERSECTION
 crossing market street / 17
 debris in the bike lanes on Bradley creek bridge
 Dow road - same as above
 Downtown - poor road conditions
 Drainage grates inside the bike path along Canal Dr Carolina Beach
 Drainage grates inside the bike path along Carolina Beach Ave North Carolina Beach
 drivers
 Eastwood
 Eastwood and Military Cutoff
 Eastwood Rd
 EVERYWHERE
 GORDON rd (a little far south)
 Greenville Loop - Greenville Sound to Oleander - Northbound No Shoulder or Bike
 Lane
 Greenville Loop needs a wider, more consistent bike lane throughout
 greenville loop rd, poor road conditions
 Greenville loop road - no real bike lane, too narrow, choppy
 heavy motor vehicle traffic
 High rise bridge - no bike lane, grates bad
 High Speed non- yeilding cars on River and the loop roads.
 high speed vehicles
 high speed vehicles in neighborhoods
 highway 117
 highway 132
 HSV 421
 HSV College Rd
 I think bike lanes on Eastwood are nice; however, it is not feasible to have a stop for
 the bikers at every road. I will not use these, and instead will ride in the road
 inadequate bike lanes on Wrightsville ave and Oleander



independence
Isabel Holmes Bridge - Dangerous grating
Kerr Ave
kerr ave
Kerr Ave - too narrow --high speed vehicles
Kerr Ave.
lack of bike lanes
Market St
Market ST
market st between porters neck and middle sound loop rd
market st.
Market St.
Market st.
Market Street
Market Street
Market Street
Market Street
Market Street
Market Street
market street
Market Street & Eastwood Drive
Market Street is the worst.
Market Street Ogden
Market street!
martin luther king
Masonbor Loop Rd
Masonboro Loop
Missing signs for NC bike routes 5 and 3
MLK - road debris
Monkey Junction
N College Rd past Laney High
N COLLEGE!!!
narrow roads
Narrow roads and high speed - Sidbury, porters neck, etc
narrow roads throughout county, esp Hwy 133/117
NC 210 "
new hanover co
no paved shoulders
None
None
None
None
None
North College Rd - high speed vehicles
Oleander
Oleander
oleander
oleander
Oleander by Airle - High speed traffic crossing bridge
oleander dr.



Oleander Dr.
 Oleander Drive
 Oleander Drive
 Oleander Rd.
 olly shelter rd
 on every road in the state
 Parmale Road
 parmele road
 porter's neck road- no good bike lane, road choppy, rough
 Rail road track crosings - Blue Clay in Castle Hayne
 rail road tracks on blue clay road
 Riding to Carolina Beach crossing Snow's Cut bridge has no room for bicycles
 River Rd - High Speed Vehicles
 River Road
 River Road
 River Road
 River Road
 river road - high speed vehicles, not enough room for cyclists
 river road - speed must be lowerd
 River road speeders and swervers
 river road speeding
 river road, cars speeding and driving in bike lane
 River to the Sea
 Rogersville Road Speeders
 RR crossing - Blue Clay Road
 RR crossing Front Street
 Rt 117/Rt 133 - road is in terrible condition - Pender county
 Saunders Rd
 SIDBURY
 sidbury rd
 Sidbury Road
 Signals often do not sense my bike and do not change
 Smith Creek Parkway
 snows cut bridge horrible!!!!!!
 Snows Cut Bridge - Dangerous left turn going north
 Snows Cut Bridge - no shoulder - high sped traffic
 snowscut bridge - needs easier way to travel over
 south front street [port area]
 south third street
 Speeders any place in Wilmington
 State Park has numerious deep area in the asphalt that if driven over on a road bike
 could cause one to fall.
 Stormwater
 suddenly ending bike lanes or shoulders at busy roads
 The current lack of bike lanes is the biggest hazard
 Too numerous to mention
 Traffic Hazards
 Turning from 17th st. left on George Anderson is very dangerous
 US 17 in Pender County
 Various long stretches of multilane roads with no crossings for bikes or pedestrians



Wrecks

WRIGHTSVILL AVE - NARROW, NO SHOULDER. MANY BIKE VS CAR ACCIDENTS

wrightsville ave

Wrightsville Beach

Wrightsville Beach

wrightsville beach - storm drains on main beach road

Wrightsville beach drainage grates

14. What are your preferred biking routes in this corridor? Please describe by street names.

132

421

132N

17th street

17th to Independence to Park to Downtown

17TH/16TH ST

23rd

23rd street

23rd street to blue clay to sidbury road

23rd, Blue Clay, Holly Shelter

23rd. Street to Corridor

421 N to myrtle grove road to greenville road to oleander to military cut off road to eastwood road to 74E to wrightsville beach and back.

any roads with lower speed limits

Any UNC-W vicinity to corridor

backroads

Bike mostly in the southern part of the county

bike park

bike routes throughout wilmington

blue clay

BLUE CLAY

Blue Clay

Blue Clay Rd to Castle Hayne and beyond

BLUE CLAY BIKE PARK

Blue Clay Rd

blue clay road

Blue Clay Road

Blue clay road to 23rd st to princess place

BLUE CLAY TO SIDBURY

Blue clay, sidbury, 23rd, MLK, Market

Canal Drive, Carolina beach

Carolina Beach Road

Carolina Beach Road

Carolina Beach Road to Aquarium

Castle Hayne Rd

castle hayne rd / 133

College Rd



College Rd
 college rd to murryville to blueclay rd
 College Road
 College Road
 college road / carolina beach road
 College road to blue clay to 23rd street
 Covil Farm Rd.
 Dow Rd
 Dow Road, Pleaseure Island
 Down Marathon Rd
 Downtown to wrightsville beach, any route...
 eastwood
 Eastwood Rd.
 Eastwood Road to Blue Clay Road past the airport
 Eastwood Road to the beach
 Eastwood, Smith Creek, Blue Clay, Holly Shelter
 Eastwood, Smith Creek, River Road, Dow Road
 Eastwood/MLK Parkway
 Ferry to Acquarium
 Forest Hills Loop
 Fort Fisher Blvd. entire length of island
 Gordon Rd
 Greenfield Lake
 Greenfield lake
 greenfield park to river road over snow's cut bridge, down dow road to fort fisher
 road to ferry and back.
 Greenville loop
 Grrrnville Loop/Masonboro Loop/Golden
 Holly Shelter Rd into Pender County
 Holly Shelter Road
 Hwy 421, Hwy 210
 I am unfamiliar with the corridor
 I filled out the survey to express my interest in improving
 I try to stay off of the main roads.
 Independence
 INDEPENDENCE
 Independence to River Road
 Independence/Canterbury/Lake/Park Av
 Kerr Ave, MLK Parkway, 23rd Street
 kerr ave. to blue clay to holly shelter road
 Market Street
 Market Street
 Market Street, Castle Hayne Road
 martin luther king
 Martin Luther King Expressway
 Masaonboro Loop, Myrtle Grove, CB, Dow Rd
 Masonbor Loop Rd
 Mayfaire
 Middle sound loop road to 17N to porter's neck road left into subdivision, loop around
 and back



Military Cutoff
MLK
MLK Parkway
NA
Neighborhood routes are safer than the major roads.
neighborhoods
Nobe
None
None
None
None
North Kerr
On US 17
Park
Park AVE
park ave
Park Ave
Park Ave. / Andover / Rose Ave
Parmele
Parmele Rd
parmele road
Porters Neck Rd. to Market.
Porters Neck Road
porters neck to river road
porters neck to wrightsville beach
Right now I only bike in Northchase
River Rd
River Rd to Carolina Beach to Dow to Fort Fisher
River Rd.
River Rd / Dow / Harper / Lake park
river road
River road
River Road
River Road
River Road
river road
River Road
River Road
river road all the way to fort fisher, dow rd
River Road, Independence
RiverRoad
S COLLEGE
SHIPYARD
Sidbury Rd into Pender County
Sidbury Road
Sidbury Road
sidbury road not because its wide enough but because traffic isn't too terrible
sidbury road not because its wide enough but because traffic isn't too terrible
sidbury road, needs bike lane



South College Road

The future Olsen (?) Park area

There are no signs in the neighborhoods promoting bicycle riding.

uncw campus

WB to Greenville Loop to Masonboro Sound to River and back

West bay connection to Murryville RD and Market (courtney pines, torchwood & stuff in there)

Wrightsville Ave

WRIGHTSVILLE AVE

Wrightsville Ave

WRIGHTSVILLE AVENUE

Wrightsville Beach

Wrightsville beach and back

Wrightsville beach loop

