



Wilkesboro, NC

Sidewalk and Greenway Feasibility Study Report

December 2024



Integrated Mobility Division

N.C. DEPARTMENT OF TRANSPORTATION



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Executive Summary

The Town of Wilkesboro was awarded a Multimodal Planning Grant by the North Carolina Department of Transportation (NCDOT) to complete a feasibility study to determine the best bike and pedestrian infrastructure route. The study evaluated various routes connecting Wilkesboro Elementary School to the vehicular bridge over Cub Creek on Woodfield Way and greenway routes connecting Woodfield Way to Cub Creek Park and Historic Downtown Wilkesboro. This study also evaluates a potential greenway connection from School Street, across Moravian Creek, to the existing Greenway connecting Wilkes Community College to the Yadkin Valley Greenway–River’s Edge. The Town of Wilkesboro has previously identified these areas as primary candidates for bike and pedestrian infrastructure.



The feasibility study recommends design and construction for:

- 2.2 miles of sidewalk/bike lanes along School Street, Laurel Road, Cedar Lane, Westwood Lane, and Woodfield Way from Wilkesboro Elementary School to the Woodfield Way crossing over Cub Creek
- 2.0 miles of 10-foot-wide mainline greenway from Woodfield Way along Cub Creek to Cub Creek Park, connecting to the existing Cub Creek Park Trail

This report will outline the study process and provide insight into the project’s:

- Introduction and Project Description
- Study Considerations
- Alternatives Development
- Study Results and Recommendations
- Cost and Implementation

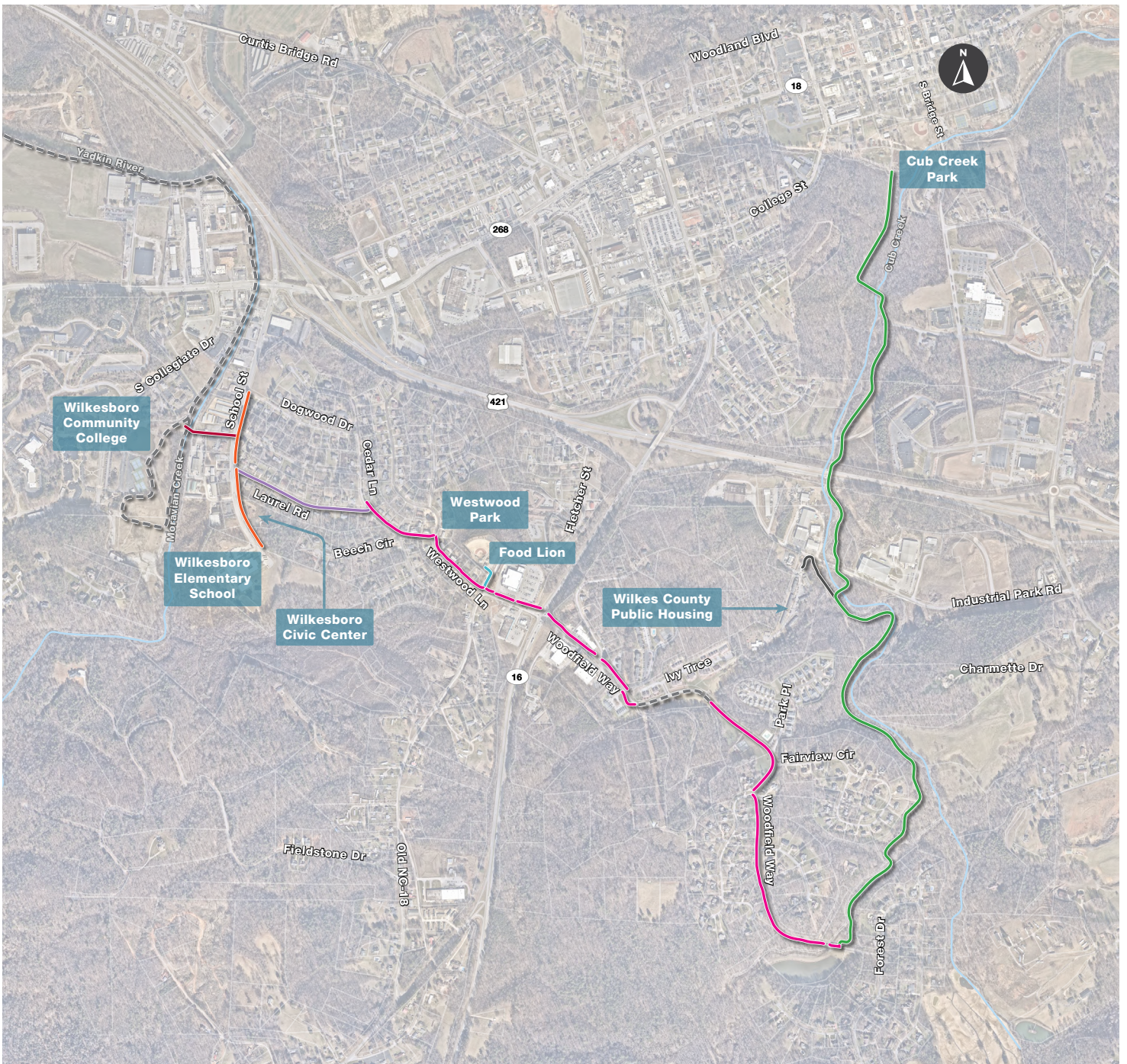
The infrastructure examined in this study is designed to provide bike and pedestrian mobility to different areas of the Town of Wilkesboro by connecting residents to popular destinations. The Town of Wilkesboro aims to enhance community connectivity, safety, health, and equity by providing alternative transportation options.



Little Sugar Creek Greenway (Charlotte, NC)



Intersection of Davidson Street and 25th Street (Charlotte, NC)



Preferred Alternative Overview

Introduction and Project Description

Why is Pedestrian Connectivity So Important?

Health

Alternatives to vehicular travels, such as sidewalks and bike lanes, encourages people to be more healthy and physically active. People in walkable communities had 0.75 times the likelihood of being obese and were 1.5 times more likely to be physically active. Creating an environment where people feel safe and physically active is critical to encouraging healthier communities. Citizens of all ages in Wilkesboro are entitled to a lifestyle that promotes good physical health, and providing areas that allow active commuting is a step in that direction.¹

Safety

Adding sidewalks and bike lanes to existing roadways improves safety for cyclists and pedestrians. Bike lane additions on two-lane roads can reduce vehicle-bike crashes by up to 30% by offering cyclists a viable option outside the traditional vehicle lanes. Additionally, adding sidewalks on both sides of a road was noted to halve the vehicle-pedestrian crashes observed. Allowing the space for pedestrians and cyclists of Wilkesboro to share the road with their vehicular commuting community members results in less stress and more safety for everyone.²

Alternative Modes of Transportation

When building transportation networks, all users need to be considered. While cars are the primary mode of transportation for most Americans, up to 37% of the US population consists of people who cannot drive a car, such as children, older adults, and people with disabilities. Infrastructure design must account for providing means of alternative transportation for those who may not have another option. Having different modes of transportation for various people helps make Wilkesboro a more inclusive community.³

Increased Property Values

Often, properties in more walkable areas are perceived as more valuable. In a study focusing on 15 independent real estate markets, 13 markets were found to have links between increases in walkability and property value. Some people view walkable neighborhoods and communities as more desirable. Adding bike lanes and sidewalks to Wilkesboro has the potential to create a positive economic impact when implemented.⁴

¹ McKoy, J. (2023, February 2). US Neighborhood Walkability Influences Physical Activity, BMI Levels. *Www.bu.edu*.
<https://www.bu.edu/sph/news/articles/2023/us-neighborhood-walkability-influences-physical-activity-bmi-levels/#comments>

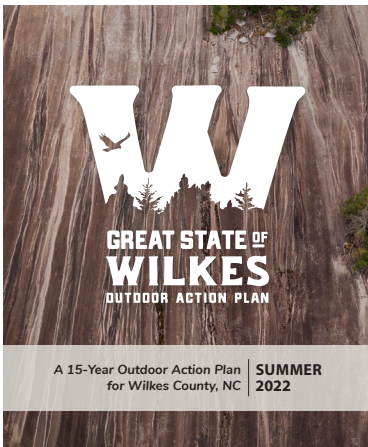
² Bicycle Lanes | FHWA.(2019). Dot.gov.
<https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes#psc-footnote>

³ Federal Highway Administration. (n.d.). *FHWA Safety Program Safety Benefits of Walkways, Sidewalks, and Paved Shoulders*
https://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/walkways_brochure.pdf

⁴ Cortright, J. (2009). *Walking the Walk How Walkability Raises Home Values in U.S. Cities*.
https://nacto.org/wp-content/uploads/2015/04/walking_the_walk_cortright.pdf

Existing and Future Plans

The bike/pedestrian infrastructure outlined in this feasibility study also fulfills the goals of other past planning documents. These plans lay the foundation for the future of infrastructure, recreation, and community development in the Town of Wilkesboro and the surrounding area. They specifically identify the advancement of bike, pedestrian, and other forms of alternative transportation as a critical part of a healthy future for Wilkesboro. These plans include but are not limited to:



The Great State of Wilkes Outdoor Action Plan (2022)

The Great State of Wilkes Outdoor Action Plan provides a blueprint that guides the development of Wilkes County's capital infrastructure to encourage active living and economic development. The purpose of the plan is to cast a 15-year vision for how the Outdoor Economy Workgroup and our partner organizations can prioritize efforts to enhance the natural and built environments while creating and promoting an outdoor economy that will help improve the health of residents, create jobs, and position Wilkes County as a multifaceted tourist destination. This cooperative planning effort will help ensure committed stewardship of capital spending on material assets and favorably position the County and Towns to leverage local funding to win federal, state, and private grant dollars.

Comprehensive Pedestrian Plan 2007



Town of Wilkesboro, North Carolina

Town of Wilkesboro Comprehensive Pedestrian Plan (2007)

The Town of Wilkesboro Comprehensive Pedestrian Plan guides the improvement and development of pedestrian facilities. This plan demonstrates how the Town can provide opportunities for its citizens to improve their health by providing additional pedestrian facilities. It provides recommendations to help meet the non-motorized needs of the community and identifies specific areas that lack pedestrian facilities. Pedestrian safety, crosswalks, and traffic calming measures are featured prominently.



2017 Wilkes County
Comprehensive Transportation Plan



Wilkes County Comprehensive Transportation Plan (2017)

The Wilkes County Comprehensive Transportation Plan (CTP) is a multimodal plan that examines the County's long-range transportation needs. This CTP includes bicycle and pedestrian improvements, maps of the existing facilities, and recommendations. Construction of a multiuse path and bridge connecting the existing greenways on the east and west banks of the Reddies River is recommended north of the existing US 421 Business/D Street bridge.

Site Specific Master Plan for Cub Creek Park
Town of Wilkesboro
March 28, 2018



Town of Wilkesboro Site Specific Master Plan for Cub Creek Park (2018)

The Master Plan for Cub Creek Park describes the site and setting of the Town's premier outdoor recreation asset. The plan demonstrates the need to connect the park with the Community Commons on Main Street and establish a link with the Yadkin River Greenway at the Tyson Trailhead via either West or Bridge Street. It also includes the results from a community survey and a series of site maps consisting of aerial views, contours, floodplains, soil types, existing facilities, and recommended facilities.

WILKES COUNTY Heritage Development Plan

September 2008 Update



Thomas's Mill

Prepared by
The Wilkes Heritage Council

Wilkes County Heritage Development Plan (2008)

The Wilkes County Heritage Development Plan was compiled in 2008 with the Blue Ridge National Heritage Area Partnership. It includes a summary chart that identifies and describes 24 heritage tourism projects in the County, which, at the time, would require funding of approximately \$5,500,000 to implement. Some of these projects have been completed or are currently in progress. Projects of special relevance include: recreation development in Downtown Wilkesboro, the Yadkin River Greenway and Heritage Corridor, a Civil War Interpretive Trail at Fort Hamby, Historic Main Street Communities, and West Kerr Scott Reservoir amenities. This plan also includes an extensive asset inventory of the County's natural, historic, and cultural resources.



High Country Regional Bike Plan (2014)

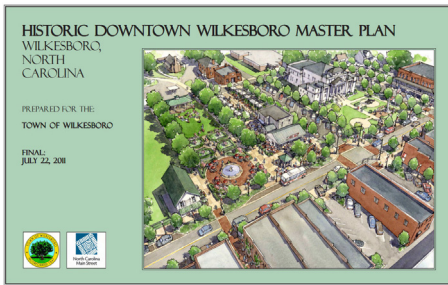
The High Country Council of Government collaborated with NCDOT to prepare this plan to increase safety, mobility, and recognition of cycling in the High Country region. The plan strongly emphasizes traffic safety and the economic benefits of active transportation. Various improvements to the region's road network in Wilkes County are suggested to improve cycling conditions. The plan also recommends extensions to the Yadkin River Greenway.



DOWNTOWN MARKETPLACE STUDY
HISTORIC DOWNTOWN WILKESBORO, NORTH CAROLINA
JUNE 2010

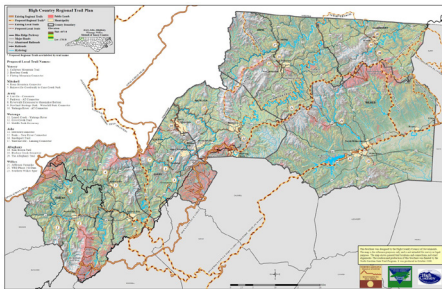
Historic Downtown Wilkesboro Marketplace Study (2010)

The North Carolina Department of Commerce prepared this plan using the four points of the Main Street Approach, which focuses on Organization, Promotion, Economic Vitality, and Design. This study provides Wilkesboro's leaders with a framework for downtown revitalization based on this approach. Several relevant points regarding active living are made, especially related to the downtown built environment and walkability. The study recommended that the Town develop a Downtown Master Plan to address deficiencies.



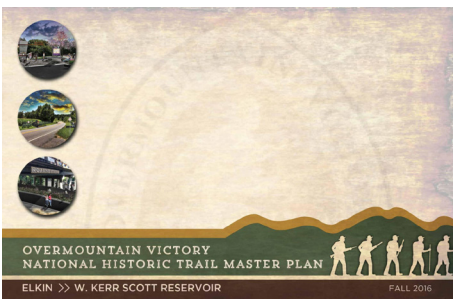
Historic Downtown Wilkesboro Master Plan (2011)

This Downtown Master Plan incorporates a thorough analysis of the Town's existing conditions, including streetscapes and public spaces. The plan supports a proposal for a new park and event venue on Main Street. Since adopting the plan, this public space has been successfully established as the Community Commons. Linkages to the Yadkin River Greenway and Cub Creek Park from downtown also are leading recommendations from the plan.



High Country Regional Trail Plan (2008)

The North Carolina Division of Parks and Recreation State Trails Program, in cooperation with the High Country Council of Governments developed this plan to identify trails in the region that may be included in the growing statewide trail network. This plan expands on the success of the Mountains-to-Sea Trail project and identifies 389 miles of proposed trails in the seven-county region. The plan identifies three local trails necessary to connect important regional assets such as significant natural areas, public lands, and local communities. These trails include the Jefferson Turnpike, Yadkin River Greenway, and the Southern Wilkes Spur.



Overmountain Victory National Historic Trail Master Plan: Elkin to West Kerr Scott Reservoir (2016)

The Overmountain Victory National Historic Trail (OVNHT) Master Plan: Elkin to West Kerr Scott Reservoir was prepared in 2016 as part of the ongoing efforts of the National Park Service (NPS) to develop regional trail plans aimed to expand and connect OVNHT segments throughout Virginia, Tennessee, and the Carolinas. The plan's study area examines 28 miles along the trail corridor from the Eastern Terminus in Elkin to an existing certified section of the trail near Wilkesboro. Partnerships between local governments and local advocacy groups (Elkin Valley Trails Association, Yadkin River Greenway Council, and Yadkin Valley Heritage Corridor Partnership) are emphasized.

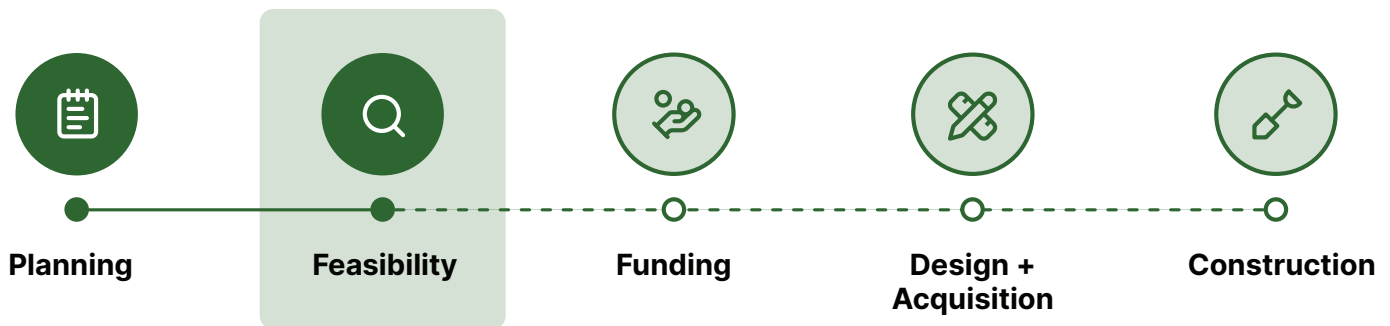
Project Background

This feasibility study aims to connect these planning documents to the actual design and construction of bike/pedestrian infrastructure. By translating the future visions outlined in the plans into actionable steps, the study will identify the best route for design implementation. Moreover, it will pave the way for securing funding to turn the initial designs into reality.

Published in 2007, The Town of Wilkesboro Comprehensive Pedestrian Plan specifically identifies School Street, Cedar Lane, Laurel Road, and Woodfield Way as candidates for new sidewalk infrastructure and upgrades to existing infrastructure. It also identifies specific destinations like Wilkesboro Elementary School, Westwood Park, and Cub Creek Park as prime destinations that need access to the surrounding area via pedestrian infrastructure. Other destinations, such as grocery stores, restaurants, commercial centers, and various neighborhoods, would benefit from additions to the existing pedestrian network. The feasibility study started with this vision to improve existing infrastructure in high-demand areas and expand in other areas to promote connectivity.

What is a Feasibility Study?

Feasibility studies are essential in transitioning from conceptual planning to the prioritization and programming of projects. These studies build upon higher-level planning efforts and thoroughly evaluate potential alignment alternatives. The primary objective is to assess technical feasibility regarding design, permitting, and constructibility. Local community input and stakeholder feedback are vital in shaping the recommended alignments. High-level cost estimates based on quantities are prepared to aid decision making, which also helps identify funding needs and outline the next steps for project implementation. The ultimate alignment of a project will depend on the cooperation of property owners and the availability of funding.



Need and Purpose

The need for the proposed pedestrian connections became evident in the 2007 Pedestrian Plan. The project area encompasses two dense residential neighborhoods in Wilkesboro: Woodfield and Westwood. These neighborhoods are south of Highway 421 and divided by Highway 16/18. A commercial area between these neighborhoods currently lacks pedestrian connections, creating a significant barrier for residents. Additionally, two affordable housing developments in the project area have a high poverty rate overall. Transportation costs are likely challenging for these residents; free pedestrian facilities would be a significant benefit.

The project aims to connect the Woodfield and Westwood neighborhoods to key destinations via pedestrian infrastructure, including bike lanes, sidewalks, and a greenway. These destinations include Cub Creek Park, the Moravian Creek Greenway, commercial areas, government agencies, Wilkesboro Elementary School, and Wilkesboro Community College. The project will integrate with an extensive network of trails in Cub Creek Park, which will soon connect to the 7.5-mile Yadkin River Greenway. By providing these connections, the project will enhance access to parks, commercial areas, government offices, and educational institutions, thereby improving the quality of life for residents and promoting greater community connectivity.

Study Considerations

Impact on Existing Environmental Conditions

Kimley-Horn conducted a desktop environmental assessment of the site to evaluate the potential impacts of the different segments. The areas of greatest environmental concern were along the greenway section of the study. Since the other segments are adjacent to existing roadways, they were deemed to have minimal impact on existing environmental conditions.

The preliminary greenway alignment was used to determine a project boundary. This boundary then was used as the basis for environmental analysis. Seven streams and two wetlands were found within the project boundary (**shown in Appendix B**). The total stream impacts were measured at 3,570 linear feet (1.28 acres), and the total wetland impacts were measured at 0.26 acres. In future design phases, it may be possible to mitigate some of these impacts by using structures to avoid impacting these environmentally sensitive areas. More detailed analysis and field observation would be needed to determine more precise impacts and develop more definitive conclusions.



Cub Creek in the Town of Wilkesboro

Impact on Existing Hydraulic Conditions

The existing hydraulic conditions were analyzed to determine the feasibility of necessary stream crossings and the potential impacts of resizing the existing culvert under US-421. All stream crossings and culvert modifications occur in the greenway portion of the project along Cub Creek. The proposed greenway alignment also was modeled as going through a triple-barrel box culvert underneath US-421. The greenway alignment was modeled as an obstruction and did not exceed the allowable changes to the flood elevation.

Analysis showed that any of the three bridges—independently and altogether—would generate unacceptable rises in the flood elevation. Bridges were raised and modified to include boardwalk configurations to offset the rises and meet the Wilkesboro Flood Damage Prevention Overlay requirements. The alignment also was moved away from the stream to decrease grading around Cub Creek. Additional channel grading around Cub Creek was added to decrease rises. By raising the bridge and boardwalk configurations, modifying the alignment to move away from Cub Creek, and incorporating additional grading, the rise impacting habitable structures was brought within allowable limits.



Example of bridge (left) and boardwalk (right) structures along Little Sugar Creek Greenway

Impact on Existing Site Conditions

The following numbered notes highlight constraints along the project corridor.

1) Sanitary Sewer Trunkline



2) Transmission Towers



3) Power Poles



4) Guardrail



5) Floodplain



6) Steep Terrain



7) Narrow Roadways

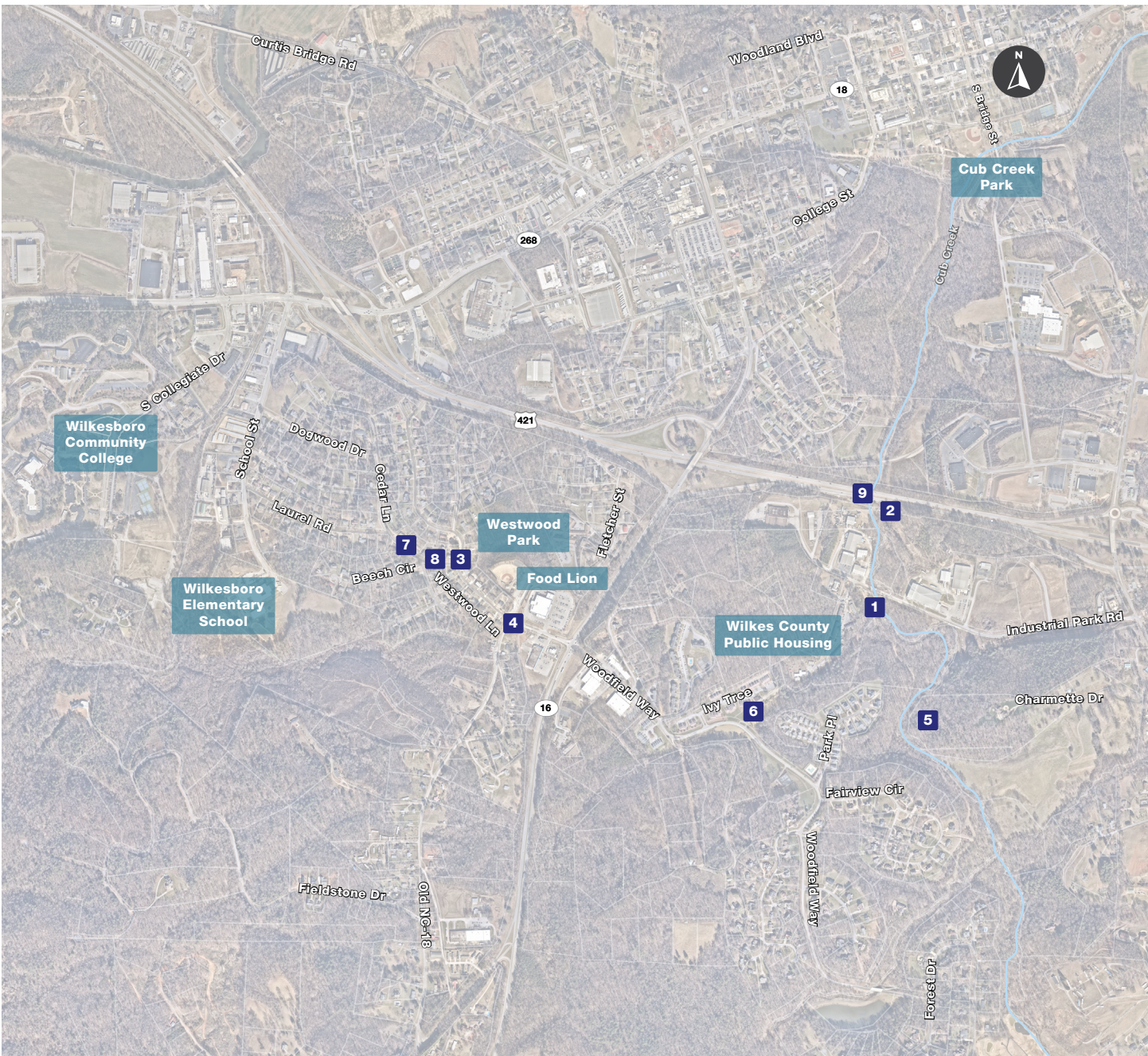


8) Steep Driveways



9) Existing Stormwater Infrastructure



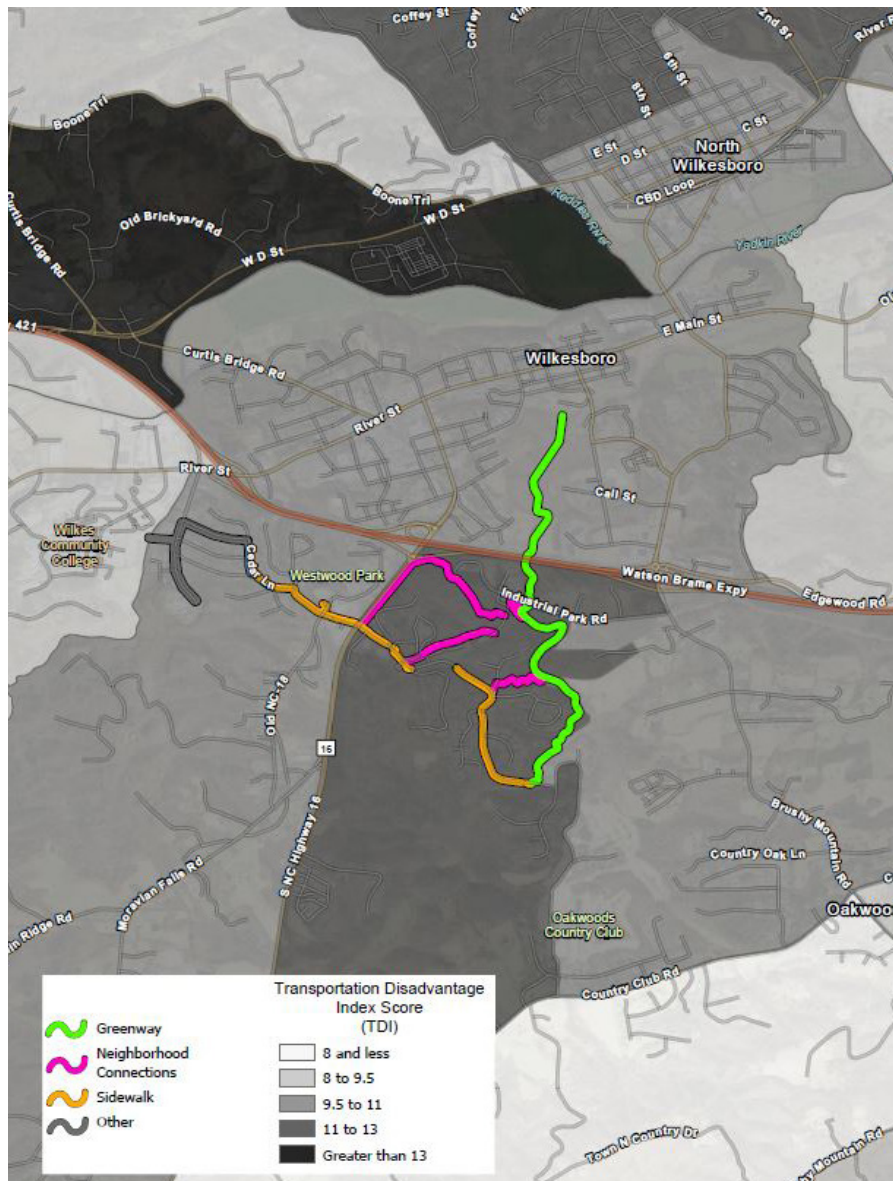


Location Map for Impact on Existing Site Conditions

Existing Demographic Conditions

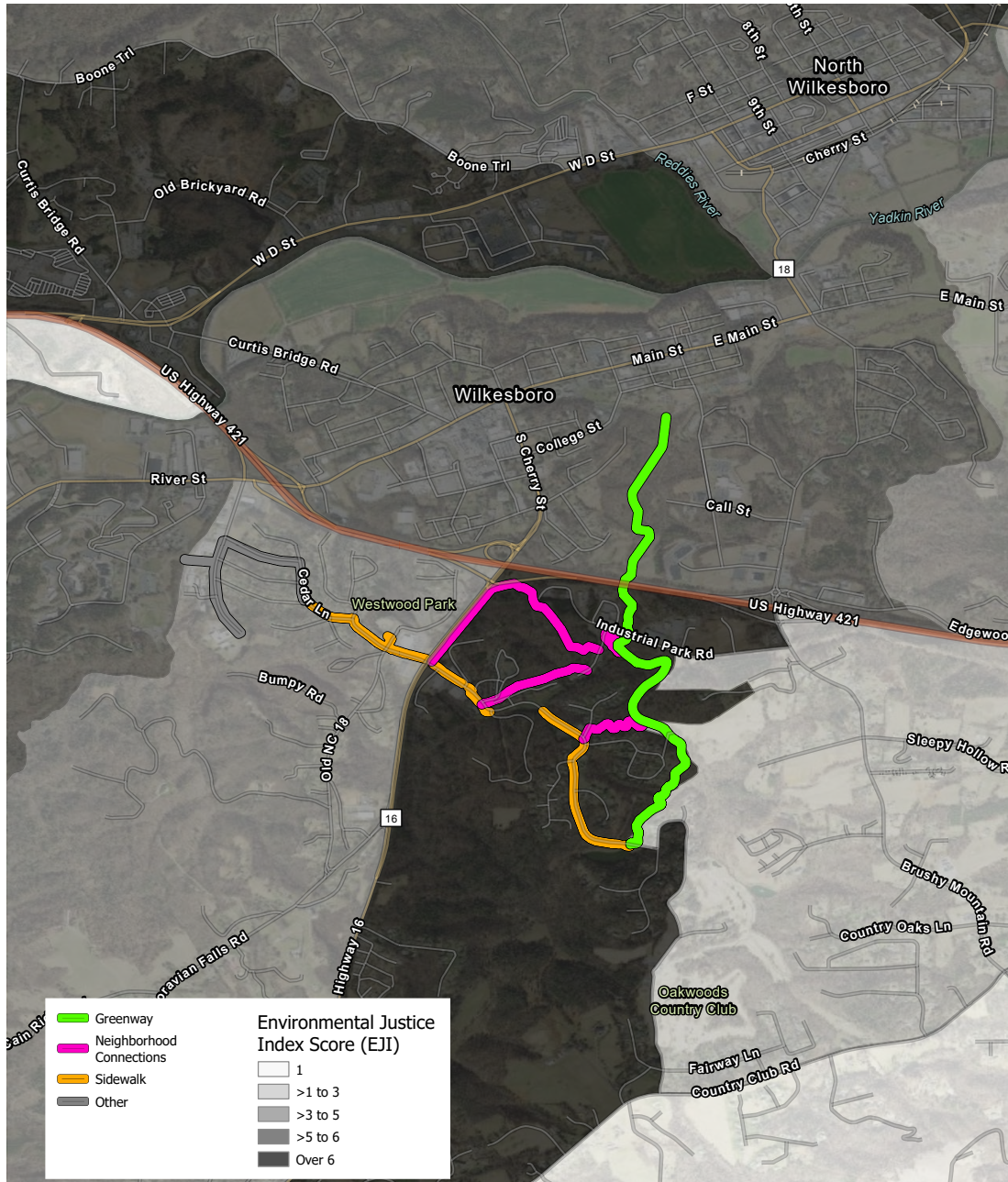
This map underscores the pressing need for connectivity between the more disadvantaged communities north of US-421 and the amenities along Westwood Lane. The existing demographics of this project area reveal a diverse community with various needs and challenges. The map below shows the Transportation Disadvantage Index (TDI) for the project area. The TDI is a composite score based on seven indicators of potential transportation disadvantage:

- 1) Relative concentration of carless households to the average for the selected geography.
- 2) Relative concentration of people with low income to the average for the selected geography.
- 3) Relative concentration of people with mobility impairments aged 18 and over (physical, mental, or self-care disability) to the average for the selected geography.
- 4) Relative concentration of youth aged 15 and under (non-drivers) to the average for the selected geography.
- 5) Relative concentration of seniors to the average for the selected geography.
- 6) Relative concentration of the BIPOC population (Black, Indigenous, Persons of Color) to the average for the selected geography.
- 7) Relative concentration of the population with Limited English Proficiency (LEP) to the average for the selected geography.



The map below shows the project area's Environmental Justice (EJ) Index Score. The EJ index score is a composite score based on:

- Relative concentration of racial minorities to the average for the selected geography
- Relative concentration of ethnic minorities to the average for the selected geography
- Relative concentration of people with low incomes to the average for the selected geography



Maps showing these individual communities, including disabled individuals, minorities, seniors, carless residents, minors, and the economically disadvantaged, are shown in **Appendix C**. Connecting these groups to shopping centers and essential services is vital for several reasons. For one, it promotes inclusivity and equal access to resources, fostering a more equitable society. It also enhances quality of life by providing easier access to groceries, medical services, and recreational facilities, especially for those without reliable transportation. Additionally, improved connectivity can spur economic growth by encouraging local spending and supporting small businesses in underserved areas. Bridging the gap between disadvantaged communities and essential amenities addresses social inequalities and promotes community well-being and prosperity.

Existing Community Destinations and Infrastructure

The study area contains different parts of Wilkesboro, each with characteristics that make them candidates to be connected to the proposed bike and pedestrian network. Several important destinations line the proposed corridor and can be primarily classified into four categories: educational, commercial, residential, and recreational.

The corridor begins at Wilkesboro Elementary School, providing critical bike and pedestrian infrastructure updates. Another important destination along the study area is the Food Lion on Westwood Lane. These are two of the most important destinations in the study area, generating large quantities of vehicular trips and making them prime candidates for connection into the pedestrian network. Any reduction in the vehicular trips generated by these two destinations could alleviate traffic and congestion.

In addition to Food Lion, the route features several other significant commercial establishments. Suncrest Farms, Westwood Village Food Mart, Blue Ridge Safe, and Western Carolina Electric Supply Company are key businesses along the proposed corridor. These commercial destinations attract considerable local traffic, and integrating them into the pedestrian network will not only provide a safer, more accessible route for customers but also promote local commerce by encouraging foot traffic and reducing the dependency on vehicular transport.

The study area encompasses various neighborhoods in the Westwood Hills area, including those on Laurel Road, Holly Circle, Dogwood Drive, and Westwood Lane. Further southeast, neighborhoods along Woodfield Way also could be integrated into the design. Wilkes County Public Housing is situated along the greenway section of the corridor. Including residential areas in the proposed pedestrian network is crucial as it encourages recreational use and transportation, fostering a community-centric approach.

Two parks, Westwood Park and Cub Creek Park, also are part of the study area. Westwood Park, a smaller park, boasts miles of trails and numerous recreational areas. Cub Creek Park, a larger park, features multiple ballfields, basketball courts, and other recreational facilities. These parks—the cornerstones of Wilkesboro's parks and recreation system—play a significant role in enhancing the diversity and robustness of the proposed bike and pedestrian network, thereby contributing to the community's well-being.

Educational establishments such as Wilkesboro Elementary School and Wilkesboro Community College are vital components of the proposed network. Wilkesboro Elementary, located at the start of the corridor, ensures students have a safe and accessible route to school. Similarly, integrating Wilkesboro Community College into the network will provide students and faculty with an alternative transportation option, reducing parking demand and promoting a healthier, more active lifestyle. The inclusion of these educational institutions underscores the project's commitment to creating a comprehensive and inclusive transportation system for all residents.

Existing Bike and Pedestrian Safety Conditions

Introducing dedicated bike and pedestrian infrastructure is key to increasing feelings of safety among Wilkesboro's cyclist and pedestrian populations. According to NCDOT, from 2010 to 2022, the Town of Wilkesboro experienced 12 pedestrian-involved crashes and two bike-involved crashes. During that same time, Wilkes County has experienced 89 pedestrian and 16 bike-involved crashes.^{5,6,7} It is necessary to make investments to improve the current bike and pedestrian network to reduce these numbers and create a safer environment for bicyclists and pedestrians in Wilkesboro and Wilkes County.

⁵ Jessup, Torre J., Timothy P. Hayworth, and Shawn Troy. Rep. *North Carolina 2020 Traffic Crash Facts*. Raleigh, NC: North Carolina Division of Motor Vehicles, 2021. <https://connect.ncdot.gov/business/DMV/CrashFactsDocuments/2020%20Crash%20Facts.pdf>.

⁶ Boyette, J. Eric, Wayne Goodwin, James C. Moore, and Shawn Troy. Rep. *North Carolina 2021 Traffic Crash Facts*. Raleigh, NC: North Carolina Division of Motor Vehicles, 2022. <https://connect.ncdot.gov/business/DMV/CrashFactsDocuments/2021%20Crash%20Facts.pdf>.

⁷ Boyette, J. Eric, Wayne Goodwin, Janna Allison, and Brian Murphy. Rep. *North Carolina 2022 Traffic Crash Facts*. Raleigh, NC: North Carolina Division of Motor Vehicles, 2023. <https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/2022.pdf>.

Community Involvement

Public engagement is crucial for such feasibility studies because it allows community members to voice their needs, concerns, and ideas. By involving the public in the planning process, stakeholders can gain valuable insights, build support, and help ensure that the project aligns with the community's priorities and aspirations.

As part of this study, two stakeholder meetings, two steering committee meetings, one public meeting, and one public survey were conducted.

Various nearby homeowners and business owners were invited to the stakeholder meetings held on **August 8, 2023**, including the Woodfield Estates Association, Westwood Hills Community, Wilkes Community College, Yadkin River Greenway Council, Asbury Court Town Homes, Northwestern Housing Enterprises, The Food Lion, Westwood Village Food Mart, Silver Stone Properties, US Chemical Storage, and Suncrest Farms.

The steering committee members were the Town of Wilkesboro Planning Board Chair, Director and team members, the Town of Wilkesboro Manager, the Town of Wilkesboro Police Chief, NCDOT Integrated Mobility Division (IMD), Kimley-Horn, NCDOT Division 11, and the High Country Council of Governments.

Two steering committee meetings were convened for the project. The initial meeting on **June 27, 2023**, served as the project kickoff. The subsequent meeting occurred on **October 23, 2023**, following the project team's review of the final alternatives analysis. Throughout both sessions, the steering committee provided valuable feedback on the alternative alignments and typical sections, which was instrumental in refining the concept designs.

On **January 30, 2024**, a public outreach session was conducted for this project. During the Planning Board Town Council meeting, the project team delivered an in-depth presentation and remained available afterward to address any questions from attendees. The presentation provided a comprehensive overview of the project's origins, highlighting key planning documents previously adopted by the Town Council. These included the Great State of Wilkes Outdoor Action Plan, the 2007 Comprehensive Pedestrian Plan, and the 2014 High Country Regional Bike Plan.

Additionally, the presentation covered the project's timeline, proposed draft alternatives, and typical sections. This session aimed to engage the community to ensure transparency and gather valuable feedback to guide the project's progression.


The public survey questionnaire was initiated in **November 2023** and remained open for public input for four months, during which it garnered participation from 345 individuals and received 3,359 responses. The survey results in **Appendix E** reflected the community's preference for greenways as a preferred facility type, highlighting their likelihood of using greenways primarily for exercise. Moreover, the findings underscored the significance of connectivity, safety, and user experience as the most important factors for the residents of Wilkesboro.





Welcome to the public meeting!


The meeting will begin with a presentation, followed by a Q&A session. Afterwards, visit the stations to see maps of potential routes and provide feedback.


Grab a project information sheet


Take the public survey



publicinput.com/wilkesborotrails


Talk to the project team



Kimley»Horn



The major concerns the Community expressed during the public meeting and in the survey's comment section are summarized below:

Residential Concerns

Residents are concerned about unhoused individuals getting closer to their homes and the potential for safety issues from increased foot traffic through their neighborhoods.

Community Opposition to Sidewalks

The Westwood Hills community opposes sidewalks encroaching on their front yards, citing concerns about privacy, safety, and the peacefulness of their living environment.

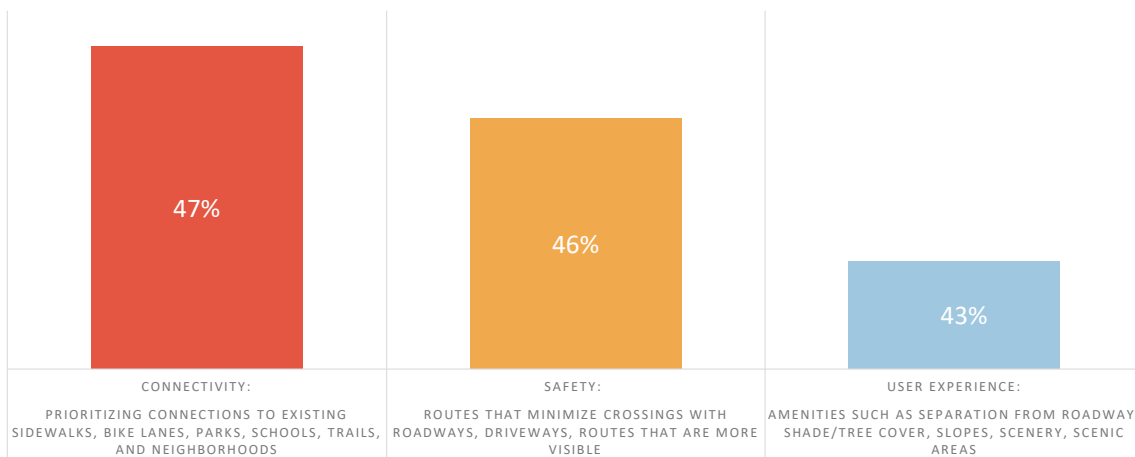
Traffic Concerns

There is a strong sentiment against inviting additional traffic into Westwood Hills, with residents expressing worries about unauthorized traffic, road safety, and the potential for vandalism and theft.

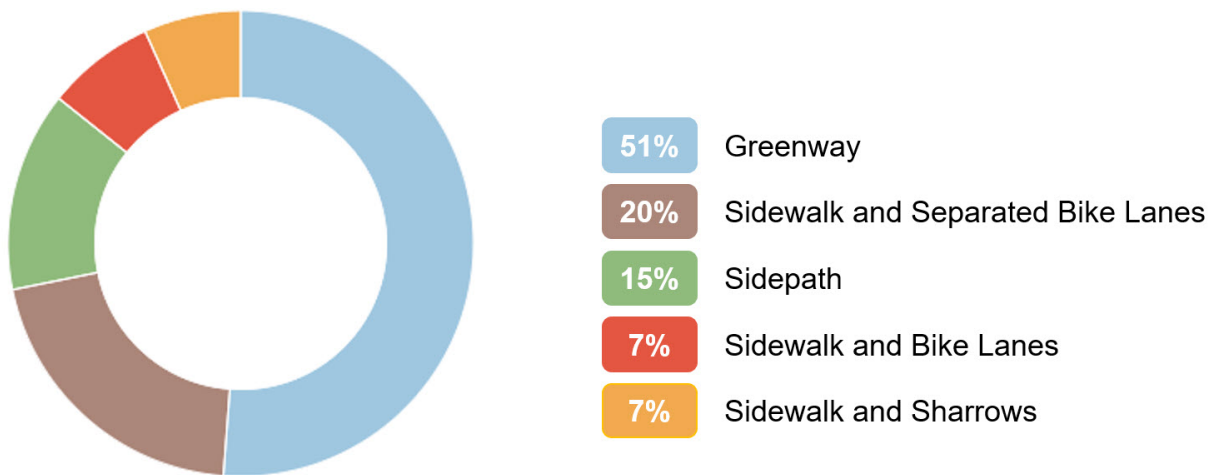
Preference for Greenways

Many residents prefer investments in greenways for exercise and recreation over sidewalks that connect neighborhoods. They argue that greenways should be located in sparsely populated areas to minimize disruptions to residential areas and address safety concerns related to increased foot traffic.

Survey Responses to "Which criteria are most important when considering a route for the trail?"



Survey Responses to "Which facility type do you prefer when walking or biking in Wilkesboro?"



Alternatives Development

Design Criteria

The design criteria for this feasibility study are based on recommendations from various state and national guidelines on bicycle and pedestrian infrastructure. Different sources were examined and compared based on their applicability to the varied existing infrastructure. The following design criteria were used to develop the alternative alignments and choose the most feasible route. The design criteria used for the segment development can be found to the right.

**Wilkesboro Sidewalk and Greenway Feasibility Study
Design Criteria**

Proposed Design Criteria	Value	Design Reference	Comments
Multi Use Path Width	10' preferred (8' minimum to avoid utilities)		MUP through neighborhoods is ideal. Alt analysis to include combination of sidewalk and bike lane where necessary.
Sidewalk Width	5' minimum	<ul style="list-style-type: none"> NCDOT Std. 848.01 	
Bike Lane Width	Two-way: 12' (preferred) 8' (minimum) One-way: 7' (preferred) 5' (minimum)	<ul style="list-style-type: none"> NACTO 	
Bike Lane Buffer	3' (painted)	<ul style="list-style-type: none"> NACTO 	
Planting Strip Width	Back of curb preferred (Maximize the width of the trail)		
Shoulder Width	3.0' (rock dust application) (preferred) 2.0' (minimum)	<ul style="list-style-type: none"> AASHTO 	Where MUP width is minimized to 8' to avoid utilities, a 1' shoulder will be provided.
Minimum Profile Grade	0.5% minimum Or match existing road grade if along road	<ul style="list-style-type: none"> AASHTO 	
Maximum Profile Grade	5.0% maximum Or match existing road grade if along road	<ul style="list-style-type: none"> AASHTO 	
Maximum MUP Cross Slope	1.5% preferred 2.0% max	<ul style="list-style-type: none"> AASHTO PROWAG 	
Minimum Horizontal Curve Radius	100' preferred 50' minimum Or follow existing road alignment	<ul style="list-style-type: none"> AASHTO 	
Min Vertical Clearance (Above MUP)	10 ft (preferred) 8 ft (minimum in constrained areas)	<ul style="list-style-type: none"> AASHTO 	
Protruding Objects	No Horizontal Protrusions	<ul style="list-style-type: none"> AASHTO 	

Scope and Objectives

The feasibility study aimed to examine possible alternatives for bike and pedestrian infrastructure between Wilkesboro Elementary School and Cub Creek Park. The study also explored alternative connections to connect various destinations along the main alignment. Throughout the progression of the feasibility study, several objectives remained paramount, including:

- Safety of users
- Accessibility
- Cost Effectiveness
- Connectivity
- Opportunity for Future Improvements
- Utilization of Existing Infrastructure
- Utilization of Existing Right-of-Way (ROW)
- Community Support

Below are matrices illustrating the scores of each alternative against each objective. The cumulative scores are at the bottom of the matrix. This scoring process facilitated the selection of the preferred alternatives.

Evaluation Criteria	Mainline Alternative Segments				
	Alt Seg A	Alt Seg B1	Alt Seg B2	Alt Seg C	Alt Seg D
Safety	1	1	1	1	2
Accessibility	2	1	0	2	2
Cost Effectiveness	2	2	2	1	1
Connectivity	2	2	0	2	2
Opportunity for Future Improvements	1	2	2	1	2
Utilization of Existing Infrastructure/ROW	2	2	2	2	1
Community Support	2	1	1	2	1
Total Points	12	11	8	11	11
(Score: 2=Most desirable, 1=Least desirable)					

Evaluation Criteria	Connector Alternative Segments								
	Alt Seg E	Alt Seg F1	Alt Seg F2	Alt Seg F3	Alt Seg G	Alt Seg H1	Alt Seg H2	Alt Seg I	Alt Seg J
Safety	2	2	2	2	2	2	2	2	2
Accessibility	2	2	2	1	1	2	2	1	2
Cost Effectiveness	2	1	1	0	0	2	1	2	1
Connectivity	2	2	2	0	1	2	2	2	2
Opportunity for Future Improvements	1	0	0	0	0	1	1	2	1
Utilization of Existing Infrastructure/ ROW	2	0	0	1	0	0	0	0	0
Community Support	2	0	0	1	0	2	2	1	1
Total Points	13	7	7	5	4	11	10	10	9

(Score: 2=Most desirable, 0=Least desirable)

Segment Alternatives Development

Based on the objectives and design criteria outlined above, alternative segments were evaluated to create different routes from Wilkesboro Elementary School to Cub Creek Park. Two mainline alternatives were created from these alternative alignments with four connectors. The mainline alignments serve as the main transportation mechanism, and the secondary connectors connect neighborhoods and other destinations to the mainline. These alternatives are shown below.



Segment Alternatives Exhibit

Connectors

Connectors are smaller offshoots of the main alignment connecting different destinations, including neighborhoods, recreation areas, and other pedestrian networks. Adding connectors creates a more robust network, establishing additional value for the community's transportation network. When various destinations are accessible from the network, more community members are likely to use the network. All the connectors in this study are 8-foot MUP. In some cases, multiple alternatives were examined amongst connectors, and after further analysis, the most feasible alternative for each connector was determined.



Alternative Analysis

ID	Segment Name	Description	Length (LF)	Estimated Cost	Challenges/Constraints
A	School Street Bike Lanes	Restripe School Street and remove one northbound lane to accommodate two 6' wide bike lanes.	1,946	\$510,000	Removal of a northbound travel lane
B1	Laurel Road Paved Walkway and Sharrows	5' wide sidewalk or one-lane, two-way vehicular traffic with paved walkways for pedestrians	1,595	\$15,000	Constrained lane accommodating two-way vehicular traffic and bicyclists. No vertical or horizontal separation between vehicles and pedestrians
B2	Dogwood Drive Paved Walkway and Sharrows	5' wide sidewalk or one-lane, two-way vehicular traffic with paved walkways for pedestrians	2,100	\$20,000	Constrained lane accommodating two-way vehicular traffic and bicyclists. No vertical or horizontal separation between vehicles and pedestrians
C	Cedar Lane/Westwood Lane/Woodfield Way Sidewalk and Sharrows	On-street shared lane symbols and a 5' wide sidewalk will run along the northeast side of Cedar Lane, extending south on Westwood Lane to Fletcher Street. A proposed 10' MUP starts at Fletcher Street, crosses NC-16/18, and merges into a 5' sidewalk about 300' east of the NC-16/18 intersection. The sidewalk continues along the northeast side of Woodfield Way, crosses mid-block to the south side near Oak Hill Drive, and extends to about 100' north of the Cub Creek vehicular bridge.	8,300	\$3,230,000	Impacts to utilities; Signal and intersection modifications; Drainage improvements required; One mid-block crossing; Topography
D	Cub Creek Greenway	10' wide asphalt greenway running from Woodfield Way heading north, crossing Industrial Park Road (SR-2516) and US Highway 421 and terminating at the existing Cub Creek Park Trail.	10,607	\$6,258,000	Impacts to floodplain; Five stream/wetland crossings; Stream buffer impacts
E	Fletcher Street Connection	Connects to Westwood Park	275	\$40,000	Impacts to trees; Impacts to parking
F1	Ivy Trace Connection - North	Connects the Cub Creek Apartments to the sidewalk and bike lanes on Woodfield Way.	1,825	\$1,826,000	Impacts to real estate. Topography; Retaining Walls required.
F2	Ivy Trace Connection - South	Connects the Cub Creek Apartments to the sidewalk and bike lanes on Woodfield Way.	1,815	\$1,914,000	Impacts to real estate. Topography; Retaining Walls required.
F3	NC-16/18 Connection	Connects the Cub Creek Apartments to the sidewalk and bike lanes on Woodfield Way.	5,520	\$9,614,000	Impacts to real estate. Topography; Retaining Walls required. Three stream/wetland crossings; Stream buffer impacts
G	Park Place/Fairview Circle	Connects to the Woodfield Neighborhoods.	1,500	\$5,291,000	Impacts to real estate. Topography; Retaining Walls required. Switchbacks required to meet ADA requirements
H1	Cub Creek Apartments Connection - East	Connects to the Wilkes County Public Housing Connection.	720	\$28,000	Topography
H2	Cub Creek Apartments Connection - West	Connects to the Wilkes County Public Housing Connection.	585	\$714,000	Topography; Retaining Walls required.
I	Beech Circle Connection	Formalizes an existing goat bath from Beech Circle to School Street.	630	\$30,000	Topography. Impacts to real estate
J	Moravian Creek Connection	8' wide greenway connection. Connects School Street to the existing greenway along Moravian Creek. A ~50 LF pedestrian bridge/boardwalk structure would be necessary.	620	\$602,000	Topography; Impacts to real estate; Stream bufer impacts; Retaining Walls required.

Segment Alternatives Summary



Dogwood Dr

School St

Laurel Rd

Alternative A

Alternative Segment A

Alternative Segment A encompasses the segment along School Street from Wilkesboro Elementary School to Dogwood Drive. School Street intersects with College Avenue, Laurel Road, Holly Circle, and Dogwood Drive. Changes to the roadway cross-section involve narrowing the current travel lanes to create 6-foot bike lanes while pedestrians use the existing sidewalk along the east side of School Street. Specifically, the northbound direction of School Street will be reduced to one lane, while the southbound direction will retain its two lanes. This alternative optimizes the use of existing infrastructure while enhancing road safety for all users. Given the limited space available in this corridor, no other feasible alternatives exist.

The existing sidewalks will be maintained and repaired if necessary. Additional upgrades may be necessary to help ensure compliance with the Americans with Disabilities Act (ADA). However, pedestrians and cyclists cannot safely share sidewalks, which will be remedied by restriping the existing roadway in those areas to 6-foot bike lanes. These bike lanes will allow cyclists to stay out of vehicle travel lanes while maintaining distance from pedestrians on the sidewalk.

Cost: \$510,000

Length: 1,946 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Horizontal separation of bike users and vehicles • Utilizes existing infrastructure • Proposed design located in existing right-of-way 	<ul style="list-style-type: none"> • Removes travel lane from northbound direction of School Street • Requires mill and overlay along entire width of School Street • No vertical separation of bike users and vehicles



Existing conditions on School Street compared to proposed restriping alternative.



Alternative Segment B1

Alternative B1 follows Laurel Road from School Street to Cedar Lane, integrating considerations for bikes and pedestrians in this area. Currently, there is no existing bike or pedestrian infrastructure in this area. In this corridor, two typical sections were considered. The first option involves adding a 5-foot sidewalk alongside existing roadways, coupled with bike-friendly pavement markings and signage. This arrangement provides horizontal separation between vehicles and pedestrians, enhancing overall road safety. Including pavement markings and signs alert motorists to the presence of cyclists, further bolstering safety measures. The second section entails restriping the existing roadway to accommodate two-way travel for bicycles and cars, with 3.5 to 5-foot paved walkways designated for pedestrians on each side. Bikes will be accommodated in the existing travelway with pavement markings and signage to alert drivers of the possible presence of bikes on the road. This does not cause safety concerns due to the low speeds and volumes on the route. This typical section capitalizes on existing infrastructure and offers a more cost-effective solution. Based on recommendations from the NCDOT and the community, the option featuring 3.5 to 5-foot paved walkways was deemed the most viable typical section.

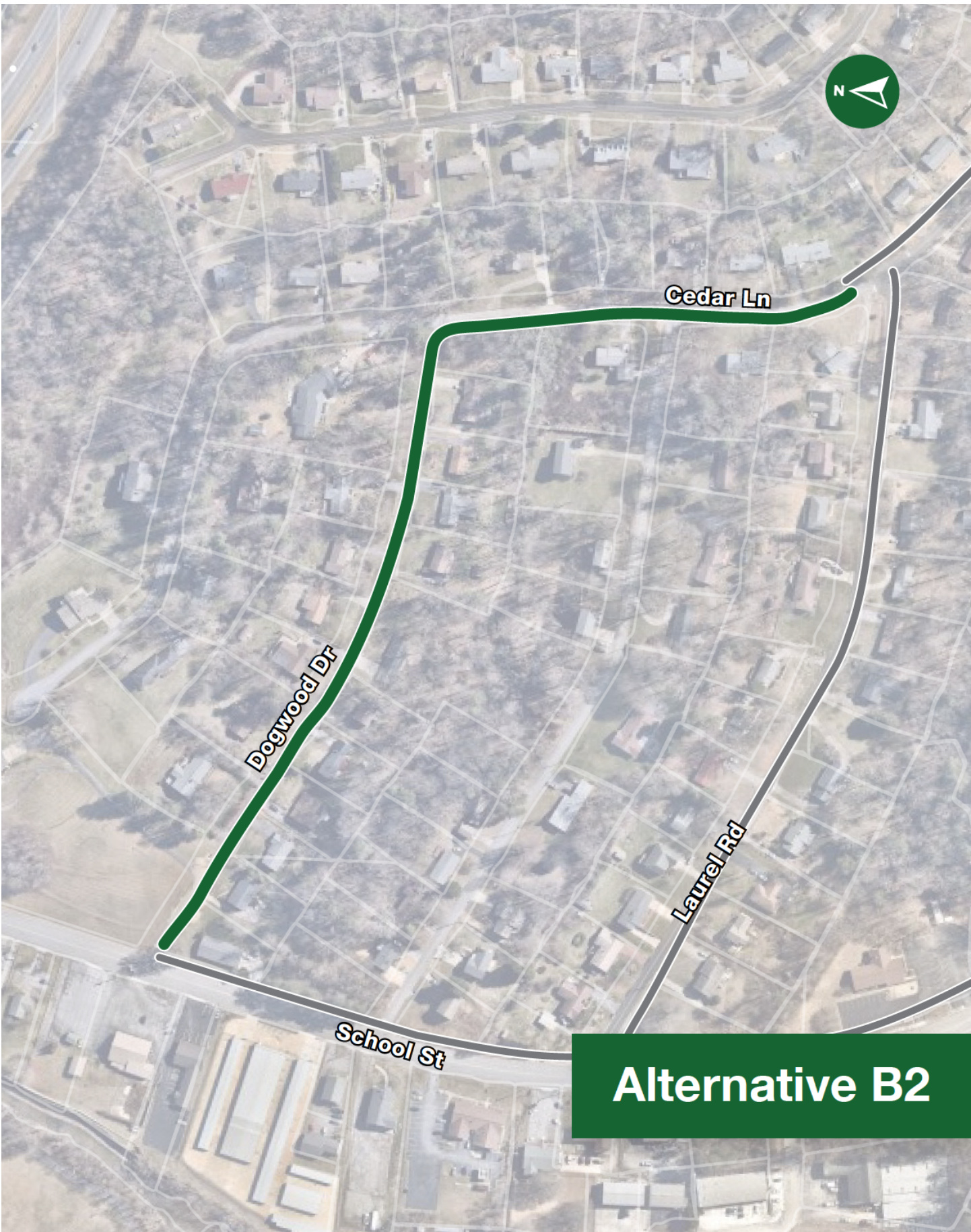
Alternative Segment B1 provides a shorter, more efficient route from School Street to Cedar Lane by following Laurel Road, which is around 500 feet shorter than Alternative Segment B2. Laurel Road also is less steep than Dogwood Drive by up to 4%, making it easier for vulnerable users to travel through this space.

Cost: \$15,000

Length: 1,595 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Provides dedicated space for pedestrians • Utilizes existing infrastructure • Proposed design located in existing right-of-way • Shorter route along less steep road 	<ul style="list-style-type: none"> • Conflicts with residential driveways • No vertical separation of pedestrians and vehicles





Cedar Ln

Dogwood Dr

Laurel Rd

School St

Alternative B2

Alternative Segment B2

Alternative B2 is located along Dogwood Drive and Cedar Lane from School Street to Laurel Road, integrating considerations for bikes and pedestrians in these areas. Currently, there is no existing bike or pedestrian infrastructure in this area. In this corridor, two typical sections were considered. The first option involves adding a 5-foot sidewalk alongside existing roadways, coupled with bike-friendly pavement markings and signage. This arrangement provides horizontal separation between vehicles and pedestrians, enhancing overall road safety. Including pavement markings and signs alert motorists to the presence of cyclists, further bolstering safety measures. The second section entails restriping the existing roadway to accommodate two-way travel for bicycles and cars, with 3.5 to 5-foot paved walkways designated for pedestrians on each side. Bikes will be accommodated in the existing travelway with pavement markings and signage to alert drivers of the possible presence of bikes on the road. This does not cause safety concerns due to the low speeds and volumes on the route. This typical section capitalizes on existing infrastructure and offers a more cost-effective solution. Based on recommendations from the NCDOT and community feedback, the option featuring 3.5 to 5-foot paved walkways was deemed the most viable typical section.

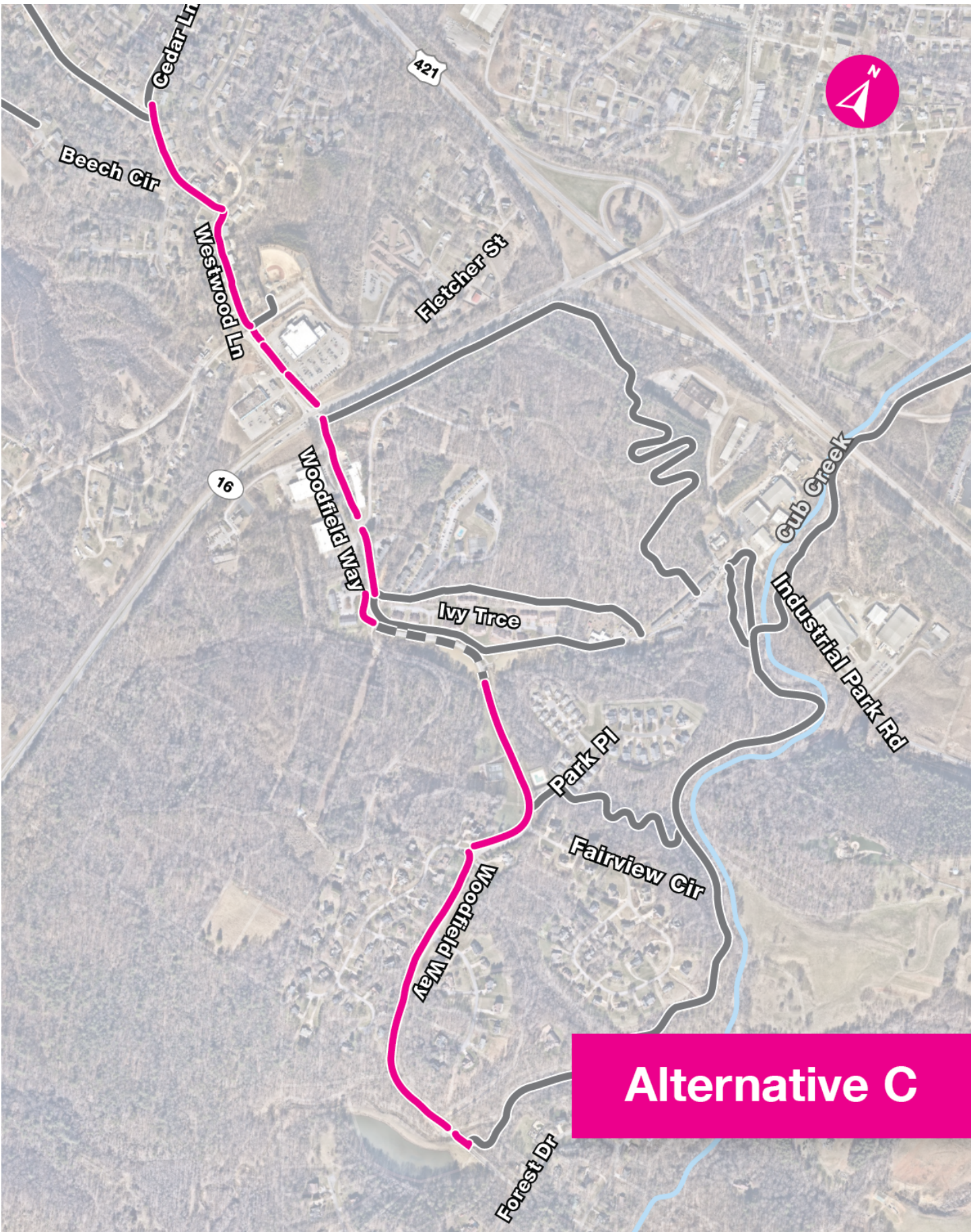
Alternative Segment B2 provides a longer, less efficient route from School Street to Laurel Road by following Dogwood Drive and Cedar Lane, as it is around 500 feet longer than Alternative Segment B1. Dogwood Drive and Cedar Lane also are steeper than Laurel Road by up to 4%, making it harder for vulnerable users to travel through this space.

Cost: \$20,000

Length: 2,100 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Provides dedicated space for pedestrians • Utilizes existing infrastructure • Proposed design located in existing right-of-way 	<ul style="list-style-type: none"> • Longer route with steeper grades • Conflicts with residential driveways • No vertical separation of pedestrians and vehicles





Alternative C

Alternative C

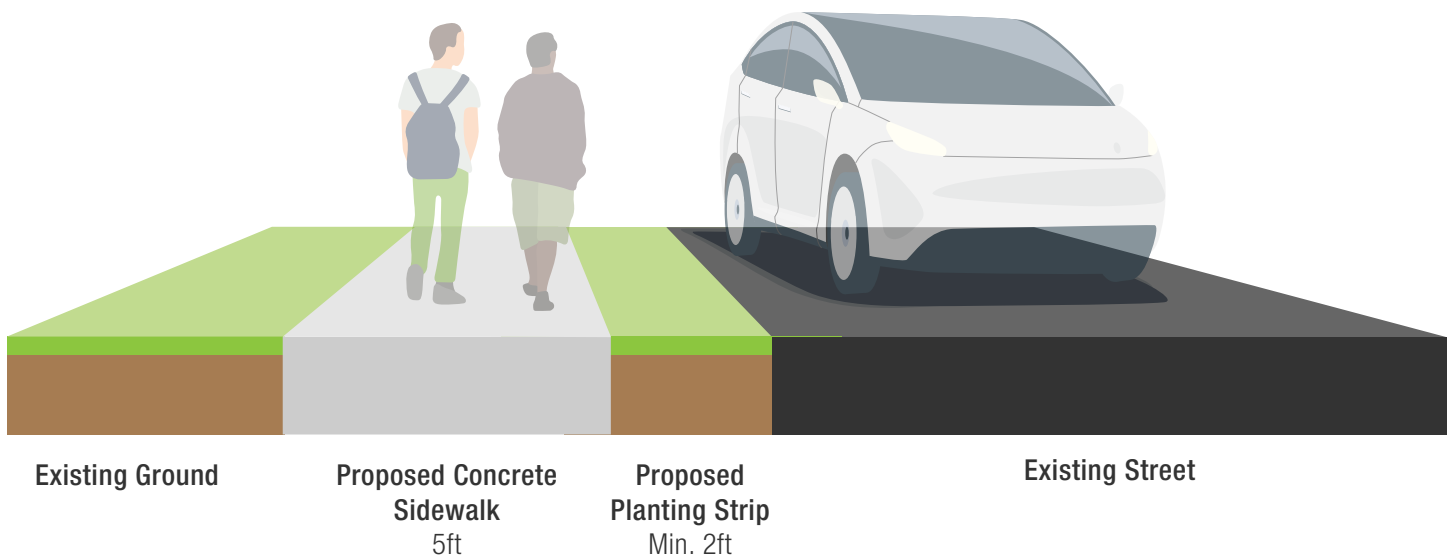
Alternative C follows a route along Cedar Lane, Westwood Lane, and Woodfield Way. It makes use of two typical sections. Initially, a 5-foot sidewalk will be established with a minimum 2-foot planting strip. The width of the planting strip will be adjusted as needed to accommodate utilities and existing obstacles, reducing costs for this segment. This typical section extends along Cedar Lane, continues onto Westwood Lane, and further onto Woodfield Way. However, the path from Fletcher Street to NC-16 widens to 10 feet to accommodate bikes. Approximately 300 feet after the intersection of Woodfield Way and NC-16, the path narrows to a 5-foot concrete sidewalk along the back of the curb, the second typical section. Curb and gutter facilitate drainage and provide vertical separation between pedestrians and vehicles. The sidewalk continues down Woodfield Way until it temporarily ends at the intersection of Woodfield Way and Kelly Hill Road. Here, it connects with an existing 500-foot concrete sidewalk. This existing sidewalk will be retained. Where the existing sidewalk ends, the proposed alternative will resume as a 5-foot concrete sidewalk positioned along the back of the curb. The route proceeds along Woodfield Way and concludes after crossing over Cub Creek. Given the limited space available in this corridor, no other feasible alternatives exist.

Alternative C also contains several crossings of major roads, including Fletcher Street and NC-16. Proper accommodations will be made to make these intersection crossings safe for pedestrians, including restriping and adding pedestrian signal heads and refuges.

Cost: \$3,230,000

Length: 8,300 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Makes use of existing infrastructure • Flexible to avoid some existing utilities • Provides significant connectivity due to its length 	<ul style="list-style-type: none"> • Crosses through several major intersections • Does not provide separation for bikes for majority of length





Alternative D

Alternative Segment D

Alternative Segment D begins at the crossing of Woodfield Way at Cub Creek. The alignment of this alternative follows Cub Creek north, alternating between the eastern and western sides of the creek. The typical section for this alternative is a 10-foot asphalt greenway. The greenway crosses the creek in three strategic locations using bridge and boardwalk structures to avoid unfavorable terrain. Bridges and boardwalks also are used to mitigate floodplain impacts along the corridor. These structures are used only when necessary due to high costs. The alternative segment also includes two major road crossings. The first is an at-grade midblock crossing at Industrial Park Road, which will use appropriate signage and pavement markings to indicate the crossing location. The second crossing uses an existing culvert to cross under US 421, avoiding the high-speed traffic on the highway. Hydraulic modeling has been completed to help ensure that this crossing is safe and does not cause negative environmental effects. The trail continues along Cub Creek until it terminates at Cub Creek Park. Given the limited space in this corridor, no other feasible alternatives exist.

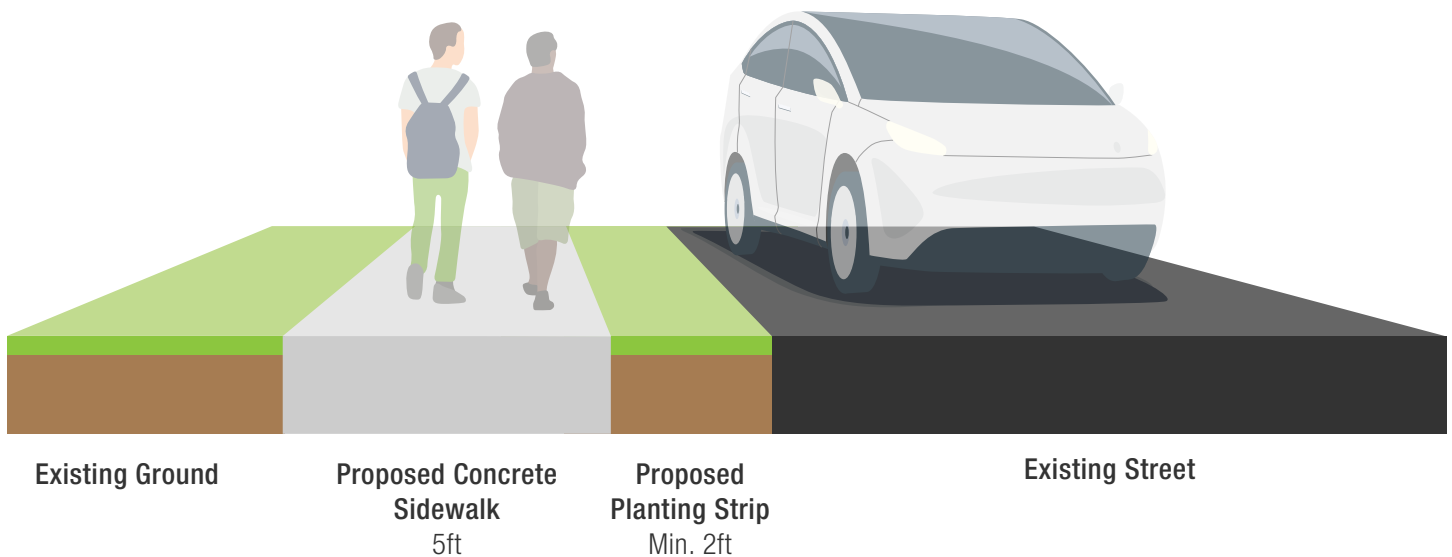
Cost: \$6,258,000

Length: 10,607 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Avoids high speed pedestrian-vehicle conflicts • Mitigates utility impacts • Provides significant connectivity due to its length • Allows users access to natural environment • Accommodates bikes and pedestrians along entire length 	<ul style="list-style-type: none"> • Expensive structures necessary for completion • Following natural contours longer path



Example of asphalt greenway along creek – Little Sugar Creek Greenway





Fletcher St

Westwood Ln

16

Alternative E

Alternative E

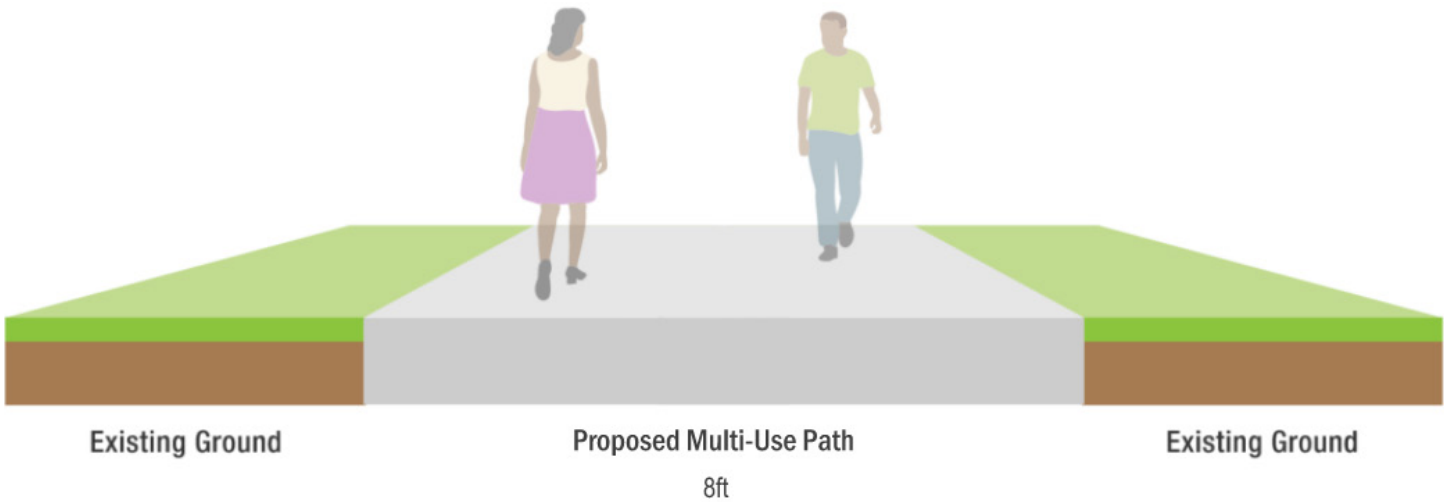
Alternative E connects Westwood Park to the mainline sidewalk, allowing pedestrians to walk safely to the park from previously inaccessible locations. Creating a bike and pedestrian route to Westwood Park allows safe access for non-car traffic. Vulnerable users (children and persons 65 or older) are primary park users and can lack vehicle access, making the connection necessary.

This connector was chosen to be included in the final alternatives due to its location in an existing right-of-way, low cost, and ease of construction.

Cost: \$40,000

Length: 275 LF

Pros:	Cons:
<ul style="list-style-type: none">• Connections to important destination• Follows existing infrastructure	<ul style="list-style-type: none">• Additional cost• Not along critical path





Alternative F1

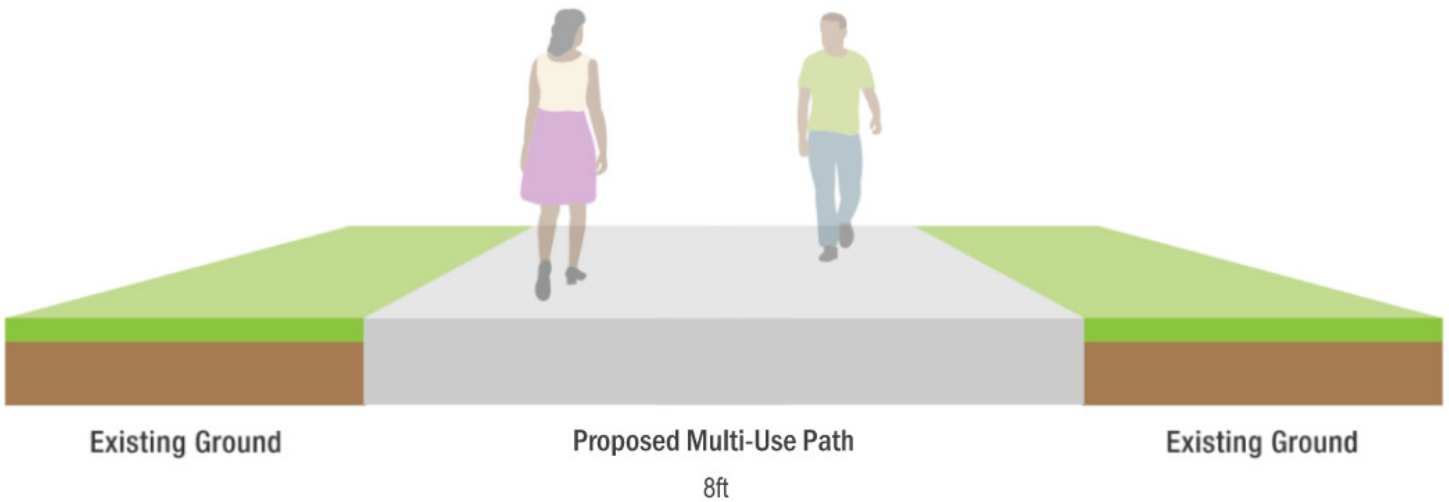
Alternative Segment F1

Alternative Segment F1 connects Wilkes County Public Housing to the mainline, giving vulnerable community members access to the proposed pedestrian network; these community members are more likely not to have access to vehicles, making this connection more important. Based on community feedback, real estate impacts would also be difficult and expensive to overcome. Due to difficult topography, which necessitates expensive structures and drives up costs, F1 is not preferred among these alternative segments.

Cost: \$1,826,000

Length: 1,825 LF

Pros:	Cons:
<ul style="list-style-type: none">• Connections to underserved community• Creates a more widespread, diverse network	<ul style="list-style-type: none">• Difficult terrain• Excessive cost• Real estate acquisition issues





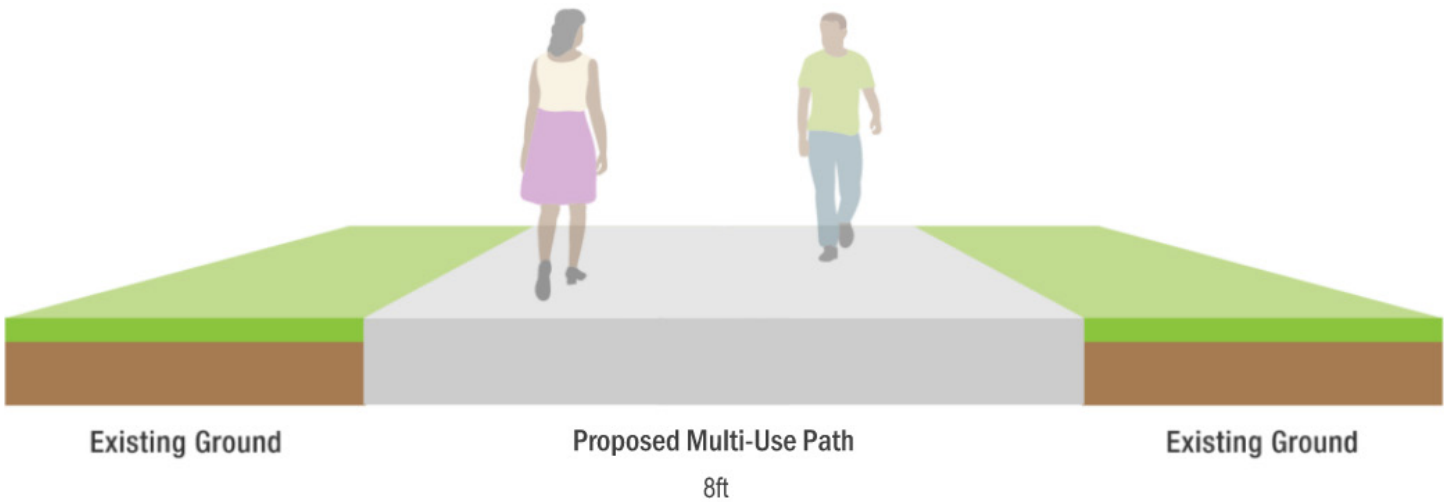
Alternative Segment F2

Alternative F2 connects Wilkes County Public Housing to the mainline, giving vulnerable community members access to the proposed pedestrian network. These community members are more likely not to have access to vehicles, making connection to the proposed pedestrian network more important. Based on community feedback, real estate impacts also would be difficult and expensive to overcome. Of these alternatives, F2 is preferable due to favorable terrain and more direct access. However, this connection was not included in the preferred alternatives due to the excessive costs driven by real estate impacts and expensive structures.

Cost: \$1,914,000

Length: 1,815 LF

Pros:	Cons:
<ul style="list-style-type: none">• Connections to underserved community• Creates a more widespread, diverse network	<ul style="list-style-type: none">• Difficult terrain• Excessive cost





Alternative F3

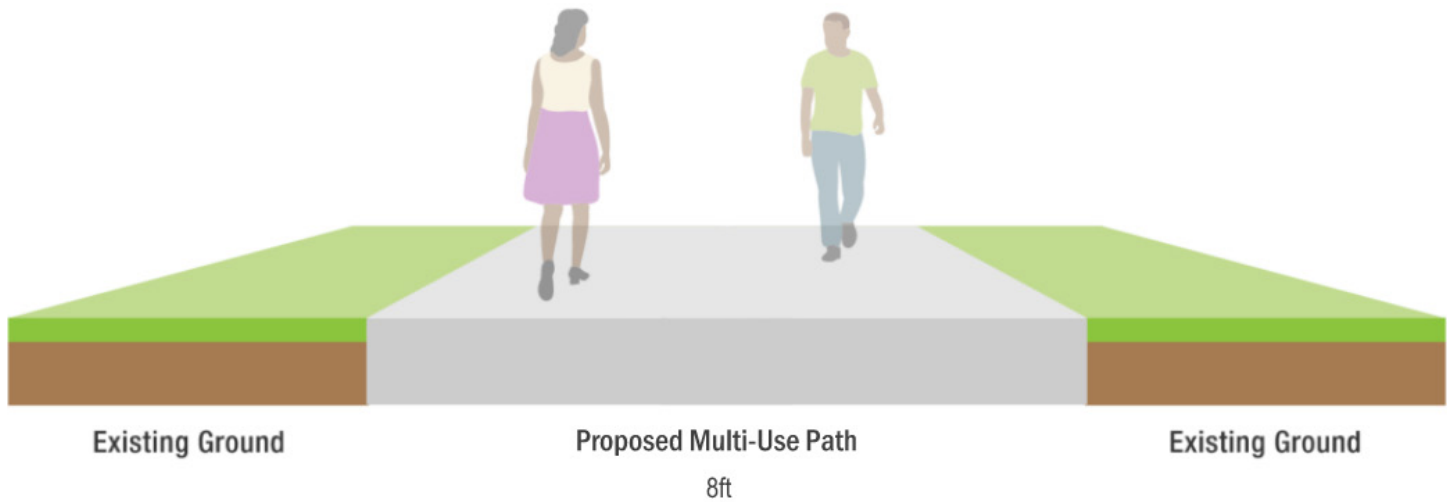
Alternative Segment F3

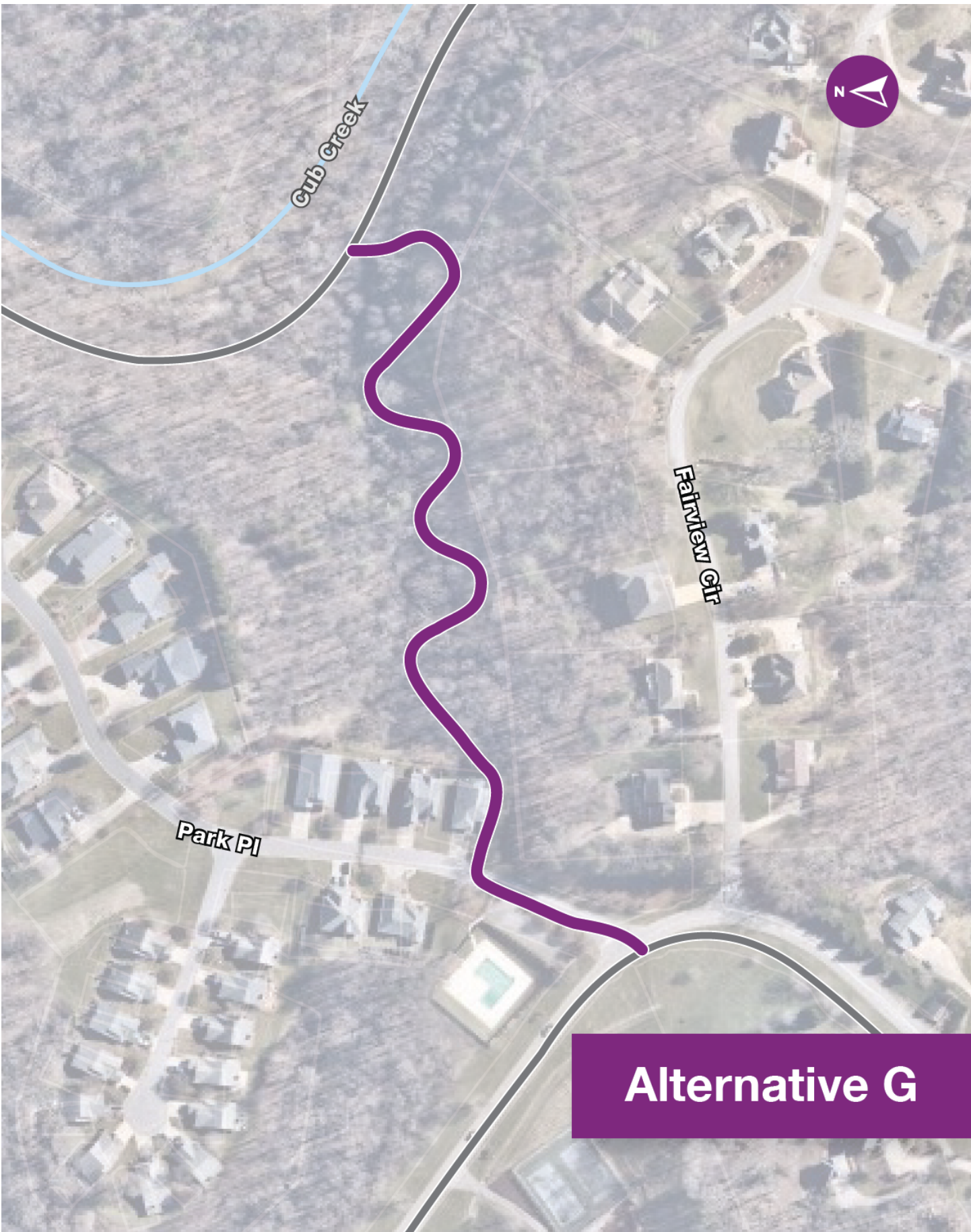
Alternative F3 connects Wilkes County Public Housing to the mainline, giving vulnerable community members access to the proposed pedestrian network. These community members are more likely not to have access to vehicles, making connection to the proposed pedestrian network more important. F3 is not preferred for these alternative segments because of difficult topography, circuitous routing, and excessive cost. Based on community feedback, real estate impacts also would be difficult and expensive to overcome. The difficult terrain leads to expensive structures and longer pathing, both driving up cost.

Cost: \$9,614,000

Length: 5,520 LF

Pros:	Cons:
<ul style="list-style-type: none">• Connections to underserved community• Creates a more widespread, diverse network	<ul style="list-style-type: none">• Difficult terrain• Excessive cost• Real estate acquisition issues• Circuitous routing





Cub Creek

Fairview Cir

Park Pl

Alternative G

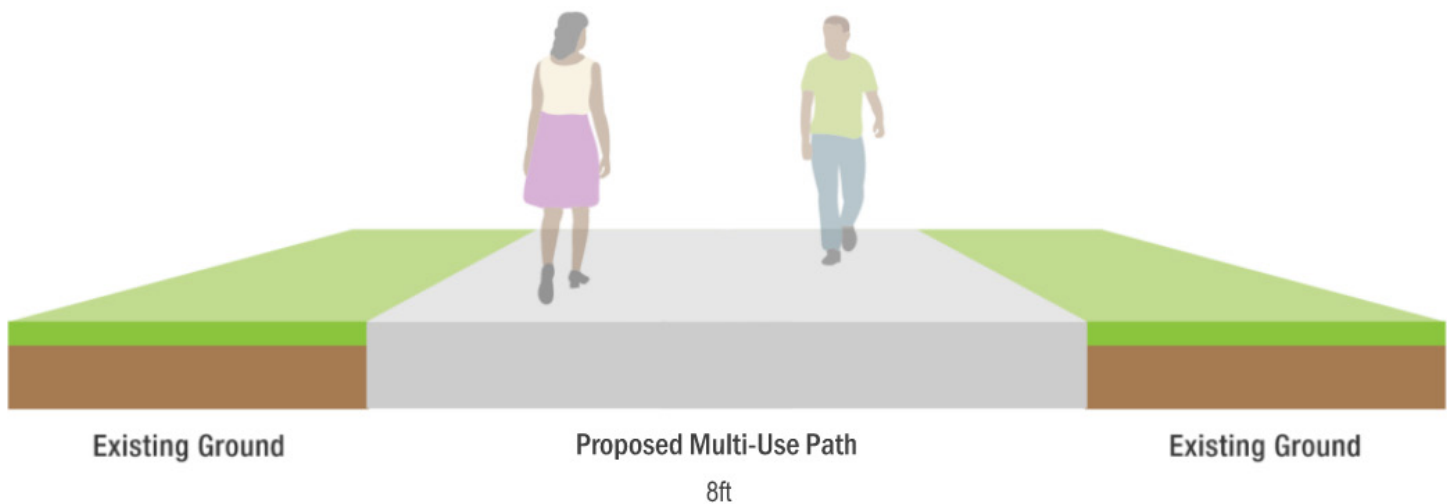
Alternative G

Alternative G creates another direct connection from the Cub Creek greenway section to the sidewalk along Woodfield Way, creating a more direct route from Cub Creek Park to Wilkesboro Elementary School. It also connects the Woodfield neighborhood to the greenway and sidewalk segments directly. The route cuts through existing woods up a steep gradient on private land, with sets of switchbacks and retaining walls up the slope to maintain ADA accessibility. Based on community feedback, real estate impacts also would be difficult and expensive to overcome. The need for retaining walls and difficult conditions for construction mean that this segment would be costly. Ultimately, due to the high construction costs, this alternative segment was not included among the preferred alternatives.

Cost: \$5,291,000

Length: 1,500 LF

Pros:	Cons:
<ul style="list-style-type: none"> • More direct connection between important points of interest (POIs) • Creates better access point to both greenway and sidewalk segments 	<ul style="list-style-type: none"> • High construction costs • Difficult construction





Alternative H1

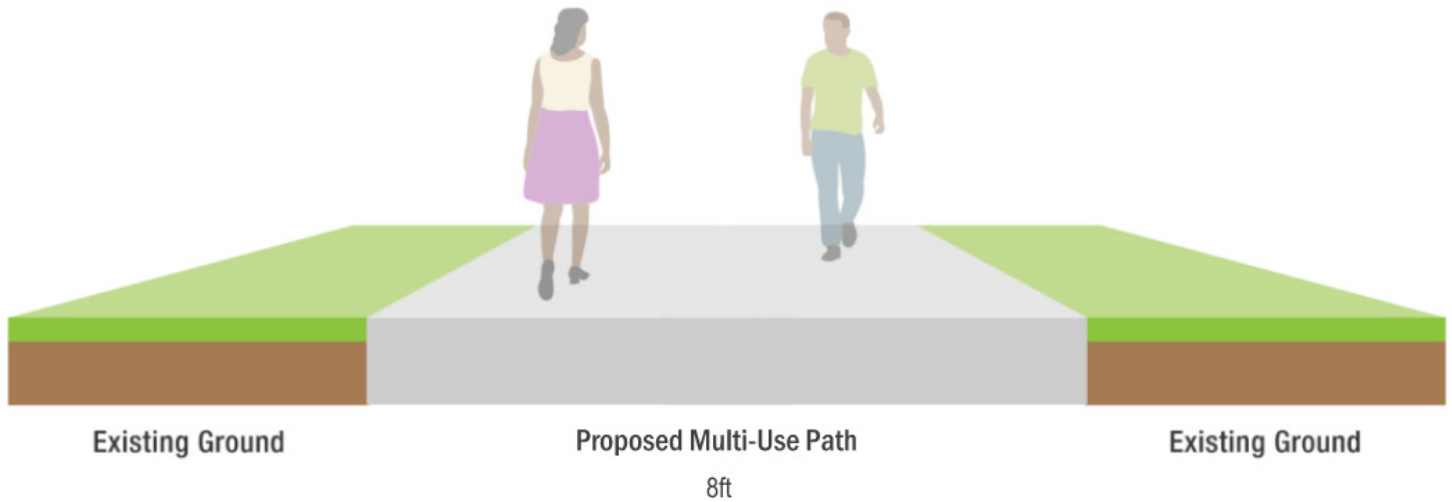
Alternative Segment H1

Alternative H1 connects the Cub Creek Apartments to the greenway section, allowing for direct pedestrian access to Cub Creek Park from the neighborhood. The Cub Creek Apartments are part of the Wilkes County Public Housing network, meaning this connection would connect vulnerable users to the network. Members of this community are most likely not to have regular access to a vehicle, making this pedestrian link critical to the network's success. Of the alternative segments considered, H1 is preferable because it provides access without needing special structures, like retaining walls, making it a more economical option. While it is a longer alternative segment through this area, it is routed through much less steep terrain, making it less expensive and complex to construct. Due to its importance and relatively lower cost, this alternative segment is included in the preferred alternatives.

Cost: \$28,000

Length: 720 LF

Pros:	Cons:
<ul style="list-style-type: none"> • Connects vulnerable community members to network • Relatively low cost 	<ul style="list-style-type: none"> • Moderately steep terrain





Alternative H2

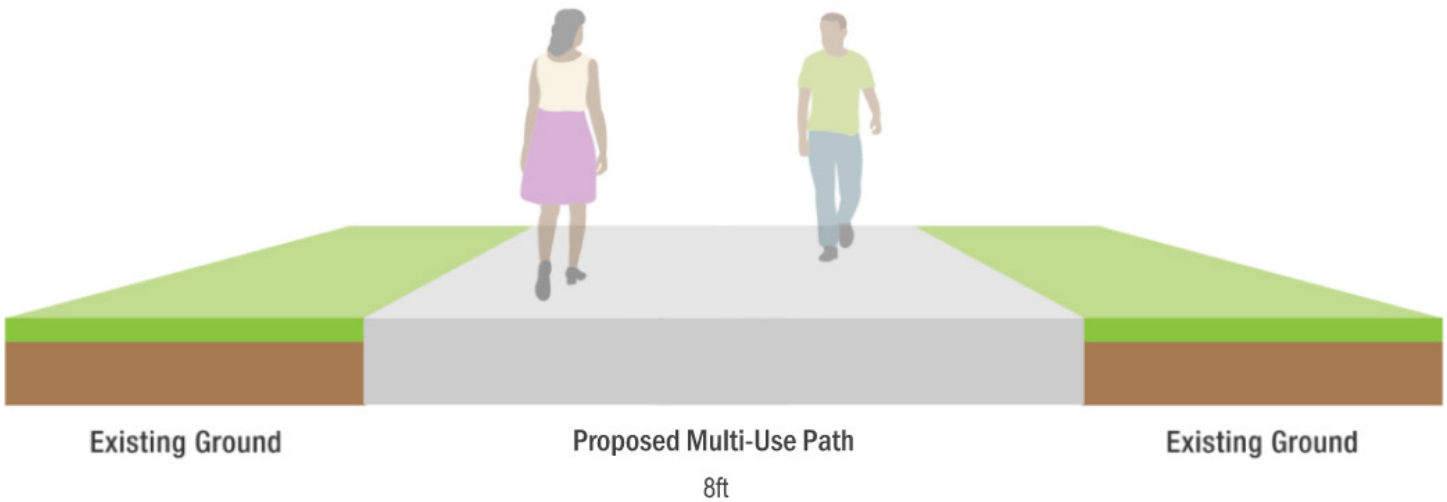
Alternative Segment H2

Alternative Segment H2 connects the Cub Creek Apartments to the greenway section, allowing for direct pedestrian access to Cub Creek Park from the neighborhood. The Cub Creek Apartments are part of the Wilkes County Public Housing network, meaning this connection would connect vulnerable users to the network. These community members are most likely not to have regular access to a vehicle, making this pedestrian link critical to the network's success. H2 is not preferable because it requires special structures, like retaining walls, to provide access, making it a less economical option with more difficult construction conditions.

Cost: \$714,000

Length: 585 LF

Pros:	Cons:
<ul style="list-style-type: none">• Connects vulnerable community members to network	<ul style="list-style-type: none">• Steep terrain• High cost relative to length





Cedar Ln

Beech Cir

Laurel Rd

Alternative I

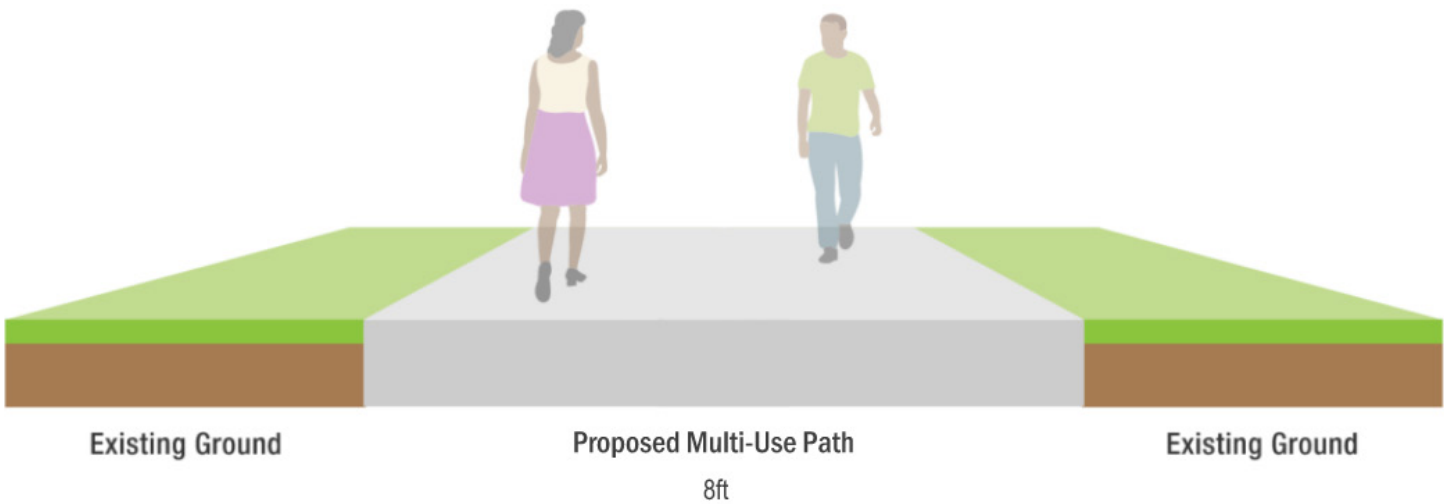
Alternative Segment I

Alternative I connects Beech Circle to School Street, offering residents along Beech Circle more direct access to the proposed network and Wilkesboro Elementary School, an important connection for residents of Beech Circle and the neighboring streets. Without this connection, these residents would have to walk approximately 0.5 extra miles to get to Wilkesboro Elementary School, making them less likely to use the network. The route cuts through existing woods up a steep gradient on private land. Based on community feedback, real estate impacts would be difficult and expensive to overcome. Based on this information, this alternative segment was not included in any preferred alternatives.

Cost: \$30,000

Length: 630 LF

Pros:	Cons:
<ul style="list-style-type: none">• Directly connects residents to nearby school	<ul style="list-style-type: none">• Real estate impacts• Difficult topography• Negative community feedback





Alternative J

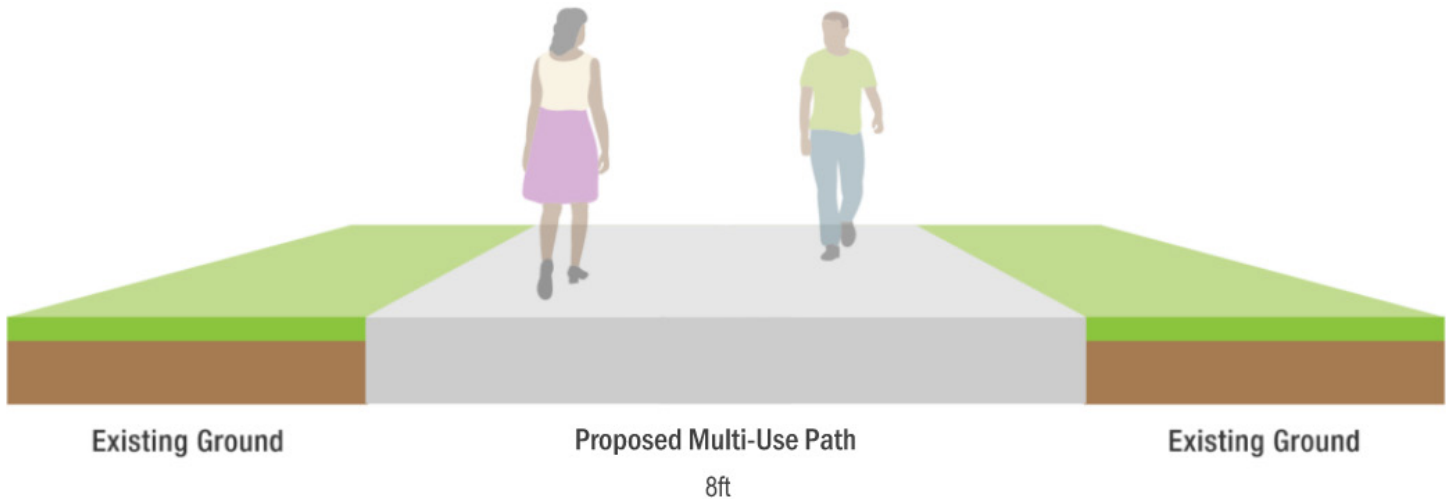
Alternative Segment J

Alternative Segment J links the proposed bike lanes and existing sidewalks on School Street to the existing greenway along Moravian Creek, which connects to the Yadkin Valley Greenway. This connection would grant the Westwood community access to Wilkes Community College and the broader greenway system. The proposed greenway also would offer an alternative route for the Great Trails State network, bridging the gap between the existing Yadkin River Greenway segments.

Cost: \$602,000

Length: 620 LF

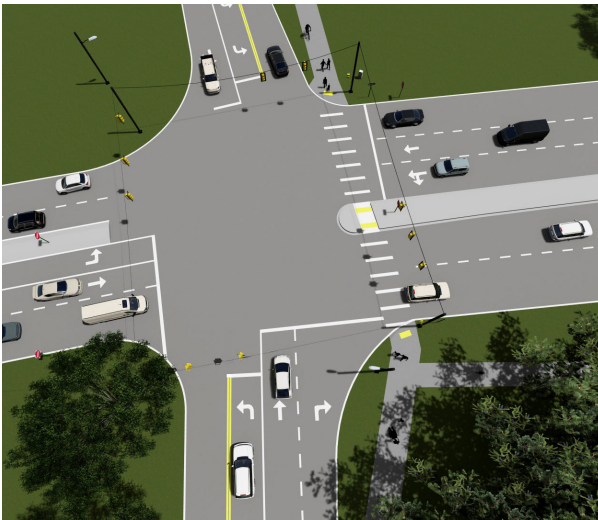
Pros:	Cons:
<ul style="list-style-type: none">• Connects community members to existing trail network• Connects community members to a college	<ul style="list-style-type: none">• High cost relative to length• Real estate impacts



Key Areas

Woodfield Way/NC-16 Intersection

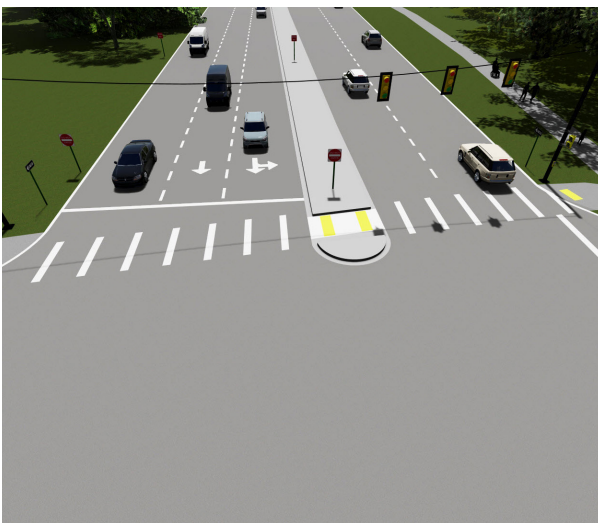
The most challenging at-grade intersection along the study corridor is Woodfield Way and NC-16. NC-16 is a 6-lane road with a speed limit of 55 miles per hour, making it a potential conflict zone between high-speed vehicles and pedestrians. At its widest point, the paved roadway is 95 feet wide, which is challenging for slower pedestrians to cross in one signal cycle. A proposed pedestrian refuge will be installed in the median of the northbound leg of the intersection for balance. The road also will be restriped to install a crosswalk and relocate the stop bar. Pedestrian signal heads also will be installed on each side of the crosswalk to indicate when pedestrians are safe to cross. Another potential change to improve safety at this intersection would be to decrease the speed limit from 55 miles per hour. Decreasing vehicle speeds at the intersection would allow drivers to have time to react to pedestrians and enhance the pedestrian experience at the crossing.



Birds eye view of intersection of Woodfield Way and NC-16



View from eastern leg of intersection on Woodfield Way



View looking north along NC-16



View from northern leg of intersection along NC-16

US-421 Culvert Crossing

Another challenging road crossing involves the greenway along Cub Creek and US-421. However, the greenway will cross underneath the road instead of an at-grade crossing through an existing culvert. The existing triple barrel culvert conveys Cub Creek underneath US-421, and the eastern barrel will be converted into a greenway. This option is most effective because it minimizes conflicts between pedestrians and vehicles and uses existing infrastructure.



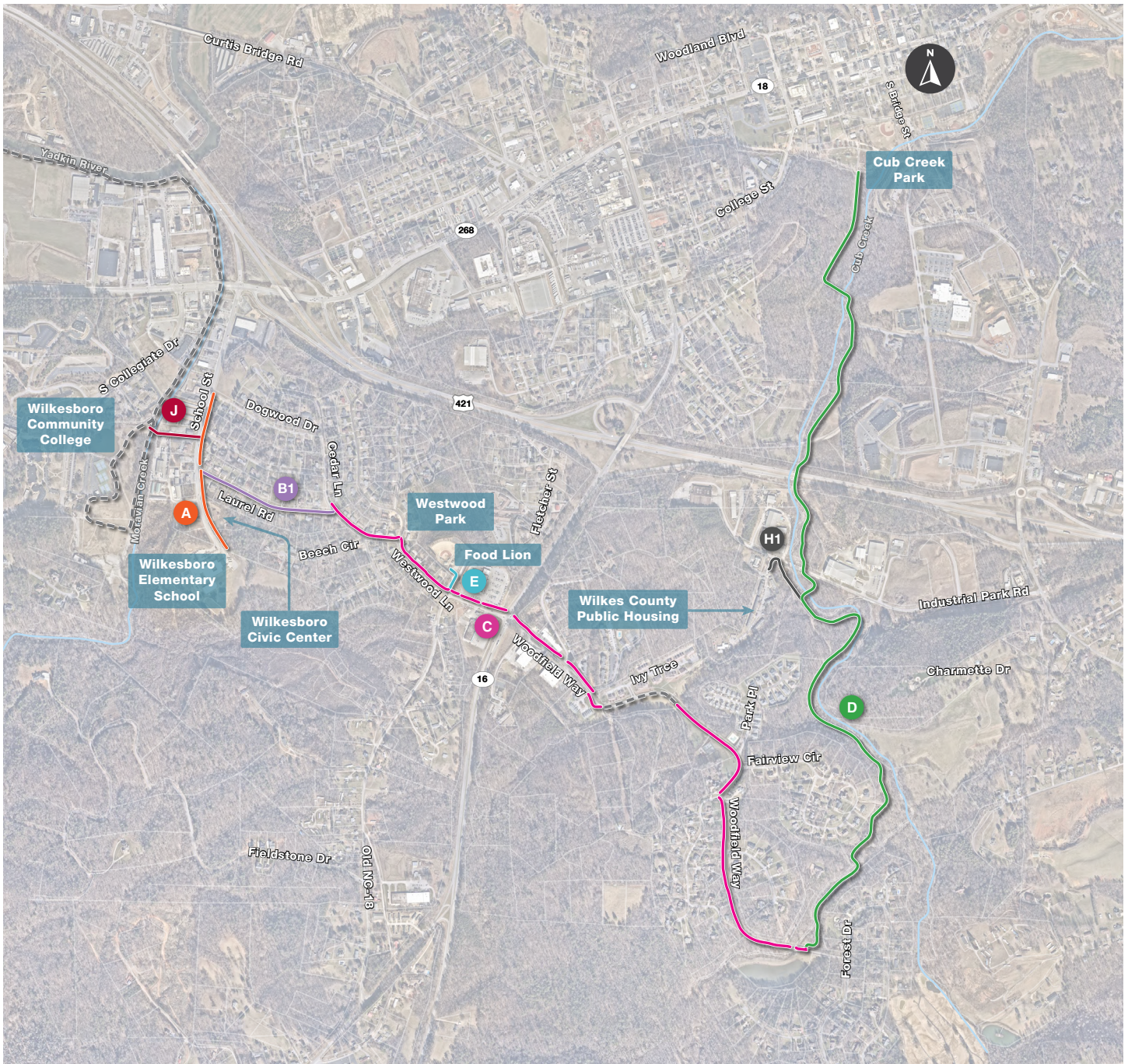
Example of conversion of culvert barrel into greenway—Cross-Charlotte Trail

Study Results and Recommendations

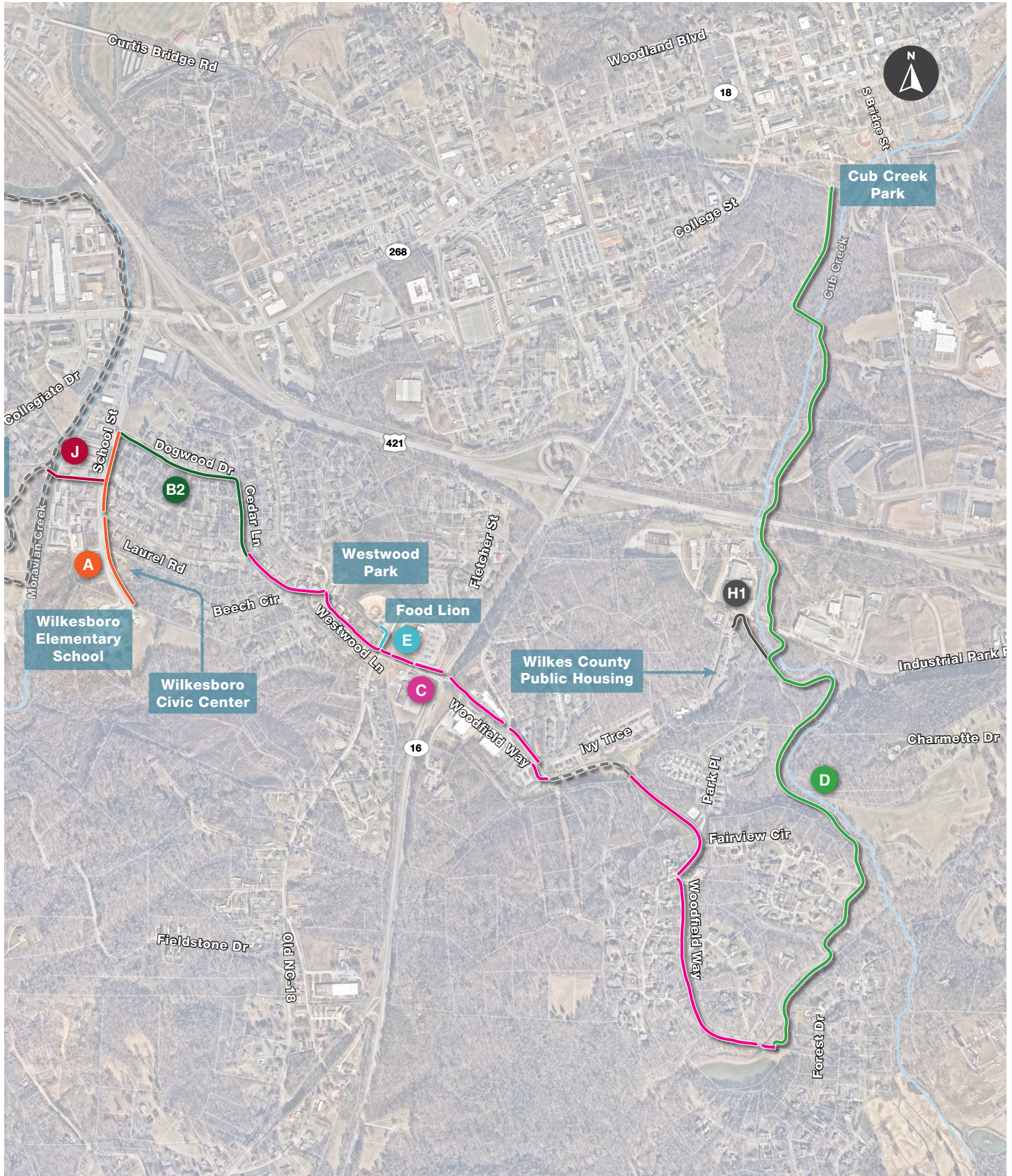
Study Results

Community input on the segments resulted in two mainline alignment alternatives. They are shown in the following exhibits.

Alternative 1



Alternative 2



ALTERNATIVES ANALYSIS

ALTERNATIVE 1

A ▶ B1 ▶ C ▶ D

Mainline Length = **4.25 mi**

Mainline Construction Cost = **\$10.01M***

PROS

- More direct route
- Less steep profile grade
- Utilizes existing right-of way

CONS

- No vertical or horizontal separation between vehicles and pedestrians in some locations.

ALTERNATIVE 2

A ▶ B2 ▶ C ▶ D

Mainline Length = **4.35 mi**

Mainline Construction Cost = **\$10.02M***

PROS

- Less property owner impacts
- Utilizes existing right-of way

CONS

- Less direct route
- Steeper profile grade
- No vertical or horizontal separation between vehicles and pedestrians in some locations.

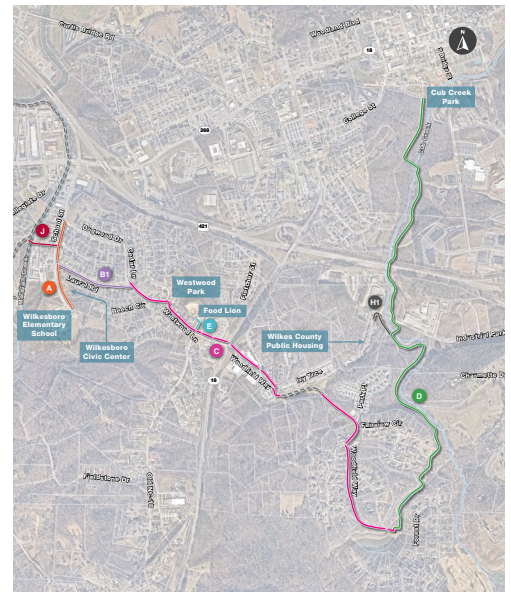
***Construction costs shown include 30% contingency but do not account for inflation. Full property impacts will not be known until full survey has been completed.**

Recommendations

Alternative 1 is the preferred alignment based on the information presented because it is:

- **More Direct.** Alternative 1 is 500 feet shorter than Alternative 2, reducing travel times.
- **More Accessible.** Segment B1 (Laurel Road) is up to 4% less steep than Segment B2 (Dogwood Drive), making it easier for vulnerable community members to use.
- **More Economical.** Being more direct, Alternative 1 also becomes cheaper to design, construct, and maintain.
- **More Safety.** Segment B1 has a paved width approximately 3 feet wider than Segment B2, meaning the paved walkways can be 5 feet wide rather than 3.5 feet, increasing pedestrian safety in this area.

The recommended alternative only includes three of the proposed connectors (E, H1, and J) outlined in the report. This decision is influenced by funding limitations and feedback from the community, which suggests that proceeding with most of the connectors is not practical. However, if circumstances change in the future, making the rest of the connectors more viable, the design can be adjusted accordingly to accommodate their implementation.



Preferred Alternative for Proposed Bike and Pedestrian Network

Cost and Implementation

Cost Estimates

Based on planning and preliminary engineering efforts, estimated project costs for the recommended alternative are shown in the table below. Construction costs for each alternative segment were estimated separately, including earthwork/grading, retaining walls, stream crossing structures, roadway materials, and trail materials. Costs are driven largely by topography (grading and retaining walls) and stream crossings (bridge and boardwalk structures). Assumptions for the estimate include the following:

- 2-inch asphalt concrete surface course for the greenway
- 6-inch aggregate base course for the greenway
- 4-inch concrete sidewalk
- 10-foot wide greenway trail
- Mobilization of 10%
- Traffic Control of 5%
- Storm Drainage of 5–10%
- Erosion Control of 5–10%
- Construction Cost Contingency of 30%
- Additional cost of inflation of 10% over 3 years
- Real estate costs not included

Complete construction cost breakdowns for all trail segments for Alternative 1 are included in **Appendix A**.

Opinion of Probable Construction Cost	\$10,615,000.00
Construction Cost Inflation (10% over 3 years)	\$3,513,565.00
Engineering and Construction Administration (30%)	\$4,238,569.50
Project Administration (15%)	\$1,592,250.00
Utility Relocations	\$50,000.00
Permitting Fees	\$20,000.00
Subtotal	\$20,029,384.50
Project Contingency (25%)	\$5,007,346.13
TOTAL PROJECT COST	\$25,036,730.63

Implementation

Securing adequate funding is crucial for completing this project's full design, real estate acquisition, and construction. The next two pages are a comprehensive funding strategy for the project. This strategy outlines the funding mechanisms and considers the estimated application deadlines, funded project phases, required minimum matching funds, and award requests as well as our recommended award requests to help ensure a competitive application. Additionally, the proposed strategy includes estimated timelines for each project phase. Segment D's design is divided into two phases to enhance the likelihood of approval and reduce the total award request.

Feasibility Study Funding Document (Federal, State, Local, and Private Funding Mechanisms)

The Bipartisan Infrastructure Law (BIL)

BIL, officially known as the Infrastructure Investment and Jobs Act (IIJA), is a landmark piece of legislation signed into law in 2021. This law represents a significant investment in the United States infrastructure, allocating approximately \$1.2 trillion to various projects throughout five years. The BIL aims to modernize the nation's transportation systems, including roads, bridges, and public transit as well as address critical needs for broadband internet access, clean water, and the electric grid. Additionally, the law focuses on enhancing climate resilience and improving environmental justice. By addressing these diverse infrastructure needs, the BIL seeks to boost economic growth and improve the quality of life for all Americans.

Surface Transportation Block Grant Program (STBGP)

STBGP is a federal-aid highway funding program administered by NCDOT that provides flexible funding for various transportation projects. These projects include highways, bridges, transit systems, and pedestrian and bicycle infrastructure improvements. The STBGP funds are allocated to states and localities based on a formula that considers population and road mileage. This program aims to enhance the safety, efficiency, and accessibility of transportation networks, supporting economic growth and improving the quality of life for residents. The STBGP also emphasizes the importance of maintaining and upgrading existing infrastructure to ensure long-term sustainability.

Transportation Alternatives (TA) Set-Aside

The TA Set-Aside program is a subset of the STBGP, managed by NCDOT, which allocates federal funds for non-traditional transportation projects. The program supports various initiatives, including developing pedestrian and bicycle facilities, construction of turnouts and overlooks, community improvements like historic preservation and vegetation management, environmental mitigation related to stormwater and habitat connectivity, and recreational trails. By focusing on smaller-scale projects, the TA Set-Aside program helps create safer, more connected, and equitable transportation networks across the state.

Employing STBGP Money at a State Level

The NCDOT Strategic Transportation Investments (STI) law, passed in 2013, equips NCDOT to use funding efficiently and effectively to enhance infrastructure while supporting economic growth, job creation, and a higher quality of life. The STI law establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. This formula is used to develop the State Transportation Improvement Program (STIP), identifying projects that will receive funding during a 10-year period.

NCDOT's STIP is a comprehensive plan that outlines the funding and scheduling of transportation projects statewide for 10 years. The program enhances the state's transportation infrastructure, improves traffic flow, and supports economic growth. The STIP includes various projects such as highway improvements, public transit expansions, and bicycle and pedestrian pathways. Funding for these projects comes from federal and state sources as well as the program is updated every two years to reflect changing priorities and available resources.

Active Transportation Infrastructure Investment Program (ATIIP)

ATIIP is a federal competitive grant initiative aimed at enhancing active transportation networks. It focuses on constructing safe and connected facilities like sidewalks, bikeways, and trails that link key destinations such as schools, workplaces, and recreation areas. The program also emphasizes integrating these networks with public transportation to improve accessibility and connectivity. ATIIP aims to boost safety, efficiency, and quality of life by investing in these projects, particularly in disadvantaged communities.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program

RAISE Discretionary Grant Program provides substantial funding for essential transportation infrastructure projects across North Carolina. This program provides federal aid that supports various initiatives, including road, rail, transit, and port improvements, focusing on enhancing safety, efficiency, and sustainability. RAISE grants prioritize projects with significant local or regional impacts, promote economic competitiveness, and improve quality of life, particularly in underserved communities. Additionally, the program emphasizes environmental sustainability and resilience, helping ensure that funded projects contribute to a more sustainable and equitable transportation network.

Safe Streets and Roads for All (SS4A)

SS4A Grant Program, established under the BIL, provides \$5 billion in funding for five years to support regional, local, and tribal initiatives to prevent roadway deaths and serious injuries. The program funds developing comprehensive safety action plans as well as implementing projects and strategies to address significant roadway safety concerns. Eligible applicants include political subdivisions of states, metropolitan planning organizations, and federally recognized tribal governments. The SS4A grants support various activities, including planning, construction, equipment and materials, operations and maintenance, and technology demonstrations.

Environmental Protection Agency (EPA) Community Change Grants

The EPA's Community Change Grants program, funded by the Inflation Reduction Act, allocates funding to support disadvantaged communities. These grants aim to reduce pollution, enhance community climate resilience, and build capacity to address environmental and climate justice challenges. The program emphasizes community-driven initiatives, helping ensure projects are responsive to local needs and stakeholder input. Eligible applicants include partnerships between community-based non-profits, local governments, and educational institutions.

North Carolina Recreational Trails Program (RTP)

North Carolina (RTP) provides federal funding to support the development and maintenance of recreational trails statewide. This program is managed by the North Carolina Division of Parks and Recreation and aims to enhance outdoor recreational opportunities for residents and visitors alike. Funding from the RTP can be used for various purposes, including constructing new trails, maintaining and repairing existing trails, land acquisition, and purchasing trail tools and planning. The program also covers legal, environmental, and permitting costs associated with trail projects.

North Carolina Parks and Recreation Trust Fund (PARTF)

The North Carolina PARTF is a program established in 1994 to provide matching grants to local governments to acquire, develop, and improve parks and recreational facilities. Administered by the North Carolina Division of Parks and Recreation, PARTF aims to enhance the quality of life for residents by increasing access to public parks, beaches, and recreational areas. The fund supports many projects, including land acquisition, park development, and renovations of existing facilities. Local governments can apply for these grants, which require a dollar-for-dollar match, to help achieve their community's recreational goals.

Sales Tax Increases

Sales tax can be an effective tool for funding infrastructure projects by providing a steady stream of revenue that can be allocated to various public works. When implemented, a small percentage of sales tax is added to the cost of goods and services purchased within a specific area. This additional revenue is then earmarked for infrastructure improvements. By spreading the cost across all consumers, including residents and visitors, sales tax ensures that everyone who benefits from the infrastructure contributes to its maintenance and development. This funding method can help communities address critical infrastructure needs without relying solely on property taxes or state and federal funding, making it a versatile and community-driven approach to public investment.

Developer Contributions

Developer contributions to infrastructure, often called development contributions or infrastructure contributions, are payments made by developers to help fund the infrastructure needed to support new developments. These contributions can take several forms, including monetary payments, providing land, or constructing infrastructure directly (“works-in-kind”). The funds collected from these contributions are typically used for essential infrastructure such as roads, water and drainage systems, parks, schools, and community facilities, helping ensure that new developments are well-integrated into existing communities and have the necessary services and amenities. The process usually involves local councils or planning authorities determining the infrastructure needs based on projected growth and development plans. Developers are then required to contribute a fair share towards these costs, which helps mitigate their developments’ impact on the community.

Funding Source	Application Window	Eligible Project Phases	Minimum Required Match from Town	Minimum Award Amount	Maximum Award Amount
NCDOT STIP	June–July	Construction	20%	N/A	N/A
SRTS	December	Planning, Design, and Construction	0%	\$50,000	\$500,000
ATIIP	March–June	Planning, Design, and Construction	20% (0% if Poverty Rate is >40%)	\$100,000 (Planning/Design), \$15,000,000 (Construction)	N/A
RAISE	February	Planning, Design, and Construction	20% (maybe 0%, APP/HDC)	\$1,000,000	\$25,000,000
SS4A	March	Planning, Design Development, and Implementation	20%	\$100,000 (Planning), \$2,500,000 M (Construction)	\$25,000,000
Community Charge Grant	November	Implementation	0%	N/A	N/A
NC Recreational Trails Program	August	Acquisition	25%	\$10,000	\$100,000
NC PARTF	May	Acquisition	50%	N/A	\$500,000

Sales tax increases and developer contributions do not fit within the framework of this table. They can be implemented at any time by the Town itself.

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Appendix A: Opinions of Probable Construction Cost



Prepared By: EAC Date: 3/24/2024
 Checked By: ARM Date: 3/26/2024
 KHA Project No: 011036736

Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC
Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway
Client: Town of Wilkesboro
Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Sidewalk - Opt 1 Pav Mark					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 152,290.00	\$ 152,290.00
SP	COMPREHENSIVE GRADING (5%)	1	LS	\$ 76,150.00	\$ 76,150.00
607	MILLING ASPHALT PAVEMENT, 0" TO 3"	14075	SY	\$ 30.00	\$ 422,250.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	2370	TON	\$ 175.00	\$ 414,750.00
620	ASPHALT BINDER FOR PLANT MIX	140	TON	\$ 885.00	\$ 123,900.00
848	4" CONCRETE SIDEWALK	3790	SY	\$ 60.00	\$ 227,400.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	460	SY	\$ 5.00	\$ 2,300.00
846	2'-6" CONCRETE CURB & GUTTER	4080	LF	\$ 62.00	\$ 252,960.00
848	CONCRETE CURB RAMPS	12	EA	\$ 4,000.00	\$ 48,000.00
848	6" CONCRETE DRIVEWAY	1440	SY	\$ 100.00	\$ 144,000.00
1205	PAINT PAVEMENT MARKING LINES (8")	540	LF	\$ 5.00	\$ 2,700.00
1205	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	13960	LF	\$ 3.00	\$ 41,880.00
1205	PAINT PAVEMENT MARKING LINES (24")	85	LF	\$ 10.00	\$ 850.00
1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	26	EA	\$ 150.00	\$ 3,900.00
901	CONTRACTOR FURNISHED, TYPE E SIGN	26	SF	\$ 25.00	\$ 650.00
1510	GUY RELOCATION	2	EA	\$ 1,000.00	\$ 2,000.00
1510	RELOCATE EXISTING SIGN	7	EA	\$ 400.00	\$ 2,800.00
904	SIGN ERECTION, TYPE E	12	EA	\$ 200.00	\$ 2,400.00
455	PRECAST GRAVITY RETAINING WALLS	3740	SF	\$ 150.00	\$ 561,000.00
1705	SIGNAL IMPROVEMENTS	1	EA	\$ 200,000.00	\$ 200,000.00
1510	UTILITY RELOCATION	1	LS	\$ 30,000.00	\$ 30,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 76,150.00	\$ 76,150.00
SP	TRAFFIC CONTROL (10%)	1	LS	\$ 152,290.00	\$ 152,290.00
SP	STORM DRAINAGE (10%)	1	LS	\$ 152,290.00	\$ 152,290.00

SUBTOTAL \$3,092,910.00

CONTINGENCY @ 30% \$927,873.00

CONSTRUCTION COST SAY \$4,021,000

Notes:

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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC

Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway

Client: Town of Wilkesboro

Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Sidewalk - Opt 2 Sidewalk					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 153,760.00	\$ 153,760.00
SP	COMPREHENSIVE GRADING (5%)	1	LS	\$ 76,880.00	\$ 76,880.00
607	MILLING ASPHALT PAVEMENT, 0" TO 3"	9830	SY	\$ 30.00	\$ 294,900.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5C	1660	TON	\$ 175.00	\$ 290,500.00
620	ASPHALT BINDER FOR PLANT MIX	100	TON	\$ 885.00	\$ 88,500.00
848	4" CONCRETE SIDEWALK	4230	SY	\$ 60.00	\$ 253,800.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	460	SY	\$ 5.00	\$ 2,300.00
846	2'-6" CONCRETE CURB & GUTTER	4080	LF	\$ 62.00	\$ 252,960.00
848	CONCRETE CURB RAMPS	12	EA	\$ 4,000.00	\$ 48,000.00
848	6" CONCRETE DRIVEWAY	1440	SY	\$ 100.00	\$ 144,000.00
1205	PAINT PAVEMENT MARKING LINES (8")	540	LF	\$ 5.00	\$ 2,700.00
1205	THERMOPLASTIC PAVEMENT MARKING LINES (6", 90 MILS)	10080	LF	\$ 3.00	\$ 30,240.00
1205	PAINT PAVEMENT MARKING LINES (24")	85	LF	\$ 10.00	\$ 850.00
1205	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	26	EA	\$ 150.00	\$ 3,900.00
901	CONTRACTOR FURNISHED, TYPE E SIGN	26	SF	\$ 25.00	\$ 650.00
1510	GUY RELOCATION	2	EA	\$ 1,000.00	\$ 2,000.00
1510	RELOCATE EXISTING SIGN	7	EA	\$ 400.00	\$ 2,800.00
904	SIGN ERECTION, TYPE E	12	EA	\$ 200.00	\$ 2,400.00
455	PRECAST GRAVITY RETAINING WALLS	3740	SF	\$ 150.00	\$ 561,000.00
1705	SIGNAL IMPROVEMENTS	1	EA	\$ 200,000.00	\$ 200,000.00
1510	UTILITY RELOCATION	1	LS	\$ 30,000.00	\$ 30,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 76,880.00	\$ 76,880.00
SP	TRAFFIC CONTROL (10%)	1	LS	\$ 153,760.00	\$ 153,760.00
SP	STORM DRAINAGE (10%)	1	LS	\$ 153,760.00	\$ 153,760.00

SUBTOTAL **\$2,826,540.00**

CONTINGENCY @ 30% **\$847,962.00**

CONSTRUCTION COST SAY \$3,675,000

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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC

Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway

Client: Town of Wilkesboro

Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Cub Creek Greenway					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 331,980.00	\$ 331,980.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 331,980.00	\$ 331,980.00
520	AGGREGATE BASE COURSE	4318	TON	\$ 53.00	\$ 228,854.00
620	ASPHALT BINDER FOR PLANT MIX	60	TON	\$ 885.00	\$ 53,100.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	11610	SY	\$ 5.00	\$ 58,050.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	990	TON	\$ 125.00	\$ 123,750.00
848	CONCRETE CURB RAMPS	3	EA	\$ 4,000.00	\$ 12,000.00
SP	BOARDWALK STRUCTURES	755	LF	\$ 1,500.00	\$ 1,132,500.00
SP	BRIDGE STRUCTURES	255	LF	\$ 4,000.00	\$ 1,020,000.00
455	PRECAST GRAVITY RETAINING WALLS	4610	SF	\$ 150.00	\$ 691,500.00
SP	TRAFFIC CONTROL (5%)	1	LS	\$ 165,990.00	\$ 165,990.00
SP	EROSION CONTROL (10%)	1	LS	\$ 331,980.00	\$ 331,980.00
SP	STORM DRAINAGE (10%)	1	LS	\$ 331,980.00	\$ 331,980.00

SUBTOTAL **\$4,813,664.00**

CONTINGENCY @ 30% **\$1,444,099.20**

CONSTRUCTION COST SAY \$6,258,000

Notes:

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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC
Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway
Client: Town of Wilkesboro
Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Ivy Trace Connection - South					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 113,220.00	\$ 113,220.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 113,220.00	\$ 113,220.00
520	AGGREGATE BASE COURSE	267	TON	\$ 53.00	\$ 14,151.00
620	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 885.00	\$ 8,850.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	1020	SY	\$ 5.00	\$ 5,100.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	120	TON	\$ 125.00	\$ 15,000.00
455	PRECAST GRAVITY RETAINING WALLS	7260	SF	\$ 150.00	\$ 1,089,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 56,610.00	\$ 56,610.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 56,610.00	\$ 56,610.00

SUBTOTAL **\$1,471,761.00**

CONTINGENCY @ 30% **\$441,528.30**

CONSTRUCTION COST SAY \$1,914,000

Notes:

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Wilkesboro Sidewalk and Greenway Feasibility Study

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ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Ivy Trace Connection - North					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 108,020.00	\$ 108,020.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 108,020.00	\$ 108,020.00
520	AGGREGATE BASE COURSE	279	TON	\$ 53.00	\$ 14,787.00
620	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 885.00	\$ 8,850.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	1060	SY	\$ 5.00	\$ 5,300.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	130	TON	\$ 125.00	\$ 16,250.00
455	PRECAST GRAVITY RETAINING WALLS	6900	SF	\$ 150.00	\$ 1,035,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 54,010.00	\$ 54,010.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 54,010.00	\$ 54,010.00

SUBTOTAL \$1,404,247.00

CONTINGENCY @ 30% \$421,274.10

CONSTRUCTION COST SAY \$1,826,000

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Wilkesboro Sidewalk and Greenway Feasibility Study

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ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

NC-16 and 18 Connection					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 568,860.00	\$ 568,860.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 568,860.00	\$ 568,860.00
520	AGGREGATE BASE COURSE	805	TON	\$ 53.00	\$ 42,665.00
620	ASPHALT BINDER FOR PLANT MIX	25	TON	\$ 885.00	\$ 22,125.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	3050	SY	\$ 5.00	\$ 15,250.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	360	TON	\$ 125.00	\$ 45,000.00
SP	BOARDWALK STRUCTURES	290	LF	\$ 1,500.00	\$ 435,000.00
SP	BRIDGE STRUCTURES	165	LF	\$ 4,000.00	\$ 660,000.00
455	PRECAST GRAVITY RETAINING WALLS	29790	SF	\$ 150.00	\$ 4,468,500.00
SP	EROSION CONTROL (5%)	1	LS	\$ 284,430.00	\$ 284,430.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 284,430.00	\$ 284,430.00

SUBTOTAL \$7,395,120.00

CONTINGENCY @ 30% \$2,218,536.00

CONSTRUCTION COST SAY \$9,614,000

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ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Park Pl-Fairview Cir Connect.					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 313,060.00	\$ 313,060.00
SP	COMPREHENSIVE GRADING (5%)	1	LS	\$ 156,530.00	\$ 156,530.00
620	ASPHALT BINDER FOR PLANT MIX	10	TON	\$ 885.00	\$ 8,850.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	840	SY	\$ 5.00	\$ 4,200.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	100	TON	\$ 125.00	\$ 12,500.00
455	PRECAST GRAVITY RETAINING WALLS	20700	SF	\$ 150.00	\$ 3,105,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 156,530.00	\$ 156,530.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 156,530.00	\$ 156,530.00
SP	TRAFFIC CONTROL (5%)	1	LS	\$ 156,530.00	\$ 156,530.00

SUBTOTAL \$4,069,730.00

CONTINGENCY @ 30% \$1,220,919.00

CONSTRUCTION COST SAY \$5,291,000

Notes:

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4. Quantities used in this cost opinion are approximations based Concept Exhibit by Kimley-Horn dated 09-15-2023 and are subject to revision prior to bid.
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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC

Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway

Client: Town of Wilkesboro

Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Cub Creek Apt Connection-East					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 1,510.00	\$ 1,510.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 1,510.00	\$ 1,510.00
520	AGGREGATE BASE COURSE	77	TON	\$ 53.00	\$ 4,081.00
620	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 885.00	\$ 4,425.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	300	SY	\$ 5.00	\$ 1,500.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	40	TON	\$ 125.00	\$ 5,000.00
SP	EROSION CONTROL (10%)	1	LS	\$ 1,510.00	\$ 1,510.00
SP	STORM DRAINAGE (10%)	1	LS	\$ 1,510.00	\$ 1,510.00

SUBTOTAL \$21,046.00

CONTINGENCY @ 30% \$6,313.80

CONSTRUCTION COST SAY \$28,000

Notes:

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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC

Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway

Client: Town of Wilkesboro

Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Cub Creek Apt Connection-West					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 42,250.00	\$ 42,250.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 42,250.00	\$ 42,250.00
520	AGGREGATE BASE COURSE	66	TON	\$ 53.00	\$ 3,498.00
620	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 885.00	\$ 4,425.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	250	SY	\$ 5.00	\$ 1,250.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	30	TON	\$ 125.00	\$ 3,750.00
455	PRECAST GRAVITY RETAINING WALLS	2730	SF	\$ 150.00	\$ 409,500.00
SP	EROSION CONTROL (5%)	1	LS	\$ 21,130.00	\$ 21,130.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 21,130.00	\$ 21,130.00

SUBTOTAL **\$549,183.00**

CONTINGENCY @ 30% **\$164,754.90**

CONSTRUCTION COST SAY \$714,000

Notes:

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Wilkesboro Sidewalk and Greenway Feasibility Study

Project Location: Wilkesboro, NC

Project Description: 0.7 miles of striping, 1.4 miles of sidewalk, and 2.0 miles of greenway

Client: Town of Wilkesboro

Client Project No. 011036736

ENGINEER'S OPINION OF PROBABLE COST OF CONSTRUCTION - Feasibility

Moravian Creek					
Section	Item Description	Quantity	Unit	Unit Price	Cost
800	MOBILIZATION (10%)	1	LS	\$ 35,580.00	\$ 35,580.00
SP	COMPREHENSIVE GRADING (10%)	1	LS	\$ 35,580.00	\$ 35,580.00
520	AGGREGATE BASE COURSE	121	TON	\$ 53.00	\$ 6,413.00
620	ASPHALT BINDER FOR PLANT MIX	5	TON	\$ 885.00	\$ 4,425.00
SP	GEOGRID FOR PAVEMENT STABILIZATION	480	SY	\$ 5.00	\$ 2,400.00
610	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	60	TON	\$ 125.00	\$ 7,500.00
SP	BRIDGE STRUCTURES	50	LF	\$ 4,000.00	\$ 200,000.00
455	PRECAST GRAVITY RETAINING WALLS	900	SF	\$ 150.00	\$ 135,000.00
SP	EROSION CONTROL (5%)	1	LS	\$ 17,790.00	\$ 17,790.00
SP	STORM DRAINAGE (5%)	1	LS	\$ 17,790.00	\$ 17,790.00

SUBTOTAL \$462,478.00

CONTINGENCY @ 30% \$138,743.40

CONSTRUCTION COST SAY \$602,000

Notes:

1. Cost opinion does not include costs for easement or ROW acquisition.
2. Cost opinion does not include engineering, geotech, design survey, or construction administration.
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Appendix B: Environmental Impact Exhibit

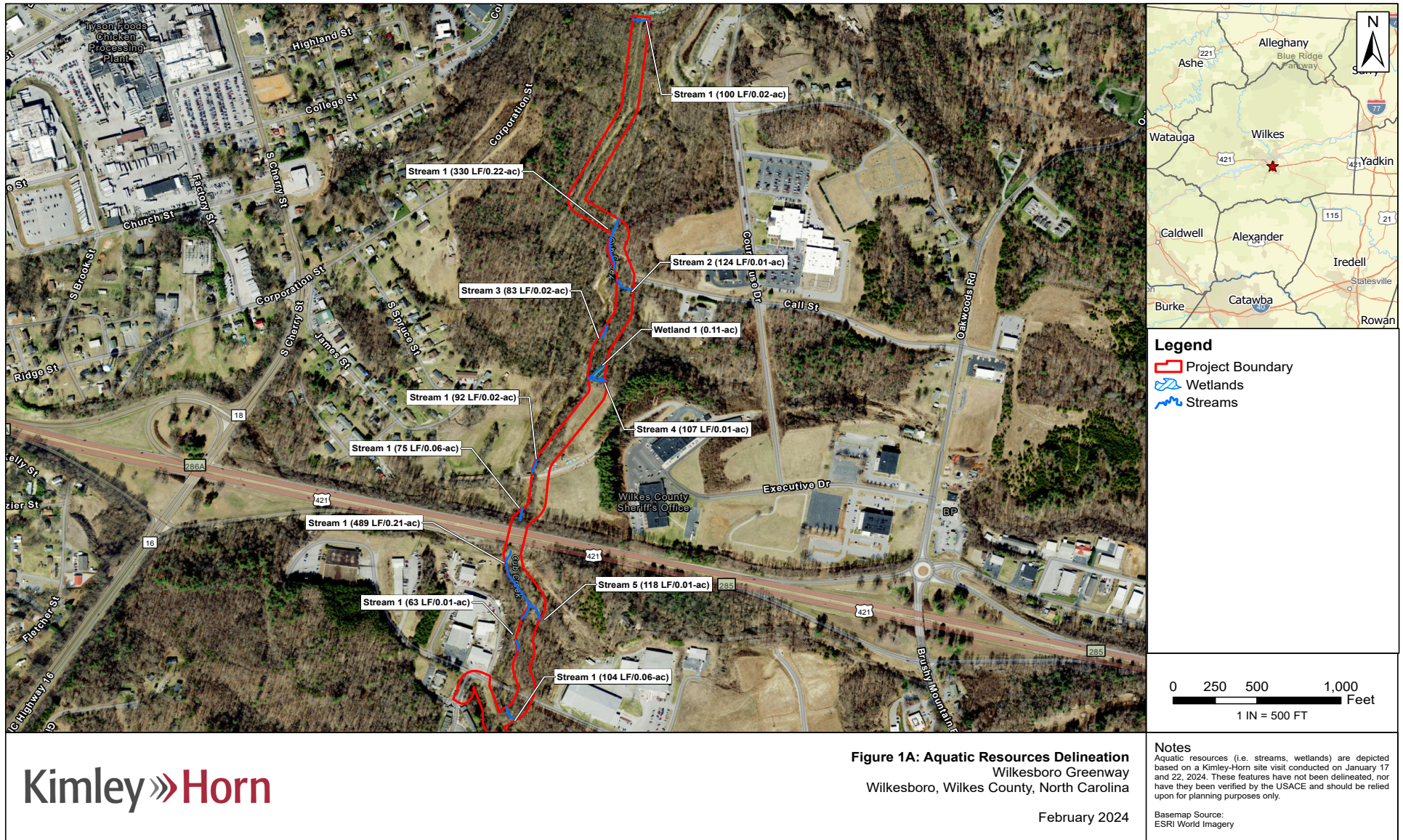


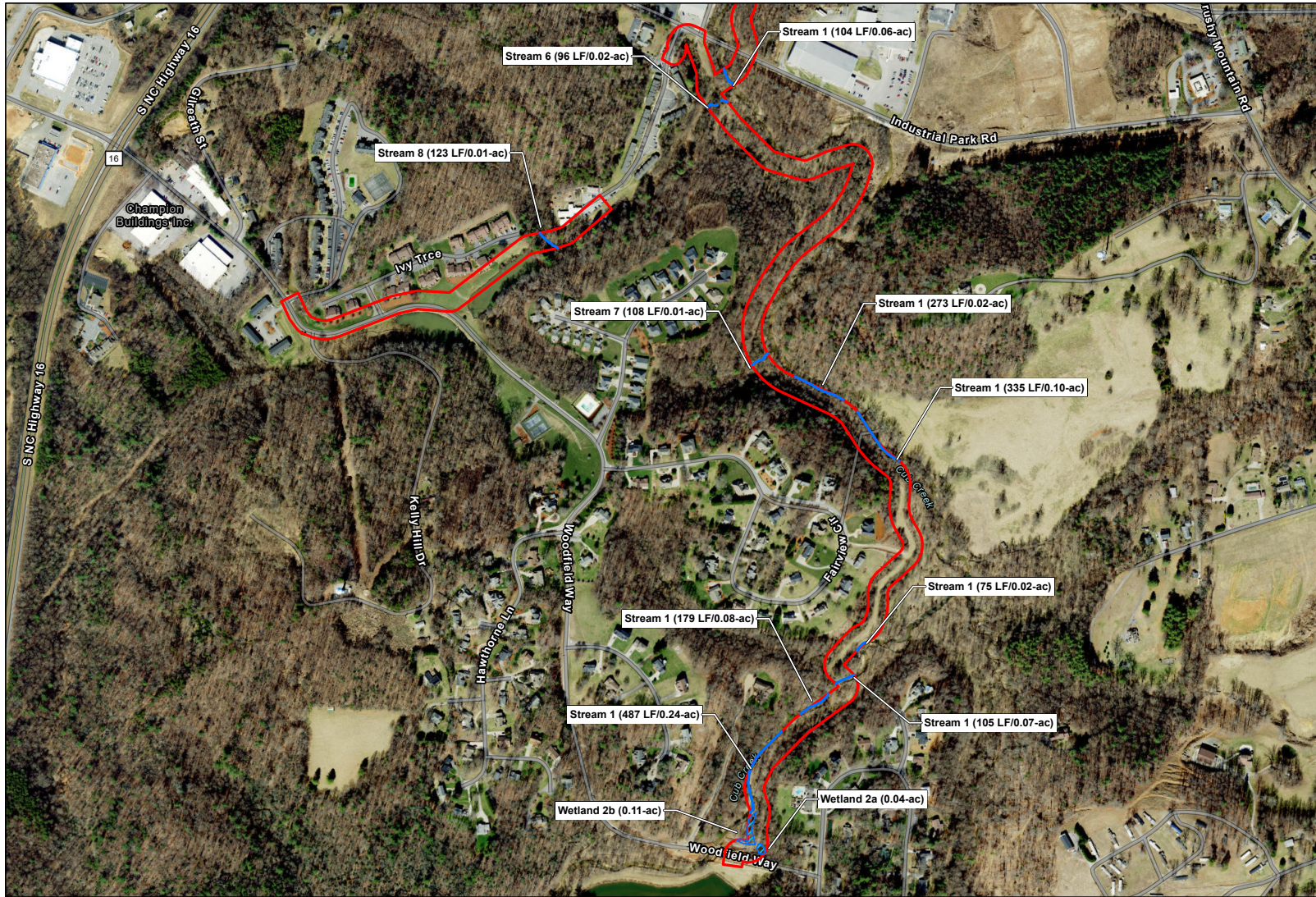
Figure 1A: Aquatic Resources Delineation
 Wilkesboro Greenway
 Wilkesboro, Wilkes County, North Carolina

February 2024

Kimley»Horn

Notes
 Aquatic resources (i.e. streams, wetlands) are depicted based on a Kimley-Horn site visit conducted on January 17 and 22, 2024. These features have not been delineated, nor have they been verified by the USACE and should be relied upon for planning purposes only.

Basemap Source:
 ESRI World Imagery



Legend

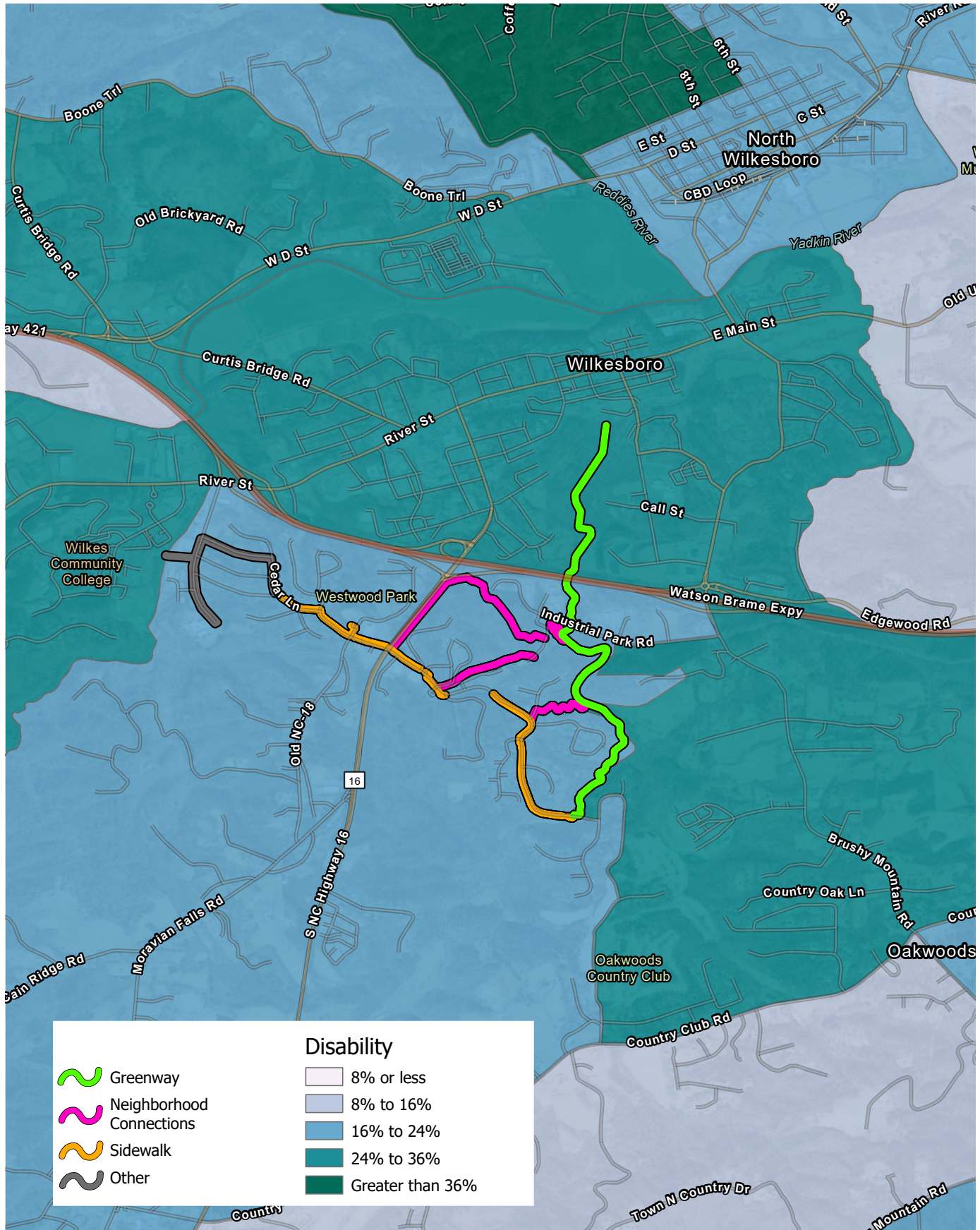
- ▭ Project Boundary
- ▭ Wetlands
- ▭ Streams

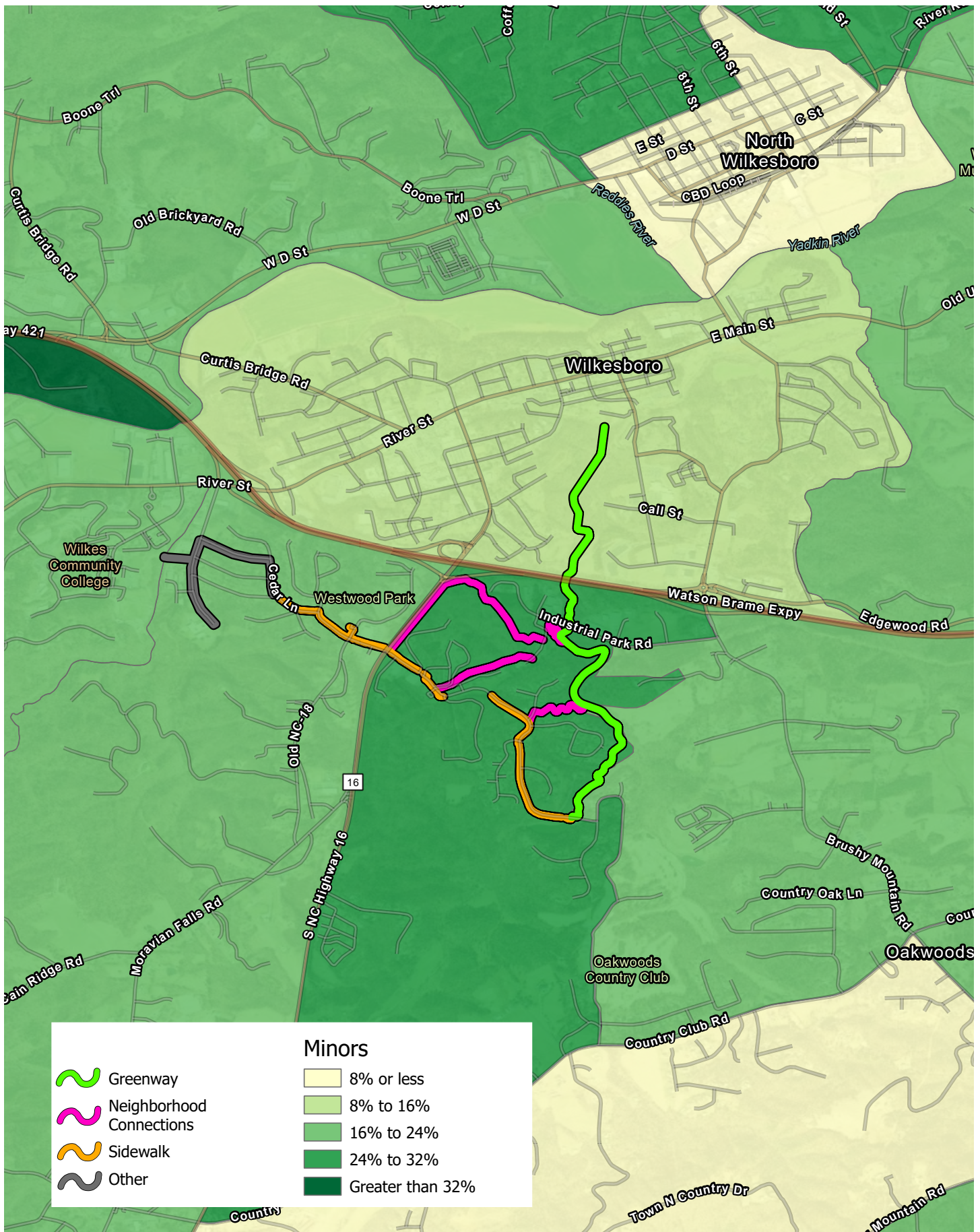
0 250 500 1,000 Feet
1 IN = 500 FT

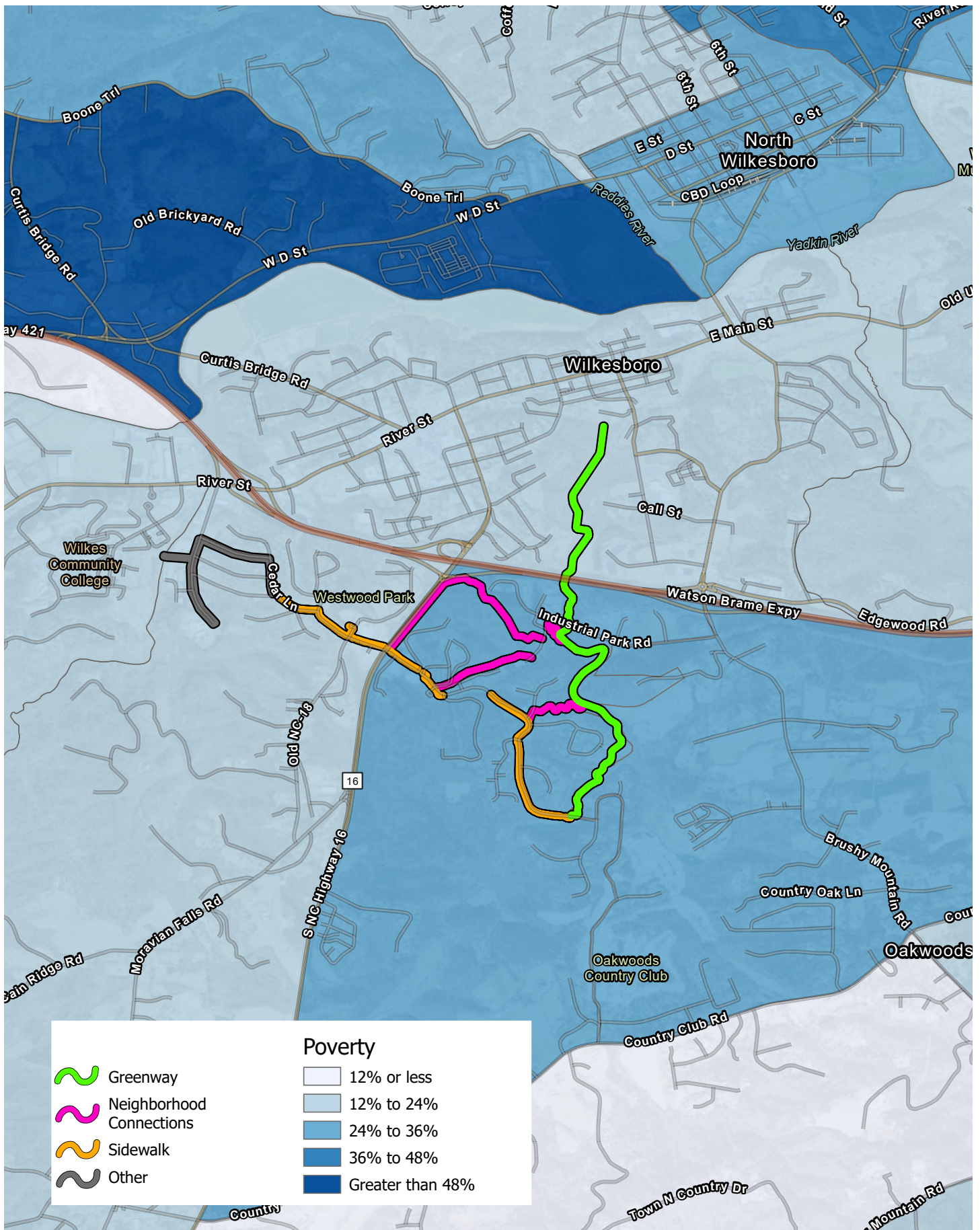
Notes
Aquatic resources (i.e. streams, wetlands) are depicted based on a Kimley-Horn site visit conducted on January 17 and 22, 2024. These features have not been delineated, nor have they been verified by the USACE and should be relied upon for planning purposes only.

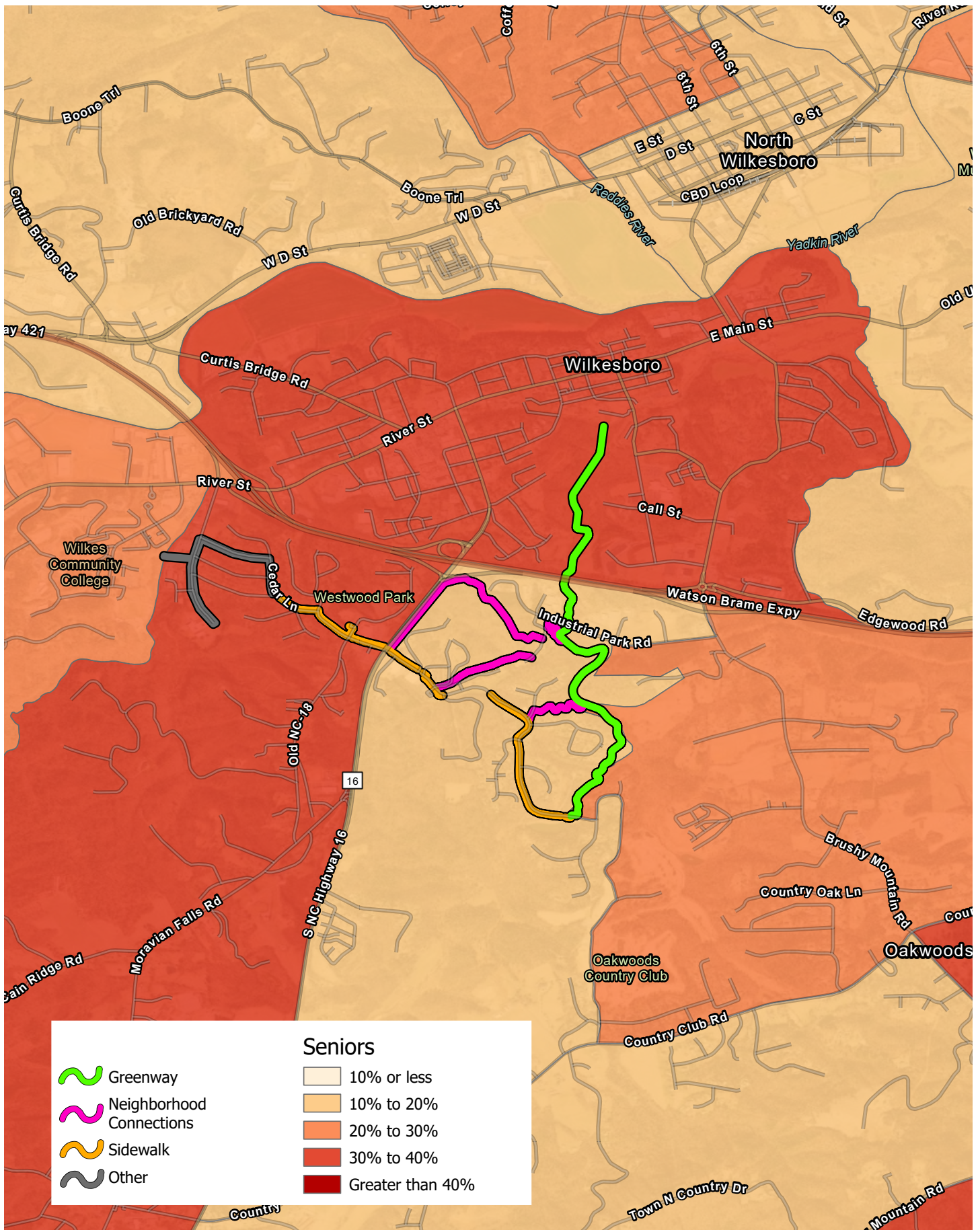
Basemap Source:
ESRI World Imagery

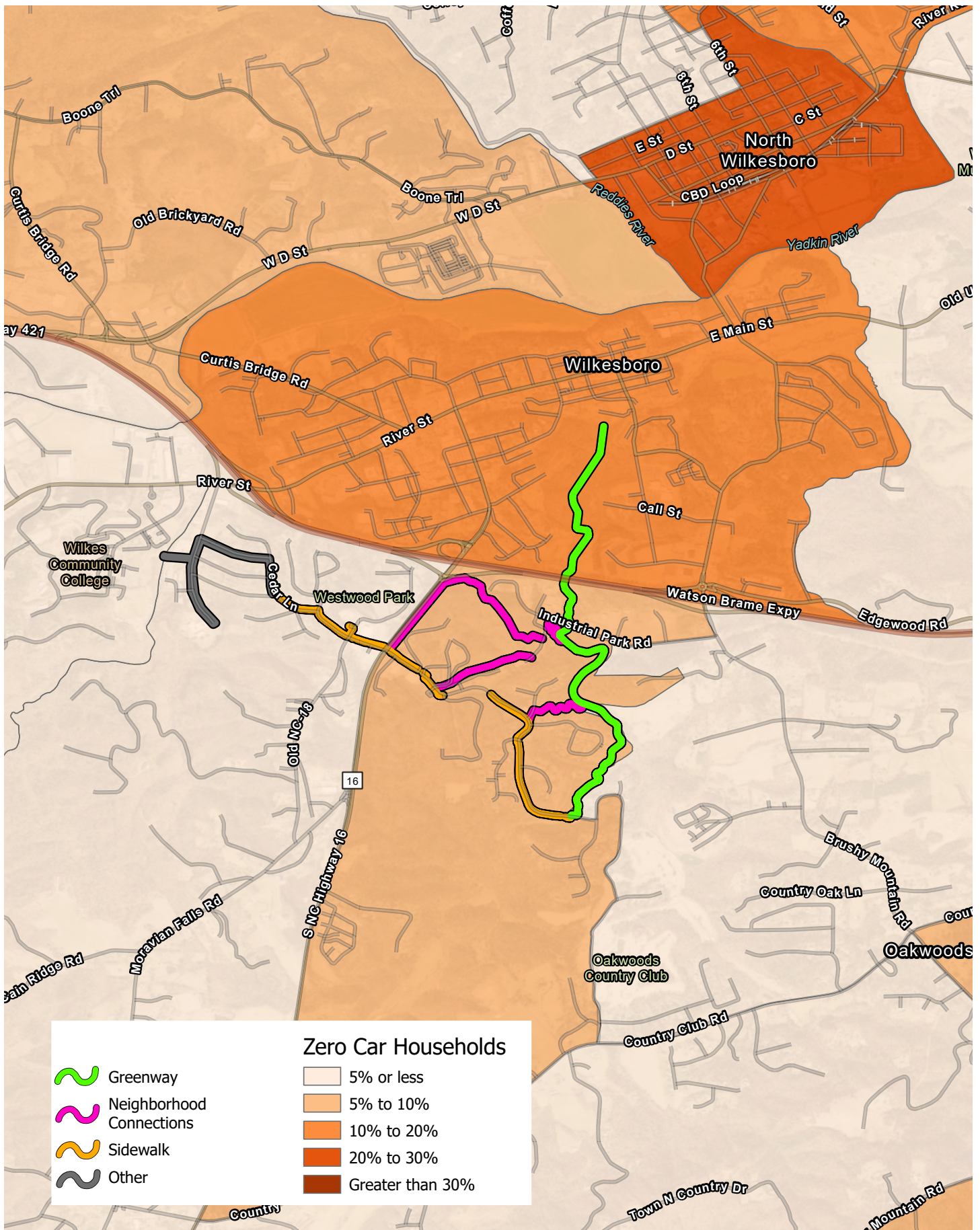
Appendix C: Demographic Maps

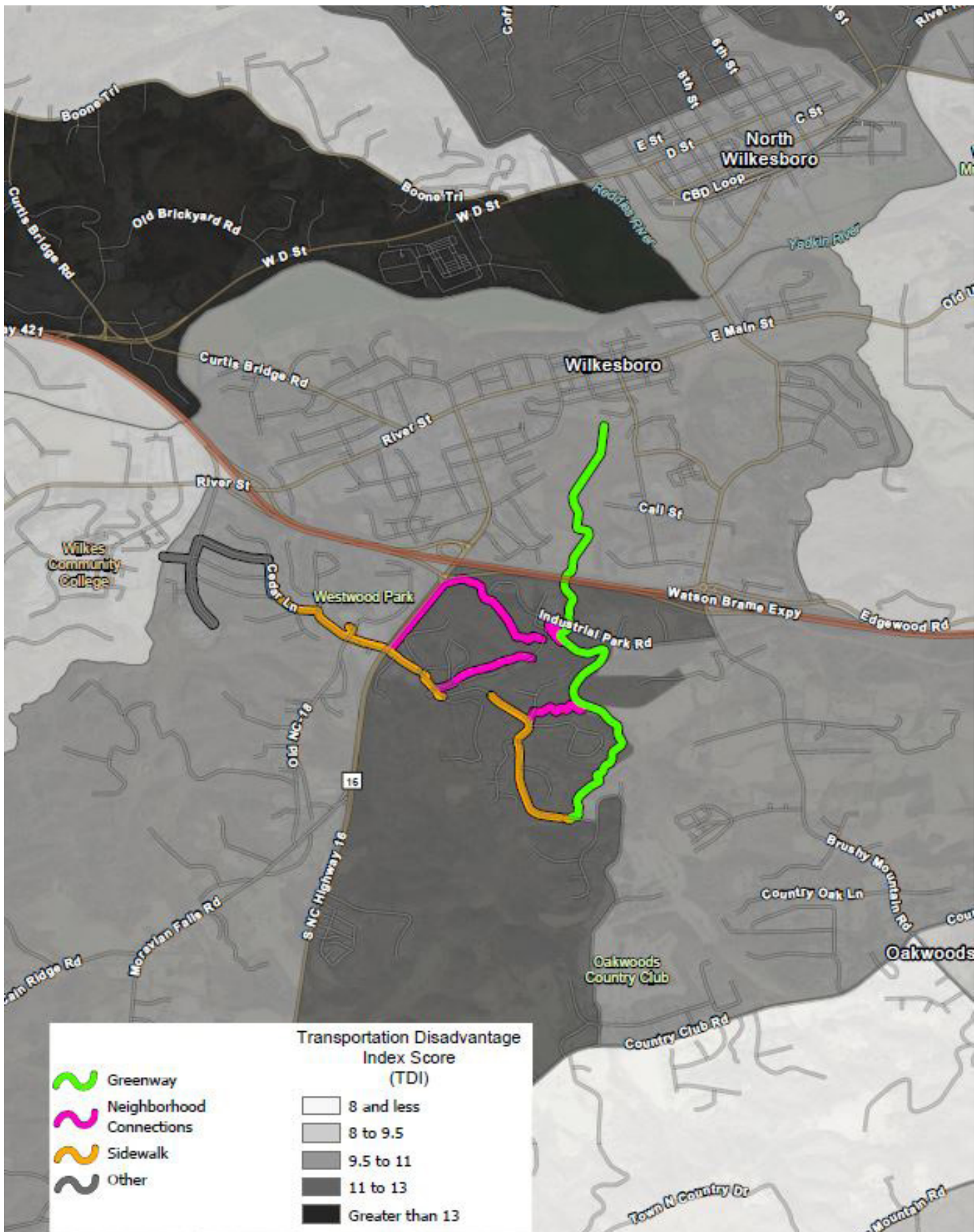


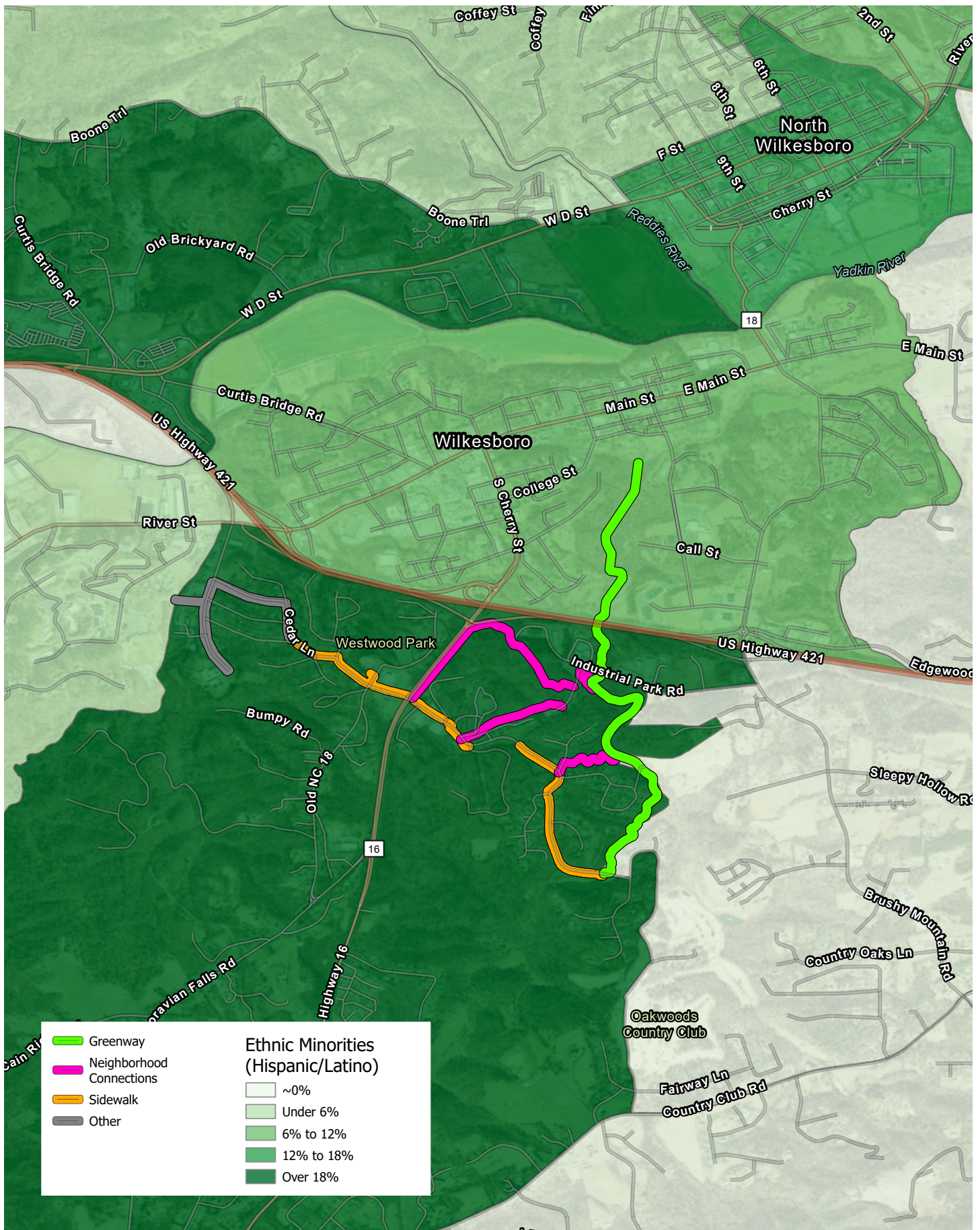


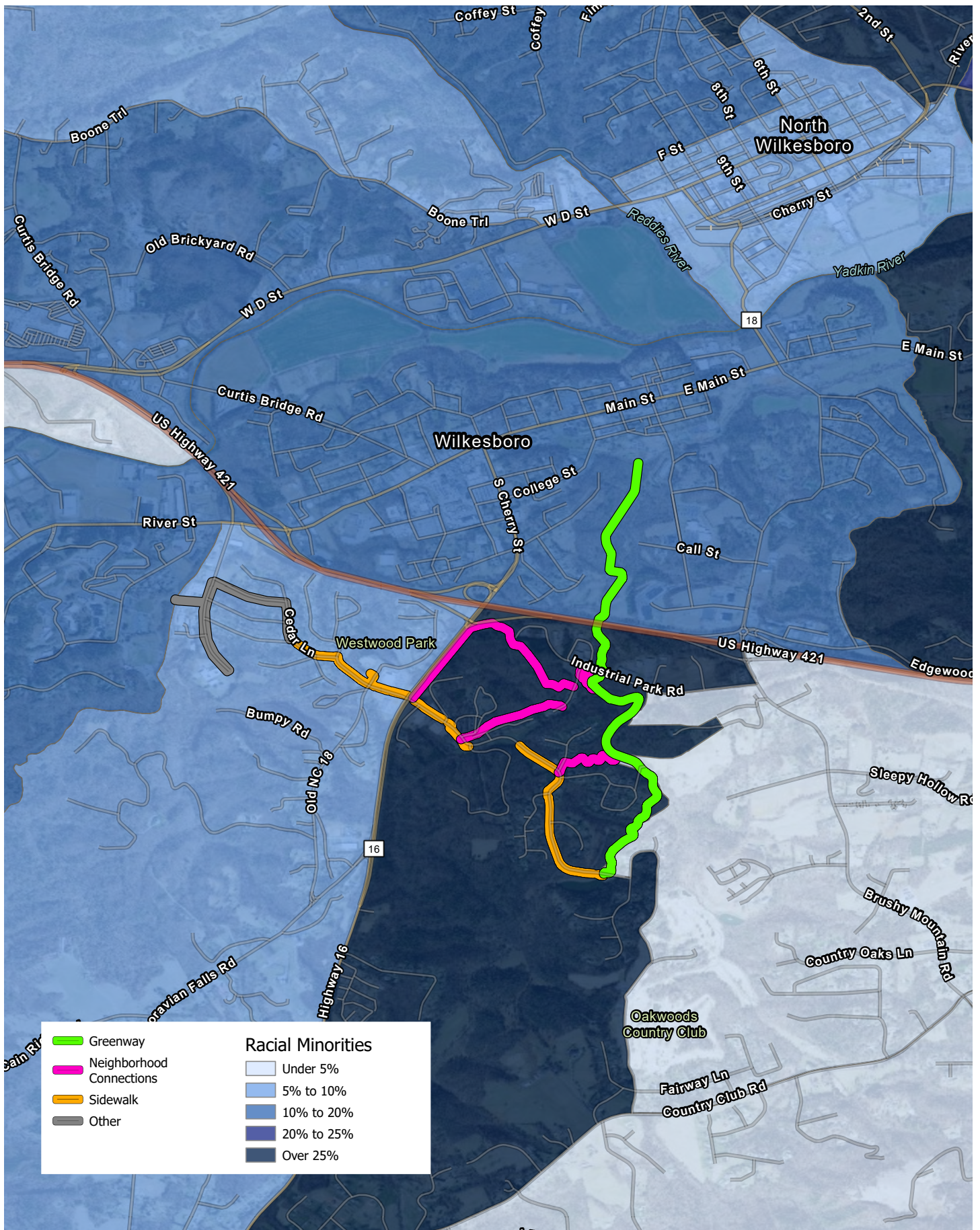


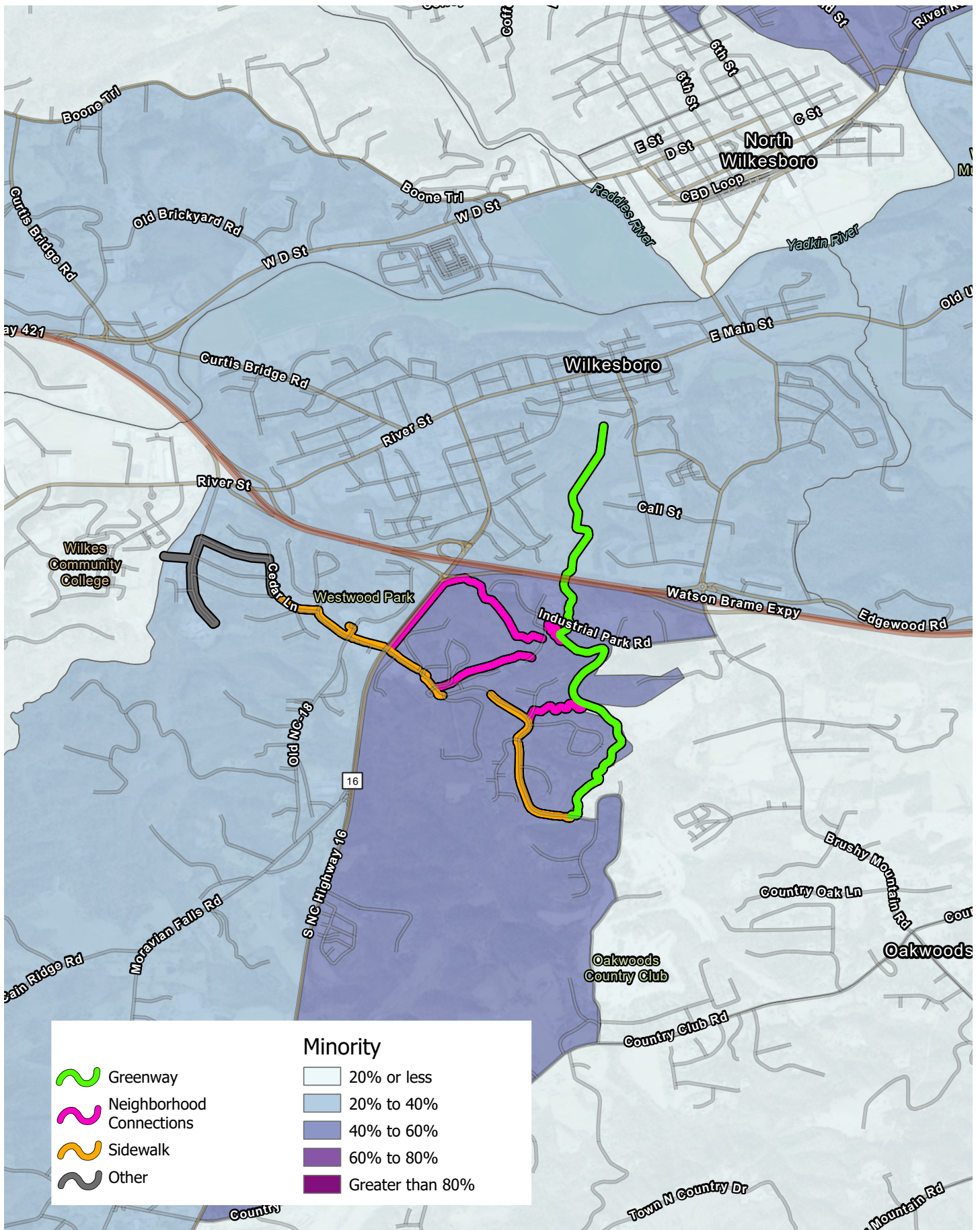


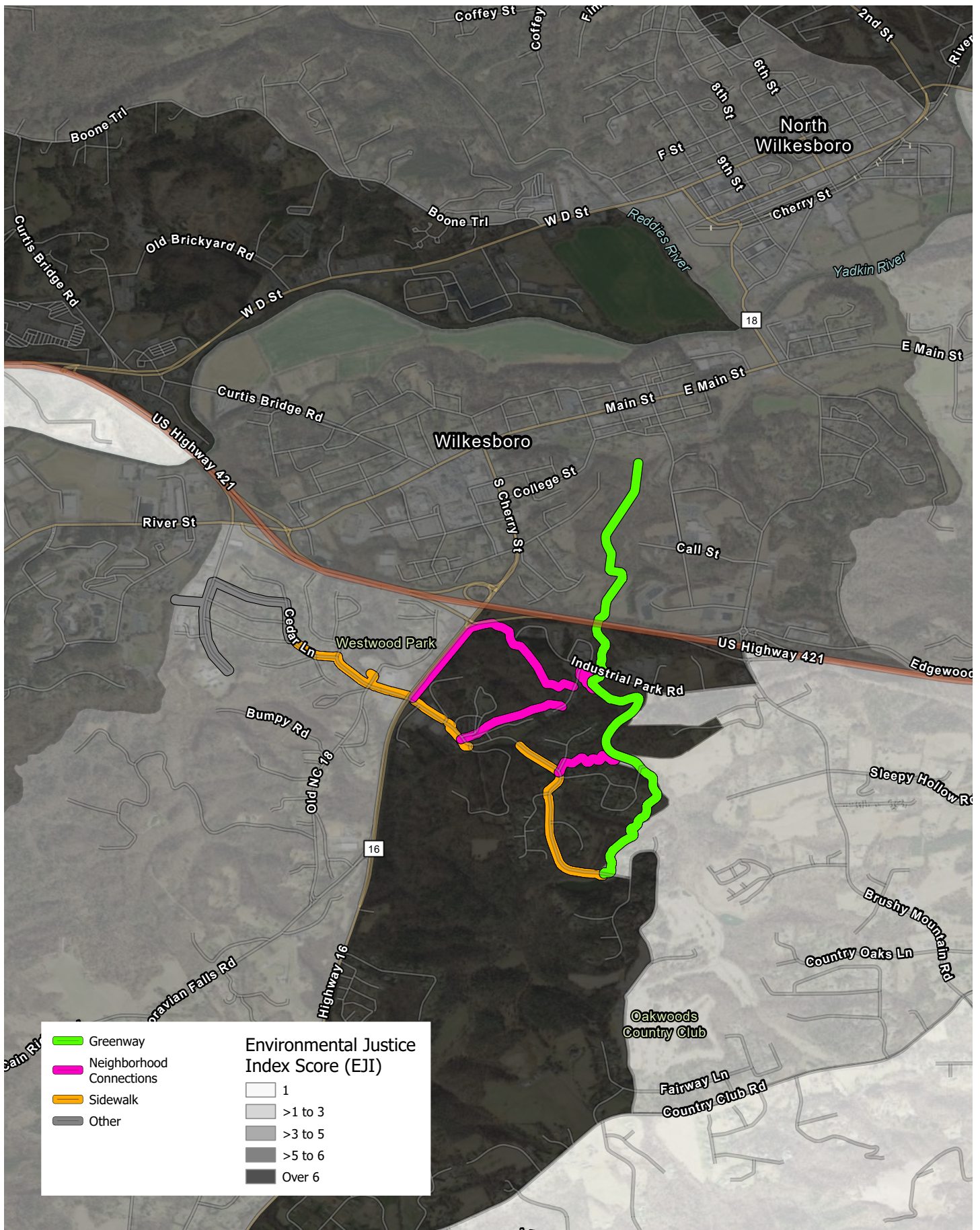


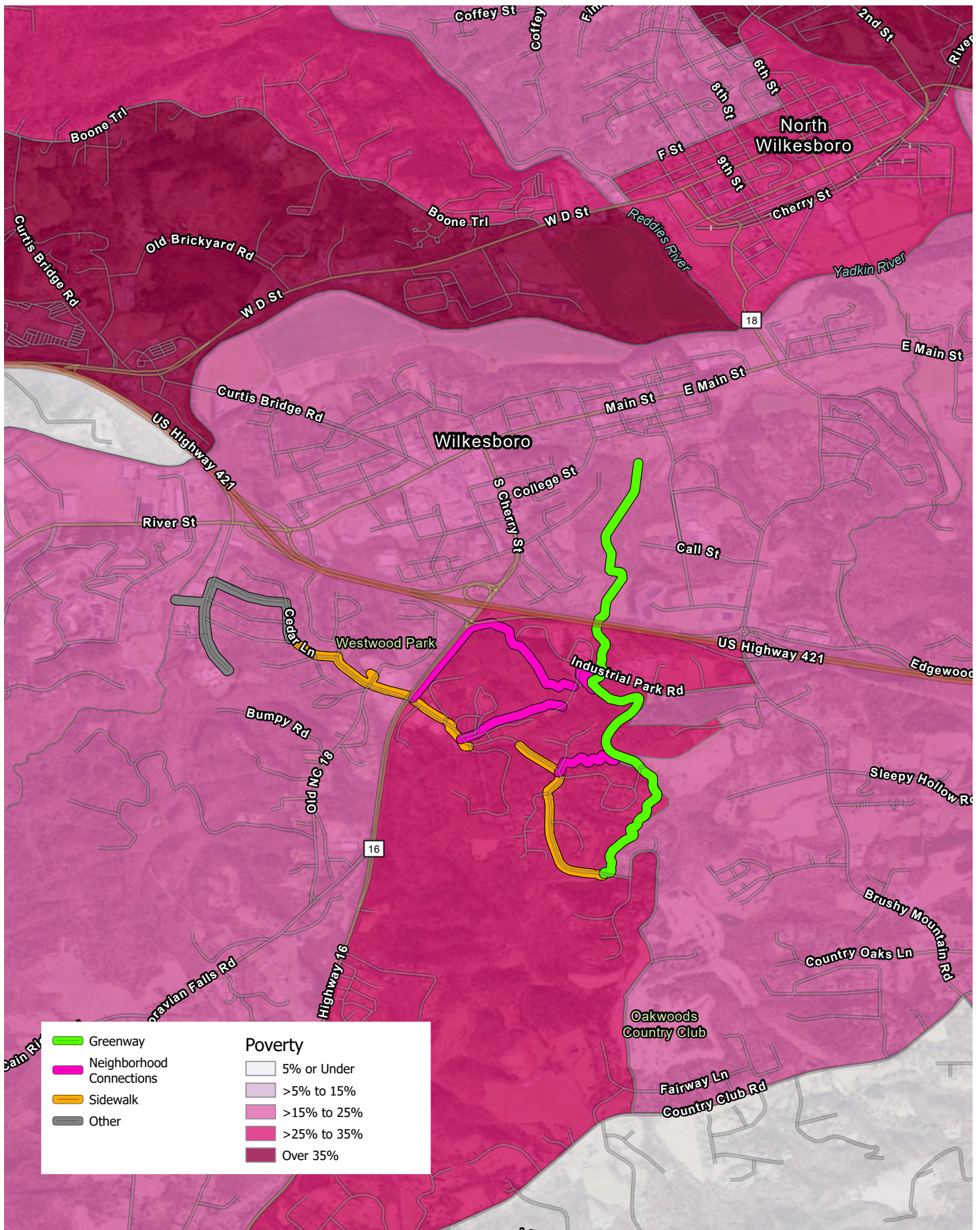




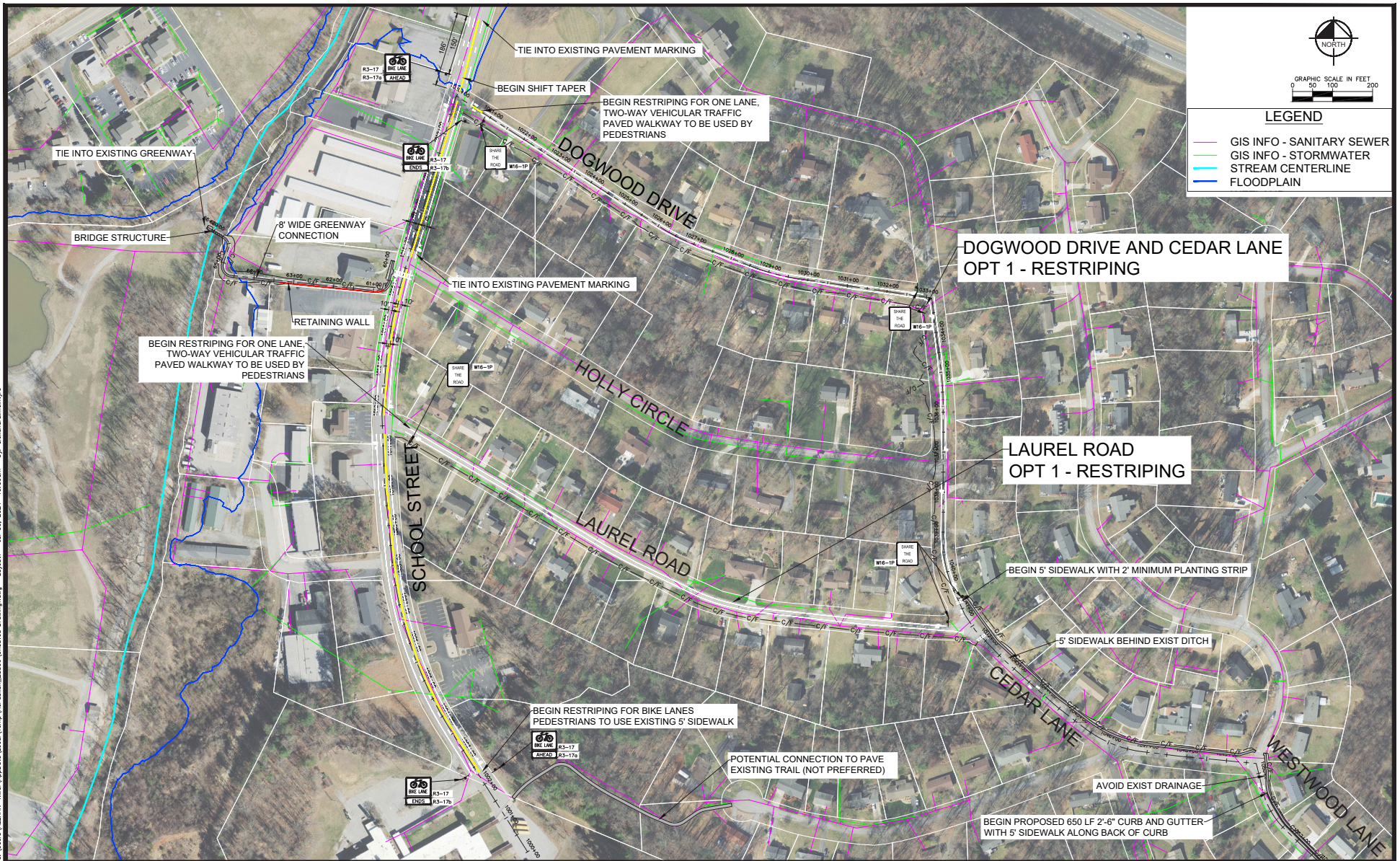








Appendix D: Wilkesboro Sidewalk and Greenway Feasibility Study Exhibit



NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

LEGEND

- GIS INFO - SANITARY SEWER
- GIS INFO - STORMWATER
- STREAM CENTERLINE
- FLOODPLAIN

**DOGWOOD DRIVE AND CEDAR LANE
OPT 1 - RESTRIPIING**

**LAUREL ROAD
OPT 1 - RESTRIPIING**

Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

DATE: 3/21/2024

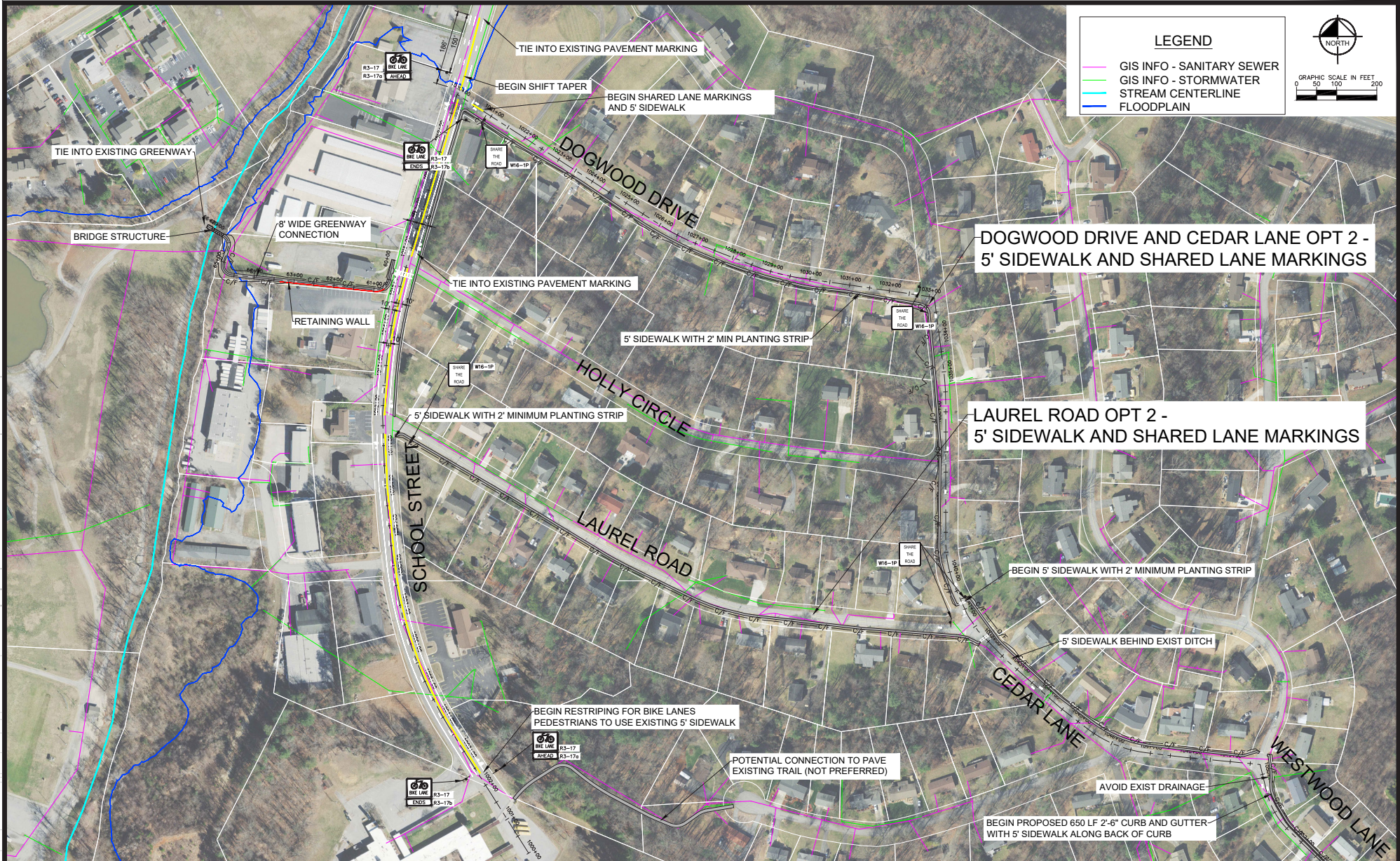
SHEET 1 OF 7

Kimley Horn

LICENSE #0102
 200 SOUTH TWENTH STREET, SUITE 200
 CHARLOTTE, NORTH CAROLINA 28202
 PHONE 704.333.5111

Drawing name: C:\Users\ALEXAN-L\OneDrive\Local\Temp\Unsaved Drawing1.dwg Layout1 Jul 30, 2024 10:59am by alexandrcmcmtye

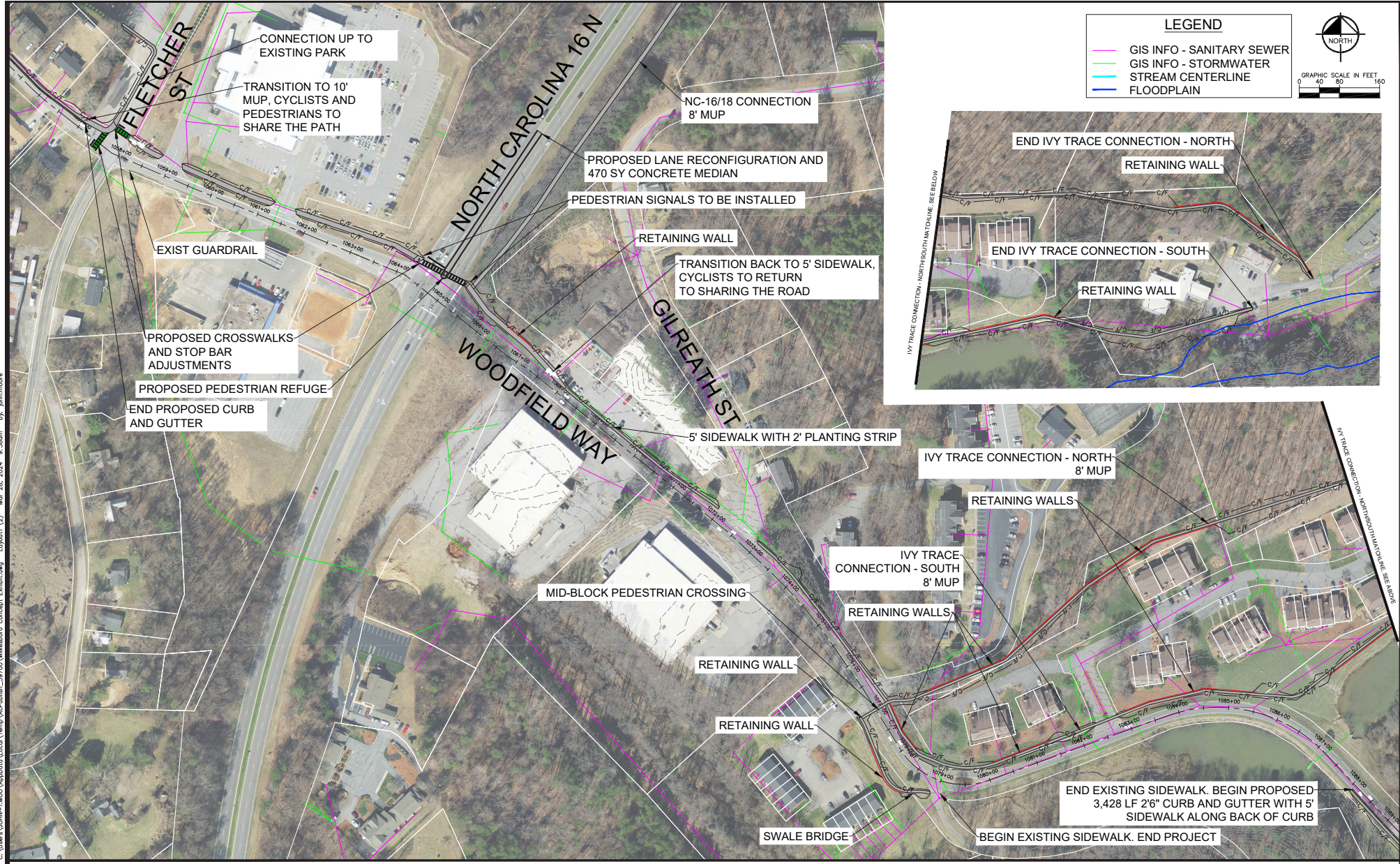
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY HORN AND ASSOCIATES, INC.



Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

DATE: 3/21/2024

SHEET 2 OF 7

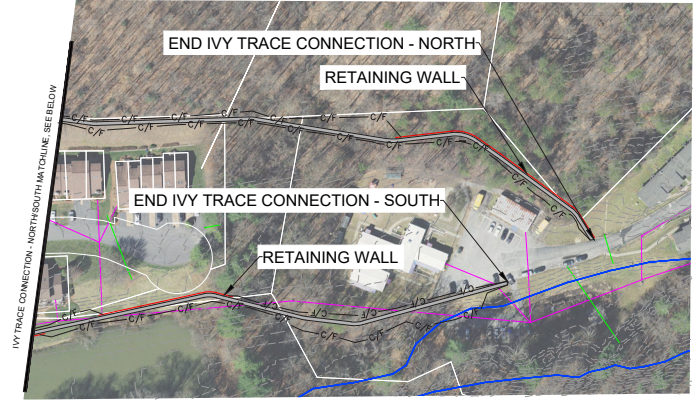


LEGEND

- GIS INFO - SANITARY SEWER
- GIS INFO - STORMWATER
- STREAM CENTERLINE
- FLOODPLAIN

NORTH

GRAPHIC SCALE IN FEET
0 40 80 160



Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

DATE: 3/21/2024

SHEET 3 OF 7

Kimley»Horn

NO LICENSE #P-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704-333-5111

Drawing name: C:\Users\johnc\OneDrive\Local\Temp\AcPublish\37700\Wilkesboro Concept Exhibit.dwg - Layout1 (2) Mar 26, 2024 9:55am By: jhnmccore

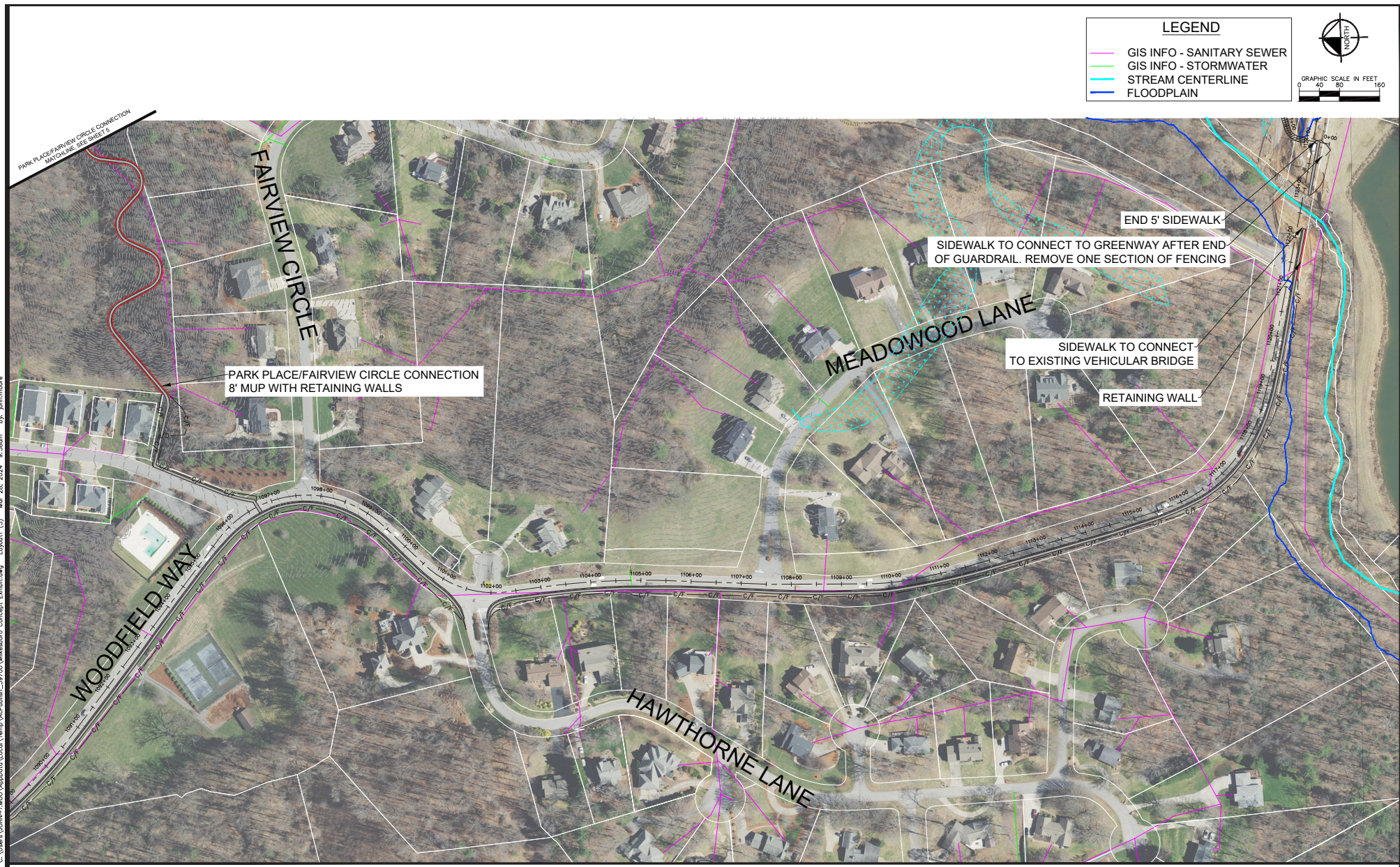
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



LEGEND

- GIS INFO - SANITARY SEWER
- GIS INFO - STORMWATER
- STREAM CENTERLINE
- FLOODPLAIN

GRAPHIC SCALE IN FEET
0 40 80 160



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Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

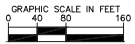
DATE: 3/21/2024

SHEET 4 OF 7

Kimley»Horn

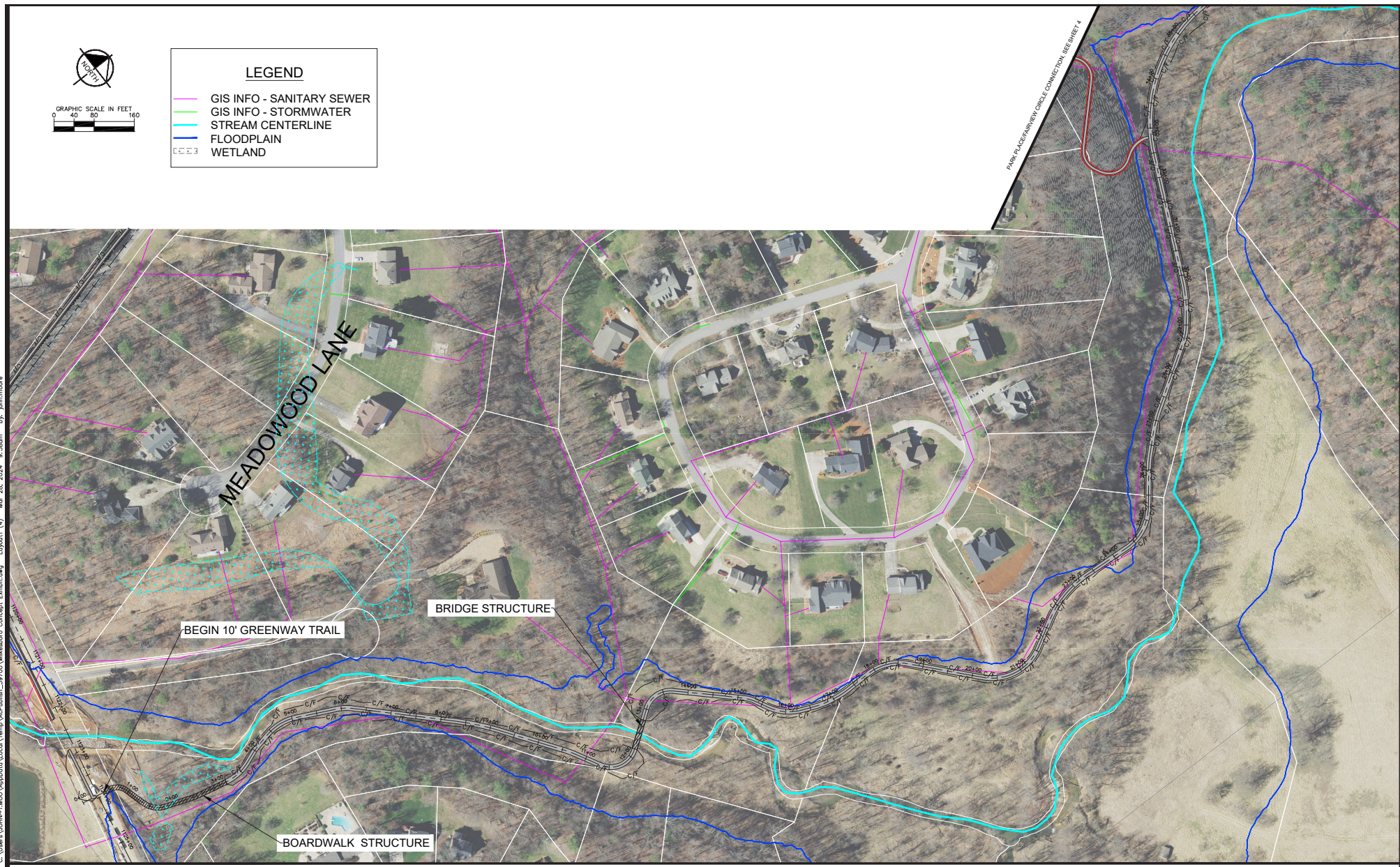
NO LICENSE #P-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704-363-9311





LEGEND

- GIS INFO - SANITARY SEWER
- GIS INFO - STORMWATER
- STREAM CENTERLINE
- FLOODPLAIN
- WETLAND



PUMP PLACEMENT NEW CIRCLE CONNECTION, SEE SHEET 4

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Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

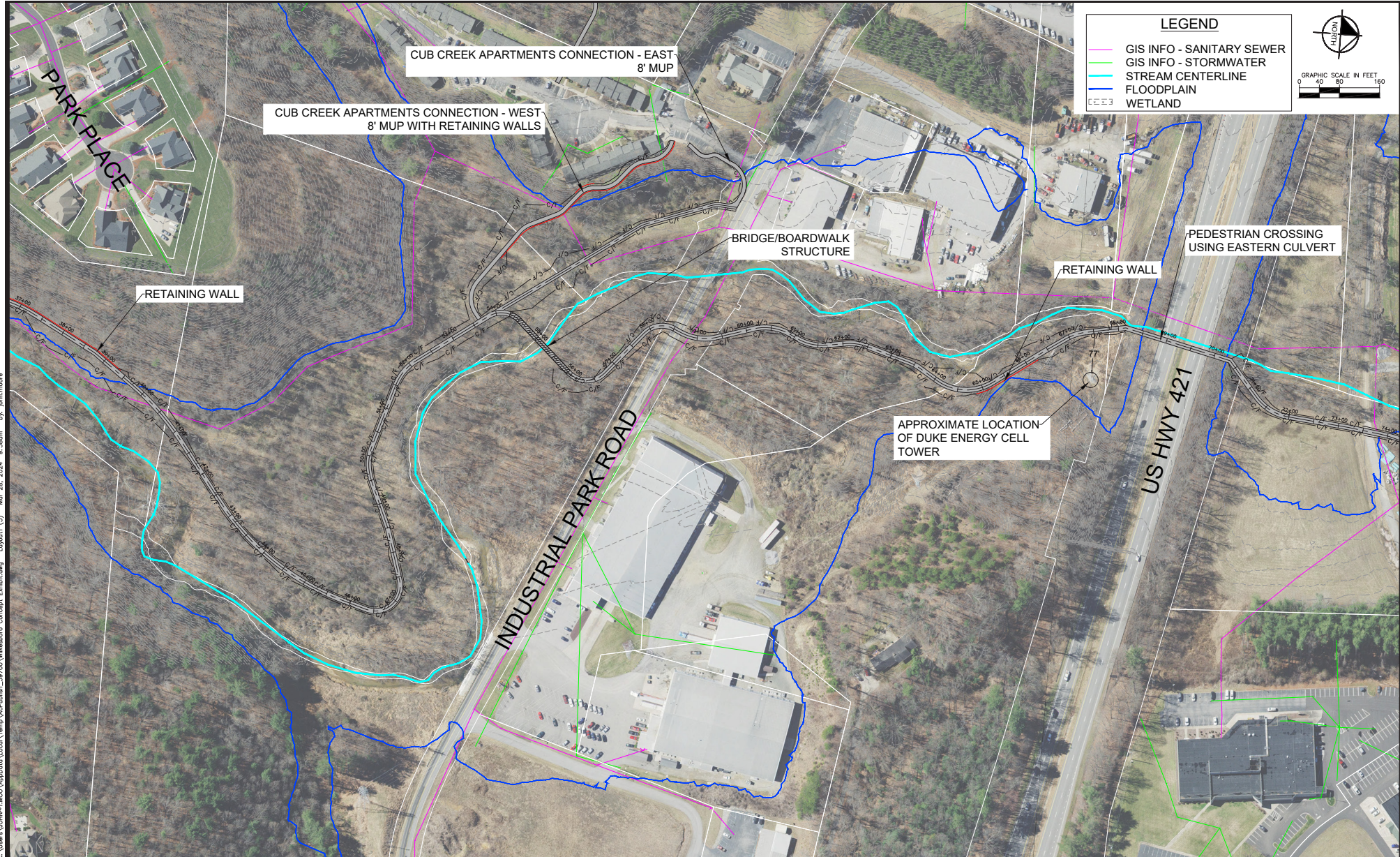
DATE: 3/21/2024

SHEET 5 OF 7

Kimley»Horn

NO LICENSE #P-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704-333-5111

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Drawing name: C:\Users\johnc\OneDrive\Local\Temp\AcPublish\37700\Wilkesboro Concept Exhibit.dwg Layout1 (5) Mar 26, 2024 9:55am By: jhnmccore

Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

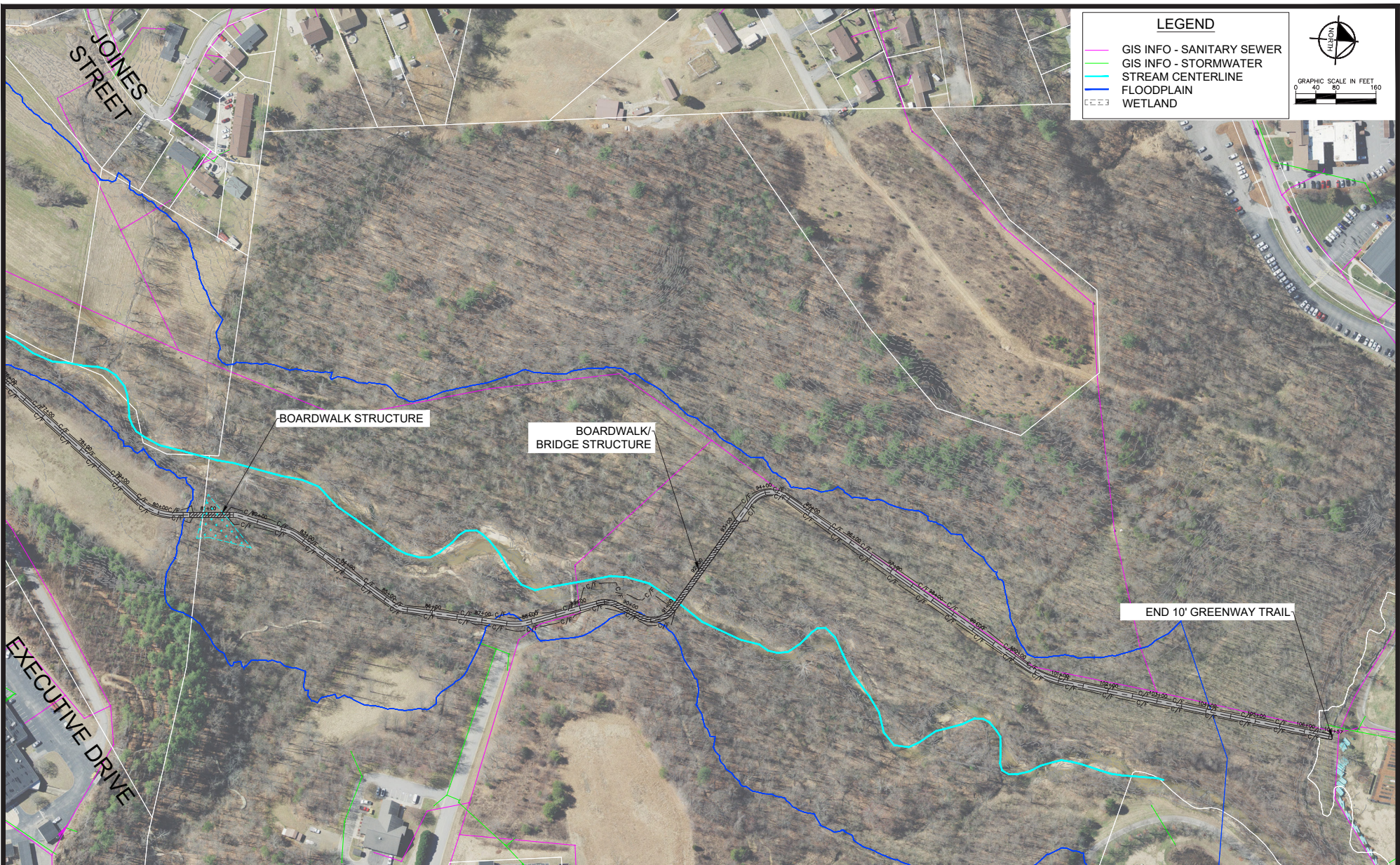
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SHEET 6 OF 7

Kimley»Horn

 LICENSE #P-0102
 200 SOUTH TRYON STREET, SUITE 200
 CHARLOTTE, NORTH CAROLINA 28202
 PHONE 704-333-5111

Drawing name: C:\Users\John\OneDrive\Desktop\LocalTemp\Aschubler_39700\Winesboro Concept Exhibit.dwg
Layout: (6)
Mar 28, 2024 9:59am by John Moore



LEGEND

- GIS INFO - SANITARY SEWER
- GIS INFO - STORMWATER
- STREAM CENTERLINE
- FLOODPLAIN
- WETLAND

N
S

GRAPHIC SCALE IN FEET
0 40 80 160

Town of Wilkesboro - Sidewalk and Greenway Feasibility Study

DATE: 3/21/2024

SHEET 7 OF 7

Kimley»Horn

NO. LICENSE #F-0102
200 SOUTH TRYON STREET, SUITE 200
CHARLOTTE, NORTH CAROLINA 28202
PHONE 704.366.5131

Appendix E: Public Survey Results

Wilkesboro Paved Trail Feasibility Study Public Survey

Project Engagement

VIEWS

881

PARTICIPANTS

345

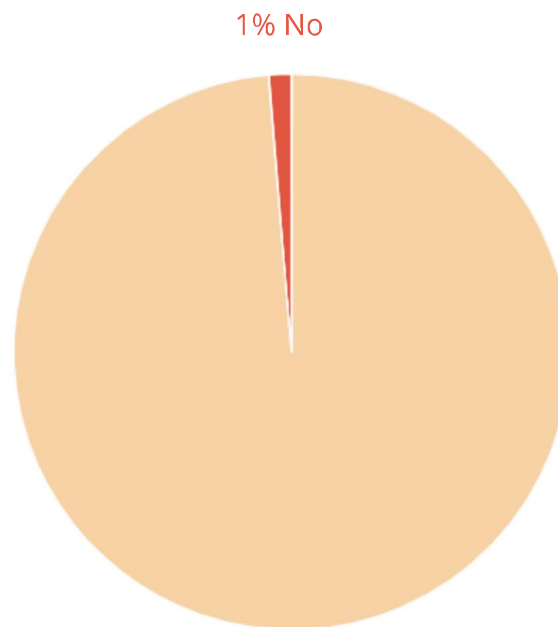
RESPONSES

3,359

COMMENTS

271

* Do you have access to a personal vehicle at least most of the time?



1% No

99% Yes

304 respondents

No data to display...

No data to display...

If you responded no to question 1, how do you usually get around?

car

5 months ago

Vehicle

5 months ago

My personal vehicle

5 months ago

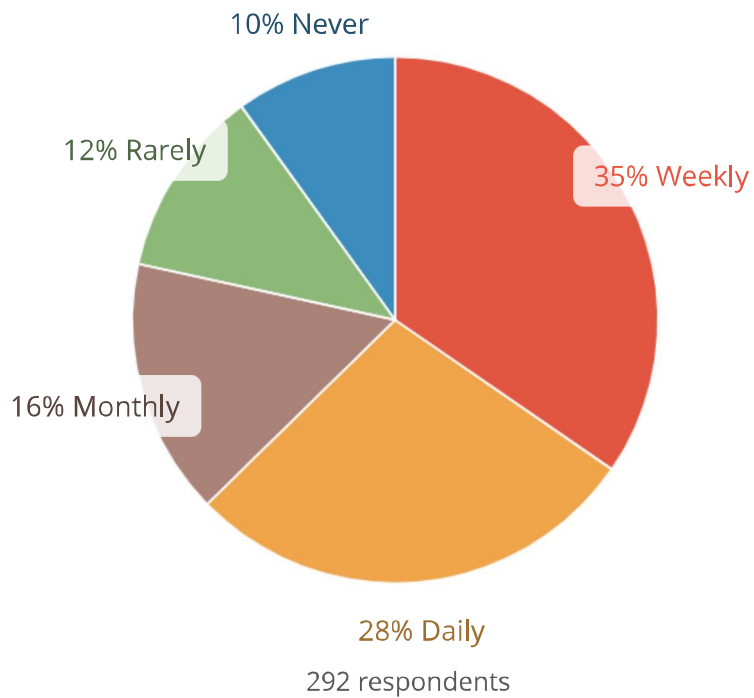
car

5 months ago

Vehicle and Bicycle

5 months ago

* How often do you bike, walk, or roll around Wilkesboro?

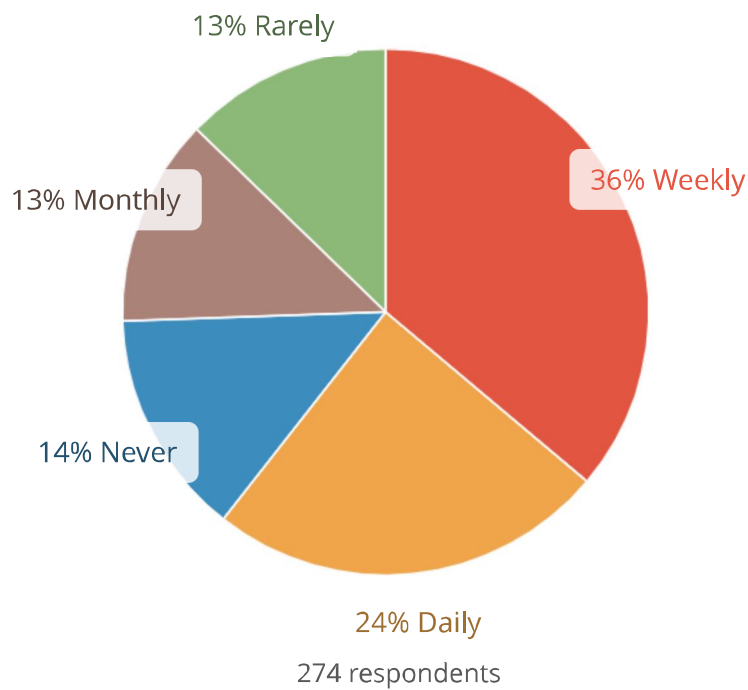


If you walk, bike, or roll, what is the purpose/where are you going? **Drag your choices into the box**

89%	Exercise	Rank: 1.17	170 ✓
35%	Access destinations like shopping, groceries, etc.	Rank: 2.06	66 ✓
24%	No particular reason	Rank: 2.39	46 ✓
17%	Work	Rank: 2.58	33 ✓
13%	Medical-related appointments and destinations	Rank: 3.08	25 ✓
16%	Other	Rank: 3.43	30 ✓

190 Respondents

* If a greenway/trail system was available in the study area as shown on exhibit above, how often would you use it?



* Which destinations around Wilkesboro are most important to access?

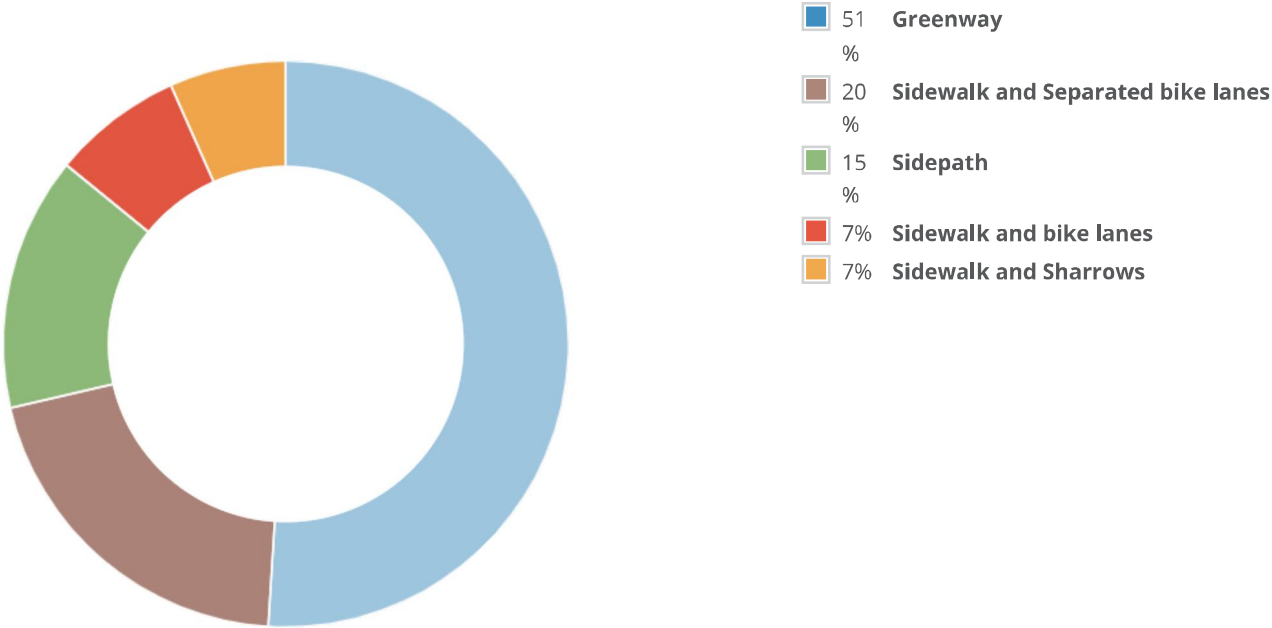
76%	Parks/Community Amenities	186 ✓
49%	Grocery Stores	120 ✓
35%	Shopping	87 ✓
26%	Work	63 ✓
25%	Medical	62 ✓
21%	School	52 ✓
10%	Social Services	25 ✓
8%	Other	19 ✓

246 Respondents

* How important are greenways, sidewalks, bike lanes, and other multimodal infrastructure to you?



* Which facility type do you prefer when walking or biking in Wilkesboro?



255 respondents

* Which criteria are most important when considering a route for the trail?

47%	Connectivity: prioritizing connections to existing sidewalks, bike lanes, parks, schools, trails, and neighborhoods	112 ✓
46%	Safety: routes that minimize crossings with roadways, driveways, routes that are more visible	110 ✓
43%	User experience: amenities such as separation from roadway, shade/tree cover, slopes, scenery, scenic areas	104 ✓
20%	Environment: routes that have less environmentally-damaging impacts (i.e. wetlands, streams, tree canopy)	49 ✓
13%	Equity: prioritizing connections to low-income and historically underserved/underfunded communities	30 ✓
11%	Property Acquisition: alternatives that prioritize utilizing existing ROW, easements, and publicly owned property	26 ✓
9%	Cost: influenced by factors including land acquisition, environmental impacts, bridge crossings, trail/path length and surface	21 ✓
9%	Ease of implementation: select the alternatives that allow the path to be incorporated the soonest. This can include cost, property acquisition, and environmental impacts.	21 ✓
7%	Other	17 ✓

240 Respondents

What street do you live on?

Forest Drive

3 months ago

Forest Drive

3 months ago

Park Place

5 months ago

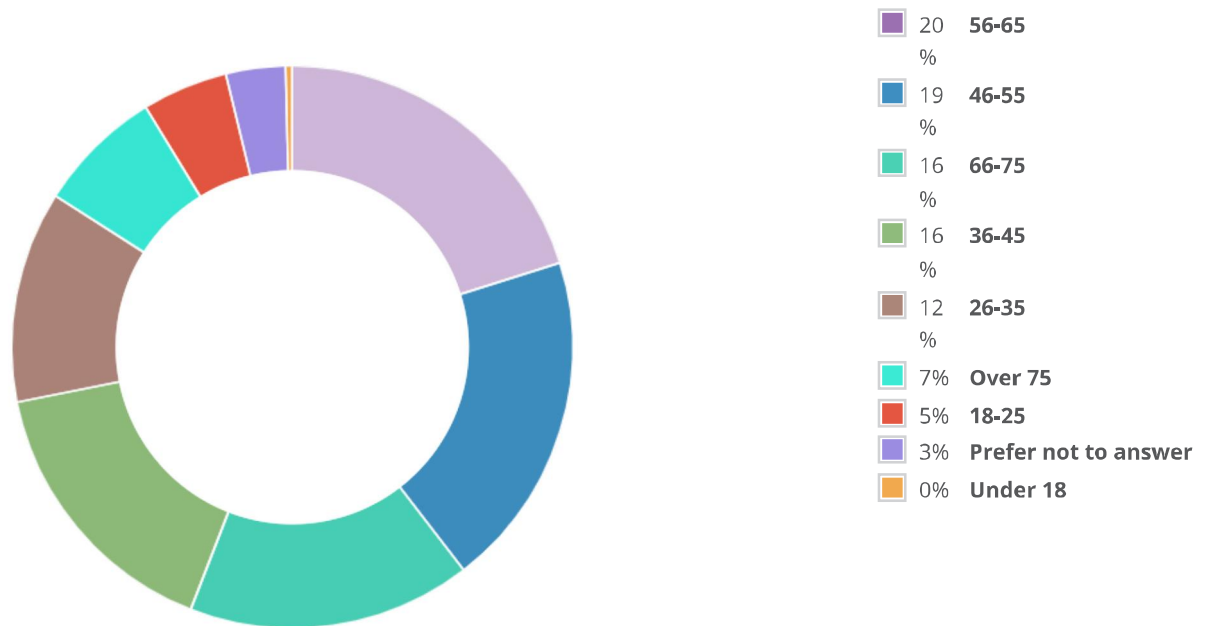
Hill Ave

5 months ago

Oak hill drive

5 months ago

What is your age?



262 respondents

What is your race/ethnicity?

90%	White	223 ✓
9%	I prefer not to answer	23 ✓
1%	Black or African-American	3 ✓
1%	Hispanic, Latino, or Spanish	3 ✓
0%	Asian	1 ✓
0%	Other	1 ✓
0%	American Indian or Alaska Native	0 ✓
0%	Native Hawaiian or Other Pacific Islander	0 ✓

248 Respondents

Do you have any other comments?

Attended meeting at the old courthouse last week. Purpose was to inform us of greenway feasibility study. Very impressed with our reception as we entered and were given directions to the meeting.

After going back and reading an article in the Wilkes paper that was written a year ago that explained the purpose of this particular greenway, I became very confused when I recalled the purpose we were told at the meeting. A year ago it was explained as a means for those without transportation to walk to Food Lion and downtown Wilkesboro from the surrounding area with emphasis on the public housing areas. Seems like we got a different pitch last week. A much kinder and gentler approach more akin to bringing Mayberry or perhaps a climate similar to Cheers back where everyone knows our name. Those days are gone and running a greenway thru peaceful neighborhoods won't bring them back

Greenways need to stay out of our peaceful neighborhoods and far enough away where they don't bother citizens trying to enjoy their backyard. The proposal to travel on all these roads and walk between the neighborhoods on both sides of the new Cub Creek bridge shows no consideration of our desire for peaceful and quiet living. Doubt if the consultants studying all the concerns even considered what it would be like to have all this new foot and vehicular traffic and increased threat to security caused by this greenway proposal. Greenway should be out in areas sparsely populated.

3 months ago

Greenways should stay out of neighborhoods with few if any exceptions. We don't want strangers causing more threats to personal security, our dogs and our peaceful relaxation in our homes and yards. Anyone walking down on Cub Creek at the new bridge is like an actor in an amphitheater. Their voices are magnified as if using a bullhorn. Our backyard would be a place that the noise would be a nuisance to both us and our dog. Try telling a German Shepherd he should not bark at people and other transients walking by our backyard. He can smell a threat every time residents walk their Dogs by but over the years we have peacefully co existed. Greenway traffic will increase and vary so if you put this greenway thru our residential area you are essentially telling us our privacy and security does not mean anything anymore

In essence there will be "no" peace in the valley for us so you folks just shut up and enjoy all your new friends. Sort of like the finger our country is giving us by opening the southern border!

3 months ago

Personal safety concerns for people on the "greenway" and for those living in close proximity to it. Seems like the planners are more like "dreamers" and envision if they can get everyone to stroll around and come in to town then voila Wilkesboro will be a reincarnation of Mayberry. Unfortunately I think our society is moving in the opposite direction. Working at home, masking, open borders, theft less regards for laws etc I do not want a homeless camp in my backyard nor do I want increased pedestrian traffic in close proximity to my residence. Not sure the planners / dreamers can be expected to empathize with the threat senior citizens feel from the very thought of having to deal with increased threat of home invasion. Your proposal shows the greenway going through most of the area which is absolutely wheelchair unfriendly. Reliance upon signage to alleviate all the warts on this proposal is in my opinion a fool's errand. Gun free zone. No loitering, camping, speed limit signs don't work much anymore

I'm already looking at things I can do to improve my property security because I'm convinced this grant will be milked for every cent the town can get out of it

3 months ago

I do not want any additional traffic invited into Westwood Hills. We have too much unauthorized traffics as is.

5 months ago

As a marketing person, it is obvious this survey is not at all unbiased. It gives options that only point toward the building of this public greenway through a private community. This should never happen. These types of walkways should only be built to connect public areas not run right through private property/communities. My husband & I are very concerned at the lack of safety that will arise if strangers are given access/ allowed to pass by personal homes/yards at any given time of day or night. Please rethink this plan.

5 months ago

This survey is somewhat leading and does not ask fair questions, in my opinion. It does not ask about people's current exercise habits appropriately, and assumes this project is a foregone conclusion, (yes I understand that the money has been spent to develop the project and grants with caveates have been proposed). This portrays that this is in the best interest of all of your constituents. If we are past that stage already, why send out a survey? I use and love the Wilkesboro Greenway systems almost daily. But currently, none of the Wilkes greenway has sidewalk access through neighborhoods for the sake of diversity and equity. Why the change to the greenway system and why in Woodfield? I have serious concerns about the safety of homeowners, walkers, drivers, and bikers travelling through Woodfield and especially across highway 16. No matter how you plan it, it will not be safe. You can't put a crosswalk across a 55 mph highway. You shouldn't put sidewalk access so close to existing homes in the neighborhood. The blind corners in woodfield are already dangerous as is; the hill creates speed problems for any wheeled exercise vehicles; the dam is too narrow for road and sidewalk. You need to do better before moving forward town planning board!

5 months ago

The greenway is amazing. Expanding it would make it even better for the county to use for recreation and everyday life.

5 months ago

Even though this sounds like a great idea, we already have an increasing problem with homelessness and people sleeping in areas access by trails. These types of routes encourage this. Rather than build more new trails I would like to see current trails spruced up, modified and made more safe. I'm absolutely opposed to a trail that runs through Woodfield as there's already traffic here that is dangerous and lots of blind spots. I better use of money would be to try and continue to help the people in poverty overcome it so that we don't have some of the issues we already have on homeless people camping on trails. I'm very concerned about the safety issue first and then the impact of property values by running a trail through a subdivision. Owners here paid higher prices to have privacy and have an HOA with restrictions so that property values stay consistent. Rezoning to allow for this absolutely strikes down on what owners have paid for and we should be highly compensated if this is to be brought to pass. I would challenge any leader, making a decision if they would want a path going through their backyard when they paid for privacy.

5 months ago

I am very concerned and against building a greenway connection through Westwood Hills neighborhood. This is a nice neighborhood that is family oriented that does not need additional traffic, as it already has enough people cutting through it. It is not fair to homeowners on the streets that will be affected to lose part of their property and privacy, and it is not fair to the rest of us to increase traffic in our neighborhood. I am also concerned about neighborhood safety by inviting non-residents to be strolling through what is currently people's yards. There is no reason to invite non-residents to travel through our residential neighborhood anymore than what we already have. We are a neighborhood, not a thoroughfare. I also disagree with even thinking about a greenway crossing HWY 16. A greenway should be out in nature where you can get away from the crazy, not through a development and across major roads...that is not peaceful or enjoying nature. We already have a wonderful greenway system here with numerous public access points along with a wonderful park system. Please don't do this to Westwood Hills and please respect the residents who want a peaceful neighborhood and bought here for that reason, not to live on a greenway. Thank you for taking this into serious consideration.

5 months ago

we do not need this

5 months ago

We already have enough homeless & drug dealing going on at different areas of the greenway now. I do not use the greenway at all for these reasons. So why do we wish to bring this mess into our neighborhoods?? If this money is for infrastructure or roadways then fix the roads in town. The street in front of Tyson is horrible with pot holes & sewer grates that have such large dips around them people will pull into the other lane to miss them. Cherry street that runs from 16/18 to beside of Tyson has been worked on twice & it is still an obstacle course for evading the manhole covers & watch the bid swoop dip near Ward & Ward Reality. There are so many other improvements that could be made to the Town of Wilkesboro other than more places for homeless to camp. What about helping find a place for the homeless that is not on our creek banks, trails that people wish to use or our greenway. Why not use the money to help lift The Town of Wilkesboro up instead of taking the risk of putting neighborhoods in the possibility of danger from drugs & robbery . Listen to the people of our town. How about a place for extra parking near the old courthouse when we have the concerts in the commons? Or movies on main. I know several people have to park at the post office and then walk & carry their chairs & children for either one of these activities. The activities are amazing & everyone loves attending them. However extra parking or even away to transport people to the area would be even better. Not everyone who attends are young, childless or in fantastic health. There are so many other improvements the money could be used for other than connecting paths that people are afraid to walk now.

5 months ago

No

5 months ago

None

5 months ago

When the planning boards are looking at ways to develop whether it's businesses or greenways please look at all factors involved and not just what the needs of a business especially when it's going to be a danger to our town and neighborhoods. I have lived in many different cities and more research needs to be done before just coming up with a plan and someone with money paying for it!!

5 months ago

We don't want this in Westwood Hills! Reduced privacy, traffic, crime, trash etc. This is not a good idea for the residents in our neighborhood.

5 months ago

I think other projects would be more beneficial than this proposed project. Westwood Hills does not need a bike lane, side walk or walking trail through our residential neighborhood. As indicated by road signs no through traffic is allowed so why would foot or bike traffic be allowed?

5 months ago

-

5 months ago

Connecting Westwood hills to wood field would require a bridge over 16/18. Bad idea and a waste of money. Use it on something more useful to the community

5 months ago

It seems more

Logical to use one of the wet wood hills road closer to wes to connect to the school bra dogwood. Plus who would want to

Climb that hill?

5 months ago

If the town would like to build on to the greenway, that is fine, but it has absolutely no business going through a residential area like Westwood Hills neighborhood. This area has no business being used as a cut-through for people who do not live here. This creates only problems for individuals directly impacted, such as loss of already small yards, destruction of private property, safety/privacy risks, increased vandalism and theft, more litter and trash for residents to clean up, etc. would you really want a third of your yard taken so strangers could walk past your mailbox and where your kids and pets play? This plan is completely unacceptable. It is easy for people who aren't impacted to only see benefits and to not actually see the immense harm that this would bring. Also, it is highly disappointing (and obvious) how this survey is designed to only receive positive responses on this matter.

5 months ago

I am strongly against the building of this connector. I regularly use the mountain bike trails as well as the greenway. I believe that by building this through our neighborhood will be of no real benefit to anyone who actually lives in the neighborhood. In fact I believe that it will negatively impact both land and homeowners in the neighborhood as it will cut down on front yard size in a neighborhood that already has small lots. This will also increase foot/ through traffic in the neighborhood. I am strongly against this, when I purchased my home one of the deciding factors was the privacy/ size of the neighborhood.

5 months ago

All for anything to improve safe exercise options closer to home.

5 months ago

I would be willing to volunteer to help if there is any needs on the greenways .

5 months ago

Westwood Hills residents would like an alternate plan that does not go through the neighborhood. Can you utilize the woods or large shoulder area on the side of hwy 421 and/or hwy 16?

5 months ago

Many Westwood Hills residents do not want more traffic through the already busy neighborhood. Most people are not town residents that cut through. Safety is a concern for those already walking for exercise and leisure.

5 months ago

I am completely against a sidewalk being built in Westwood Hills. The residents will not benefit from this, and it will only cause problems for them.If you would like to improve access and provide equal opportunities, then you need to improve public transportation.

5 months ago

Putting a connecting sidewalk from the Greenway through a housing development is absolutely unacceptable. Not only would it be more foot traffic, but more for homeless and other dealers walking by our homes and yards. This is a stupid and unsafe idea and it should not be allowed! We do NOT want this here!!

5 months ago

Please reconsider this. Could a trail not be created along the old nature trail at the end of School Street, up the hill behind the Civic Center? This would be much more beautiful and practical solution.

5 months ago

I am very concerned about the proposed sidewalk through our neighborhood. I don't believe it will be used for the purpose that's stated but rather as east way for people to access our homes and mailboxes for theft. If the main concern is mobility of people without vehicles, a much better solution would be to set up access to public transportation such as give vouchers for free trips with WTA not tearing up people's property and exposing our children and pets to strangers in our own front yards.

5 months ago

I am a resident of Westwood Hills, and I live on Dogwood Drive. I am completely against the proposed sidewalk that will be coming down my street as I see no benefit from it whatsoever. This is a residential neighborhood, and the only people that should be walking through our streets are residents. We do not need an increase of foot traffic in our neighborhood and I believe that it will bring with it many negative effects, such as vandalism, theft, and trespassing.

5 months ago

I love the greenway, but rarely have time to use it.

5 months ago

Our household is opposed to the Proposed project that would include putting Greenway through our neighborhood.

5 months ago

Have strong safety issues with greenway proposal in back of my property for following reasons (1) a very secluded area as far as police protection (2) FIRE DANGER in an area that a fire truck could not get to quickly if needed. History is that severe droughts cause this area to be at high risk for a person on greenway to throw a cigarette down that could quickly burn my house down as it would race up the hill (4) become an enticement for homeless camp along the Cub Creek that would have camp fires and other problems as the other camps in area. People wanting to walk trail leaving their vehicles along Fairview Circle and Woodfield Way. This would also raise the danger of theft to the residents of Woodfield. The remoteness of this area leaves a big hole in our police protection.

5 months ago

No

5 months ago

I'm concerned about the safety/traffic through Westwood Hills. It seems the Woodfield residents aren't as directly affected. Could the path be redirected from Food Lion through the woods towards Wilkesboro Elementary, instead of directly through Westwood Hills?

5 months ago

Don't use Park Place area forest or woods to cut through. Cutting through by the ponds may disturb the geese and ducks. If it has to go along Woodfield, just stay on Woodfield, adding a sidewalk. Westwood Hills wants to stay secluded, so maybe another route could be found. Don't put it by the proposed concrete plant/asphalt plant (which is another horrible idea!!!-right by Headstart School and Cub Creek park!!!).

5 months ago

Thanks! It's exciting!

5 months ago

No

5 months ago

I think this is an awesome idea! However a concern of safety come into play.. how would we get emergency personnel into this trail if needed? At what point would they have quick reasonable access.. should we connect this trail to a k-5 school? Logically, in todays time.. is this safe? & per say, sidewalks to extend further from the town of north wilkesboro on to the roads to the college, ymca, on out that way? Even sidewalks going from wilkesboro up to Walmart/ urgent care/ 90% of Wilkes county restaurants.. I think this would be more of an area people are drawn to. I know the look is for a "greenway" but alternate transportation users would benefit more if able to get to these places for the people in need.

5 months ago

No

5 months ago

Strong safety issues as a homeowner who has 2 lots where the trail intersects; these are public in very secluded area, 2) fire danger by unknowns in an area that is not accessible by fire truck, 3) adequate police protection on this secluded area 4) prevention of homeless individuals setting up camps in the area along creek of Fairview Circle as owner of two lots that could be adversely affected.

5 months ago

My family loves the current greenway but can't wait to see what additions are made to it.

5 months ago

Not at this time

5 months ago

The proposed plans to further enhance our greenway systems will not only help with boosting our local economy, but help with connecting our local community's together by allowing a safe and effective way for exercise as well as communing.

5 months ago

The more connectivity with the greenway and existing trails the better!

5 months ago

Great investment in infrastructure!

5 months ago

N/a

5 months ago

Would love to see more greenway

5 months ago

This is a great way for families, friends and a singular person to get out to relieve stress and work for a healthier lifestyle; whether it's physical or mental! Every county I go to hike or ride bikes, I see these trails being used a lot for all ages. This would be a very important project for Wilkes as it is growing and needs a lot more outdoor opportunities for us all.

5 months ago

Connecting trails to make biking and walking easier should be a top priority

5 months ago

No

5 months ago

These trail are very helpful to the homeless and low income families who don't have vehicles they are just as important to nature lovers of nature and all those who already use the green waya in all the ways they do. I'll never forget riding bike with my grandparents on the original stretch of green way behind the dentist office. Those are memories I recall while traveling the green ways today with my husband and son. As well I have had hard times in my life and the Greenway was a very helpful way for me to access different areas of town safely. No matter what the situation I was in I always felt safe and equal on all the paths.

5 months ago

This is exactly what our town needs to connect every neighborhood and community to our beautiful parks and greenways.

5 months ago

Need walkway on rt. 16 from 421 entrance to Woodfield Way in front of Foodlion. People are always walking day and nite along this road. It is not lit up and grass covered so very dangerous.

5 months ago

As a resident of Westwood Hills, I view this proposal as a nightmare to the safety and privacy of the residents of the community. The safety of our children and residents being in their own yards seem to be issues that are not involved in your survey. We are a quiet community that is well known for our peace and safety. This proposal will introduce more traffic of strangers directly through our community and in our own yards. We have to battle the flow of out-of-neighborhood motor vehicle traffic at the present time due to people taking shortcuts through our community to reach Wilkesboro Elementary & other destinations. Our current greenway has no other area where the greenway travels directly through a residential area. Why should one of the largest and oldest communities in Wilkesboro be burdened with the new safety and sanitation issues that the passage of the greenway would introduce to our lives and homes?

5 months ago

Connecting the trails via greenways would give us an edge on outdoor tourism.

5 months ago

Baby boomer population is expanding. in Wilkes . They need easier access to shopping, doctors, etc. and more affordable housing. There's a great lack of housing available for seniors and low income. They should be top priority, especially the seniors since it's the largest population now. Seniors should be top priority because we're all heading in that direction and with the declining younger population Seniors should be first.

5 months ago

5 months ago

Enjoy bike trails like Cub Creek

5 months ago

none

5 months ago

Thank you for your commitment to better the recreation of Wilkesboro!

5 months ago

Why is ethnicity a factor??

5 months ago

One of the things I love most about living in Wilkesboro is all the trails and greenways.

5 months ago

I know that my family and I would love to have the greenway trail near our house. It would be nice to start from home and walk/bike to the park.

6 months ago

This would be a great asset to the community

6 months ago

no comment

6 months ago

Need some fishing decks on the Yadkin river

6 months ago

correction -- underserved

6 months ago

Significantly increasing access to public transportation for low-income underserved areas is as important as expanding the biking/walking/rolling paths. Weather and health conditions are limiting factors for low income/underserved area residents who need access to groceries etc,

6 months ago

Would love to see the greenway connect by the new playground at Cub Creek to the other small stretch behind the old YMCA and extend to the lake. Adding another public restroom near the new playground would be helpful.

6 months ago

Although I don't live in the town limits, I do appreciate the public health and accessibility aspects of improving walkability in Wilkes.

6 months ago

I would love to see both greenways along with separated bike/sidewalks in Wilkes. I think it would be great to see Wilkes become a tourism town with a great greenway that connects the towns and the outdoors. We need some additional things to bring people in such as bakeries, shops, breweries, and events. I think Wilkes should look into towns like Travelers Rest (SC) and see what they have done with the Swamp Rabbit Trail. This trail connects the small town to its restaurant, breweries, and even the larger city of Greenville. Another example is Bentonville (AR) and what they have done with the local trails there. They have done a great job connecting the outdoors to the community. I believe Wilkes has the potential to be a Brevard type destination. We need to focus on the outdoors and connecting the parks to the community. Doing this by polishing our existing parks, building new ones, and connecting these to the community.

6 months ago

Would love to see connection between the current greenways and the lake!

6 months ago

An asphalt plant will not encourage people in community to use walking trails in city limits. Please don't allow.

6 months ago

What happened to making a sidewalk over the Yadkin River on the bridge between Lowes Motel and Arbies? Remember those folks who were killed on that bridge?

6 months ago

No

6 months ago

These ideas would be a great addition to our community.

6 months ago

Love the Idea, the Greenway is one of the things my family enjoys the most in the area!

6 months ago

no

6 months ago

No

6 months ago

Nope

6 months ago

I walk daily at Cub Creek where it is safe, well-maintained, and beautiful. I prefer to walk where it is quiet, in natural spots and often walk the hikes along the Parkway.

6 months ago

we have parks running out our ears... and honestly they are too far apart to want to travel from one to the other... quit catering to the alcoholics and the alcoholic town manager as every event he gets wasted at the pavilion.

6 months ago

This is really cool, I am very invested in alternative transportations, and this would be a WONDERFUL investment to our town. I have been very devoted to studying how towns and cities can best use bike lanes, and if it fits into your budget, having solid barriers between the road the bike lane are very important. The more we can portray that our local government takes safety of riders into consideration, the more people will want to use it. Just a painted line on the road will not keep a rider safe, and it shows that the town does not care enough to bother with actual transportation planning.

6 months ago

We ride as a family and it would be so nice to be able to have a safe way to ride all of the Greenway to parks

6 months ago

Love the idea of connectivity, access to outdoor space, and improved accessibility particularly for those without vehicular transportation! This is exactly the type of investment that we like to see our community making (as opposed to concrete-asphalt plant development in similar location).

6 months ago

Thank you

6 months ago

I prefer gravel paths for running and biking
This was not covered in survey

6 months ago

No

6 months ago

Our entire neighborhood does NOT want this to happen. This will welcome unwanted traffic into our backyards

6 months ago

When I was a child living here in Wilkes there was nothing to do. I am glad to see there there are more pedestrian friendly places to go. I had to walk along roads with no sidewalk as a teenager.

6 months ago

Thanks for providing the greenways and planning improvements and extensions!

6 months ago

So looking forward to the connecting of the greenway to the industrial park trail! Great idea!

6 months ago

really like what Wilkesboro is doing; young grandchildren love events at The Commons when they come from Asheville; great job!

6 months ago

I think this is a great idea for the community! I would love for Wilkes to be more bikable and walkable.

6 months ago

Excited about this but how to get kids motivated to use it?

6 months ago

Please reconsider the path between Fairview Circle and Park Place. It is not needed and serves no purpose. Thank you.

6 months ago

Would rather not have this going by my residence

6 months ago

We are in favor of sidewalk & greenway extensions & enhancements

6 months ago

It would have been nice for a similar survey to be extended to the community so close to such a project for the proposed concrete and asphalt plant.

6 months ago

Thanks for chance to give input

6 months ago

Not at all in favor of any proposals connecting Woodfield Way to the proposed Greeway extension.

6 months ago

No

6 months ago

I love our greenways! Excited for more options

6 months ago

It will be great to have a safe place to walk.

6 months ago

I have extreme concerns of the "traffic" that will be coming through our neighborhood (non-residents). Safety of our neighborhood is a huge concern.

6 months ago

I don't want this near my property.

6 months ago

I am not in favor of Greenway through my neighborhood.

6 months ago

No

6 months ago

Would prefer that the greenway didn't cross 421 and connected to Woodfield way. Concerned over security, homeless camps and safety. Who will be monitoring and patrolling?

Side walks on woodfield way would be appreciated. Not sure how you would connect to Westwood Hills crossing hwy 16. We have a lot of widow and widower's who live in Park Place. So security is a priority!

6 months ago

Everyone needs more exercise, a benefit to all

6 months ago

Do not want a walkway in front of my house. I will not feel safe with people walking all times of the day.

6 months ago

Who idea was it to effectively run the Greenway via sidewalk through a Subdivision that is labeled no through traffic on each end of it? There is no need for a sidewalk through a subdivision that isn't supposed to be used as a passthrough to begin with. This will only invite trouble into our neighborhood. We live here because it is relatively peaceful. We don't need the public parading through our front yards.

6 months ago

I don't like the idea of extra pedestrian and bike traffic in our neighborhood.

6 months ago

I'm not sure I want more traffic in our residential neighborhood.

6 months ago

Connecting the greeway to Woodfield is a terrible idea. Cub Creek residents would be in Woodfield all the time.

6 months ago

The idea of putting a sidewalk thru a subdivision is absurd. This will only bring crime & issues into our neighborhood. People that do not live in Westwood Hills have no business walking thru our neighborhood. This will only cause issues with things being damaged & stolen, not to mention risk to our children and animals. This should not even be a consideration.

6 months ago

The proposed route would be fantastic. Currently I drive to the greenway everyday for exercise or to take my children to the park. Our family would use this greenway extension daily. I would however be very happy if the greenway does NOT go by an asphalt/concrete facility—we moved to Wilkesboro for the nature, if we wanted to breath fly ash, we would have stayed in the big city. So I URGE you not to allow this asphalt plant to be built. Thank you

6 months ago

I'm excited and fully support this plan.

6 months ago

The proposed sidewalk and greenway are great ideas.

6 months ago

We prefer to see investments for greenways for exercise and recreation; not sidewalks that connect neighborhoods as this will increase foot traffic in close proximity to homes. My option is the lots in our development our not large enough to support a sidewalk and still give the homeowners peace of mind from complete strangers walking less than 50 feet from your front door. In addition, I believe the residents of Westwood would benefit more from an expanded greenway for exercise and recreation than a sidewalk that they would rarely use.

6 months ago

These streets weren't designed to handle all this cut thru traffic and pedestrians as well. I'm opposed

6 months ago

Too much traffic now. People cut thru here to take kids to school. Streets aren't designed to handle this traffic and pedestrian as well.

6 months ago

Too much traffic in this neighborhood now. People cut thru here to take kids to school. Roads can't support current traffic safely.

6 months ago

The proposed route through the high-traffic Westwood Hills neighborhood is not supported. This route will infringe dramatically on the privacy and safety of the residents of the neighborhood. No route through an existing neighborhood is supported.

6 months ago

There is already too much traffic and transient people roaming around Westwood Hills. We don't need anymore vehicles or pedestrians in this neighborhood. This is already a cut through neighborhood for school traffic and the Town has failed to do anything about it other than install these pathetic speed bumps. We don't want this project in our neighborhood

6 months ago

I think this is a wonderful idea and would make it safer to walk in our area

6 months ago

Not a good idea to have the asphalt plant near. If that passes I will be moving.

6 months ago

I like the direction Wilkesboro is going with greenways and downtown activity.

6 months ago

Great plan. Shape the world to your dreams so the next generation may live them.

6 months ago

Fix the sidewalks we already have! I have been told for YEARS that the depilated sidewalk on School Street would be fixed, and it is now in the condition of a gravel trail.

PROPERLY maintain the trails we already have. Use proper landscaping and arborist techniques.

Connectively is wonderful, but we need to maintain what we have already and what we build in the future.

6 months ago

None

6 months ago

Na

6 months ago

Need sidewalk Woodfield way lots of blind spots

6 months ago

No

Our police department could Patrol the neighborhoods more instead of hiding behind the Tyson building of School Street

6 months ago

No

6 months ago

N/a

6 months ago

Fix the sidewalks we already have! I have been told for YEARS that the depilated sidewalk on School Street would be fixed, and it is now in the condition of a gravel trail.

PROPERLY maintain the trails we already have. Use proper landscaping and arborist techniques.

Connectively is wonderful, but we need to maintain what we have already and what we build in the future.

6 months ago

What the map shows looks like a nice project. I would definitely use it regularly.

6 months ago

Thank you for progressing!

6 months ago

It is extremely important to the health and livability of our town to increase greenways, sidewalks and bike lanes for people to access shopping, work and recreation. We've done so much to improve parks and downtown, let's keep improving!

6 months ago

.

6 months ago

No

6 months ago

People will get out when there are more "safe", convenient options for riding and walking .

6 months ago

No

6 months ago

Look forward to seeing what is done.

7 months ago

I was shocked and upset to hear that your board voted to approve zoning for an asphalt/concrete plant right beside of the proposed greenway. This greatly undermines all of your efforts to create this beautiful space. Now the health and environment of our community is at risk. We won't even be able to use the greenway because of how polluted the air and streams will become. Not to mention how ugly this will look and how negatively it will impact future development. How could you do this to your local community?

7 months ago

The growth in trails and connective pedestrain walkways and bike paths is a major step in future urban growth for Wilkesboro

7 months ago

I have witnessed tremendous growth in Greenways, Trails and Connective bike lanes which add tremendous value to our community!

7 months ago

No

7 months ago

The Greenway is such a wonderful asset to Wilkes. Caring for it, expanding it, and funding it should be a priority.

7 months ago

Take down the stop signs on Main St and put the traffic lights back. Traffic backs up routinely in town.

7 months ago

Would be pointless if next to a concrete plant.

7 months ago

Very exciting!

7 months ago

No other comment.

7 months ago

Connectivity is vital for the success and enjoyment of our community. By making our greenway as functional as it is beautiful, it will serve as an invaluable resource in Wilkes.

7 months ago

I'm absolutely thrilled at the prospect of expanding the greenway system. I walk on the greenway system daily and would love an extension out here. How does an asphalt and concrete plant fit into Wilkes outdoor goals? Why spend money on cub creek park when the runoff is going to be in cub creek and endanger children? How does this make any sense? A 5 minute google search clearly shows the hazards of this. We already have a chicken factory, why would we further decrease our air quality?

7 months ago

I love all the improvements being made to the community. It's great to encourage new people to the community!

7 months ago

I vehemently oppose the suggested location of the proposed asphalt and concrete plants near this planned greenway site. I am frustrated that the town has allowed the construction to start and zoned it for a heavy use space. Choose the lane, are we for outdoor economy or making it easier for businesses who already have access to land and money?

7 months ago

Thank you!

7 months ago

Not at this time.

7 months ago

Nope

7 months ago

Country club area / Woodfield residential does not want the greenway to connect to our developments . This would cause a lot of crime

7 months ago

I don't think it would be wise for the town to commit to such a huge project if they are also considering placing a concrete plant in the same general location as the potential site for the new greenway paths/sidewalks. It definitely sends mixed messages to our greater Wilkesboro community.

7 months ago

None

7 months ago

Nope

7 months ago

7 months ago

none - great project

7 months ago

Which criteria are most important when considering a route for the trail?

0 respondents