Bicycle and Pedestrian Planning Grant Initiative – Fall 2019

John Vine-Hodge, Bryan Lopez, Kathryn Zeringue, NCDOT, Division of Bicycle and Pedestrian Transportation
Agenda

- Program Overview
- Website Resources
- Application Process
- Plan Development
Plans to Date

- $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](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](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

<table>
<thead>
<tr>
<th>Grant Timeline</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Issue Call for Proposals</td>
<td>May 3, 2019</td>
</tr>
<tr>
<td><strong>Application Submission Deadline – 5:00pm (Friday)</strong></td>
<td><strong>August 2, 2019</strong></td>
</tr>
<tr>
<td>Awards Committee makes recommendations to NCDOT</td>
<td>October 2019</td>
</tr>
<tr>
<td>Board of Transportation gives approval</td>
<td>November 2019</td>
</tr>
<tr>
<td>Municipalities notified of award</td>
<td>November 2019</td>
</tr>
<tr>
<td>Municipal Reimbursement Agreement executed and Notice to Proceed issued (and consultant assignments)</td>
<td>Within 6 months from award notification</td>
</tr>
<tr>
<td>Plan completed deadline (standard plan)</td>
<td>Within 12 to 18 months from Notice to Proceed</td>
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</table>

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 and 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.

<table>
<thead>
<tr>
<th>Municipal Population</th>
<th>Bicycle</th>
<th>Pedestrian</th>
<th>Bicycle &amp; Pedestrian</th>
<th>Project Acceleration</th>
<th>Plan Update*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5,000</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
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<tr>
<td>Less than 10,000</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Over 10,000</td>
<td>✔️</td>
<td>✔️</td>
<td></td>
<td></td>
<td>✔️</td>
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</tbody>
</table>

* Municipalities must currently have an adopted bicycle and/or pedestrian plan at least five years old.
### Local Match and Estimated Cost

<table>
<thead>
<tr>
<th>Municipal Population</th>
<th>DOT Participation</th>
<th>Local Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10,000</td>
<td>90%</td>
<td>10%</td>
</tr>
<tr>
<td>10,000 to 25,000</td>
<td>80%</td>
<td>20%</td>
</tr>
<tr>
<td>25,000 to 50,000</td>
<td>70%</td>
<td>30%</td>
</tr>
<tr>
<td>50,000 to 100,000</td>
<td>60%</td>
<td>40%</td>
</tr>
<tr>
<td>Over 100,000</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Municipal Population</th>
<th>Estimated Consultant Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 5,000 (Project Acceleration Plan)</td>
<td>$25,000 to $35,000</td>
</tr>
<tr>
<td>Less than 10,000</td>
<td>$40,000 to $50,000</td>
</tr>
<tr>
<td>10,000 to 25,000</td>
<td>$45,000 to $60,000</td>
</tr>
<tr>
<td>25,000 to 50,000</td>
<td>$55,000 to $70,000</td>
</tr>
<tr>
<td>50,000 to 100,000</td>
<td>$65,000 to $100,000</td>
</tr>
<tr>
<td>Over 100,000</td>
<td>$85,000 to $190,000</td>
</tr>
</tbody>
</table>

*Average costs for a Plan Update are 50%-75% of the cost of a standard plan.*
Choosing the Right Plan:
Rural Communities with <5,000 population

<table>
<thead>
<tr>
<th>Plan Components</th>
<th>Standard Plan</th>
<th>Project Acceleration Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Match</td>
<td>Approx. $5,000</td>
<td>Approx. $3,500</td>
</tr>
<tr>
<td>Timeframe</td>
<td>12 months</td>
<td>4-6 months</td>
</tr>
<tr>
<td>Steering Committee</td>
<td>4 meetings</td>
<td>2 meetings</td>
</tr>
<tr>
<td>Project Identification</td>
<td>Comprehensive evaluation of existing conditions that guide network recommendations</td>
<td>Selected priority projects throughout the community</td>
</tr>
<tr>
<td>Programs &amp; Policies</td>
<td>Customized recommendations</td>
<td>References to resources</td>
</tr>
</tbody>
</table>
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 via Email only** – digital format only – fillable PDF document
• **Resolutions** from Locality and MPO/RPO
• **Staff Member Signature** from City/Town/County
• Agreement to participate in **Implementation Survey**
• **Attachments:**
  • Municipal Resolution,
  • MPO/RPO Resolution,
  • Letters of Support,
  • Municipality Map,
  • Copies of Previous Plans (online info),
  • Photos
Application Instructions

Planning Grant Initiative
Guidelines, procedures and resources for the NCDOT Bicycle and Pedestrian 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 and pedestrian plans. The program was initiated in January 2004 and is currently administered through NCDOT-OBPT.

The Planning Grant Initiative has been successful in its sixteen years—since 2004, 210 planning grants have been awarded. To date, a total of approximately $6 million has been allocated to 200 municipalities and 5 counties through this grant program.

Updates and Key Dates for Fall 2019 Cycle
The Call for Applications is currently OPEN. Planning Grant Initiative 2019 Webinar
Thu, Jun 13, 2019 11:00 AM - 12:00 PM EDT

A webinar for communities interested in the grant is scheduled for Thursday, June 13th at 11:00am. The webinar will provide a program overview and application guidance, as well as offer an opportunity to ask questions. The different plan types offered by the program will be reviewed, including the new option for existing plan updates, and the recently added Project Acceleration Plans designed for communities with population < 3,000. To access the webinar, please find the event links and details below.

Remember the deadline for all applications is Friday, August 2nd at 5 p.m. Award recipients will be notified by November 2019.

Application Instructions
There are three applications.

1. 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.

2. 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.

3. 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 programs, 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.

The application forms are available in a fillable field PDF format. The application form and relevant documents will be accepted in digital format only and should be emailed to Bryan Lopez at balopez@ncdot.gov with subject title, FALL 2019 Planning Grant Initiative Application—Your Municipality or County Name. Every effort should be made to convert completed application form and scanned files to PDF format. (There is a maximum 25 megabyte application packet size for emailing per municipality).
Frequently Asked Questions

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

About the Planning Grant Initiative

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Remember the deadline for all applications is Friday, August 2nd at 5 p.m. Award recipients will be notified by November 2019.

For more information on the Bicycle and Pedestrian Planning Grant Initiative, contact Brian Lopez at (919) 719-2000 or blopez@ncdot.gov.

Please join meeting from your computer, tablet or smartphone.
https://global.gotomeeting.com/join/515845617

You may also dial in using your phone.
United States: +1 (877) 245-5412

FAQs
Planning Grant Initiative Frequently Asked Questions

Overview

Bicycle and Pedestrian Planning Grant Initiative Overview
Application & Instructions

Application Instructions for Bicycle and Pedestrian Planning Grant Funds
Fall 2019 Bicycle and Pedestrian Planning Grant Application
Fall 2019 Bicycle and Pedestrian Planning Grant Application - Plan Update
Fall 2019 Bicycle and Pedestrian Planning Grant Application - Project Acceleration Plan

Content Standards for NCDOT Bicycle & Pedestrian Plans

Content Standards for NCDOT Bicycle and Pedestrian Plans
Content Standards for NCDOT Bicycle and Pedestrian Plans - Project Acceleration Plans

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 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
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 **Selection 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.

EXECUTIVE SUMMARY
Measuring Progress of BICYCLE & PEDESTRIAN PLANS in North Carolina
APRIL 2019

The report summarizes implementation success to-date for plans adopted since 2009 that were funded by the NCDOT’s Bicycle and Pedestrian Division’s Planning Grant Program.

KEY FINDINGS:

119 PLANS generated over 500 STI PROJECT submissions with 37 PROJECTS funded in the 2018-2027 STIP.

- 35 communities completed ten or more projects from their adopted plan
- 31 communities completed five to nine projects from their adopted plan
- 39 communities completed one to four projects from their adopted plan
Plan Development

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

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.

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

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

- **Shared Lane**
- **Paved Shoulder**
- **Bicycle Lane**
- **Separated Bike Lane**
- **Shared Use Path: Side Path**
- **Shared Use Path: Street-Side Greenway**
- **Shared Use Path: Greenway**
Bicycle Network Maps
Pedestrian Network Maps

Figure ES-1. Facility Recommendations Map
Cutsheets

**Proposed Project at a Glance:**
- Sector: Central Island
- Facility type: Multi-Use Path
- Length: 3,000 ft (0.6 miles)
- Width: 10 ft
- Surface type: Asphalt
- Associated improvements: Wayfinding signage to help direct to destinations, pavement markings, crossing improvements at parking lot entrances, 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

**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.

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**Map:**
- See trail/roadway crossing details in the design guidelines in Appendix A, page A-28

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**Opportunities & Constraints for Priority Project #1**

- The 10'-wide sidepath is proposed on the west side of Chatham Street, beginning at Wakefield Street (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. A 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.
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 refuges 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 (NUTC W1-2).

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

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 for pedestrians with vision disabilities.

W. A St./Radio Station Rd.

Existing

Intersection at W.A Street/Radio Station Rd. at US 311

Proposed
Bike Lane Visualization
Sidewalk Visualization

BEFORE

AFTER
Multi-Use Path Visualization

BEFORE

AFTER
Crossing Improvement Visualization

BEFORE

AFTER

Wendell Boulevard and Honor Lane intersection looking south.
Crossing Improvement Visualization

BEFORE

AFTER

Wendell Boulevard and Wendell Falls Parkway looking east.
Crossing Improvement
Visualization

BEFORE

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?

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