

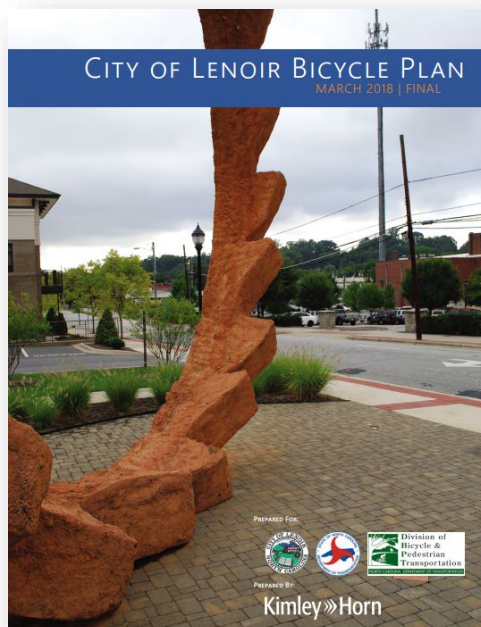


Bicycle and Pedestrian Planning Grant Initiative – 2020

Bryan Lopez
NCDOT, Integrated Mobility Division

Agenda

- Program Overview
- Website Resources
- Application Process
- Plan Development

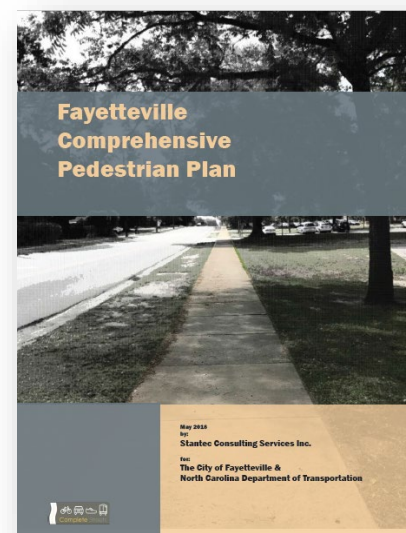


● Bicycle Plan
 ● Bicycle/Pedestrian Plan
 ● Pedestrian Plan
 ● Bicycle Plan and Pedestrian Plan (2 Plans)
 ● Project Acceleration Plan
 ● Corridor Plan

- \$500K per year = +/-10 plans
- 500 applications, 205 awarded
(117 pedestrian, 53 bicycle, 32 joint, 2 accelerated, 1 corridor)
- Cover approximately 40% of the State
- \$6M awarded to date

Purpose

- Develop a framework for a robust bike/pedestrian environment.
- Generate STIP, incidental and local projects.
- Strengthen ability to secure funding from outside sources.
- Develop an approach for implementation.
- Promote bike/ped education and safety in municipalities (standard plans).
- Develop policy amendments (standard plans).



Website Resources

- Planning Grant Initiative –
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>
- Example Plans -
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Grant-Recipients-and-Completed-Plans.aspx>

Application Process

- Key Dates
- Types of Plans
- Eligibility
- Local Match and Estimated Cost
- Choosing the Right Plan
- Application Requirements
- Application Instructions
- Frequently Asked Questions
- General Tips
- Implementation Survey

Key Dates

Activity	Date
Issue Call for Proposals	February 17, 2020
Application submission deadline - 5:00 pm (Thursday)	May 19, 2020
Awards Committee makes recommendations to NCDOT	July 2020
Board of Transportation gives approval	August - September 2020
Municipalities notified of award	August - September 2020
Municipal Agreement executed	November – December 2020
Notice to Proceed issued (and consultant assignments)	January - February 2021
Plan completion deadline (standard plan)	12 months from Notice to Proceed

The **Awards Committee** includes DBPT staff and individuals with professional experience in developing, administering, and/or implementing bicycle plans and pedestrian plans. These individuals represent municipalities of varying sizes, MPO's and RPO's, COG's and other appropriate agencies and organizations.

Types of Plans

- (1) **Comprehensive Bicycle and/or Pedestrian Plan**– offers an assessment of the entire community, that includes an extensive existing conditions analysis, guidance and recommendations for projects, policies, programs, and strategies for implementation.
- (2) **Project Acceleration Plan** – offers an abbreviated plan focused on the identification of priority projects that are implementable for smaller communities with more limited resources.
- (3) **Plan Update** – offers an assessment of the existing plan, its structure and how it has been utilized by the community, and includes an evaluation of past program, policy and project recommendations. The update will further provide guidance and recommendations for projects, policies and programs, as well as new strategies for implementation.

Eligibility

- All NC municipalities are eligible; Counties with a population of <50,000 population are eligible.
- Municipalities with a population over 10,000 are only eligible to apply for a bicycle plan or pedestrian plan.
- Rural communities with a population of <5,000 are eligible to apply for project acceleration plans.
- Municipalities who currently have a comprehensive bicycle and/or pedestrian plan at least five (5) years old may apply for a new plan or plan update.

Population	Comprehensive Bicycle Plan	Comprehensive Pedestrian Plan	Combined Bicycle + Pedestrian Plan	Project Acceleration (abbreviated plan)	Plan Update*
Town or city < 5,000 population	✓	✓	✓	✓	✓
Town or city between 5,000 and 10,000 population	✓	✓	✓		✓
Town or city > 10,000 population	✓	✓			✓
Counties < 50,000 population	✓	✓			✓
Counties > 50,000 population	Not eligible				

*Existing plan must be at least 5 years old to be eligible for Plan Update.

Choosing the Right Plan:

Rural Communities with <5,000 population

Plan Components	Standard Plan	Project Acceleration Plan
Local Match	Approx. \$5,000	Approx. \$3,500
Timeframe	12 months	4-6 months
Steering Committee	4 meetings	2 meetings
Project Identification	Comprehensive evaluation of existing conditions that guide network recommendations	Selected priority projects throughout the community
Programs & Policies	Customized recommendations	References to resources

Choosing the Right Plan: Plan Update vs. Standard Plan

Choose a Standard Plan:

- Majority of facility recommendations are outdated.
- Plans over 10 years old.
- Major development/economic changes occurring in community.
- Policy and program recommendations are outdated.
- Current plan not similarly structured to Content Standards.

Choose a Plan Update:

- Update facility recommendations.
- Update policy and program recommendations.
- Interest in measuring progress of facility improvements.
- Less costly and shorter timeframe for plan development.

Application Requirements

- **Accepted through online portal only**
- **Resolutions** from Locality and MPO/RPO
- **Staff Member Signature** from City/Town/County
- Agreement to participate in **Implementation Survey**

- **Optional Attachments:**
 - Letters of Support,
 - Municipality Map,
 - Copies of Previous Plans (online info),
 - Photos

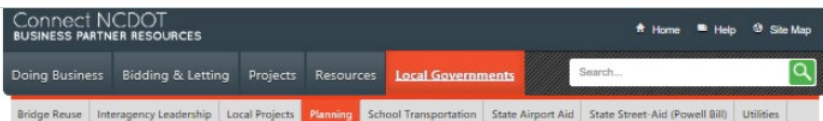
Local Match and Estimated Cost

Municipal Population	DOT Participation	Local Participation
Less than 10,000	90%	10%
10,000 to 25,000	80%	20%
25,000 to 50,000	70%	30%
50,000 to 100,000	60%	40%
Over 100,000	50%	50%

Municipal Population	Estimated Consultant Costs
Less than 5,000 (Project Acceleration Plan)	\$25,000 to \$35,000
Less than 10,000	\$40,000 to \$50,000
10,000 to 25,000	\$45,000 to \$60,000
25,000 to 50,000	\$55,000 to \$70,000
50,000 to 100,000	\$65,000 to \$100,000
Over 100,000	\$85,000 to \$190,000

*Average costs for a **Plan Update** are **50%-75%** of the cost of a standard plan.

Application Instructions



Planning Grant Initiative

Guidelines, procedures and resources for the NCDOT Bicycle and Pedestrian Planning Grant Initiative.

Connect NCDOT > Local Governments > Planning > Planning Grant Initiative

About the Planning Grant Initiative

The NCDOT Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch created an annual matching grant program – the Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle plans and pedestrian plans. This program was initiated in January 2004 and is currently administered through NCDOT-DBPT.

The Planning Grant Initiative has been successful in its seventeen years - since 2004, 217 planning grants have been awarded. To date, a total of approximately \$6.5 million has been allocated to 211 municipalities and 6 counties through this grant program.

Applications for 2020 Grant Cycle

The Call for Applications is currently **OPEN**.

The application deadline is Tuesday, May 19, 2020.

Click links to applications here:

- [Application for Comprehensive Bicycle and/or Pedestrian Plans](#)
- [Application for Project Acceleration Plans](#)
- [Application for Existing Plan Update](#)

Population	Comprehensive Bicycle Plan	Comprehensive Pedestrian Plan	Combined Bicycle + Pedestrian Plan	Project Acceleration (abbreviated plan)	Plan Update*
Town or city < 5,000 population	✓	✓	✓	✓	✓
Towns and cities					

Overview

- [Bicycle and Pedestrian Planning Grant Initiative Overview](#)
- [Application Instructions for Bicycle and Pedestrian Planning Grant Funds](#)
- [Content Standards for NCDOT Bicycle & Pedestrian Plans](#)
- [Content Standards for NCDOT Bicycle and Pedestrian Plan Updates](#)
- [Content Standards for NCDOT Bicycle and Pedestrian Plans](#)
- [Content Standards for NCDOT Bicycle and Pedestrian Plans - Project Acceleration Plans](#)
- [FAQs](#)
- [Planning Grant Initiative Frequently Asked Questions](#)
- [Municipal Plan Implementation Progress](#)



Application Instructions – 2020 Planning Grant Initiative Program

Application Instructions

There are three applications.

- Application for Bicycle and Pedestrian Planning Grant Funds** – use this application if your community (or county) desires a comprehensive bicycle and/or pedestrian plan that offers an assessment of the entire community, that includes an extensive existing conditions analysis, followed by an approach for developing guidance and recommendations for varied aspects such as projects (short/mid/long-term), policy elements and programs and the strategies for implementation.
- Application for Bicycle and Pedestrian Planning Grant Funds - Project Acceleration Plan** – use this application if the population of your community is 5,000 or less and you feel your community would benefit more from an abbreviated plan that primarily focuses on the identification of priority projects that are implementable for smaller communities with more limited resources.
- Application for Bicycle and Pedestrian Planning Grant Funds – Plan Update**– use this application if your community (or county) desires to update a comprehensive bicycle and/or pedestrian plan that is at least five years old. The plan update offers an assessment of the existing plan, its structure and how it has been utilized by the community, and includes an evaluation of past program, policy and project recommendations. The update will further provide additional guidance and recommendations for varied aspects such as projects (short/mid/long-term), policy elements and programs as well as new strategies for implementation. If a community needs help in determining if either a more standard plan (bullet no. 1 above) or a plan update would be more appropriate, it is recommended to utilize staff contacts found in this document for assistance.

The applications for the Bicycle and Pedestrian Planning Grant have been designed to be as self-explanatory as possible. Nevertheless, if there is a question about a specific part of the application please see the detailed, step-by-step instructions below or contact Bryan Lopez, 919.707.2606 or Kathryn Zeringue, 919.707.2610.

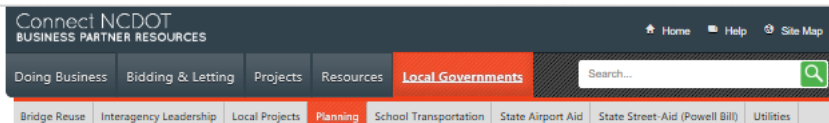
Applications are only being accepted online via the Submittable application portal. The online service allows the applicant to create a login account so partially completed applications may be saved and returned to. It is not necessary to complete the application in one session.

Step-by-Step Instructions

Instructions for each section of the application are listed below, in order of the application.

Applicant Information

Frequently Asked Questions



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Town or city between 5,000 and 10,000 population	✓	✓	✓		✓
Town or city > 10,000 population	✓	✓			✓

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[Content Standards for NCDOT Bicycle and Pedestrian Plans - Project Acceleration Plans](#)

FAQs

[Planning Grant Initiative Frequently Asked Questions](#)

Municipal Plan Implementation Progress

[NCDOT Annual Bicycle and Pedestrian Planning Grant Funds Report](#)

[NCDOT DBPT Measuring Progress Summary](#)



Frequently Asked Questions (FAQ's)

What is the difference in the traditional comprehensive bicycle and pedestrian plan and the project acceleration plans? The traditional bicycle and pedestrian plans take a comprehensive approach evaluating an entire community and providing varied project, policy, program and administration recommendations and implementation strategies. (See [Content Standards for NCDOT Bicycle and Pedestrians](#).) The project acceleration plans are envisioned as a more focused document concentrating on the identification of priority projects that are implementable for smaller communities with more limited resources. The plan development process will be of a much shorter timeframe (around four months) and the final plan document will be of a more minimal length. ([Content Standards for Project Acceleration Plans](#).)

NOTE: A community can apply for only one type of plan in an individual grant cycle.

Can county or regional government agencies apply for funding?

Counties with populations of less than 50,000 may apply on behalf of incorporated communities and/or unincorporated areas within their jurisdiction. County governments with populations greater than 50,000 and regional governments are not eligible to apply, nor are colleges/universities or other non-municipal entities.

Can a municipality that already has a plan apply for funding?

Municipalities (and counties with populations of less than 50,000) who currently have a comprehensive bicycle and/or pedestrian plan at least five (5) years old may apply for funding to update their plan. Municipalities may have plans that target only off-road projects, as in a greenway master plan, or just on-road improvements as part of an existing transportation plan and are therefore not viewed as a comprehensive planning document for this planning grant program. Such plans typically do not address elements that are a part of comprehensive planning document, such as, policy, education, enforcement, maintenance, and land use/development issues. To understand what is included in a comprehensive pedestrian and/or bicycle plan, see the "Planning Grant Templates" provided on the Planning Grant webpage: <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>.

If a proposal was submitted in a previous grant cycle, can the same proposal be resubmitted?

The application is slightly modified every year to clarify/improve both the application process and the review process. Therefore, a new application form must be submitted to be eligible for consideration each year. All municipalities are encouraged to re-apply. Those municipalities that received funding in previous years may apply for the type of plan, bicycle or pedestrian, for which they did not receive funding in the past.

Can the plan be a project/corridor plan, or focus on a sub-area of a municipality or specific construction project?

Funding is only intended to support the development of a comprehensive bicycle, pedestrian or joint bicycle and pedestrian transportation plan for the entire municipality. However, for the project acceleration plans, there will be a more project identification/implementation emphasis that may focus

General Tips

- Read each question carefully. **Answer all questions thoroughly and concisely** – use only the space provided.
- **Reach out to our MPO/RPO for guidance** and relevant info they maintain (planning documents, etc.).
- **Utilize local staff members** to answer the application questions, where possible.
- Remember to **note online references and materials** where applicable.
- Review Planning Grant Program Overview for **Eligibility Criteria**.
- **Demonstrate local support** – application questions and letters of support.
- Fill out the correct application. Be sure to **use the current Fall 2019 application**.
- Please contact us with questions.

Annual Implementation Survey

- Participation Required for all Grant Recipients.
- Annual Report submitted to NC General Assembly.



Plan Development

- Content Standards
- Process
- Plan Components:
 - Community Engagement
 - Project Recommendations – Network Maps, Cutsheets and Renderings
 - Program Recommendations
 - Policy Recommendations
 - Implementation Guidance

Content Standards



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FAQs

Planning Grant Initiative Frequently Asked Questions

Municipal Plan Implementation Progress

Content Standards for NCDOT Bicycle and Pedestrian Plans

The following document outlines the expected content for the development of comprehensive municipal bicycle and/or pedestrian plans. This document is intended for consultants preparing a plan with funds received through the NCDOT Bicycle and Pedestrian Planning Grant Initiative. While most of the following content is expected for inclusion in some form, it is preferred that the plan is developed in a more condensed manner, with appropriate text/information provided in charts/figures where possible.

Infographic Plan / Summary Focusing on Priority Recommendations and Implementation (standalone document)

Title Page

Acknowledgements

Table of Contents & Index of Maps, Tables, Figures and/or Charts

Introduction

- Vision and Goals
- History/Project Background
- Benefits/ Why This Plan is Important - Describe benefits specific to the community including mobility, safety, health, economic, environmental, etc.

Current Conditions

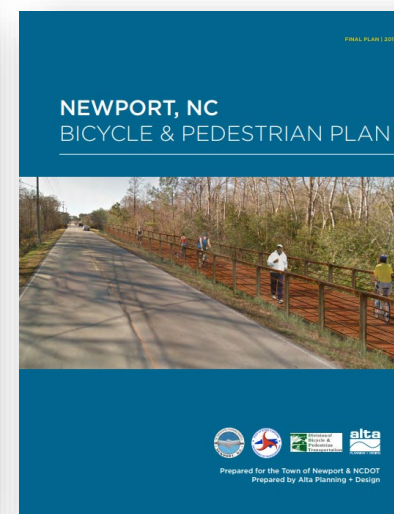
- Provide an overview of the community (demographics, physical characteristics, transportation network, etc.), community concerns/needs/priorities, and analysis of local bicycle and/or pedestrian crash data.
- Assess current conditions for bicyclists and pedestrians within the local transportation system, including existing on and off street bicycle/pedestrian networks and facilities, as well as the overall transportation network. Identify any issues with current connectivity, problematic street crossings/intersections, maintenance issues, safety hazards and deficiencies such as gaps/hazards/natural or man-made barriers/substandard design/etc.
- Describe interaction with the local transit system (where applicable).
- Describe current walking and/or bicycling rates (generally describe when specific data is not available).
- Provide map of existing bicycle and/or pedestrian facilities, and any other relevant maps.
- Provide an inventory table describing road and lane width, presence of curb/gutter or shoulder, AADT, speed limit, etc. for selected roadways/corridors.
- Identify key generators/attractors, origins and/or destination points.
- Identify any special population/user groups.
- Identify relevant local, regional and state plans.
- Identify any relevant policies and institutional framework, including any bicycle or pedestrian statutes and ordinances.
- Describe any local encouragement, educational or enforcement programs and initiatives.
- Provide a summary of public input from the steering committee, public comment/outreach efforts and focus groups.

Recommended Bicycle and/or Pedestrian System Plan

- Identify and display the main corridors/special focus areas of desired bicycle and/or pedestrian travel derived from input from the public and steering committee.

Plan Development Process

1. Reflect plan content standards
2. Steering committee
3. Vision and goals
4. Consultant research, fieldwork, existing conditions analysis
5. Public input
6. Project recommendations
7. Program and policy recommendations (only standard plans)
8. Plan implementation strategies
9. Plan review and adoption



Community Engagement

- **Create a Steering Committee**
– 10+ members comprised of agency staff, civic leaders, and local advocates to guide the planning development process.
- **Gather public input** on goals and objectives, priority projects, policy and program recommendations, and implementation strategies – host meetings and focus groups and utilize survey tools.



WHAT WE HEARD

I would love to see bike lanes in Fayetteville! I currently ride my bike on the sidewalks to work, when possible. I also think safety campaigns are important, as I have been hit more than once when crossing a crosswalk.

More paved sidewalks and greenways. Family friendly options to entice residents and visitors to explore our county.

Areas that are close to schools and shopping need paved bike/walking paths! This is one of the reasons why the Fayetteville area is behind on safe and environmentally friendly options of travel.

Needs to be safer and more accessible. I have no interest in sharing the roads with the aggressive and crazy drivers in Fayetteville.

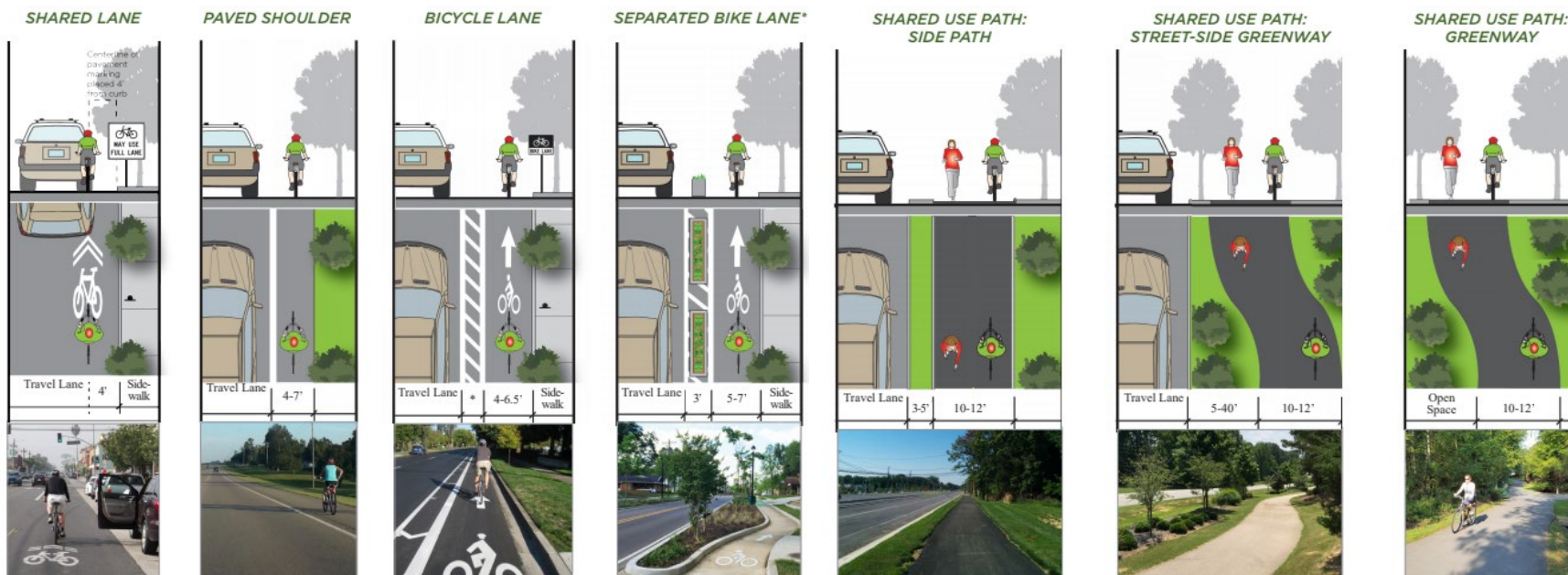
County-wide dedicated bicycle lanes on both main and side roads/streets, a sophisticated dockless bike share program, and perhaps historic of city-wide bike tours.

I would like greenways connecting schools so that my kids can ride.

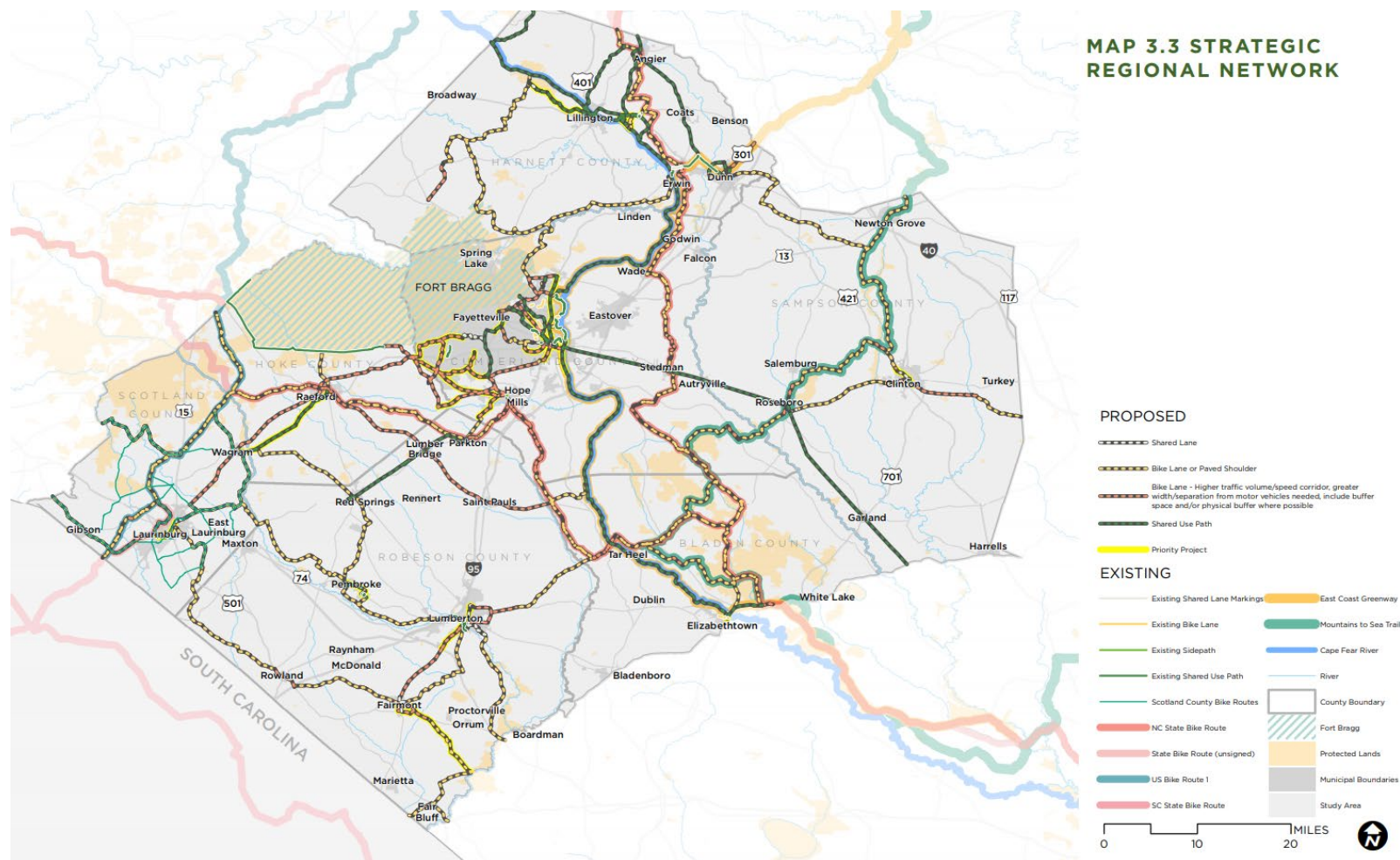
More bike lanes and share the road signs. Most people don't realize bikes have a right to use the road.



Project Recommendations



Bicycle Network Maps



Pedestrian Network Maps

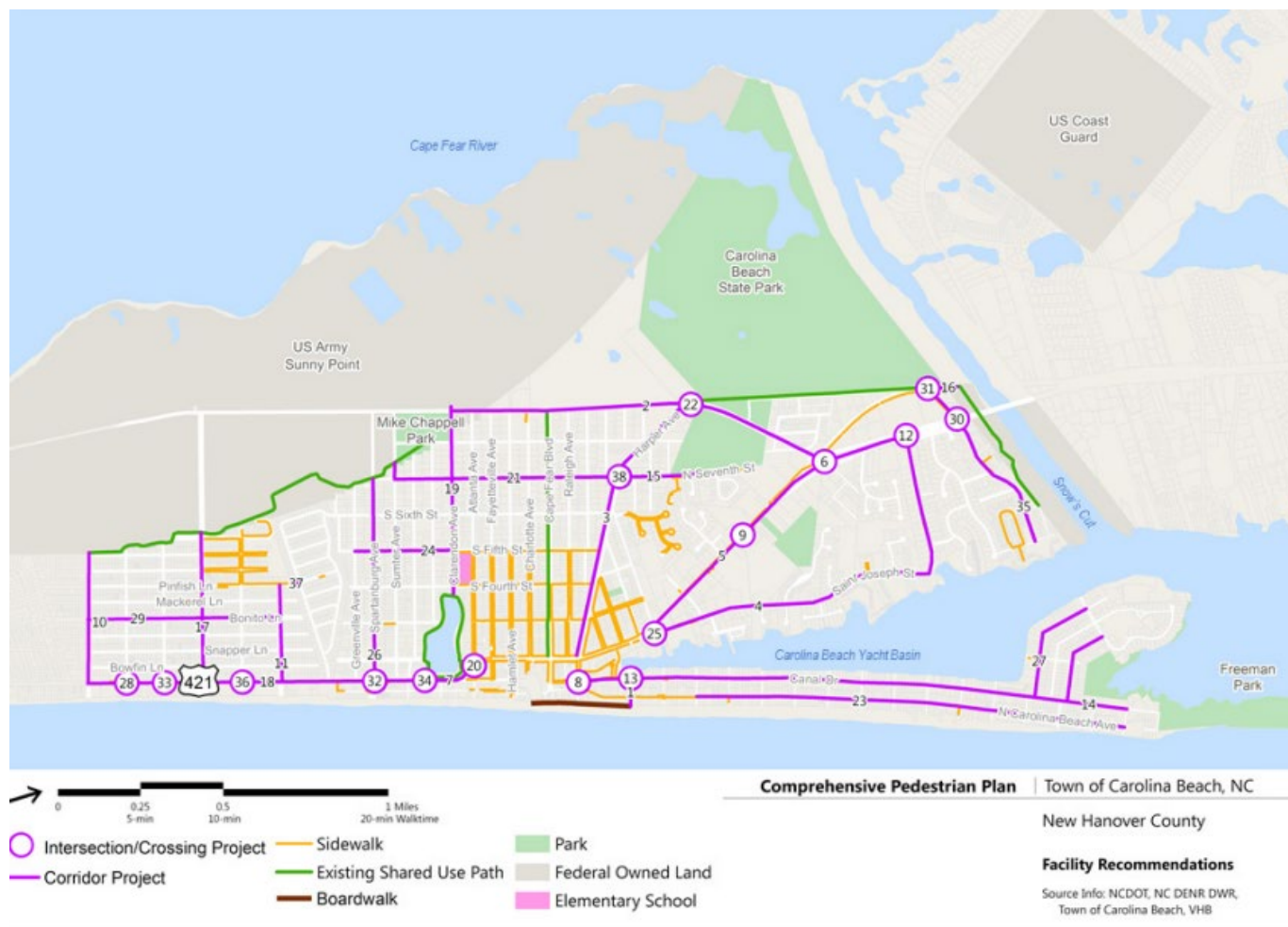


Figure ES-1. Facility Recommendations Map

Cutsheets

4 OCEAN GATE PLAZA AND WEST GATE DRIVE MULTI-USE PATH

Proposed Project at a Glance:

- » Sector: Central Leland
- » Facility type: Multi-Use Path
- » Length: 3,000 ft (0.6 miles)
- » Width: 10 feet
- » Surface type: Asphalt
- » Associated improvements: Wayfinding signage to mark distance to destinations, pavement markings, crossing improvements at parking lot entrances, landscaping

Planning Level Cost Estimate:

- » \$300,000

Opportunities & Constraints:

The connection opportunities provided by this project will significantly increase when crossings and multi-use trails along US 17 are implemented (project 3).

This multi-use path must cross three entrances to the Shoppes at Westgate parking lot along Ocean Gate Plaza. Warning signs for motorists should be placed at these entrances.

High visibility crosswalks, curb ramps, and yellow warning signs for pedestrian crossing will be needed at the Ocean Gate Plaza/West Gate Drive intersection.

An existing and developing trail network at Westgate Nature Park connects this project to the park and residential neighborhoods to the east and south.

A short, existing segment of multi-use path along the southeastern terminus of Ocean Gate Plaza connects this project to the proposed South Leland Trail (project 5).

Existing utility boxes detract from the public space and could be hidden using landscaping.

Existing Conditions:

- » Presence of sidewalks varies on Ocean Gate Plaza; some segments have sidewalks on two, one, or none of the sides
- » No sidewalks on West Gate Drive

Pedestrian Trip Generators:

- » Walmart and commercial center along US 17
- » Westgate Nature Park
- » Residential neighborhoods

Location Map



OPPORTUNITIES & CONSTRAINTS FOR PRIORITY PROJECT #1

The 10'-wide sidepath is proposed on the west side of Chatham Street, beginning at Westfield Road (connecting to project #2). It connects the neighborhoods north of the Newport River (a major barrier to mobility) to Newport River Park, Newport Middle School, and Fort Benjamin Park.

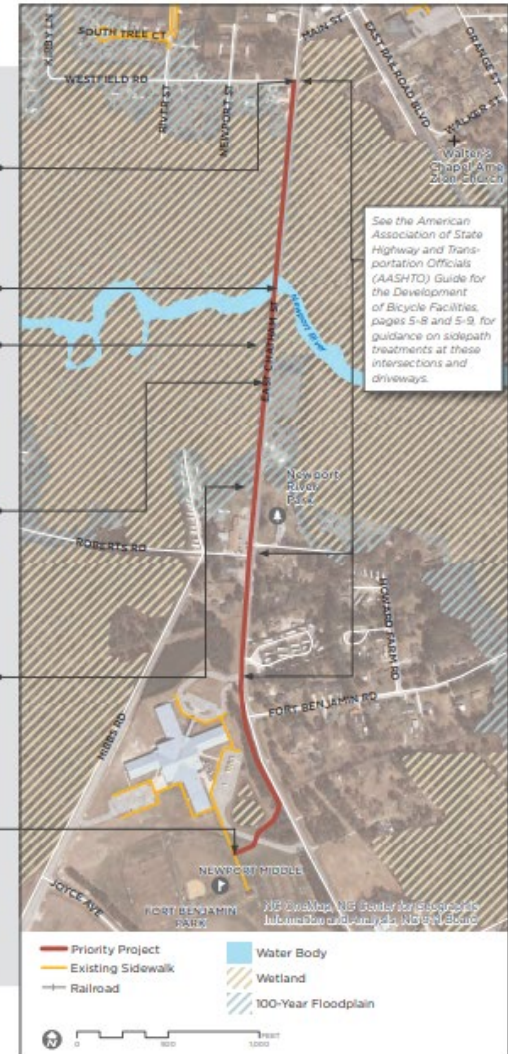
An approximately 150-foot long bridge is required over the Newport River.

Where the sidepath overlaps wetlands, a boardwalk is recommended to reduce wetland impacts and associated permitting requirements. Wood boardwalk is assumed for the cost estimate provided. See example of this type of facility (from Outer Banks, NC) on page 46.

No right-of-way acquisition is required for the project, which can be constructed within the roadway right-of-way and land owned by the Carteret County Board of Education. A minimum 5'-wide clear zone should be provided between the boardwalk and roadway in accordance with the AASHTO Guide for the Development of Bicycle Facilities.

The sidepath transitions from boardwalk to paved concrete trail north of Roberts Road. Concrete is recommended for paved portions for durability and consistency with sidewalks to which the trail connects.

The sidepath terminates at an existing sidewalk on the north side of Fort Benjamin Park.



Cutsheet / Aerial Rendering



GRANDY: INTERSECTION IMPROVEMENTS at CARATOKE HIGHWAY (US-158) & POPLAR BRANCH ROAD

The intersections of Caratoke Highway (US-158) and Poplar Branch Road and Walnut Island Boulevard attract significant pedestrian traffic from the neighborhoods on the east side of the highway who are traveling to key destinations on the west.

Currently, there are no sidewalks or crossing facilities at these intersections and as a result there have been **four pedestrian collisions reported between 2007 and 2014**.

See Map 5.3 (p. 80) for recommendations in the area.

KEY DESTINATIONS

- » Walnut Island Park
- » The Carolina Club
- » Restaurants, Shopping, and Services
- » Residential Housing



DESIGN CONSIDERATIONS

- 1 Pedestrian countdown signals and ADA-accessible ramps connecting to sidewalk at each end of the high-visibility crosswalks should be installed at each corner of the intersection.
- 2 Potential for median refuge island on Caratoke Highway given travel lane widths approaching the intersection.
- 3 A high-visibility crosswalk should be installed across Caratoke Highway allowing for residents to safely access the fast food restaurants.
- 4 A shared-use path along the east side of Caratoke Highway will give pedestrians a much needed access to restaurants along that strip.
- 5 To provide neighborhood access, a shared use path connection should be explored from Walnut Island Park to this intersection.
- 6 Add Pedestrian Warning Signs (MUTCD W11-2).



This is not a design plan; precise locations and elements should be designed in accordance with engineering standards and NCDOT review.



Cutsheet / Rendering

NEWTON PEDESTRIAN PLAN



Intersection Improvements

US 321 CORRIDOR EVALUATED FOR
INTERSECTION IMPROVEMENT

- + W. 20th St
- + W. 15th St
- + W. C St
- + W. A St./Radio Station Rd.
- + W. I St./South Newton Elementary School

INFRASTRUCTURE IMPROVEMENTS



W. A St./Radio Station Rd.

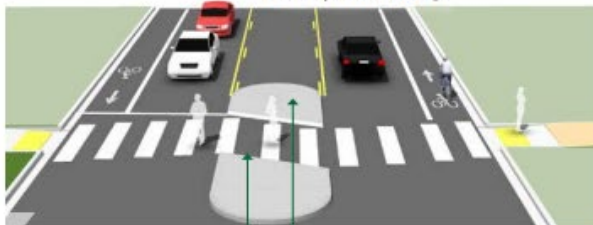
INTERSECTION DESIGN CONSIDERATIONS

Detectable warning strips help visually impaired pedestrians identify the edge of the street

If used, a curb ramp should be the full width of the path



Crosswalk markings legally establish midblock pedestrian crossing



Cut through median islands are preferred over curb ramps, to better accommodate bicyclists.

Can be landscaped to assist in positioning by pedestrians with vision disabilities.

EXISTING



PROPOSED



Intersection at W.A Street/Radio Station Rd. at US 321

Bike Lane Visualization



Sidewalk Visualization



BEFORE



AFTER

Multi-Use Path Visualization



BEFORE



AFTER

Crossing Improvement Visualization



BEFORE



AFTER

Wendell Boulevard and Hanor Lane intersection looking south.

Crossing Improvement Visualization



BEFORE



AFTER

Wendell Boulevard and Wendell Falls Parkway looking east.

BEFORE



Crossing Improvement Visualization

AFTER



Program Recommendations

- Walk/Bike to Work/School Day
- Safe Routes to School programs
- Let's Go NC! Curriculum
- Watch for Me NC
- Bike rodeos
- Bike rides and events
- Education/Enforcement – motorist, bicyclist, pedestrian, law enforcement



Policy Recommendations

- Mandates in local development regulations.
- Land use development policies that encourage walkability/bikeability.
- Access management.
- Connections between and within neighborhoods and other uses.
- Parking lot design.
- Design guidelines.
- Complete streets.



Implementation Guidance

- Key **action steps**.
- Identifying **partners** and respective responsibilities.
- Establishing a **Bicycle/Pedestrian Advisory Committee**.
- Identifying **funding** resources.
- Identifying **STIP-ready projects**.
- Establishing phase/lead agency for:
 - Construction of projects.
 - Implementation of program recommendations.
 - Policy revisions.
- Coordination with local **NCDOT Highway Division**.

QUESTIONS?

John Vine-Hodge, Planning Program Manager
NCDOT Division of Bicycle & Pedestrian Transportation

javinehodge@ncdot.gov

919-707-2607

Bryan Lopez, Transportation Planner II
NCDOT Division of Bicycle & Pedestrian Transportation

balopez@ncdot.gov

919-707-2606

Kathryn Zeringue, Transportation Planner I
NCDOT Division of Bicycle & Pedestrian Transportation

kezeringue@ncdot.gov

919-707-2610