

SUMMARY

Introduction

The following is a summary of the recommendations and implementation steps from the Pedestrian Chapter.

Infrastructure

Recommendations in the plan were developed based on the existing conditions and theme goals were set for the implementation of

Safety

the plan. The icon(s) after each recommendation in the **Summary**

Policies &

Programs

addresses: Mobility, Safety, Health, Economy, or Environment (as noted in the **Introduction** section).

Summary

> Infrastructure

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MOBILITY



SAFETY



HEALTH



ECONOMY



ENVIRONMENT

Infrastructure

TOOLBOX

- Items in the Pedestrian Toolbox range from traditional pedestrian improvements such as crosswalks and pedestrian signals to more uncommon treatments such as chicanes and RRFBs. These improvements are recommended for consideration and implemented on an as-needed basis and where warranted.



- Recent design guidance and research shows that small curb radii is a key element of pedestrian safety, by reducing traffic turning speed and reducing the crossing distance for pedestrians. Current curb radius standards (25 feet in the City of Greensboro) should be reviewed based on the context of the roadway in order to accommodate turning vehicles without sacrificing pedestrian safety and comfort. This can be implemented on a project-by-project basis.



SIDEWALKS

- Sidewalk recommendations for the City of Greensboro are prioritized into four tiers: Tier 1 (top priority/short term), Tier 2 (second priority/middle term), Tier 3 (third priority/Longer term), and Tier 4 (Long range). Sidewalk construction will be

implemented by the City of Greensboro sidewalk construction program on a continuing basis.





- Sidewalk recommendations in the unincorporated County and MPO Towns are not prioritized except to the extent that they are given priority in a local pedestrian plan or bicycle and pedestrian plan. Oak Ridge and Pleasant Garden have prioritized small sidewalk segments within their town boundaries and are expected to pursue construction of them as local funds allow.
- Sidewalk standards and land development ordinances for downtown Greensboro should be brought up to speed with comparable cities within the state and the region. GDOT will need to work with the Greensboro Planning Department to discuss implementing these revisions starting in 2016.
- It is recommended that NCDOT replace its policy of requiring local financial participation in its roadway project costs for sidewalk installation with a policy of routinely accommodation of pedestrians through sidewalks, pedestrian, signals, and related infrastructure in urban and urbanizing areas. This would fully recognize NCDOT's responsibilities as a transportation infrastructure owner and operator as well as better align with the Department's adopted Complete Streets Policy. Local governments should continue to advocate for this change going forward.











CURB RAMPS

- Curb ramps must be installed at intersections where there is sidewalk but no ramp exists, or upgraded if they are substandard. Improvements should be prioritized based on high pedestrian traffic areas and the prioritization methodology developed for this plan. Improvements can be funded using federal or local funds, on an as-needed basis by maintenance crews, or with yearly resurfacing.
- It is recommended that curb ramps be provided for each crosswalk extending from a corner rather than a single curb ramp pointing into the center of the intersection wherever possible. This will be implemented in new roadway or sidewalk



projects and, when possible, intersection retrofits.  

PEDESTRIAN SIGNALS AND GENERAL SIGNALIZATION


- Accessible pedestrian signals should be included at any signalized intersection that has sidewalks. A map of priority intersections for signal improvements in Greensboro was created for this plan, and local funds will be used to install these signals from 2015 to 2019. This installation program should be expanded by identifying additional funding, and methods should be sought to expedite its progress.  
- Key street crossing areas for trails and greenways, or areas where pedestrian mid-block crossings are frequent, should be reviewed to determine if additional signalization is needed for pedestrian visibility and safety. A study should be conducted in 2016 to identify these crossings that may need signalization or other pedestrian improvements.  
- This plan recommends implementing pedestrian detection technology (such as video detection) in lieu of buttons at high demand locations under upcoming projects. The TAP project at Aycok St and Walker Ave is a prime opportunity to use this technology.  
- The leading pedestrian interval is another technique being used elsewhere in the country to improve pedestrian safety that merits close review and implementation at appropriate locations in the MPO area. This plan recommends that a review be conducted, focusing first on high crash and/or high demand areas, in an effort to achieve traffic signalization-related pedestrian safety enhancements. This review should take place in 2016, in close coordination with related studies.  

CROSSWALKS





- This plan recommends that a strategy be developed to identify locations where high-visibility crosswalks and/or signage are warranted, including addressing locations with deteriorated markings, based on high amounts of pedestrian travel and/or where pedestrian crash patterns have arisen. A study should be conducted in the short term (2016 or soon after this plan is completed) to determine where

high-visibility crosswalks need remarking or should be marked.  





TRAFFIC CALMING

- This plan recommends that the City of Greensboro considers creating a traffic calming program with sufficient budgeted resources to systematically and comprehensively address areas where speeding discourages pedestrian travel and to identify proper improvements that increase pedestrian safety around the city. GDOT should request a service enhancement to develop this program during the next budget cycle and subsequent cycles as needed. 

USAGE AND VOLUME

- This plan recommends the MPO continue to participate in the Pilot Bicycle and Pedestrian Counting Program with NCDOT and cooperate in data collection and the development of seasonal and area type factors. 
- It is recommended that GDOT and the MPO continue to use Miovision to count pedestrian traffic and to support the needs of the pedestrian counting program. Mobile pedestrian counting methodologies also should continue to be used by GDOT. As part of this, staff should continue experimenting with different technologies in an effort to determine which ones are most effective for this task. 
- MPO staff also should conduct research on applying counting data, such as calculating pedestrian crash rates, developing infrastructure, evaluating before and after improvement project studies, etc.  

MAINTENANCE

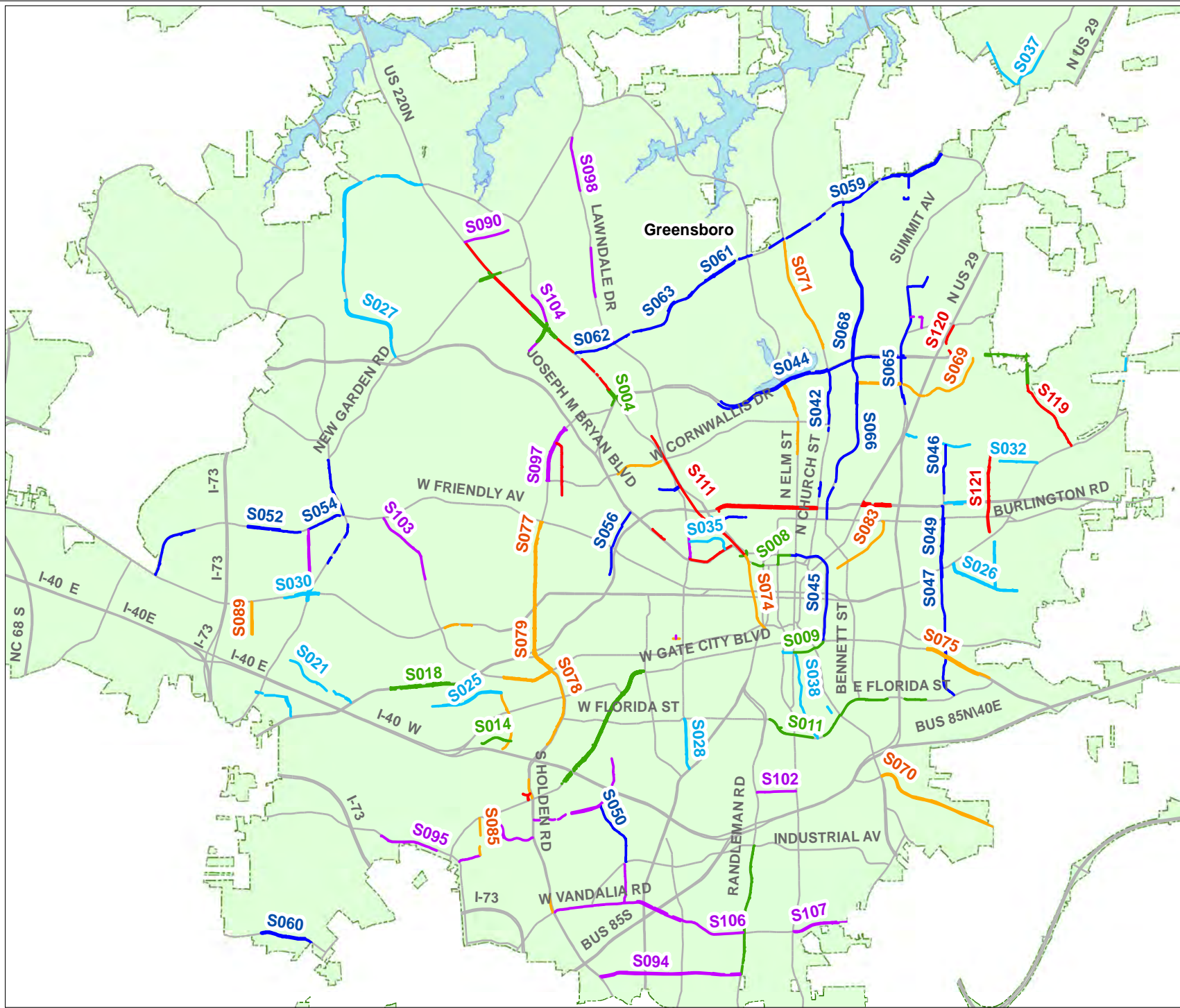
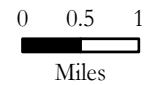
- It is recommended that more funding be allocated to the City of Greensboro's Field Operations Department for regular sidewalk maintenance and/or to maintenance contracts. This could and should be accomplished through increased general funds and future transportation bond dollars. 
- Additional federal resources should be directed into sidewalk repair and replacement when feasible and necessary to help close the sidewalk repair gap on priority corridors. Implementation will depend on future budgets for repairs at the local level and the availability of funds from federal sources for repair contracts.   

Map 3-15

**SIDEWALK
PROJECTS
IMPLEMENT-
ATION**

Legend

- Sidewalk Projects**
- 2015
 - 2016
 - 2017
 - 2018
 - 2019
 - 2020
- Major Street**
-
- Lakes**
- +
- City of Greensboro**
- +



MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S004	Battleground - Benjamin - Cone	Intersection Improvements on Battleground Avenue at West Cone and Benjamin Pkwy	2015	STP	3,068.02	U-5306 A	2014-230
S005	Battleground - Westridge	Battleground Ave & Westridge Rd intersection improvements (project U-5306B)	2015	STP	10,722.97	U-5306 B	2010-034
S006	Battleground Ave - New Garden Rd	Intersection Improvements at Battleground and New Garden Rd. (U- 5306C)	2015	STP	2,366.44	U-5306 C	2010-033
S007	Cone Blvd / Nealtown Extension Sidewalk	End of Cone Blvd to approx 3,200' east end of Nealtown Rd. and from Cone Boulevard to approximately 2,000' south	2015	Bond	9,092.74		2010-035
S008	Downtown Greenway Ph 2E, 3A & 3C	Fisher Ave from Greene St to Eugene St; Eugene St from Fisher Ave to Smith St; Smith St from Spring St to Prescott St	2015	STP-DA	2,150.77	EL-5101 DO	2011-003
S009	Downtown Greenway Ph 1-B2	Along Bragg St from Elm St to MLK Dr	2015	Bond	2,092.82		2011-440
S010	East Florida Street Sidewalk Gap	South side from Oxford Road to Benbow Road	2015	STP-DA	1,090.67	U-5532 C	2014-0410
S011	Florida Street	Both sides between Ashe Street and Willow Street.	2015	STP-DA	9,010.58	EL-5101 DG	2013-800
S012	Gentry Street	Hunter Hills Park Connector Sidewalk - Hunter Hills Park to east side of Merritt Drive	2015	Bond	713.96	n/a	2014-0260
S013	High Point Road Streetscape	Pinecroft Rd to Coliseum Blvd.	2015	Bond	29,625.90	N/A	2013-1290
S014	Hunter Hills Park Connector	160' west of Merritt Drive to western side of Hunter Hills Park	2015	P&R Bond	1,790.33	n/a	2014-0260
S015	Latham Park Greenway	Battleground Ave to Mendenhall St	2015	STP	790.45	EB-5518	2013-590
S016	O'Connor Street	SE walking Trail to Florida St	2015	Bond	233.73	EL-5101 DG	2010-026
S017	Randleman Rd.	Creekridge Rd to Glendale Rd - East Side Only	2015	STP-DA	6,399.29	EL-5101 DG	2013-800
S018	Wendover Ave. West	Edwardia Drive to Oak Branch Road - Both Sides	2015	CMAQ	6,355.88	C-5555 A	2010-1130
S019	West Wendover Sidewalk Gap	South side from 850 feet east of Edwardia Drive to Norwalk Street	2015	CMAQ	1,726.76	2014-0240	2014-0400
MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S020	Battleground Avenue	From existing sidewalk at 1310 Battleground Ave to 1400 Battleground Ave to fill in gaps	2016		305.73		
S021	Big Tree Way	Both sides from Wendover Ave to Shelby Dr where none exists and west side from Shelby Dr to NCDOT's Bridford Pkwy project limits on Big Tree Way	2016	STP-DA	4,451.55	2014-0230	2010-1130
S022	Bridford Parkway / Hornaday Road	Wendover Ave to west of Nicholas Road	2016	STP-DA	3,414.17	2014-0240	2010-026
S023	Downtown Greenway Ph 1-B1	Along Bragg St from Eugene St to Elm St	2016	Bond	771.96		2014-430
S024	East Wendover Sidewalk Gap	North side from English Street to Waugh; south side from Rollins Street	2016	STP-DA	2,092.57	U-5532 C	2014-0410
S025	Hewitt Street	Norwalk St to Merritt Dr	2016	STP-DA	7,674.73	2014-0240	2010-1130
S026	Holts Chapel Rd	From Franklin Blvd to Market St along both sides	2016	STP-DA	9,345.66	EL-5101 DM	2014-230



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S027	Horse Pen Creek Road	Widening from New Garden Rd to Battleground Ave	2016	Bond	26,255.05		2010-010
S028	Lovett Street	West side: Florida Street to Freeman Mill Road East side: Florida Street to existing sidewalk north of Freeman Mill Road	2016	STATE SR2S	5,708.50	U-5532 C	2014-0410
S029	Lowdermilk Street	Sidewalk & curb & gutter from Holts Chapel Road to Cameron Avenue	2016	STP-DA	5,613.32	EL-5101 DM	
S030	Market St/College Rd/Guilford College Rd	Intersection Improvements Including Guilford College Rd - Wendy Ct to Guida Dr.	2016	STP	5,087.86	U-5326	2009-004
S031	Northeast / Keeley Park Connector	From trail to Keeley Park along Rankin Mill Rd	2016	P&R Bond	1,412.94		2009-097
S032	Phillips Avenue	Where none exists between Summit Ave and Huffine Mill Rd	2016	TAP	5,150.34	U-5532 B	2014-230
S033	Plymouth Street	West side from Harrington St to Lucerne St	2016	STP-DA	480.97	U-5532 C	2014-0410
S034	Rudd Station Road	East side between Scott Rd and Townsend Rd, and north side of Scott Road between Rudd Station Rd and Summit Ave	2016	STP-DA	3,497.64	2014-0240	2014-0400
S035	Seminole Drive	North side Westover Terr to Benjamin Pkwy	2016	Bond	2,752.29		2014-0990
S036	Shelby Drive	Big Tree Way to Edith Ln.	2016	STP-DA	215.60	2014-0240	
S037	Summit Avenue	West side between Scott Rd and Creekbrooke Ct	2016	STP-DA	2,689.71	2014-0240	2014-070
S038	Vance Arlington Trail	Vance St to Arlington St	2016	P&R Bond	5,805.20		2010-1130
MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S039	Bessemer Avenue	Grecade St to Hill St, north side where none exists.	2017		1,167.99		
S040	Byers Road	West side of Byers Road from Lees Chapel Road to existing, and west side from existing on Byers Road to existing on east side of Byers Ridge Drive	2017	STP-DA	1,263.45		2014-230
S041	Church Street Ph 1	Wendover Ave to Tankersley Dr (portion of Roadway Project)	2017	Bond	872.97		2009-075
S042	Church Street Ph 2	State St to Cone Blvd (portion of Roadway Project)	2017	Bond	3,580.81		2009-075
S043	College Road/New Garden Road	East side from existing south of Friendly Ave to Guida Dr.; New Garden Rd., West side from Ballinger Rd. to Friendly Ave.	2017	CMAQ	4,517.13	2014-0400	2014-0400
S044	Cone Boulevard	O'Henry Blvd to St. Regis Rd	2017	CMAQ	19,530.10	C-5555D	2014-007
S045	Downtown Greenway Ph 2	Along Murrow Blvd and Fisher Ave from Lee St to Greene St	2017	STP-DA	7,459.89	EL-5101 DJ	2009-056
S046	English Street	East side: Phillips Ave to Wendover Ave where none exists	2017	CMAQ	2,868.07	EL-5101 DL	2010-1260

MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S047	English Street Sidewalk	East Market St to E. Lee St both sides where none exists	2017	CMAQ	6,088.34	EL-5101 DL	2013-360
S048	English Street Sidewalk	E. Lee St to E. Florida St, both sides where none exists	2017	CMAQ	2,453.72	EL-5101 DL	2013-360
S049	English Street Sidewalk	Wendover Ave to East Market St, both sides where none exists	2017	CMAQ	6,964.55	EL-5101 DL	2013-360
S050	Four Seasons Boulevard	East side from Vanstory Street to Creekridge Road.	2017	STP-DA	4,031.08	2014-0230	2014-0230
S051	Friendly Avenue, West	West Market Street to approximately 1350' east of Chimney Rock Road - south side only	2017	CMAQ	4,168.85	EL-5101 DL	2013-360
S052	Friendly Avenue, West	Existing sidewalk 240' west of Carriage Ln to existing sidewalk 250' west of King George Dr - north side only	2017	CMAQ	2,114.84	EL-5101 DL	2013-360
S053	Friendly Avenue, West	Existing sidewalk 430' east of Forsythia Dr to existing sidewalk approx. 500' west of Lindley Rd - south side only	2017	CMAQ	3,014.74	EL-5101 DL	2013-360
S054	Friendly Avenue, West	Lindley Road to Francis King Street - south side only	2017	CMAQ	2,182.69	EL-5101 DL	2013-360
S055	Green Valley Road	North side from Lendew St to Battleground Ave and south side from Westover Terr to Battleground Ave	2017	STP-DA	1,665.25		2014-230
S056	Green Valley Road	East side from Friendly Ave to Northline Ave and west side from Northline Ave to Benjamin Pkwy	2017	STP-DA	2,327.86		2014-230
S057	Green Valley Road	West side Madison Ave to Friendly Ave.	2017	STP-DA	1,673.05		2014-230
S058	Lees Chapel Road	Yanceyville St to Brightwood School Rd	2017	CMAQ	2,891.92	EL-5101 DL	2013-360
S059	Lees Chapel Road	Church St to Yanceyville St both sides where none exist	2017	CMAQ	9,775.48	EL-5101 DL	2010-026
S060	Mackay Road	Atwater Dr to Williamsborough Ln	2017	Bond	6,190.23		2009-086
S061	Pisgah Church Road	Church St to Willoughby Blvd	2017	CMAQ	8,207.20	EL-5101 DL	2013-360
S062	Pisgah Church Road	Lawndale Dr to Battleground Ave	2017	CMAQ	2,533.85	EL-5101 DL	2013-360
S063	Pisgah Church Road	Willoughby Blvd to Lawndale Dr	2017	CMAQ	6,104.43	EL-5101 DL	2013-360
S064	Rankin Road / Martin Avenue	South side of Rankin Road from Summit Ave to Martin Ave and the east side of Martin Ave from Rankin Rd to Springmont Dr	2017	STP-DA	1,619.23		2014-230
S065	Summit Avenue	West side 16th St to existing and east side from Rankin Rd to Avery driveway	2017	STP-DA	7,025.04		2014-230
S066	Yanceyville Street	Bessemer Ave to Water St	2017	STP-DA	8,090.55	EL-5101 DL	2014-220
S067	Yanceyville Street	Water St to Cone Blvd	2017	STP-DA	4,739.06	EL-5101 DL	2013-360
S068	Yanceyville Street	Cone Blvd to Lees Chapel Rd	2017	STP-DA	17,454.86	EL-5101 DL	2013-800
MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S069	16th Street	South side Yanceyville St to Cone Blvd; and north side Yanceyville St to Summit Ave.	2018	CMAQ	11,071.57	C-5555D	2009-003
S070	Alamance Church Road	MLK to City Limits	2018	Bond	19,095.56		2013-800
S071	Church Street	Lees Chapel Road to Electra Drive (east side only) - Replace wheelchair ramps on west side where not ADA compliant	2018	CMAQ	6,431.54	C-5555D	2014-0410



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MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S072	Cobb Street	North side where none exists	2018	STP-DA	410.35		
S073	Cornwallis Drive	Battleground Ave to Surrey Dr	2018	STP-DA	2,957.73		
S074	Downtown Greenway Ph 4	Spring Garden Street to Hill Street	2018	TBD	4,935.71		
S075	East Lee Street	Willow Rd to Florida St sidewalk, bike lanes, C&G	2018	STP-DA	7,527.20		
S076	Elm Street, North	West side from Cone Blvd to existing SW south of Irving Park Court and east side from Cone Blvd south to existing SW north of Cornwallis	2018	STP-DA	5,919.46		2011-430
S077	Holden Road	Madison Ave to Friendly - both sides	2018	CMAQ	4,824.51	C-5555D	2013-800
S078	Holden Road	Spring Garden St to 860' south of Meadowview Rd, west side	2018	CMAQ	4,830.03	TBD	
S079	Holden Road	Walker Ave to Spring Garden St - both sides	2018	CMAQ	5,985.03	TBD	
S080	Holden Road	Construct sidewalk from 1260' north of High Point Road to High Point Road, west side only	2018	CMAQ	1,219.48	TBD	
S081	Holden Road	Construct sidewalk from 530' south of Darden Road to Vandalia Road, west side only	2018	CMAQ	980.95	TBD	2014-240
S082	Holden Road	Walker Ave to Madison Ave - both sides	2018	CMAQ	7,305.51	TBD	
S083	Lindsay Street	West side from Bessemer Ave to Murrow Blvd	2018	STP-DA	4,246.31		2014-220
S084	Merritt Drive	West side from Hewitt St to I-40	2018	STP-DA	3,779.51		2014-240
S085	Merritt Drive	Both sides from High Point Rd to Frazier Rd	2018	STP-DA	1,612.45		
S086	Spring Garden Street	From W. Market St to Pomona Dr - south side only	2018	CMAQ	1,290.20	C-5555D	
S087	Spring Garden Street	Merritt Dr to Holden Rd - north side only	2018	CMAQ	2,667.62	C-5555D	
S088	Spring Garden Street	Merritt Dr to Holden Rd - south side only	2018	CMAQ	2,886.83	C-5555D	
S089	Swing Road	W. Market St to Burnt Poplar Road	2018	CMAQ	3,907.16	C-5555D	
MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S090	Cotswold Avenue	North side from Battleground Ave to Cotswold Terr	2019	CMAQ	2,926.11	C-5555E	2013-360
S091	Farmington Drive	Both sides from High Point Rd to Wintergarden Ln and north side from Wintergarden Ln to Holden Rd	2019	STP-DA	5,037.72		
S092	Four Season Boulevard	Creekridge Rd to Vandalia Rd	2019	CMAQ	2,274.18	C-5555E	2014-240
S093	Frazier Road	South side from Groometown Rd to Merritt Dr	2019	CMAQ	1,361.32	C-5555E	
S094	Glendale Drive	Between Holden Rd and Randleman Rd	2019	CMAQ	17,196.31	C-5555E	2014-240
S095	Hilltop Road	South side - existing sidewalk west of Roediger Court to approx. 985 feet west of High Point Road North side - existing sidewalk west of railroad to Fairfax Road	2019	STP-DA	3,795.73		2014-230

MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S096	Hobbs Road Petition Sidewalk East	East side of Hobbs Road from Starmount Farms Drive to N. Holden Road	2019	STP-DA	3,373.57		
S097	Holden Road	Cascade Dr/Cornwallis Dr to Bryan Blvd interchange - both sides	2019	STP-DA	7,157.54		2014-230
S098	Lawndale Drive	Pisgah Church Rd to Beaconwood Rd	2019	CMAQ	6,752.63	C-5555E	2013-360
S099	Lindley Road	Friendly Ave to College Road	2019	STP-DA	6,329.88		2013-620
S100	Martin Avenue	East side Spry to McKnight Mill	2019	TBD	670.19		
S101	Mayflower Drive	East side from Cobb St to existing	2019	STP-DA	187.31		
S102	Meadowview Road	Both sides from Randleman Rd to Elm-Eugene St	2019	CMAQ	2,494.75	C-5555E	2013-360
S103	Muir's Chapel Road	East side Tower Rd to Friendly Ave	2019	STP-DA	4,641.88		2012-060
S104	Old Battleground Road	West side from Westridge Rd to British Lakes Dr	2019	CMAQ	2,023.48	C-5555E	
S105	Spry Street	North side Martin to Summit where none exists	2019	TBD	358.05		
S106	Vandalia Road	Groometown Rd to Randleman Rd	2019	CMAQ	14,436.39	C-5555E	2013-360
S107	Vandalia Road	Elm-Eugene St to Pleasant Garden Rd, C&G widening & sidewalks	2019	Bond	9,165.42	N/A	
S108	Vanstory Street	Ontario St to Holden Rd - both sides where none exist	2019	CMAQ	7,243.55	C-5555E	2014-220
S109	Westover Terrace	Sidewalk & intersection improvements - east from existing sidewalk north of Seminole to Benjamin Pkwy	2019	STP-DA	1,330.70		
S110	Westridge Road	Southern side from Trentwood Dr to Whitehurst Rd	2019	CMAQ	808.86	C-5555E	
MAP ID	PROJECT	DESCRIPTION	FY	FUNDING SOURCE	LENGTH (FT.)	STIP	CITY CONTRACT
S111	A&Y Greenway	Hill Street to existing trail at Markland Drive	2020	TBD	9,729.47		
S112	Battleground Avenue	South of Westridge Rd to south of Martinsville Rd	2020	CMAQ	3,518.61	U-5532X	
S113	Battleground Avenue	Between Westridge Rd and Cotswold Ave	2020		11,594.13		
S114	Benjamin Parkway	North side Mitchell Water Plant Driveway to Elam Avenue	2020	STP-DA	3,862.55		
S115	Boulevard Street	West Ave to Boulevard Way	2020	TBD	310.28		
S116	Boulevard Way	High Point Rd to Boulevard St	2020	TBD	576.07		
S117	Cedar Fork Drive	Holden Rd to Boulevard Way	2020	TBD	157.23		
S118	Hobbs Road	East side Starmount Farms Dr to Holden Rd	2020	STP-DA	3,386.35		
S119	Nealtown Road	West side Huffine Mill Rd to White St	2020	STP-DA	4,664.78		
S120	Sands Drive	West side Cone Blvd to Wendy's Driveway and East Side north of Lowe's driveway to McKnight Mill Road	2020	CMAQ	1,529.84		
S121	Sykes Avenue	Both sides Calumet Pl to Phillips Avenue	2020	STP-DA	8,377.45		
S122	Wendover Avenue	Both sides Grecale/Battleground Court to Church Street	2020	STP-DA	11,685.59		
S123	Wendover Avenue	Both sides Summit Ave to EL-5101DD Limits	2020	STP-DA	3,368.74		



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- A strategic plan should be developed for proactively addressing sidewalk and curb ramp maintenance/repair in the neediest areas by 2017.   
- Sidewalk projects should be reviewed in conjunction with needy areas to determine if repair of existing sidewalk and curb ramps in the same corridor/vicinity can be included with construction project (when possible).   
- This plan recommends that additional funds be directed to maintaining pavement markings, signage, and other pedestrian crossing improvements in the City of Greensboro. Current funding allocations are not enough to adequately maintain existing markings in a way that provides the safest crossing conditions for pedestrians, and this will also allow for greater use of high-visibility crosswalks.  
- The MPO should work with MPO Towns/Guilford County/NCDOT to resolve sidewalk maintenance responsibility for sidewalks along NCDOT-maintained roadways in towns and unincorporated county starting in 2016.   

Safety


ENGINEERING



- This plan recommends the MPO or City conduct a study of high usage bus stops in high accident areas in order to identify appropriate countermeasures at specific locations. 
- More sidewalks should be built to emphasize safety, connect to bus stops and diverse land uses, and to fill sidewalk gaps.   
- The Greensboro Pedestrian Signals and Accessibility Enhancement Project to install pedestrian signals as well as to install and upgrade curb ramps will be implemented using 100% City funds.  
- The MPO is developing a non-motorized counting program to obtain counting data. This data, together with number of crashes, is an important input to calculate crash rate and identify dangerous locations for pedestrians as well as high use locations to develop appropriate strategies to improve safety for pedestrians.  

EDUCATION

- The City of Greensboro has been a partner of Watch For Me NC since 2014. The Watch For Me NC campaign has been successful in putting the City and the MPO on the right track to improving the visibility of bicycle and pedestrian education efforts and educating the public, staff, and law enforcement on how to improve pedestrian safety. 

ENFORCEMENT





- This plan recommends that the City and local universities continue to partner with NCDOT on Watch For Me NC, as it is an excellent campaign to help local law enforcement learn how to better enforce traffic laws related to pedestrian safety. The campaign also focuses on education of pedestrians and motorists advising them to follow traffic laws to enhance safety for pedestrians and motorists. 

- The Greensboro Police Department has done an aggressive and effective job with school zone enforcement, reminding people that they must slow down and be careful when driving through a school zone. This plan recommends that GPD continue to address speeding and dangerous driving behaviors in school zones to reduce the vulnerability of schoolchildren walking and biking to school. 
- This plan recommends regular training for law enforcement including new hires on pedestrian safety laws and issues Training similar to what is received from Watch For Me NC should be made available on a regular basis. 

ENCOURAGEMENT



- It is recommended the MPO cooperate with other organizations to continue to participate in events such as the Greensboro City Market and Open Streets to promote safe walking practices and encourage walking for transportation and health. Watch For Me NC also encourages safe walking provides educational information to the public.   

EVALUATION
















- The Greensboro MPO continues to build upon strong data and evaluation programs to support decisions for increasing safety conditions for pedestrians.  
- The Greensboro MPO continues to develop its non-motorized transportation counting and monitoring program and maintain and update a geodatabase of existing and planned infrastructure. In addition, conducting research on applying, using, and developing new tools for analyzing crashes, collecting count data, and using socioeconomic data is critical to achieve the desired goal to improve safety for pedestrians. The plan recommends that the MPO expand its non-motorized counting program to collect more baseline data and continue to conduct research on how different types of data can be applied to evaluate pedestrian facilities and make them safer. 
- The plan recommends the MPO to continue to update the pedestrian safety analysis periodically when new data are released to keep track of crash trends and the effectiveness of safety projects, programs, and campaigns. 

Policies and Programs

COMPLETE STREETS POLICIES

- This plan recommends the MPO adopt a Complete Streets Policy at this time. Member jurisdictions are also encouraged to consider and adopt Complete Streets Policies as well. A Complete Streets Policy will help draw attention to existing policies and practices and will stand as an ongoing encouragement to continue to improve conditions for all users. 
- NCDOT should implement their Complete Streets policy in a consistent and comprehensive manner, such as installing needed pedestrian and bicycle facilities where warranted in its projects -- not as a function of local government financial participation. The MPO and local municipalities should continue to work with NCDOT staff on implementing the Complete Streets policy in all future roadway projects. 

POLICIES RELATED TO LAND USE AND DESIGN

- Local jurisdictions should take concrete steps in their ordinances, policies, and land use decisions to strengthen and promote the expansion and formation of pedestrian-supportive zones. This includes encouraging mixed land uses, compact and walkable development, and increased street connectivity. The MPO will continue to work with local jurisdictions on this process.     
- This plan recommends MPO jurisdictions review development standards on setbacks, building height, land use mix, and densities, among other elements, to permit more walkable development and to promote and incentivize walkable development in appropriate settings. The MPO will provide assistance to jurisdictions on this review.     
- It is recommended that local jurisdictions review how they can use Comprehensive Planning to further explore opportunities for walkable development and how and where to better promote it. Again, the MPO can provide assistance and guidance to local jurisdictions as needed.     
- MPO area jurisdictions should review their ordinances and their street



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design standards to determine how and where they could be modified to lead to more pedestrian friendly outcomes. Wider sidewalks with buffer zones that provide space for street trees, benches, and other amenities further enhance the pedestrian experience and encourage walking. The City in particular should review its design standards for downtown Greensboro within a year of adopting this update, in order to capitalize on new downtown development.



EDUCATION, ENCOURAGEMENT, AND ENFORCEMENT PROGRAMS

- This plan recommends that efforts be made to expand the reach of Safe Routes to Schools and related programs to more schools within the Guilford County school system. This will be implemented on an ongoing basis in concert with similar programs.
- This plan recommends that Guilford County schools begin to use Let's Go NC! in their classrooms and integrate biking and walking into the curriculum if they have not already done so. Schools that currently participate in Walk to School Day may be in a better position to support this program because of their demonstrated engagement on walking and biking issues. MPO staff will continue to work with Active Routes to Schools staff to identify potential school partners for this curriculum.
- More schools in Guilford County should participate in International Walk to School Day. A challenging aspect of getting school involvement is that walking to school is not always an option for all students or safe due to lack of sidewalks and safe crossings, however, students can participate by walking at their school. MPO staff should work to recruit at least one more school each year for Walk to School Day and identify infrastructure barriers, among other barriers, that may prevent schools from being comfortable participating.
- It is recommended that Safety Town continues and expands as possible to serve more children every year. MPO staff should



participate in Safety Town to determine any challenges to its continuance or opportunities for expansion, starting in 2016.











- Watch For Me NC partners in the Greensboro area are recommended to spin off their own programs that can run year-round and continue to run if Watch For Me NC should lose state support or funding in future years. The City of Greensboro will participate again in 2015 and should make plans to institute a year-round program in 2016.
- This plan recommends that the safety and education priorities identified by the BiPed Update Advisory Committee be addressed in concert with other safety programs that may be related. Not all may be able to be addressed at once, but it is important that they are kept in mind as municipalities and organizations in the Greensboro MPO work to develop education, enforcement, and encouragement programs. These should be reviewed and integrated with a safety campaign specific to the Greensboro MPO in the timeframe listed above in the summary of Watch For Me NC.
- Local jurisdictions should consider offering additional Open Streets or 'Ciclovia' events, closing off major corridors to auto traffic and offering the space to cyclists, pedestrians and group exercise events.

VARIOUS LOCAL GOVERNMENT POLICIES, PROGRAMS AND EFFORTS RELATING TO THE PEDESTRIAN ENVIRONMENT

- It is recommended that the Greensboro MPO establish a permanent BPAC, beginning in early 2016.
- It is recommended that the City of Greensboro add additional transportation planning staffing resources in part to enable the Bicycle & Pedestrian Coordinator position to dedicate 100% of his or her time to bicycle and pedestrian issues.
- It is highly recommended that a stronger citywide policy be instituted for city staff and its contractors on preventing

sidewalk obstructions with city-owned or other objects. This will have to be implemented as an educational component of orientation or other trainings. This should be a priority for staff to work on within a year of plan completion.  

- It is recommended that there be better coordination between departments such as Field Operations, Transportation, Water Resources, and the Contact Center to expand the public outreach of the loose-leaf collection program and develop a strategy on how to address sidewalk obstructions due to leaf pileups. Coordination should begin on this issue early in the year, well before the fall, and can occur on a yearly basis.  
- It is recommended that safe driving practices related to sharing the roadway with pedestrians continue to be promoted for public employees and contractors in the City of Greensboro, Guilford County, and other municipalities throughout the Greensboro MPO. Although a small part of the overall picture of creating a walkable community, it speaks volumes to residents and visitors when public employees and contractors practice safe driving. Similarly to the policy regarding preventing sidewalk obstructions with city-owned or other objects, it will be necessary to integrate this further into orientations and trainings as possible.     
- The City of Greensboro should apply for the Walk Friendly Community designation considering its strong commitment to pedestrian access and safety over the past decade. The City should be in a position to apply for this designation by mid-2016, during the first round of applications from May to June. 



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