



SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community



December 2018

AECOM



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Acknowledgements

Thank you to the Steering Committee and residents of Seagrove for their involvement and support in this planning process and commitment to pedestrian planning. The Town of Seagrove Pedestrian Plan was funded through the North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant Initiative.

Key Partners

Town of Seagrove
NCDOT Division of Bicycle and Pedestrian Transportation
NCDOT Division 8
Piedmont Triad Regional Planning Organization

Seagrove Town Council

David Fernandez, Town of Seagrove Mayor
Cindy Neef, Mayor Pro-Tem
Pam Allen, Town Commissioner
Jason Auman, Town Commissioner
Ed Walker, Town Commissioner
Sandra Walker, Town Commissioner
Eleanor Roberts, Town Clerk/Financial Officer

Pedestrian Plan Steering Committee

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Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans with Disabilities Act
BPAC	Bicycle and Pedestrian Advisory Committee
BUILD	Better Utilizing Investments to Leverage Development
CS	Complete Streets
CTP	Comprehensive Transportation Plan
FHWA	Federal Highway Administration
ITE	Institute of Transportation Engineers
LEP	Limited English Proficiency
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
NC	North Carolina
NCDOT	North Carolina Department of Transportation
PBIC	Pedestrian and Bicycle Information Center
PTO	Parent Teacher Organization
PTRC	Piedmont Triad Regional Council
RPO	Rural Planning Organization
SR	State Road
SRTS	Safe Routes to School
STI	State Transportation Investments
STIP	State Transportation Improvement Program
US	United States
USDOT	United States Department of Transportation



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Executive Summary

The Town of Seagrove Pedestrian Plan (Plan) is the culmination of a planning process to improve pedestrian safety, connectivity, and health and wellbeing through recommended infrastructure projects and community policies and programs. This effort was led by the North Carolina Department of Transportation's (NCDOT) Division of Bicycle and Pedestrian Transportation, AECOM as the project consultant, and the locally appointed Steering Committee.

Brief History and Overview of the Community

Seagrove is a historic town of approximately 286 residents located in Randolph County, North Carolina (ACS, 2018). It is known as the "Handmade Pottery Capital of the United States" with over 100 potters in the Seagrove area and is home to the North Carolina Museum of Traditional Pottery and North Carolina Pottery Center, the only facility in the nation with a mission to provide pottery education statewide. Seagrove hosts thousands of visitors each year that attend its pottery festivals and visit its local potteries. Although many of the potteries are located in close proximity, many visitors opt to drive between them due to the lack of pedestrian infrastructure and poor condition of existing sidewalks and curb ramps.



Seagrove residents are also affected by the current state of the pedestrian environment. Pedestrians walk in roadway travel lanes due to the absence of sidewalks and wide paved shoulders. Despite the close proximity of potteries, museums, and stores in downtown Seagrove, residents and visitors primarily drive between destinations. The one grocery store in town, Fresh Cuts, is not accessible by sidewalks. Sidewalks leading to Seagrove Elementary School and the Seagrove Public Library are in poor condition and do not connect to the North Carolina Pottery Center where hands-on workshops are held. As a result, the Town of Seagrove successfully applied for an NCDOT Bicycle and Pedestrian Planning Grant in 2016 with letters of support from local businesses, museums, and the Piedmont Triad Rural Planning Organization (Piedmont Triad RPO). The application was accepted and the Plan funded through NCDOT Division of Bicycle and Pedestrian Transportation with the town providing the local matching funds.

Past Planning Efforts

The Transportation Planning Branch of NCDOT, Randolph County, and the Piedmont Triad RPO worked together to develop the *Randolph County Comprehensive Transportation Plan (2012)*, which is a multi-modal transportation plan that addresses transportation needs for the county through 2035. The plan includes proposed roadway and pedestrian facility improvements specific to the Town of Seagrove.

The *Randolph County Strategic Plan (2016)* defined a set of goals and strategies to address future change and limited resources within the county. The plan is meant to be used as a community tool to "identify and focus on long-term issues impacting the public's health, safety, and wellbeing." Multiple goals throughout the Plan focus on promoting the local resources within the county, including local businesses, natural resources, and major attractions, including Seagrove area potteries.

The *Seagrove Creative Economics Action Plan* was developed by the Seagrove Strategic Planning Committee in 2007. The committee was formed to guide the planning process and develop an action plan for future development in Seagrove. The plan is to be used as a guide to elevate the town's standing as a visitor



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destination as well as address the key developmental issues Seagrove faces. Primary goals of the action plan include: creating a pedestrian-friendly environment for both residents and visitors, improving the town's visual appearance, and improving visitor wayfinding through an orientation and engagement system.

Purpose and Process of This Plan

The purpose of this Plan is to evaluate the existing pedestrian conditions within Seagrove and recommend programmatic and infrastructure projects to improve safety, connectivity, and wellbeing. This effort was led by the NCDOT Division of Bicycle and Pedestrian Transportation, a project consultant, and a Steering Committee.

The Steering Committee was formed by the town and included the mayor, town clerk, residents, potters and local business owners, and representatives from the NCDOT Division of Bicycle and Pedestrian Transportation and Piedmont Triad RPO. Through the planning and development of this Plan, the Committee approved goals and objectives that guided the set of recommendations for infrastructure projects, policies, and programs. Public meetings were held for town residents to provide input on planning efforts, and close coordination with NCDOT Division 8 and Piedmont Triad RPO was conducted.

A vision statement was formed in collaboration with the Steering Committee for this Plan with the desired outcome of implementing pedestrian projects, policies, and programs in Seagrove. The importance and connection between walkability and Seagrove's legacy as an arts-centric town is underscored by the following vision statement:

Seagrove Pedestrian Plan Vision Statement

"The historic Town of Seagrove will be a community where people of all ages and diverse backgrounds have access to pedestrian facilities and programs that promote exercise, wellbeing, safety, connectivity, support the local economy, and enrich the Town's pottery and arts reputation."

The following goals and objectives were adopted by the Steering Committee to guide the development and implementation of the Plan:

Plan Goals

1. Identify and develop pedestrian programs and infrastructure projects to improve safety and enhance connectivity within the Town of Seagrove that complement the town's character and identity as the pottery capital of the United States.
2. Prioritize pedestrian infrastructure projects and aesthetic treatments for East Main Street in order to improve walkability, increase safety, and encourage economic development.
3. Provide wayfinding for pedestrian navigation between community origins and destinations, including cultural and historic homes and businesses.
4. Recognize and promote the health, economic, safety, and mobility benefits of active transportation.
5. Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.
6. Coordinate with Piedmont Triad RPO and NCDOT to implement the recommendations of the Plan.



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Key Findings and Recommendations

The planning process identified pedestrian safety and connectivity as important issues facing Seagrove. Speeding is a particular concern on East Main Street with 47 drivers being ticketed for traveling 50 miles per hour (mph) or over during the “Slow Your Roll” safety enforcement effort conducted in March, 2018 (Lint, 2018). The speed limit on East Main Street is 35 mph. The intersection of Main Street and Broad Street was noted by the Steering Committee and community participants during public meetings as dangerous for pedestrians due to the lack of crosswalks, pedestrian signals, right-turn yields, and wide curb radii. The lack of pedestrian infrastructure, poor condition of existing sidewalks, and non-compliant curb ramps are challenging for the pedestrian mobility of residents and visitors alike. Infrastructure projects, policies, ordinances, and programs have been recommended to address these issues and achieve the vision of this Plan.

Recommended Infrastructure Projects

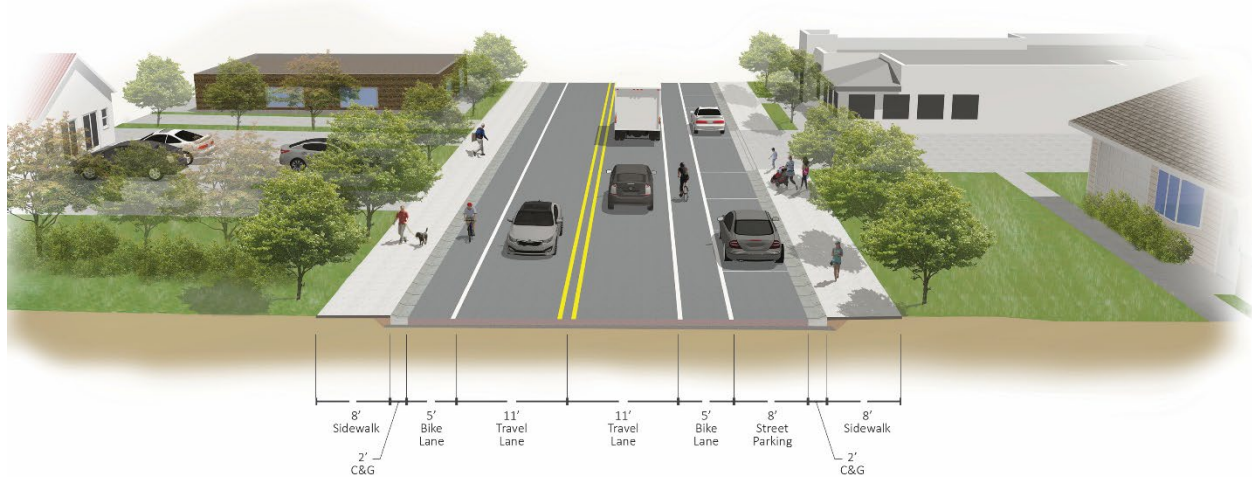
The existing pedestrian conditions of Seagrove were analyzed and prioritized according to three main selected corridors. Prioritization was based on stakeholder input, constraints, opportunities, safety, and connectivity. Project packages consisting of sidewalks, crosswalks, wayfinding signage, and wide paved shoulders were then recommended for each of the corridors. The corridors are listed below in priority order:

- **East Main Street Corridor:** Broad Street (US 220) to Ridge Road
- **Old Plank Road Corridor:** Ridge Road to East King Avenue
- **North Broad Street Corridor:** East Main Street and continues to East King Avenue

East Main Street Corridor

East Main Street was ranked as the highest priority corridor given its central location and connections to museums, pottery shops, and local businesses. The corridor has one of the highest levels of pedestrian activity in Seagrove. An upcoming resurfacing project of East Main Street, scheduled for 2020, may provide an opportunity to reallocate space to on-street parking and bike lanes as shown in Figure ES-1. Reallocating space would involve narrowing the existing travel lanes according to NCDOT guidance and restriping the remaining space for on-street parking and bike lanes.

Figure ES-1: Proposed East Main Street typical section





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In addition to the lane reallocation project, the following projects are recommended for East Main Street:

- Main Street and Broad Street intersection: install pedestrian signals and high visibility crosswalks; reduce curb turning radii; and remove right-turn yields.
- Install high visibility crosswalks at the intersections of East Main Street and South Street; East Main Street and the entrance to the North Carolina Pottery Center; East Main Street and Ridge Road.
- Construct eight-foot wide sidewalks on East Main Street between North Broad Street and the entrance to the North Carolina Pottery Center.
- Address the existing gap in the sidewalk network with a five-foot wide sidewalk on the south side of East Main Street.

Old Plank Road Corridor

Old Plank Road was ranked as the second priority due to Seagrove Elementary School and Seagrove Public Library being located in this corridor. There are several pedestrian safety and connectivity challenges in the corridor:

- Existing sidewalks are in poor condition and are narrow (four feet wide).
- Sidewalk network stops 400 feet south of the Seagrove Public Library.
- There are no crosswalks.
- Curb ramps are not compliant with the Americans with Disabilities Act.

To address these challenges, high visibility crosswalks are recommended for the Ridge Road and Old Plank Road intersection and for the East Avenue and Old Plank Road intersection. Existing sidewalks are recommended to be replaced with five-foot wide sidewalks. The sidewalk network is proposed to extend to the Seagrove Public Library, thereby connecting the library and school.

North Broad Street Corridor

North Broad Street Corridor is the third priority. The following proposed projects would improve pedestrian connectivity between businesses located in North Broad Street Corridor and to connect the corridor with the rest of the town:

- Install high visibility crosswalks at the intersections of East Avenue and North Broad Street; East King Avenue and North Broad Street.
- Construct a five-foot wide sidewalk on the west side of North Broad Street between West Main Street and West King Avenue.



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Additional Projects

Longer term projects were also recommended under an “Additional Projects” category. Advisory shoulders are one example of a longer term project for improving bicycle and pedestrian safety on low-volume, low-speed streets that are not wide enough to accommodate bicycle lanes or where constructing sidewalks may not be feasible. Advisory shoulders use pavement markings and/or pavement colors to delineate areas of the roadway intended for bicyclists. Motorists may enter the advisory shoulder when no bicyclists are present. Advisory shoulders would be most appropriate for town-maintained roads that have a speed limit of 35 mph or less, and may be implemented during routine road resurfacing projects. Approval from the Federal Highway Administration (FHWA) is required prior to installing advisory shoulders due to their current status as an experimental treatment type in the United States. NCDOT is not recommending advisory shoulders on NCDOT-owned roads while research is ongoing.

Wayfinding signage is recommended throughout Seagrove as a strategy for encouraging walking by making the town easier to navigate. It would also enhance the town’s brand and identity. A rendering of a potential wayfinding sign is shown in Figure ES-2.

Figure ES-3 on the next page shows the recommended infrastructure projects for all three corridors and the additional projects. Further detail on specific locations, project length, and estimated costs can be found in Section 4.5.

Figure ES-2: Recommended wayfinding signage

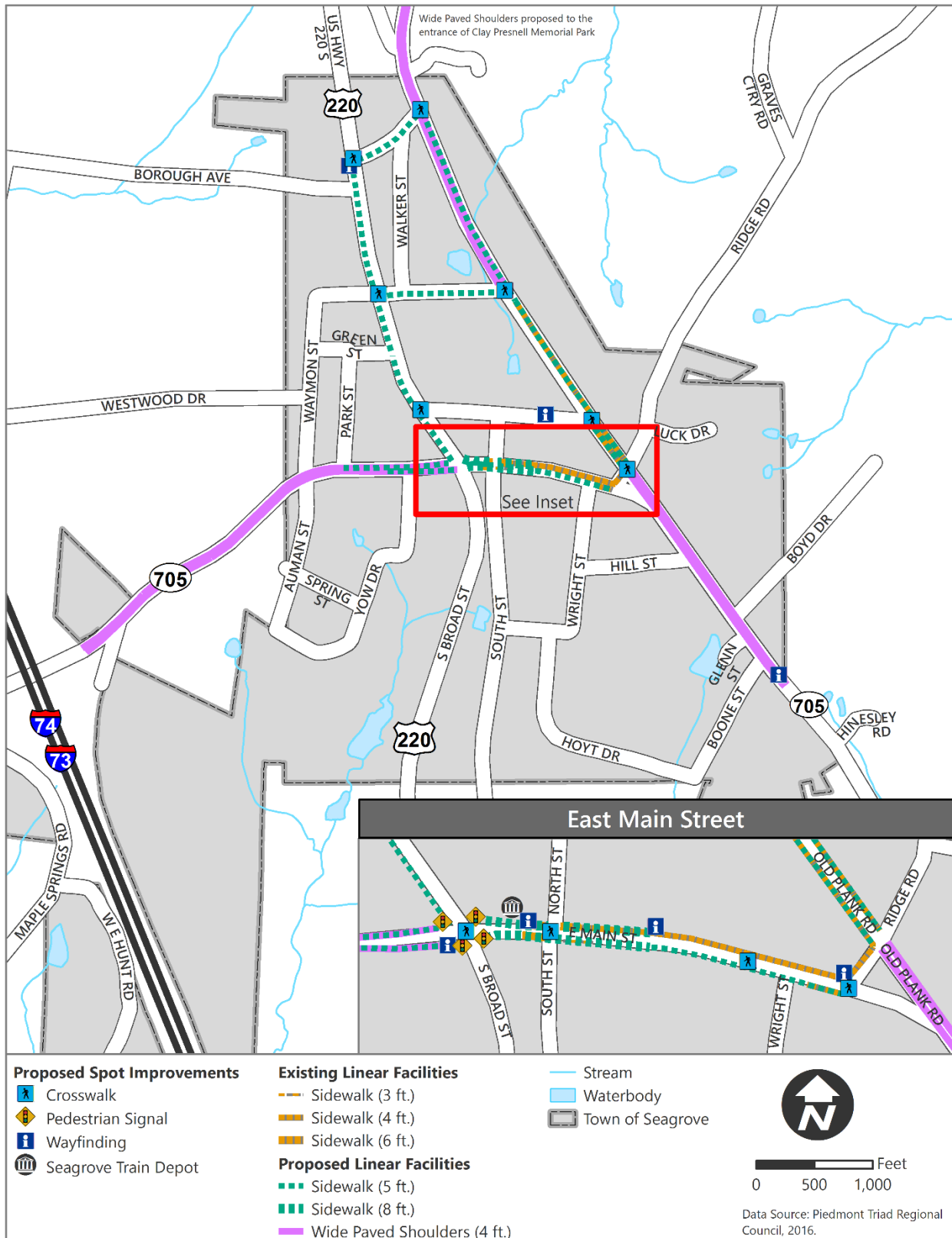




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Figure ES-3: Recommended pedestrian infrastructure projects





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Policies, Ordinances, and Programs

Policies, ordinances, and programs that complement infrastructure projects are critical to a successful pedestrian plan. Safety is dependent on physical elements, such as shared lane markings, sidewalks, and spot improvements, as well as program and policy changes, such as educational programs, reduction of speed limits, enforcement of laws, and pedestrian-friendly ordinances. This Plan makes several programmatic recommendations to improve safety, encourage physical activity, and enhance the local aesthetics of Seagrove. Whereas infrastructure projects can be expensive to construct, programs are comparatively inexpensive to implement and can provide a tremendous benefit to the community. To lead these efforts, a Bicycle and Pedestrian Advisory Committee (BPAC) is recommended to promote pedestrian activity and education.

Key Action Steps

The success of this Plan depends on its implementation. A BPAC is recommended to continue the efforts for improving pedestrian safety and connectivity in Seagrove. Once the committee is formed, it will meet regularly (as determined by the Town Council) and report to the Town Council. It will be comprised of members from the Seagrove Pedestrian Plan Steering Committee as well as additional residents who reflect the demographics of the town.

A primary responsibility of the BPAC would be to prepare an annual report provided to the Town Council detailing the progress made on implementing the Plan as well as the BPAC's goals and objectives for the coming year.

The key action steps for accomplishing the goals and objectives of this Plan are summarized below.

Key Action Steps

1. Adopt the Seagrove Pedestrian Plan.
2. Establish a BPAC that will be responsible for overseeing the implementation of the plan.
3. Strengthen partnerships with Piedmont Triad RPO and NCDOT Division 8.
4. Apply for Watch for Me NC.
5. Identify potential funding sources during town budget planning.
6. Apply for alternative funding sources for the plan's projects and programs.
7. Include requirements for pedestrian facilities in town ordinances and policies.
8. Coordinate with Region 6 Active Routes to School Coordinator.
9. Partner with local artists and art organizations.
10. Prepare the Seagrove Pedestrian Plan Annual Report/Memo.



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1. Introduction and Project Overview

This chapter introduces the Town of Seagrove, provides a context for the Seagrove Pedestrian Plan (Plan), and highlights the benefits of a walkable community.

1.1 Background

Seagrove is a historic town of approximately 286 residents located in Randolph County, North Carolina (ACS, 2018). It is known as the “Handmade Pottery Capital of the United States” with over 100 potters in the Seagrove area and is home to the North Carolina Museum of Traditional Pottery and North Carolina Pottery Center, the only facility in the nation with a mission to provide pottery education statewide. Seagrove hosts thousands of visitors each year that attend its pottery festivals and visit its local potteries. Although many of the potteries are located in close proximity, many visitors opt to drive between them due to the lack of pedestrian infrastructure and poor condition of existing sidewalks and curb ramps.

Seagrove residents are also affected by the current state of the pedestrian environment. Pedestrians walk in roadway travel lanes due to the absence of sidewalks and wide paved shoulders. Despite the close proximity of potteries, museums, and stores in downtown Seagrove, residents and visitors primarily drive between destinations. The one grocery store in town, Fresh Cuts, is not accessible by sidewalk. Sidewalks leading to Seagrove Elementary School and the Seagrove Public Library are in poor condition and do not connect to the North Carolina Pottery Center where hands-on workshops are held. As a result, the Town of Seagrove successfully applied for a North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant in 2016 with letters of support from local businesses, museums, and the Piedmont Triad Rural Planning Organization (Piedmont Triad RPO). The application was accepted and the Plan funded through NCDOT Division of Bicycle and Pedestrian Transportation with the town providing the local matching funds.

The NCDOT Bicycle and Pedestrian Planning Grant Initiative was created through a special allocation of funding approved by the North Carolina General Assembly in 2003 along with federal funds earmarked specifically for bicycle and pedestrian planning by the Transportation Planning Branch. The planning grant program was launched in January 2004, and it is currently administered through NCDOT Division of Bicycle and Pedestrian Transportation. Over the past fourteen grant cycles, 193 municipal plans have been selected and funded from 452 applicants. A total of approximately \$5.5 million has been allocated.

Throughout Seagrove’s history, transportation infrastructure has played an integral role in its development and economy. The community has its origins in the building of the Plank Road completed in 1851, which connected farmers and manufacturers to markets between Salem and Fayetteville. North Carolina Highway 705 follows segments of the Plank Road’s route. NC 705 between Seagrove and Eagle Springs is known today as “Pottery Road” and is recognized as a NC Scenic Byway. Pottery Road connects retail potteries in Seagrove and the surrounding region. The construction of a railroad through Seagrove in 1895 by the Page family of Moore



Historic Seagrove, Town of Seagrove

County and competitive rail rates led to the abandoning of the Plank Road. A train depot was built in the town and named after the civil engineer, Edwin Seagroves, who oversaw the railroad and depot construction. The painter ran out of space on the depot’s sign so he dropped the ‘s’ from Edwin Seagroves’ last name.

The original depot was replaced by a new station after it burned down in 1904. The community continued to grow and in 1915, the Seagrove Council was established as part of the Junior Order of the United American



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Mechanics of the State of North Carolina. Seagrove’s pottery tradition dates back to American Indian pottery followed by mostly English and German immigrant potters in the 1700s. In 1915, Raleigh couple, Jacques and Julianna Busbee, greatly expanded the reach of Seagrove pottery and by the 1920s Seagrove pottery could be found in galleries along the East Coast. Tourists passing through the community on their way to Pinehurst and Florida began stopping in Seagrove to buy ceramic souvenirs. In 1982 the North Carolina Museum of Traditional Pottery was founded and the annual Seagrove Pottery Festival initiated (Town of Seagrove, n.d.).

In addition to pottery, Seagrove had a cannery that processed local vegetables and meats. Founded in 1947, the cannery changed ownership several times, and operated until 2002. Today the former Luck’s Cannery is the site of a plastic manufacturing company, the Seagrove Police Department, and the new Town Hall.

1.2 Community Vision

During the first Steering Committee meeting, a community vision was developed through an exercise in which committee members provided their response to the question: “What word or phrase would you use to best describe Seagrove?” Based on the responses to this question, a word cloud was formed where the size of the word indicates its popularity among the Steering Committee members.



Following the exercise, a vision statement was formed in collaboration with the Steering Committee for this Plan and the desired outcome of implementing pedestrian projects, policies, and programs in Seagrove. The importance and connection between walkability and Seagrove’s legacy as an arts-centric town is underscored by this following vision statement:

Seagrove Pedestrian Plan Vision Statement

“The historic Town of Seagrove will be a community where people of all ages and diverse backgrounds have access to pedestrian facilities and programs that promote exercise, wellbeing, safety, connectivity, support the local economy, and enrich the Town’s pottery and arts reputation.”



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1.3 Goals and Objectives

The following goals and objectives were adopted by the Steering Committee to guide the development and implementation of the Plan. An implementation strategy for achieving these goals, as well as performance and evaluation measures, is discussed in Chapter 5.

Goal 1	Identify and develop pedestrian programs and infrastructure projects to improve safety and enhance connectivity within the Town of Seagrove that complement the town’s character and identity as the pottery capital of the United States.
Objective 1A:	Form an advisory committee of town residents and local businesses to oversee the implementation of the Plan.
Objective 1B:	Encourage and request innovative design treatments such as artistic crosswalk treatments and streetscaping, following a context sensitive design approach for transportation projects in the town.
Objective 1C:	Amend town ordinances to support walkability and pedestrian infrastructure in new development.
Goal 2	Prioritize pedestrian infrastructure projects and aesthetic treatments for East Main Street in order to improve walkability, increase safety, and encourage economic development.
Objective 2A:	Partner with local artists and art organizations to install local art along East Main Street.
Objective 2B:	Coordinate with NCDOT to incorporate recommended plan elements, such as a road diet.
Objective 2C:	Conduct a feasibility study to assess potential safety improvements at the Main Street/Broad Street intersection.
Goal 3	Provide wayfinding for pedestrian navigation between community origins and destinations, including cultural and historic homes and businesses.
Objective 3A:	Convene the advisory committee to oversee the design of wayfinding signage that is unique to Seagrove and reflective of its identity.
Objective 3B:	Install wayfinding signage throughout the town, partnering with local business and nonprofits for funding.
Goal 4	Recognize and promote the health, economic, safety, and mobility benefits of active transportation.
Objective 4A:	Apply to participate in the Watch for Me NC Campaign, which provides educational materials and technical assistance in improving pedestrian and bicycle safety.
Objective 4B:	Hold community events that encourage walking such as a Walk to School Day, parades, and open street events.
Goal 5	Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.
Objective 5A:	Partner with the Seagrove Police Department to implement an education and awareness campaign that reminds drivers and pedestrians to abide by applicable rules and regulations, slow traffic speeds, and encourage pedestrians to walk opposing traffic.
Objective 5B:	Work with public school officials to educate students on safe walking, biking, and driving practices as part of a Safe Routes to School program.
Goal 6	Coordinate with Piedmont Triad RPO and NCDOT to implement the recommendations of the Plan.
Objective 6A:	Hold initial meetings with NCDOT Division 8 and Piedmont Triad RPO to review the Plan’s infrastructure projects in order to include them where appropriate in upcoming transportation and regional plans.
Objective 6B:	Continue coordination with NCDOT to lower speed limits within Seagrove.
Objective 6C:	Work with NCDOT to provide wide paved shoulders as part of upcoming roadway resurfacing and maintenance projects through the Highway Maintenance Improvement Program.



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1.4 Purpose and Scope of the Plan

The purpose of this Plan is to evaluate the existing pedestrian conditions within the Town of Seagrove and recommend programmatic and infrastructure projects to improve safety, connectivity, and enhance Seagrove's local economy. A specific focus of the Plan was to evaluate a network of pedestrian facilities that would provide transportation choices for Seagrove residents and visitors. Through the public involvement process, it became apparent that having a network of safe and connected facilities was important to residents for exercise. The scope of the Plan included the following tasks:

- Analyzing existing conditions and demographics
- Reviewing existing plans and policies
- Recommending policies and programs to improve pedestrian safety and connectivity
- Conceptualizing and prioritizing infrastructure improvements with cost estimates
- Identifying potential funding sources
- Gathering input through the Steering Committee and public meetings
- Forming an implementation strategy

Feasibility studies, engineering studies, and construction were not included in the scope of this Plan. Coordination with NCDOT Division 8 and the Piedmont Triad RPO was initiated in order to understand the prioritization and funding processes for accomplishing the infrastructure projects recommended in this Plan. Following the adoption of this Plan, the town will continue coordination with NCDOT Division 8 and the Piedmont Triad RPO. The town may also partner with local businesses and organizations to realize projects.

1.5 Benefits of a Walkable Community

There are many benefits of pedestrian planning and the resulting programs and infrastructure projects. By working to develop walkable communities, municipalities are investing in an increased sense of community through the promotion of improved health, economic resources and activity, sustainable transportation systems, and environmental consciousness. Planning and developing pedestrian facilities also creates a valuable resource for future generations to use and expand upon.

WalkBikeNC, the statewide bicycle and pedestrian plan, established a vision for North Carolina centered around five key benefits: safety, health, economic, mobility, and stewardship. The statistics and benefits discussed in this section were compiled from several sources: the *WalkBikeNC* plan, the Pedestrian and Bicycle Information Center based at the University of North Carolina Highway Safety Research Center, the National Survey of Children's Health, and the *North Carolina Pedestrian Crash Facts Summary Report* by the NCDOT Division of Bicycle and Pedestrian Transportation.

Health



Infrastructure such as sidewalks, bicycle lanes, and trails promote active living and improve health by providing residents with opportunities to exercise and integrate physical activity into their daily lives, while programs such as Active Routes to School provide education and encouragement for more physical activity. Improving health is of critical importance in North Carolina as 65 percent of adults are either overweight or obese (NCDOT, 2013). The National Survey of Children's Health found that the percentage of children classified as obese in North Carolina continually declined between 2003 and 2016. However, in 2016 30.9 percent of children were classified as overweight and 12.6 percent of children were classified as obese. This indicates that the need to decrease these numbers and promote active and healthy lifestyles remains imperative in North Carolina (US Census Bureau, 2016).



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Economic Competitiveness



Investing in pedestrian infrastructure returns economic benefits to communities through increased property values, patronage of local businesses, and tourism. Improving transportation choices in a community encourages better connectivity between people and places and is closely tied to public health, access to jobs and resources, and business opportunities. Providing access to and connectivity between local businesses are important strategies for economic development, as convenient and appealing pedestrian facilities can encourage the movement of people and increase their access to economic resources. Given the prevalence of local businesses in Seagrove and the town's unique artistic culture, fostering a walkable community could have profound positive impacts on the local economy.

Safety



The need to improve safety for pedestrians is urgent. Between 2011 and 2015, an average of 2,509 pedestrian crashes occurred annually. In the same timeframe, an average of 176 of these crashes caused fatal injury per year and an average of 188 of these crashes caused one or more disabling injuries per year (NCDOT Division of Bicycle and Pedestrian Transportation, 2018).

Mobility/Transportation Efficiency and Connectivity



Mobility/transportation efficiency describes the effectiveness of the transportation system, which includes roads, rail, public transit, and bicycle or bicycle facilities, to move people and goods safely and quickly. As roads become increasingly congested, one way that communities can improve transportation efficiency is by offering bicycle and pedestrian options to automobiles and designing 'Complete Streets' that accommodate all modes of transportation.

Providing the most appropriate types of transportation facilities can also improve transportation efficiency. In areas with multiple resources within close proximity of one another, providing pedestrian and bicycle facilities can reduce the number of short motor vehicle trips.

Sustainability



Nationally, transportation is responsible for nearly 80 percent of carbon monoxide and 55 percent of nitrogen oxide emissions (Pedestrian and Bicycle Information Center, 2015). Bicycle and pedestrian infrastructure encourages stewardship of our natural resources by providing residents with a fossil fuel-free mode of transportation. Impacts of facilitating and encouraging bicycling and walking as a standard mode of transportation include: fostering an appreciation for nature and protecting natural resources, reducing fossil fuel consumption and vehicle emissions, and encouraging overall energy conservation and independence.

While reducing vehicle miles travelled in general yields environmental benefits, shorter trips are more polluting than long trips on a per-mile basis. This is due to the high levels of emissions caused by "cold starts" and the first few minutes of travel before pollution control devices work effectively. Therefore, consolidating the number of vehicle trips is an important environmental goal (US Pedestrian and Bicycle Information Center, 2015).

Quality of Life



Quality of life is influenced by factors that include, but are not limited to; commute options, access to recreation including parks and trails, safety, and economic competitiveness. Pedestrian amenities positively contribute to the overall quality of life of a community as such amenities encourage residents and visitors to be active, social, and more in control of their travel choices.



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2. Existing Conditions

This chapter assesses the demographics, land use and development patterns, past planning efforts, infrastructure, and existing pedestrian facilities in Seagrove.

2.1 Demographics

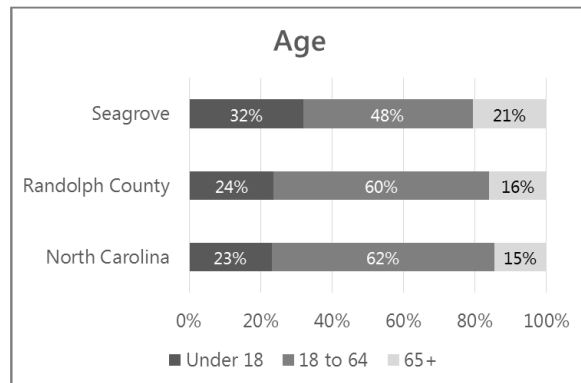
A demographic profile of Seagrove was prepared in order to gain a better understanding of the town's residents, the community's transportation needs, and any vulnerable populations for compliance with federal policy. It was prepared using American Community Survey (ACS) 2012-2016 five-year estimates at the place, county, and state levels. Vulnerable populations are those citizens of the community who are disadvantaged by ethnicity or race, age, gender, socio-economic status, or other distinguishing factors that disproportionately impact access to resources.

Title VI of the Civil Rights Act of 1964 requires that each federal agency ensure that no person is excluded, denied, or discriminated based on race, color, national origin, age, sex, or disability. Executive Order 12898 signed by the president in 1994 requires that each federal agency shall make achieving environmental justice part of its mission. This is relevant to Seagrove in that the town may coordinate with federal agencies and apply for federal funds in order to implement the programs and projects recommended by this Plan.

Population and Age

The population of Seagrove is 286. Randolph County has a population of approximately 143,000 and North Carolina's population exceeds 10 million according to 2017 population estimates.

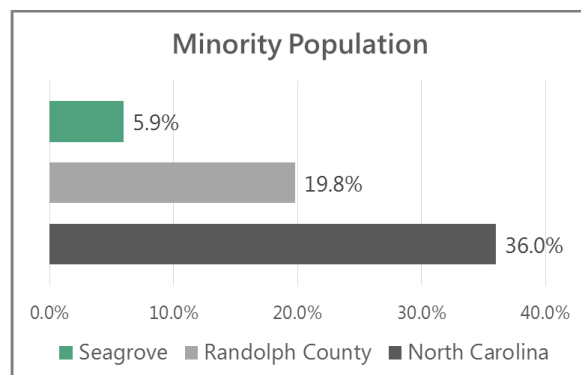
In Seagrove, the percentages of residents under 18 years of age (32 percent) and over 65 (21 percent) are greater than the percentages for these age groups in Randolph County and North Carolina. Conversely, the percentage of people 18 to 64 is greater in Randolph County (60 percent) and North Carolina (62 percent) than it is in Seagrove (48 percent). The county and state have similar age profiles, while Seagrove has a slightly higher percentage of residents over the age of 65, and under the age of 18. The median ages are: 34 in Seagrove, 41 in Randolph County, and 38 in North Carolina.



Race and Ethnicity

Seagrove has a minority population of 5.9 percent, which is significantly less than the minority populations of Randolph County (19.8 percent) and North Carolina (36.0 percent).

Similarly, the Latino population of Seagrove is 4.9 percent, which is less than the Latino populations of Randolph County (10.8 percent) and North Carolina (8.9 percent).





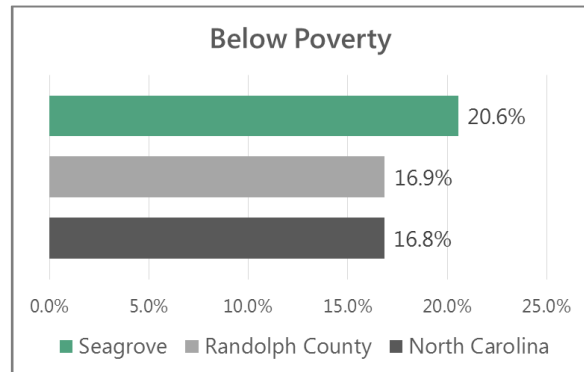
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Poverty

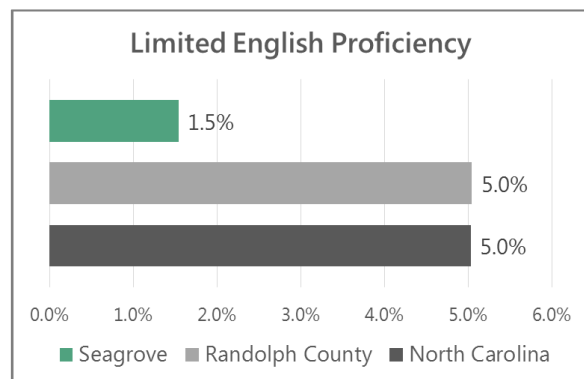
The population living below the poverty level in Seagrove is 20.6 percent, which is greater than both the Randolph County and North Carolina percentages. In Randolph County, 16.9 percent live below the poverty level, which is approximately the same as North Carolina: 16.8 percent.

The median housing income in Seagrove is \$33,438 compared to \$43,010 in Randolph County, and \$48,256 in North Carolina.



Limited English Proficiency

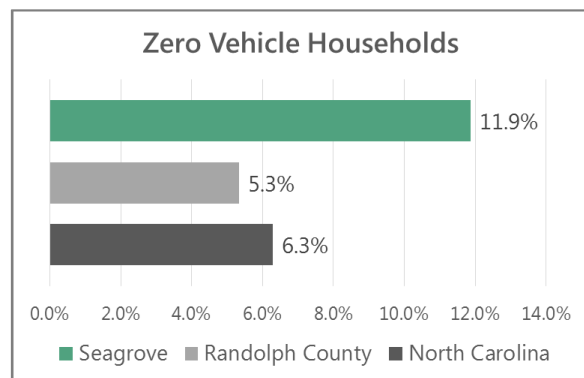
Limited English proficiency (LEP) is defined by the ACS as individuals that speak English less than very well. In Seagrove, adults that speak English less than very well is 1.5 percent. LEP populations in Randolph County and North Carolina are both 5 percent. The majority language group for LEP populations in all three areas is Spanish.



Access to Vehicles

Seagrove has a significantly larger percentage of the population that does not have access to a vehicle, 11.9 percent, compared with 5.3 percent of Randolph County residents and 6.3 percent of North Carolina residents overall.

This demographic is a useful indicator of potential for active transportation in Seagrove. In communities with greater portions of the population without access to vehicles, walking and biking are important transportation modes for accessing community resources, groceries, education, and employment.





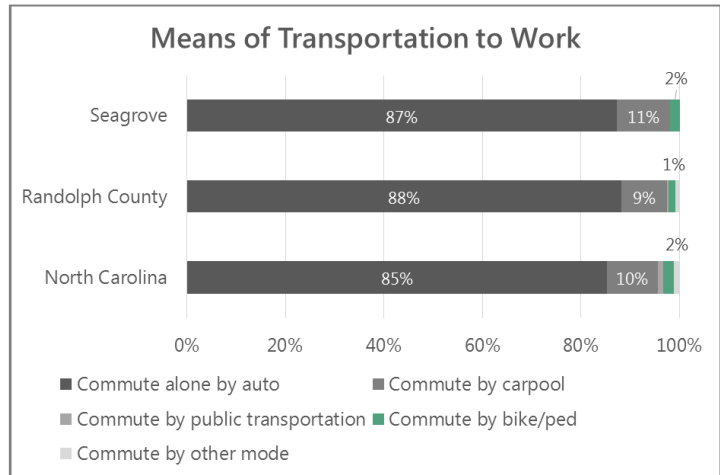
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Means of Transportation to Work

The majority of Seagrove residents commute to work alone by car (87 percent), which is similar to Randolph County (88 percent) and North Carolina (85 percent). Carpooling is the next largest commute mode share: 11 percent in Seagrove, 9 percent in Randolph County, and 10 percent in North Carolina. Commuting by public transportation is 0 percent in Seagrove and Randolph County and 1 percent across the state. Bicycling and walking to work is 2 percent of the commute mode share in Seagrove, 1 percent in the county, and 2 percent for the state. Although low, the percentage of Seagrove residents that bike or walk to work is similar to the state average.

Bicycling and walking to work is 2 percent of the commute mode share in Seagrove, 1 percent in the county, and 2 percent for the state. Although low, the percentage of Seagrove residents that bike or walk to work is similar to the state average.



2.2 Land Use and Development

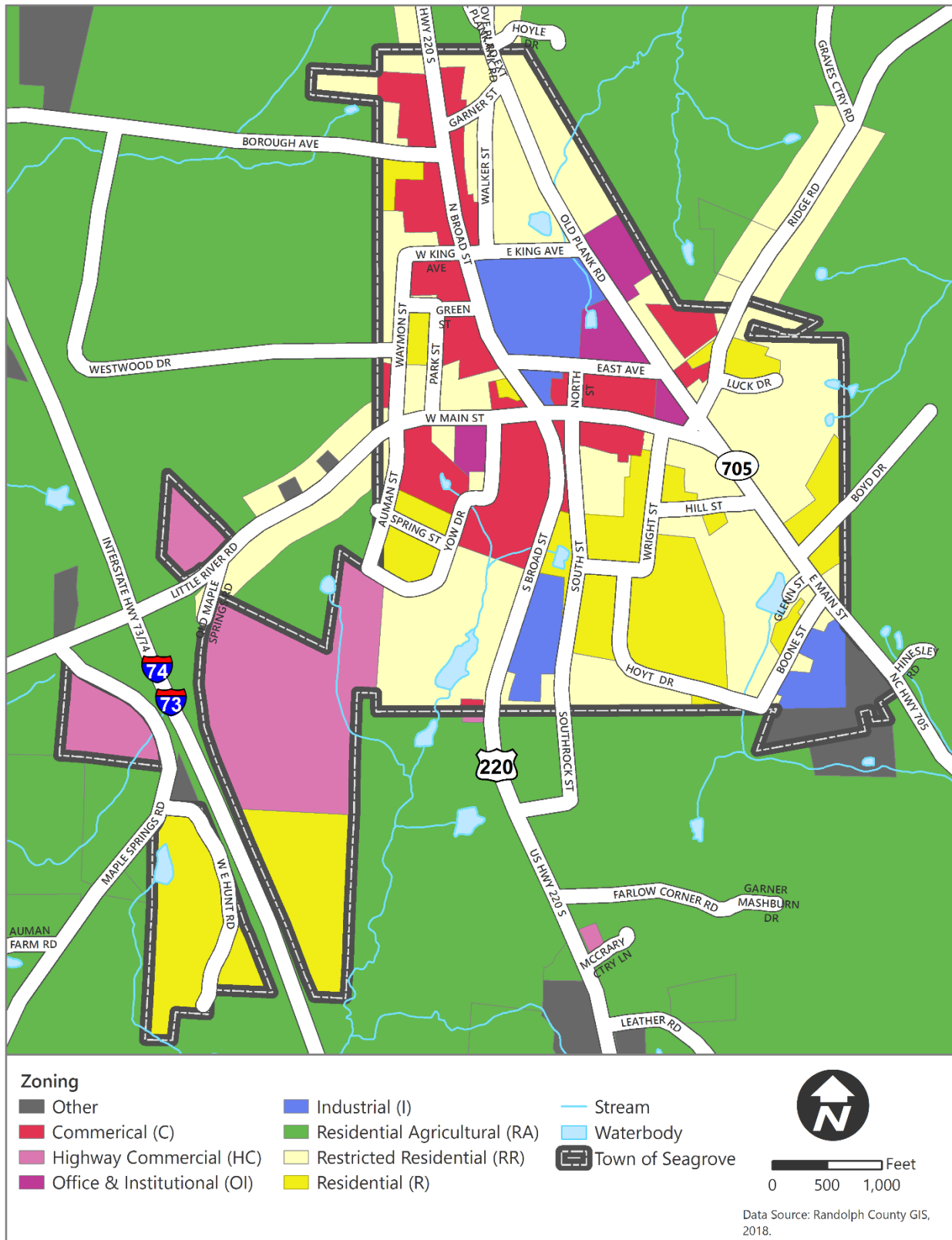
The Town of Seagrove has a strong desire to connect the town's resources, including the historic, cultural, and artistic elements of the town that make it so unique for both residents and tourists. The town contains a variety of civic, industrial, residences, and retail uses within the municipal limits. Civic uses within the town include a police station and town hall located in the southeast corner of the municipal limits. In addition, the town's fire station is located at the junction of East Main Street, Ridge Road, and Old Plank Road and Seagrove Elementary School and the Seagrove Public Library are located along Old Plank Road. Industrial spaces within the town include Chief Express, a trucking company located near the town center between East King Avenue and East Avenue, and the Four Season Furniture Warehouse located on South Broad Street in the southern portion of the town. Retail and commercial zoning is largely concentrated along South Broad Street, North Broad Street, and Main Street; however, pottery shops are scattered throughout the entirety of the Seagrove municipal limits. Most of the pottery shops are located on parcels zoned commercial, followed by industrial, while others are on lots zoned residential or rural residential. Aside from the land adjacent to the I-73/NC 705 interchange, which is zoned as highway commercial, the remaining land within the town limits is zoned as residential or restricted residential. The town limits of Seagrove also contain an annexed parcel north of the town that serves as a 40-acre park that includes walking paths, open areas, multiple sports fields, and a disc golf course. Figure 2-1 shows the existing land use and zoning within Seagrove.



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Figure 2-1: Land use and zoning





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2.3 Existing Plans and Programmed Projects

The Town of Seagrove does not have its own transportation or master plan; instead, the *Randolph County Comprehensive Transportation Plan (CTP)* is the town's primary guidance for the development of transportation infrastructure. Both the *Randolph County Strategic Plan* and *Seagrove Creative Economics Action Plan* provide a clear outline of the county's future development goals as well as strategies to achieve these goals.

NCDOT 2018-2020 Highway Maintenance Improvement Program

NCDOT is required to submit a five-year maintenance plan for preserving, resurfacing, and rehabilitating roadways. NCDOT Divisions have a schedule for each county for each year of the plan. The Highway Maintenance Improvement Program includes a resurfacing project of NC 705 throughout the entirety of Seagrove's town limits. The resurfacing project is currently programmed for fiscal year 2020. Ridge Road, from Old Plank Road to Seagrove's town limit is scheduled for pavement preservation, scheduled for fiscal year 2019. Pavement preservation involves lower cost projects that are meant to increase the roadway lifespan.

Randolph County Comprehensive Transportation Plan

The Transportation Planning Branch of NCDOT and Randolph County worked together to develop the *Randolph County CTP (2012)*, which is a multi-modal transportation plan that addresses transportation needs for the county through 2035.

NC 705 (Main Street)

Within the town limits of Seagrove, the entirety of NC 705 west of US 220 Business is included as a major thoroughfare in need of improvement. Minor widening is proposed to convert the roadway to contain 12-foot lanes with 2-foot paved shoulders.

Pedestrian Facilities

The CTP also identifies multiple locations for improved and new sidewalks in Seagrove. Sidewalk improvement projects are recommended along the following:

- Ridge Road between East Main Street and Old Plank Road
- Old Plank Road from Ridge Road to Seagrove School

The construction of new sidewalks is proposed along the following:

- NC 705 west of US 220 Business
- NC 220 Business north of NC 705
- North Street
- East Avenue
- East King Street
- Old Plank Road from Seagrove School to East King Street

Randolph County Strategic Plan (2016)

The *Randolph County Strategic Plan* defines a set of goals and strategies to address future change despite limited resources. The plan is meant to be used as a community tool to "identify and focus on long-term issues impacting the public's health, safety, and wellbeing." Multiple goals throughout the plan focus on promoting the local resources within the county, including the following:



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- Develop and coordinate a communications and marketing approach that is innovative and consistently aligned to promote our area and attract new people and businesses by highlighting the county's strengths, assets, and high quality of life.
- Target and attract visitors encouraging them to spend more time and money in Randolph County.
- Preserve and strengthen our county's unique and authentic natural, cultural and recreational assets to retain and attract residents and visitors (e.g., Seagrove area potteries, Uwharrie Mountains, Randleman Lake, North Carolina Zoo).

Seagrove is positioned as the pottery capital of the United States and contributes substantially to the overall tourism industry of Randolph County; therefore, it is key in realizing the above listed goals.

Seagrove Creative Economics Action Plan

The *Seagrove Creative Economics Action Plan* was developed by the Seagrove Strategic Planning Committee in 2007. The plan is to be used as a guide to elevate the town's standing as a visitor destination as well as address the key developmental issues Seagrove faces. Primary goals of the action plan include: creating a pedestrian-friendly environment for both residents and visitors, improving the town's visual appearance, and improving visitor wayfinding through an orientation and engagement system.

Among the recommended action items in the plan, those most closely tied to enhancing pedestrian facilities, as well as the pedestrian experience within the town, include developing and establishing an annual pedestrian system improvement program, developing a Pedestrian System Master Plan, beautifying Old 220/Main Street, installing informational kiosks, and developing a Wayfinding Master Plan.

Two of the tourism development themes specified in the plan identify the need to get people out of their cars by creating a pedestrian-friendly and walkable community and the need to help people find their way with an orientation and wayfinding system. The plan emphasizes the need to provide a pedestrian system that serves the central business district and connects key community resources.



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2.4 Community Features

The Town of Seagrove has multiple community features that provide important services and operate to enrich the quality of life for its residents and tourists. These community facilities serve as potential pedestrian origins and destinations. By improving sidewalk connectivity between these locations, residents and tourists would be able to safely navigate to and between key community features. These features are listed in Table 2-1 and mapped on Figure 2-2. The map identifications (ID) in the table below correspond to the map.



In addition to sidewalks, transit is an important element in connecting town residents to community features in Seagrove and neighboring areas, such as Asheboro. The Regional Coordinated Area Transportation System provides public transportation service to all Randolph County and Montgomery County residents on an advance reservation basis. Demand response services for older adults, persons with disabilities, human service agencies, and the general public are provided on a county-wide basis. Fixed-route transit service is not currently provided, but a sidewalk network would be important in supporting a future transit service.

Table 2-1: Community features

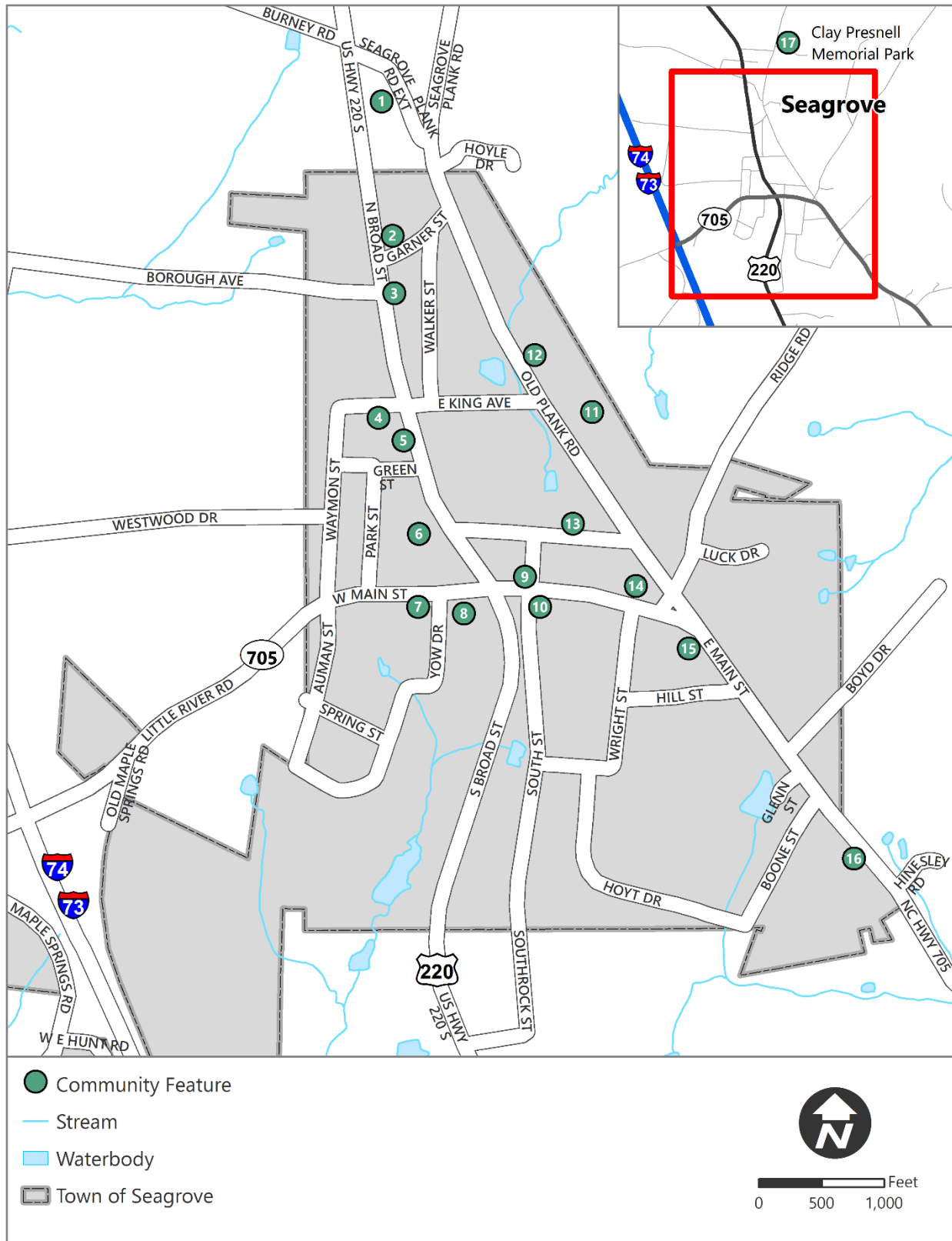
Map ID	Name
1	First Baptist of Seagrove
2	Seagrove Medical Clinic
3	Randolph Medical Associates and Carolina Pharmacy
4	Dollar General
5	Post Office
6	Fresh Cuts
7	Seagrove Methodist Church
8	First Bank
9	Museum of North Carolina Traditional Pottery
10	Capital Bank
11	Seagrove Elementary School
12	Seagrove Public Library
13	North Carolina Pottery Center
14	Seagrove Fire Department
15	Seagrove Christian Church
16	Seagrove Town Hall and Police Department
17	Clay Presnell Memorial Park



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Figure 2-2: Community features





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2.5 Infrastructure

Having an inventory of infrastructure is important to the future planning and development of pedestrian facilities in Seagrove. As most pedestrian facilities are located along roadways, assessing the current conditions and space available within existing rights-of-way for improvements is an important first step in assessing the feasibility of potential pedestrian facilities. Utilities commonly occupy the space along ROW as well and can greatly increase the cost of developing pedestrian facilities such as sidewalks. Therefore, understanding the location of utilities and the possible constraints they present is also an important first step in determining the feasibility of pedestrian projects.

Roads

The road network in Seagrove is comprised of two major roadways that connect to smaller, local streets. Within the town limits, NC 705 facilitates the majority of east-west movements while US-220 Alternative provides a north-south route through the town.

NC 705, which throughout the town limits of Seagrove is called East Main Street, West Main Street, and Little River Road, is a two lane roadway that connects the more western portions of Seagrove adjacent to the I-74/NC 705 interchange to the remainder of the town. NC 705 travels west to east through Seagrove then turns south to reach the southeast portion of the town. The roadway provides important connectivity from the town to I-74, which connects to the City of Asheboro. Within the town limits, multiple banks, churches, and pottery shops are located along NC 705. Additional important community resources such as the Seagrove Fire Department, Town Hall, and Police Department are located along the roadway as well.

US-220 Alternative is a two-lane, north-south connector that is referred to as South Broad Street and North Broad Street within the town limits of Seagrove. US-220 Alternative parallels I-74, providing an alternative for north-south regional connectivity. Two medical clinics, a pharmacy, a grocery store, Chief Express Trucking Company, a bed and breakfast, and multiple pottery shops are located along the roadway.

Characteristics of the road network in Seagrove including ownership, length, speed limits, traffic, right-of-way, resurfacing schedule, and barriers and limitations for bicycle and pedestrian infrastructure are summarized in Table 2-2. Seagrove's main roads are generally two lanes with approximately 10 to 12 foot Main Street, which has travel lanes up to 20-foot wide.

Seagrove's main roads are generally two lanes with approximately 10 to 12 foot wide travel lanes, with the notable exception of East Main Street, which has travel lanes up to 20-foot wide.

Multiple roadways in Seagrove that connect to more residential areas of the town are unmarked and narrow but meant to facilitate two-way traffic. Speed limits on major roadways range from 35 to 50 miles per hour; however, many of the smaller roadways in Seagrove do not have a signed speed limit.

Most roadways do not have curb and gutter or sidewalk facilities. Sections of sidewalk are present along Main Street, Ridge Road, and Old Plank Road. A more in-depth assessment of existing pedestrian facilities is discussed in Section 2.6.

Rights-of-way were estimated using aerial photography and Randolph County parcel data. Most roadways in Seagrove have 30 to 60 feet of right-of-way. The widest right-of way is located along South Broad Street, at 100-feet. While right-of-way along some roadways, such as East Main Street, does not extend far beyond the existing roadway, wide travel lanes present the opportunity to incorporate pedestrian facilities into the existing infrastructure. As most of the main roadways in Seagrove are two-lane facilities with approximately 60 feet of right-of-way, there is available room for pedestrian facilities in many locations along Seagrove's roadway network.



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Table 2-2: Existing roadway inventory

Street	# Lanes	Ownership	Length (mi)	Speed Limit (mph)	Avg. Daily Traffic	Right-of-Way (ft.)	Pavement Width (ft.)	Curb/ Gutter	Existing Bicycle/ Pedestrian Facilities	Constraints
Auman Street	Unmarked	Town	0.25	--	--	30	18	No	No	Vegetation, above ground utilities
Boone Street	Unmarked	Town	0.22	--	--	30	15	No	No	Vegetation
Borough Avenue	Unmarked	State	0.12	35	--	60	18	No	No	Unpaved, narrow roadway
Boyd Street	Unmarked	State	0.11	35	--	60	22	No	No	--
East Avenue	Unmarked	Town	0.27	--	--	30	22	No	No	Constrained right-of-way
East King Avenue	2	State	0.20	35	420	60	20	No	No	Vegetation on north side, slope staked and above ground utilities on south side.
East Main Street	2	State	0.69	35-45	4,200-4,700	60	24-45	Partial	Partial (sidewalks)	Ditches, above ground utilities, vegetation
Garner Street	Unmarked	Town	0.13	--	--	24	18	No	No	Vegetation on south side, constrained right-of-way, intermittent ditches
Glenn Street	Unmarked	Town	0.05	--	--	--	18	No	No	No ROW
Green Street	Unmarked	Town	0.13	--	--	15-30	18	No	No	Constrained right-of-way, vegetation
Hill Street	Unmarked	Town	0.18	--	--	30	15	No	No	Vegetation, above ground utilities
Hoyt Street	Unmarked	Town	0.42	--	--	60	15	No	No	Vegetation
Little River Road	2-3	State	0.67	35	920	60	22-45	No	No	Ditches, above ground utilities, vegetation
Luck Drive	Unmarked	Town	0.11	--	--	--	12	No	No	No right-of-way
Maple Spring Road	2	State	0.41	45	290	60-90	26	No	No	--
North Broad Street	2-3	State	0.67	35-55	3,800	60	35-45	Partial	No	Utilities, constrained right-of-way where 3-lane, ditches on both sides
North Street	Unmarked	Town	0.08	--	--	40	20	No	No	Above ground utilities, buildings close to roadway edge
Old Maple Spring Road	2	State	0.10	55	--	60	20	No	No	Vegetation, no outlet roadway
Old Plank Road	2	State	0.79	35	1,000	60	22-45	Partial	Sidewalks on both sides until pottery center, east side to school, none north of school	Above ground utilities, constrained right-of-way, vegetation, retaining wall in front of library
Park Street	Unmarked	Town	0.19	--	--	30	16	No	No	Constrained right-of-way, above ground utilities, vegetation
Ridge Road	2	State	0.27	55	450	60	20	No	Sidewalk between E Main Street and Old Plank Road	Above ground utilities
South Broad Street	2 (intermittent left turn lanes)	State	0.54	35	1,400	100	35-45	No	No	Vegetation, intermittent ditches
South Street	2	State	0.52	35	110	30-60	18	No	No	Vegetation, above ground utilities
Spring Street	Unmarked	Town	0.12	--	--	30	18	No	No	--
Walker Street	Unmarked	Town	0.26	--	--	45	12	No	No	Narrow roadway, vegetation, above ground utilities
Waymon Street	Unmarked	Town	0.29	--	--	30	18	No	No	Constrained right-of-way, above ground utilities, vegetation
WE Hunt Road	Unmarked	Town	0.42	10	--	--	15	No	No	No right-of-way
West King Avenue	Unmarked	Town	0.10	--	--	30	15	No	No	Narrow roadway, constrained right-of-way
West Main Street	2	State	0.28	35	4,900	60	24	No	No	Ditches, above ground utilities
Wright Street	Unmarked	Town	0.35	--	--	60	18	No	No	--
Yow Drive	Unmarked	Town	0.55	--	--	30	15	No	No	Vegetation



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Utilities

Utilities are an important consideration for pedestrian planning. Moving or replacing existing utilities to make room for new or upgraded pedestrian infrastructure can be costly and in some cases, cost-prohibitive. Therefore sidewalks and multi-use paths are generally designed to not conflict with utilities while still remaining in the existing right-of-way. The exact location of utilities would need to be surveyed during the feasibility and engineering phase of each project. Coordination would need to occur with utility providers before construction.

2.6 Existing Pedestrian Facilities

Seagrove has existing sidewalks and curb ramps along only two roads: portions of East Main Street and Old Plank Road. They connect the following community features: downtown Seagrove, Museum of North Carolina Traditional Pottery, Seagrove Volunteer Fire Department, Seagrove Elementary School, and Seagrove Public Library. There are currently no pedestrian connections between other community features such as the Clay Presnell Memorial Park, North Carolina Pottery Center, and Town Hall. As shown on Figure 2-3, the existing sidewalk network is limited and a substantial portion of it is in poor condition.

The Piedmont Triad Regional Council (PTRC) conducted an inventory in 2016 that noted the locations of existing pedestrian facilities, compliance with the Americans with Disabilities Act (ADA), and facility condition. All seven of the existing curb ramps within Seagrove are non-compliant with ADA standards. Sidewalks along East Main Street are generally in good condition, but sidewalks along Old Plank Road (shown in adjacent photo) are in poor condition. Furthermore, there are gaps in the sidewalk network between North Broad Street and South Street as well as at Wright Street.



The existing sidewalks range in width between three and six feet. The three-foot wide section is located in front of Capital Bank on East Main Street. Six-foot wide sidewalks are provided on the northeast, northwest, and southwest quadrants of the East Main Street and North/South Street intersection. A short five-foot section of sidewalk is present on East Main Street across from the fire station. The remaining sidewalks are four feet wide.

Most sidewalks have a grass buffer zone between one and four feet wide. The only sidewalks with street lighting are: the sidewalk at the southwest quadrant of the East Main Street and South Street intersection and sidewalks along the east side of Old Plank Road. Table 2-3 summarizes the existing sidewalks in Seagrove.

Table 2-3: Existing sidewalks

Street	Side	From	To	Lighting	Buffer	Material	Cond.
E. Main St.	North	Museum	North St.	No	None	Concrete (6 ft.)	Good
E. Main St.	North	North St.	70 ft. east of North St.	No	None	Concrete (6 ft.)	Good
E. Main St.	North	70 ft. east of North St.	Ridge Rd.	No	Grass (4 ft.)	Concrete (4 ft.)	Good
E. Main St.	South	Former Town Hall	South St.	Yes	None	Concrete (6 ft.)	Good
E. Main St.	South	South St.	Capital Bank	No	Grass (2 ft.)	Concrete (3 ft.)	Good
E. Main St.	South	Fire Station	Ridge Rd.	No	Grass (1 ft.)	Concrete (5 ft.)	Good
Old Plank Rd.	West	Ridge Rd.	East Ave.	No	Grass (3 ft.)	Concrete (4 ft.)	Poor
Old Plank Rd.	East	East Ave.	School	Yes	Grass (3 ft.)	Concrete (4 ft.)	Poor
Old Plank Rd.	East	Ridge Rd.	East Ave.	No	Grass (5 ft.)	Concrete (4 ft.)	Poor
Ridge Rd.	West	E. Main St.	Old Plank Rd.	No	Grass (5 ft.)	Concrete (4 ft.)	Poor

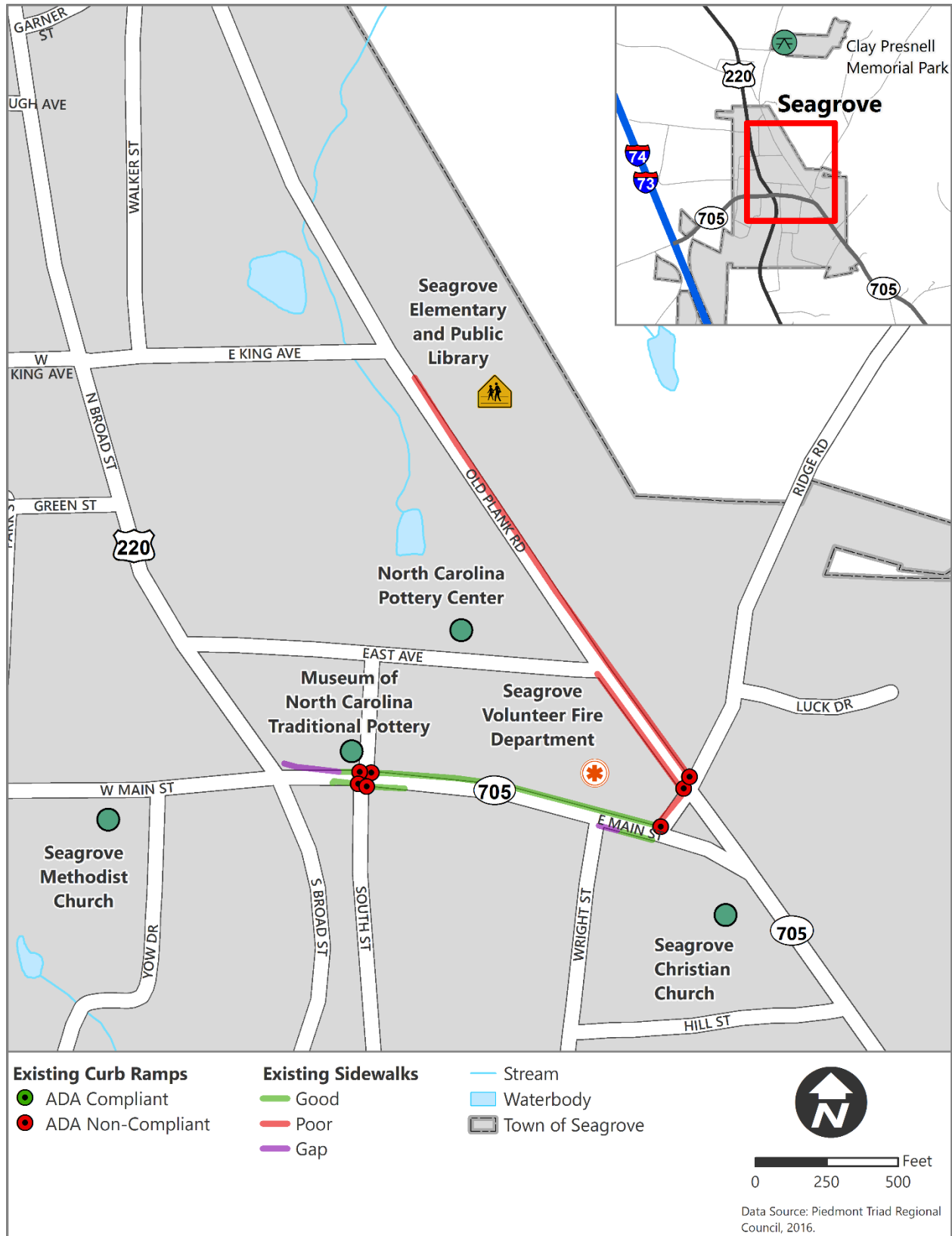
Data source: PTRC, 2016.



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Figure 2-3: Existing pedestrian facilities





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2.7 Pedestrian and Vehicular Traffic Counts and Crash Data

Pedestrian and traffic counts were conducted using both qualitative and quantitative methodology. While specific traffic counts and crash data were available for some roadways in Seagrove, input from the public and Steering Committee were also considered throughout the development of the Plan. No quantitative data was available for pedestrian activity, so local input was used to understand current walking patterns as well as perceived safety concerns throughout Seagrove.

Pedestrian Activity

Specific pedestrian counts for the Town of Seagrove are not available. However, the Steering Committee noted pedestrian activity and pedestrian safety concerns along Main Street for both residents and visitors. Employees from nearby businesses walk to and from Fresh Cuts on North Broad Street to access the café during lunch hours. Additional pedestrian activity occurs on North Broad Street between businesses and a bed and breakfast. Tourists account for a substantial degree of pedestrian activity within Seagrove ranging from individuals to families to large groups that bus into the town together to explore local shops.

Each year Seagrove hosts two pottery festivals that attract thousands of visitors to the town. In fact, the Seagrove Pottery Festival has been recognized as one of the “Top 20 Events in the Southeast” by the Southeast Tourism Society (Museum of North Carolina Traditional Pottery, n.d) Pedestrian activity is increased during the festivals with visitors walking between many of the pottery shops.

The Seagrove Pottery Festival has been recognized as one of the “Top 20 Events in the Southeast” by the Southeast Tourism Society.

An interview with the Seagrove Elementary School principal and Parent Teacher Organization (PTO) president noted that most students live outside of the town limits and that no students currently walk to school. However, pedestrian activity is generated by the school’s playground, walking track, afterschool fitness programs, PTO meetings, and the summer reading program at the school and the library. Students walk to and from the North Carolina Pottery Center for an art program. Additional findings from this interview are available in Section 3.4.

Pedestrian activity is expected to increase along East Main Street with the Seagrove Train Depot project. This is a high-priority project by the town to relocate the historic train depot to a vacant parcel adjacent to the Museum of North Carolina Traditional Pottery on East Main Street. It would serve as a community gathering place as well as a location to park once and then walk to local pottery shops, businesses, and museums.

NCDOT Annual Average Daily Traffic Counts

NCDOT prepares Annual Average Daily Traffic (AADT) counts for state roads, which represent the daily traffic average over the year at specific points. These counts, in conjunction with field visits and discussions with residents, help identify high traffic areas that may pose safety concerns for pedestrians. Several roads within Seagrove have traffic counts available. The highest traffic volumes are along Main Street and US 220 Business. Traffic volumes are also notably high along Old Plank Road, where Seagrove School is located. The listed counts are based on 2016 traffic volumes with the exception of Maple Spring Road, South Street, and Old Plank Road, which use 2015 data due to unavailable 2016 data. The AADT counts for Seagrove are listed in Table 2-4.



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Table 2-4: Annual average daily traffic (AADT) counts

Street	Location	AADT
Maple Spring Road (SR 1125)	South of (Little River Road)	290*
Little River Road (SR 1119)	West of US 220/I-73/74	920
West Main Street (NC 705)	West of US 220 Alt	4,900
East Main Street (NC 705)	East of US 220 Alt	4,700
East Main Street (NC 705)	South of Boyd Drive	4,200
South Broad Street (US 220 Business)	South of NC 705	1,400
North Broad Street (US 220 Business)	North of NC 705	3,800
South Street (SR 2856)	South of NC 705	110*
East King Avenue (SR 2851)	West of Old Plank Road	420
Old Plank Road (SR 2846)	North of Ridge Road	1,000*
Ridge Road (SR 2853)	South of Graves County Road	450

* Denotes 2015 data due to lack of 2016 data

Data source: NCDOT, 2018.

Crash Data

The NCDOT Division of Bicycle and Pedestrian Transportation in collaboration with local law enforcement departments developed a dataset for all reported crashes involving pedestrians and/or bicyclists within the state between the years of 1997 and 2015. According to this dataset, the only vehicular and pedestrian crash within this timeframe occurred in 2001 and resulted in evident injury of the pedestrian (NCDOT, 2015).

Despite the overall absence of vehicular and pedestrian crashes, the Steering Committee vocalized multiple safety concerns regarding pedestrian activity in the town, including the following:

- A lack of crosswalks along heavily traveled roadways
- High traffic volumes on Main Street
- High speeds along Main Street
- Unsafe crossing conditions at Main Street and US 220 Business
- Limited lighting along roadways
- General lack of pedestrian facilities



Main Street/North Broad Street (US 220 Business) Intersection

2.8 Existing Pedestrian Programs

The Seagrove Police Department enforces speed limits throughout the town and has focused its enforcement efforts on Main Street where speeding is known to occur. For example, on March 27, 2018 the Town of Seagrove ticketed all drivers traveling 50 miles per hour (mph) or more in the 35 mph zone. In total, 47 drivers were ticketed and speeds were noted to reach 104 mph. This was a part of the Seagrove safety effort, “Slow Your Roll,” to bring attention to and reduce the number of drivers who speed through the Town of Seagrove (Lint, 2018).

2.9 Opportunities and Constraints

In partnership with the Steering Committee, opportunities for improving pedestrian mobility and safety were identified as well as potential constraints to overcome in order to transform Seagrove into a more walkable community. Seagrove’s small size and the close proximity of community features and resources create opportunities for developing pedestrian infrastructure that will greatly improve connectivity within the town. Connecting new and existing pedestrian facilities will enable residents and tourists to explore and experience the small town charm of Seagrove while also providing economic benefits to local businesses.



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Opportunities

The following existing conditions of the roadway network within Seagrove, present many opportunities for developing a well-connected network of pedestrian infrastructure.

1. Two of the key roadways, East Main Street and Old Plank Road, already have some pedestrian infrastructure in place.
2. Many of the roadways have room for the addition of pedestrian facilities within the existing right-of-way.
3. A few key roadways provide the majority of connectivity for the Town of Seagrove and connect to smaller, lower trafficked streets that reach residential areas. Consequently, a few strategically selected pedestrian infrastructure projects could drastically enhance the connectivity and walkability of the town.
4. The relatively close proximity of local resources and shops provides the opportunity for Seagrove to be a “park once” community.

The relatively close proximity of local resources and shops provides the opportunity for Seagrove to be a “park once” community.

The implementation of projects proposed in this Plan would also present multiple opportunities for the Town of Seagrove as it continually works to provide a culturally enriching and enjoyable experience for both residents and tourists, including the following:

1. Connectivity of many of the community resources in the town through infrastructure development and wayfinding.
2. Economic growth and investments that result from visitors being connected to different areas within the town by pedestrian facilities.
3. A plan to coordinate with pedestrian organizations/clubs/community events and activities like Safe Routes to School to help develop local activities and events.

Constraints

1. Existing sidewalks that are in need of repair that are not ADA compliant and do not form a connected network.
2. Unsafe intersections that facilitate high vehicle speeds and do not cater to pedestrian movements.
3. Above-ground utilities that limit the amount of right-of-way that could be dedicated to pedestrian facilities without major reworking, such as moving utilities underground.
4. Terrain and right-of-way challenges that may increase engineering and construction costs of pedestrian infrastructure.



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3. Public Involvement

Public involvement was critical to the development of this Plan as it is important to reflect the vision, purpose, and needs of Seagrove. The planning effort was led by a Steering Committee with input from the community through public meetings and a comprehensive survey. A coordination meeting held with NCDOT Division 8 helped to identify opportunities for increased collaboration.

3.1 Steering Committee

The Seagrove Pedestrian Plan was led by a Steering Committee that included the mayor, town clerk, residents, local business owners, and representatives from the NCDOT Division of Bicycle and Pedestrian Transportation and Piedmont Triad RPO. The Committee members and their affiliations are listed below:

- David Fernandez, Town of Seagrove Mayor
- Eleanor Roberts, Town of Seagrove Town Clerk
- Bryan Lopez, NCDOT Division of Bicycle and Pedestrian Transportation
- Kelly Larkins, Piedmont Triad RPO
- Homer Beheler, Town of Seagrove Resident
- Kathy Fernandez, Town of Seagrove Resident
- Kevin Hill, Town of Seagrove Resident
- Carol Kim, Town of Seagrove Resident
- Jin Song Kim, Town of Seagrove Resident
- Melissa Walker, Town of Seagrove Resident
- Sandra Walker, Town of Seagrove Resident

The committee met throughout the planning process to help shape the Plan by identifying goals and objectives; identifying pedestrian constraints and opportunities; and prioritizing proposed projects.

3.2 Public Meetings

The first committee meeting was held on January 23, 2018. During this initial meeting a walking tour was conducted to identify concerns related to pedestrian safety and connectivity. Following the walking tour, the committee completed a visioning exercise and engaged in a mapping exercise where committee members identified community resources, areas of pedestrian activity, travel patterns, safety issues, and opportunities to improve pedestrian safety and connectivity.

The first public meeting was held on April 16, 2018 as a part of the ribbon cutting for Seagrove's new Town Hall. The consultant team presented a brief PowerPoint presentation to the public explaining the goals of the project. Following the presentation, the public was asked to walk to one of several stations where maps of the town were located and place dots on the map to indicate areas with high pedestrian activity, areas of concern, and locations for potential projects. Members of the consultant team stood at these stations to answer any questions and record and address any comments.

The second Steering Committee meeting took place on April 16, 2018 following the first public meeting. The committee provided input on the prioritization process, reviewed the draft infrastructure project recommendations, and underscored the importance of focusing pedestrian and streetscaping projects on East Main Street. The committee also discussed incorporating local art into the proposed pedestrian projects through public-private partnerships with local businesses.

The final meeting took place on August 27, 2018 and was a joint Steering Committee and public meeting. The consultant team presented on items discussed in the Draft Seagrove Pedestrian Plan, including proposed



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project corridors, proposed projects, potential funding mechanisms, and next steps for the Plan. Following the presentation, the meeting attendees discussed the proposed projects in greater detail. Minor revisions were suggested, such as the shift of a proposed crosswalk on East Main Street, which were incorporated into the Plan following the meeting.

The meeting agendas and minutes are included in Appendix A: Public Involvement.

3.3 Community Survey

A survey was made available to Seagrove’s residents from April through June 2018 to gather local information about current travel behaviors, priorities, and opportunities for pedestrian activity in Seagrove. The survey was available online and on paper. Paper versions of the survey were handed out at the first public meeting; additional copies were kept at the Town Hall and were available for distribution. Information from the survey has been included in this Plan’s recommendations. The following sections summarize the key themes from the 20 survey responses received. A copy of the paper survey is provided in Appendix A: Public Involvement.

Survey Findings

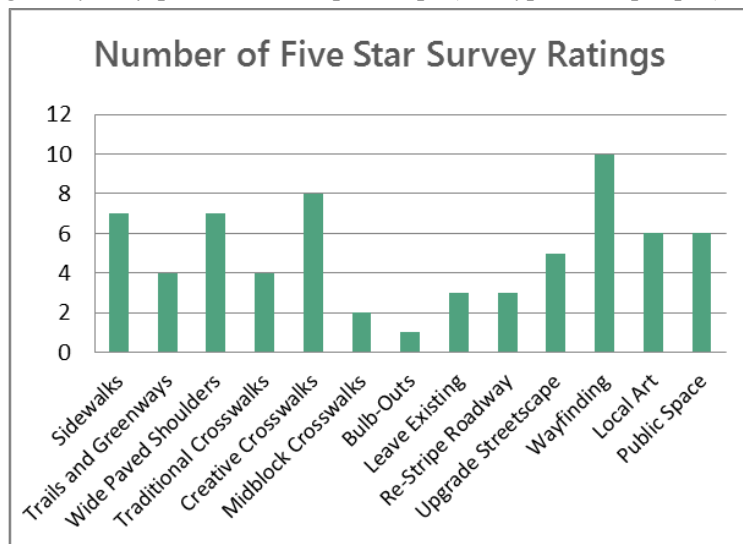
The most frequently reported purpose of walking trips in Seagrove was exercise and recreation. Multiple other participants included shopping as their primary reason for walking in Seagrove. It is inferred that most, if not all, survey respondents are Seagrove residents. While exercise was the most common reason for walking among this sample size, it must be noted that the percentage of those walking with the primary purpose of shopping would potentially be much higher if tourists had taken the survey. The majority of survey respondents noted their frequency of walking as three or more times per week. Seventy-five percent of all survey respondents stated that the limited availability of sidewalks and crosswalks makes it difficult to walk in Seagrove. During public meetings and discussions with the Steering Committee, it was reiterated that the lack of sidewalks and crossing opportunities coupled with high speed vehicular traffic led to significant safety concerns regarding pedestrian mobility.

Project Preferences and Priorities

The survey presented participants with an opportunity to express their priorities for pedestrian improvements and potential types of pedestrian projects that could be used in Seagrove.

In the “Visioning” section of the survey, participants were asked to provide different project types with one to five stars based on how positively or negatively they perceived the specific project type. Multiple project types on the surveys were left with no stars. It was unclear if participants were skipping certain options or were putting no stars to indicate a neutral or unfavorable stance on these project types.

Due to this potential skew, the projects were analyzed based on the number of five star ratings the project types were given. Based on this methodology, wayfinding and creative crosswalks were the highest rated project types. The number of five star ratings for each project type is provided on the chart above.





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3.4 Coordination with Community Stakeholders

Coordination with community stakeholders was conducted as a key component of the public involvement process.

NCDOT Division 8

A coordination meeting with NCDOT Division 8, NCDOT Division of Bicycle and Pedestrian Transportation, and AECOM was held on June 4, 2018 at NCDOT Division 8 Offices in Asheboro, North Carolina. The purpose of the meeting was to discuss the conceptual projects of the Plan, specifically implementing wide paved shoulders on NC 705 during the upcoming resurfacing project for this roadway. Division 8 noted that resurfacing projects are typically focused on maintenance only and do not include widening. A widening project to add wide paved shoulders would be implemented through the Strategic Transportation Investments (STI)/Statewide Transportation Improvement Program (STIP) process as discussed further in Section 5.3.

Options for improving pedestrian safety and reducing speeding on East Main Street were also discussed. Division 8 recommended enforcement, curb extensions, and on-street parking as techniques for traffic calming. These options may be implemented provided that a minimum 11 foot travel lane is preserved.

The safety concerns at the Main Street and Broad Street intersection related to wide turning radii were identified, which are higher vehicular speeds and increased crossing distances for pedestrians. Motorists can navigate turns at higher speeds when wider turning radii are present at intersections. Division 8 explained that the intersection would need to accommodate the turning radii of trucks in order to avoid conflicts with vehicles in the opposing lane of traffic. The intersection may be studied further by Division 8 and/or through a feasibility study in the future.

Seagrove Elementary School

An interview with the Seagrove Elementary School principal and PTO president was conducted by AECOM in June 2018 in order to better understand student pedestrian activity, concerns, and needs. The interview findings are summarized below and the full findings are included in Appendix A: Public Involvement:

- Most of the students live outside of the town limits.
- No students currently walk to school.
- In the past, a couple of students were noted walking to school along King Avenue. The principal was very concerned with the safety of those students and contacted the parents and advised them to ride the bus. Both the principal and the PTA president stated that if sidewalks were installed students could walk safely to school.
- Pedestrian activity is generated by the school's playground, walking track, afterschool fitness programs, PTO meetings, the summer reading program at the school and the library, and other community events held at the school.
- The Traditional Arts Program in Schools generates pedestrian activity with 15 students walking to the Pottery Center in the fall and spring as well as field trips to the public library, the bank, fire department, and Pottery Center.
- Vehicular traffic is highest at the start and end of the school day, community events, PTO meetings, and other school activities.

The school principal and PTO president both support pedestrian infrastructure and would like to see sidewalks installed along Old Plank Road and East King Avenue. They suggested that a crosswalk and pedestrian signal be placed at the corner of King Avenue and Broad Street near Dollar General.



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4. Recommendations

Chapter 4 proposes infrastructure and programmatic recommendations for achieving the goals and objectives of the Plan based on the review of existing conditions and public involvement.

4.1 Facility Types

This section describes the different types of pedestrian facilities that are considered for improving pedestrian connectivity, access, and safety. Facility types fall into two main categories: spot improvements and linear improvements.

Spot Improvements

Spot improvements address pedestrian challenges at specific locations such as intersections, crossings, and short gaps in a pedestrian network. These types of improvements are generally low cost and provide enhancements through surface improvements, signing, access enhancements, or functional upgrades.

Crosswalks

A crosswalk is the portion of the roadway intended for pedestrians to use for crossing the street and is typically located at roadway intersections. It may be distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Crossing Island / Mid-Block Crossings

Crossing islands are raised islands at intersection or mid-block crossing locations that help protect crossing pedestrians from motor vehicles and provide a place of refuge.

Curb Extensions

Curb extensions provide an extended area of sidewalk, landscaped area, or curb line into the roadway that reduces the crossing distance and enhances visibility for pedestrians and may reduce traffic speed.

Curb Ramp

A curb ramp provides a combined ramp and landing to accomplish a change in level at a curb between the sidewalk and the street. This element provides a transitional access between elevations for pedestrians using wheelchairs, strollers or other devices with wheels, and must comply with ADA standards.

High Visibility Crosswalks

High visibility crosswalks are crosswalks marked with diagonal or longitudinal lines parallel to traffic flow, such as the ladder, continental or bar pair marking pattern.

Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are pedestrian-activated devices used to warn and control traffic at an unsignalized location to assist pedestrians in crossing at a marked crosswalk.

Lighting

Illumination can enhance the safety and comfort of pedestrians and bicyclists. High quality and well-placed lighting, including supplementing pedestrian-scale lighting at night-time crossing areas, increases safety and security for non-motorized users.



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Wayfinding

Wayfinding includes comprehensive signage and/or markings to guide travelers to their destinations along preferred routes by providing information such as distances or times to reach key destinations or areas.

Linear Improvements

Linear improvements address pedestrian challenges along portions of a roadway such as sidewalks, or in some cases, as separate facilities from the roadway such as multi-use paths. These types of improvements are generally larger infrastructure projects with higher costs and longer implementation timeframes. Together, they form a network of safe transportation choices for the community.

Sidewalks

Sidewalks are the portion of a roadway right-of-way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians. As the primary element of the pedestrian environment, sidewalks are generally constructed of concrete, pavers, or other hard surface. The Federal Highway Administration (FHWA) and Institute of Transportation Engineers (ITE) recommend a minimum width of five feet for a sidewalk (Pedestrian and Bicycle Information Center, n.d.). In the central business district, a minimum width of eight feet is recommended.

Wide Paved Shoulders

Wide paved shoulders are the paved portion of the roadway contiguous with the travel lanes that primarily function as emergency support and roadway maintenance prevention. Although not their primary purpose, wide paved shoulders can accommodate pedestrians and cyclists as a secondary function when of sufficient width. The minimum width of a wide paved shoulder depends on the number of lanes, travel lane width, and posted speed limit. NCDOT Typical Highway Cross Sections recommend four foot wide paved shoulders on roadways with two 10 foot wide travel lanes with a speed limit of 25 to 35 mph and on roadways with two 11 foot wide travel lanes with a speed limit of 45 mph or less. On roadways with two 12 foot wide travel lanes and speed limit of 55 mph, five foot wide paved shoulders are recommended.

Sidepath

Sidepaths are multi-use paths located exclusively adjacent to a roadway, typically within the road right-of-way. This provides a buffer from vehicular traffic for bicycle and pedestrian travel.

Shared Use Paths

Also known as a “multiuse trail” or “greenway”, a shared use path is a facility designed to meet ADA standards, which may be used by bicyclists, pedestrians, and other non-motorized users. The shared use path is separated from the roadway by an open space or a physical barrier, or within an independent-right-of-way.

Advisory Shoulders

Advisory shoulders are a new treatment option that is currently under study in the United States. They are appropriate for low-volume, low-speed streets that are not wide enough to accommodate bicycle lanes or where constructing sidewalks may not be feasible. An advisory shoulder functions by prioritizing space for pedestrians and cyclists with dashed lines delineating shoulders, but with the expectation that vehicles will encroach into the



Small Town and Rural Design Guide, 2018.



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shoulders as necessary to pass one another. The benefits of this treatment type are to lower vehicular speeds, prioritize space for pedestrians and cyclists in constrained areas, and potentially reduce crashes. Approval from FHWA is required prior to installing advisory shoulders due to their current status as an experimental treatment type in the United States. NCDOT is not recommending advisory shoulders on NCDOT-owned roads while research is ongoing.

Road Diets

Road diets or lane reallocation are techniques to modify the number or width of travel lanes to achieve systemic improvements such as adding on-street parking or bicycle lanes to an existing roadway with confined right-of-way.

Complete Streets

NCDOT adopted a “Complete Streets” policy (CS) in 2009, which directs NCDOT to consider and incorporate all modes of transportation when building new projects or making improvements to existing infrastructure. Complete Streets are designed to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities (NCDOT, 2012).

Part of designing with CS principles in mind includes the impact of street patterns on trip length, connectivity between resources, intersection use, and the overall experience of the user. Both cyclists and pedestrians can benefit from a street that has been designed with the CS policy including improvements for children and individuals with accessibility needs, health advantages, improved public transportation services, economic revitalization, safety enhancements, roadway equity, and a more livable community.



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4.2 Project Corridors

Seagrove is comprised of three main corridors: East Main Street, Old Plank Road, and North Broad Street. Each corridor is unique in terms of land use, activity centers, roadway characteristics, and existing pedestrian infrastructure. Pedestrian projects recommended in this Plan are organized by these corridors.

East Main Street Corridor

The East Main Street Corridor is the heart of Seagrove, extending from Broad Street (US 220) to Ridge Road. It is a diverse corridor with multiple pottery shops, a bank, the Seagrove Volunteer Fire Department, and the Museum of North Carolina Traditional Pottery.

Existing Conditions

Land uses within the corridor include: commercial, industrial, office and institutional, and residential (see Figure 4-1). This corridor has one of the highest levels of pedestrian activity in Seagrove according to input from the Steering Committee and gathered at the public meetings. Pedestrian activity is greatest during the two annual pottery festivals held in Seagrove where thousands of visitors come to Seagrove to explore the local arts. During the non-festival and event times, pedestrian activity is noted between pottery shops, museums, and local businesses located in this corridor.

East Main Street is a two-lane road with a 35 mph posted speed limit that serves as a primary route for commuters traveling through Seagrove. The existing right-of-way is approximately 60 feet and the pavement width is approximately 40 feet. According to recent traffic counts, the average daily traffic is 4,700 vehicles. East Main Street is the second busiest road in Seagrove after West Main Street.

Figure 4-1: East Main Street Corridor





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Challenges

Although the posted speed limit on East Main Street is 35 mph, speeding is a challenge in downtown Seagrove. Speeding tickets have been issued to motorists driving in excess of 50 mph.

There are currently sidewalks on most of East Main Street that range from 3 feet to 6 feet in width. According to a sidewalk inventory conducted by PTRC in 2016, the sidewalks are in good condition. Sidewalks are present on the north side of East Main Street from the Museum of North Carolina Traditional Pottery to Ridge Road. On the south side, sidewalks are only present in front of the former town hall and Capital Bank at the intersection of East Main Street and South Street, and across from the fire station. The sidewalk in front of Capital Bank is only three feet wide. The lack of sidewalks on the south side of East Main Street creates a gap in the pedestrian network, inhibiting walking between local businesses on this side of the street and to residences located to the south.

There are no pedestrian accommodations at any of the intersections within the corridor. The curb ramps at these intersections are not compliant with the ADA. The intersection of Main Street and Broad Street presents challenges and safety concerns for pedestrians. It is a signalized intersection with up to four lanes and has large turning radii, which lengthens the distance that pedestrians must cross. Furthermore there are no crosswalks or pedestrian signals. Right-turn yields currently permit drivers to turn right without stopping first, which makes the intersection more dangerous for pedestrians. These existing conditions are both unsafe and uninviting for residents and visitors traveling between destinations such as pottery shops located on either side of Broad Street.

Challenges to widening or installing new sidewalks in this corridor include: above ground utilities on both sides of East Main Street, limited space between the curb and existing storefronts between South Street and Broad Street, and the topography on the south side of East Main Street is not flat.

Opportunities

The Town of Seagrove is currently working to move the historic Seagrove Train Depot back into town and refurbish it for use as the new town hall, a museum, and a community space. The project would be located on a vacant parcel adjacent to the Museum of North Carolina Traditional Pottery on East Main Street. It would serve as a central public space for residents and visitors alike. The project is envisioned as a gateway to the town where visitors could park and then walk to local pottery shops, businesses, and museums.

Benefits of the project include promoting Seagrove as an attractive destination with a distinctive sense of place, decreasing vehicular traffic, increasing pedestrian activity, and supporting local businesses. Walking and economic development are very much connected. Pedestrians are more likely to patronize a business that they walk by compared to motorists driving by. Motorists are less likely to see the storefronts and have the added burden of parking whereas pedestrians do not.

Critical to the success of this project is a strong pedestrian network that provides safe and efficient connectivity between the train depot and Seagrove's museums, pottery and art galleries, and businesses. The town may partner with local artists and businesses to implement public art and landscaping as part of a streetscape project for East Main Street. Such a project would reinforce Seagrove's identity and brand as the pottery capital while making East Main Street an attractive and inviting place for pedestrians.



The Courier-Tribune, 2017.



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Old Plank Road Corridor

The Old Plank Road Corridor begins at Ridge Road and ends at East King Avenue. There are three primary features in this corridor: the North Carolina Pottery Center, Seagrove Elementary School, and Seagrove Public Library.

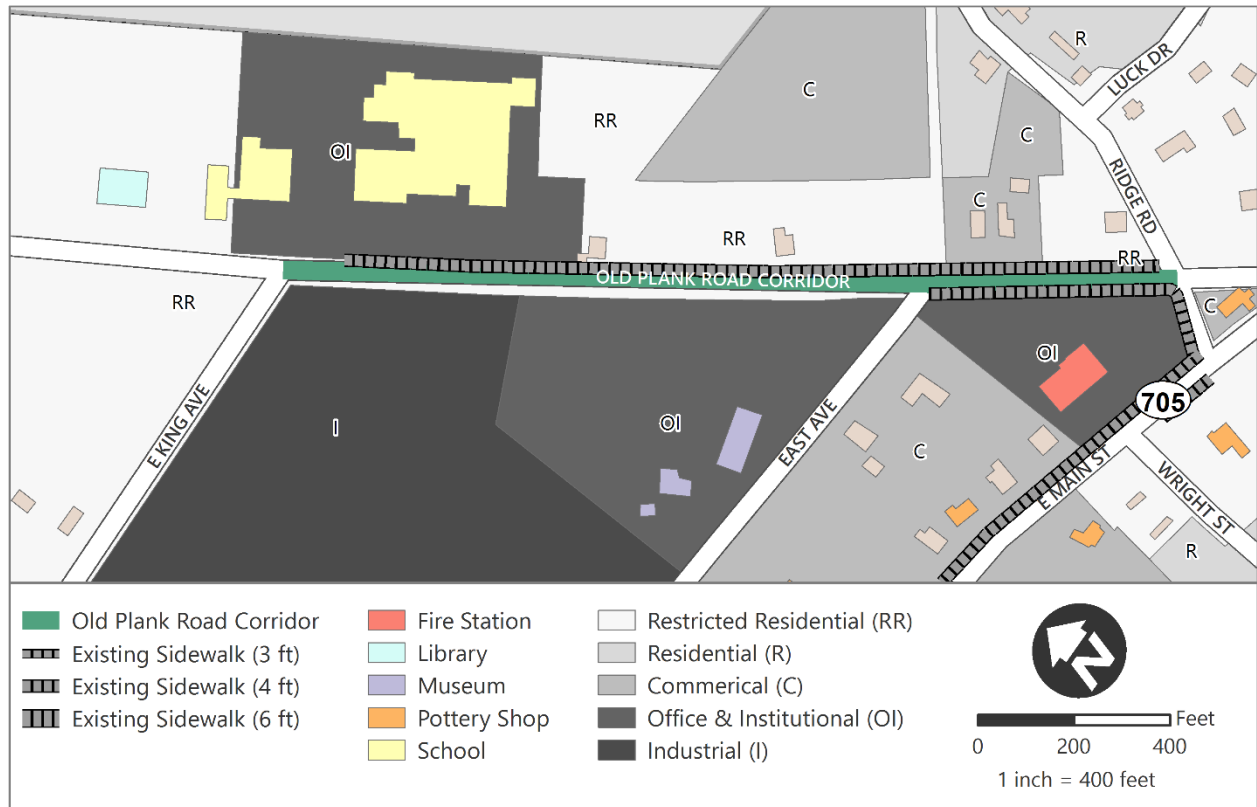
Existing Conditions

This corridor is predominantly zoned for office and institutional uses (see Figure 4-2). The local freight and logistics firm, Chief Express & Logistics, LLC, is located between Old Plank Road and North Broad Street. The backside of the site is located across from Seagrove Elementary School. Trucks currently use East King Avenue to enter and depart from the site. Pedestrian activity is noted in this corridor, particularly between Seagrove Elementary School and the North Carolina Pottery Center where school art programs are held. The community noted pedestrian activity in this corridor during mapping exercises held at the public meetings.

An interview with the Seagrove Elementary School principal and PTO president noted that most students live outside of the town limits and that no students currently walk to school. However, pedestrian activity is generated by the school's playground, walking track, afterschool fitness programs, PTO meetings, and the summer reading program at the school and the library.

Old Plank Road is a two-lane road with parking lanes on both sides of the street from Ridge Road to Seagrove Elementary School. The typical section in front of the school is two lanes with a center turn lane. The existing right-of-way is approximately 60 feet and the pavement width varies from approximately 22 to 45 feet. The posted speed limit is 35 mph. According to recent traffic counts, the average daily traffic is 1,000 vehicles.

Figure 4-2: Old Plank Road Corridor





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Challenges

There are existing four-foot sidewalks on Old Plank Road. Sidewalks extend from Ridge Road to the elementary school on the east side of Old Plank Road. On the west side, sidewalks are present from Ridge Road to East Avenue. According to a sidewalk inventory conducted by PTRC in 2016, the sidewalks are in poor condition and the curb ramps are not compliant with the ADA.

The sidewalk network stops approximately 400 feet south of the Seagrove Public Library. Although the library and elementary school are adjacent, there are no internal sidewalks connecting the two facilities. Students currently walk between the elementary school located on the east side of Old Plank Road and the North Carolina Pottery Center on the west side of the road. There is no crosswalk at this location. Due to the topography of the area, there are site distance issues at the intersection of East Avenue and Old Plank Road where the pottery center is located.

There are above ground utilities along both sides of Old Plank Road, which may pose a challenge to installing wider sidewalks. In front of Seagrove Elementary School where the existing sidewalks ends, there is vegetation and a retaining wall that would make extending the sidewalk challenging.

Opportunities

There are opportunities for improvements to the Old Plank Road Corridor to upgrade curb ramps to ADA standards and replace sidewalks in poor condition. New sidewalks should be at least five feet wide as recommended by FHWA and ITE (Pedestrian and Bicycle Information Center, n.d.)

Improving pedestrian safety and connectivity between the elementary school, library, and pottery center is another opportunity that may be realized through extending sidewalks and adding crosswalks. Together, these improvements provide the opportunity to improve safety, particularly for elementary students, and to encourage pedestrian activity in the corridor.

The Seagrove Elementary School principal and PTO president suggested opportunities for installing sidewalks along Old Plank Road and East King Avenue, and a crosswalk and pedestrian signal at the corner of King Avenue and Broad Street near Dollar General.

North Broad Street Corridor

The North Broad Street Corridor begins at East Main Street and continues to East King Avenue. The corridor is primarily commercial and industrial as shown in Figure 4-3.

Existing Conditions

The primary feature in this corridor is the Seagrove-based company Chief Express & Logistics, LLC. Other businesses in the corridor include Seagrove's single grocery store and café, Fresh Cuts Butcher and Seafood Market, Dollar General, Quik Chek gas station, and several pottery shops. Seagrove's post office is located on North Broad Street across from Chief Express & Logistics, LLC.

Pedestrian activity is present in this corridor, specifically at lunch time when employees from nearby businesses walk to the Fresh Cuts café for lunch. A bed and breakfast is located just north of the corridor. Visitors use North Broad Street to access downtown Seagrove and the local pottery shops.

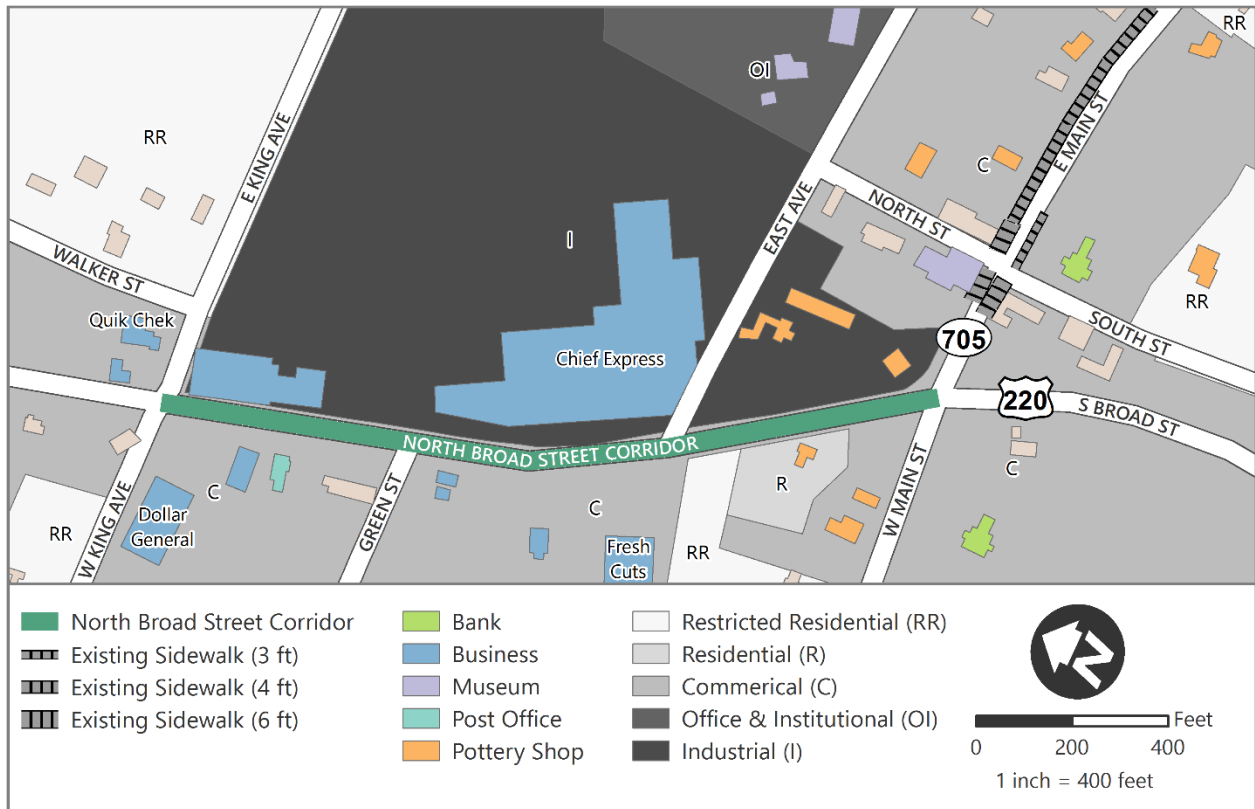
Between East Main Street and East King Avenue, North Broad Street is a two-lane road with a center turn lane. The existing right-of-way is approximately 60 feet and the pavement width varies from approximately 35 to 45 feet. The posted speed limit is 35 mph. According to recent traffic counts, the average daily traffic is 3,800 vehicles.



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Figure 4-3: North Broad Street Corridor



Challenges

As illustrated in the figure above, there are no existing sidewalks or crosswalks in the North Broad Street Corridor. The lack of pedestrian infrastructure makes it difficult and unsafe for pedestrians to walk along this corridor and to cross North Broad Street. Based on site visits, it appears that the right-of-way is constrained on the east side of North Broad Street and therefore would be more challenging to install sidewalks. The parking lot of Chief Express & Logistics, LLC is directly adjacent to the curb on the east side of North Broad Street, also making it difficult to install a sidewalk. On the west side of North Broad Street, right-of-way does not seem to be as constrained. However, above ground utilities may pose a challenge to installing sidewalks.

Opportunities

There may be opportunities to construct a sidewalk in this corridor in order to provide accommodations for pedestrians walking between local businesses and through the corridor. The west side of North Broad Street would present the best opportunity for constructing a sidewalk based on constraints noted during initial site visits. In addition, the Fresh Cuts grocery store is located on the west side of the street; therefore, a sidewalk on the same side would enable Seagrove residents and visitors to access healthy foods by walking.

Opportunities to improve pedestrian safety also include crossing improvements such as installing crosswalks at intersections to facilitate safer pedestrian movement. These projects would enhance a corridor that already has numerous businesses by making it a safer and more attractive place for pedestrians.



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4.3 Prioritization (Methodology)

Prioritization of proposed pedestrian projects for the Town of Seagrove involved a two-step process. First, the corridors discussed in Section 4.2 were analyzed and prioritized based on the need for pedestrian facilities as well as the anticipated benefits of developing additional or improved pedestrian facilities. Second, a range of pedestrian infrastructure alternatives were considered for each corridor and subsequently selected for proposal based on the anticipated benefits for each of the project corridors. A more in-depth description of both steps of the prioritization process is included below.

Corridor Prioritization

Three major corridors in Seagrove well suited for new and improved pedestrian facilities were identified during meetings with the Steering Committee. The corridors are the East Main Street Corridor, the Old Plank Road Corridor, and the North Broad Street Corridor. These corridors were selected based on multiple prioritization factors: stakeholder input, constraints, opportunities, safety, and connectivity.

Stakeholder Input

Discussions and exercises with the Steering Committee, a coordination meeting with NCDOT Division 8, and data gathered from a public survey were used to establish a greater understanding of local needs for pedestrian infrastructure. This involved gathering data on, among other topics, where pedestrians are present in Seagrove, where safety concerns are perceived, what future plans for the town may influence pedestrian needs and behavior, and how pedestrian facilities could connect community resources. Discussion with the Steering Committee unveiled the focused prioritization of Main Street. Old Plank Road and North Broad Street were also noted as priorities in order to develop a pedestrian network that connects the town. A more in depth analysis of stakeholder input is provided in Chapter 3.

Constraints

Constraints that may deter the development of pedestrian infrastructure were assessed along the corridors through a combination of quantitative and qualitative data for each of the corridors. Physical constraints such as lane width and available right-of-way were assessed using GIS mapping. Additional physical constraints such as above ground utilities, ditches, and close proximity of structures were assessed during field visits and using Google Earth scenery. A key constraint assessed in the selection and prioritization of corridors was a lack of existing and potential pedestrian activity. Given the small population size of Seagrove, it was important to identify corridors that would benefit residents as well as visitors and tourists.

Opportunities

Opportunities such as connecting existing pedestrian facilities to create a network were assessed in the prioritization process. This includes existing and planned attractions and facilities that may generate pedestrian traffic.

Safety

Safety concerns were cited through stakeholder and public involvement as a key deterrent to pedestrian activity in Seagrove. High speed vehicle traffic and a lack of pedestrian crossings were noted along the selected corridors. Roadway characteristics such as wide travel lanes and intersections with wide turning radii, which are roadway conditions that encourage high vehicle speeds, were assessed and noted during field visits.

Connectivity

Creating an efficient and well-used pedestrian network that connects all of Seagrove would be the ultimate goal for the town; however, given constrained resources, pedestrian projects and project locations should be



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prioritized in a way that most efficiently connects the town's resources for both residents and tourists. Therefore, the potential for connecting town resources such as the NC Pottery Museum, Seagrove Elementary School, Seagrove Public Library, and various other resources was an important consideration in the prioritization process.

Through this prioritization process, the three corridors were prioritized as follows: East Main Street Corridor, Old Plank Road Corridor, and North Broad Street Corridor.

Pedestrian Project Alternatives

A variety of pedestrian project types were considered for upgrading the identified corridors. The pedestrian project types were discussed with the Steering Committee and shown to the public through the public survey. The public survey showed the project types in a general manner to gain a general understanding of how the public perceived potential projects such as wide paved shoulders, re-striped roadways, and wayfinding techniques. The project types were discussed in a more contextual manner with the Steering Committee. Steering Committee members discussed with the consultant team what projects they found most well suited for specific locations in Seagrove.

Key goals established by the Steering Committee included the development of projects that improve pedestrian safety, promote the economic vitality of local businesses, create space for recreational walking, and underscore the local feel and creativity of Seagrove. Also, as a part of developing a walkable community that all can enjoy, a key is upgrading existing facilities to meet ADA standards so the pedestrian facilities are welcoming to all. Many of Seagrove's existing pedestrian facilities are not in compliance with ADA standards. Narrow, uneven sidewalks with no curb cuts limit who can safely maneuver along the facilities.

While efforts should be made to make all pedestrian crossings ADA compliant, crosswalks may be marked prior to the installation of ADA compliant sidewalks and/or curb cuts, as marked crosswalks do not change the pedestrian right-of-way at an intersection. According to the *North Carolina Pedestrian Crossing Guidance*, pedestrian crossings may be installed at locations where sidewalks are not currently present if there is a firm commitment to provide a sidewalk and secure the necessary funds to do so within the next five years (NCDOT, 2015).

While the projects are prioritized in this document, there may be opportunities to implement them in an order different from the order in which they were prioritized. For example, if NCDOT is resurfacing Seagrove Plank Road then it would be advantageous to implement wide paved shoulders at that time even though the project is a lower priority. The prioritization in this Plan should generally be followed as it directly reflects Steering Committee input and community feedback captured during public meetings; however, projects should ultimately be completed as opportunities and funding become available.



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4.4 Cost Estimates

Costs for recommended pedestrian infrastructure projects were primarily estimated using NCDOT's Bicycle and Pedestrian Facility Construction Cost Estimator Tool. The Pedestrian and Bicycle Information Center (PBIC)'s report titled *Costs for Pedestrian and Bicyclist Infrastructure Improvements* and the FHWA publication *How Much Does a Road Diet Cost?* (FHWA-SA-16-100) were used to estimate costs for project types not included in the NCDOT cost estimator tool.¹

Cost Estimate Methodology

The NCDOT tool was released in fall 2016 in order to improve the accuracy of bicycle and pedestrian cost estimates. The tool establishes a common estimation methodology and derives average costs from more than 80 bicycle and pedestrian projects across the state. The PBIC report was published in October 2013 with over 1,700 cost figures from construction and engineering bids compiled nationwide in order to provide cost estimates for over 70 types of bicycle and pedestrian facilities. The report provides the average, median, high, and low cost estimates for each item. The median estimate was used for the purposes of this Plan as the average estimate may be skewed by outliers. The FHWA publication was published in August 2016 and provides a methodology for estimating the costs associated with road diets.

The NCDOT tool was used to estimate costs for sidewalks, wide paved shoulders, bicycle lanes, mid-block crossings, and intersection treatments. The PBIC report was used to estimate costs for curb radii reductions, curb extensions, and wayfinding signs. The methodology contained in the FHWA publication was applied in estimating the costs associated with the lane reallocation (road diet) project proposed for East Main Street.

The costs reported in this Plan include construction, preliminary engineering, inspection, contingency, and NCDOT oversight costs. The projects are anticipated to be implemented within existing rights-of-way. The costs associated with any additional right-of-way needed for these projects are not included in these estimates. Furthermore, costs associated with utility relocation are not included either. Considerations and cost estimates for right-of-way and utility relocation would be addressed during subsequent feasibility studies.

Ranges and Adjustment Factors

To account for uncertainty at this stage in the planning process, the costs for each project are reported as a range. The lower end of the range was defined as the 50th percentile and the upper end of the range as the 75th percentile. The PBIC report did not include percentile costs so a 10 percent range is reported for those projects.

The FHWA cost methodology provides estimates for implementing road diets in conjunction with resurfacing projects (lower) or as standalone projects (higher). The two estimates constitute the range for the lane reallocation project.

Estimated costs were adjusted to 2018 dollars by using an annual inflation factor of 3.5 percent. The costs are approximate and subject to change based on the current price of materials and labor. They are dependent on the actual conditions which will be determined during the planning and engineering phases. The estimates provided are intended to serve as a relative guide for a rough order of cost magnitude.

¹ PBIC receives funding from FHWA and is part of the University of North Carolina Highway Safety Research Center.



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4.5 Recommended Pedestrian Infrastructure Projects

Infrastructure projects are recommended to improve pedestrian safety, connectivity, and mobility in Seagrove. They include crosswalks, sidewalks, wide paved shoulders, and signage. Curb ramps compliant with ADA are recommended at intersections and crossings, but due to scale, are not shown on the figures. The projects are grouped into three project packages that are each focused on addressing the needs and challenges of the town’s three corridors as described in Section 4.2. Within each project package, individual projects are organized into two groups: short-term and mid to long-term. Additional projects that are not specific to a corridor are recommended as well.

Pedestrian policies and programs are also recommended and are intended to work in tandem with these infrastructure projects. They are outlined in the next section, 4.6.

Wayfinding

Wayfinding signage is recommended throughout Seagrove as a strategy to achieve the following objectives:

- Promote Seagrove as a destination for walking and tourism
- Encourage walking by making the town easier to navigate
- Contribute to the town’s Seagrove Train Depot project and effort to improve walkability

A rendering of a potential wayfinding sign is shown in Figure 4-4. It is designed to complement Seagrove’s identity as the pottery capital of the United States by including the pottery elements from the town’s existing signs.

Each sign would list nearby destinations with arrows for navigation. Walking distances may be included on the signs as space allows to further orient the pedestrian.

Wayfinding signs would be particularly useful on East Main Street to help navigate visitors that arrive at the proposed Seagrove Train Depot. They could also help address the speeding issues on East Main Street as motorists would likely slow down to read them. They may be most appropriate in the town’s Quality Signage Corridor Overlay Zone.

Figure 4-4: Recommended wayfinding signage





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Project Package 1

Project Package 1 is tailored to the East Main Street Corridor and is intended to improve pedestrian connectivity between the museums, shops, and businesses located in this corridor as well as pedestrian safety, most notably at the Main Street and Broad Street intersection. The existing conditions and recommended improvements for this intersection are illustrated in Figure 4-7 and Figure 4-8. The following improvements are recommended for this intersection:

- Install high-visibility crosswalks and pedestrian signals on all four legs of the intersection. Pedestrian signals include countdown timers, audible signals, and push buttons.
- Reduce curb radii to decrease the crossing distance for pedestrians.
- Remove right-turn yields.

Lane Reallocation

This project package includes reallocating space on East Main Street to on-street parking and bike lanes as shown in Figure 4-5. Reallocating space would involve narrowing the existing travel lanes according to NCDOT guidance and restriping the remaining space for on-street parking and bike lanes. The travel lanes on East Main Street are approximately 20 feet wide. However, the NCDOT typical cross section calls for 11-foot wide travel lanes for this type of roadway, allowing for 9 feet of travel lane to be reallocated. Therefore it is recommended that those 9 feet be reallocated to 5-foot bike lanes on both sides of East Main Street and to an 8-foot wide on-street parking lane on the north side of East Main Street.

Figure 4-5: East Main Street typical section



By reconfiguring the travel lanes on East Main Street, on-street parking is restored to local businesses. On-street parking was once provided on East Main Street, and supported the local businesses by making them more convenient and accessible to customers. Through the public involvement process of this Plan, local businesses requested that on-street parking be considered. In addition to the economic development benefits, on-street parking also serves as a traffic calming technique. This is particularly appropriate for East Main Street given the ongoing challenges with excessive speeding on this roadway. Bicycle lanes would provide added safety and comfort to cyclists who ride the Pottery Loop, a designated bicycle route utilizing NC 705.

Sidewalks are recommended in this project package to complete gaps in the pedestrian network and to contribute to East Main Street's image and feel as a destination for community events and business. Eight-foot wide sidewalks are proposed on both sides of East Main Street from Broad Street to the North Carolina Pottery Center entrance. In downtown areas, eight-foot wide sidewalks are recommended by ITE to



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accommodate the increased pedestrian activity as well as a furnishing zone where planters, street trees, and benches may be placed. This zone would provide Seagrove with an opportunity to showcase its local art and pottery through outdoor installations.

This particular sidewalk project would address gaps at the Main Street and Broad Street intersection where sidewalks are nonexistent. It would also replace the existing three-foot sidewalk in front of Capital Bank that is narrower than the recommended width of five feet. A five-foot wide sidewalk is recommended on the south side of East Main Street from the entrance of the North Carolina Pottery Center to where the existing sidewalk begins across from the fire station. This project would fill a gap in the pedestrian network.

Several crosswalks are recommended in this project package to improve pedestrian safety and mobility in the corridor. High visibility crosswalks are proposed at the South Street and East Main Street intersection and Ridge Road and East Main Street intersection. At the entrance to the North Carolina Pottery Center, a mid-block crosswalk is proposed. In addition, wayfinding signs are recommended in this project package to orient visitors to Seagrove’s museums, art and pottery shops, and other community resources. A visualization of Project Package 1 is included as Figure 4-10 on page 4-17.

Streetscape Option

To further enhance East Main Street’s function as a destination, a streetscape option may be implemented that would place overhead utilities underground, install public art and ornate light fixtures, and plant street trees. Streetscape projects have been successful in communities as they contribute to “placemaking.” Placemaking involves combining urban design, landscape architecture, and community input to design streets, plazas, and parks to reflect and promote a community’s identity. As a result of these efforts, placemaking attracts people to the place and encourages them to spend time there, benefitting the local economy. The costs of implementing a streetscape project vary widely depending on the elements and length of the project, and therefore are not estimated in this Plan. The town may be able to implement specific streetscape components such as public art through private-public partnerships with local artists and businesses (see Section 4.6). A rendering of this potential streetscape option is shown in Figure 4-11 on page 4-17.

Table 4-1: Project Package 1

ID	Type	Description	Location	Length	Estimated Cost
Short-Term					
A1	Spot	Install pedestrian signals and high visibility crosswalks. Reduce curb turning radii. Remove right-turn yields.	Main Street & Broad Street	N/A	\$170,000 to \$210,000
A2	Linear	Reallocate travel lanes to on-street parking and bicycle lanes	East Main Street Broad Street to Ridge Rd.	1,350 ft.	\$17,000 to \$18,000
A3	Spot	Install high visibility crosswalk	E. Main St. & South St.	N/A	\$18,000 to \$22,000
A4	Spot	Install high visibility crosswalk	E. Main St. & 150 feet west of Wright St.	N/A	\$9,400 to \$11,000
A5	Spot	Install high visibility crosswalk	E. Main St. & Ridge Rd.	N/A	\$9,400 to \$11,000
N/A	Spot	Install wayfinding signs	See Figure 4-6	N/A	\$700 to \$2,700 per sign
Mid to Long-Term					
A6	Linear	Construct 8-ft. wide sidewalk on north side of East Main Street	North Broad Street to NC Pottery Center entrance	600 ft.	\$100,000 to \$140,000
A7	Linear	Construct 8-ft. wide sidewalk on south side of East Main Street	South Broad Street to NC Pottery Center entrance	600 ft.	\$97,000 to \$140,000
A8	Linear	Construct 5-ft. wide sidewalk on south side of East Main Street	NC Pottery Center entrance to Ridge Road	700 ft.	\$95,000 to \$140,000



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Figure 4-6: Project Package 1

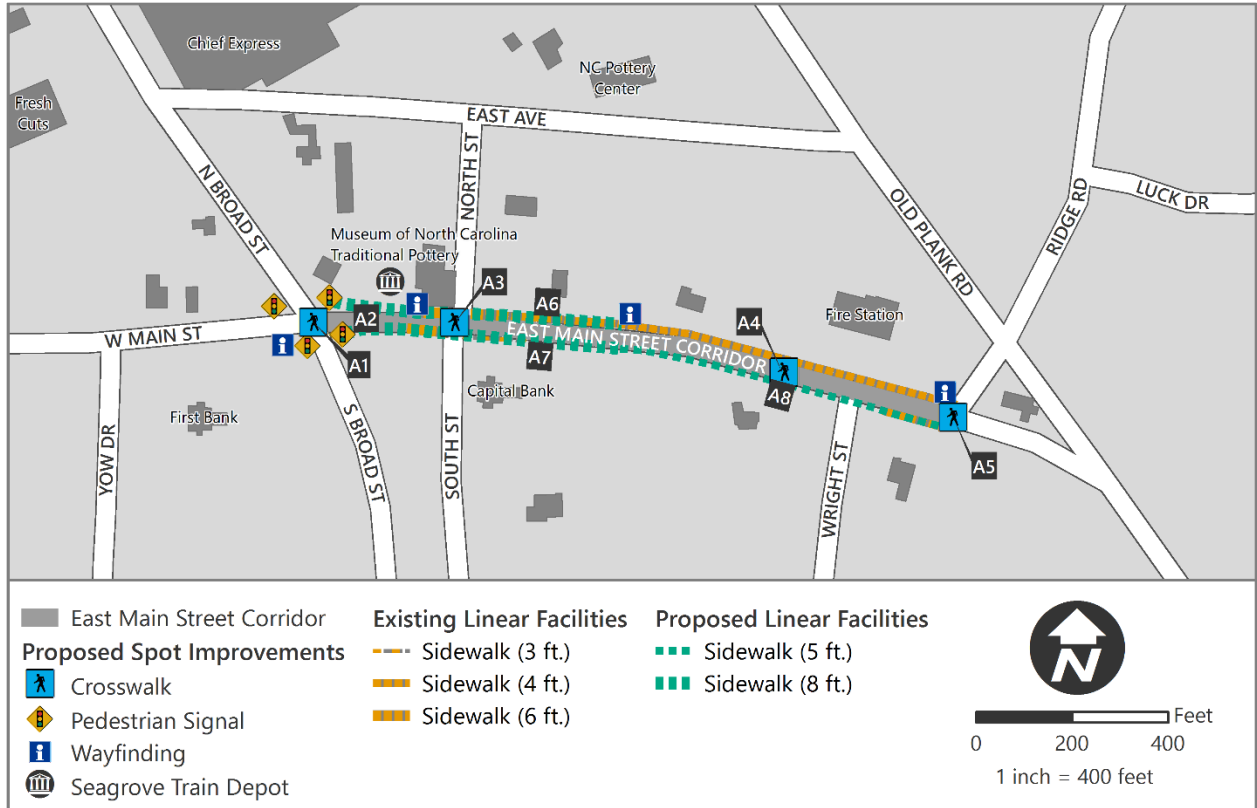


Figure 4-7: Main Street and Broad Street intersection (existing conditions)

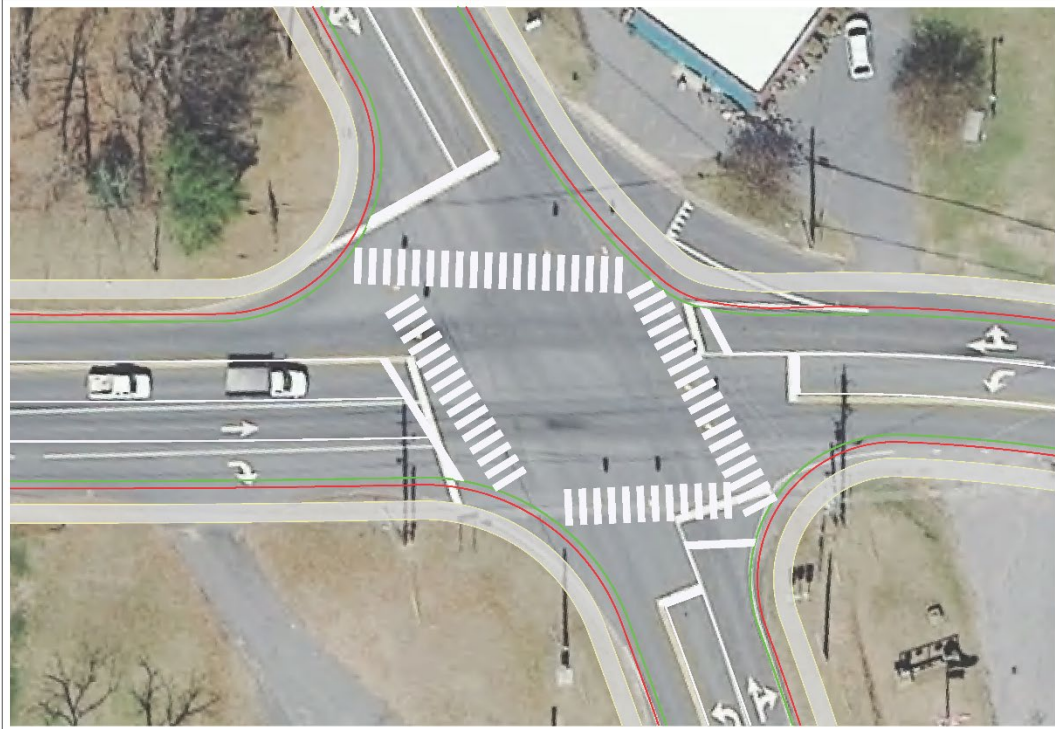




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Figure 4-8: Main Street and Broad Street intersection (recommended treatment)



Green denotes the edge of travel. Red denotes the face of curb.

Figure 4-9: East Main Street (existing conditions)





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Figure 4-10: East Main Street (road diet treatment)



Figure 4-11: East Main Street (road diet plus upgraded streetscape treatment)





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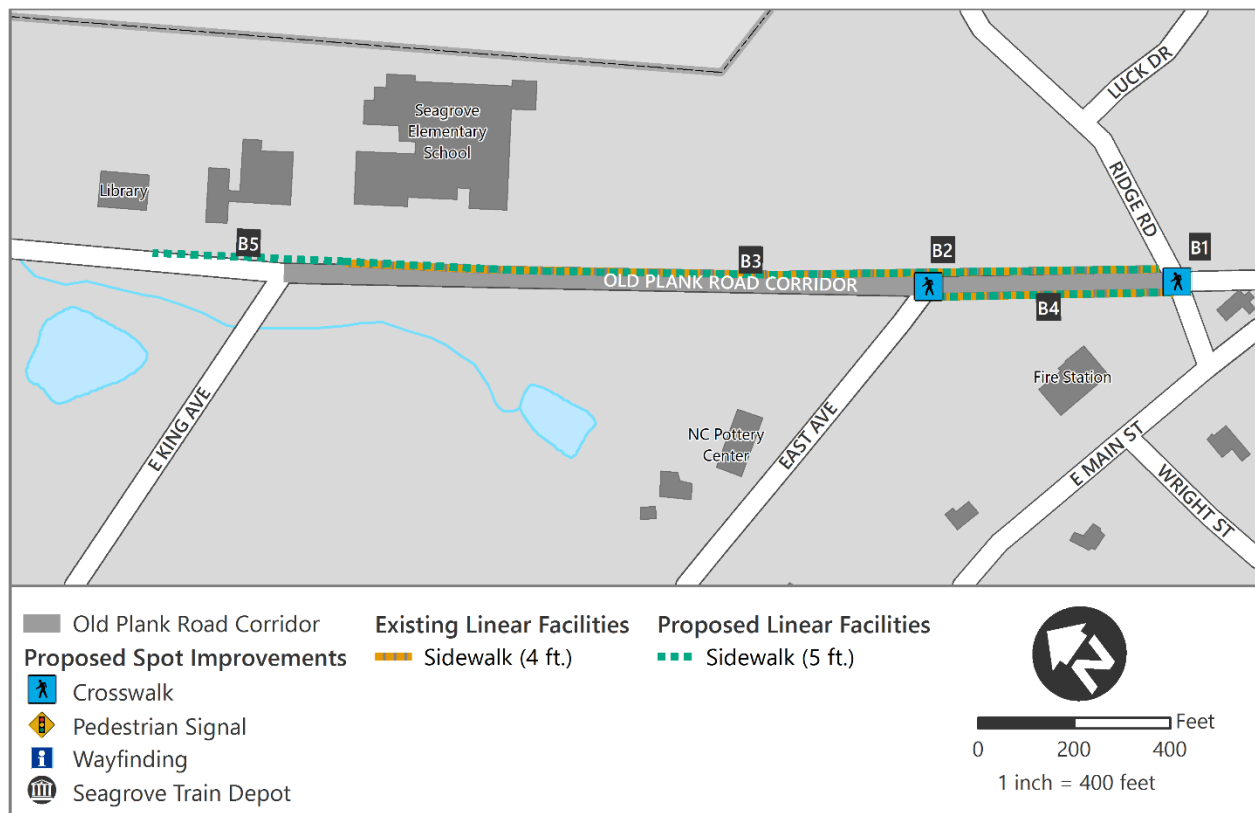
Project Package 2

Project Package 2 contains several projects to improve pedestrian safety and connectivity within the Old Plank Road Corridor. New five-foot wide sidewalks are recommended to replace the existing four-foot wide sidewalks on Old Plank Road that are in poor condition. In addition, a high visibility crosswalk is proposed at the intersection of East Avenue and Old Plank Road to improve safety for students walking between Seagrove Elementary School and the North Carolina Pottery Center. A crosswalk is also recommended for the intersection of Old Plank Road and Ridge Road. On the east side of Old Plank Road, a sidewalk extension is proposed to connect with the Seagrove Public Library.

Table 4-2: Project Package 2

ID	Type	Description	Location	Length	Estimated Cost
Short-Term					
B1	Spot	Install high visibility crosswalk	Ridge Rd. & Old Plank Rd.	N/A	\$9,400 to \$11,000
B2	Spot	Install high visibility crosswalk	East Ave. & Old Plank Rd.	N/A	\$9,400 to \$11,000
Mid to Long-Term					
B3	Linear	Replace existing 4-ft. sidewalks in poor condition with 5 ft. sidewalks	Old Plank Rd. (east) Ridge Rd. to Seagrove Elem	1,700 ft.	\$230,000 to \$330,000
B4	Linear	Replace existing 4-ft. sidewalks in poor condition with 5-ft. sidewalks	Old Plank Rd. (west) Ridge Rd. to East Ave.	500 ft.	\$82,000 to \$120,000
B5	Linear	Extend sidewalk to Seagrove Public Library	Old Plank Rd. (east) Existing sidewalk to library	400 ft.	\$50,000 to \$71,000

Figure 4-12: Project Package 2





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Project Package 3

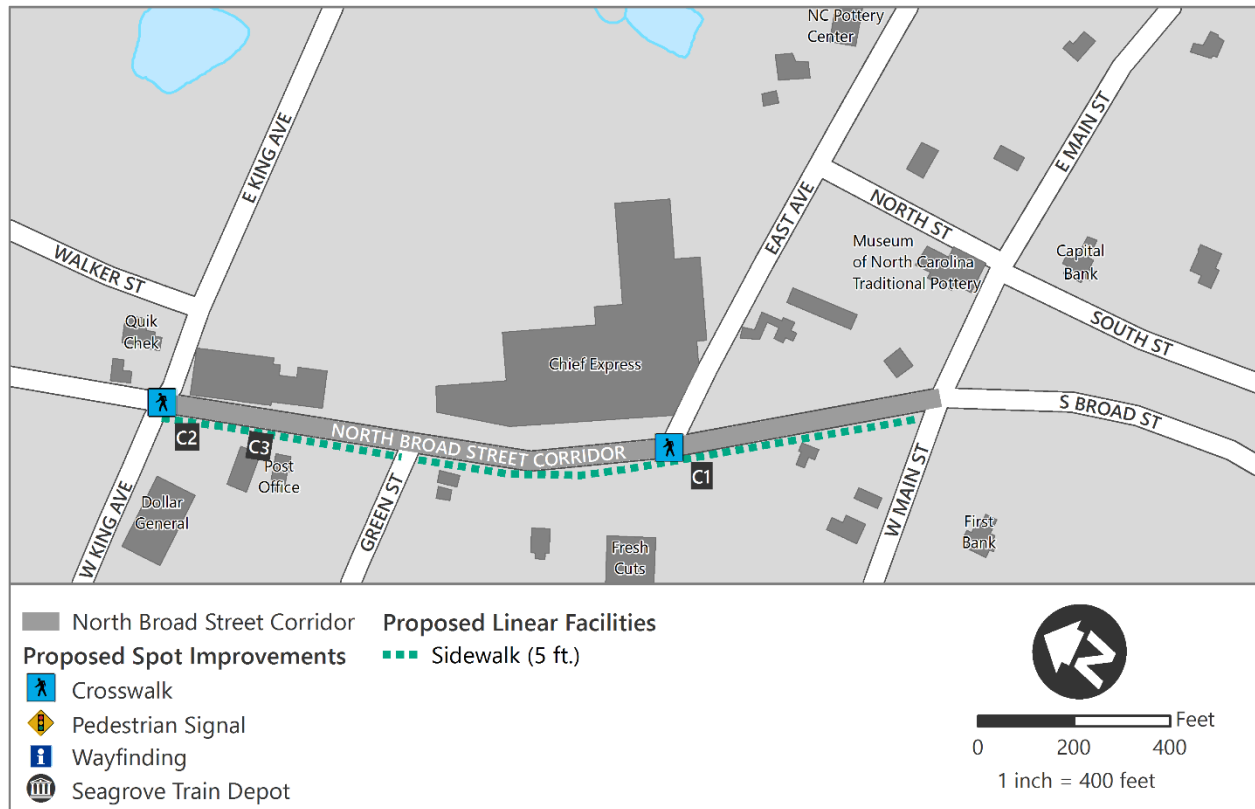
Project Package 3 is intended to improve pedestrian connectivity between businesses located in North Broad Street Corridor and to connect the corridor with the rest of the town. A bed and breakfast is located just north of the corridor. A five-foot sidewalk is proposed on the west side of North Broad Street from West Main Street to West King Avenue. The west side of the street is specifically recommended as it appears that the right-of-way is constrained on the east side of North Broad Street. The parking lot of Chief Express & Logistics, LLC is directly adjacent to the curb, making it difficult to install a sidewalk.

High visibility crosswalks are proposed at the intersection of East Avenue and North Broad Street and at the intersection of East King Avenue and North Broad Street to improve safety for pedestrians crossing the street. It was noted that employees from nearby businesses walk to the Fresh Cuts café for lunch.

Table 4-3: Project Package 3

ID	Type	Description	Location	Length	Estimated Cost
Short-Term					
C1	Spot	Install high visibility crosswalk	East Ave. & N. Broad St.	N/A	\$18,000 to \$21,000
C2	Spot	Install high visibility crosswalk	E. King Ave. & N Broad St.	N/A	\$18,000 to \$21,000
Mid to Long-Term					
C3	Linear	Construct 5-ft. wide sidewalk on west side of North Broad St.	W. Main St. to W. King Ave.	1,600 ft.	\$240,000 to \$340,000

Figure 4-13: Project Package 3





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Additional Projects

Additional projects are recommended to complement the project packages and to complete a comprehensive pedestrian network for Seagrove. These projects include sidewalks, crosswalks, wide paved shoulders, and advisory shoulders. They are listed in Table 4-4 and shown on Figure 4-14.

Advisory shoulders are recommended for improving bicycle and pedestrian safety on low-volume, low-speed streets that are not wide enough to accommodate bicycle lanes or where constructing sidewalks may not be feasible. They would be most appropriate for town-maintained roads that have a speed limit of 35 mph or less. Seagrove may consider implementing advisory shoulders during road resurfacing projects. They are relatively inexpensive to implement because they only require restriping. Figure 4-15 identifies candidate roads for advisory shoulders within the town.

As advisory shoulders are currently under study, an approved “request to experiment” is required by FHWA to implement them. Additional information on this process can be found on the FHWA website: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm.

Table 4-4: Additional projects

ID	Type	Description	Location	Length	Estimated Cost
Short-Term					
D1	Linear	Install wide paved shoulders	NC 705 Broad Street to I-73/I-74	3,700 ft.	\$450,000 to \$660,000
D4	Linear	Install wide paved shoulders	NC 705 Town Limits to Ridge Road	2,300 ft.	\$280,000 to \$420,000
N/A	Spot	Install wayfinding signs	Various locations, See Figure 4-14	N/A	\$700 to \$2,700 per sign ¹
Mid to Long-Term					
D2	Linear	Construct 5-ft. wide sidewalk on the north side of West Main Street	Broad Street to Park Street	900 ft.	\$140,000 to \$200,000
D3	Linear	Construct 5-ft. wide sidewalk on the south side of West Main Street	Broad Street to Seagrove Methodist Church	650 ft.	\$110,000 to \$150,000
D5	Linear	Construct 5-ft. wide sidewalk on the south side of East King Avenue	North Broad Street to Old Plank Road	1,000 ft.	\$140,000 to \$200,000
D6	Spot	Install high visibility crosswalk	Old Plank Road & East King Avenue	N/A	\$9,400 to \$11,000
D7	Linear	Install wide paved shoulders on Seagrove Plank Road	E. King Ave. to Clay Presnell Memorial Park	4,300 ft.	\$530,000 to \$770,000
D8	Linear	Construct 5-ft. wide sidewalk on east side of Seagrove Plank Road	Seagrove Public Library to Garner St.	1,400 ft.	\$160,000 to \$240,000
D9	Spot	Install high visibility crosswalk	Garner Street & Seagrove Plank Road	N/A	\$9,400 to \$11,000
D10	Linear	Construct 5-ft. wide sidewalk on south side of Garner St.	North Broad Street to Seagrove Plank Road	750 ft.	\$110,000 to \$160,000
D11	Spot	Install high visibility crosswalk	Garner Street & North Broad Street	N/A	\$9,400 to \$11,000
D12	Linear	Construct 5-ft. wide sidewalk on west side of North Broad Street	W. King Ave. to Garner St.	1,200 ft.	\$180,000 to \$250,000
N/A	Linear	Install advisory shoulders	Various locations, See Figure 4-15	N/A	\$22,000 per mile ²

¹ *Costs for Pedestrian and Bicyclist Infrastructure Improvements*, PBIC, 2013. Inflated to 2018 dollars.

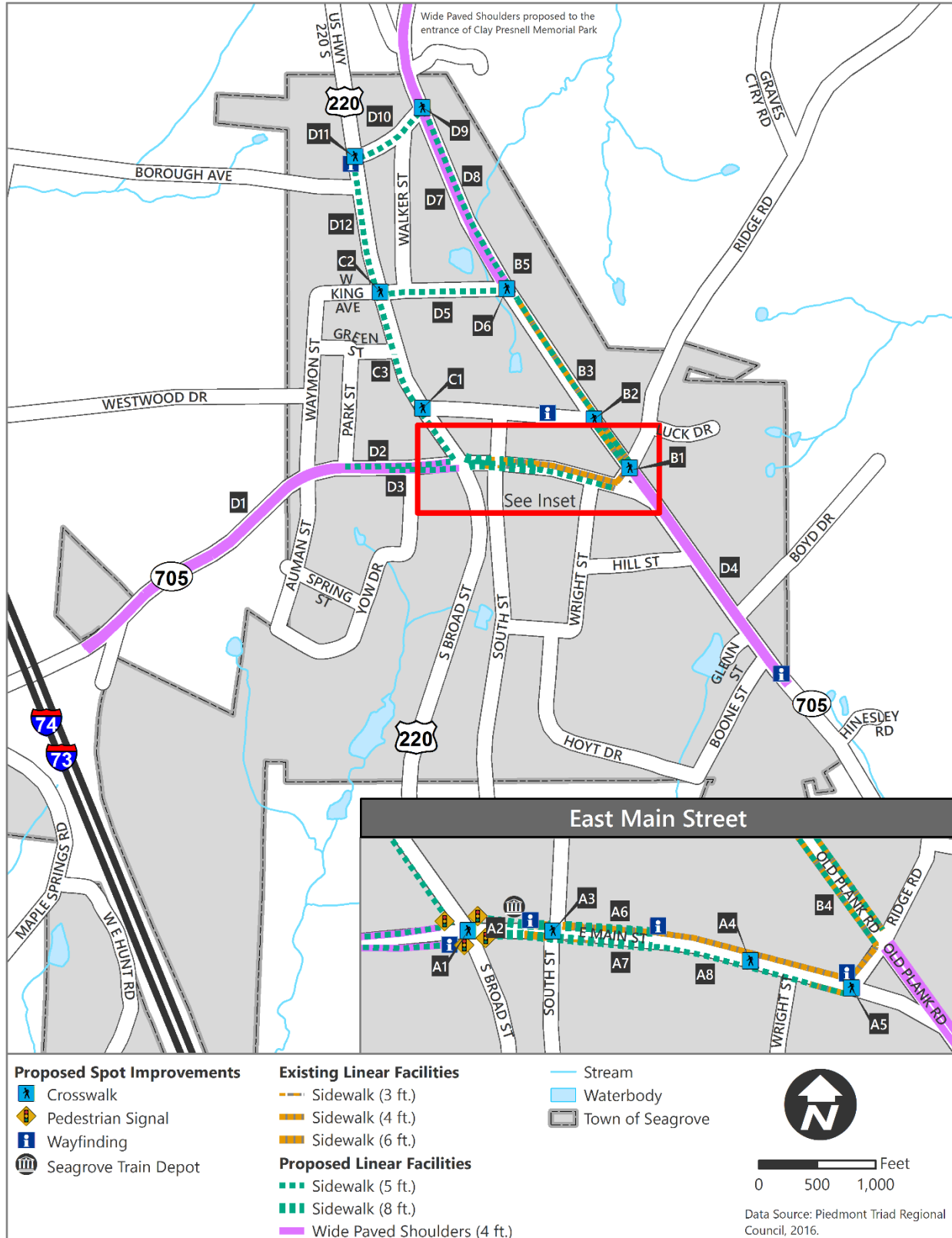
² Approximated based on unit costs for thermoplastic bike lanes (6") contained in the FHWA publication *How Much Does a Road Diet Cost?* (2016) inflated to 2018 dollars.



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Figure 4-14: Recommended pedestrian network

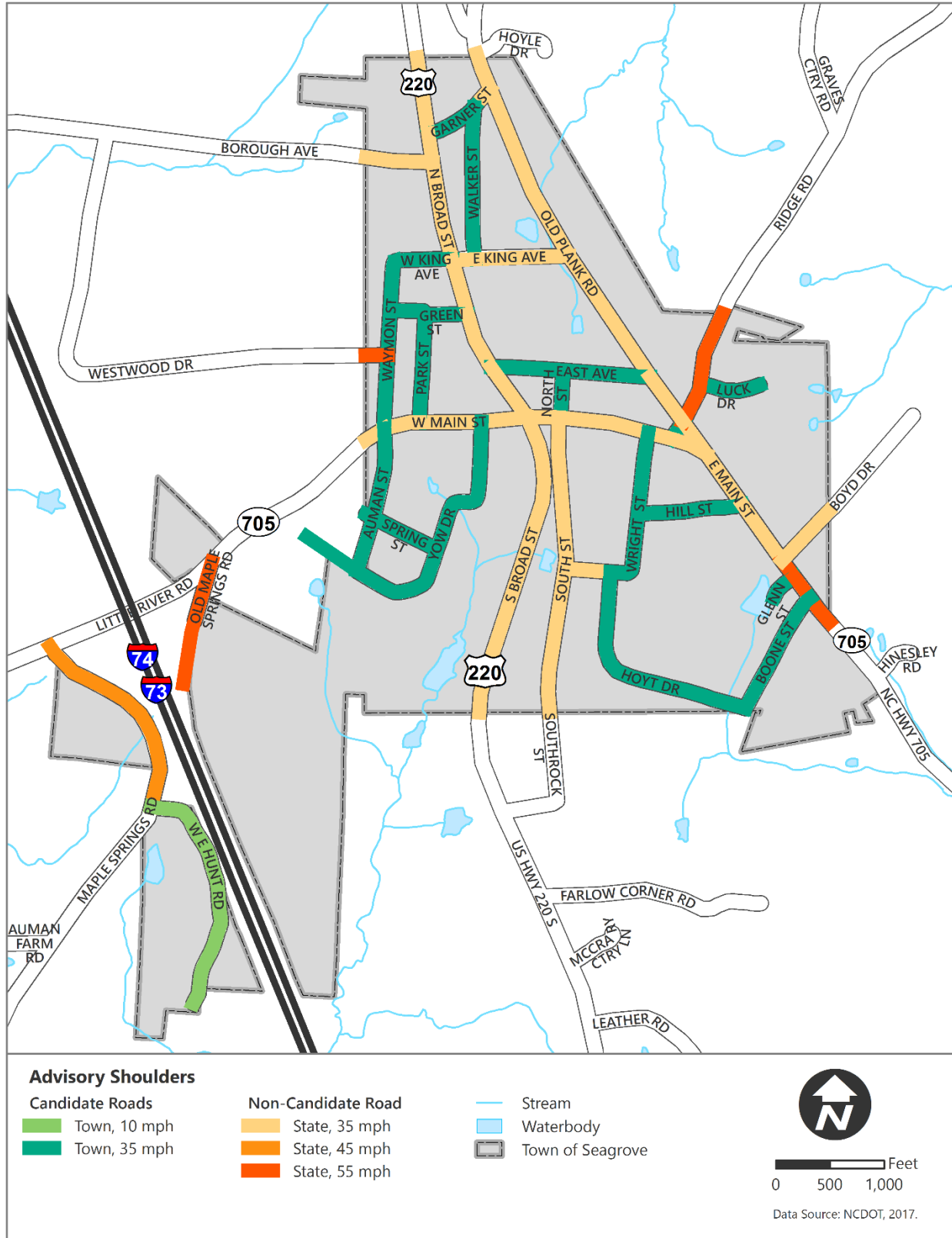




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Figure 4-15: Candidate roads for advisory shoulders





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4.6 Recommended Pedestrian Programs and Policies

In addition to recommended infrastructure and policy improvements, the planning team looked at programs and policies that, if implemented, could encourage non-motorized transportation usage in the town and improve safety conditions for bicyclists and pedestrians.

Recommended Programs

An overarching recommendation would be to develop a Bicycle and Pedestrian Advisory Committee (BPAC). As Seagrove is a small town with limited staffing, it is important to develop a committee that will help organize and maintain the proposed programs and identify and seek out funding sources that will help the town achieve its goal of becoming a more walkable community.

Five additional programs that would be beneficial to the Town of Seagrove are as follows:

- Safety campaigns to educate bicyclists, pedestrians and drivers
- Enhance safe access to schools
- Provide open street and walking events
- Improve local aesthetics with public art
- Enforce existing driving laws and speed limits

Bicycle and Pedestrian Advisory Committee

The development of a BPAC recommendation includes having the Seagrove Town Commissioners appoint a commissioner, citizen liaison, or advocate, who will form a BPAC to continue pedestrian planning efforts and program implementation in Seagrove. A committee is recommended as opposed to a single person in order to reduce the amount of work that falls on one person. Having a group of individuals committed to improving pedestrian capabilities in the town will encourage creative solutions to securing funding and continuing pedestrian oriented programs.

The BPAC should include some existing Steering Committee members and residents concerned about pedestrian issues and needs in the community. Membership of the BPAC should reflect the demographic makeup of the town in terms of age, race, and socioeconomic status. Representatives from community groups, schools, and businesses should be included. The BPAC may also include representatives from banks, local foundations, and economic development corporations. The BPAC would be charged with the principal objective of advocating for pedestrian safety and mobility through education, encouragement, and enforcement campaigns and infrastructure projects.

The BPAC would research funding opportunities, assist with submission of grant applications, and play a role in selecting and monitoring the work of consultants and contractors designing and constructing bicycle and pedestrian infrastructure. It would also serve to form partnerships between schools, businesses, and neighboring municipalities. The BPAC should meet regularly and provide updates to the Seagrove Town Commissioners. In addition to helping implement proposed projects, the Town Commissioners and BPAC should promote education, safety, encouragement, enforcement and evaluation, events, and beautification programs.



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Safety campaigns to educate pedestrians, bicyclists, and drivers

Watch for Me NC is a comprehensive campaign aimed at reducing the number of bicyclists and pedestrians hit and injured in crashes with vehicles. The campaign consists of educational messages on traffic laws and safety, and an enforcement effort by area police. With more than 3,000 pedestrians and 850 bicyclists hit by vehicles each year in North Carolina, NCDOT in collaboration with municipalities and universities has launched the Watch for Me NC campaign to reduce crashes through education and enforcement. Education



materials in the form of a website, public service announcements, pamphlets, bus wraps, billboards, and bumper stickers have been developed and distributed to increase awareness of pedestrians and bicyclists and applicable laws. Many of the materials can be distributed at local festivals and other events, at local businesses, and at the Seagrove Welcome Center. The campaign also provides increased training to law enforcement. The Town of Seagrove could partner with the City of Asheboro to become a partner community in the Watch for Me NC Campaign.

Many of these resources are downloadable from Watch for Me NC at: <http://www.watchformenc.org/>.

Enhance safe access to schools

Safe Routes to School (SRTS) is a program that enables and encourages children to walk and bike to school. The program helps make walking and bicycling to school a safe and more appealing method of transportation for children. SRTS facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.



Active Routes to School is the North Carolina SRTS project that is supported by a partnership between NCDOT and the Division of Public Health. The goal of the project is to increase the number of North Carolinians that meet the physical activity recommendations by increasing the number of elementary and middle school students who safely walk and bike to or from school.

More information on SRTS can be found at: <https://www.ncdot.gov/bikeped/safetyeducation/safeRoutesToSchools/>

In addition to the SRTS, the town could facilitate Seagrove Elementary School's participation in the NCDOT program Let's Go NC!—Pedestrian and Bicycle Safety Curriculum. Aimed to instruct children between grades K-5, the program focuses on walking and biking skills to promote safety. As a way to promote healthy and active lifestyles, a curriculum was developed that includes aspects of the SRTS program in addition to classroom, video, and exercise materials.

More information can be found at: www.connect.ncdot.gov/projects/BikePed/Pages/LetsGoNC.aspx





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Open street and walking events

The Town of Seagrove has unique characteristics that can be showcased through outdoor events that could be supported by pedestrian facilities. An outdoor festival could be set up along East Avenue as this would be in close proximity to both the North Carolina Pottery Center and the Museum of North Carolina Traditional Pottery. East Avenue is a locally owned street that could be closed to vehicle traffic for festivals. If the proposed pedestrian projects are implemented, this location could also be surrounded by walkable and inviting streets that would encourage festival attendees to explore the rest of Seagrove.



Open Street Bicycle Event
(Flickr Creative Commons, Umberto Bayj, 2012)

The Town of Seagrove is known for its pottery. The town could develop informal walking tours to encourage pedestrian activity among visitors and highlight the attractions and resources one can find in Seagrove. To achieve this, the town could designate a few different loops that are walkable and connect both attractions and local businesses. These loops could be mapped onto pamphlets that are made available at the Seagrove Welcome Center, Town Hall, North Carolina Pottery Center, Museum of North Carolina Traditional Pottery, Clay Presnell Memorial Park, and local businesses. Callouts on the maps can show parking options, bike rack locations, food options, and key attractions that are within walking distance of one another.

More information can be found at: www.openstreetsproject.org

Public art

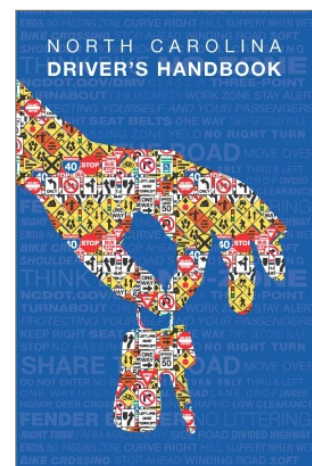
Creating a welcoming and enjoyable walking environment is an important component of developing a walkable community. Discussion with the Steering Committee indicated that the town has interest in using its most defining element to improve the aesthetics of the town. Local pottery and art can be located along paths and sidewalks throughout the town to not only beautify the town but also showcase the talent and creativity that is so prevalent in Seagrove.

Locally crafted outdoor pottery could be used as flower pots alongside outdoor seating. Pottery and local art could also be incorporated with sidewalk projects and alongside signage for local businesses and seen as an advertising opportunity to promote economic vitality for local businesses. By including a small plaque with the name of the potter or artist along with their business name and location, the town could encourage local artists to donate their art or even pay a small fee to cover installation and maintenance fees in exchange for the advertising that would result from the public display of their art. The town may also partner with the Museum of Traditional North Carolina Pottery and the North Carolina Pottery Center on outdoor public art projects.

Enforcing existing driving laws and speed limits

Education is essential for teaching and reminding drivers of all ages the applicable laws and responsibilities of motorists as they pertain to safely sharing the road with bicyclists and pedestrians. This also includes educating police officers on bicycle and pedestrian laws.

Although children aged 5 to 15 years are not yet old enough to drive, it can be expected that the majority will become automobile users. Educating elementary and middle school students (the future driving population) about bicycle and pedestrian safety provides excellent opportunities to make a difference in a two-fold manner.





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Pedestrian safety, as well as how to safely maneuver an automobile while in the presence of pedestrians and bicycles can be an instrumental part of any driver's education program in Seagrove. This training will allow new generations to be more aware of the simple fact that motorized vehicles do not have sole right to the transportation network, and it is everyone's responsibility to be careful when in the roadways.

More information can be found at: www.ncdot.gov/dmv.

The NC Bicycle and Pedestrian laws can be found at: www.ncdot.gov/divisions/bike-ped/Pages/bike-ped-laws.aspx.

Recommended Policies

The Town of Seagrove's zoning ordinance was reviewed in order to understand how it influences the planning of pedestrian enhancements. One of the most cost-effective strategies for implementing this Plan would be to establish land development regulations and street design policies and standards that promote walkable new development and capital projects.

Including safe alternative options to vehicular use can help encourage residents to walk for both transportation and leisure purposes. Redevelopment and new development permitted in the Town of Seagrove should provide for walking facilities. The Town Council can encourage pedestrian activity by promoting the following:

- Requiring pedestrian facilities, such as sidewalks, as part of new development.
- Promoting the expansion of pedestrian amenities on roadways.
- Requiring pedestrian facilities on all recommended roadway and bridge improvements.
- Promoting pedestrian connectivity in the Town of Seagrove.

The town should adopt land use and zoning amendments that comply with pedestrian and land use policies. Seagrove should promote a more pedestrian-friendly environment in and around new infill development, redevelopment, and natural areas.

Local Ordinance Recommendations

Currently, there are no provisions or standards in the town's current zoning ordinance specific to pedestrian facilities. The town should modify its ordinance to include the requirement that pedestrian facilities should be consistent with standards presented in this Plan.

Requirements for new pedestrian infrastructure should be consistent throughout the town's planning jurisdiction as follows:

- Signage policies that provide wayfinding for pedestrians should be encouraged.
- Parking lots should be located behind future developments to provide a safer entrance for pedestrians accessing the business.
- Trees, utility poles, and street furniture should not be placed where they may hinder the view from pedestrian crosswalks and intersections or inhibit the movement of pedestrians on sidewalks.
- When an existing sidewalk or path is closed for construction or maintenance reasons – on the walkway itself or on adjacent property – an adequate detour route should be established and signed, if feasible.
- All pedestrian facilities must be ADA accessible.



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General Sidewalk Recommendations

Sidewalks should be clear of obstructions such as utility poles, sign posts, fire hydrants, bike racks, newspaper stands, etc. These objects should be placed elsewhere, such as a planting buffer strip. Other standards contained in Appendix C: Design Guidelines should be incorporated into the zoning ordinance. Vertical clearance should be at least 7 feet from ground level to the bottom edge of signs or the lowest tree branches.

It is recommended that Seagrove amend the zoning code to include provisions to address sidewalks within the Quality Signage Corridor Overlay Zone section. It is recommended that sidewalks be a minimum of 5 feet in width, a specification based off sidewalk width requirements NCDOT and ADA recommends (AASHTO, 2012). NCDOT Division of Highways requires sidewalk standards no less than what is required by the ADA, which require widths of a minimum of 3 feet for a maximum of 200 feet in length, where level areas of 5x5 feet must be available for wheelchairs to be able to pass and reverse direction. ADA standards also restrict cross slopes of more than 2 percent. National and statewide plans are used by NCDOT to guide the planning, design, and construction of bicycle and pedestrian infrastructure. These resources include:

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities:

[http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-07\(263\)_FR.pdf](http://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP20-07(263)_FR.pdf)

WalkBikeNC North Carolina Statewide Pedestrian and Bicycle Plan:

<https://altaplanning.com/wp-content/uploads/WalkBikeNCPlanChapterslowres.pdf>

North Carolina Department of Transportation Complete Streets Planning and Design Guidelines:

http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_CS_NCDOT2012.pdf

Building Setback and Height Requirement Recommendations

It is recommended that Seagrove amend the zoning code to include provisions to require new commercial buildings be placed close to the sidewalk, and include either rear or side parking. The standard setback of 25 feet for commercial buildings does not create a pedestrian-friendly environment. In walkable urban environments, buildings placed at the edges of sidewalks and public spaces, rather than being set back behind, can greatly enhance the character of the pedestrian environment. To promote design that fosters a safe and inviting pedestrian environment, the adoption of a smart growth or other types of code, including form-based codes are recommended. These types of zoning codes can regulate the size, height, and proximity to the street and can help create vibrant walkable communities.

More information regarding smart growth codes can be found at <https://www.epa.gov/smartgrowth/codes-support-smart-growth-development> and <https://formbasedcodes.org/>.



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5. Implementation Strategy

Achieving the vision, goals, and objectives of this Plan will require the commitment of town officials and staff, BPAC, Piedmont Triad RPO, NCDOT, and the support and leadership from the community and other partner organizations. Guided by the goals, objectives, and strategies, Seagrove will continue working to improve pedestrian safety and connectivity.

The implementation strategy for this Plan includes several components to assist with translating this document into implemented programs and constructed pedestrian facilities:

- **Key Action Steps:** Describing actions to help the town implement the recommendations of this Plan and improve overall bicycling and pedestrian facilities
- **Project Development Strategies:** Utilizing key action steps to implement specific projects
- **Funding Process and Sources:** Identifying and mobilizing funding for projects
- **Performance Evaluation Measures:** Evaluating the effectiveness of projects

Adopting this Plan is a necessary first step for improving pedestrian safety and mobility in Seagrove. Coordination with NDOT Division 8 and Piedmont Triad RPO will be critical to implementing the infrastructure projects proposed in this Plan. Seagrove is a member of the Piedmont Triad RPO.

5.1 Key Action Steps

The BPAC is entrusted with overseeing the implementation of the Plan with assistance from town staff and participation by the stakeholders. The BPAC would be responsible for meeting regularly to receive updates and guide progress on the action steps. It would also author the annual progress update submitted to the Town Council on bicycle and pedestrian conditions in Seagrove.

In addition, all infrastructure recommendations along NCDOT-maintained roadways would require review and approval by NCDOT Division 8 prior to implementation. The key actions are listed in Table 5-1. The timeline for the action steps is meant as a general guide and can be modified as necessary.

Table 5-1: Key action steps

Action	Description	Stakeholder	Timeline
Adopt the Seagrove Pedestrian Plan	Present the Plan to the Seagrove Town Council for adoption.	Town Council and town staff	January 2019
Establish a BPAC	Form an advisory committee that will be responsible for overseeing the implementation of the Plan.	Town Council and town staff	Winter 2019
Strengthen partnerships with Piedmont Triad RPO and NCDOT Division 8	Hold an initial meeting with the stakeholders to provide an overview of the Plan's recommendations and identify opportunities for collaboration, specifically for the upcoming resurfacing project on NC 705.	Piedmont Triad RPO, NCDOT Division 8, and town staff	Winter 2019/ ongoing
Apply for Watch for Me NC	Apply to participate in NCDOT's Watch for Me NC campaign to raise awareness and provide educational resources to promote bicycle and pedestrian safety to residents, drivers, and law enforcement.	BPAC and town staff	Summer 2019/ Ongoing



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Action	Description	Stakeholder	Timeline
Identify potential funding sources during town budget planning	Identify potential funding sources for pedestrian programs, projects, and maintenance in the town's budget such as Powell Bill funds. Begin to accumulate funds that can be used for the local match required for most projects.	BPAC, Town Council and town staff	Summer 2019
Apply for alternative funding sources for the Plan's projects and programs	Refer to the funding sources identified in this Plan in Appendix D; apply for funds in addition to the STIP process to implement programs and projects. Establish a fund to use for local match requirements.	BPAC and town staff	Ongoing
Include requirements for pedestrian facilities in town ordinances and policies	Draft amendments to town ordinances and policies following the recommendations of this Plan for pedestrian infrastructure in existing and new development.	Town Council and town staff	Fall 2019
Coordinate with Region 6 Active Routes to School Coordinator	Begin meeting with the Region 6 Active Routes to School Coordinator to establish and develop policy for implementation and/or training or programs for Seagrove Elementary School.	BPAC, town staff, NCDOT, NC Division of Public Health	Winter 2020
Partner with local artists, businesses and art organizations	Partner with local artists and art organizations such as Friends of the Museum of Traditional NC Pottery to incorporate art on East Main Street.	Local artists, art organizations, and town staff	Winter 2020
Prepare the Seagrove Pedestrian Plan Annual Report/Memo	Prepare the first Seagrove Pedestrian Plan Annual Report or memo assessing progress made over the past year using the performance and evaluation measures included in this Plan.	BPAC and town staff	Spring 2020

5.2 Project Development Strategy

The development process to prepare for a project's construction involves six key components described below. This strategy can be used to implement infrastructure projects proposed in this Plan. When applicable, each component of the strategy will incorporate action steps described in Section 5.1 demonstrating how town officials can implement the project practically:

- Identification of funding source(s)
- Public involvement
- Feasibility Study (right-of-way availability and needs)
- Engineering and design
- Analysis of affected property owners
- Design-level cost estimates

The project development process will vary depending on whether the project is on-road or off-road on a new location. Wide paved shoulders and roadway re-striping are on-road improvements typically constructed within the road right-of-way. However, adding sidewalks where applicable may involve obtaining additional right-of-way and/or easements from adjacent property owners.



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Identification of Funding Sources

Funding for bicycle and pedestrian infrastructure projects needs to be identified early in project development. Many funding options are presented in Section 5.3 of this Plan. Relevant action steps include the following:

- Coordinate with the Piedmont Triad RPO to include infrastructure projects in the regional planning process
- Town budget planning
- Apply for alternative funding sources for the Plan's projects and programs
- Partner with North Carolina Department of Commerce for grants and technical assistance
- Forming public-private partnerships

Public Involvement

This is a critical component for soliciting community input on the location, design, and function of the proposed facility. In addition, public involvement is critical in forming partnerships with local advocacy organizations and educating the community about the overall benefits of bicycling and walking. Public involvement should be included in all phases of project development. Practical action steps include the following:

- Establish a BPAC
- Carry out programs that educate residents on the health benefits of walking and biking
- Wayfinding study
- Watch for Me NC

Feasibility Study (Right-of-Way Availability and Needs)

Regardless of whether the proposed facility is on-road or off-road, the project will require a feasibility study. A feasibility study would likely be done for each proposed project, or a small group of inter-related projects. The study will examine the utility and right-of-way issues associated with a proposed facility and provide concept plans, profiles, and high level cost estimates. The study will determine utility constraints, and if right-of-way acquisition is necessary for the project. The study should be conducted in consultation with NCDOT where occurring within an NCDOT right-of-way. The Town of Seagrove may need to fund or provide a local contribution toward these studies.

Some of the pedestrian projects proposed in this Plan would be on-road facilities within NCDOT rights-of-way that require coordination with NCDOT. On NCDOT roads in town, roadway re-striping to reallocate road space has the potential to be accomplished cost-effectively through the division's resurfacing projects. As identified in the key action steps table, coordination with NCDOT Division 8 should be initiated following the adoption of this Plan. There may be opportunities to include pedestrian facilities proposed by this Plan in road repaving and widening projects. An important role for the BPAC would be to monitor the NCDOT Division 8 resurfacing schedule. This could be accomplished through arranging quarterly check-ins with the Division Operations and Maintenance personnel to determine upcoming resurfacing plans or coordinating with the Piedmont Triad RPO. Although NCDOT communicates with local municipalities concerning upcoming resurfacing plans, coordination with NCDOT is recommended to ensure projects in this Plan can be implemented through resurfacing.

Feasibility studies could require coordination at multiple levels from the town to NCDOT. The following actions would assist in coordinating and conducting feasibility studies:

- Adopt the Seagrove Pedestrian Plan



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- Strengthen partnerships with Randolph County and the Piedmont Triad RPO
- Coordinate with NCDOT Division 8
- Coordinate with the Piedmont Triad RPO to include infrastructure projects in the regional planning process
- Town budget planning
- Develop partnerships with local and regional businesses to help fund wayfinding, arts, and streetscape elements

Engineering and Design

In the engineering and design phase, concepts developed in the feasibility study will be developed and advanced using more in-depth engineering to develop a preliminary design. During this phase additional, more specific information on right-of-way and utility constraints will be developed. As with the feasibility study, the planning and design phase should be conducted in consultation with NCDOT where occurring within an NCDOT right-of-way. Seagrove may need to fund or provide a local contribution toward these studies. Because engineering and design follow feasibility studies closely, many applicable action steps are the same:

- Coordinate with NCDOT Division 8
- Coordinate with the Piedmont Triad RPO to include infrastructure projects in the regional planning process
- Town budgeting and planning

Analysis of Affected Property Owners

It is best to develop projects within existing town or NCDOT right-of-way to minimize right-of-way acquisition and costs. Typically, pedestrian infrastructure projects, including those in this Plan, utilize existing roadways, sidewalks, and rights-of-way, as the acquisition of private property would reduce the feasibility of the project. Shared use paths are an example of a project that typically requires right-of-way acquisition. However, if a project requires the acquisition of additional rights-of-way, the feasibility study, engineering, and design identify property owners who could be impacted by a project's alignment and construction. Once those property owners are identified, town officials should coordinate with NCDOT on the process to initiate contact with impacted property owners and acquire right-of-way.

As part of the project selection process, this Plan considered available right-of-way and, based on high-level analysis, only proposes projects that would fit within the existing right-of-way. Pedestrian projects that could require the acquisition of rights-of-way typically include those that are not using existing roadways or sidewalks.

Design-level Cost Estimates

A critical component of a project's engineering and design is developing the design-level cost estimates for proposed project alternatives. Detailed cost estimates allow the town council to evaluate alternatives, present options to the public, receive public input, and ultimately decide on the alternative that best fits the town's goals and budget. Design-level cost estimates are generated by the project engineers tasked with designing the project alternatives. Cost estimates include the following details:

- Roadway/path/sidewalk construction
- Utility construction or relocation
- Right-of-way acquisition
- Contingencies that could arise in the course of project construction



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5.3 Funding Sources

This section discusses the state funding process and other potential funding sources. Funding for pedestrian projects will likely not come from a single source, and instead will need to be combined with several funding sources that can be used for a variety of activities, including: feasibility studies, planning, design, implementation, and maintenance. Although funding is available from outside sources, it is highly recommended that the town establish a source of local matching funds for potential grants. Even small amounts of local funding are essential for matching and leveraging outside sources. Local matching funds can be achieved through allocations to a reserve fund from the capital budget. In addition, many grants allow in-kind matching (e.g., local staff time).

State Funding Process for Transportation Improvements

In June 2013 the North Carolina General Assembly overhauled the process for funding state transportation projects with the Strategic Transportation Investments law (House Bill 817). This law establishes the Strategic Mobility Formula to allocate funds through a competitive process based on quantitative criteria and local input. The formula is intended: “to maximize North Carolina’s existing transportation funding to enhance the state’s infrastructure and support economic growth, job creation and high quality of life.” This formula is applied in creating the STIP, which is NCDOT’s ten-year transportation improvement plan for the state. The STIP is updated every two years and includes projects across six transportation modes: highway, aviation, bicycle/pedestrian, public transportation, ferry, and rail.

Bicycle and pedestrian projects that are submitted through the NCDOT project prioritization process must meet the following requirements based on the latest round of prioritization (Prioritization 5.0):

- Minimum project cost of \$100,000
- Local governments are responsible for providing the necessary non-federal match (minimum 20 percent of the project’s total cost)
- Must be included in an adopted plan (pedestrian plans, bicycle plans, greenway plans, Safe Routes to School action plans, CTPs and long-range transportation plans)
- Right-of-way must be secured prior to receiving federal construction funding

The formula funds projects according to the three following categories:

- Division Needs (30 percent)
- Regional Impact (30 percent)
- Statewide Mobility (40 percent)

Bicycle and pedestrian projects that are independent of larger roadway projects are only funded through the Division Needs category. Projects in this category compete equally against all six transportation modes within the division. Up to 25 projects per mode may be submitted for prioritization. Selection is based 50 percent on the quantitative score and 50 percent on local input. Local input is split evenly between the NCDOT division and metropolitan planning organization (MPO)/RPO. The public may comment on the local input point assignment, which the Division Engineer will review prior to final local input point assignment. Piedmont Triad RPO also provides a public comment period.

Powell Bill Funds

Seagrove may use its allocation of Powell Bill funds from the state to fund bicycle and pedestrian infrastructure projects. These funds are generated by the motor fuel sales tax and appropriated annually by the State to qualifying municipalities. Seagrove is an eligible municipality and received \$10,878 in 2017 (North Carolina State Street-Aid Allocations to Municipalities, 2017). According to state statutes, municipalities may



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use Powell Bill funds to resurface, repair, or widen streets, or for the planning, construction and maintenance of bikeways, greenways, or sidewalks. The use of these funds would be at the discretion of the Town Council.

North Carolina Main Street and Rural Planning Center

The North Carolina Main Street and Rural Planning Center works in regions, counties, cities, towns, downtown districts, and in designated North Carolina Main Street communities to inspire placemaking through building asset-based economic development strategies that achieve measurable results such as investment, business growth, and jobs. It provides towns across the state with technical assistance for downtown revitalization through its Downtown Associate Community Program.

The center selects communities every other year via a competitive application process. Municipalities with an identifiable traditional downtown business district and a certified population under 50,000 not already designated as an active Main Street or Small Town Main Street community are eligible to apply to the Center for services under the Downtown Associate Community Program. Selected communities will receive up to three years of downtown revitalization technical assistance services from the center and may have the opportunity to move up to Main Street designation upon successful completion of the program.

This could be a potential funding source for the bicycle, pedestrian, and streetscape improvements recommended for East Main Street in downtown Seagrove.

Better Utilizing Investments to Leverage Development (BUILD) Grants

The BUILD Transportation Discretionary Grant program is a federal program by the United States Department of Transportation (USDOT) to fund projects that build or repair critical pieces of freight and passenger transportation networks. The eligibility requirements of BUILD allow project sponsors at the state and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional federal programs which provide funding to very specific groups of applicants (mostly state departments of transportation and transit agencies). Bicycle and pedestrian projects are eligible for funding under the BUILD program. BUILD grants are competitive and are selected based on merit. The application and award process occurs annually.

National Endowment for the Arts

The National Endowment for the Arts' Our Town program is a creative placemaking initiative that would likely be appropriate for Seagrove, given the town's cultural and arts heritage. Our Town program's objective is to: "support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes" (NEA, 2018). There are two types of Our Town projects, which are described below by the National Endowment for the Arts:

- **Place-based projects:** Through arts engagement, cultural planning, design, and/or artist/creative industry support, these projects contribute to improved quality of life in local communities. These projects require a partnership between a nonprofit organization and a local government entity, with one of the partners being a cultural organization. Matching grants range from \$25,000 to \$200,000, with a minimum cost share/match equal to the grant amount.
- **Knowledge building projects:** These projects build and disseminate knowledge about how to leverage arts, culture, and design as mechanisms for strengthening communities. These grants are available to arts service or design service organizations, and/or other national or regional membership, policy, or university-based organizations. These projects require a partnership that will



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facilitate the knowledge sharing and/or exchange. Matching grants range from \$25,000 to \$100,000, with a minimum cost share/match equal to the grant amount.

The place-based project category would be most relevant for Seagrove, and would require a partnership with a nonprofit organization. Additional information regarding specific grant requirements and the application can be found on the National Endowment for the Arts' website: <https://www.arts.gov/grants/apply-grant/grants-organizations>.

Other Funding Sources

Seagrove may consider alternate funding sources to augment state funds for pedestrian projects, which are limited and competitive. The programs listed below may be used to fund entire projects or be directed towards covering the cost of spot improvements like crosswalks or amenities such as benches and signage. Note that many of the federal funding sources are distributed by NCDOT through the prioritization process, and are not directly attributed to municipalities or RPOs. Additional and more detailed information concerning what these funds can be used for, the required local match, and other characteristics is included in Appendix D: Funding Sources.

Federal Funding Sources

- Congestion Mitigation and Air Quality Improvement
- Highway Safety Improvement Program
- National Priority Safety Program (Section 405)
- State and Community Highway Safety Grant Program (Section 402)
- Surface Transportation Block Grant Program
- Transportation Alternatives

State Funding Sources

- Clean Water Management Trust Fund
- Land and Water Conservation Fund
- Parks and Recreation Trust Fund
- Recreational Trails Program
- Safe Routes to School

Community Crowdfunding

In the last several years the internet has revolutionized fundraising. This new form of fundraising, called crowdfunding enables people all over the world to start a fundraising effort and provides an easy mechanism for others to make donations. Platforms such as Kickstarter and Indiegogo are online communities that act as funding platforms for a diverse range of projects. Individuals or organizations post projects for a nominal fee and individuals make contributions via credit card. This type of fundraising is likely to be a minor source, but might be useful for funding spot improvements, such as crosswalk markings or benches.

Kickstarter: Crowdfunding platform to help artists, musicians, filmmakers, designers, and creators fund new ideas and projects. <https://www.kickstarter.com/>

Local Funding Sources

- Capital Reserve Fund
- Fees
- General Obligation Bonds
- Special Tax District
- Tax Increment Financing

Nonprofit Funding Sources

- Blue Cross Blue Shield of North Carolina Foundation
- Kate B. Reynolds Charitable Trust
- North Carolina Community Foundation
- Robert Wood Johnson Foundation



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Indiegogo: Similar to the successful crowdfunding platform, Kickstarter, Indiegogo is more locally oriented and trends toward civic-based projects. <http://www.indiegogo.com/>

Capacity Building

In addition to the difficulties of securing funding, limited staff capacity for implementing the Plan can also be a challenge. The Piedmont Triad RPO offers grant preparation assistance to municipalities within the RPO area. The town may seek assistance from Piedmont Triad RPO in preparing future grant applications for implementing the infrastructure and programmatic recommendations made by this Plan. Other options for capacity building include partnering with the Randolph County Planning and Zoning Department and retaining the planning services of a consultant. The BPAC would also provide increased capacity to the town.

5.4 Performance and Evaluation Measures

In order to evaluate the progress and effectiveness of the Town of Seagrove Pedestrian Plan, the following table (Table 5-2) lists evaluation criteria and examples of achieved progress that the BPAC and Town Council can use. These criteria and milestones are based on the goals and objectives of this Plan. The table is intended to serve as a general guide—the BPAC should tailor these evaluation criteria to the community by adopting more specific, locally applicable quantitative metrics.

The evaluation of the Plan should occur annually and be published in the form of a memo or report made available to the residents of Seagrove. The report should detail the progress made to date and the priorities for the coming year. This annual report will help to demonstrate the benefits of pedestrian infrastructure and programs as well as generate further support for the ongoing work of the BPAC.



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Table 5-2: Performance and evaluation measures for plan implementation

Goals	Performance Evaluation	Examples of Progress Achieved
Identify and develop pedestrian programs and infrastructure projects to improve safety and enhance connectivity within the Town of Seagrove that complement the town’s character and identity as the pottery capital of the United States.	Miles of pedestrian facilities constructed and number of spot improvements	Miles of bicycle and pedestrian facilities constructed in a specific period of time (e.g., 1 mile within 5 years)
	Number of programs implemented to encourage walking and safety	Participation in the Watch for Me NC program annually or bi-annually
	Number of BPAC meetings held	BPAC meets quarterly
Prioritize pedestrian infrastructure projects and aesthetic treatments for East Main Street in order to improve walkability, increase safety, and encourage economic development.	Compliance of pedestrian facilities with ADA standards	Number of curb cuts updated to meet ADA standards
	Reduction in speeding vehicles along the roadway	Reduced number of speeding cars recorded (e.g., 20 percent reduction in speeding vehicle recording following upgrades to Main Street)
	Number of local stores along Main Street that can be accessed from pedestrian facilities	Increase number of stores that are accessible from sidewalks (e.g., 5 additional local businesses adjacent to sidewalk)
Provide wayfinding for pedestrian navigation between community origins and destinations, including cultural and historic homes and businesses.	Implementation of wayfinding system	Town adopted wayfinding design and strategy.
	Number of wayfinding signs located within Seagrove	Wayfinding signs that direct tourists to local resources such as the Pottery Museum
Recognize and promote the health, economic, safety, and mobility benefits of active transportation.	Consecutive miles of pedestrian facilities to encourage walking to resources as well as walking recreationally	Establishment of a walkable “loop” that connects businesses and serves recreational purposes
	Connections between pedestrian facilities and parking locations in Seagrove	Connecting sidewalks to the town’s planned public parking area
Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.	Number of programs, campaigns or events annually in the community meant to encourage pedestrian activity	Number of programs or partnerships annually
Coordinate with Piedmont Triad RPO and NCDOT to implement the recommendations of the Plan.	Successful adoption the Seagrove Pedestrian Plan	Plan is approved by NCDOT, Piedmont Triad RPO
	Implementation of projects proposed in the Seagrove Pedestrian Plan	Number of programs and infrastructure projects implemented following the adoption of the Plan



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Appendix A: Public Involvement

This appendix contains the following public involvement documents:

- First Steering Committee Meeting Agenda
- First Steering Committee Meeting Sign-In Sheet
- First Steering Committee Meeting Minutes
- Second Steering Committee Meeting Agenda
- Second Steering Committee Meeting Sign-In Sheet
- Second Steering Committee Meeting Minutes
- First Open House Public Meeting Agenda
- First Open House Public Meeting Sign-In Sheet
- Third Steering Committee Meeting/Second Public Meeting Agenda
- Third Steering Committee Meeting/Second Public Meeting Sign-In Sheet
- Third Steering Committee Meeting/Second Public Meeting Minutes
- NCDOT Division 8 Coordination Meeting Agenda
- NCDOT Division 8 Coordination Meeting Sign-In Sheet
- NCDOT Division 8 Coordination Meeting Minutes
- Seagrove Elementary School Interview
- Seagrove Pedestrian Plan Public Survey



SEAGROVE PEDESTRIAN PLAN

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Agenda – Steering Committee Kick-off Meeting and Working Session

January 23, 2018 5:00 PM – 7:30 PM

Seagrove Town Hall

5:00 PM WALKING TOUR

Please come prepared to walk a route within the community to inform our discussion of pedestrian needs. Refer to Attachment A for a map of the walking route.

6:00 PM INTRODUCTIONS

A) Introduction

Town Staff, Steering Committee, NCDOT, AECOM Team

B) Discuss the role of the Steering Committee

6:10 PM PROJECT OVERVIEW

Review the Purpose, Tasks, and Project Schedule

Project Schedule

Project Schedule

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Task 1: Inventory and Evaluation of Current Conditions								
Task 2: Project Kick-off Meeting, First Steering Committee	★							
Task 3: Second Steering Committee and First Open House Public Meeting					★			
Task 4: Preliminary Pedestrian Plan								
Task 5: Third Steering Committee Meeting and Open House							★	
Task 6: Final Plan								

★ Denotes a Steering Committee or Public Meeting.

6:20 PM VISION AND GOALS

Introduce and review the vision and goals of the Seagrove Pedestrian Plan.
(Refer to Attachment B)

6:30 PM WORKING SESSION

We will perform two mapping exercises intended to lay the groundwork for developing projects to be presented in the plan.



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Mapping exercise 1: Based on the walking tour, we will identify the following features on the map:

- Community resources such as the Museum of North Carolina Traditional Pottery
- Pedestrian origins and destinations
- Pedestrian constraints and opportunities

Mapping exercise 2: Based on the results of the first exercise, we will begin to identify pedestrian infrastructure projects.

7:15 PM NEXT STEPS/QUESTIONS

7:30 PM ADJOURN

Please let us know of any concerns prior to the meeting by contacting Mayor David Fernandez at dfernandez@triad.rr.com or Cindy Camacho Consultant Project Manager at (919) 256-6306 (cindy.camacho@aecom.com).

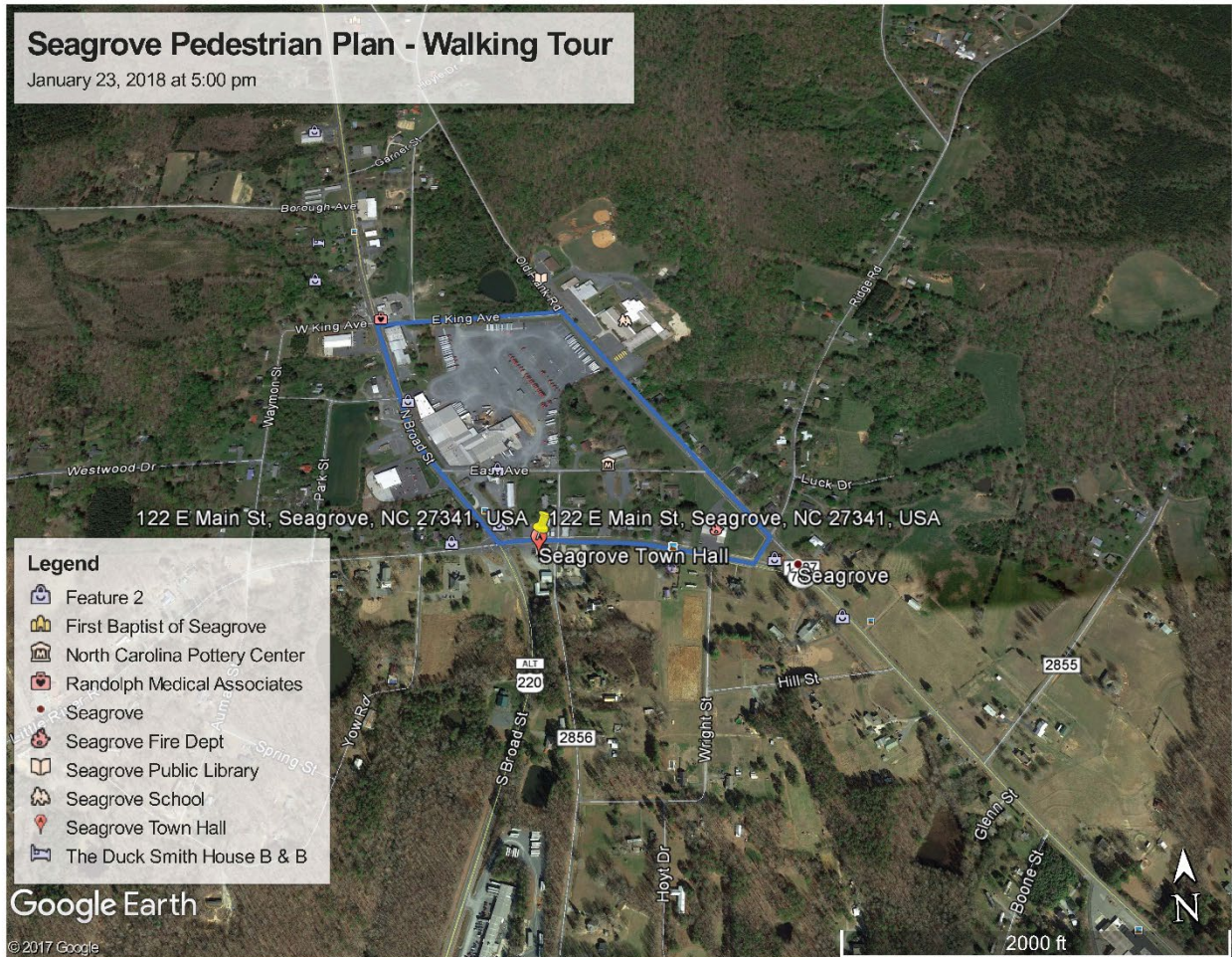


SEAGROVE PEDESTRIAN PLAN

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Attachment A

Walking Tour





SEAGROVE PEDESTRIAN PLAN

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Attachment B Vision and Goals

Vision of the Plan

The Town of Seagrove will be a community where people of all ages and diverse backgrounds have access to pedestrian facilities and programs that promote exercise, wellbeing, safety, and connectivity, support the local economy, and enrich the Town's pottery culture.

Goals of the Plan

- Identify and develop pedestrian programs and infrastructure projects to improve safety within the Town of Seagrove that complement the Town's character and identity as the pottery capital.
- Enhance mobility by creating and providing pedestrian networks, removing barriers and enhancing connections between community origins and destinations such as schools, stores, and churches.
- Provide connections between community origins and destinations, including cultural and historic sites through pedestrian infrastructure.
- Recognize the health, economic, safety, and mobility benefits of walking.
- Educate the community as to the benefits of pedestrian activity, applicable rules, and regulations.
- Coordinate with Piedmont Triad Rural Planning Organization (Piedmont Triad RPO) and NCDOT to implement the recommendations of the plan.



SEAGROVE PEDESTRIAN PLAN

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First Steering Committee Meeting Sign-In Sheet

Town of Seagrove Pedestrian Plan | January 23, 2018 Steering Committee Meeting #1 Sign-In Sheet

Name	Address	Phone Number	Email Address
Adam Migliore-Meyer		919-306-2294	
Jin Song Kim		401-349-1854	
Candy Camacho		919-478-4170	candy.camacho@ncdot.gov
Homer Beheler		536-267-5506	Poor304561@yahoo.com
Kathy Fernandez		206-550-1731	kjoh847@gmail.com
Kelly Larkins		336-404-0300	klarkins@ptrc.org
Bryan Lopez		919-707-0606	balo@ncdot.gov
Eleanor Roberts		336-302-2360	eroberts@triad.rr.com
DAVID FERNANDEZ		336-207-6985	DFERNANDEZ@TRIAD.RR.COM
Jason Auman		336-460-1504	auman.golf2@yahoo.com
Kevin Hill		336-302-0190	kthill@h-hfurniture.com



SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Meeting Minutes – Steering Committee Kick-off Meeting and Working Session

January 23, 2018 5:00 PM – 7:30 PM

Seagrove Town Hall

Attendees

David Fernandez, Steering Committee, Mayor of Seagrove
Eleanor Roberts, Steering Committee, Town Clerk and Zoning Administrator
Jason Auman, Steering Committee, Seagrove Police Department
Homer Beheler, Steering Committee
Kathy Fernandez, Steering Committee
Kevin Hill, Steering Committee
Jin Song Kim, Steering Committee
Kelly Larkins, Steering Committee, Piedmont Triad Regional Council
Bryan Lopez, NCDOT Division of Bicycle and Pedestrian Transportation
Adam Migliore Meyer, AECOM Project Consultant
Cindy Camacho, AECOM Project Consultant
Taylor Alligood, AECOM Project Consultant

Minutes

The Seagrove Pedestrian Plan Steering Committee Kick-off Meeting and Working Session was held on Tuesday, January 23, 2018 from 5:00 pm to 7:30 pm at Seagrove Town Hall. The meeting was kicked off at 5:00 pm with introductions by the consultant team, Seagrove Mayor David Fernandez, NCDOT Division of Bicycle and Pedestrian Transportation, and the Steering Committee members.

Following introductions, meeting attendees completed a walking tour of Seagrove noting areas of pedestrian activity, constraints, and opportunities. The walking tour started at Town Hall, proceeding east on NC 705 to Old Plank Road. The tour continued north past Seagrove Elementary School, west on East King Avenue to North Broad Street, and concluded at Town Hall.

After the walking tour, Consultant Team Project Manager Adam Migliore Meyer discussed the role of the Steering Committee, which is to provide direction and input into the development of the Pedestrian Plan and to serve as champions for the Plan. Adam underscored the importance of the Steering Committee in tailoring the Plan to Seagrove and assisting with outreach for the public workshops. The Steering Committee reviewed the project schedule which anticipates a completed plan by August 2018. Consultant Team Technical Advisor Cindy Camacho summarized the tasks included in the scope of work and content of the Plan.

The Steering Committee engaged in a visioning exercise by offering adjectives and phrases to describe Seagrove. The town is described as: artsy, historic, unique, quaint, and welcoming. These descriptors will be incorporated into the Plan's vision statement and included as a "word cloud" in the final plan. Following the visioning exercise, committee members offered modifications to the draft vision statement and goals that were included in the agenda packet. The draft vision was: "The Town of Seagrove will be a community where people of all ages and diverse backgrounds have access to



SEAGROVE PEDESTRIAN PLAN

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pedestrian facilities and programs that promote exercise, wellbeing, safety, and connectivity, support the local economy, and enrich the Town's pottery culture." The consultant team will revise them based on the input received.

The consultant team led the Steering Committee in a mapping exercise to identify community resources, areas of pedestrian activity, travel patterns, safety issues, and opportunities to improve pedestrian safety and connectivity. The results of the exercise are summarized below.

Pedestrian Activity and Travel Patterns

- Pedestrian activity is observed throughout the Town.
- Visitors to Seagrove often park in private lots across from Town Hall and in the northeast and northwest quadrants of the Main Street and Broad Street intersection.
- Common pedestrian travel patterns are from the parking lots mentioned above, east along Main Street to the intersection with Old Plank Road.
- There is often pedestrian activity crossing Broad Street where crosswalks are currently not present.
- Pedestrian activity is observed on Broad Street to businesses and bed & breakfasts.
- During specific times of the year, there are increased elementary student pedestrian travel patterns between Seagrove Elementary School, Seagrove Volunteer Fire Department, and the NC Pottery Center.

Safety and Constraints

- Speeding is a safety concern in Seagrove, particularly on Main Street (NC 705). Seagrove Police Officer Auman noted that speeding tickets have been given to motorists for driving in excess of 60 mph in a 35 mph zone.
- The existing intersection of Broad Street and Main Street was noted as being difficult for pedestrians to navigate given the lack of sidewalks, wide turning radii, and right-turn yields.
- Sight issues and the lack of a crosswalk present safety issues for pedestrians at the intersection of East Avenue and Old Plank Road.
- It was noted that the majority of sidewalks within Seagrove do not meet current NCDOT standards. For example, the sidewalk in front of Capital Bank is less than four feet wide.
- Lighting is a safety concern for pedestrians walking before dawn and after dusk.
- Clay Presnell Memorial Park is not connected to the rest of Seagrove by sidewalks.
- The sidewalk along Old Plank Road currently stops at Seagrove School rather than extending to the Public Library. There is a brick retaining wall after the school that would complicate the extension of the sidewalk.

Opportunities



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- Mayor Fernandez presented a vision for Seagrove as being a “park once community” whereby visitors to the town would park once and then walk between pottery shops and businesses.
- The Steering Committee discussed the option of a roundabout for the Main Street and Broad Street intersection which would lower vehicular speeds and could improve pedestrian safety. It was decided that a roundabout would not be desired at this location due to potential impacts to existing businesses and truck traffic.
- The current signal at the Main Street and Broad Street intersection is currently programmed to turn green when an approaching vehicle from Main Street is detected. The Steering Committee discussed that this encourages speeding as drivers expect the signal to turn green and therefore do not slow down. A recommendation would be to reprogram this signal so that its default is red.
- Signalizing the intersection of Main Street and Old Plank Road would help reduce vehicular speeds through downtown Seagrove thereby improving safety.
- Improvements and extensions to sidewalks were recommended for the following roads:
 - Main Street (Seagrove Methodist Church to Old Plank Road)
 - Old Plank Road (Seagrove Elementary School to Main Street)
 - King Avenue (King Avenue to Old Plank Road)
 - Broad Street (just north of King Avenue to Main Street)
- Crosswalk projects were identified at the following intersections: Main Street & Broad Street, Main Street & Old Plank Road, East Avenue & Old Plank Road, King Avenue & Broad Street, and East Avenue & Broad Street.
- Prior to restriping Main Street for turning lanes, on-street parking was provided in front of downtown businesses. The Steering Committee discussed bringing back on-street parking in order to improve pedestrian safety through decreased vehicular speeds and support businesses.
- Improvements to Main Street sidewalks in the form of wider sidewalks, lighting, benches, and street trees would enhance the pedestrian environment and provide comfort.
- Mobile speed detectors were suggested for sections of roadways where speeding is problematic.

Mayor Fernandez gave an overview of current projects within the Town, which include:

- Seagrove is annexing Carolina Bronze, which is located off of Maple Springs Road.
- Relocation of Town Hall and the Seagrove Police Department to the former Lucks Cannery space.
- A brewery is moving into the former Lucks Cannery space as well.
- The Town is planning to develop a parking lot across from the existing Town Hall to encourage visitors to park once and walk within the downtown area.

Kelly Larkins with the Piedmont Triad Regional Council discussed previous studies and plans that had been completed including the Seagrove Creative Economies Action Plan, Randolph County Strategic Plan, and Seagrove Sidewalk Inventory. Kelly will provide copies of the plans following the meeting.



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Dates and times for the next Steering Committee meeting and concurrent First Open House Public Meeting were discussed. In order to increase attendance and participation, the Steering Committee decided to schedule the meeting and open house for Monday, April 16th to coincide with the ribbon cutting at the new Town Hall. The Steering Committee meeting is planned for 5:00 pm followed by a ribbon cutting at 6:00 pm and the open house at 6:30 pm.

The Steering Committee thought that an online survey would be an effective means for gathering input on pedestrian needs for the community. It was recommended that a notice be posted to the Town website and a Facebook event created. Furthermore, the Steering Committee members were asked to personally invite friends, family, and neighbors to the open house. The consultant team will design posters advertising the open house that can be posted in businesses throughout Seagrove.

The meeting was adjourned shortly after 7:30 pm.



SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Agenda – Second Steering Committee Meeting

April 16, 2018 5:00 PM – 6:00 PM

Seagrove Town Hall

5:00 PM PROJECT UPDATE

Discuss project updates since our last Steering Committee Meeting, including the Seagrove Pedestrian Plan Survey: <https://walkableseagrove.metroquest.com/>

5:10 PM PRIORITIZATION

Review the prioritization methodology for infrastructure projects and receive Steering Committee input on factor weighting.

5:30 PM PRELIMINARY PROJECTS

Present the preliminary pedestrian projects for Seagrove and receive feedback from the Steering Committee.

5:50 PM NEXT STEPS/QUESTIONS

6:00 PM ADJOURN

Please contact us with any questions: Mayor David Fernandez at dfernandez@triad.rr.com or Adam Migliore Meyer Consultant Project Manager at 919-306-2204 (adam.migliore.meyer@aecom.com)

Project Schedule

Project Schedule

Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Task 1: Inventory and Evaluation of Current Conditions	█							
Task 2: Project Kick-off Meeting, First Steering Committee	★							
Task 3: Second Steering Committee and First Open House Public Meeting				★				
Task 4: Preliminary Pedestrian Plan				█				
Task 5: Third Steering Committee Meeting and Open House							★	
Task 6: Final Plan								█

★ Denotes a Steering Committee or Public Meeting.



SEAGROVE PEDESTRIAN PLAN

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Second Steering Committee Meeting Sign-In Sheet

Town of Seagrove Pedestrian Plan | April 16, 2018 Steering Committee Meeting #2 Sign-In Sheet

Name	Address	Phone Number	Email Address
1. Homer	123 south st	336-267-5506	poorboy561@yahoo.com
2. Jinsong	402 E Main St	407-349-1554	Seagrove Art Pottery.com
3. Carol	402 E Main St	407-349-1554	" " "
4. Sandra	PO Box 236 Seagrove	336-873-7738	
5. Bryan Lopez	Raleigh, NC	919-707-2606	blopez@ncdot.gov
6. Kelly Larkins	Kernersville, NC	336-904-0300	klarkins@ptrc.org
7. Kevin Hill	1518 Maurice Road Asheville, NC	336-302-090	Kthill@h-hfurniture.com
8. Kathy Fernandez	253 E Main Street	256-558-1731	kdf184@gmail.com
9. Melissa Waller	6108 Maple Springs Rd	336-460-1411	melissa@carolinabronze.com
10. Eleanor Roberts	258 Emmanuel Church Rd	336-303-2366	
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SEAGROVE PEDESTRIAN PLAN

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Meeting Minutes – Steering Committee Meeting #2

April 16, 2018 6:30 PM – 8:00 PM

Seagrove Town Hall

Attendees

Eleanor Roberts, Steering Committee, Town Clerk and Zoning Administrator
Homer Beheler, Steering Committee
Kathy Fernandez, Steering Committee
Kevin Hill, Steering Committee
Jin Song Kim, Steering Committee
Carol Kim, Steering Committee
Sandra Walker, Steering Committee
Melissa Walker, Steering Committee
Kelly Larkins, Steering Committee, Piedmont Triad Regional Council
Hanna Cockburn, NCDOT Division of Bicycle and Pedestrian Transportation
Bryan Lopez, NCDOT Division of Bicycle and Pedestrian Transportation
Adam Migliore Meyer, AECOM Project Consultant
Cindy Camacho, AECOM Project Consultant
Taylor Alligood, AECOM Project Consultant

Minutes

The second Seagrove Pedestrian Plan Steering Committee Meeting and Working Session was held on Monday, April 16, 2018 from 6:30 pm to 8:00 pm at Seagrove Town Hall. The meeting was kicked off at 6:30 pm following the Town Hall Ribbon Cutting and Public Meeting with introductions by the consultant team. Consultant Team Project Manager Adam Migliore Meyer reviewed the activities and discussion from the previous steering committee meeting and updated the steering committee on steps taken by the Consultant Team following the previous meeting.

The Consultant Team then presented the Steering Committee with a draft set of prioritization factors for the project prioritization process. These factors included stakeholder input, constraints, opportunities, safety, connectivity, and compliance. The members of the Steering Committee were then each provided six dots with which they could indicate the level of importance they associated with each factor. Safety received 15 dots, connectivity received 15 dots, opportunities received 10 dots, stakeholder input received 9 dots, constraints received 6 dots, and compliance received 5 dots.

The Consultant Team then reviewed the results of the exercise with the Steering Committee and noted the results showed preference being placed on safety and connectivity within the community. It was also noted that these results paralleled the dominant concerns vocalized in the public meeting that occurred prior to the steering committee meeting.

The Consultant Team then presented a map to the Steering Committee that illustrated a set of draft proposed projects. It was noted that selected projects were based on discussion from the previous steering committee meeting.



SEAGROVE PEDESTRIAN PLAN

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Members of the Steering Committee vocalized concern regarding the inclusion of sidewalks along King Avenue. The Steering Committee questioned the need to include pedestrian facilities along this particular roadway. The Consultant Team discussed the desire to create a network of connected facilities. Members of the Steering Committee suggested providing sidewalks along Garner Street rather than King Avenue in order to provide residents with a larger walking loop that would provide access to a pharmacy and doctor's office.

It was also noted by the Steering Committee that the Pottery Center, which is a key Seagrove resource, is difficult to reach as the current entrance is gravel, and a paved entryway would make the Center more accessible.

The Steering Committee then shifted to discuss Main Street. It was vocalized and reiterated by members of the Steering Committee that upgrading Main Street needs to be the main focus, as it is currently difficult to park and walk. Concerns regarding safety, lighting, and the lack of a basic loop including Main Street were also noted.

The question was raised whether pedestrian facilities in Seagrove that are noncompliant with sidewalk standards are required to be updated or if they can be grandfathered in and allowed to remain. The concern was that if a project were to extend existing sidewalks, the Town would be required to replace the existing sidewalks as well as construct the sidewalks on new location. It was noted that sidewalks constructed before a certain time period could be grandfathered in but the Consultant Team would do additional research to more fully address this concern.

The Consultant Team asked the Steering Committee whether they were in agreement with the locations where an eight-foot sidewalk was proposed as opposed to a five-foot sidewalk. The eight-foot sidewalk section is proposed on both sides of Main Street from Broad Street east to the entrance of the Pottery Center. The Steering Committee noted that the wider sidewalks would allow space for objects such as planters along the sidewalk. The Steering Committee discussed whether there would be space for these wider sidewalks. It was noted that the existing grass strips could be taken out to allow for wider sidewalks and planters could make up for the lack of grass.

The topic of bulb-outs was then discussed. It was noted by a Steering Committee member that bulb-outs could present a problem for snow plows along Main Street.

The Steering Committee then returned to the discussion of potential projects along Main Street. It was noted that given the speed of cars that travel along this roadway, it would be safest to have a signal that would stop cars and allow pedestrians to cross. It was also noted that given the irregularity of pedestrian crossing activity, the signal should be pedestrian activated rather than a traffic signal that goes through regular phasing.

The Steering Committee then discussed the Main Street alternatives that were provided as visualizations. These included a restriping and streetscaping alternative. While it was noted that the streetscaping was ideal, this would be very expensive especially given the component that would move the utilities underground. It was noted by a member of the Steering Committee that if this option is implemented it should happen all at once to minimize costs.



SEAGROVE PEDESTRIAN PLAN

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Given the high level of priority placed on Main Street, the Steering Committee and Consultant Team discussed the option of prioritizing corridors rather than specific projects. This would involve identifying the locations most suitable of pedestrian facilities and then breaking them down into project segments. Projects would then be proposed for the identified project segments.

Kelly Larkins, from the Piedmont Triad Regional Council, noted that NC 705 is scheduled in the State Transportation Improvement Program (STIP) to be resurfaced. The Committee discussed the potential of including wide paved shoulders as a component of the planned project. The Consultant Team agreed to do more research on the potential for this project idea.

The Steering Committee then discussed the potential to incorporate local art into the proposed pedestrian projects. The Steering Committee was highly supportive of including local art and discussed options for public-private partnerships with local businesses to provide this art. The discussed art included both pottery and sculpture.

A member of the Steering Committee then noted a past project in which NC Trees donated trees to the Town that were then planted by the locals. This was noted to be a low cost option to improve the aesthetics of the Town. The Consultant Team encouraged the Steering Committee to consider native street trees that would be ideal for this sort of project. The Consultant Team also noted they would include a section in the plan on the inclusion of street trees and additional vegetation.

The Consultant Team then discussed the next steps, which included refining and prioritizing the proposed projects. The meeting was adjourned around 8:00 pm.



SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Agenda – First Open House Public Meeting

April 16, 2018 6:00 PM – 8:00 PM

Seagrove Town Hall

6:00 PM TOWN HALL RIBBON CUTTING

6:30 PM OVERVIEW OF THE SEAGROVE PEDESTRIAN PLAN

Provide an overview of the Seagrove Pedestrian Plan purpose, goals and objectives, and project timeline.

6:40 PM WORD CLOUD EXERCISE

Complete the Word Cloud exercise describing Seagrove in one word.

7:00 PM IDENTIFY PEDESTRIAN ACTIVITY, AREAS OF CONCERN, AND POTENTIAL PROJECTS

Engage the community in identifying areas of pedestrian activity, areas of concern, and potential projects in Seagrove. The following dots will be used to note these locations on plotted maps.

Blue dots to show common pedestrian activity

Red dots to show areas of concern

Green dots to show potential project locations

7:40 PM SEAGROVE PEDESTRIAN PLAN SURVEY

Complete the Seagrove Pedestrian Plan Survey online:

<https://walkableseagrove.metroquest.com/> or using paper forms.

8:00 PM ADJOURN



SEAGROVE PEDESTRIAN PLAN

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First Open House Public Meeting Sign-In Sheet

Town of Seagrove Pedestrian Plan | April 16, 2018 Open House Public Meeting #1 Sign-In Sheet

Name	Address	Phone Number	Email Address
1. Geneva Beverly King	106 N Broad	336 302-4197	vking6@triad.rr.com
2. Shelly Dorsett	5047 Seagrove Plank Rd.	336 872-4031	
3. Melissa Walker	6108 Maple Springs Rd	336-460-1411	melissa@carolinabronze.com
4. Roger Walker	430 Hoyt DR Seagrove	336-465-6655	RWalker57@triad.rr.com
5. Alex Maddox	136 W Main St Seagrove	336 707 9124	alex.madd@grail.com
6. Michele Hastings	505 E. Main Seagrove	336-873-1101	mhastings27thcenturylink.rr.com
7. Barbara Luther	112 Old Plank Rd Seagrove NC	336-873-7804	barbaraallenluther@gmail.com
8. Ruth Martin	346 Ridge Rd Seagrove	336-953-4067	rmartin@triad.rr.com
9. Tam Allen	236 Ridge Rd	336-910-690-7088	
10. Charlotte Wooten	121 N. Broad St	336 873 7145	cwooten@nc.net
11. Kay Lail	1081 Berrie Pl Asheville	336-626-4463	kay.lail@aol.com
12. David Garner	260 East Ave Seagrove	336-302-3562	dbgarnerd@isbnc@gmail.com
13. Emily Doll	253 East main st Seagrove	206 794 4534	emilyedoll05@gmail.com
14. Hanna Cockburn	NCDOT - E/P	919 707 2601	jicockburn@ncdot.gov
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SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Agenda – Third Steering Committee Meeting/Second Public Meeting

August 27, 2018 – 6:00 pm

Seagrove Town Hall

6:00 PM RECOMMENDED PEDESTRIAN INFRASTRUCTURE PROJECTS

Review the proposed sidewalks, wide paved shoulders, and spot improvements to make Seagrove a more walkable place

6:20 PM RECOMMENDED PEDESTRIAN PROGRAMS AND POLICIES

Review the recommended pedestrian programs and policies that would accompany the infrastructure projects in improving pedestrian safety and connectivity

6:40 PM IMPLEMENTATION STRATEGY

Discuss the implementation strategy and key action steps for achieving the goals and objectives of the Seagrove Pedestrian Plan

7:00 PM PEDESTRIAN PLAN COMMENTS

Receive comments and feedback on the Draft Seagrove Pedestrian Plan

7:20 PM NEXT STEPS/QUESTIONS

7:30 PM ADJOURN

Please contact us with any questions: Mayor David Fernandez at dfernandez@triad.rr.com or Adam Migliore Meyer, Consultant Project Manager at 919-306-2204 (adam.migliore.meyer@aecom.com)



SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Third Steering Committee Meeting/Second Public Meeting Sign-In Sheet

Town of Seagrove Pedestrian Plan | August 27, 2018 Open House Public Meeting #2 Sign-In Sheet

Name	Address	Phone Number	Email Address
1. ED WALKER	6108 MAPLE SPRINGS RD SEAGROVE	336 873 8291	ED@CAROLINABRONZE.COM
2. Alexa Moddero	136 W. Main St Seagrove	336-7079124	alexa.modde@gmail.com
3. MELISSA WALKER	6108 MAPLE SPRINGS RD	336-460-1411	melissa@carolinabronze.com
4. Kathy Fernandez	253 E Main St Seagrove	906-550-1731	kdoll847@gmail.com
5. Kelly Larkins		336 904 0300	klarkins@ptcc.org
6. Carol Kim	462 E Main St Seagrove	407-349-1554	carolkim32754@yaho.com
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SEAGROVE PEDESTRIAN PLAN

Crafting a Walkable Community

Meeting Minutes - Third Steering Committee Meeting/Second Public Minutes

August 27, 2018 5:30 PM – 7:30 PM

Seagrove Town Hall

Attendees

David Fernandez, Steering Committee, Mayor
Kathy Fernandez, Steering Committee
Carol Kim, Steering Committee
Kelly Larkins, Steering Committee, Piedmont Triad Regional Council
Melissa Walker, Steering Committee
Alexa Modderno, Seagrove Resident
Ed Walker, Seagrove Resident
Bryan Lopez, NCDOT Division of Bicycle and Pedestrian Transportation
Adam Migliore Meyer, AECOM Project Consultant
Taylor Alligood, AECOM Project Consultant

Minutes

The third Seagrove Pedestrian Plan Steering Committee Meeting and second Public Meeting were held on Monday, August 27, 2018 from 5:30 pm to 7:30 pm at Seagrove Town Hall. The Steering Committee and Public Meeting were combined into a single meeting. Mr. Adam Migliore Meyer began the meeting with introductions followed by a presentation. He reviewed the project timeline noting the past public involvement efforts and summarized the project goals. Ms. Taylor Alligood described the prioritization process, noting that the primary factors considered were stakeholder input, constraints, opportunities, safety, and connectivity. She underscored the importance of stakeholder involvement in defining project corridors and noted that East Main Street received the highest priority.

Mr. Meyer then provided an overview of the three project corridors: East Main Street, Old Plank Road, and North Broad Street. For each corridor, he noted the land uses, activity generators, and existing pedestrian infrastructure. Following the project corridors, Mr. Meyer presented the recommended projects, including wayfinding. He explained that wayfinding was an initiative to help orient pedestrians in the town as well as promote the town's brand and identity as the pottery capital of the United States. Project packages to address the safety and connectivity challenges within each of the three project corridors were discussed. The East Main Street Project Package would include a four-way crosswalk with pedestrian signals at the intersection of Main Street and Broad Street. Curb turning radii may also be tightened to discourage speeding and to shorten the crossing distance for pedestrians. Wider, eight-foot sidewalks were proposed on East Main Street from Broad Street to the North Carolina Pottery Center to allow for street furniture and increased pedestrian activity. Completing a missing section of sidewalk on the south side was included as well as a few crosswalks on East Main Street.

Mr. Meyer highlighted the East Main Street lane reallocation project. The project could coincide with the NCDOT resurfacing of NC 705, scheduled for FY 2020. Given the pavement width of East Main Street (approximately 40 feet), space could be reallocated for on-street parking on the north side and bicycle lanes on both sides of the street.



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Ms. Carol Kim noted that the section of existing sidewalk on the south side of East Main Street near the intersection of Ridge Road may not be 5 feet wide. The consultant team will research the width, and will include a widening of the existing sidewalk in the list of proposed projects if it is narrower than 5 feet.

Next, the remaining project packages were discussed. The replacement of sidewalks in poor condition was proposed in the Old Plank Road Corridor as well as crosswalks at intersections with Ridge Road and East Avenue. In the Broad Street Corridor where there is no existing pedestrian infrastructure, a sidewalk is proposed on the west side along with crosswalks to facilitate safer pedestrian movement.

Ms. Alligood presented the recommended programs to supplement the proposed pedestrian infrastructure. She emphasized the importance of creating a Bicycle and Pedestrian Advisory Committee (BPAC) to continue the efforts of the Steering Committee after the Plan has been adopted. Ms. Alligood mentioned that the BPAC may consider implementing the following programs: open street and walking events, public art, Watch for Me NC, Let's Go NC!, and Safe Routes to School. Mayor David Fernandez asked whether the BPAC could be combined with the nonprofit 501(c)3 that the town is in the process of starting. Ms. Alligood and Mr. Meyer responded that it would be a great opportunity.

Following the discussion on recommended programs, Ms. Alligood reviewed the potential funding sources including: State Transportation Improvement Program (STIP), Powell Bill Funds, North Carolina Main Street and Rural Planning Center, and Better Utilizing Investments to Leverage Development (BUILD) Grants. She noted that Seagrove received approximately \$11,000 of Powell Bill funds in 2017, which could be used for pedestrian projects. Mayor Fernandez reminded the attendees that those funds are currently used for maintaining town roads. Ms. Alligood mentioned local funding sources that Seagrove may consider: capital reserve fund, fees, general obligation bonds, special tax district, and tax increment financing. Mayor Fernandez noted that Seagrove is a small town and that some of these local funding mechanisms such as additional taxes or fees may not be appropriate. He added that the Presnell Grant and the hospital may be potential funding sources. Mr. Bryan Lopez asked what might be a realistic goal for annual philanthropic donations. The mayor and attendees agreed that \$10,000 annually would be a realistic goal.

Mr. Meyer then discussed the next steps: finalize and adopt the Plan, coordinate with NCDOT Division 8 and the Piedmont Triad Rural Planning Organization, strengthen partnerships, and apply for Watch for Me NC. Mayor Fernandez offered his perspective on the priorities for the town: 1) East Main Street restriping project, 2) extend sidewalks, 3) install crosswalks, and 4) partner with NCDOT Division 8 to submit larger projects into the State Transportation Improvement Program. Ms. Kim asked if there were strategies for implementing projects in a shorter timeframe. Mr. Lopez responded that there are temporary solutions such as tactical urbanism that the town may consider. Tactical urbanism is a strategy for addressing community challenges such as pedestrian safety through temporary projects that demonstrate the benefits of a longer-term solution. For example, the town may temporarily restripe East Main Street using chalk to demonstrate how permanently restriping the roadway could accommodate on-street parking and bicycle lanes.

Mr. Ed Walker asked if sidewalks could be constructed temporarily out of surfaces less involved than concrete such as crushed gravel. Mr. Meyer replied that there were Americans with Disabilities Act requirements to consider.



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After the presentation, meeting attendees gathered around project maps and tables to discuss the proposed infrastructure projects in greater detail. The Steering Committee and residents requested that crosswalk project A4 be moved further east on East Main Street from its current proposed location at the entrance to the North Carolina Pottery Center. Pedestrian activity is greater further east based on observation. It was also suggested that the proposed sidewalk section between crosswalk A4 and Capital Bank be made a long-term project. The consultant team will revise the projects to reflect this feedback. Mr. Lopez asked the Steering Committee and residents if they would prefer to have each project prioritized in addition to the prioritization of the project corridors. They replied that it would be helpful to have this prioritization guidance. The consultant team will add this to the Plan.

The meeting was adjourned at approximately 7:30 pm.



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NCDOT Division 8 Coordination Meeting

June 4, 2018 – 11:00 am

NCDOT Division 8 Offices
300 DOT Drive
Asheboro, NC 27204

AGENDA

1. Introductions

NCDOT Division 8, NCDOT Division of Bicycle and Pedestrian Transportation, AECOM.

2. Project Overview

Overview of the Seagrove Pedestrian Plan.

3. Identified Projects

Review wide paved shoulder projects identified by the Steering Committee and at the Open House for Main Street (NC 705). *See Project Map Plot.*

Roadway	Begin	End	Approximate Length	Speed Limit	Approximate ROW
East Main Street (NC 705)	Town Limits	Ridge Road	0.4 mile	35 – 45 mph	60 feet
West Main Street (NC 705)	Broad Street (US 220)	I-73/I-74 ramps	0.7 mile	35 mph	60-180 feet*

*ROW is approximately 180 feet by I-73/I-74 ramps.

4. Open Discussion

Receive feedback from NCDOT Division 8 on conceptual projects including potential opportunities for implementing them during the NC 705 resurfacing project.

Feasibility of incorporating wide paved shoulders into the upcoming NC 705 resurfacing project. (*see Attachment A*)

Appropriate typical cross section and wide paved shoulder width. (*see Attachments B and C*)

Attachment A – NC 705 Resurfacing Project Information

Attachment B – NCDOT Typical Highway Cross Sections

Attachment C – Seagrove Conceptual Wide Paved Shoulder on NC 705 Maps



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NCDOT Division 8 Coordination Meeting

Seagrove Pedestrian Plan | June 4, 2018 NCDOT Division 8 Coordination Meeting

	Name	Organization	Phone Number	Email Address
1.	BRYAN KLUCHEK	NCDOT DIV 8	910 944 2344	bdkluchek@ncdot.gov
2.	Taylor Alligood	AECOM		taylor.alligood@aecom.com
3.	Matthew Kitchen	NCDOT-DIV 8	9336-318-4000	mw.kitchen@ncdot.gov
4.	Bryan Lopez	NCDOT DBPT	919 702 2606	blopez@ncdot.gov
5.	Cindy Camacho	AECOM	919 478 4170	cindy.camacho@aecom.com
6.	Adam Migliore-Meyer	AECOM	919 306 2204	adam.migliore-meyer@aecom.com
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NCDOT Division 8 Coordination Meeting

June 4, 2018 – 11:00 am

NCDOT Division 8 Office
300 DOT Drive
Asheboro, NC 27204

Meeting Minutes

Attendees

Bryan Kluchar, NCDOT Division 8, Division Planning Engineer
Matthew Kitchen, NCDOT Division 8, District 1 Engineer
Bryan Lopez, NCDOT Division of Bicycle and Pedestrian Transportation
Cindy Camacho, AECOM Project Consultant
Adam Migliore Meyer, AECOM Project Consultant (via phone)
Taylor Alligood, AECOM Project Consultant

Minutes

A coordination meeting with NCDOT Division 8, NCDOT Division of Bicycle and Pedestrian Transportation, and AECOM was held on June 4, 2018, from 11:00 am to 12:30 pm at NCDOT Division 8 Offices in Asheboro, NC. The purpose of the meeting was to discuss the conceptual projects of the Seagrove Pedestrian Plan, specifically wide paved shoulders on NC 705.

Ms. Cindy Camacho kicked off the meeting at 11:00 am with introductions and thanked NCDOT for making the time to review the conceptual wide paved shoulder projects for NC 705. Mr. Adam Migliore Meyer provided an overview of the Seagrove Pedestrian Plan and background on the development of the wide paved shoulders project. He noted that the Plan was funded through a NCDOT Division of Bicycle and Pedestrian Transportation planning grant and that the project was initiated in January 2018 with a steering committee meeting and walking tour. Based on input from the committee and the community, wide paved shoulders were proposed for NC 705 to improve bicycle and pedestrian safety. Furthermore, designated bicycle routes use NC 705 and Old Plank Road.

Mr. Meyer noted that preliminary right-of-way (ROW) estimates range between 60 feet in most sections of the NC 705 corridor to 180 feet by the I-73/I-74 interchange according to GIS parcel data. Mr. Matthew Kitchen clarified that this may not be ROW, but rather right-of-maintenance. An easement may be required for constructing wide paved shoulders if the area is a right-of-maintenance as opposed to a ROW.

Mr. Meyer asked if there was precedent for incorporating wide paved shoulders into resurfacing projects. Mr. Kitchen responded that resurfacing projects are typically focused on maintenance only and do not include widening. A wide paved shoulder project would be submitted by the Rural Planning Organization through the STI/SPOT process. However, a resurfacing project could include reallocating travel lanes and specific restriping projects such as bicycle lanes. Striping for on-street parking would not be included in the NCDOT budget for resurfacing, but would instead be a municipal expense.



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Ms. Camacho asked if NCDOT is required to consider adopted bicycle and pedestrian plans when planning for a resurfacing project. Mr. Kitchen replied that they are not considered for resurfacing projects, but are considered for STIP projects. He noted that a cost share is required for sidewalk projects. Mr. Klutcher noted that due to the population size of Seagrove, the Town would be responsible for 20 percent of the costs for bicycle and pedestrian projects.

Ms. Camacho noted that on-street parking is being considered as a conceptual project for East Main Street to support local businesses in downtown Seagrove and to serve as a traffic calming measure. Mr. Kitchen and Mr. Bryan Kluchar stated that such a project would likely be feasible. The striping for on-street parking would not be paid for by NCDOT, but rather would be paid for by Seagrove. Mr. Meyer added that the edge-of-pavement to edge-of-pavement width is approximately 40 feet and asked if on-street parking could be accommodated on the north side of the street and bicycle lanes on both sides. Mr. Kitchen replied that as long as a minimum travel lane width of 11 feet is allocated, the remaining pavement can be reallocated. NCDOT prefers to maintain the current centerline, but there is flexibility in adjusting it if needed to accommodate the lane reallocation. Mr. Kitchen also noted that NCDOT would reserve the right to reallocate pavement space to travel lanes if traffic levels warranted increased roadway capacity.

Mr. Kitchen noted that some communities prefer wider travel lanes as opposed to bicycle lanes. Debris can be more problematic in bicycle lanes because the motor vehicle traffic that helps blow away debris in travel lanes is not present.

Mr. Bryan Lopez asked if Division 8 has discretionary funds available. Mr. Kluchar replied that discretionary funds are no longer available; instead projects are funded through the STIP. Mr. Kluchar added that other funds are available for high impact, low cost safety projects as well as TAP funds for ADA projects. The cost share for a sidewalk project is 80 percent NCDOT, 20 percent local for a town with Seagrove's population. It was noted that utilities can significantly impact the feasibility of a project.

Ms. Camacho asked what traffic calming measures NCDOT would recommend for East Main Street in light of the concerns raised by the steering committee and community regarding speeding. Mr. Kitchen responded that projects such as curb extensions and on-street parking could serve as traffic calming measures, as narrowing the currently very wide lane would slow traffic. Curb extensions on East Main Street would likely be permitted as long as the minimum travel lane width of 11 feet is preserved. A traffic signal at East Main Street at Ridge Road would not be warranted based on current traffic.

Mr. Lopez asked if intersection modifications were included in the scope of resurfacing projects. Mr. Kitchen and Mr. Kluchar replied that they are not. Modifications to the Main Street and Broad Street intersection could be a spot safety project. Funds for these projects are competitive based on safety needs across the state.

The turning radii of the Main Street and Broad Street intersection were also discussed. It was noted that the wide turning radii make it difficult for pedestrians to cross safely. Mr. Kluchar noted the truck traffic in Seagrove and explained that the intersection would need to accommodate the turning radii of trucks in order to avoid conflicts with vehicles in the opposing lane of traffic. Mr. Lopez explained that alternative textures have been used at intersections in other parts of the country to allow for the wider



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turning movements of trucks while encouraging regular vehicles to make tighter turns. This treatment can shorten the crossing distance for pedestrians.

Ms. Taylor Alligood explained the concerns expressed by the steering committee and community regarding the timing of the traffic signal at Main Street and Broad Street. Motorists in Seagrove do not slow down when approaching the intersection because they state the signal will turn green once they approach it. Mr. Kitchen stated this signal is timed. It would be activated by a vehicle only after it has sat at the signal. He also stated that perhaps the current traffic volumes do not warrant a signal and that a four-way stop could be implemented instead. It was agreed that further research was needed into this signal and that the comments by the steering committee and community needed to be verified. It was noted that NCDOT would not support adjusting the signal operations for the perceived notion of speed. However, NCDOT would conduct volume counts to assess whether the signal could be removed and replaced with a stop controlled intersection if the Town of Seagrove expresses interest in this option.

Action Items

The following action items were reviewed prior to adjourning the meeting:

- NCDOT Division 8 will research further the locations and widths of the ROW or right-of-maintenance within the NC 705 corridor.
- NCDOT Division 8 will assess the traffic signal at Main Street and Broad Street for signal timing and traffic volumes.
- AECOM will verify the concerns expressed by the steering committee and community regarding the traffic signal timing at Main Street and Broad Street.

The meeting was adjourned at 12:20 pm.



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Seagrove Elementary School Interview

June 26, 2018

Mark Wasner, PTO President

Jamie Armfield, Principal

Cindy Camacho, Consultant

Pedestrian Activity

1. Do most of the students who attend Seagrove Elementary live within the town limits of Seagrove or outside the town limits in Randolph County (or Montgomery or Moore County)? Can approximate percentages be provided?

Most of the students live outside of the town limits, and the principal estimates that approximately 95 percent reside outside of the town in the county. The PTO President noted that many Seagrove residents are older, and consist of generational families.

2. Approximately how many students currently walk or ride their bike to school? (Percentage available?)

None of the students walk to school. A couple of students did walk to school, the principal noted that she had observed them walking to class along King Avenue. The principal was very concerned with the safety of those students and contacted the parents and advised them to ride the bus. Both the principal and the PTA President stated that if sidewalks were installed students would walk safely to school.

3. What type of route do most students who walk or bike to school take? For example, do they use major streets, use smaller, local streets, cut through properties, etc.?

N/A

4. Are there specific areas, activity centers, or resources that generate higher levels of pedestrian activity, especially regarding school age children? This may include afterschool activities, sports, and shows.

The Seagrove gymnasium serves as a venue for community activities. The walking track and playground at the school generates pedestrian activity, and the school conducts periodic afterschool fitness programs and families and students attend these activities. The PTO meetings also generate both vehicle and pedestrian traffic with cars parking along the adjacent streets and families walk from their cars to the school. Other programs that generate walking include the TAP project with 15 students walking to the Pottery Center in the fall and spring, and field trips to the public library, the bank, fire department, and Pottery Center, as well as the summer reading program at the school and the library.



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5. Do students walk between the school and the NC Pottery Center? (If not already discussed in previous question.)

Yes.

Safety Concerns

6. Do you currently have concerns regarding the safety of students who walk to and/or from school? If so, explain. (Do you have suggestions for safety improvements?)

See discussion of walking. There is concern that walkers generally walk on the roadway and safety is a concern. Sidewalks would provide a safe walking environment.

7. Are there high levels of motor vehicle traffic around the school? At specific times?

At the start and end of the school day, community events, at PTO Meetings, and other school activities.

8. Are there specific times when you see safety is a greater concern? (Specific times of day or school events)

See above.

Initiatives and Recommendations

9. Has the school participated in Active Routes to school programs or considered Safe Routes to School? Do they have a walk or bike to school day?

No

10. Have any initiatives been put in place to improve the safety of students who walk or bike to school?

No

11. Are there any planned initiatives that are meant to improve the safety of students who walk or bike to school?

N/A

12. Are there specific projects, programs, and/or initiatives that you believe would make walking or biking to school a safer and more plausible option for students?

Both the Principal and the PTO President support pedestrian infrastructure and would like to see sidewalks installed along Old Plank Rd. and E. King Avenue, and suggest a crosswalk and pedestrian signal be placed at the corner of King Avenue and Broad Street near Dollar General.



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Seagrove Pedestrian Plan Public Survey

Seagrove Pedestrian Plan Public Survey



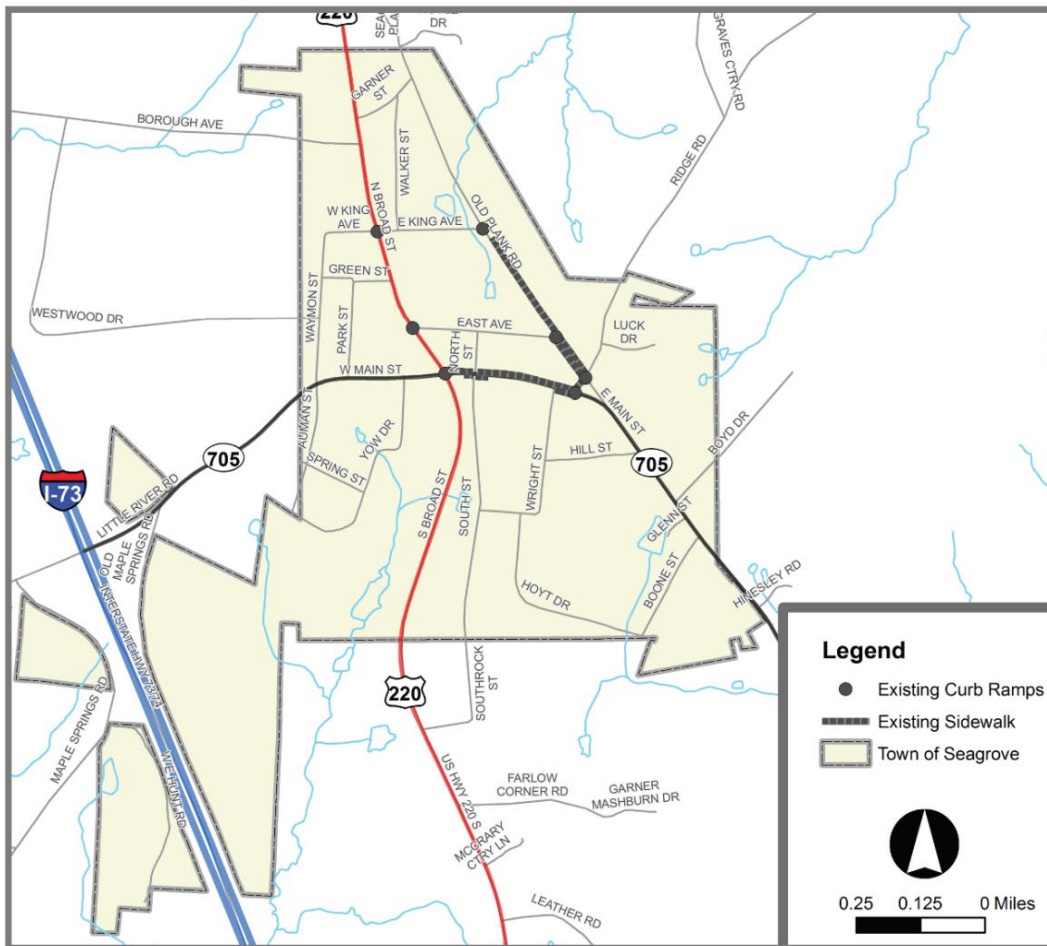
Please take a moment to fill out the following survey to help us better understand issues that are important to you. Hearing your thoughts and ideas will help us determine what projects and programs will be most beneficial to the town.

Map Pedestrian Activity

Please give us location specific information on the map below by

- Drawing a circle **where you live**
- Drawing a line to indicate **where you walk**
- ! Writing an exclamation point on areas that are **safety concerns**
- ★ Drawing a star on locations for potential **pedestrian projects** you think would benefit Seagrove

Feel free to make any additional marks and notes on the map below





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Priority Rankings

We want the residents of Seagrove to have a voice in the prioritization process! Please review the priorities list and associated statements and rank the **top three** that you think will be most important to Seagrove (1, 2, 3; 1 being most important) knowing there are limited resources available.



Infrastructure Projects

Future projects should focus on expanding Seagrove's pedestrian facilities. This includes extending or constructing new sidewalks, crosswalks, and other pedestrian infrastructure.



Facility Maintenance

I think the Town of Seagrove should prioritize maintaining the Town's existing pedestrian facilities. This includes fixing cracked or broken pavement and maintaining road markings and signage.



Aesthetics/Local Feel

I think finding a way to incorporate Seagrove's unique culture and history into pedestrian facilities is important. This may include artistic crosswalk designs, creative signage and wayfinding, and beautification projects along Seagrove's pedestrian facilities.



Education and Enforcement

I think efforts to inform the public about proper pedestrian and vehicular behavior are important to the Town of Seagrove. I also see a need for increased enforcement of traffic laws in order to improve pedestrian safety.



Safety Improvements

I see motorist behavior in Seagrove as an inhibitor and danger to pedestrian activity. Efforts should be made to slow traffic and create a safer environment for pedestrians along roadways and at intersections.



Connectivity of Resources

Seagrove has many important resources including Town Hall, Seagrove Elementary, Seagrove Public Library, Clay Presnell Memorial Park, and local shops. Connecting these resources through pedestrian projects should be a top priority.



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Visioning

There are multiple solutions for every challenge. Show us which options you like and which aren't your favorite by giving each image 1-5 stars. Feel free to add additional comments for each image as well.

Pedestrian Facilities



Sidewalks



Trails and Greenways



Wide Paved Shoulders



Pedestrian Crossings



Traditional Crosswalks



Creative Crosswalks



Midblock Crosswalks



Bulb-Outs



Main Street



Leave Existing



Re-Stripe Roadway



Upgraded Streetscape



Placemaking



Wayfinding



Local Art



Public Space





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Final Questions!

Thank you for your input so far!

Please answer a few optional questions. This helps us understand your input better. Your personal information will be kept confidential.

How often do you walk in Seagrove?

- Everyday
- Three or more times per week
- Several times per month
- Less than 1-2 times per month

What is your primary reason for walking?

- Exercise/recreation
- Commuting to work
- Shopping
- Government Services
- I do not typically walk

What makes it difficult to walk in Seagrove?

- Limited availability of sidewalks and crosswalks
- Heavy traffic
- Speeding
- Poor lighting
- Terrain (hills)
- Don't know
- Other (Please describe)

Gender

- Male
- Female

Age

- 17 or younger
- 18-24
- 25-34
- 35-44
- 45-54
- 65-74
- 75 or older

Would you be more likely to visit Seagrove if it had more sidewalks?

Thank You!

Please return completed survey to Town Hall (798 Highway 705, Seagrove, NC 27341)

For additional information, please contact:

Eleanor Roberts, Town Clerk
 336-302-2366
 eroberts001@triad.rr.com



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Appendix B: State and Federal Policies

Applicable state and federal policies pertaining to pedestrian programs and facilities are summarized in Table B-1 below.

Table B-1: State and Federal Policies

Policy		Applicability to Pedestrian Planning	
Federal Policies			
Americans with Disabilities Act (ADA) (1990)	Ratified in 1990, ADA prohibits discrimination on the basis of disability. Title III pertains to public accommodations including transportation. Federally funded bicycle and pedestrian projects must comply with the ADA.		
American Association of State Highway & Transportation Officials (AASHTO)	AASHTO publishes design standards for transportation facilities including bicycle and pedestrian projects. These standards are often adopted by state departments of transportation, helping in the design of safe and efficient bicycle and pedestrian facilities.		
Fixing America's Surface Transportation (FAST) Act	<p>The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. The FAST Act builds on the changes made by Moving Ahead for Progress in the 21st Century Act (MAP-21.)</p> <p>MAP-21, enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multi-modal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.</p> <p>The FAST Act creates a priority safety fund to reduce bicycle and pedestrian fatalities by focusing on education of law enforcement; education of motorists, drivers, bicyclists and pedestrians; and implementation of enforcement campaigns.</p>		
Manual on Uniform Traffic Control Devices (MUTCD) (2009)	The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.		
Title VI of the Civil Rights Act of 1964 and Executive Order 12898 (1964, 1998)	<p>Title VI of the Civil Rights Act of 1964 requires that each federal agency ensure that no person is excluded, denied, or discriminated based on race, color, national origin, age, sex, disability.</p> <p>Executive Order 12898 signed by President Bill Clinton in 1994 requires that each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.</p>		
United States Department of Transportation Mission Statement (2010)	<p>The USDOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including USDOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.</p> <p>Because of the numerous individual and community benefits that walking and bicycling</p>		



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Policy	Applicability to Pedestrian Planning
	provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.
State Policies	
NCDOT Bicycle Policy	<p>The NCDOT Bicycle Policy states that bicycling is a “bona fide” highway purpose subject to the same rights and responsibility and eligible for the same considerations as other highway purposes. It also designates bicycle facility planning be included in the state thoroughfare and project planning process.</p> <p>http://www.ncdot.gov/bikeped/download/bikeped_laws_Bicycle_Policy.pdf</p>
NCDOT Bridge Policy	<p>The NCDOT Bridge Policy states that sidewalks should be included on new bridges with curb and gutter approaches that are not controlled access facilities. Sidewalks may be on one or both sides of the bridge. The sidewalk should be a minimum of 5 to 6 feet wide.</p> <p>https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Bridge%20Policy.pdf</p>
NCDOT Complete Streets	<p>Adopted in July 2009, the Complete Streets policy is to accommodate all modes of transportation wherever safe and appropriate; increases connectivity between neighborhoods, streets, and transit systems; and improves safety for pedestrian, cyclists, and motorists.</p> <p>http://www.completestreetsnc.org/</p>
NCDOT Division of Bicycle and Pedestrian Transportation	<p>The NCDOT Division of Bicycle and Pedestrian Transportation assists communities across the state improve bicycle and pedestrian safety and mobility. The Division provides technical assistance, funding for research and planning, and resources such as the Watch for Me NC campaign.</p>
NCDOT Greenway Policy	<p>In 1994, NCDOT adopted guidelines to consider greenways and greenway crossings during the highway planning process. This policy was incorporated so that critical corridors which have been adopted by localities for future greenways will not be severed by highway construction.</p> <p>http://www.ncdot.gov/templates/download/external.html?pdf=http%3A//www.ncdot.gov/bikeped/download/bikeped_laws_Greenway_Admin_Action.pdf</p> <p>AND</p> <p>http://www.ncdot.gov/bikeped/download/GuidelinesForGreenwayAccommodations.pdf</p>
NCDOT Mission Statement	<p>NCDOT’s mission is: “Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and wellbeing of North Carolina.” Bicycle and pedestrian facilities help to accomplish this mission by improving safety, encouraging physical activity, and providing environmentally friendly alternatives to motorized transportation.</p>
NCDOT Pedestrian Policy Guidelines	<p>The NCDOT Pedestrian Policy states that the Department of Transportation will replace existing sidewalks disturbed as a result of a highway improvement. The Department is authorized to construct new sidewalks adjacent to State highway improvement projects at the request of the municipality provided the municipality agrees to reimburse for the</p>



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Policy	Applicability to Pedestrian Planning
	<p>construction cost of the sidewalks. Maintenance of sidewalks will be the responsibility of the municipality.</p> <p>http://www.ncdot.gov/bikeped/download/bikeped_Ped_Policy.pdf</p>
<p>Strategic Mobility Formula</p>	<p>The Strategic Transportation Investments (STI) law signed June 2013 establishes the Strategic Mobility Formula for funding transportation projects in North Carolina. The formula divides bicycle and pedestrian projects into incidental and independent projects. Incidental projects are included in larger transportation projects while independent projects are standalone such as adding a sidewalk to an existing road. Independent projects are capped at 20 projects per M/RPO annually.</p>

Sources: Advocacy Advance, AASHTO, FHWA, NCDOT, USDOT



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Appendix C: Design Guidelines

General design guidelines for bicycle and pedestrian facilities are linked below and can provide general bicycle and pedestrian planning and design guidelines, as well as typical cross-sections and bicycle and pedestrian design considerations. NCDOT adheres to these guidelines and the state Complete Streets guidelines in its design of bicycle and pedestrian facilities. NCDOT has made these guidelines and resources available here: <https://connect.ncdot.gov/projects/BikePed/pages/guidance.aspx>. Table C-1 summarizes these resources and provides links to them.

Table C-1: Design Guidelines

Document	Link
American Association of State Highway and Transportation Officials (AASHTO)	
Guide for the Development of Bicycle Facilities	https://bookstore.transportation.org/Item_details.aspx?id=1943
Guide for the Planning, Design, and Operations of Pedestrian Facilities	https://bookstore.transportation.org/item_details.aspx?id=119
Federal Highway Administration (FHWA)	
Accessibility Guidance	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/index.cfm
Design Guidance	
Facility Guidance	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/index.cfm
Facility Operations	
Manual on Uniform Traffic Control Devices (MUTCD)	
Part 4E: Pedestrian Control Features	https://mutcd.fhwa.dot.gov/htm/2003r1r2/part4/part4e.htm
Part 7: Traffic Controls for School Areas	https://mutcd.fhwa.dot.gov/htm/2003r1r2/part7/part7-toc.htm
Part 9: Traffic Controls for Bicycle Facilities	https://mutcd.fhwa.dot.gov/htm/2003r1r2/part9/part9-toc.htm
2009 NC Supplement to MUTCD	https://connect.ncdot.gov/resources/safety/TrafficSafetyResources/2009%20NC%20Supplement%20to%20MUTCD.pdf
National Association of City Transportation Officials (NACTO)	
Urban Bikeway Design Guide	https://nacto.org/publication/urban-bikeway-design-guide/
Urban Street Design Guide	https://nacto.org/publication/urban-street-design-guide/
Safe Routes to School (SRTS) Non-Infrastructure	
National Center for Safe Routes to School	http://www.saferoutesinfo.org/
National Partnership for Safe Routes to School	http://www.saferoutespartnership.org/
US Access Board	
ABA Accessibility Standards	https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/guide-to-the-aba-standards/single-file-version



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Document	Link
ADA Accessibility Guidelines	https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/background/ada-aba-accessibility-guidelines-2004
ADA Accessibility Standards	https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards
Public Rights-of-Way, Streets & Sidewalks, and Shared Use Paths	https://www.access-board.gov/guidelines-and-standards/streets-sidewalks
North Carolina Department of Transportation (NCDOT)	
Statewide Pedestrian and Bicycle Plan	https://www.ncdot.gov/bikeped/walkbikenc/#toolbox
Glossary of North Carolina Terminology for Active Transportation	https://connect.ncdot.gov/projects/BikePed/Documents/NC%20Terminology%20for%20Active%20Travel.pdf
NCDOT Complete Streets	http://www.completestreetsnc.org/
Evaluating Temporary Accommodations for Pedestrians	https://connect.ncdot.gov/projects/wztc/Documents/AccomPedinWZProc.pdf
NC Local Programs Handbook	https://connect.ncdot.gov/municipalities/Funding/Pages/LPM%20Handbook.aspx/
Traditional Neighborhood Development Guidelines	https://connect.ncdot.gov/projects/Roadway/RoadwayDesignAdministrativeDocuments/Traditional%20Neighborhood%20Development%20Manual.pdf

Source: NCDOT Division of Bicycle and Pedestrian Transportation, <https://connect.ncdot.gov/projects/BikePed/pages/guidance.aspx>



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Appendix D: Funding Sources

Table D-1 below provides a list of funding sources, eligible projects, potential award amounts, and match requirements for bicycle and pedestrian infrastructure projects and programs in Seagrove.

Table D-1: Funding Sources

Source	Eligible Activities	Characteristics and Requirements
Federal Funding Sources		
Better Utilizing Investments to Leverage Development (BUILD) Grants	<ul style="list-style-type: none"> Bicycle and pedestrian planning and construction projects are eligible 	<ul style="list-style-type: none"> Federal program by the USDOT Annual, competitive grant program that is merit-based.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	<ul style="list-style-type: none"> Projects to improve air quality and reduce traffic congestion Paved shoulders, sidewalks, bicycle lanes Access enhancements to public transportation Technical assistance 	<ul style="list-style-type: none"> Project must be identified in STIP and consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s) Typically requires 20% match \$2.405 billion authorized in FY 2018
Highway Safety Improvement Program (HSIP)	<ul style="list-style-type: none"> Safety projects that are consistent with the state's Strategic Highway Safety Plan (SHSP) Pedestrian hybrid beacons Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands. Road diets 	<ul style="list-style-type: none"> Typically requires 10% match \$2.318 billion authorized in FY 2018
National Priority Safety Program (Section 405)	<ul style="list-style-type: none"> Training law enforcement on state laws applicable to pedestrian and bicycle safety Enforcement mobilizations and campaigns designed to enforce those state laws Public education and awareness programs designed to inform motorists, pedestrians and bicyclists of those state laws 	<ul style="list-style-type: none"> Only states where the annual combined pedestrian and bicyclist fatalities exceed 15 percent of the total annual crash fatalities are eligible Requires 20% state match \$14 million authorized in FY 2017
State and Community Highway Safety Grant Program (Section 402)	Education, enforcement, and research programs designed to reduce traffic crashes, deaths, injuries, and property damage	<ul style="list-style-type: none"> Administered by the Governor's Representative for Highway Safety \$250 million authorized in FY 2017
Surface Transportation Block Grant (STBG) Program	<ul style="list-style-type: none"> Recreational trail projects eligible under 23 U.S.C. 206 Pedestrian and bicycle projects in accordance with 23 U.S.C. 217 Modifications to comply with accessibility requirements under the ADA Safe Routes to School Program 	<ul style="list-style-type: none"> Project must be identified in STIP and consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s) State may obligate up to 15 percent of the STBG amounts suballocated for that year for use in areas with a population of 5,000 or less on roads



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Source	Eligible Activities	Characteristics and Requirements
		<ul style="list-style-type: none"> functionally classified as minor collectors. \$11.7 billion authorized in FY 2018
Transportation Alternatives (TA) <i>Set-aside of the STBG Program</i>	<ul style="list-style-type: none"> Bicycle and pedestrian facilities Recreational trails Safe Routes to School projects Technical assistance Programmed through the Strategic Transportation Investments – Strategic Mobility Formula process 	<ul style="list-style-type: none"> Typically requires 20% match Can be received directly by local governments Competitive funding process \$850 million set aside in FY 2018
State Funding Sources		
Clean Water Management Trust Fund (CWMTF)	<ul style="list-style-type: none"> Projects that enhance or restore degraded waters, acquire land with ecological, cultural, and historic significance Greenway (shared use path) projects are eligible Innovative stormwater projects 	<ul style="list-style-type: none"> Requires matching funds Annual grant cycle
Downtown Associate Community Program	<ul style="list-style-type: none"> Technical assistance for downtown revitalization projects from the NC Main Street & Rural Planning Center 	<ul style="list-style-type: none"> Competitive application process every other year Municipalities with populations less than 50,000 and that are not already designated as an active Main Street or Small Town Main Street community
Land and Water Conservation Fund (LWCF)	<ul style="list-style-type: none"> Land acquisition and/or development projects for public outdoor recreation and/or to protect outstanding natural or scenic resources Can include new or renovated outdoor recreational facilities and support facilities 	<ul style="list-style-type: none"> Requires 50% match Projects must be on a single site Administered by the Division of Parks and Recreation
Parks and Recreation Trust Fund (PARTF)	Acquisition and/or development of park and recreational projects	<ul style="list-style-type: none"> Requires 50% match Administered by the Division of Parks and Recreation
Powell Bill	Municipalities may use Powell Bill funds to resurface, repair, or widen streets, or for the planning, construction and maintenance of bikeways, greenways, or sidewalks.	<ul style="list-style-type: none"> Annual allocation from the State to qualifying municipalities \$10,878 awarded to Seagrove in 2017
Recreational Trails Program (RTP)	<ul style="list-style-type: none"> Trail construction Trail facilities and amenities Programs that promote safety and environmental protection as they relate to recreational trail projects 	<ul style="list-style-type: none"> Maximum grant award \$200,000 Requires 25% match Federal funds managed by the Division of Parks and Recreation
Safe Routes to School (SRTS)	<ul style="list-style-type: none"> Infrastructure projects within 2 miles of a K-8 school Project must be within the public right-of-way 	<ul style="list-style-type: none"> No match required Currently funding with leftover SRTS funds, once expended TA funds will be used and programmed through the Strategic Transportation



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Source	Eligible Activities	Characteristics and Requirements
		Investments – Strategic Mobility Formula process
Local Funding Sources		
Capital Reserve Fund	May be used to fund pedestrian infrastructure projects	<ul style="list-style-type: none"> • The Town Council would establish the fund through an ordinance • May be financed through town budget allocations, grants, and donations
Community Crowdfunding	Unrestricted source of funds, would apply to pedestrian infrastructure projects and programs	<ul style="list-style-type: none"> • Town residents make monetary contributions through online platforms such as Indiegogo • Town would pay a nominal fee
Fees	The fee ordinance would establish which projects are eligible	<ul style="list-style-type: none"> • Would require adoption by the Town Council • Fee types may include stormwater fees assessed per area of impervious surface or streetscape fees assessed per length of street frontage
General Obligation Bonds	May be used to fund pedestrian infrastructure projects	<ul style="list-style-type: none"> • Would require adoption by the Town Council • Would require approval by town residents
Special Tax District	May be levied by the municipality to raise funds to provide services or fund projects such as pedestrian infrastructure projects	Would require adoption by the Town Council
Tax Increment Financing	Pedestrian infrastructure improvements, land acquisition, utilities, and other improvements	Increased property values resulting from the constructed facility are used to pay the debt borrowed to build the facility

Sources: Governors Highway Safety Association, FHWA, NCDOT, NC Clean Water Management Trust Fund, NC Department of Commerce, NC Division of Parks and Recreation.



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Figure D-1: Federal Funding Matrix

Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds

Revised May 24, 2018

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
	BUILD	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTPP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle repair station (air pump, simple tools)	~\$	~\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers (example: at transit hubs)	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$



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Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
	BUILD	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$					\$	\$	\$	\$					\$
Road Safety Assessment for pedestrians and bicyclists							\$	\$				\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety									\$SRTS	\$SRTS		\$	\$*	\$*	\$*
Safety education positions								\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)								\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)								\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see program guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA 504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
BUILD: Better Utilizing Investments to Leverage Development Transportation Discretionary Grants
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program / Activities
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NHTSA 402: State and Community Highway Safety Grant Program
NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- **BUILD**: Subject to annual appropriations. See <https://www.transportation.gov/BUILDgrants> for details.



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- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#) and the FTA Final Policy Statement on the [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#).
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's [Strategic Highway Safety Plan](#) and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefitting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.

Source: FHWA Pedestrian and Bicycle Funding Opportunities, May 24, 2018, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm