



# Town of Warrenton

## Bicycle & Pedestrian Plan

March 2020



# Project Timeline

## Existing Conditions

- Steering Committee Meetings #1-2
- Public Workshop #1

## Analysis & Outreach




- Steering Committee Meeting #3
- Public Workshop #2

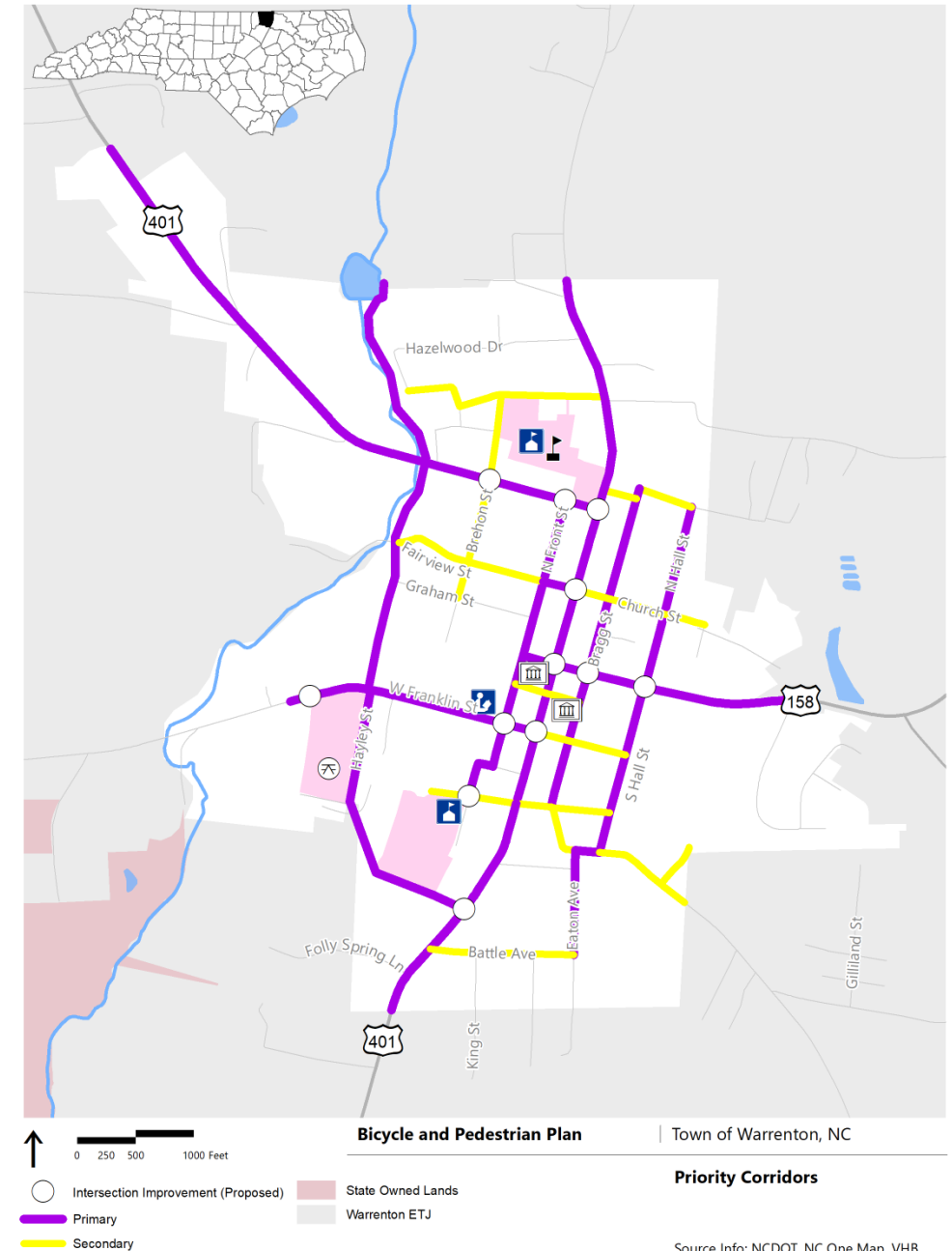
## Plan Development

- Draft Plan
- Steering Committee Meeting #4 – Virtual Meeting
- Final Plan & Adoption

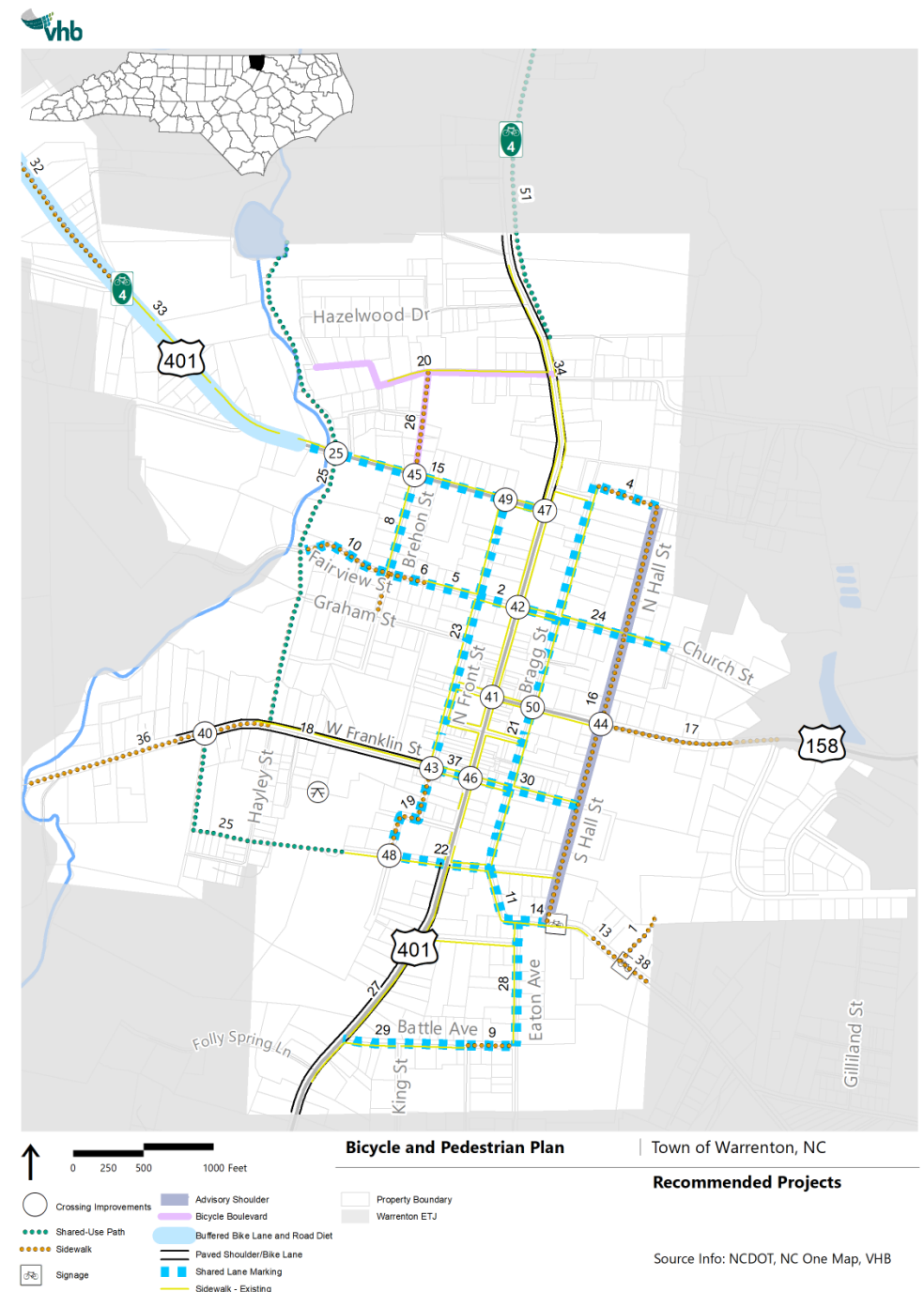


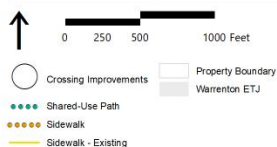
# Priority Corridors

-  **Primary corridors** – form the “spine” network; directly connect to major destinations.
-  **Secondary corridors** – supplement the spine; allow for recreational loops.
-  Steering Committee vetted



Goal	Objective	Priority – Weight (Max Score)
Funding Eligibility	Initial determination of proposed project’s eligibility for available funding sources, such as through an incidental project within NCDOT’s Complete Streets policy, Powell Bill funds, and federal programs	10 - 0
Community Priority	Identification and intensity of project’s preference from the Warrenton community during the public engagement process	10 - 0
Cost	Relative ranking of the proposed project’s planning level cost (in 2019 \$USD) to the other considered projects. Planning level cost does not include design costs nor Right-of-Way (ROW) acquisition	5 - 1
Connectivity to Network	Evaluation of the proposed project’s connection to an existing sidewalk or bicycle facility (within 100’)	5 - 0
Community Connectivity	Award of points to proposed projects that provided a connection to an identified community resource during the public engagement process; schools and park received the highest scores	5 - 0
Safety	Ranking of the proposed project’s bicycle and pedestrian safety score relative to the list of considered projects (in thirds)	3 – 1
Plan Coordination	Award of points for projects that corridors or at locations where a funded project is planned or scheduled	3 - 0



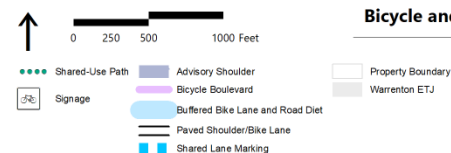
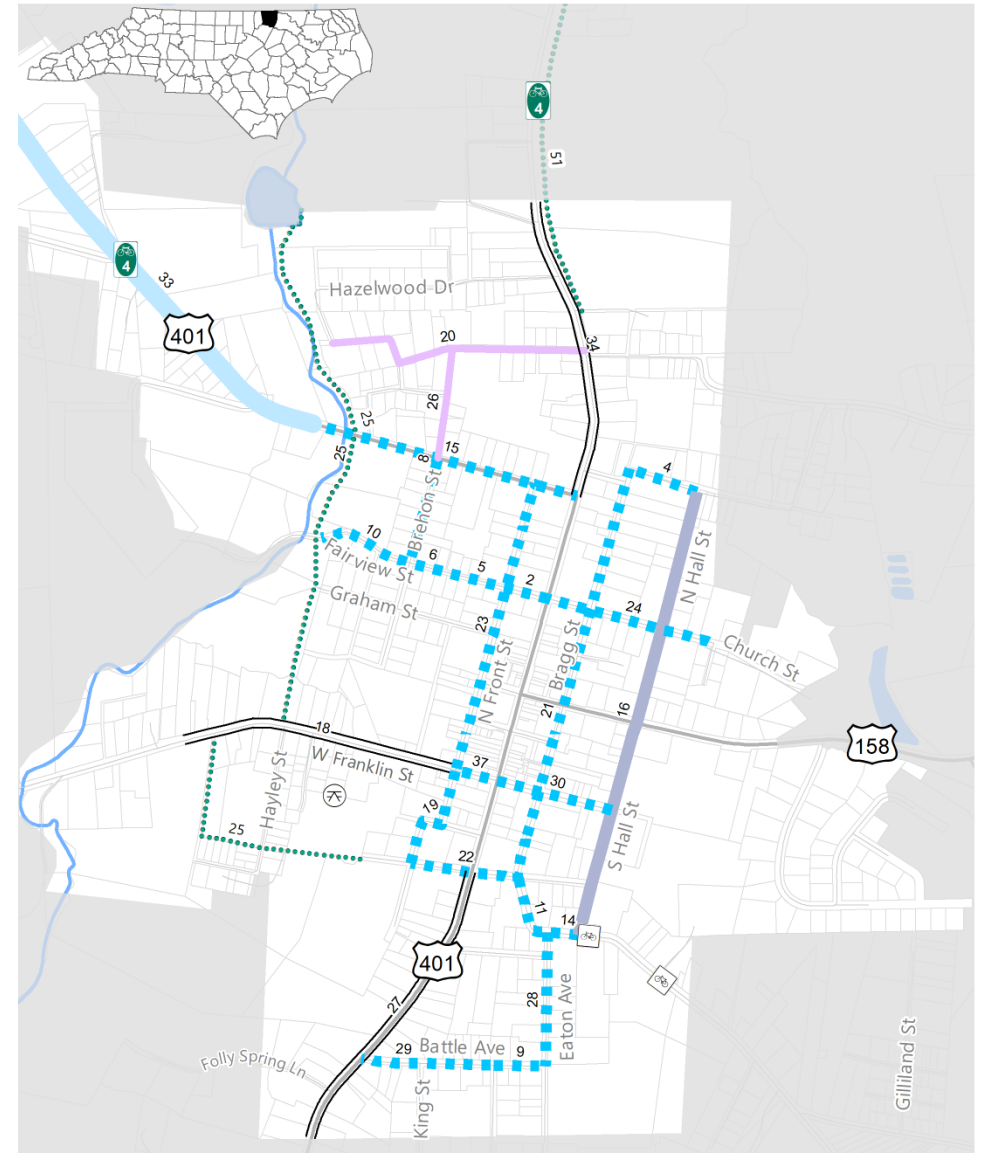


**Bicycle and Pedestrian Plan**

Town of Warrenton, NC

**Recommended Pedestrian Projects**

Source Info: NCDOT, NC One Map, VHB



**Bicycle and Pedestrian Plan**

Town of Warrenton, NC

**Recommended Bicycle Projects**

Source Info: NCDOT, NC One Map, VHB

Project #40: Crossing at Hayley-Haywood Park

This project would create a new crossing across W Franklin Street at Hawkins Campus Drive for pedestrians and bicyclists to access the Hayley-Haywood Park. The connection would include high visibility crosswalk markings, signage, lighting, and curb ramps to safely cross W Franklin Street. The connection would also provide a link between the north and south sections of the Horse Creek Shared Use Path, Project #25. The sidewalk extension on the northside of W Franklin Street from Hayley Street west to the Town Limit is Project #36, the longer-term inclusion of bicycle lanes on W Franklin Street is Project # 18.



<b>Location:</b> Intersection of W Franklin Street and Hawkins Campus Drive	
<b>Length:</b> N/A	
<b>Planning-Level Cost Estimate:</b> \$16,000	
<b>BPCE Estimate:</b> \$30,000	
<b>Amenities:</b> High visibility crosswalk with continental pattern, warning signage, curb ramps, truncated domes, and overhead lighting.	
<b>Constraints:</b> The pilot project is at a location that does not currently have sidewalks. Utilities and trees are located on the south side of the roadway, potentially in the right of way of the proposed sidewalk connections. Private property is located along the north side of the roadway.	
<b>Estimated Unit Costs:</b>	Crosswalk ~ \$2800 each
Curb ramp ~ \$890 each	Lighting ~ \$5400 each
Truncated domes ~ \$46 ft²	Signage ~ \$330 each

Project #25: Horse Creek Greenway

This project is a new 1 mile shared-use path facility for pedestrians and bicyclists that runs North-South on the west side of Warrenton. The greenway parallels Horse Creek and crosses W Ridgeway Street, W Franklin Street, and ends at Cousin Lucy's Lane. The path uses a new portion of sidewalk along W Franklin St as an overland connector before transitioning south at the Hawkins Campus Drive crosswalk (Project #40).



Location: Along Horse Creek	
Length: Approximately 1 mile	
Planning-Level Cost Estimate: \$563,000	
BPCE Estimate: \$2,415,000	
Amenities: Paved shared-use path, curb ramps, truncated domes, lighting, signage, and high visibility continental marked crosswalks.	
Constraints: The pilot project is located within a riparian zone, near wetlands on the north section, and passes through private property.	
Estimated Unit Costs:	Lighting ~ \$5400 each
Curb ramp ~ \$890 each	Signage ~ \$330 each
Truncated domes ~ \$46 ft²	Shared-use path (paved) ~
Crosswalk ~ \$2800 each	\$530,000 / mile

### Project #41: Macon Street at Main Street

This project includes the marking of crosswalks at the intersection of Macon Street and Main Street. The intersection plays a key role in connecting the downtown area with county and town-wide resources. The intersection is also a major junction for regional transportation and local pedestrian traffic.



**Location**

**Location:** Intersection of Macon Street and Main Street

**Length:** N/A

**Planning-Level Cost Estimate:** \$11,000

**BPCE Estimate:** \$110,000

**Amenities:** High visibility marked crosswalks across all four legs of the intersection.

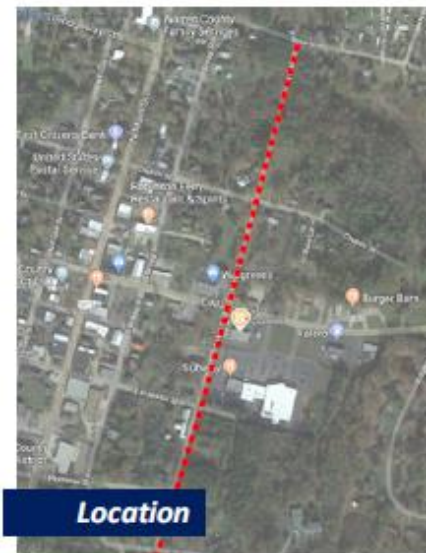
**Constraints:** No constraints are anticipated. The curb ramps are scheduled for ADA-compliance upgrade as part of routine NCDOT maintenance.

**Estimated Unit Costs:**

Crosswalk ~ \$2800 each

### Project # 16: Hall Street Sidewalks and Advisory Shoulders

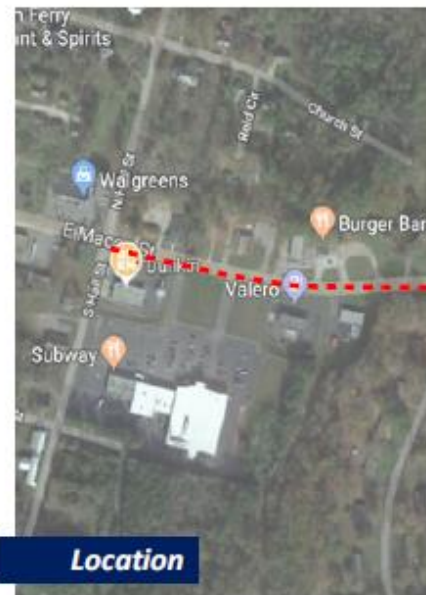
This project includes the addition of sidewalk on one side of Hall Street with advisory shoulders from Bute Street to Halifax Street. The new sidewalk and space for bicycles provides a north/south connection for the residents on the east side of town. The marked crossing at N Hall Street and E Macon Street is a separate project (#44).



<b>Location:</b> Hall Street from Bute Street to Halifax Street
<b>Length:</b> .5 miles
<b>Planning-Level Cost Estimate:</b> \$164,000
<b>BPCE Estimate:</b> \$1,635,000
<b>Amenities:</b> Sidewalk on one side and advisory shoulder pavement markings on both sides of the roadway. Advisory shoulders create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement markings and optional pavement color.
<b>Constraints:</b> This pilot project has trees and water and sewer on both sides of the roadway throughout the project's length and portions of a small retaining wall on the south east section. Electric utility poles are located along the west side. Location of the sidewalk will be dependent on the least constrained side.
<b>Estimated Unit Costs:</b> Pavement striping ~ \$4 ft Sidewalk ~ \$35 linear ft Curb and gutter ~ \$23 linear ft

### Project #17: E Macon Street Sidewalks

This project is the addition of sidewalk on one side of the roadway along E Macon Street from Hall Street to Ridgecrest Drive with curb ramps and high visibility crosswalks across major driveways. The sidewalk provides access to stores and employment centers along E Macon Street and a connection to the neighborhood off of Ridgecrest Drive.



**Location**

**Location:** E Macon Street (US 158) from Hall Street to Ridgecrest Drive

**Length:** 1,272 feet

**Planning-Level Cost Estimate:** \$62,000

**BPCE Estimate:** \$345,000

**Amenities:** Sidewalk, curb ramps, truncated domes, and high visibility crosswalks.

**Constraints:** The pilot project has electric utilities on both sides of the road in the right of way, and the existing interior curb and guard rail on the south side of the roadway may conflict with the needed width of the sidewalk. Curb and gutter ends east of 850' east of Hall St.

**Estimated Unit Costs:**

Sidewalk ~ \$35 linear ft

Curb ramp ~ \$890 each

Truncated domes ~ \$46 ft<sup>2</sup>

Crosswalk ~ \$2800 each

### Project #33: W Ridgeway Street Road Diet

This project is the reconfiguration of the existing 4-lane section of W Ridgeway Street (US 401) from the Town Limits to 300' west of Harris Street. The conversion to a 2-lane roadway with a center two-way left turn lane and on-street buffered bicycle lanes extends the bicycle network, supports the North Line Trace State Bicycle Route 4, provides motorists safer access to homes and businesses, reduces roadway speeds within the Town, and is compatible with traffic volumes. The extension of the sidewalk to the Town limit is a separate project (#32).



**Location**

**Location:** W Ridgeway Street (US 401) from Town Limit to 300' west of Harris Street.

**Length:** 0.6 mile

**Planning-Level Cost Estimate:** \$67,000

**BPCE Estimate:** \$4,920,000

**Amenities:** Buffered bicycle lanes, signage, and road diet. A road diet is the reconfiguration of a roadway with amenities for all modes. This road diet would include a new center two-way left turn lane and buffered bicycle lanes within a three-lane cross section instead of the existing four-lane cross section.

**Constraints:** This pilot project does not affect areas outside of the existing curb and gutter. Anticipate questions from business owners and residents on access.

**Estimated Unit Costs:**

Bicycle signage ~ \$250 each

Pavement striping ~ \$3.30 ft

Strategy	Contributing Stakeholders	Lead Agency/ Stakeholder	Time Frame	Duration
<b>POLICY</b>				
Adopt this Plan	Town Council	Town Staff	Immediate	Initial
Amend the CTP	Town Council, Warren County Commissioners, KTRPO	Warren County Commissioners	Near Future	Once
Finalize the Bicycle and Pedestrian Committee	Town Staff, Bicycle Pedestrian Advisory Committee	Town Staff	Immediate	Periodic
Continue to Enforce State and Local Regulations	Town Staff, Law Enforcement, Bicycle Pedestrian Advisory Committee	Police	Near Future – Long-Range	Ongoing
<b>PROGRAM</b>				
Create Educational Outreach Programs	Bicycle Pedestrian Advisory Committee	Town Staff	Near Future – Long-Range	Ongoing
Create Encouragement Outreach Programs	Bicycle Pedestrian Advisory Committee	Town Staff	Near Future – Long-Range	Ongoing
Establish a Monitoring and Benchmarking Program	Town Staff, Bicycle Pedestrian Advisory Committee	Town Staff	Immediate – Long-Range	Ongoing
Become Registered as Walk and Bike Friendly Communities	Town Staff, Bicycle Pedestrian Advisory Committee	Town Staff	Near Future – Long Range	Periodic
<b>INFRASTRUCTURE</b>				
Identify Funding Sources	Town Staff, Bicycle Pedestrian Advisory Committee	NCDOT & Town Staff	Immediate – Long-Range	Periodic
Perform a Road Safety Audit	NCDOT Transportation Safety & Mobility Unit, FHWA Division Office, Town Staff	NCDOT & Town Staff	Near Future – Intermediate	Once
Build the Priority Projects Outlined in this Plan	NCDOT, Warren County, Town Staff, KTRPO	NCDOT	Near Future – Intermediate	Ongoing
Review the Applicability of Future Projects	NCDOT, KTRPO, Warren County, Town Staff, Bicycle Pedestrian Advisory Committee	NCDOT	Long Range	Periodic

Time Frame:

- Immediate = initial steps in Plan, short-term;
- Near Future = implementation phases;
- Intermediate = final implementation phases;
- Long-Range = post-implementation, evaluation and maintenance phases

Duration:

- Initial = preliminary action;
- Ongoing = continual updates needed, no clear end;
- Periodic = occasional, non-specified milestones

# THANK YOU



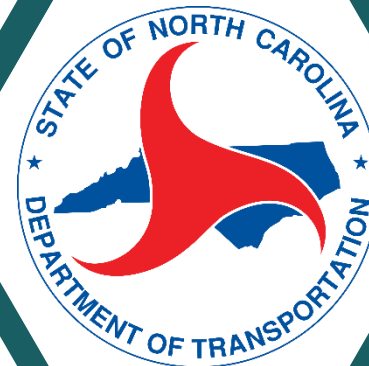
Steering Committee



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Mike Coffman  
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