City of Lenoir
Comprehensive Pedestrian Plan
Adoption of Plan by Committee

October 15, 2013

Division of Bicycle & Pedestrian Transportation
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

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Program Overview

Pedestrian Plan Purpose

- A desire for better transportation choices
- A demand for more walkable communities
- Planned pedestrian facilities with NCDOT transportation initiatives (Capital Improvements)

BLACKBERRY FESTIVAL - DOWNTOWN LENOIR

Funding Assistance from:
NCDOT - Bicycle and Pedestrian Planning Grant Initiative

Why is it important to accommodate pedestrians?

- Because We're all Pedestrians
- Because Walking is Healthy Exercise
- Because it will Make Roads Safer
- Because Many Can't Drive
- Because it's Good For Business

WALKING IN DOWNTOWN LENOIR

Background

- A portion of the funding came from the North Carolina Department of Transportation (NCDOT), Division of Bicycle and Pedestrian Transportation (DBPT).
- Steering committee was composed of members from the City staff, City Council, NCDOT Representative(s), and the local citizens.
- The vision of the Lenoir Comprehensive Pedestrian Plan is:

"To promote a high quality of life through a safe, aesthetic, equitable, and well-connected pedestrian system for all the residents and visitors of the City of Lenoir"

Pedestrian Plan Goals

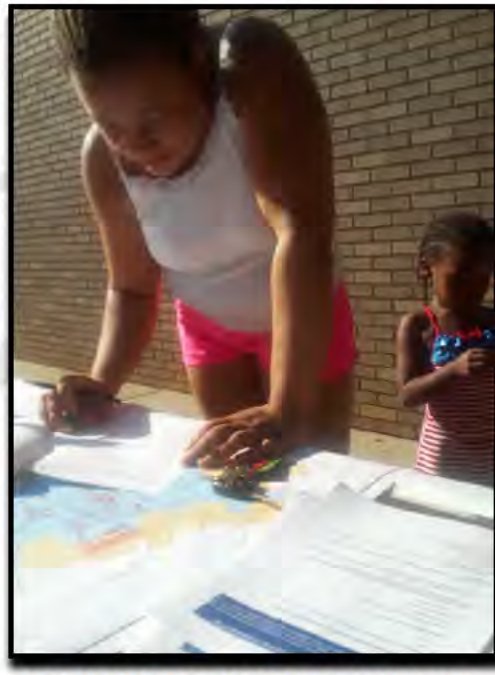
Goals established by the Steering Committee:

- Create a pedestrian environment that is friendly to all users including seniors, the disabled, and children.
- Increase walkability in the community.
- Create a pedestrian network that is an important part of the urban structure.
- Improve connections between disparate parts of the City.
- Promote walking as a healthy exercise.

BOOTH AT BLACKBERRY FESTIVAL

Data Collection

- Community Input
  - Five workshops were held. (Locations Included National Night Out, Blackberry Festivals & City Community Meetings)
  - Surveys (Hard Copy, Online via City Web page)
  - Inventory and Needs Assessment
- Review of Existing Documents (Thoroughfare Plan, Lenoir Ordinances, Caldwell County-Pathways Master Plan, etc.)
- Review of City & DOT Traffic/Crash Data
- Guidance from City Staff and Steering Committee.
- Priority Calculator



MAP EXERCISE PARTICIPANT AT NATIONAL NIGHT OUT EVENT

Areas of Concern

Broken and obstructed sidewalk in Lenoir

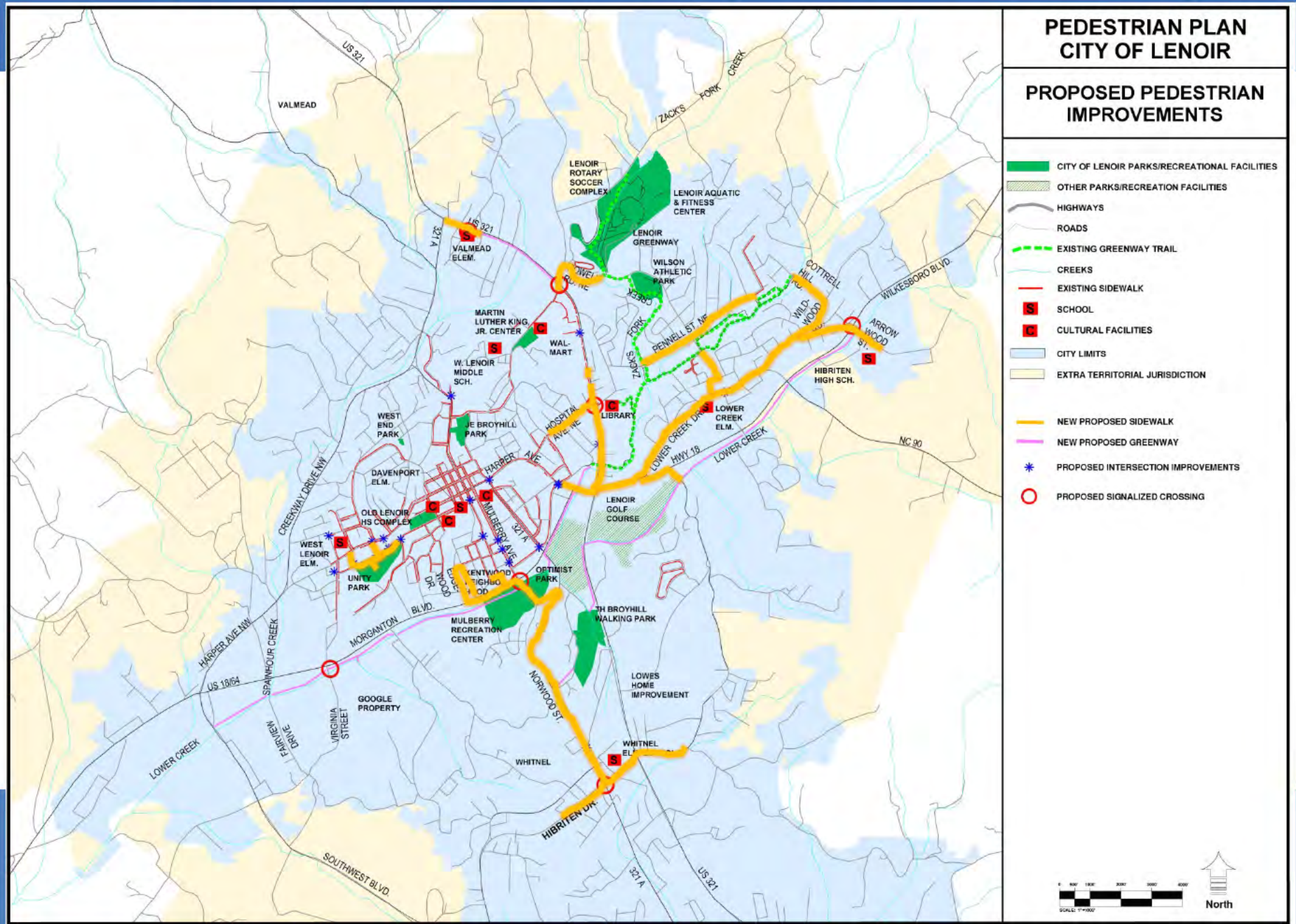
- Older, broken sidewalks
- Missing curb ramps
- ADA accessibility
- Sidewalk connectivity/lack of sidewalks (residential areas to Downtown, Area Schools and Parks)
- Connectivity to the Greenway
- Pedestrian access to business along US 321.
- Barriers (Lack pedestrian intersection facilities, signs, poles and other obstacles on sidewalks, gaps, traffic, etc.)

Strategies for Improvement

- Maintenance Program
- Spot improvement Programs
- Signage/way-finding
- Traffic Calming
- Transit Interface
- Annual Budget Allowance

BOOTH AT NATIONAL NIGHT OUT EVENT

Proposed Sidewalk Improvements Map



Corridors ranked by weighted values

Safety

- Existing Corridor Pedestrian Facility Conditions
- Accessibility
- Traffic Volume
- Traffic Speed
- Pedestrian Crash History
- Vehicular Crash History
- Steering Committee Recommendations

Connectivity

- Schools
- Medical Facilities
- Recreation/Leisure
- Retail Business
- Downtown

City of Lenoir
Comprehensive Pedestrian Plan 2012
Corridor Priority Calculator

	Existing Corridor Ped Facility Condition	Accessible Ped Facilities	Traffic Volume	Traffic Speed	Pedestrian Crashes	Vehicular Crashes	**SC/ Public Recommendation	Safety Score	Schools	Medical Facilities	Recreation/ Leisure	Retail Center	Downtown	Connectivity Score	Total Score
Point Range	1-3	1-2	1-4	1-4	#	1-5	1-2		#(4)	1-3	1-3	1-3	1-2		
High Priority															
US Hwy 321	2	1	4	4	5	5	0	21.0	4	2	3	3	1	13	34.0
Morganton Boulevard/US64	3	2	4	4	3	4	0	20.0	0	3	2	3	2	10	30.0
Harper Avenue	1	1	3	3	7	4	0	19.0	0	2	2	3	2	9	28.0
Hibriten Drive SW	3	2	2	3	1	0	0	11.0	4	3	2	3	1	13	24.0
Main Street SW	3	2	3	4	3	2	0	17.0	0	1	1	3	2	7	24.0
Wilkesboro Boulevard SE/18	3	2	4	2	0	2	0	13.0	0	1	3	3	2	9	22.0
Lower Creek Drive	3	2	3	3	0	1	0	12.0	4	1	2	1	1	9	21.0
Maple Drive	3	2	1	1	0	0	0	7.0	4	3	2	3	2	14	21.0
Medium Priority															
Powell Road NE	3	2	2	3	0	0	0	10.0	4	1	1	1	1	8	18.0
Arrowood Street	3	2	1	3	0	0	0	9.0	4	1	2	1	1	9	18.0
Mulberry Street	2	1	2	3	0	0	0	8.0	0	3	2	3	2	10	18.0
College Avenue	3	2	2	2	2	0	0	11.0	4	1	1	1	2	9	23.0
Norwood Street	3	2	3	4	1	1	0	14.0	0	1	1	1	1	4	18.0
Hospital Avenue	2	1	3	2	1	2	0	11.0	0	1	2	2	2	7	18.0
West Avenue	2	2	3	2	0	0	0	9.0	0	0	3	3	2	8	17.0
Greenhaven Drive	1	1	1	4	1	0	0	8.0	4	1	1	1	1	8	16.0
Creekway Drive	3	2	2	3	2	0	0	12.0	0	1	1	1	1	4	16.0
Blvd. Trail	3	2	1	1	0	0	0	7.0	0	2	2	3	1	8	15.0
US 321 to Mulberry Rec. Trail	3	2	1	1	0	0	0	7.0	0	1	3	3	1	8	15.0
Beall Street	3	2	1	1	0	0	0	7.0	0	2	1	3	2	8	15.0
Pennell Street	2	2	2	3	0	0	0	9.0	0	1	1	2	1	5	14.0
Road Adj. to Fairfield Chair	3	2	1	1	0	0	0	7.0	0	1	1	3	2	7	14.0
Low Priority															
Wildwood Road	3	2	1	2	0	0	0	8.0	0	1	1	1	1	4	12.0
Nuway Circle/Powell Road	3	2	1	2	0	0	0	8.0	0	1	1	1	1	4	12.0
Vance Street	3	1	1	2	1	0	0	8.0	0	1	1	1	1	4	12.0
Hibriten High to T.H. Broyhill Walking Park Trail	3	2	1	1	0	0	0	7.0	0	1	2	1	1	5	12.0
Grove Avenue SW	3	1	1	2	0	0	0	7.0	1	1	1	1	1	5	12.0
Willow Street	3	1	1	2	0	0	0	7.0	0	1	1	1	2	5	12.0
Ashe Street	3	1	1	2	0	0	0	7.0	0	1	1	1	2	5	12.0
Edgewood Drive	3	2	1	1	0	0	0	7.0	0	1	1	1	1	4	11.0
Westview Street	3	2	1	1	na	0	0	7.0	0	1	1	1	1	4	11.0
Underdown Avenue SW	3	1	1	2	0	0	0	7.0	0	1	1	1	1	4	11.0
Scrogge Street	3	1	1	2	0	0	0	7.0	0	1	1	1	1	4	11.0
Old North Road	3	1	1	2	0	0	0	7.0	0	1	1	1	1	4	11.0
Conley Place	3	1	1	2	0	0	0	7.0	0	1	1	1	1	4	11.0
Davenport Street SW	3	1	1	2	0	0	0	7.0	0	1	1	1	1	4	11.0
Sherlee St /Cottrell Hill Rd.	3	2	1	1	0	0	0	7.0	0	1	1	1	1	4	11.0
Highland Street SW	1	1	1	2	0	0	0	5.0	0	1	1	1	1	4	9.0

* = Sidewalks may have been divided by side of street, low priority automatically given to less prominent side of street

** SC = Steering Committee

Point Range Key

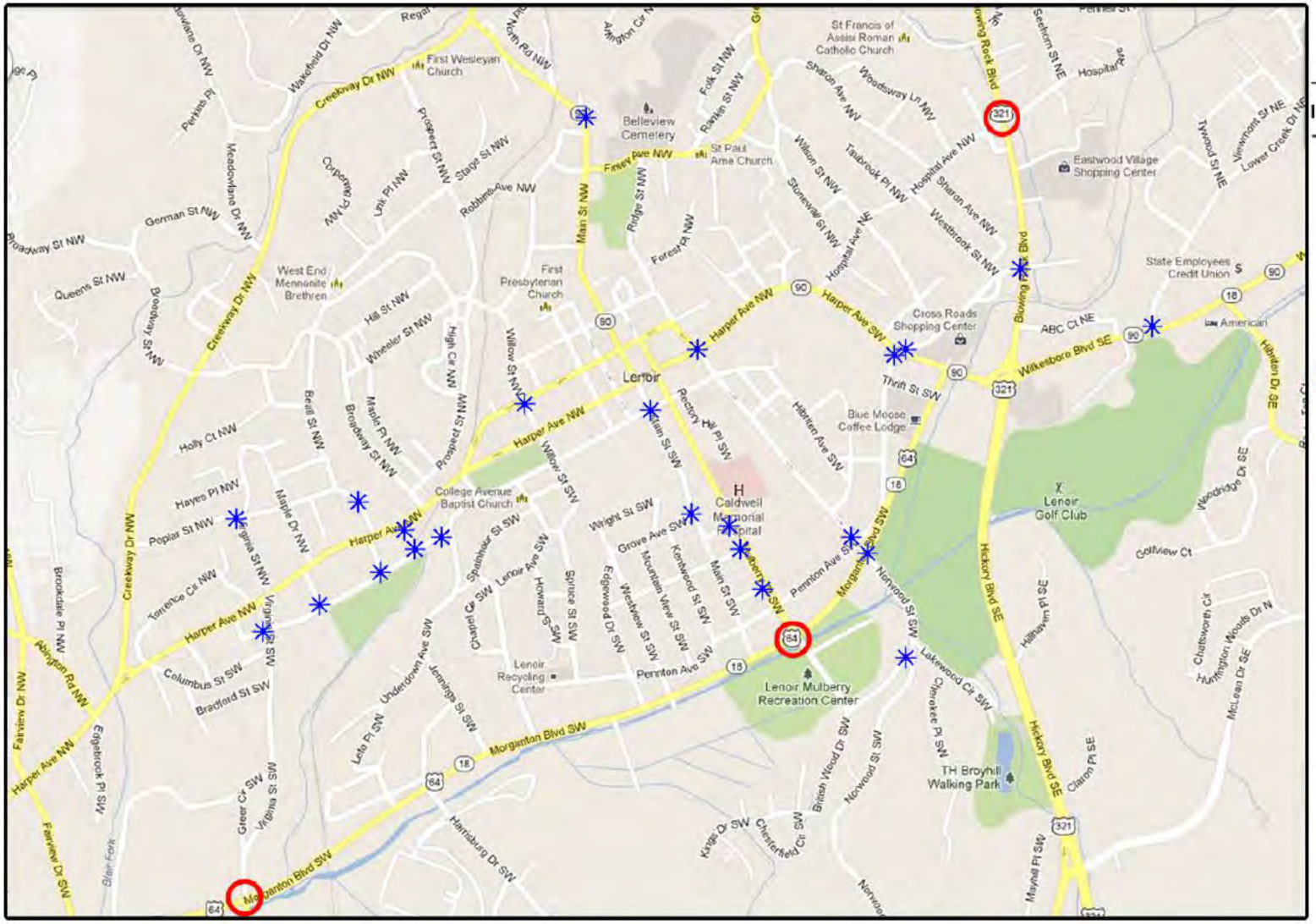
Safety	
Existing Ped. Corridor Facility Condition	1=Good, 2=Fair/incomplete, 3=None/Poor
Major Intersection Facilities	1=Exists, 2=None
Traffic Volume	1=0-4,999, 2=5,000-9,999, 3=10,000-11,999, 4=12,000+
Traffic Speed	1=Under 25mph, 2=25-34mph, 3=35-44mph, 4=45+mph
Ped. Crashes	Number of reported pedestrian crashes from January 2000-June 2012
Vehicular Crashes	1 = 0-39, 2 = 40-79, 3 = 80-119, 4 = 120-159, 5 = 160+ (10 year time frame from City Police and NCDOT)
Other	
POG/Public Recommendation	1=Not from POG or public recommendations, 2=A POG or Public Recommendation
Connectivity	
Schools	The number of schools located along the corridor X (4)
Medical Facilities	1=None, 2=Clinics, Private Med. Offices, 3=Hospital or EMS station
Recreation/ Leisure	1=None, 2=(1) park/rec. facility, 3=(2+) park/rec. facility
Retail Destinations	1=None, 2=(1-4) retail locations, 3=(4+) retail locations
Downtown	1=Not in Downtown, 2=Within downtown

The higher the overall score the higher the need for pedestrian facilities, thus higher the priority rating.

High Priority Projects

City of Lenoir											
Comprehensive Pedestrian Plan 2012											
Preliminary Cost Estimates											
		High Priority Sidewalk Projects									
	Type of Facility	Primary Pedestrian Corridor	From	To	Length of 5' Sidewalk ($50 per lf)	Length of 10' Greenway ($130 per lf)	Curb Ramps ($1,500 ea.)	Crosswalks See X-ing Projects Table	Traffic Signals ($40,000 ea.)	Ped Heads ($2,400 ea.)	Probable Cost Estimate
		US Hwy 321									
1	Sidewalk	Hwy 321 (East Side)	Wilkesboro Blvd.	Commercial Court NE	1,134	0	4	0	0	0	$62,700
2	Sidewalk	Hwy 321 (West Side)	Harper Avenue	Pennton Avenue NW	1,121	0	0	0	0	0	$56,050
3	Sidewalk	Hwy 321 (East Side)	Commercial Court NE	Walgreens @ Hospital Ave.	1,571	0	4	0	0	0	$84,550
4	Sidewalk	Hwy 321 (West Side)	Pennton Ave. NW	Hospital Avenue	1,562	0	0	0	0	0	$78,100
5	Sidewalk	Hwy 321 (East Side)	Cook-Out @ Hospital Aveune	Nuway Circle	4,000	0	6	0	0	0	$209,000
6	Sidewalk	Hwy 321 (West Side)	Hospital Avenue	Krispy-Kreme Doughnuts	1,193	0	4	0	0	0	$65,650
	Subtotal Sidewalk Improvements				5,193	0	18	0	0	0	$556,050
		Morganton Boulevard/US64									
1	Sidewalk	Morganton Boulevard (North Side)	Mulberry Avenue	Edgewood Drive	1,867	0	0	0	0	0	$93,350
	Subtotal Sidewalk Improvements				1,867	0	0	0	0	0	$93,350
		Hibriten Drive SW									
1	Sidewalk	Hibriten Drive SW (South Side)	Cedar Place SW	Norwood Street	980	0	0	0	0	0	$49,000
2	Sidewalk	Hibriten Drive SW (South Side)	Norwood Street	Starcross Road	3,271	0	0	0	0	0	$163,550
	Subtotal Sidewalk Improvements				4,251	0	0	0	0	0	$212,550
		Wilkesboro Boulevard/US64									
1	Sidewalk	Wilkesboro Boulevard (North Side)	US 321	Lower Creek Drive	1,678	0	2	0	0	0	$86,900
	Subtotal Sidewalk Improvements				1,678	0	2	0	0	0	$86,900
		Harper Avenue									
1	Sidewalk	Harper Avenue (Both Sides)	Future Lenoir Greenway	Pennton Avenue	700	0	2	0	0	0	$38,000
	Subtotal Sidewalk Improvements				704	1	2	0	0	0	$54,200
		Main Street									
1	Sidewalk	Main Street SW (East Side)	Pennton Ave. SW	Morganton Boulevard	325		2	0	0	0	$19,250
	Subtotal Sidewalk Improvements				325	0	2	0	0	0	$19,250
		Lower Creek Drive									
1	Sidewalk	Lower Creek Drive (South Side)	Wilkesboro Blvd.	Lower Creek Sch.	3,475	0	0	0	0	0	$173,750
2	Sidewalk	Lower Creek Drive (South Side)	Lower Creek Sch.	Wilkesboro Blvd.	5,500	0	0	0	0	0	$275,000
	Subtotal Sidewalk Improvements				8,975	0	0	0	0	0	$275,000
		Maple Drive NW									
1	Sidewalk	Maple Drive (West side)	College Avenue	Harper Avenue	455	0	2	0	0	0	$24,750
	Subtotal Sidewalk Improvements				455	0	2	0	0	0	$24,750
Total Pedestrian Improvements for High Priority Sidewalk Projects:					26,948	1	29	0	0	0	$1,396,350

Intersection Improvements Map



DOWNTOWN LENOIR

Intersection Improvements Map

Proposed intersection improvements

Proposed signalized crossing

See Intersection Crossing Projects Table for more project details.

North

Intersection Crossing Projects

	Type of Facility	Crossing	Along	Pedestrian Signage ($1,200)	Reduction of Curb Radii or refuge island ($15,000)	Curb Ramps ($1,500 ea.)	Crosswalks (including stop bar/relocate) ($350 ea.)	Traffic Signals ($40,000 ea.)	Ped Heads ($2,400 ea.)	Probable Cost Estimate
				US 321						
1	Crosswalk	US 321	Hospital Ave.	0	0	2	2	0	2	$8,500
2	Crosswalk	US 321	Seahorn/Walmart Entrance	0	0	2	1	0	2	$8,150
3	Crosswalk	US 321	Greenhaven/Nuway Cir	0	1	2	1	0	2	$23,150
	Subtotal Intersection Improvements			**0**	**1**	**6**	**4**	**0**	**6**	**$39,800**
				Hibriten Drive SW						
1	Crosswalk	Hibriten Drive SW	Norwood Street	0	0	4	2	0	2	$11,500
	Subtotal Intersection Improvements			**0**	**0**	**4**	**2**	**0**	**2**	**$11,500**
				Norwood St.						
1	Crosswalk	Norwood Street	Hibriten Drive SW	0	0	4	2	0	2	$11,500
2	Crosswalk	Norwood Street	@ Mulberry St. SW	0	0	0	1	0	0	$350
3	Crosswalk	Norwood Street	Harper Avenue	0	0	2	1	0	2	$8,150
4	Crosswalk	Norwood Street	McLean Dr. SW	0	0	4	2	0	2	$11,500
4	Crosswalk	Norwood Street	Mulberry St. SW	0	0	3	2	0	0	$5,200
4	Crosswalk	Norwood Street	Morganton Boulevard	0	0	2	1	0	0	$3,350
	Subtotal Sidewalk Improvements			**0**	**0**	**15**	**9**	**0**	**6**	**$40,050**
				Harper Ave.						
1	Crosswalk	Harper Avenue	Pennton Ave. SW	0	0	4	1	0	2	$11,150
2	Crosswalk	Harper Avenue	Norwood Street	0	0	0	1	0	0	$350
3	Crosswalk	Harper Avenue	Road Adj. Fairfield Chair Co.	0	0	0	1	0	0	$350
	Subtotal Sidewalk Improvements			**0**	**0**	**4**	**3**	**0**	**2**	**$11,850**
				Lower Creek Drive						
1	Crosswalk	Lower Creek Drive NE	Wilkesboro Boulevard	0	0	4	1	0	0	$6,350
2	Crosswalk	Lower Creek Drive NE	@ Lower Creek School	0	0	2	1	0	0	$3,350
	Subtotal Sidewalk Improvements			**0**	**0**	**6**	**2**	**0**	**0**	**$9,700**
				Hospital Ave.						
1	Crosswalk	Hospital Ave.	US 321	2	0	4	2	0	2	$13,900
	Subtotal Intersection Improvements			**2**	**0**	**4**	**2**	**0**	**2**	**$13,900**
				Seahorn/Walmart Entrance						
1	Crosswalk	Seahorn/Walmart Entrance	US 321	0	0	2	1	0	0	$3,350
	Subtotal Intersection Improvements			**0**	**0**	**2**	**1**	**0**	**0**	**$3,350**
				Pennton Ave. SW						
1	Crosswalk	Pennton Ave. SW	US 321	2	0	2	1	0	0	$5,750
	Subtotal Intersection Improvements			**2**	**0**	**2**	**1**	**0**	**0**	**$5,750**
				Mulberry Avenue						
1	Crosswalk	Mulberry Avenue	Morganton Boulevard	0	1	2	2	0	4	$28,300
	Subtotal Sidewalk Improvements			**0**	**1**	**2**	**2**	**0**	**4**	**$28,300**
				West Avenue						
1	Crosswalk	West Avenue	Willow Street	2	0	2	2	0	0	$6,100
	Subtotal Sidewalk Improvements			**2**	**0**	**2**	**2**	**0**	**0**	**$6,100**
				Grove Avenue						
1	Crosswalk	Grove Avenue	Main Street	2	0	2	1	0	0	$5,750
	Subtotal Sidewalk Improvements			**2**	**0**	**2**	**1**	**0**	**0**	**$5,750**
				Virginia Street						
1	Crosswalk	Morganton Blvd.	Virginia Street	0	0	2	2	0	2	$8,500
1	Crosswalk	Poplar St. NW	Virginia Street	2	0	2	2	0	2	$10,900
	Subtotal Sidewalk Improvements			**2**	**0**	**4**	**4**	**0**	**4**	**$19,400**
				College Aveune						
1	Crosswalk	Collage Avenue	Main Street	2	0	0	4	0	0	$3,800
2	Crosswalk	Collage Avenue	Virginia Street	2	0	0	1	0	0	$2,750
3	Crosswalk	Collage Avenue	Maple Drive	2	0	0	1	0	0	$2,750
4	Crosswalk	Collage Avenue	Beall Street	2	0	0	1	0	0	$2,750
5	Crosswalk	Collage Avenue	Underdown Ave.	2	0	0	1	0	0	$2,750
	Subtotal Sidewalk Improvements			**10**	**0**	**0**	**8**	**0**	**0**	**$14,800**
Total Project Units				**20**	**2**	**51**	**41**	**1**	**26**	**$210,250**

Greenway Improvements

Connectivity from Valmead to Whitnel and Lower Creek to Gamewell

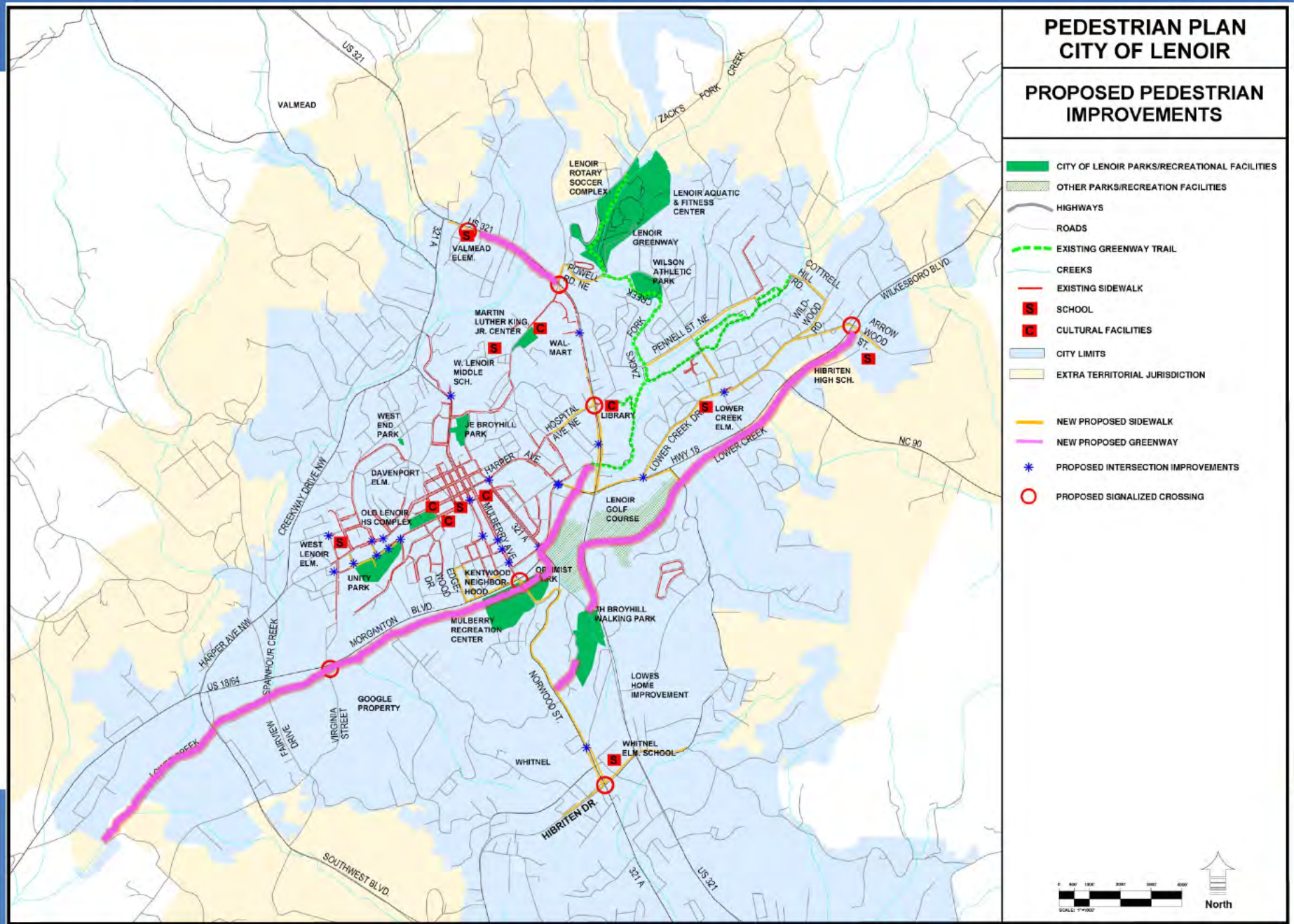
- Extending the Greenway Across Harper Ave. and down Mulberry towards Town of Gamewell.
- Developing sidewalk connectivity from Whitnel to proposed greenway trail leading to Lower Creek.

Greenway crossing Powell Road NE

Additional facilities to support Greenway users:

- Bus stop shelters
- Benches/ street furniture
- Way-finding signage from Downtown to the Greenway

Proposed Greenway Improvements Map



Greenway Improvements cont.

Medium Priority Greenway Projects											
	Type of Facility	Primary Pedestrian Corridor	From	To	LF of New or Repaired Sidewalks	Length of 10' Greenway ($130 per lf)	Curb Ramps ($1,500 ea.)	Crosswalks ($200 ea.)	Traffic Signals	Pedestrian Signals	Probable Cost Estimate
		US 321 to Mulberry Recreation Center Trail									
1	Greenway	Lenoir Greenway Expansion	US 321	Harper Avenue	0	1130	2	0	0	0	$149,900
1	Greenway	Lenoir Greenway Expansion	Harper Avenue	Norwood Street	0	2221	2	0	0	0	$291,730
1	Greenway	Lenoir Greenway Expansion	Norwood Street	Mulberry St. SW	0	1300	2	0	0	0	$172,000
	Subtotal Greenway Improvements				0	4,651	6	0	0	0	$613,630
		Mulberry Recreation Center to Southwest Boulevard Trail									
1	Greenway	Lenoir/Gamewell Greenway	Mulberry Avenue	Harrisburg Drive	0	4,500	4	0	0	0	$591,000
2	Greenway	Lenoir/Gamewell Greenway	Harrisburg Drive	Virginia Street	0	2,517	4	0	0	0	$333,210
3	Greenway	Lenoir/Gamewell Greenway	Virginia Street	Fairview Drive	0	2,000	4	0	0	0	$266,000
4	Greenway	Lenoir/Gamewell Greenway	Fairview Drive	Southwest Boulevard	0	2,020	4	0	0	0	$268,600
	Subtotal Greenway Improvements				0	11,037	16	0	0	0	$1,458,810
Total Pedestrian Improvements for Medium Priority Greeway Projects:					0	15,688	22	0	0	0	$2,072,440

Low Priority Greenway Projects											
	Type of Facility	Primary Pedestrian Corridor	From	To	LF of New or Repaired Sidewalks	Length of 10' Greenway ($130 per lf)	Curb Ramps ($1,500 ea.)	Crosswalks ($200 ea.)	Traffic Signals	Ped Heads ($2,400 ea.)	Probable Cost Estimate
		Hibriten High to TH Broyhill Walking Park Trail									
1	Greenway	Lower Creek Greenway	Hibriten High Sch.	NC 90/Taylorsville Road	0	2,760	4	0	0	0	$362,800
2	Greenway	Lower Creek Greenway	NC 90/Taylorsville Road	Tremont Park Drive SE	0	2129	4	0	0	0	$280,770
2	Greenway	Lower Creek Greenway	Tremont Park Drive SE	Hibriten Drive	0	2500	4	0	0	0	$329,000
2	Greenway	Lower Creek Greenway	Hibriten Drive	US 321	0	3650	4	0	0	0	$478,500
2	Greenway	Lower Creek Greenway	US 321	TH Broyhill Walking Park	0	2250	4	0	0	0	$296,500
	Subtotal Sidewalk Improvements				0	13,289	20	0	0	0	$1,747,570
Total Pedestrian Improvements for Medium Priority Greeway Projects:					0	13,289	20	0	0	0	$1,747,570

Recommendations & Action Items

PEDESTRIAN NETWORK

Recommendation #1 - It is recommended that the City adopt language in the City's land development ordinance that requires sidewalks. Exceptions may be considered on a case-by-case basis due to such considerations as difficult terrain, inadequate width, or exponential costs.

Recommendation #2 - City ordinances and plans should be updated to reflect pedestrian plan recommendations and proposals.

Recommendation #3 – The City should work with the Caldwell County School System to ensure that future schools in the City have a strong emphasis on non-vehicular transportation, such as walking, bicycling, skating, etc. In choosing locations for future schools, emphasis should be placed on orienting the main entrance toward residential neighborhoods rather than at major thoroughfares. School programs should promote non-motorized means for transportation for students, when applicable.

Recommendation #4 - Provide pedestrian connectivity along existing thoroughfares such as US 321 and Norwood Street.

Recommendation #5 - Develop a system of way finding signage for pedestrian facilities and greenways that is consistent with the City standards.

Recommendation #6 - New commercial and residential development should be oriented to the pedestrian and include internal pedestrian walkways connecting the development to the external sidewalk network in the public right-of-way as well as future development. If a planned residential or commercial development is located on a planned pedestrian project, an easement must be dedicated for the future shared-use.

Recommendation #7 - Construct pedestrian facilities as identified on the Proposed Pedestrian Facilities Map and according to the prescribed guidelines. Alignment for facilities may require adjustment in order to meet necessary requirements

Recommendations & Action Items

PEDESTRIAN NETWORK cont'd

Recommendation #8- Maintain and repair existing sidewalks to current standards - ensuring that facilities are safe and free of obstacles and debris.

Recommendation #9 - Repair all noncompliant pedestrian facilities and ensure all new facilities should provide ADA accessibility to the maximum extent possible.

Recommendation #10 – All maintenance should follow NCDOT standards, including the removal of unused or non-conforming driveway cuts.

Recommendation #11 - Coordinate planning efforts with county and nearby jurisdictions to provide regional pedestrian facility connectivity.

Recommendation #12 – Work closely with the Greater Hickory RPO to ensure sidewalk projects are included in all NCDOT roadway projects.

Recommendation #13 - Require developers to provide pedestrian connectivity to adjacent developments and destination areas.

SAFETY AND HEALTH

Recommendation #14 - Partner with the Caldwell County School System in the initiation and implementation of school safety programs for school children.

Recommendation #15 - Install and/or replace all damaged and noncompliant pedestrian facilities as noted in the network recommendations, Items 6 and 7.

Recommendation #16 - Prioritize sidewalk implementation where gaps are located and where there is a high volume of pedestrian activity.

Recommendation #17 - Ensure that all sidewalks are extended across driveways at safe and usable cross slopes.

Recommendations & Action Items

SAFETY AND HEALTH cont'd.

Recommendation #18 - Create a maintenance program which monitors existing sidewalks for damage and fills in gaps in the pedestrian system that meets current standards.

Recommendation #19 – Establish regular reviews for the annual budget for sidewalk repair and expansion to obtain connectivity goals.

Recommendation #20 - Provide pedestrian scale lighting at regular intervals where there is pedestrian activity at remote areas and traffic intersections.

Recommendation #21 - Connect local businesses to the public sidewalk system.

Recommendation #22 - Ensure that new construction projects are installed and meet all design requirements.

Recommendation #23 – Work with local organizations such as the Caldwell County Health Department and Caldwell County, Services for Seniors to educate and encourage citizens to include walking as a part of a healthy living plan. (See resources in Section 6.4)

Recommendation #24 – Encourage schools to develop walking programs to promote healthy exercise amongst their pupils.

CROSSING SAFETY

Recommendation #25 - Install marked crosswalks at all major intersections.

Recommendations & Action Items

CROSSING SAFETY cont'd.

Recommendation #26 - Evaluate traffic intersections for possible design elements such as extended curbs and refuge islands for pedestrian safety.

Recommendation #27 - Update local traffic intersection guidelines to meet current state and federal requirements.

Recommendation #28 - Implement lower speed limits where there is a high collision rate with and high volume of pedestrian activity. Make sure that all speed reductions are clearly marked and enforced. The Downtown should be designated as 20 mph or less. It is recommended that residential areas in Lenoir be studied further for traffic calming and speed reduction, particularly the west and south sides of town.

Recommendation #29 - Ensure that traffic intersections with pedestrian facilities are well lit.

Recommendation #30 - Evaluate pedestrian facilities annually for safety issues and implement solutions.

TRAFFIC SIGNALS

Recommendation #31 - *Install pedestrian signals at all major intersections.*

Recommendation #32 - Seek funding opportunities which help with design assistance and implementation of traffic and pedestrian signals.

Recommendation #33 - Review the signal timing to ensure that pedestrians have adequate crossing times at intersections.

Recommendation #34 - Consider audible pedestrian signals near senior centers and other high volume pedestrian attractors.

Recommendations & Action Items

TRAFFIC SIGNALS cont'd.

Recommendation #35 - Consider using "countdown" pedestrian signals near high pedestrian volume locations such as those along US 321 and Harper Avenue.

Recommendation #36 - Implement streetscape improvements in the Downtown that include design elements such as decorative paving, street trees, and furniture.

Recommendation #37 - Develop environmental education and interpretive facilities, particularly along greenway corridors.

Recommendation #38 - Provide a planting strip between sidewalks and roadways for street trees and low plantings, where possible.

Recommendation #39 – Develop design standards for the placement of utilities (power poles, telephone poles, sewer inlets, etc.) so that they do not impede pedestrian traffic. This should be a part of the City's Code of Ordinances.

Recommendation #40 – The City should coordinate the placement of all traffic and pedestrian signs with Caldwell County and NCDOT. Coordination should include the replacement and repair of signs.

Outcomes

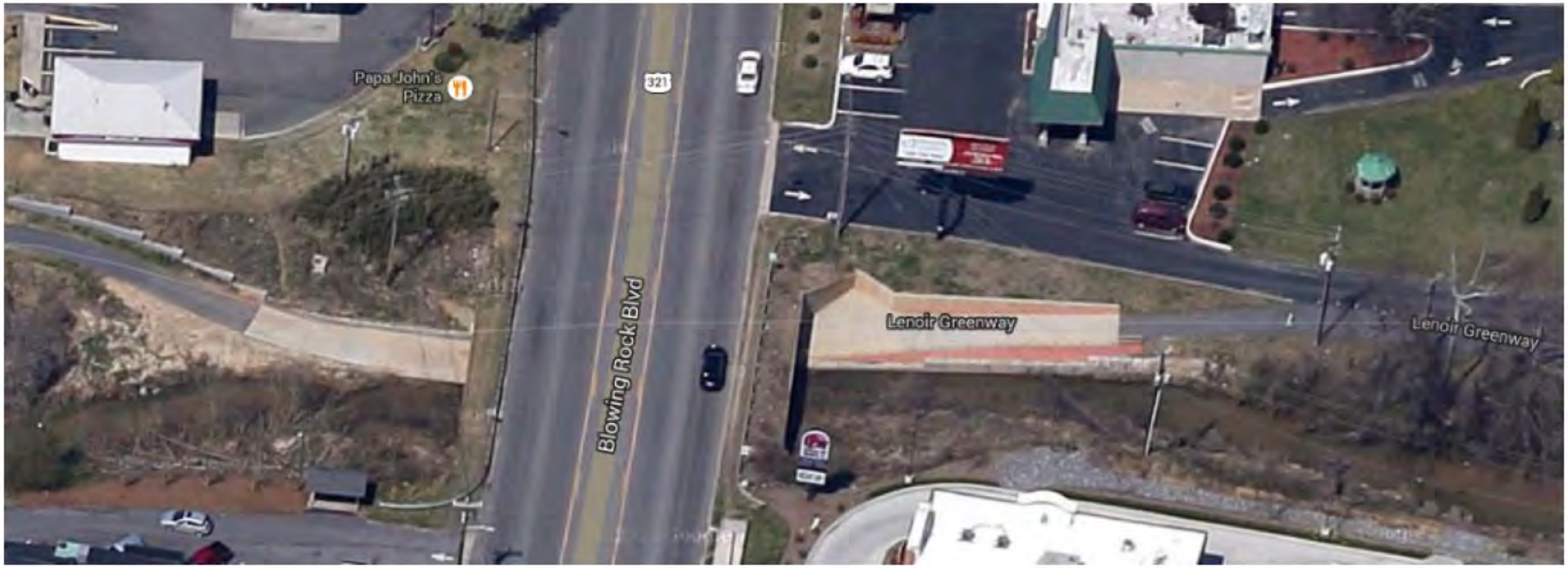
- This Pedestrian Plan inventories existing conditions, and identifies user groups, barriers, and provides information to help determine what projects should be created to support pedestrian activity in within the City.
- By collecting public input; pedestrians had a voice in deciding where facilities are needed and what were the most beneficial projects.
- The Pedestrian Plan will help guide the City of Lenoir in managing its pedestrian network, provide alternative transportation opportunities, contribute to the livability of its citizens, and facilitate an inter-connectedness with different areas in Lenoir.
- This Pedestrian Plan is a tool for NCDOT, serving as a guide for pedestrian facilities the City and its citizens desire to have included in future capital improvement projects.

Recent Improvements

- Greenway tunnel under US Hwy. 321
- Morganton Boulevard and Mulberry Street sidewalk and curb ramp improvements
- Harper avenue/Ridge Street crossing improvements near Lenoir Fire Department
- Greenhaven Drive NW sidewalk and traffic calming

Greenway tunnel under US 321

Recent Improvements



Greenway tunnel under US 321

Recent Improvements

Harper Avenue and Ridge Street

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