



**CONNECT  
CONOVER**  
PEDESTRIAN &  
BICYCLE PLAN

**APPENDIX**

**COMPREHENSIVE  
PEDESTRIAN &  
BICYCLE PLAN**

*Conover, North Carolina*

**2024**

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Source: TPD

# APPENDIX A

## **Existing Plan Review**

## Existing Plan Review

### Southern Conover Small Area Plan (2024)

This document outlines a small area plan for south Conover, emphasizing policies, land use strategies, and urban design principles to guide redevelopment and new development. The plan covers roughly 200 acres south of the downtown district, following 7th Street Place SW and Business 321 to Boundary Street SW, along the city boundary with Newton. The plan extends across the railroad, bordering the Southeast neighborhood near the cemetery, and reconnects along Conover Blvd. This focus area aims to guide future development, emphasizing historical preservation and cohesive aesthetics.

This plan prioritizes projects that conform to its goals. Specifically, it influences infrastructure needs for active transportation, ensuring that bicycle and pedestrian facilities are integrated into new developments and redevelopments. The plan promotes connectivity, safety, and accessibility, aligning land use decisions with multimodal transportation goals to create a walkable and bike-friendly community. Key impacts include:

- **New Development:** Mixed-use housing and business growth increases the need for pedestrian pathways and bike lanes.
- **Historic Preservation:** Repurposing historic buildings fosters pedestrian-friendly streetscapes and enhances the area's walkability.
- **Integration of Key Assets:** Connecting areas like Conover City Park and downtown strengthens the bicycle and pedestrian network.
- **Focused Development:** Revitalization in key quadrants encourages new pedestrian pathways and bike routes.
- **Connectivity:** New roadways and pathways improve accessibility, supporting non-motorized transportation.
- **Parks and Open Spaces:** Expanding green spaces promotes walking and cycling.

This focus on connectivity, mixed-use spaces, and historic preservation supports a more walkable and bike-friendly community.

<https://www.conoverncc.gov/DocumentCenter/View/610>

### Greater Hickory MPO 2050 Metropolitan Transportation Plan (2023)

Federal law requires metropolitan areas with populations over 50,000 to have a long-range transportation plan to access federal funds. These plans address infrastructure needs related to population growth, employment, and travel demand while mitigating congestion and air pollution.

After the 2010 Census, the Greater Hickory MPO was designated a Transportation Management Area (TMA) due to exceeding 200,000 residents. Future long-range plans will be known as the Metropolitan Transportation Plan (MTP).

From late 2021 to early 2023, GHMPO began developing a new 2050 Plan, starting with a values survey that gathered nearly 200 responses on local transportation needs. For Conover, there is a recommendation to "construct 1st Street/US 70 bicycle and pedestrian improvements from NC 16 to 2nd Avenue NE." This 1.1 mile project (CATA-C-5624-MTP) has 30% designs, but future implementation is uncertain.

<https://www.wpcog.org/metropolitan-trans-plan-mtp>

### 2003 Land Development Plan - updated through 2030 (2022)

The 2003 Land Development Plan was designed to strengthen Conover's community atmosphere and guide its growth. It provides a framework for public officials to make informed land use and policy decisions as the city evolves. In 2021, the Planning Department initiated an update to the plan, which was adopted in July 2022 and will guide the city's development through 2030.

<https://www.conoverncc.gov/DocumentCenter/View/549>

### NCDOT State Transportation Improvement Program (STIP) (ongoing)

The North Carolina Department of Transportation (NCDOT) has outlined several transportation projects relevant to Conover

in the 2024-2033 State Transportation Improvement Program (STIP). Key projects in and around Conover focus on improving connectivity and safety within the area. These transportation improvements will directly complement Conover's bicycle and pedestrian plans by creating a more connected, accessible, and safer environment for non-motorized transportation, fostering a multimodal network for the city's growing population. Some projects in Conover include:

- **Project I-5970:** This project involves the widening of I-40 in Catawba County, including sections near Conover, to improve traffic flow and safety. Construction is anticipated during the 2024-2033 period.
- **Project B-5963:** Focuses on bridge replacements in the area, including improvements to aging infrastructure around Conover. This will enhance safety and connectivity for motorists and pedestrians.
- **Project U-5964:** This project involves the improvement of US 70 through widening and upgrading intersections within Conover, aimed at reducing congestion and improving travel times.

<https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/about.aspx>

### Western Piedmont Local Coordinated Public Transportation Plan (updated 2021)

Every four years, the Greater Hickory Metropolitan Planning Organization (GHMPO) updates the Local Coordinated Public Transportation Plan for the Greater Hickory Urbanized Area in collaboration with the Western Piedmont Regional Transit Authority (WPRTA). This plan outlines strategies for coordinated public transportation among service providers, identifies transit needs, and proposes services to enhance mobility and connections to social services. It also guides the allocation of Federal Section 5310 funding for local projects.

The WPRTA Implementation Plan suggested service expansions based on urban demand. Federal Section 5307 funding allows for

deviated fixed-route services in two corridors: Lenoir to Hickory along US 321-A and Morganton to Hickory along US 70. These routes would have fixed schedules with designated pick-up points, ensuring cost-effectiveness by aligning agency revenues with federal funds.

Future services may include extended hours for employment transportation, additional demand response services, more human service trips, and group transportation for seniors and disabled individuals.

Anticipated future transit offerings in Conover are likely to shift from fixed-route services to on-demand options. On-demand services can provide transportation to areas that are underserved by fixed routes, making it easier for residents to reach destinations without relying solely on personal vehicles. Riders can request transportation based on their needs, which may encourage more people to utilize public transit and reduce the need for car trips, promoting a more walkable and bike-friendly environment. However, a shift away from fixed routes may lead to decreased predictability in transit schedules, potentially discouraging people from walking or biking to designated stops if they are unsure about service availability. On-demand services might not support the development of fixed transit corridors that can enhance pedestrian and bicycle infrastructure, such as bike lanes or sidewalks along bus routes, which are often prioritized with fixed-route systems. Overall, while on-demand services can enhance mobility options, careful planning will be necessary to ensure they complement walkability and cycling initiatives in Conover.

[https://www.wpcog.org/\\_files/ugd/960958\\_78279085c765485c84d0b74404ea9dc9.pdf](https://www.wpcog.org/_files/ugd/960958_78279085c765485c84d0b74404ea9dc9.pdf)

### City of Conover ADA Transition Plan (2019)

The study aims to develop an ADA Transition Plan for the City of Conover in compliance with two civil rights laws, including the Americans with Disabilities Act of 1990 (ADA), Title II Regulations, which ensures access to state and local government services, and Section 504 of the Rehabilitation Act of 1973,

## Existing Plan Review

which prohibits discrimination in federally funded programs. The report identifies barriers in municipally owned buildings and pedestrian rights of way, documenting mobility hazards through walking audits to collect data on sidewalks, curb ramps, intersections, and bus stops.

The City of Conover utilizes the United States Access Board's Proposed Right-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design for facility assessments conducted by an external contractor.

<https://www.conovernc.gov/252/ADA-Transition-Plan>

### Western Piedmont Bicycle Plan (2014)

In the summer of 2013, the Western Piedmont Council of Governments received funding from the North Carolina Department of Transportation to develop a regional bicycle plan for Alexander, Burke, Caldwell, and Catawba Counties. This plan aims to create a clear framework for developing new facilities, programs, and policies to support safe and efficient bicycling throughout the region. The planning process involved active participation from residents through public events, stakeholder meetings, a project Steering Committee, social media, and online surveys.

The Western Piedmont Bicycle Plan focuses on identifying a bicycle route network based on public input, assessing the economic impact of increased bicycling in the region, and conducting a safety analysis to enhance cycling safety.

In Conover, this plan recommends a continuous bicycle facility through the heart of the city, including 5-foot bike lanes along 1st Street East between 1st Ave S and Rock Barn Road and 4-foot shoulders on Conover Boulevard East (US 70) from Rock Barn Road to Claremont.

<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Western%20Piedmont%20Bicycle%20Plan%20Compressed.pdf>

### Conover Pedestrian Plan (2008)

In 2007, the City of Conover received a grant from NCDOT to develop a comprehensive pedestrian transportation plan. This plan outlines a series of phased recommendations encompassing various facilities, programs, and policies. The plan goals include improving connectivity between residential areas and downtown, ensuring access to all destinations such as schools, transit stops, parks, and commercial areas, and develop long-term strategies to improve connections to underserved outlying areas.

The plan also prioritizes improvements to pedestrian facilities, updates existing policies regarding sidewalks and greenways, and fosters a community commitment to programs that promote walking, including engineering, education, encouragement, and enforcement. Additionally, the plan emphasizes the design and maintenance of streets, roads, and trails to encourage pedestrian activity, raises public awareness of the economic and health benefits of walking, and ensures that pedestrian facilities are integrated into the overall transportation system. Finally, it calls for dedicated funding for pedestrian improvements to support these initiatives.

Connect Conover includes all the project recommendations outlined in this plan, with the exception of those that have been completed in the intervening years. The projects that remain under consideration received special attention and significance during the ranking process, ensuring that the most relevant and impactful initiatives are prioritized for implementation.

<https://connect.ncdot.gov/municipalities/PlanningGrants/Documents/Conover%20Ped%20Plan.pdf>

### Conover Parks Master Plan (2008)

This plan emphasizes the importance of accessible park areas throughout the community, ensuring that every resident in Conover is within walking or bicycling distance of a park. By strategically identifying recommended park locations, the plan aims to promote outdoor activity, enhance community well-being, and foster social interactions among residents.

Additionally, the proposal for an expanded Lyle Creek Greenway is a key feature of the plan. This expansion includes connections to various neighborhoods, creating a comprehensive network that facilitates safe and enjoyable travel for cyclists and pedestrians. The goal is to complete the corridor along the entire length of the creek within the city limits, providing an attractive and functional greenway that enhances connectivity and access to recreational opportunities.

By linking neighborhoods to parks and the expanded greenway, the plan not only encourages active transportation but also enriches the overall quality of life in Conover. This approach fosters a sense of community, encourages healthy lifestyles, and supports local ecosystems, making Conover a more vibrant and inviting place to live and play.

<https://www.conovernc.gov/DocumentCenter/View/550/Conover-Master-Parks-Plan?bidId=>

### **Catawba County Comprehensive Parks Master Plan (2008)**

The Catawba County Parks Comprehensive Master Plan (2007-2017) serves as a framework for current evaluation and long-term planning of the Catawba County Parks System. It involves an inventory of existing facilities to assess immediate community needs and anticipate future requirements. The plan recommends additions and renovations of parks and recreational facilities, prioritizing specific projects such as park upgrades, expansions, and land acquisitions based on user population and recreation standards. Overall, the Master Plan provides Catawba County with a practical guide for enhancing its Parks Division over the next decade.

This plan recognizes trails, greenways, and bicycle/pedestrian infrastructure as significant assets for economic development, particularly through the promotion of outdoor recreation tourism. By enhancing access to natural landscapes and urban areas, these facilities not only provide recreational opportunities but also attract visitors, boost local businesses, and increase property values.

The inclusion of the Lyle Creek Greenway as a key cross-jurisdictional facility underscores its importance as a 12-mile route that connects multiple communities. This greenway serves as a vital link for cyclists and pedestrians, facilitating safe and enjoyable travel while fostering a sense of community among users from different jurisdictions. Its design encourages active transportation, promotes healthier lifestyles, and enhances the overall quality of life for residents.

[https://www.catawbacountync.gov/site/assets/files/2490/park\\_master\\_plan\\_for\\_website.pdf](https://www.catawbacountync.gov/site/assets/files/2490/park_master_plan_for_website.pdf)



Source: City of Conover

# APPENDIX B

## **Project Branding**

## Project Branding

Image 1. Preliminary Project Branding

*Preliminary branding reflects that this plan originated as a pedestrian plan, adding a bicycle component at a later date.*



Image 2. Final Project Branding



	C: 53 R: 79 M: 34 G: 111 Y: 0 B: 168 K: 34		C: 87 R: 22 M: 12 G: 148 Y: 100 B: 0 K: 34		C: 12 R: 117 M: 7 G: 123 Y: 6 B: 125 K: 48
	C: 2 R: 207 M: 0 G: 212 Y: 61 B: 83 K: 17		C: 11 R: 197 M: 56 G: 98 Y: 60 B: 89 K: 13		C: 19 R: 207 M: 13 G: 222 Y: 0 B: 255 K: 0

**CONNECT CONOVER**

*Century Gothic*

This font is used for the title and subheading. "Conover" is bold.

ABCDEFGHIJKLMNOPQRSTUVWXYZ  
abcdefghijklmnopqrstuvwxyz



Source: City of Conover

# APPENDIX C

## **Survey Responses**

## Survey Responses

Image 3. Online Survey Responses

# Connect Conover Pedestrian & Bicycle Plan

### Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS
1,030	419	6,619	424

### How often do you take a walk?



225 respondents

Image 3. Online Survey Responses (Cont'd)

Why do you go for walks?

87%	Recreation and fitness	188 ✓
54%	To be with family, friends, or pets (socializing)	118 ✓
50%	To connect with nature	109 ✓
23%	Shopping, errands, or dining	49 ✓
3%	N/A	7 ✓
2%	Commute to work	5 ✓
2%	Other	5 ✓
2%	Commute to school	4 ✓
0%	No access to a car	1 ✓

217 Respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

Where do you walk?		
74%	Around my neighborhood	157 ✓
61%	Conover City Park	129 ✓
53%	Downtown Conover	113 ✓
24%	YMCA	52 ✓
22%	Conover Branch Library	46 ✓
21%	Lyle Creek Greenway	44 ✓
11%	Grocery store	24 ✓
10%	Other	22 ✓
4%	School	8 ✓
4%	N/A	8 ✓

213 Respondents

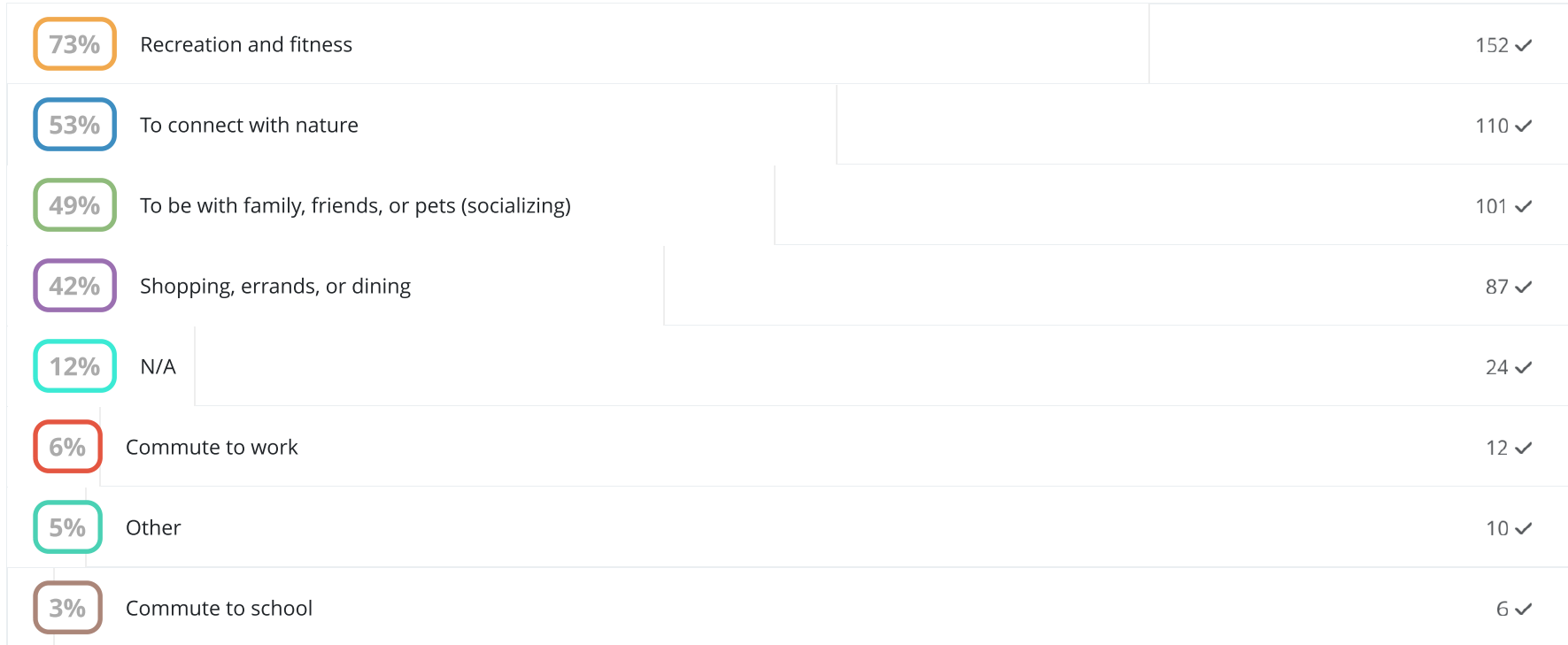
Image 3. Online Survey Responses (Cont'd)



## Survey Responses

Image 3. Online Survey Responses (Cont'd)

### For what purposes would you walk more often if it was more convenient/felt safer?



207 Respondents

Image 3. Online Survey Responses (Cont'd)

How often do you ride a bicycle?

43%	Never	80 ✓
31%	Rarely	58 ✓
17%	A few times a month	32 ✓
7%	Most days	13 ✓
4%	Everyday	7 ✓

188 Respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

### Why do you ride a bicycle?

53%	Recreation and fitness	99 ✓
42%	N/A	78 ✓
27%	To connect with nature	51 ✓
21%	To be with family, friends, or pets (socializing)	39 ✓
7%	Shopping, errands, or dining	13 ✓
3%	Other	6 ✓
2%	Commute to work	4 ✓
2%	No access to a car	4 ✓
2%	Commute to school	3 ✓

186 Respondents

Image 3. Online Survey Responses (Cont'd)

Where do you ride your bicycle?

43%	N/A	77 ✓
41%	Around my neighborhood	74 ✓
20%	Downtown Conover	36 ✓
16%	Conover City Park	29 ✓
15%	Lyle Creek Greenway	27 ✓
11%	Other	20 ✓
9%	YMCA	17 ✓
8%	Conover Branch Library	14 ✓
4%	Grocery store	7 ✓
3%	School	6 ✓

180 Respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)



Image 3. Online Survey Responses (Cont'd)

**For what purposes would you ride your bike more often if it was more convenient/felt safer?**

55%	Recreation and fitness	101 ✓
36%	To connect with nature	66 ✓
35%	N/A	64 ✓
34%	To be with family, friends, or pets (socializing)	62 ✓
27%	Shopping, errands, or dining	50 ✓
9%	Commute to work	16 ✓
5%	Commute to school	9 ✓
4%	Other	8 ✓

182 Respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

### How often do you ride the bus?

96%	Never	176 ✓
3%	Rarely	5 ✓
2%	Everyday	3 ✓
1%	Most days	1 ✓
0%	A few times a month	0 ✓

183 Respondents

### Why do you ride the bus?

95%	N/A	166 ✓
3%	Shopping, errands, or dining	6 ✓
2%	Commute to work	4 ✓
2%	Other	4 ✓
2%	Commute to school	3 ✓
2%	No access to a car	3 ✓

174 Respondents

Image 3. Online Survey Responses (Cont'd)

To which destinations do you ride the bus?

94%	N/A	164 ✓
4%	Around my neighborhood	7 ✓
2%	Downtown Conover	4 ✓
2%	YMCA	4 ✓
2%	Grocery store	4 ✓
2%	Conover Branch Library	4 ✓
2%	School	4 ✓
2%	Other	4 ✓
2%	Lyle Creek Greenway	3 ✓
2%	Conover City Park	3 ✓

174 Respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

### For what purposes would you ride the bus more often if it was more convenient?

71%	N/A	124 ✓
25%	Shopping, errands, or dining	43 ✓
10%	Commute to work	17 ✓
3%	Commute to school	6 ✓
2%	Other	4 ✓

174 Respondents

### What does it mean to you to feel comfortable when walking and/or bicycling?

I'm able to coexist with vehicles on the road without feeling crowded out or at risk of getting hit. Currently, I wear a high-vis vest with retroreflectors when I walk just in case.

one year ago

Having a walking or biking path that is separate from the roads

one year ago

I generally feel safe in Conover

one year ago

Safe trails away from traffic.

one year ago

To know the place and much cheaper or its free to walk

one year ago

Image 3. Online Survey Responses (Cont'd)

---

Everything

one year ago

---

A well lit path. A path that isn't obstructed by big objects like trees, rocks, trash. A path big enough for 4 grown adults to walk on side by side.

one year ago

---

Separated from vehicles

one year ago

---

Safety

one year ago

---

to be able to wear my airpods and not worry about someone walking up behind me to attack or harm me

one year ago

---

Sidewalk space to walk and bike lane space with appropriate signs when crossing traffic.

one year ago

---

Not worrying about getting hit by traffic. On Lyle creek greenway, not being worried about my safety.

one year ago

---

I want to make sure my children are safe riding their bikes.

one year ago

---

Conover is a beautiful city and I love walking around and enjoying the beautiful houses and mature trees. If I didn't have to worry about cars speeding by and killing me I could focus more on the experience.

one year ago

---

We already have enough places in the city to do this.

one year ago

---

Independence, Options for Exercise, Safe

one year ago

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

Feeling safe to do that. There are a lot of areas with no sidewalk. Also the intersection to downtown from my house is very scary. There is too many roads intersecting there to feel safe walking (especially with a stroller) to get to the downtown strip that we would like to be able to walk to.

one year ago

---

To feel safe and to know that the city has truly done all it could to provide myself and other residents with the safest and most secure paths to walk and ride on.

one year ago

---

Safety and cleanliness are important factors. Lyle Creek is often in bad shape.

one year ago

---

I would like to see greenways connect. Most don't go very far or the paths are not paved. I would like to see Conover build greenways and pathways like Hickory is currently doing.

one year ago

---

To feel like a speeding car isn't going to hit me. I wish there were sidewalks where I lived

one year ago

---

Smooth grade and terrain

one year ago

---

Having a sidewalk and crosswalks

one year ago

---

Means i can take my young children with me more often sidewalks on 4th st sw would be a huge help

one year ago

---

Love to be outside and not using a car to get to where I need to. Feeling comfortable and safe on the routes would encourage me to be more active

one year ago

---

out of the road way

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

not near traffic

one year ago

---

It means the ability to exercise and spend quality time in and around our community, it gets us out of the house

one year ago

---

It means feeling safe we don't ride on the roads so having a wider path to share walking and riding is the way to go, there are just too many distracted drivers for me to want to share the road with

one year ago

---

It means wanting to walk more, if your comfortable doing something you tend to do more of it

one year ago

---

Clear kept paths, clearly marked and away from traffic.

one year ago

---

Safe from traffic and anyone that would cause harm walking.

one year ago

---

Good lighting. Surface is smooth and wide enough.

one year ago

---

I like to feel safe wherever I walk out cycle. I also like flat areas with less hills!

one year ago

---

Clearly marked places to cross the street. Don't worry about anyone causing issues or harm while walking.

one year ago

---

I would need to be protected from traffic, preferably with some sort of physical barrier.

one year ago

---

There is a stop light for walking all around conover. Designated bike lane around all conover.

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

Separation from traffic, safe intersections

one year ago

---

Protected bike/pedestrian lanes

one year ago

---

Crosswalks, true bike lanes.

one year ago

---

Slower cars. Pedestrian lights at intersections. Maintained sidewalks and neatly trimmed plants.

one year ago

---

I don't understand the question

one year ago

---

Having safe footpaths for adults and children without holes or interruptions in which you are forced to keep walking on the street with the cars. Safe pedestrian light crossings especially in the five points intersection which should be a roundabout.

one year ago

---

Had side walks

one year ago

---

Feeling safe and having great amenities close by.

one year ago

---

Separated walkways and bikeways that allow separation from traffic

one year ago

---

Being able to walk on a clear, well lit, extensive path and being able to bike with a designated bike lane.

one year ago

---

Side walks, bike lanes, well lite areas.

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

Free from any obstruction, freedom of movement, not congested and freedom from dogs on leash or running freely. In addition, freedom from any threats from other other citizens or pedestrians or cyclist.

one year ago

---

Good sidewalks, good lighting for early morning walks.

one year ago

---

Adequate lighting and space distance from cars.

one year ago

---

It means that I don't feel like I will be hit/run over by vehicles.

one year ago

---

It feels great

one year ago

---

Unlikely to have an unwanted contact

one year ago

---

It means our city leaders are thoughtful and want to support local businesses

one year ago

---

Not having to worry while crossing intersections and having sidewalks wherever I go.

one year ago

---

Being safe from getting hit by a car. I don't want to share the road. Too scary. I also want to feel safe from being attacked or robbed by someone. I heard the Lyle Creek walkway was not safe and I have seen groups of people hanging out at the trailhead that made me nervous.

one year ago

---

Vehicles yielding to pedestrians; well-lit pathways; police presence

one year ago

---

choose where it is safe

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

When traffic is at a low enough speed to feel safe. When sidewalks are present.

one year ago

---

I would feel more comfortable walking on 8th street but there is too much traffic when you do not have a sidewalk to walk on.

one year ago

---

I would feel more comfortable if there was a sidewalk and there were cross walks marked. People speed on 8th Street NE when I cross from 2nd Ave Dr NE. They come around the curve fast so you have to listen for a vehicle.

one year ago

---

Knowing that I am safe and that drivers are very aware of walking / biking spaces.

one year ago

---

Clear safe path dedicated to walking or bicycles. Crossing signals at crosswalks and intersections. Increased lighting of all all city paths. No homeless or vagrants loitering.

one year ago

---

It feels great!

one year ago

---

Able to cross at cross walks and bike lane or sidewalks

one year ago

---

Same as above.

one year ago

---

Access to well-maintained Greenway with good surfaces that are well-maintained, not overgrown or muddy, that don't have stereo odors.

one year ago

---

It's very important to feel safe

one year ago

---

Feel free

---

Image 3. Online Survey Responses (Cont'd)

---

Well lit paths and streets with MORE lights. Law enforcement presence on daily basis even if its just cruising by.

one year ago

---

Side walks

one year ago

---

narrow roads and reckless drivers who sometimes mean. i would ride and buy a bike but, rock barn is too narrow

one year ago

---

I would not walk if I did not feel comfortable

one year ago

---

Safe streets and sidewalks. Don't have to cross too many busy streets/intersections.

one year ago

---

Having sideways the entire route.

one year ago

---

Safe and maintained paths, roads, etc.

one year ago

---

Important to feel comfortable and safe

one year ago

---

Safe. Not worried about traffic or bad people.

one year ago

---

Essential for community peace of mind

one year ago

---

No homeless or vagrant people all around

one year ago

---

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

---

As a female usually by myself, being in a public area with good lighting/daylight and possible regular security.

one year ago

---

Safety

one year ago

---

Safety is paramount

one year ago

---

Less trash

one year ago

---

Safety

one year ago

---

To feel safe - a dedicated sidewalk or protected bike lane where I don't feel like I'm going to be hit by a car

one year ago

---

clear of moving vehicle traffic

one year ago

---

No one hassles me or tries to run me off the road. I used to ride a bike. Doing so is dangerous now.

one year ago

---

Having more lighting

one year ago

---

Avoid beggars and aggressive dogs

one year ago

---

Very important that I feel safe in my surroundings.

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

Being safe

one year ago

---

Not getting hit or robbed

one year ago

---

It's very important and more now that I have a 1-year old grandson that I works like to bring with me.

one year ago

---

Safety

one year ago

---

To be safe from crime and traffic.

one year ago

---

Not constantly looking over my shoulder

one year ago

---

There is no lanes or shoulders in North Carolina!

one year ago

---

Don't understand the question. Citizens should feel comfortable when walking or biking.

one year ago

---

You must feel safe.

one year ago

---

Safety from other vehicles

one year ago

---

When I rod a bike is was for pleasure. Problem no matter what is done in any state or city the bike riders always want right of way. Run red lights and stop signs. Always want more than they need. Leave bikes off main roads. I have lived in over 12 states and have seen same thing everywhere.

one year ago

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

My family is safe

one year ago

---

Good lighting, wide path that allows 2-way traffic

one year ago

---

Biking- having a designated path for walking or biking separate from motorized vehicles

one year ago

---

Safe area with less traffic nearby

one year ago

---

No worries about being hit by car

one year ago

---

Very important

one year ago

---

To have adequate area to ride, not crowded by general traffic and to have bike lanes all about town.

one year ago

---

I would do it more if I feel safe

one year ago

---

No vagrants and homeless people lurking. crazy drivers off the roads

one year ago

---

Sidewalks and sufficient shoulders on the road

one year ago

---

I feel safe and know the surface is free of obstacles.

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

It is important especially noting my age. I always walk with someone with the exception of conover park.

one year ago

---

Well maintained broad sidewalks or walkways with shade in a safe area

one year ago

---

Safety

one year ago

---

Being able to walk on a wide sidewalk.  
Having nature trails monitored or walked by law enforcement. As a woman, I do not feel comfortable walking alone on nature trails/greenways.

one year ago

---

Be able to jog or walk along a road on a sidewalk without fear of getting hit by a car.

one year ago

---

No major streets or intersections so that I may relax. Also, bear in mind with current trends will not be getting any better. Distracted drivers make any form of travel other than another vehicle extremely unsafe, no matter what steps are taken.

one year ago

---

Cars not flying through the neighborhoods. Need speed bumps. Our children have almost been hit several times with people speeding through.

one year ago

---

Off the road, well lighted areas, no dogs, no threatening people

one year ago

---

A well lit area to walk in the early morning/early evenings.

one year ago

---

when people actually drive on the car lane

one year ago

---

Feeling safe, drivers being more observant, enjoying nature

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

Safe walkway/pathway to avoid traffic

one year ago

---

I want to feel safe but feel we aren't backed properly by policing

one year ago

---

I can walk across the street without the fear of getting hit by a car.

one year ago

---

Conover hardly patrols the downtown area otherwise homeless folks wouldn't be walking through my yard when I live less than a block away from Conover PD

one year ago

---

Don't ride or own a bicycle

one year ago

---

### Which specific intersections or road segments cause the most concern for people walking or bicycling?

---

Various roads either entirely lack sidewalks (e.g. the hill along 2nd Ave NW, which tends to have cars going quickly despite the blindspot of the hill) or only have a sidewalk on one side of the road (e.g. 1st Ave N), requiring walking across the road multiple times to get to certain destinations, such as walking to walmart from 2nd Ave NW (cross the road on 1st Ave N to get to the sidewalk, then cross back again to go to Walmart - with two sidewalks, no crossing would be needed). And when walking from City Hall (101 1st St E, Conover, NC 28613) to the nearest ATM at Food Lion, some of the crossings feel lacking in markings for drivers considering the speed of cars passing by.

one year ago

---

Crossing the five points

one year ago

---

16 hwy!

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

In my case, it is Indian Springs Drive due to inattention and/or speed of other vehicles and no sidewalks  
one year ago

---

Right at the heart of downtown conover at the intersection with all shopping businesses. It's always busy there with traffic. With the odd curves, it always most likely causes a accident each day. Just sit there one afternoon and observe like I have. You will see.  
one year ago

---

County Home Rd from N-C Middle School to Hwy 16  
one year ago

---

1st Ave the traffic is to fast through downtown  
one year ago

---

downtown, the road/ sidewalk connected to conover YMCA  
one year ago

---

Sidewalk on Hwy 16 from YMCA to Walmart and Conover city  
one year ago

---

On Thornburg Drive, crossing the road that leads to I-40 west.  
one year ago

---

The 5-Point Intersection in Downtown Conover and crossing at the end of the Downtown Strip heading to the Library.  
one year ago

---

Downtown intersection  
one year ago

---

The 5-way intersection downtown is horrible. Crossing the road is always a harrowing task. A round-a-bout would allow traffic to flow in one direction so pedestrians don't have to worry about cars traveling in the opposite direction.

---

1st Avenue N. Is too wide and cars fly through there. We have seen cars fly into power lines because they don't pay attention. Narrowing the road and planting trees like in downtown will force drivers to slow down. This will also provide a gap for cyclists that is separate from pedestrians.  
one year ago

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

---

None

one year ago

---

Intersection at Fire Station/Food Lion/ABC Store; the five way intersection in downtown Conover.

one year ago

---

To me it is the 5 way intersection right beside downtown. I won't go that way with my toddler.

one year ago

---

All if them do. There is not enough separation between bike lanes and automotive lanes. In many areas, there are no bike lanes.

one year ago

---

Conover needs more sidewalks and bike paths.

one year ago

---

All of them. There are people running red lights all the time here. The worst is the 18 wheelers when they do it

one year ago

---

5 points

one year ago

---

Emmanuel Church Rd. There is A LOT of vehicular and foot traffic between Hwy 16 (Thornburg Dr) and the YMCA, but only a short section of sidewalk at Beacon Hill Apartments. That section of Emmanuel Church Rd is busier than the parallel section of Hwy 70 (1st St?). The 35 MPH speed limit is rarely followed, especially on weekends.

one year ago

---

The intersection at the chiropractor is a mess driving, biking, and walking. Even the 5 point intersection isnt crosswalk friendly

one year ago

---

Anywhere in catawba county. None of the roads are pedestrian nor bike friendly

one year ago

---

The intersection at the cvs at rock bar, trying to cross from downtown over to the ymca, and also the sidewalk is so narrow after you connect I feel uneasy

Image 3. Online Survey Responses (Cont'd)

---

Intersection of Rock Barn and Thornburg Rd.

one year ago

---

5 points

one year ago

---

Intersection of Conover Blvd and 1st Street East- large intersection that can be pretty busy at times; 3rd Street SE and 1st Avenue S- walking from downtown, 3rd Street is blind until you are right up on the intersection. When running, you have to slow down to see if a car is approaching.

one year ago

---

Hwy 16

one year ago

---

10th street NW and Old Hwy 70 (@ Jack in the Box)

one year ago

---

County Home Rd from 10th St NE to Business 16 (under the interstate bridges).

one year ago

---

YMCA to Concordia.

one year ago

---

Crosswalks needed near the Walmart on 16. City did great with the sidewalks on Thornburg however hard to utilize from Walmart.

one year ago

---

Thornburg Drive with Rock Barn NE

one year ago

---

5 points, Rock Barn Rd & Conover Blvd, Conover Blvd @ Bojangles

one year ago

---

Hwy 70 and Rock Barn Rd.

Rock Barn Rd. and Thornburg Dr.

one year ago

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

The intersection of 3rd St SE and Conover BLVD. I would love pedestrian light here from the neighborhood to ease access to downtown and the city park  
one year ago

---

No side walk on Rockbarn Rd from cvs to intersection at Thornburg  
one year ago

---

1. 5 points intersection.  
2. Rock Barn/1st Street (at CVS)  
one year ago

---

n/a  
one year ago

---

4th street SW  
one year ago

---

First, Five Pts. Intersection in town. Second, the intersection of Rock Barn Rd., First Street E., and Conover Blvd. merging into First St. E. Third, Lyle creek trail crossing over County Home Rd. Fourth, the intersection of 7th Ave. SW, 321 Business N, and Conover Blvd. Fifth, Highway 16 and RR Crossing in town.  
one year ago

---

Crossings at highway 16 and highway 70 Rock Barn Rd. Narrow side walk from highway 70 to Rockin Oven.  
one year ago

---

The 5 points intersection is the worst! I really feel like we need actual pedestrian cross signals in the entire downtown area. Vehicles continue to speed & run red lights downtown; making it unsafe to cross.  
one year ago

---

Route 16 (Thornburg) and Conover Blvd (40) along with the narrow island separating 16; that you can barely see at night because it's never been painted with reflective paint. Also Rock Barn and  
one year ago

---

Conover Blvd @ Rock barn Rd  
one year ago

Image 3. Online Survey Responses (Cont'd)

---

Ironically, right in front of town hall. That intersection is not safe and is a major barrier to a more vibrant downtown.

one year ago

---

The 5 way intersection in town and the intersection to enter Walmart.

one year ago

---

The main intersection at City Hall. I will not cross the road there because it is so crazy. If there were crossing lights and buttons to help but it is too confusing for pedestrians and walkers.

one year ago

---

Connection between Conover and Newton - not well lit (very dark starting at the bridge over Hwy 70); sidewalks aren't maintained or clear of debris (on Newton's side); don't feel safe traveling through that section of town.

one year ago

---

5 points intersection and main avenue

one year ago

---

Autos weigh 3500 to 8000 lbs. Bikes should not coexist in proximity.

one year ago

---

5 points intersection downtown. Rock Barn Rd. from Hwy. 16 to 1st St. E. Thornburg Dr. from Rock Barn Rd. to Hwy. 70.

one year ago

---

I would consider walking to downtown but I do not feel comfortable trying to cross at the five point intersection because cars are always moving through the intersection.

one year ago

---

Rock Barn Rd. 5 points downtown

one year ago

---

Spaces without dedicated crossing lights, cars often don't stop at crosswalks for pedestrians.

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

70 and Thornburg Dr., also the intersection between Rock Barn and Conover City Park.

We desperately need a Turn signal at the two intersections! The traffic has INCREASED and the roads and traffic signals are being overlooked. There are apartments being built behind the Dollar General and additional residential buildings being built just off Rock Barn. Pedestrians trying to cross 70 or 16 are at risk every day! NEE CONSTRUCTION SHOULD BE COMMENCE UNLESS THE ROADS HAVE BEEN UPDATED TO THE ANTICIPATED FLOW OF TRAFFIC.

one year ago

---

16 (Thornburg Drive) with 70 (Conover Blvd) and the intersection of Red Barn and 16.

one year ago

---

Conover Blvd intersections with 16B at five points, Conover Blvd at Hwy 70, Conover Blvd between TCK and RockNOven and Conover Blvd at 16 Thornburg Drive

one year ago

---

70 and Thornburg Dr., also the intersection between Rock Barn and Conover City Park.

We desperately need a Turn signal at the two intersections! The traffic has INCREASED and the roads and traffic signals are being overlooked. There are apartments being built behind the Dollar General and additional residential buildings being built just off Rock Barn. Pedestrians trying to cross 70 or 16 are at risk every day! NEE CONSTRUCTION SHOULD BE COMMENCE UNLESS THE ROADS HAVE BEEN UPDATED TO THE ANTICIPATED FLOW OF TRAFFIC.

one year ago

---

None.

one year ago

---

None

one year ago

---

5 points downtown

one year ago

---

5 way by post office

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

Downtown Crossway with all the stop lights. Too often have I almost had head on collision and t-bone car accidents due to reckless drivers or drivers who are confused about how the lights work.

one year ago

---

The aren't hardly and sidewalks in the neighborhoods

one year ago

---

Side walks

one year ago

---

rock barn road too narrow

one year ago

---

rock barn road definatly

one year ago

---

N/a

one year ago

---

The main large intersection downtown.

one year ago

---

3rd St SE, Conover.. too much speeding

one year ago

---

Main Street and 1st Ave

one year ago

---

Rock Barn road from CVS to 16 does not have sidewalks. The intersection at RB/16 is very busy and hard to cross

one year ago

---

5 way downtown. County home in general

one year ago

---

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

---

Between CVS and Rock Barn

one year ago

---

Rockbarn and Thornburg Drive NE.

one year ago

---

5 points. Neighborhoods with no sidewalks.

one year ago

---

n/a

one year ago

---

Crossing at the 5 point intersection downtown.

one year ago

---

High traffic areas

one year ago

---

The busier roads

one year ago

---

5 points

one year ago

---

NA

one year ago

---

Roads with no sidewalk/bike lane, and intersections with no pedestrian signal

one year ago

---

5 points in downtown conover

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

Na
one year ago

---

Rock Barn Road
one year ago

---

CVS and Farm Bureau
one year ago

---

Most of them at this point!
one year ago

---

Any
one year ago

---

County home road
one year ago

---

5 points
one year ago

---

Downtown, 4th street and all streets in that area, county home road
one year ago

---

Vehicle traffic
one year ago

---

5 points in Conover
one year ago

---

Downtown Conover
one year ago

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

The free flow right turn at US 70 and Rock Barn Rd... there is a blindspot there with the way the trees obscure the view.

one year ago

---

5 points

one year ago

---

The 5 point intersection in downtown conover is extremely dangerous for pedestrians and bikers.

one year ago

---

Five points at town hall

one year ago

---

10 Ave NW, County Home Rd, area between the 5 point intersection to Food Lion and out Thornburg Drive from Food Lion/YMCA area to WalMart

one year ago

---

5 points

one year ago

---

5 points downtown

one year ago

---

No comment

one year ago

---

Areas without designated walk/bike paths. Areas around busy intersections.

one year ago

---

No opinion

one year ago

---

Five points

The intersection in front of The Healthy Pour

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

All main thoroughfares... If there are sidewalks, pedestrians can get by if they pay attention, exception being the area where Rock Bard Road and Hwy 70 meet (CVS Pharmacy intersection). This money would be better spent re-engineering that entire intersection and the rebuilding it.

one year ago

---

I run 5k+ almost every day, but there are so few sidewalks near where I live it is difficult to get out of my neighborhood, so I have to drive somewhere first then get out and run. Section House Road really needs sidewalks because it's too dangerous to run and I cannot get out of my neighborhood. So many busy roads have no sidewalks at all. It is unfortunate.

one year ago

---

Anything near downtown, hwy 70 from Claremont, Immanuel Ch. Rd. behind the YMCA at rush hour, vicinity of WalMart, and Hky, Blvd. at rush hour, to name a few.

one year ago

---

Neighborhoods should be 25 mph, not 35  
Lecho Park and surrounding area

one year ago

---

Rock Barn Road and other places without sidewalks or other paved off-road bike paths.

one year ago

---

Rock Barn and Thornburg Dr,  
5 points near main street conover

one year ago

---

County Home Road

one year ago

---

Around the Shuford YMCA, specifically Emmanuel Church Rd

one year ago

---

The five points can be concerning. Luckily downtown has the pedestrian right of way posted

one year ago

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

The five point in downtown Conover and the roads around it. There is truly only one safe cross walk in downtown and it is in the middle of town. It would be great to have other safe crossing areas.

one year ago

---

N/A

one year ago

---

all

one year ago

---

Every major intersection in Conover needs pedestrian improvements

one year ago

---

### Where would you like to walk and bike that you currently do not?

---

No particular new locations come to mind, but I would walk/bike more frequently to existing locations (such as the Walmart on 1st Ave N/N NC 16 Highway) if possible.

Additionally, the Lyle Creek Greenway passes right by the neighborhood on Mayfield Cir NW, but there isn't a good entrance to the nature trail. Right now, it's just an overgrown, unmarked path that needs gravel to not be as muddy.

one year ago

---

10th Street

one year ago

---

Other towns around Conover.

one year ago

---

Any other area other than conover park.

one year ago

---

Walking trails due to no parking nearby

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

County Home Rd from N-C Middle School to Hwy 16

one year ago

---

South side

one year ago

---

i would like access to get to the park from the YMCA by walking, but there isnt sidewalks lining the whole street

one year ago

---

Hwy 16 from Lyle Creek elementary to connecting sidewalk at Walmart

one year ago

---

I wish there was a bike path, I do not feel safe riding on roads. For walking I liked Lyle creek, but it was so isolated, someone made me feel very unsafe one time.

one year ago

---

YMCA

one year ago

---

I would like to see crosswalks installed next to the Murphys gas station. The walk from downtown to the stores by Walmart does not have a good crossing.

one year ago

---

One thing I would like to see is a crossing to get bicycles and pedestrians across highway 16 to get to Shuford Elementary. Those of us that live just across the road from Shuford would like the opportunity to walk with our children to school instead of waiting in a line of cars. If we put a raised walkway across the highway and place lights to stop traffic, children can walk across safely. The raised walkway should be level with the sidewalk and painted a bright color with signs stating school crossing.

one year ago

---

We have enough options. Maybe quit filling our park with businesses

one year ago

---

I would just like more sidewalks especially in neighborhoods.

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

I live on Emmanuel Church Road. I have often ridden my bike from almost Highway 10 to the Conover YMCA. There is not a bike lane anywhere to be found.

one year ago

---

I would like to see Conover build pathways and greenways that go from Bunker Hill Covered Bridge all the way to Hickory.

one year ago

---

From rockbarn to the ymca.

one year ago

---

From Thornburg Dr to downtown Conover.

one year ago

---

4th st sw needs sidewalks and/or the road that sweet tea b&b is on. That would allow us safely to walk from our home to the library area and park

one year ago

---

I would love to see sidewalks finished on 10th st nw from the old Kmart to the Hoilday inn,  
Also would love to see an extension down 1st Nw from the intersection at jack in the box to hickory, I truly believe extending the wide walking path for bikes and walkers to hickory would be a great addition to make the 2 cities connected on a greenway trail,

one year ago

---

Walk to the YMCA in Conover from Rock Barn Rd. , Walk to downtown from Lecho Park neighborhood.

one year ago

---

Continue sidewalk on Northern side of 1st Street East, from 5th Avenue to CVS.

one year ago

---

It would be nice to have a paved bike Greenway like they have in Hickory, Morgantown, Marion.

one year ago

---

Anywhere new

one year ago

---

County Home Road

Image 3. Online Survey Responses (Cont'd)

---

CVS at Rock Barn toward Cook Out.

one year ago

---

Thornburg Drive with Rock Barn NE  
And between food lion Conover and CVS Rock Barn Rd. No pedestrian side walk

one year ago

---

To the Downtown area and library.

one year ago

---

CVS from 3rd St SE, better access to cross Conover Blvd at 3 rd St SE

one year ago

---

I'd walk if a sidewalk was available on Rockbarn Rd from cvs to Thornburg intersection

one year ago

---

n/a

one year ago

---

4th street SW

one year ago

---

Old Villa Park Shopping Center with Dollar General, locally owned restaurant (4 Peas), and moving toward Conover Park along Conover Blvd E crossing beneath rail bridge and Highway 16 bridge reach the park at public access points.

one year ago

---

Rock Barn Road to 16.

one year ago

---

My actual neighborhood on 6th St SW and surrounding streets. No sidewalks on most streets. No school zone marked on street. I feel that the city should implement a priority plan to add sidewalks!

one year ago

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

---

To Conover Park

one year ago

---

NA

one year ago

---

It would be nice to have access to the YMCA and surrounding area.

one year ago

---

I would like to go from City park to the YMCA all on a nice path or sidewalk.

one year ago

---

Connection to the YMCA trails from downtown (no sidewalk past Concordia School); connection to the Hickory City Trail System

one year ago

---

Rock Barn Rd. from Hwy. 16 to 1st St. E where there are no sidewalks. Thornburg Dr. from Rock Barn Rd. to Hwy. 70. where the traffic is much faster than the posted 45 mph.

one year ago

---

From 8th street up 2nd Ave NE to the post office. No sidewalk on either street.

one year ago

---

Nowhere

one year ago

---

Springs Rd, St Stephen's area

one year ago

---

More downtown areas if there were dedicated biking lanes.

one year ago

---

I don't walk until I get to Conover park. The intersection at Rt 16 and Rt 40 is too busy.

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

321B from Newton to Downtown Conover allowing access conduit to more commercial and work opportunities. Walk or bike from park to park in Conover with the aid of pedestrian and bike paths and or bridges

one year ago

---

NA

one year ago

---

N/A We walk in our own neighborhood

one year ago

---

From old super k-Mart to Catawba hospital Tate Blvd?

one year ago

---

I want to be able to walk downtown and support local business without having to dodge reckless drivers. Please find a solution.

one year ago

---

All along the city and neighborhoods and developments

one year ago

---

rock barn road into town

one year ago

---

Off major highways

one year ago

---

I would love for it to be a complete circle from Hwy 16 by the interstate, on to 1st Ave N, into the downtown intersection and circling around to the YMCA.

one year ago

---

Rock Barn road at 16 all the way to the Conover Park ampitheater

one year ago

---

County home rd

one year ago

---

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

---

sidewalks

one year ago

---

N/A

one year ago

---

Na

one year ago

---

NA

one year ago

---

I would really like to be able to walk to Food Lion or to downtown Conover. I live in Lecho park so distance wise that's very doable, but I don't feel that I can do so safely

one year ago

---

parks

one year ago

---

I live in Cline Village. I'd like for something to connect so that I could leave / return to the neighborhood.

one year ago

---

I would appreciate a crosswalk at Canova Ct NE to gain access to Lecho Park. For walks

one year ago

---

Conover Park

one year ago

---

Na

one year ago

---

Rock Barn Road between Hwy 16 and Hwy 70

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

From St. Davids to downtown Conover

one year ago

---

Near the Food Lion area.

one year ago

---

Into town or around. Better trails

one year ago

---

County home road

one year ago

---

I would ride everywhere if safe

one year ago

---

Rockbarn Road between Thornburg and CVS

one year ago

---

A new greenway in a safer area than Lyle Creek greenway

one year ago

---

Unsure

one year ago

---

Trails

one year ago

---

County home road, 10th st nw

one year ago

---

designated path like city walk in hickory

one year ago

---

## Survey Responses

### Image 3. Online Survey Responses (Cont'd)

---

Lyle creek greenway

one year ago

---

I drive to YMCA or city park to walk or ride

one year ago

---

I previously named the most dangerous intersection in Conover (where Rock Barn meets hwy. 70 at CVS Pharmacy), This is true whether driving, riding, or walking.

one year ago

---

I would like for more sidewalks or even speed bumps on the streets and avenues between the conover police department and Hunsucker park. This is a wonderful, yet somewhat dangerous neighborhood to walk in due to cars driving very fast.

one year ago

---

Around my neighborhood (off Section House Road and Herman Sipe) and beyond. Any busy road should have a decent sidewalk for people. I can't even walk to the store because of this issue.

one year ago

---

Rock Barn Road. Most anywhere else I would want to ride I could use sidewalk. I ride for exercise but will not ride on the road.

one year ago

---

County Home Road

one year ago

---

Emmanuel Church Road

one year ago

---

Area's of downtown.

one year ago

---

Image 3. Online Survey Responses (Cont'd)

---

Along 16 both directions. It gets sketchy walking towards Walmart

one year ago

---

I don't! We got by when I was a kid in the 1950's.

one year ago

---

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

### What obstacles discourage you from walking or riding your bike as often as you'd like?

58%	There are no sidewalks where I want to go.	83 ✓
55%	People drive too fast/dangerously/distracted.	79 ✓
47%	Not enough safe places to cross the street.	68 ✓
47%	Heavy or high-speed traffic.	67 ✓
35%	There are no greenways/trails where I want to go.	51 ✓
31%	Sidewalks are too narrow/close to the road.	45 ✓
30%	There are no bike lanes where I want to go.	43 ✓
29%	Sidewalks are cracked or uneven.	42 ✓
26%	Lack of street lighting.	37 ✓
24%	Few destinations within walking distance.	34 ✓
22%	There is nowhere to park my bicycle safely.	31 ✓
14%	Lack of shade or street trees.	20 ✓
6%	Other:	9 ✓
5%	My physical ability/health prevents me.	7 ✓

Image 3. Online Survey Responses (Cont'd)

**What would encourage you to walk or ride your bike more often?**

70%	Sidewalks to more destinations	101 ✓
57%	Crosswalks at busy intersections	83 ✓
50%	Pedestrian signals at intersections	73 ✓
45%	More considerate motorists	65 ✓
41%	Safe bike lanes	60 ✓
41%	Traffic calming (slower cars)	59 ✓
37%	Better maintenance of existing sidewalks	54 ✓
37%	Pedestrian amenities (seating, landscaping)	54 ✓
35%	Wider sidewalks	51 ✓
26%	More car parking at trailheads and parks	37 ✓
26%	Street trees for shade	37 ✓
23%	Plentiful bicycle parking	33 ✓
8%	More convenient bus service	11 ✓
6%	Other	9 ✓

## Survey Responses

Image 3. Online Survey Responses (Cont'd)

145 Respondents

**Greenways can connect Conover to neighboring communities (Hickory, Newton, Claremont). Should the City of Conover prioritize making connections for people walking and bicycling to other places in the region?**

Average



Should not be a priority

Should be a high priority

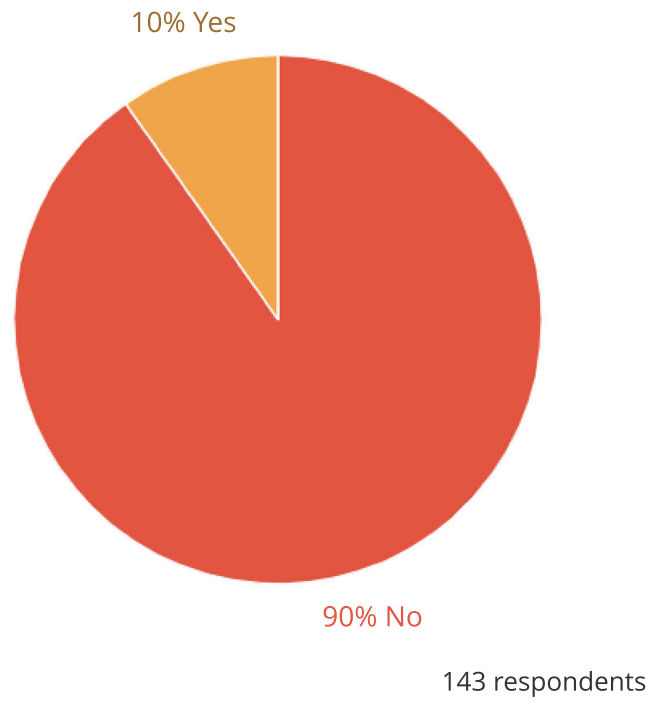
### Where should Conover prioritize projects for people walking and bicycling?

64%	Areas with higher injuries, fatalities or safety risk	Rank: 2.01	68 ✓
75%	Near parks	Rank: 2.31	80 ✓
61%	Near grocery stores and shopping areas	Rank: 3.08	65 ✓
54%	Areas with higher density of homes (e.g., apartments)	Rank: 3.90	58 ✓
50%	Near schools	Rank: 4.15	54 ✓
47%	Areas of greater equity need (e.g., lower income, low car ownership)	Rank: 4.52	50 ✓
47%	Streets connecting people to transit/bus stops	Rank: 4.62	50 ✓

107 Respondents

Image 3. Online Survey Responses (Cont'd)

**Do you have physical limitations that make walking and bicycling more difficult for you?**



## Survey Responses

Image 3. Online Survey Responses (Cont'd)

If you work outside the home, how do you commute most days?



145 respondents

Image 3. Online Survey Responses (Cont'd)

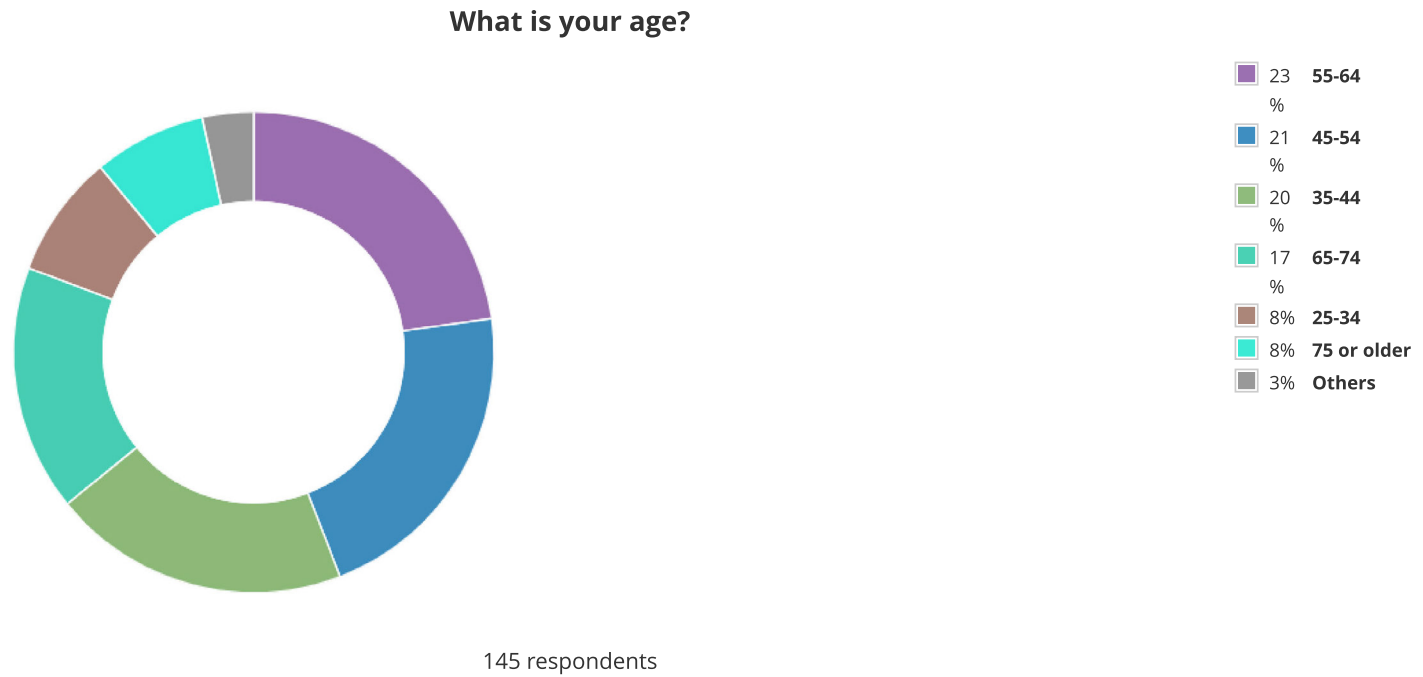
If you have children in the household, how do they get to/from school most days?



143 respondents

## Survey Responses

Image 3. Online Survey Responses (Cont'd)



### Do you have any other thoughts or ideas to share regarding walking or rolling in Conover?

---

I appreciate the efforts to make walking, bicycling, and transit more accessible and safe. Trekking around Conover not in a car is far from my experience at college (University of Texas at Dallas, in Richardson, TX), but I do appreciate the improvements so far (e.g. Lyle Creek Greenway maintenance, some more amenities) and wish y'all the best.

one year ago

---

Greenways are a great way to see the outside.

one year ago

---

Please make this project work it will give us or every one of us big benefit financially and physically and mentally. Thank you

one year ago

Image 3. Online Survey Responses (Cont'd)

---

More city lights. Repaint the street lines sp it is visible during low light. Street lights in subdivisions. We have new and old subdivisions but yet none of them are well lit to keep crime away. The round -about is not well lit. Accidents happen every other month. Right by conover newton middle school.

one year ago

---

Sidewalks in all housing developments

one year ago

---



# APPENDIX D

## **Project Scoring**

# Project Scoring

Table 1. All Projects (Descriptions & Scoring)

OBJECTID	Area of City	Recommendation Facility Type	Road Name	From Point	To Point	Safety Score	Equity Score	Connectivity Score	Public Support Score	Notes/Adjustments	Ownership	Previous Plan <sup>A</sup>	Total Score <sup>B</sup>
61	NW	Sidewalk	1st St W	Section House Rd	10th St NW	5	4	2	3		NCDOT	Yes	14
170	North	Greenway	10th St NW	1st St W	County Home Rd	3	3	4	3	No AADT	NCDOT	Yes	13
133	SW	Sidewalk	Conover Blvd W	Fairgrove Church Road	7th St PI SW	8	3		2		NCDOT	Yes	13
247	Downtown	Bike lanes	1st St E	4th Ave SW/NW	Rock Barn Rd/Conover Blvd E	5	4	2	1		NCDOT	Yes	12
65	NW	Sidewalk	1st St W	Fairgrove Church Road	Old US 70	5	4	2	1		NCDOT	Yes	12
9	North	Greenway	Along creek	Lyle Creek (proposed greenway)	Coventry PI NW	4	3	2	3	Score is based on comparison to using alternate roadways (County Home Rd).		Yes	12
26	East	Multiuse Sidepath	Conover Blvd E	Rock Barn Rd NE	Thornburg Drive	5	4		3		NCDOT	Yes	12
33	North	Sidewalk	County Home Road	Northern Dr NW	1st Ave N	6	3		3	Crashes include 1 fatality	NCDOT	Yes	12
59	West	Sidewalk	Fairgrove Church Road	Tate Blvd/1st St W	Conover Blvd W/US 70 SE	6	5		1		NCDOT	Yes	12
1	North	Greenway	Lyle Creek	Section House Rd	Herman Sipes Rd	4	4	3	1	Score is based on comparison to using adjacent roadways.		Yes	12
260	NW	Sidewalk	1st St W	Old US 70/Workman St SW	Section House Road	5	5	1			NCDOT	Yes	11
56	South	Multiuse Sidepath	Conover Blvd	7th St PI SW	1st St E	6	4		1		NCDOT	Yes	11
126	SE	Sidewalk	Conover Blvd E	3rd St SE	1st St E/Conover Blvd E	5	4	2			NCDOT	Yes	11
220	SE	Sidewalk	Conover Blvd E	turn lane (near 1st St E)	1st St E	6	4	1			NCDOT	No	11
249	SW	Bike lanes	Conover Blvd W	Fairgrove Church Road	7th St PI SW	8	3				NCDOT	No	11
192	SE	Sidewalk	Emmanuel Church Road	St Davids St SE (Existing sidewalk at YMCA driveway)	Thornburg Dr SE	2	4	2	3	Cutsheet is combined with OBJECTID 85	NCDOT	Yes	11
251	West	Bike lanes	Fairgrove Church Road	Tate Blvd/1st St W	Conover Blvd W/US 70 SE	6	5				NCDOT	No	11
231	NW	Greenway	Greenway (along section of Lyle Creek)	Spencer Rd NE	Section House Rd	3	5	3		Score is based on comparison to using Adam St and/or Section House Rd	private	Yes	11
2	North	Greenway	Lyle Creek	Herman Sipes Rd	County Home Rd	4	3	3	1	Score is based on comparison to using alternate roadways.		Yes	11
42	NW	Sidewalk	Section House Rd	Webb Murray Elementary School	Sipe Rd	6	4		4	Crashes include 1 fatality	NCDOT	Yes	11
84	SE	Sidewalk	13th Ave SE, Fox Rd SE, St Davids St SE	3rd St Dr SE	Emmanuel Church Road	2	4	2	2	No AADT	City	Yes	10
58	Downtown	Sidewalk	1st St E	5th Ave SE	Existing sidewalk (CVS)	4	4	2		Cutsheet is combined with 6th Ave NE (from 1st St E to existing sidewalk on Rock Barn Rd)	NCDOT	Yes	10
	Downtown	Greenway	3rd St NE	5th Ave NE	Rock Barn Rd NE	3	4	3			City	No	10
83	SE	Sidewalk	3rd St SE, 3rd St Dr SE	Conover Blvd E	13th Ave SE	2	4	2	2		City	Yes	10
49	Downtown	Sidewalk	6th Ave NE	1st St E	Existing sidewalk on Rock Barn Rd	4	4	2		Cutsheet is combined with 1st St E sidewalk (from 5th Ave to existing sidewalk at CVS); No AADT	NCDOT	Yes	10
80	South	Sidewalk	Conover Blvd W	Existing sidewalk near Boundary St SW	Existing sidewalk at Northwest Blvd	7	3				NCDOT	Yes	10
139	NW	Sidewalk	County Home Road	Lee-Cline Rd	Herman Sipes Rd	4	3		3		NCDOT	Yes	10
200	North	Sidewalk	County Home Road	Lyle Creek Greenway (existing)	Northern Dr NW (roundabout)	6	3		1	Crashes include 1 fatality	NCDOT	Yes	10
87	SE	Sidewalk	Emmanuel Church Road	McLin Creek Rd S	Cloninger St	6	4			Crashes include 2 fatalities	NCDOT	Yes	10
120	NW	Greenway	Greenway (off road, partially following Cline Creek)	Fairgrove Church Rd	1st St W (at 10th St NW)	5	4		1	Score is based on comparison to using 1st St W	private	Yes	10
46	East	Sidewalk	Rock Barn Road NE	1st St E	Thornburg Drive	5	1	2	2		NCDOT	Yes	10
169	NE	Multiuse Sidepath	Rock Barn Road NE	Thornburg Dr NE	St Johns Church Rd NE	7	3				NCDOT	Yes	10
68	NW	Sidewalk	Section House Rd	1st St W	Webb Murray Elementary School	6	4			Crashes include 1 fatality	NCDOT	Yes	10
85	SE	Sidewalk	Emmanuel Church Road	Conover Blvd E	Thornburg Dr SE	2	4		3	Cutsheet is combined with OBJECTID 192	NCDOT	Yes	9
121	NW	Sidewalk	Fairgrove Church Road	Highland Ave NE (US 70A W)	Tate Blvd/1st St W	4	5				NCDOT	Yes	9
236	North	Multiuse Sidepath	Herman Sipes Road	1st St W	Lyle Creek Greenway (proposed)	4	4		1		NCDOT	Yes	9
240	South	Bike lanes	Northwest Blvd	Conover Blvd W	W 26th St	6	2		1		NCDOT	No	9
266	South	Sidewalk	Northwest Blvd	Boundary St SW	W 26th St	6	2		1		NCDOT	No	9
14	NE	Multiuse Sidepath	Rock Barn Road NE	St Johns Church Rd NE	Shook Rd	5	3		1		NCDOT	Yes	9

Table 1. All Projects (Descriptions & Scoring) Cont'd

OBJECTID	Area of City	Recommendation Facility Type	Road Name	From Point	To Point	Safety Score	Equity Score	Connectivity Score	Public Support Score	Notes/Adjustments	Ownership	Previous Plan <sup>A</sup>	Total Score <sup>**</sup>
92	North	Sidewalk	10th St NW	County Home Rd	1st Ave N/NC 16	3	3		2	No AADT	NCDOT	Yes	8
167	NW	Sidewalk	1st St W	Section House Rd	Herman Sipes Rd	5	3				NCDOT	Yes	8
109	Downtown	Sidewalk	2nd Ave NE	3rd St NE	Existing sidewalk	2	4	2		Speed limit might be 20mph, which would bring the safety score down to 1	City	Yes	8
142	Downtown	Sidewalk	2nd St NE	2nd Ave NE	5th Ave NE	2	4	2			City	Yes	8
144	Downtown	Sidewalk	3rd Ave NE	2nd Ave Pl NE	5th St NE	2	4	2			City	Yes	8
145	Downtown	Sidewalk	3rd Ave NE	1st St E	2nd Ave Pl NE	2	4	2			City	Yes	8
55	Downtown	Sidewalk	3rd St SE	Existing sidewalk	Conover Blvd E	1	4	2	1		City	Yes	8
258	Downtown	Sidewalk	5th Ave NE	1st St E	2nd St NE	2	4	2			City	Yes	8
254	North	Sidewalk	5th St NE	1st Ave NE	3rd Ave NE	2	4		2		City	Yes	8
	Downtown	Sidewalk	8th Ave SW	7th St SW	Conover Blvd/US 70 SW	4	2	2			NCDOT	Yes	8
219	South	Greenway	Along McLin Creek	Conover Blvd E	E 22nd Street	3	4		1	Safety score based in comparison to using alternative route (N Main Ave)		No	8
198	South	Sidewalk	Boundary St SW	Conover Blvd W	Northwest Blvd	5	3		2	Cutsheet is combined with OBJECTID 199	NCDOT	Yes	10
140	NW	Sidewalk	County Home Road	Sipe Rd	Herman Sipes Rd	3	4		1		NCDOT	Yes	8
233	North	Sidewalk	County Home Road	Lee Cline Rd	Northern Dr NW (roundabout)	3	3		2		NCDOT	Yes	8
250	NW	Greenway	Greenway (behind Sigmon Dr)	Old US 70	Lyle Creek (proposed greenway)	3	5			Score is based on comparison to using Old US 70	private	No	8
126	NW	Sidewalk	Herman Sipes Road	County Home Rd	Landsdowne Dr	4	4				NCDOT	Yes	8
124	NW	Sidewalk	Highland Ave NE (US 70A W)	Fairgrove Church Road	1st St W	3	5				NCDOT	Yes	8
265	East	Greenway	Mull Creek	Thornburg Dr NE	McLin Creek Rd	6	2			Safety score based in comparison to using alternative route (Conover Blvd or Rock Barn Rd)		No	8
97	North	Sidewalk	Northern Dr NW	Herman Sipes Rd	County Home Rd	3	3	2		No AADT	City	Yes	8
228	North	Sidewalk	Northern Dr NW	County Home Rd (roundabout)	Roundabout at Wal-mart	3	3		2	Score is based on comparison to using alternate roadway/greenway	Private/unopened	Yes	8
248	North	Bike lanes	1st Ave N	County Home Rd	Thornburg Drive	3	3		1	Safety benefit increases from 2-3 north of I-40 (where the speed limit increases)	NCDOT	No	7
7	North	Greenway	3rd Ave Dr NW	Dead end	Lyle Creek Greenway (existing)	4	3			Score is based on comparison to using alternate roadway (County Home Rd)		Yes	7
143	Downtown	Sidewalk	3rd St NE	1st Ave N	5th Ave NE	2	4		1		City	Yes	7
40	South	Sidewalk	4th St Pl SE, 11st St SE	1st Ave S	Conover Blvd E	1	4	2			City	Yes	7
70	West	Sidewalk	4th St W	Reese Dr SW	4th Ave SW	2	2	2	1		NCDOT	Yes	7
156	Downtown	Sidewalk	8th Ave SW and 2nd St Pl SW	4th St SW	6th Ave Dr SW	2	2	2	1		City	Yes	7
4	NE	Greenway	Along creek	Lee Cline Rd	NC 16	4	3			Score is based on comparison to using alternate roadway/greenway		Yes	7
199	South	Sidewalk	Boundary St SW	Northwest Blvd	1st Ave S	2	2	2	1	Cutsheet is combined with OBJECTID 198	NCDOT	Yes	7
237	NE	Sidewalk	C and B Farm Rd	Lee Cline Rd	Village Square NW	4	3				NCDOT	Yes	7
239	SW	Sidewalk	Commerce St SW and Old St Pauls Church Rd	Fairgrove Church Rd	4th St SW	3	2	2		No AADT	NCDOT and City	No	7
119	East	Sidewalk	Conover Blvd E	Existing sidewalk (Exxon)	McLin Creek Rd S	3	4				NCDOT	Yes	7
184	East	Sidewalk	Conover Blvd E	Thornburg Dr NE	Comfort Dr NE	5	4	-2			NCDOT	Yes	7
224	East	Sidewalk	Conover Blvd E	Rock Barn Rd NE	Thornburg Drive	5	4	-2			NCDOT	Yes	7
226	NW	Multiuse Sidepath	Deborah Herman Rd SW	1st St W	Simpson St SW	3	4			No AADT	NCDOT	No	7
193	SE	Sidewalk	Emmanuel Church Road	Thornburg Dr SE	Keisler Rd SE	3	4				NCDOT	Yes	7
235	North	Sidewalk	Herman Sipes Road	Eastover Dr NW	Lyle Creek Greenway (proposed)	3	4				NCDOT	Yes	7
206	North	Greenway	Landsdowne Dr	Sedgefield Dr	County Home Rd	4	3			Score is based on comparison to using County Home Rd and/or Herman Sipes Rd		Yes	7
234	NE	Sidewalk	Lee Cline Road	County Home Rd	C and B Farm Rd	4	3				NCDOT	Yes	7
229	NE	Greenway	Lyle Creek	Northern Dr NW	NC 16	4	3					Yes	7
188	NE	Multiuse Sidepath	NC 16 N	Thornburg Dr NE	St Johns Church Rd NE	4	3				NCDOT	Yes	7
195	South	Sidewalk	Old Conover Startown Rd	Boundary St SW	Conover Blvd W/US 70 SE	4	3				NCDOT	Yes	7
232	NW	Multiuse Sidepath	Sipe Road	Section House Rd	County Home Rd	3	4				NCDOT	No	7
190	SE	Sidewalk	Travis Road	Emmanuel Church Road	Burrie Road	3	4				NCDOT	Yes	7

# Project Scoring

Table 1. All Projects (Descriptions & Scoring) Cont'd

OBJECTID	Area of City	Recommendation Facility Type	Road Name	From Point	To Point	Safety Score	Equity Score	Connectivity Score	Public Support Score	Notes/Adjustments	Ownership	Previous Plan*	Total Score**
5	NE	Greenway	Village Blvd NW	Edgewater Dr NW	Lyle Creek Greenway (proposed)	4	3			Score is based on comparison to using alternate roadway (C and B Farm Road or Lee Cline Rd)		Yes	7
230	North	Greenway	Zelkoa Cr NW	1st Ave N/NC 16	Lyle Creek Greenway (existing)	2	3		2	Score is based on comparison to using alternate roadway (Northern Dr NW)	Private	Yes	7
37	South	Sidewalk	10th St SW	Conover Blvd W/4th Ave SW	1st Ave S	2	2	2			City	Yes	6
243	Downtown	Sidewalk	1st Ave N	Existing sidewalk	County Home Rd	2	4				NCDOT	No	6
245	Downtown	Bike lanes	1st Ave N	1st St W	County Home Rd	2	4				NCDOT	No	6
27	North	Sidewalk	1st Ave N/NC 16	I-40 bridge (existing sidewalk)	Zelkova Ct NW	3	3				NCDOT	Yes	6
257	Downtown	Sidewalk	2nd Ave PI NE	2nd St NE	3rd St NE	2	4				City	No	6
108	Downtown	Sidewalk	3rd St NE	1st Ave N	Existing sidewalk (church)	2	4				City	Yes	6
207	NE	Sidewalk	4th Ave NE	5th St PI NE	7th St PI NE	2	4				City	Yes	6
259	Downtown	Sidewalk	4th Ave NE	1st St E	2nd St NE	2	4				City	No	6
244	Downtown	Sidewalk	4th Ave NW	1st St W	3rd Ave NW	2	2		2		City	Yes	6
225	East	Sidewalk	4th St NE	Rock Barn Rd NE	Thornburg Drive	3	1		2		City	Yes	6
256	NE	Sidewalk	5th St PI NE and 2nd Ave Dr NE	5th St NE	4th Ave NE	2	4				City	Yes	6
179	NE	Sidewalk	6th St NE	4th Ave NE	Rock Barn Rd NE	2	4				City	Yes	6
151	Downtown	Sidewalk	8th Ave SW	4th St SW	Conover Blvd W/US 70 SE	4	2				NCDOT and City	Yes	6
24	North	Greenway	Along creek	1st St W/4th Ave NW	10th St NW (at County Home Rd)	3	3			Score is based on comparison to using alternate roadways (County Home Rd and 3rd Ave NW).		Yes	6
98	NE	Multiuse Sidepath	C and B Farm Rd	Village Square NW	NC 16	3	3				NCDOT	Yes	6
261	NW	Sidewalk	Eastover Dr NW/Windhaven Dr	Hemingway Dr NW	Herman Sipes Rd	2	4			No AADT	City	Yes	6
223	SE	Sidewalk	Emmanuel Church Road	Thornburg Dr SE	McLin Creek Rd	2	4				NCDOT	Yes	6
209	Downtown	Multiuse Sidepath	Innovation Alley	5th Ave SE	3rd Ave SE	1	4		1		City	Yes	6
221	SE	Sidewalk	Keisler Road	McLin Creek Greenway crossing (proposed)	McLin Creek Road S	2	4			No AADT	NCDOT	No	6
222	East	Sidewalk	Lineberger Road	Conover Blvd E	Emmanuel Church Road	2	4			No AADT	NCDOT	No	6
264	East	Sidewalk	McLin Creek Rd N	Rock Barn Rd NE	Conover Blvd E	3	3				NCDOT	No	6
263	NE	Multiuse Sidepath	NC 16 N	St Johns Church Rd NE	C and B Farm Rd	3	3				NCDOT	Yes	6
238	NW	Sidewalk	Workman St/Farrington St/Simposn St	1st St W	Proposed greenway	2	4			No AADT	NCDOT	No	6
21	North	Greenway		NC 16	Lyle Creek Greenway (existing)	3	3			Score is based on comparison to using alternate roadway		No	6
158	North	Sidewalk	11th St NW	County Home Rd	3rd Ave NW	2	3			No posted speed limit	City	Yes	5
15	North	Greenway	1st St W/10th St NW	1st St W/10th St NW	Lyle Creek Greenway (existing) at County Home Rd	1	3		1			Yes	5
246	Downtown	Bike lanes	2nd Ave NE	1st St E	3rd St NE	1	4				City	No	5
162	Downtown	Sidewalk	3rd Ave NW	1st St W	County Home Rd	2	2		1		City	Yes	5
202	North	Sidewalk	3rd Ave NW	11th St NW	10th St NW	2	3			No posted speed limit	City	Yes	5
78	Downtown	Sidewalk	6th St SW	Eastway Ln SW	1st Ave S	3	2				City	Yes	5
39	Downtown	Sidewalk	7th St PI SW	Existing sidewalk	1st Ave S	3	2				NCDOT	Yes	5
267	South	Sidewalk	9th St SW	7th St PI SW	1st Ave S	3	2				City	No	5
216	Downtown	Greenway	Behind 2nd Street Dr SW	Majestic Park	Washington/Southwest Park	1	1		3			No	5
138	North	Sidewalk	Coventry PI NW/Atherstone St NW	Dead end	County Home Rd	2	3			No posted speed limit; No AADT	City	Yes	5
205	North	Sidewalk	Landsdowne Dr	Existing sidewalk	Sedgefield Dr	2	3			No AADT	NCDOT	Yes	5
88	East	Sidewalk	McLin Creek Rd S	Emmanuel Church Road	Conover Blvd E	2	3				NCDOT	Yes	5
172	South	Sidewalk	N-Main-Ave	Boundary-St-SW	W-26th-St	3	2				NCDOT	Yes	5
141	NE	Sidewalk	NC 16 N	C and B Farm Rd	Angle Dr	3	2				NCDOT	Yes	5
210	Downtown	Multiuse Sidepath	Railroad ROW	3rd Ave SW	4th St SW	2	2	2	2	Safety score based on comparison to using alternate roadways (4th Ave, 2nd St Sw)	Railroad	Yes	8
218	West	Multiuse Sidepath	Reese Dr SW and 4th St PI SW	Industrial Dr SW	4th Ave SW	2	2		1		NCDOT and City	No	5
203	NE	Sidewalk	Stafford St/Edgewater Dr NW	Lee Cline Rd	Library Lane NW	2	3			No posted speed limit; No AADT	NCDOT and City	Yes	5

Table 1. All Projects (Descriptions & Scoring) Cont'd

OBJECTID	Area of City	Recommendation Facility Type	Road Name	From Point	To Point	Safety Score	Equity Score	Connectivity Score	Public Support Score	Notes/Adjustments	Ownership	Previous Plan*	Total Score**
171	South	Sidewalk	1st Ave S	Boundary St SW	11th St SE	2	2				NCDOT	Yes	4
217	Downtown	Sidewalk	2nd St Dr SW and 6th Avenue Dr SW	Majestic Park	2nd St SW	2	2				City	Yes	4
163	Downtown	Sidewalk	2nd St NW	3rd Ave NW	1st Ave N	2	2				City	Yes	4
215	Downtown	Sidewalk	2nd St SW	6th Ave Dr SW	Existing sidewalk	2	2				City	Yes	4
212	Downtown	Sidewalk	4th Ave SW	6th St SW	7th St Pl SW	2	2				City	Yes	4
72	SW	Multiuse Sidepath	4th St W	Conover Blvd W	Industrial Dr SW	2	2			AADT is based on a different segment	NCDOT	Yes	4
252	West	Bike lanes	4th St W	Reese Dr SW	1st Ave S	2	2				NCDOT	No	4
268	West	Sidewalk	4th St W	Existing sidewalk (near 4th Ave SW)	1st Ave S	2	2				NCDOT	Yes	4
77	Downtown	Sidewalk	7th Ave SW	Conover Blvd W	6th St SW	2	2				City	Yes	4
213	Downtown	Sidewalk	7th St Pl SW	4th Ave SW/NW	Existing sidewalk	2	2				NCDOT	Yes	4
214	Downtown	Sidewalk	7th St Pl SW	Conover Blvd W	Existing sidewalk (near 4th Ave SW)	2	2				NCDOT	Yes	4
111	North	Sidewalk	8th St NE	1st Ave N	Existing sidewalk	2	1		1		City	Yes	4
253	West	Greenway	Along creek	4th St SW	Eastway Ln SW	2	2					No	4
12	NE	Greenway	behind Hillview Dr NE	NC 16	St Johns Church Rd NE	3	1				City	Yes	4
149	South	Sidewalk	Fairway Dr SW	Eastway Ln SW	Conover Blvd W/US 70 SE	2	2				City	Yes	4
211	West	Multiuse Sidepath	Industrial Dr SW and 4th St SW and Reese Dr SW	Reese Dr SW	Industrial Dr SW	2	2				NCDOT	No	4
13	NE	Multiuse Sidepath	St Johns Church Rd NE	NC 16	Rock Barn Rd NE	3	1				NCDOT	Yes	4
183	NE	Sidewalk	Unopened ROW	7th St Pl NE	Thornburg Drive	2	1		1		Private? City?	Yes	4
262	NW	Sidewalk	Windhaven Dr NW	Newhall Dr NW	Newhall Dr NW	2	4	-2		No AADT	City	Yes	4
110	North	Sidewalk	2nd Ave NE	5th Ave NE	8th St NE	2	1				City	Yes	3
157	East	Sidewalk	2nd St NE	Existing sidewalk (roundabout)	Thornburg Drive	2	1				City	Yes	3
178	Downtown	Sidewalk	4th Ave SW	4th St Pl SW	4th St SW	2	2	-2	1		City	Yes	3
114	NE	Sidewalk	Hunsucker Dr NE	Rock Barn Rd NE	Shuford Elementary (existing sidewalk)	2	1			No AADT	City	Yes	3
130	NE	Sidewalk	Guy Hollar Dr	St Johns Church Rd NE	Rock Bridge Dr NE	1	1			No AADT	City	Yes	2
131	NE	Sidewalk	Ridge Rd NE	Deer Run Dr NE	Golf Dr NE	1	1			No AADT	City	Yes	2



# APPENDIX E

## **Catalyst Project Cost Estimates**

## Catalyst Project Cost Estimates

Table 2. Top Ranked Catalyst Projects Cost Estimate Summary

# City of Conover

## Connect Conover

Updated: 8/12/2024

COST ESTIMATE SUMMARY BY INTERSECTION			
Project #	Project Name	Type	Estimate
1	Emmanuel Church Road Sidewalk	NCDOT Sidewalk	\$ 618,700.00
2	1st Street East Sidewalk	NCDOT Sidewalk	\$ 444,200.00
3	6th Street SW Sidewalk	City Sidewalk	\$ 1,708,400.00
4	4th Street Place SW Sidewalk	City Sidewalk	\$ 975,200.00
5	County Home Road Sidepath	Multiuse Sidepath	\$ 3,365,200.00
6	Conover Boulevard East Sidepath	Multiuse Sidepath	\$ 741,600.00
7	Lyle Creek Greenway Phase 2 & Connector	Greenway	\$ 6,885,600.00
8	Park Connection Greenway	Greenway	\$ 902,800.00
9	Innovation Alley Sidepath	Multiuse Sidepath	\$ 151,800.00
<b>TOTAL ESTIMATE</b>			<b>\$ 15,793,500.00</b>



*Construction cost estimates are based on local similar project data and escalated to 2026 construction. Right-of-way costs are not included.*

Table 3. Emmanuel Church Road Sidewalk Cost Estimate

**CROSSING #:** 1

**CROSSING NAME:** Emmanuel Church Road Sidewalk

**CATEGORY:** NCDOT Sidewalk

**CROSSING ESTIMATE: (ROUNDED)** \$ 618,700.00


**COMMENTS:** Sidewalk along the north side of Emmanuel Church Road from existing sidewalk at the YMCA to Thornburg Drive.  
1,500' of 5' concrete sidewalk with 5' grass buffer.  
No driveway cuts.



COST ESTIMATE					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	\$ 25,200.00	1	\$ 25,200.00	Signage & Rem./Res. Fence Sections
Clearing & Grubbing	AC	\$ 15,000.00	0.41	\$ 6,150.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 5,000.00	1	\$ 5,000.00	Hydrant in front of YMCA
Grading	SY	\$ 15.00	2000	\$ 30,000.00	
Subgrade - 6" ABC	SY	\$ 80.00	835	\$ 66,800.00	
Asphalt - 4.5"	SY	\$ 60.00	0	\$ -	
Concrete Sidewalk - 4"	SY	\$ 110.00	835	\$ 91,850.00	
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	0	\$ -	
Detectable Warning Surface	SF	\$ 55.00	0	\$ -	
Drainage	LS	\$ 99,990.00	1	\$ 99,990.00	430 LF of Drainage w/ 3 Inlets
Walls	SF	\$ 250.00	0	\$ -	
Pavement Markings	LS	-	0	\$ -	
Signage	LS	\$ 460.00	1	\$ 460.00	Replace Removed Signage
Traffic Control	LS	\$ 13,018.00	1	\$ 13,018.00	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	-	0	\$ -	
-				\$ -	
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				\$ 338,468.00	
Design	LS	\$ 43,930.44	1	\$ 43,930.44	12% Estimate
Environmental	LS	\$ 10,982.61	1	\$ 10,982.61	3% Estimate
Survey	LS	\$ 18,304.35	1	\$ 18,304.35	5% Estimate
Construction & Project Management	LS	\$ 36,608.70	1	\$ 36,608.70	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				\$ 109,826.10	
Escalation	LS	\$ 27,618.99	1	\$ 27,618.99	4% for 2 Years
Contingency	LS	\$ 142,773.93	1	\$ 142,773.93	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				\$ 170,392.91	
<b>TOTAL ESTIMATE</b>				<b>\$ 618,687.01</b>	<b>NCDOT Sidewalk Estimate</b>

# Catalyst Project Cost Estimates

Table 4.1st Street East Sidewalk Cost Estimate

<b>CROSSING #:</b>	<u>2</u>	
<b>CROSSING NAME:</b>	<b>1st Street East Sidewalk</b>	
<b>CATEGORY:</b>	NCDOT Sidewalk	<b>CROSSING ESTIMATE: (ROUNDED)</b> \$ <u>444,200.00</u>
<b>COMMENTS:</b>	<p><u>Sidewalk along the north side of 1st Street East, filling the gap between two existing sidewalks from 5th Ave NE to CVS at Rock Barn Road NE</u>  <u>930' of 5' concrete sidewalk; 712' with curb &amp; gutter, 218' with 5' grass buffer</u>  <u>5 driveway cuts and 1 road crossing at 6th Avenue NE.</u></p>	

<b>COST ESTIMATE</b>					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	\$ 10,000.00	1	\$ 10,000.00	Signage & Rem./Res. Light Posts
Clearing & Grubbing	AC	\$ 15,000.00	0.17	\$ 2,550.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 2,500.00	1	\$ 2,500.00	Assumed Avoidance (Guy Wire Move)
Grading	SY	\$ 15.00	840	\$ 12,600.00	
Subgrade - 6" ABC	SY	\$ 80.00	520	\$ 41,600.00	
Asphalt - 4.5"	SY	\$ 60.00	0	\$ -	
Concrete Sidewalk - 4"	SY	\$ 110.00	520	\$ 57,200.00	
Curb & Gutter	LF	\$ 50.00	712	\$ 35,600.00	
Curb Ramps	EA	\$ 3,250.00	2	\$ 6,500.00	
Detectable Warning Surface	SF	\$ 55.00	20	\$ 1,100.00	
Drainage	LS	-	0	\$ -	430 LF of Drainage w/ 3 Inlets
Walls	SF	\$ 70.00	600	\$ 42,000.00	2 Sections
Pavement Markings	LS	\$ 1,000.00	1	\$ 1,000.00	1 Crosswalk
Signage	LS	-	0	\$ -	Replace Removed Signage
Traffic Control	LS	\$ 9,346.00	1	\$ 9,346.00	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	-	0	\$ -	
Pedestrian Safety Rail	LF	\$ 140.00	150	\$ 21,000.00	Top of Wall Protection
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				\$ 242,996.00	
Design	LS	\$ 31,538.94	1	\$ 31,538.94	12% Estimate
Environmental	LS	\$ 7,884.73	1	\$ 7,884.73	3% Estimate
Survey	LS	\$ 13,141.22	1	\$ 13,141.22	5% Estimate
Construction & Project Management	LS	\$ 26,282.45	1	\$ 26,282.45	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				\$ 78,847.34	
Escalation	LS	\$ 19,828.47	1	\$ 19,828.47	4% for 2 Years
Contingency	LS	\$ 102,501.54	1	\$ 102,501.54	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				\$ 122,330.02	
<b>TOTAL ESTIMATE</b>				<b>\$ 444,173.36</b>	<b>NCDOT Sidewalk Estimate</b>




Table 5. 6th Street SW Sidewalk Cost Estimate

<b>CROSSING #:</b>	<u>3</u>	
<b>CROSSING NAME:</b>	<b>6th Street SW Sidewalk</b>	
<b>CATEGORY:</b>	<u>City Sidewalk</u>	<b>CROSSING ESTIMATE:</b> <b>(ROUNDED)</b> \$ <u>1,708,400.00</u>
<b>COMMENTS:</b>	Sidewalk along the north side of 6th Street SW. 3,000' of 5' concrete sidewalk with curb and gutter. Multiple driveway cuts and 3 road crossings at 9th Ave SW, 8th Ave SW, and 7th Ave SW.	

COST ESTIMATE					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	\$ 10,000.00	1	\$ 10,000.00	Stump Removal
Clearing & Grubbing	AC	\$ 15,000.00	0.05	\$ 750.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 10,000.00	1	\$ 10,000.00	Assumed Avoidance (Guy Wire Move)
Grading	SY	\$ 15.00	2335	\$ 35,025.00	
Subgrade - 6" ABC	SY	\$ 80.00	1670	\$ 133,600.00	
Asphalt - 4.5"	SY	\$ 60.00	0	\$ -	
Concrete Sidewalk - 4"	SY	\$ 110.00	1670	\$ 183,700.00	
Curb & Gutter	LF	\$ 50.00	3000	\$ 150,000.00	
Curb Ramps	EA	\$ 3,250.00	8	\$ 26,000.00	
Detectable Warning Surface	SF	\$ 55.00	80	\$ 4,400.00	
Drainage	LS	\$ 326,700.00	1	\$ 326,700.00	1500 LF of Drainage w/ 6 Inlets
Walls	SF	\$ 250.00	0	\$ -	
Pavement Markings	LS	\$ 1,500.00	1	\$ 1,500.00	1 Crosswalk
Signage	LS	-	0	\$ -	
Traffic Control	LS	\$ 52,900.50	1	\$ 52,900.50	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	-	0	\$ -	
-				\$ -	
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				<b>\$ 934,575.50</b>	
Design	LS	\$ 121,300.42	1	\$ 121,300.42	12% Estimate
Environmental	LS	\$ 30,325.11	1	\$ 30,325.11	3% Estimate
Survey	LS	\$ 50,541.84	1	\$ 50,541.84	5% Estimate
Construction & Project Management	LS	\$ 101,083.69	1	\$ 101,083.69	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				<b>\$ 303,251.06</b>	
Escalation	LS	\$ 76,261.36	1	\$ 76,261.36	4% for 2 Years
Contingency	LS	\$ 394,226.38	1	\$ 394,226.38	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				<b>\$ 470,487.74</b>	
<b>TOTAL ESTIMATE</b>				<b>\$ 1,708,314.29</b>	<b>City Sidewalk Estimate</b>

# Catalyst Project Cost Estimates

Table 6. 4th Street Place SW Sidewalk Cost Estimate

<b>CROSSING #:</b>	<u>4</u>	
<b>CROSSING NAME:</b>	<b>4th Street Place SW Sidewalk</b>	
<b>CATEGORY:</b>	City Sidewalk	<b>CROSSING ESTIMATE: (ROUNDED)</b> \$ <u>975,200.00</u>
<b>COMMENTS:</b>	<u>Sidewalk along rail line connecting 3rd Ave SW to 1st Ave S &amp; 4th Street SW - adjacent to Lee Industries.</u> <u>700' of 10' concrete sidewalk with fencing.</u> <u>No driveway cuts. Includes one railroad crossing.</u>	

COST ESTIMATE					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	-	0	\$ -	
Clearing & Grubbing	AC	\$ 15,000.00	0.24	\$ 3,600.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 2,500.00	1	\$ 2,500.00	Assumed Avoidance (Guy Wire Move)
Grading	SY	\$ 15.00	935	\$ 14,025.00	
Subgrade - 6" ABC	SY	\$ 80.00	780	\$ 62,400.00	
Asphalt - 4.5"	SY	\$ 60.00	0	\$ -	
Concrete Sidewalk - 4"	SY	\$ 110.00	780	\$ 85,800.00	
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	2	\$ 6,500.00	
Detectable Warning Surface	SF	\$ 55.00	40	\$ 2,200.00	
Drainage	LS	-	0	\$ -	430 LF of Drainage w/ 3 Inlets
Walls	SF	\$ 250.00	0	\$ -	
Pavement Markings	LS	\$ 500.00	1	\$ 500.00	1 Crosswalk
Signage	LS	\$ 460.00	1	\$ 460.00	Replace Removed Signage
Traffic Control	LS	\$ 20,519.40	1	\$ 20,519.40	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	-	0	\$ -	
Chain Link Fencing	LF	\$ 50.00	700	\$ 35,000.00	Boundary from RR
Railroad Concrete Crossing	EA	\$ 150,000.00	2	\$ 300,000.00	Signalized Ped Gate
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				<b>\$ 533,504.40</b>	
Design	LS	\$ 69,244.60	1	\$ 69,244.60	12% Estimate
Environmental	LS	\$ 17,311.15	1	\$ 17,311.15	3% Estimate
Survey	LS	\$ 28,851.92	1	\$ 28,851.92	5% Estimate
Construction & Project Management	LS	\$ 57,703.84	1	\$ 57,703.84	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				<b>\$ 173,111.51</b>	
Escalation	LS	\$ 43,533.96	1	\$ 43,533.96	4% for 2 Years
Contingency	LS	\$ 225,044.96	1	\$ 225,044.96	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				<b>\$ 268,578.92</b>	
<b>TOTAL ESTIMATE</b>				<b>\$ 975,194.83</b>	<b>City Sidewalk Estimate</b>




Table 7. County Home Road Sidepath Cost Estimate

<b>CROSSING #:</b>	<u>5</u>	
<b>CROSSING NAME:</b>	<b>County Home Road Sidepath</b>	
<b>CATEGORY:</b>	<u>Multiuse Sidepath</u>	<b>CROSSING ESTIMATE:</b>
		<b>(ROUNDED) \$ 3,365,200.00</b>
<b>COMMENTS:</b>	<p><u>Multiuse path along the west side of County Home Road from 1st Ave N to 3rd Ave NW and along the east side of County Home Road from 3rd Ave N to 10th St NW/Lyle Creek Greenway.</u>  <u>3,000' of 12' asphalt sidepath with 5' buffer.</u>  <u>Multiple driveway cuts. Two crossings at 10th St NW and 3rd Ave NW. Bridge slope protection impacts are considered.</u>  <u>Connection to 1st Ave N included with RRFB Crossing.</u></p>	

<b>COST ESTIMATE</b>					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	\$ 10,000.00	1	\$ 10,000.00	Existing Drainage System
Clearing & Grubbing	AC	\$ 15,000.00	1.31	\$ 19,650.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 100,000.00	1	\$ 100,000.00	Power Pole Relocations (2)
Grading	SY	\$ 15.00	6335	\$ 95,025.00	
Subgrade - 6" ABC	SY	\$ 80.00	4000	\$ 320,000.00	
Asphalt - 4.5"	SY	\$ 60.00	4000	\$ 240,000.00	
Concrete Sidewalk - 4"	SY	\$ 110.00	10	\$ 1,100.00	Connection to sidepath
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	6	\$ 19,500.00	
Detectable Warning Surface	SF	\$ 55.00	130	\$ 7,150.00	5 12' locations & 1 5' connection
Drainage	LS	\$ 184,500.00	1	\$ 184,500.00	Assumed minor impacts
Walls	SF	\$ 250.00	1600	\$ 400,000.00	1 Wall Near 1st Ave N
Pavement Markings	LS	\$ 1,500.00	1	\$ 1,500.00	3 Crosswalks
Signage	LS	\$ 1,840.00	1	\$ 1,840.00	Crossing & Advanced Warning
Traffic Control	LS	\$ 70,806.60	1	\$ 70,806.60	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	\$ 80,000.00	1	\$ 80,000.00	RRFB w Pushbutton
Bridge Slope Protection Modifications & Railing	LS	\$ 204,900.00	1	\$ 204,900.00	Removal, Cheek wall, Railing
Sight Distance Clearing	LS	\$ 5,000.00	1	\$ 5,000.00	Additional Clearing for Visibility
Signal Modifications	LS	\$ 80,000.00	1	\$ 80,000.00	Signal Modifications at 10th
<b>SUM OF CONSTRUCTION ITEMS</b>				\$ 1,840,971.60	
Design	LS	\$ 238,943.39	1	\$ 238,943.39	12% Estimate
Environmental	LS	\$ 59,735.85	1	\$ 59,735.85	3% Estimate
Survey	LS	\$ 99,559.74	1	\$ 99,559.74	5% Estimate
Construction & Project Management	LS	\$ 199,119.49	1	\$ 199,119.49	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				\$ 597,358.46	
Escalation	LS	\$ 150,223.28	1	\$ 150,223.28	4% for 2 Years
Contingency	LS	\$ 776,566.00	1	\$ 776,566.00	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				\$ 926,789.29	
<b>TOTAL ESTIMATE</b>				<b>\$ 3,365,119.35</b>	<b>Multiuse Sidepath Estimate</b>

# Catalyst Project Cost Estimates

Table 8. Conover Boulevard East Sidepath Cost Estimate

<b>CROSSING #:</b>	<b>6</b>	
<b>CROSSING NAME:</b>	<b>Conover Boulevard East Sidepath</b>	
<b>CATEGORY:</b>	<u>Multiuse Sidepath</u>	<b>CROSSING ESTIMATE:</b> <b>(ROUNDED)</b> \$ <u>741,600.00</u>
<b>COMMENTS:</b>	<u>Multiuse path along the south side of Conover Boulevard E from 3rd Street to 1st Street.</u> <u>1,280' of 12' asphalt sidepath with 5' grass buffer.</u> <u>Multiple driveway cuts. Crossing Conover Boulevard at 3rd Street SE.</u>	

COST ESTIMATE					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	-	0	\$ -	
Clearing & Grubbing	AC	\$ 15,000.00	0.56	\$ 8,400.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 20,000.00	1	\$ 20,000.00	For Signal Modification
Grading	SY	\$ 15.00	2705	\$ 40,575.00	
Subgrade - 6" ABC	SY	\$ 80.00	1710	\$ 136,800.00	
Asphalt - 4.5"	SY	\$ 60.00	1710	\$ 102,600.00	
Concrete Sidewalk - 4"	SY	\$ 110.00	10	\$ 1,100.00	Connection to sidewalk
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	2	\$ 6,500.00	
Detectable Warning Surface	SF	\$ 55.00	48	\$ 2,640.00	1 12' crossing
Drainage	LS	-	0	\$ -	
Walls	SF	\$ 250.00	0	\$ -	
Pavement Markings	LS	\$ 1,000.00	1	\$ 1,000.00	
Signage	LS	\$ 460.00	1	\$ 460.00	Replace Removed Signage
Traffic Control	LS	\$ 15,603.00	1	\$ 15,603.00	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	\$ 70,000.00	1	\$ 70,000.00	Signal Improvements for Ped Crossing
-				\$ -	
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				<b>\$ 405,678.00</b>	
Design	LS	\$ 52,653.76	1	\$ 52,653.76	12% Estimate
Environmental	LS	\$ 13,163.44	1	\$ 13,163.44	3% Estimate
Survey	LS	\$ 21,939.07	1	\$ 21,939.07	5% Estimate
Construction & Project Management	LS	\$ 43,878.13	1	\$ 43,878.13	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				<b>\$ 131,634.40</b>	
Escalation	LS	\$ 33,103.32	1	\$ 33,103.32	4% for 2 Years
Contingency	LS	\$ 171,124.72	1	\$ 171,124.72	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				<b>\$ 204,228.04</b>	
<b>TOTAL ESTIMATE</b>				<b>\$ 741,540.44</b>	<b>Multiuse Sidepath Estimate</b>

Table 9. Lyle Creek Greenway Phase 2 & Connector Cost Estimate

<b>CROSSING #:</b>	<b>7</b>		
<b>CROSSING NAME:</b>	<b>Lyle Creek Greenway Phase 2 &amp; Connector</b>		
<b>CATEGORY:</b>	<u>Greenway</u>	<b>CROSSING ESTIMATE:</b>	<b>\$ 6,885,600.00</b>
		<b>(ROUNDED)</b>	
<b>COMMENTS:</b>	<p style="text-align: center;"><u>Lyle Creek Greenway Phase 2: Greenway along Lyle Creek from existing Greenway at County Home Road to Section House Road.</u>  <u>Includes connector spur greenway along the creek from Lyle Creek to Atherstone St NW, with access to cul-de-sacs at Lyle Haven Dr NW, Hefner Dr NW, and Morningside Dr.</u>  <u>10,800' of 12' asphalt greenway.</u>  <u>One creek crossing and two high-visibility crossings at Herman Sipes Road NW and Northern Drive.</u></p>		



<b>COST ESTIMATE</b>					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	\$ 24,000.00	1	\$ 24,000.00	Percentage Based
Clearing & Grubbing	AC	\$ 15,000.00	8	\$ 120,000.00	Footprint & Working Buffer
Utility Relocation	LS	\$ 100,000.00	1	\$ 100,000.00	2 Mile Trail Assumption
Grading	SY	\$ 30.00	26400	\$ 792,000.00	Unknown Average Cut/Fill
Subgrade - 6" ABC	SY	\$ 80.00	14400	\$ 1,152,000.00	
Asphalt - 4.5"	SY	\$ 60.00	14400	\$ 864,000.00	
Concrete Sidewalk - 4"	SY	\$ 110.00	70	\$ 7,700.00	Connections
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	7	\$ 22,750.00	Crossings and Connections
Detectable Warning Surface	SF	\$ 55.00	168	\$ 9,240.00	
Drainage	LS	\$ 185,501.40	1	\$ 185,501.40	Percentage Based
Walls	SF	-	0	\$ -	No Walls Included
Pavement Markings	LS	\$ 3,000.00	1	\$ 3,000.00	
Signage	LS	\$ 2,840.00	1	\$ 2,840.00	Crossing & Advanced Warning
Traffic Control	LS	\$ 73,860.63	1	\$ 73,860.63	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	\$ 80,000.00	2	\$ 160,000.00	RRFB Crossings with Thermal Detection
Bridge	LS	\$ 250,000.00	1	\$ 250,000.00	Creek Crossing
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				<b>\$ 3,766,892.03</b>	
Design	LS	\$ 488,912.45	1	\$ 488,912.45	12% Estimate
Environmental	LS	\$ 122,228.11	1	\$ 122,228.11	3% Estimate
Survey	LS	\$ 203,713.52	1	\$ 203,713.52	5% Estimate
Construction & Project Management	LS	\$ 407,427.04	1	\$ 407,427.04	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				<b>\$ 1,222,281.13</b>	
Escalation	LS	\$ 307,378.39	1	\$ 307,378.39	4% for 2 Years
Contingency	LS	\$ 1,588,965.46	1	\$ 1,588,965.46	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				<b>\$ 1,896,343.85</b>	
<b>TOTAL ESTIMATE</b>				<b>\$ 6,885,517.01</b>	<b>Greenway Estimate</b>

# Catalyst Project Cost Estimates

Table 10. Park Connection Greenway Cost Estimate

<b>CROSSING #:</b>	<b>8</b>		
<b>CROSSING NAME:</b>	<b>Park Connection Greenway</b>		
<b>CATEGORY:</b>	<u>Greenway</u>	<b>CROSSING ESTIMATE:</b>	<b>\$ 902,800.00</b>
		<b>(ROUNDED)</b>	
<b>COMMENTS:</b>	<p><u>Greenway connecting Washington Park and Majestic Park.</u>  <u>450' of 10' asphalt greenway.</u>  <u>No driveway cuts.</u>  <u>ROW acquisition would be required.</u></p>		



<b>COST ESTIMATE</b>					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	-	0	\$ -	
Clearing & Grubbing	AC	\$ 15,000.00	0.19	\$ 2,850.00	Footprint & Working Buffer
Utility Relocation	LS	-	0	\$ -	
Grading	SY	\$ 30.00	700	\$ 21,000.00	Unknown Average Cut/Fill
Subgrade - 6" ABC	SY	\$ 80.00	500	\$ 40,000.00	
Asphalt - 4.5"	SY	\$ 60.00	0	\$ -	
Concrete Sidewalk - 4"	SY	\$ 110.00	500	\$ 55,000.00	
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	0	\$ -	
Detectable Warning Surface	SF	\$ 55.00	0	\$ -	
Drainage	LS	-	0	\$ -	
Walls	SF	\$ 250.00	1500	\$ 375,000.00	
Pavement Markings	LS	-	0	\$ -	
Signage	LS	-	0	\$ -	
Traffic Control	LS	-	0	\$ -	
Signalization/RRFB	LS	-	0	\$ -	
-				\$ -	
-				\$ -	
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				<b>\$ 493,850.00</b>	
Design	LS	\$ 64,097.78	1	\$ 64,097.78	12% Estimate
Environmental	LS	\$ 16,024.44	1	\$ 16,024.44	3% Estimate
Survey	LS	\$ 26,707.41	1	\$ 26,707.41	5% Estimate
Construction & Project Management	LS	\$ 53,414.82	1	\$ 53,414.82	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				<b>\$ 160,244.45</b>	
Escalation	LS	\$ 40,298.16	1	\$ 40,298.16	4% for 2 Years
Contingency	LS	\$ 208,317.78	1	\$ 208,317.78	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				<b>\$ 248,615.94</b>	
<b>TOTAL ESTIMATE</b>				<b>\$ 902,710.39</b>	<b>Greenway Estimate</b>



Table 11. Innovation Alley Sidepath Cost Estimate

<b>CROSSING #:</b>	<u>9</u>	
<b>CROSSING NAME:</b>	<b>Innovation Alley Sidepath</b>	
<b>CATEGORY:</b>	<u>Multiuse Sidepath</u>	<b>CROSSING ESTIMATE:</b>
		<b>(ROUNDED) \$ 151,800.00</b>
<b>COMMENTS:</b>	<u>Multiuse sidepath along Innovation Valley from 3rd Ave SE to 5th Ave SE.</u> <u>300' of 10' asphalt sidepath with 5' grass buffer.</u>	

<b>COST ESTIMATE</b>					
LINE ITEM	UNIT	UNIT RATE	QTY	TOTAL COST	DESCRIPTION
Removal of Existing Infrastructure	LS	-	0	\$ -	
Clearing & Grubbing	AC	\$ 15,000.00	0.12	\$ 1,800.00	Footprint & Working Buffer
Utility Relocation	LS	-	0	\$ -	
Grading	SY	\$ 15.00	500	\$ 7,500.00	
Subgrade - 6" ABC	SY	\$ 80.00	335	\$ 26,800.00	
Asphalt - 4.5"	SY	\$ 60.00	335	\$ 20,100.00	
Concrete Sidewalk - 4"	SY	\$ 110.00	0	\$ -	
Curb & Gutter	LF	\$ 50.00	0	\$ -	
Curb Ramps	EA	\$ 3,250.00	1	\$ 3,250.00	Tie to Bus Stop
Detectable Warning Surface	SF	\$ 55.00	10	\$ 550.00	
Drainage	LS	-	0	\$ -	430 LF of Drainage w/ 3 Inlets
Walls	SF	\$ 250.00	0	\$ -	
Pavement Markings	LS	-	0	\$ -	
Signage	LS	-	0	\$ -	Replace Removed Signage
Traffic Control	LS	-	0	\$ -	Minor Traffic Control - Flagging & Signage
Signalization/RRFB	LS	-	0	\$ -	
Landscaping	LS	\$ 8,000.00	1	\$ 8,000.00	Trees, Mulch, Flowers
Split Rail Fence	LF	\$ 50.00	300	\$ 15,000.00	Separate Existing Drainage Facility
-				\$ -	
<b>SUM OF CONSTRUCTION ITEMS</b>				\$ 83,000.00	
Design	LS	\$ 10,772.74	1	\$ 10,772.74	12% Estimate
Environmental	LS	\$ 2,693.18	1	\$ 2,693.18	3% Estimate
Survey	LS	\$ 4,488.64	1	\$ 4,488.64	5% Estimate
Construction & Project Management	LS	\$ 8,977.28	1	\$ 8,977.28	10% Estimate
<b>SUM OF PERCENTAGE BASED ITEMS</b>				\$ 26,931.84	
Escalation	LS	\$ 6,772.80	1	\$ 6,772.80	4% for 2 Years
Contingency	LS	\$ 35,011.39	1	\$ 35,011.39	30% Coverage
<b>SUM OF PERCENTAGE BASED INCREASES</b>				\$ 41,784.19	
<b>TOTAL ESTIMATE</b>				<b>\$ 151,716.03</b>	<b>Multiuse Sidepath Estimate</b>



Source: Hickory Daily Record

# APPENDIX F

## **Design Resources**

## Design Resources

### Design Guideline Resources

Planners, engineers, and project designers require clear standards to develop safe, consistent, and predictable pedestrian and bicycle facilities. Previously, multimodal design resources were limited and lacked specific guidance for certain conditions. However, over the past 15 years, significant advancements have introduced innovative tools and successful case studies from both local and international projects. These developments have enabled more inclusive designs for users of all ages and can be adapted to both urban and rural environments. Key elements such as connectivity, comfort, continuity, and convenience

are crucial when creating effective pedestrian and bicycle infrastructure.

To support these efforts, state and national design guidelines are available to help Conover build a multimodal transportation system that encourages shifts in how people travel. As this field continues to evolve, it's essential to stay updated with the latest resources, ensuring that designs are context-specific, grounded in sound engineering judgment, and fully documented throughout the process.

Table 12. Design Resources

<b>North Carolina Department of Transportation</b>	
<a href="#"><u>Roadway Design Manual</u></a>	2021
<a href="#"><u>Complete Streets Policy A.09.0106</u></a>	2019 (2022 update)
<a href="#"><u>Evaluating Temporary Accommodations for Pedestrians</u></a>	2018
<a href="#"><u>Pedestrian Crossing Guidelines</u></a>	2018
<a href="#"><u>Greenway Accommodations Guidelines</u></a>	2015
<a href="#"><u>WalkBike NC: The Statewide Pedestrian and Bicycle Plan</u></a>	2013
<b>Manual on Uniform Traffic Control Devices (MUTCD)</b>	
<a href="#"><u>MUTCD 11th Edition Guidance and Supplemental Information (including NC Supplement)</u></a>	2024
<b>American Association of State Highway and Transportation Officials (AASHTO)</b>	
<a href="#"><u>Guide for the Development of Bicycle Facilities</u></a>	2012
<a href="#"><u>Guide for the Planning, Design and Operation of Pedestrian Facilities</u></a>	2004
<b>Norfolk Southern Railway Company</b>	
<a href="#"><u>Public Improvement Projects Manual (for Projects Which May Impact Norfolk Southern Railway Company)</u></a>	2022

Table 12. Design Resources Cont'd

<b>Federal Highway Administration (FHWA)</b>	
<a href="#"><u>Strategies for Accelerating Multimodal Project Delivery</u></a>	2019
<a href="#"><u>Bikeway Selection Guide</u></a>	2019
<a href="#"><u>Guide for Improving Pedestrian Safety at Uncontrolled Crossing Intersections</u></a>	2018
<a href="#"><u>Small Town and Rural Multimodal Networks Design Guide</u></a>	2016
<a href="#"><u>Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts</u></a>	2016
<a href="#"><u>Guidebook for Developing Pedestrian and Bicycle Performance Measures</u></a>	2016
<a href="#"><u>Separated Bike Lane and Planning Design Guide</u></a>	2015
<a href="#"><u>Incorporating On-Road Bicycle Networks into Resurfacing Projects</u></a>	2016
<b>US Access Board</b>	
<a href="#"><u>Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)</u></a>	2011
<a href="#"><u>Guide to the Standards</u></a>	2010
<b>USDOT/Department of Justice</b>	
<a href="#"><u>USDOT ADA Standards for Transportation Facilities</u></a>	2006
<a href="#"><u>DOT/DOJ Joint Technical Assistance Memos</u></a>	Varies
<a href="#"><u>ADA Standards for Accessible Design</u></a>	2010
<b>National Association of City Transportation Officials (NACTO)</b>	
<a href="#"><u>Transit Street Design Guide</u></a>	2016
<a href="#"><u>Urban Street Design Guide</u></a>	2013
<a href="#"><u>Urban Bikeway Design Guide</u></a>	2013



Source: Hickory Daily Record

# APPENDIX G

## **Funding Resources**

## Funding Resources

### OVERVIEW

This resource provides an overview of key funding sources for walking and bicycling infrastructure in North Carolina at both state and federal levels. It is designed to guide projects through all phases, from planning and design to construction and maintenance. Each funding source has unique eligibility criteria related to applicants, project types, and allowable costs, which are not outlined in this document. Keep in mind that funding requirements, eligibility criteria, available amounts, and program details may change, and the information provided reflects the conditions as of the publication date of this feasibility study.

### STATE SOURCES

North Carolina provides various funding options for bicycle and pedestrian projects, which can be used either to supplement matching funds or to fully finance standalone initiatives. Many of these state-level funding sources originate from federal government allocations.

### NCDOT Statewide Project Funds

NCDOT has division-led funding opportunities that are sourced from statewide funds. Division 12 can provide more information about these opportunities, which may include:

#### Small Construction Funds

*Established to fund small projects in and around cities and towns which could not be funded in the STIP Provisions currently allow for use on a variety of transportation projects for municipalities, counties, schools throughout the state.*

- Funds allocated equally to each Division.
- \$250,000 maximum amount per project per Fiscal Year, unless otherwise approved by the Secretary of Transportation.
- Right-of-way should be provided at no cost to NCDOT.
- Utility relocations should be accomplished at no cost to NCDOT.

- Requests received from municipalities, counties, businesses, schools, and industrial entities, and NCDOT staff.
- Request should be submitted to the Division Engineer providing technical information such as location, improvements being requested, timing, etc. for thorough review.

### Statewide Contingency Funds

*Created for statewide rural or small urban highway improvements and related transportation enhancements to public roads/public facilities, industrial access roads, and spot safety projects.*

- The President Pro Tempore of the Senate, the Speaker of the House, and the Secretary of Transportation sponsor project requests from this fund.
- \$12 million fund administered by the Secretary of Transportation.
- Requests received from municipalities, counties, businesses, schools, citizens, legislative members, and NCDOT staff.
- Request should include a clear description and justification of the project.

### Economic Development Funds

*Created to expedite transportation projects that promote commercial growth as well as either job creation or job retention.*

- Established to expedite transportation projects that promote commercial growth as well as either job creation or job retention.
- \$2,500 per job (new & retained) allowed unless waived by the Secretary of Transportation.
- \$400,000 maximum amount per project, unless otherwise approved by the Secretary of Transportation.

### High Impact/Low-Cost Funds

*Established to provide funds to complete low-cost projects with high impacts to the transportation system including intersection*

*improvements, minor widening projects and operational improvements.*

- Funds allocated equally to each Division.
- Each Division is responsible for selecting their own scoring criteria for determining projects funded in this program.
- \$1.5M maximum per project unless otherwise approved by the Secretary of Transportation.
- Projects are expected to be under contract within 12 months of funding approval from the Board of Transportation.

### **NCDOT Strategic Transportation Investment (STI)**

*Funds: Infrastructure projects.*

The NCDOT Strategic Transportation Investment (STI) law, enacted in 2013, establishes a framework for prioritizing transportation projects across North Carolina. Under this law, available revenues are allocated through a data-driven scoring system that incorporates local input, assessing existing and future conditions, anticipated project benefits, multi-modal characteristics, and alignment with local priorities. This prioritization process, known as Strategic Transportation Prioritization (SPOT), culminates in the Draft State Transportation Improvement Program (STIP).

The SPOT process scores roadway, public transportation, bicycle, pedestrian, rail, and aviation projects based on various criteria, categorizing them into three funding categories: Statewide Mobility, Regional Impact, and Division Needs. Local priorities are further incorporated through points assigned by Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and NCDOT Divisions.

The current STIP outlines projects set for funding from 2024 to 2033, while the ongoing "P7.0" prioritization round is updating the STIP for 2026-2035. Federal funding requires a 20% local match, and North Carolina law prohibits state matching funds for standalone bicycle and pedestrian projects. Therefore, the City of Conover must secure this 20% match from alternative sources

for any bike and pedestrian projects it pursues.

<https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/strategic-transportation-investments.aspx>

### **NCDOT Spot Safety Program**

*Funds: Among other activities, improvements for pedestrian including signals, crosswalks, and curb ramps.*

The Spot Safety Program, managed by the NCDOT, funds smaller improvement projects that address safety and operational issues. While the program primarily uses state funds, bike and pedestrian projects are supported through Federal Transportation Alternatives Program funds. Additional funding sources, such as Small Construction or Contingency funds, may also contribute, but the maximum Spot Safety fund allocation per project is capped at \$400,000. A Safety Oversight Committee (SOC) reviews and recommends projects for approval and funding by the Board of Transportation (BOT). The SOC considers various criteria, including the frequency and severity of correctable crashes, congestion, signal warrant fulfillment, impacts on pedestrians and schools, as well as regional priorities and public interest. For updates on the program, NCDOT Division 12 office staff can be consulted.

<https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx>

### **NCDOT Highway Hazard Elimination Program**

*Funds: Larger projects that address safety and potential safety issues.*

The Hazard Elimination Program aims to develop larger improvement projects that address safety and potential safety concerns. It is funded with 90% federal funds and 10% state funds, with project costs typically ranging from \$400,000 to \$1 million. Similar to the Spot Safety Program, the Safety Oversight Committee (SOC) reviews and recommends Hazard Elimination projects for approval and funding by the state Board of Transportation (BOT). Funding is prioritized based on

## Funding Resources

a safety benefit-to-cost (B/C) ratio, where the safety benefit is determined by the expected reduction in crashes. Once approved and funded by the BOT, these projects are incorporated into the department's State Transportation Improvement Program (STIP).

<https://connect.ncdot.gov/resources/safety/Pages/NC-Highway-Safety-Program-and-Projects.aspx>

### NC Land and Water Fund (NCLWF)

*Funds: Among other activities, planning grants for greenways.*

The North Carolina Land and Water Fund (NCLWF) is a non-regulatory organization dedicated to protecting and restoring the state's land and water resources. It provides annual grants to non-profit and governmental entities for various purposes, including land acquisition, stream restoration, innovative stormwater management, and planning mini-grants for donated properties. Bike and pedestrian projects are eligible for funding under their planning grants, which support initiatives that:

- Enhance or restore degraded waters.
- Protect unpolluted waters.
- Contribute to a network of riparian buffers and greenways for environmental, educational, and recreational benefits.
- Provide buffers around military bases.
- Acquire land that showcases the state's ecological diversity or supports a balanced program of historic properties.
- Facilitate improvements in stormwater treatment.

<https://nclwf.nc.gov/>

### NC Parks and Recreation Trust Fund (PARTF)

*Funds: Construction and renovation of facilities in parks and to purchase land for new and existing parks.*

Managed by North Carolina State Parks, the Parks and Recreation Trust Fund (PARTF) offers dollar-for-dollar matching

grants to local governments for public parks and recreational projects. It serves as the primary funding source for building and renovating facilities in state parks and acquiring land for new or existing parks. Eligible applicants include North Carolina counties, incorporated municipalities, and public authorities defined by N.C. General Statute 159-7, provided they are authorized to acquire land or develop recreational facilities. The maximum grant request is \$500,000, and funding recipients are selected by the Parks and Recreation Authority, a nine-member board appointed by the Governor and General Assembly.

<https://www.ncparks.gov/more-about-us/parks-recreation-trust-fund/parks-and-recreation-trust-fund> <https://rrs.cnr.ncsu.edu/partf/>

## FEDERAL SOURCES

In November 2021, Congress enacted the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), which establishes federal transportation policy and funding through 2026, replacing the FAST Act. The subsequent section outlines funding opportunities for pedestrian and bicycle projects, highlighting existing programs that now have new eligibility criteria and increased funding amounts, as well as newly introduced programs under the IIJA. New programs will be clearly indicated in the following sections. The DOT Discretionary Grants Dashboard can also be used to navigate USDOT sourced grants: <https://www.transportation.gov/grants/dashboard>

### Land and Water Conservation Fund (LWCF)

*Funds: Construction and renovation of facilities in parks and to purchase land for new and existing parks.*

Managed by North Carolina State Parks, the Parks and Recreation Trust Fund (PARTF) offers dollar-for-dollar matching grants to local governments for parks and recreational projects that benefit the public. PARTF is the primary funding source for building and renovating facilities in state parks and for acquiring

land for new and existing parks. Eligible applicants include North Carolina counties, incorporated municipalities, and public authorities authorized to develop recreational facilities. The maximum grant request is \$500,000, with funding decisions made by the Parks and Recreation Authority, a nine-member board appointed by the Governor and General Assembly.

<https://www.ncparks.gov/more-about-us/grants/lwcf-grants>

<https://www.lwcfcoalition.com/>

### Transportation Alternatives Program (TAP)

*Funds: Pedestrian and bicycle facilities, streetscaping projects.*

The Transportation Alternatives Program (TAP) funds federally-supported community-based projects on a reimbursement basis. With a 60% funding increase under the IIJA, TAP has become the primary source of federal funding for bicycling and walking initiatives, representing about half of such federal funding. Recent changes under the IIJA also mean that TAP funding will grow in proportion to overall surface transportation spending rather than remaining a fixed amount.

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)

### Active Transportation Infrastructure Investment Program (ATIIP)

*Funds: Active transportation networks (within communities) and spine (between communities) projects.*

The Active Transportation Infrastructure Investment Program (ATIIP) is a discretionary program designed to fund the development of active transportation networks and spines.

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/atiip/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/)

### Healthy Streets Program

*Funds: Streetscape improvements to reduce the urban heat island effect.*

This discretionary grant program, authorized in the Infrastructure Investment and Jobs Act, offers funding to eligible entities for the deployment of cool pavements, porous pavements, and the expansion of tree cover. The program aims to mitigate urban heat islands, enhance air quality, and reduce impervious surfaces, stormwater runoff, and flood risks. Additionally, it seeks to lessen the heat impacts on infrastructure and road users.

### Safe Streets and Roads for All

*Funds: Funds Safety Action Plans and implementation projects.*

The Safe Streets and Roads for All (SS4A) discretionary program will allocate \$5-6 billion in grants over the next five years to support regional, local, and Tribal initiatives aimed at preventing roadway deaths and serious injuries. Aligned with Secretary of Transportation Pete Buttigieg’s National Roadway Safety Strategy, this program targets a goal of zero fatalities on our nation’s roadways. Funding can be utilized for:

- Developing or updating a Comprehensive Safety Action Plan
- Conducting planning, design, and development activities related to the Action Plan.
- Implementing projects identified in the Action Plan.

Eligible applicants include:

- Metropolitan planning organizations.
- Counties, cities, towns, and other special districts that are subdivisions of a State, along with transit agencies.
- Federally recognized Tribal governments.
- Multijurisdictional groups composed of these entities.

<https://www.transportation.gov/grants/SS4A>

## Funding Resources

### Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

*Funds: Extreme weather resilience and emergency response infrastructure.*

Ensure evacuation and recovery mobility for all road users by integrating biking, walking, and rolling infrastructure into resiliency plans and evacuation routes. The PROTECT discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.

<https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving>

### Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

*Funds: Projects to build or repair transportation systems.*

This grant opportunity supports road, rail, transit, and port projects that align with national objectives. Formerly known as BUILD or TIGER Discretionary Grants, Congress has allocated nearly \$9.9 billion to fund 700 projects with significant local or regional impact.

<https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise>

### Recreation Trails Program (RTP)

*Funds: Recreational trails and trailhead facilities that are open to the public.*

In North Carolina, the Division of Parks and Recreation, part of the Department of Natural and Cultural Resources, administers the Recreation Trails Program (RTP) with approval from the Federal Highway Administration. This program aims to support the development and maintenance of recreational trails for both motorized and nonmotorized use. A 25% local match is required, and funding is provided on a reimbursement basis. The minimum grant for on-the-ground trail projects is \$10,000, while the maximum is \$100,000. RTP funding is allocated through the

Transportation Alternatives Program (TAP).

[https://www.fhwa.dot.gov/environment/recreational\\_trails/](https://www.fhwa.dot.gov/environment/recreational_trails/)

<https://trails.nc.gov/trail-grants>

### Highway Safety Improvement Program (HSIP)

*Funds: Safety projects for bike and pedestrian infrastructure, educational programs, and evaluation programs.*

The Highway Safety Improvement Program (HSIP) is a key Federal-aid initiative aimed at significantly reducing traffic fatalities and serious injuries on all public roads, including non-State-owned and tribal roads. The IIJA introduced major updates to the HSIP, along with a 24% funding increase. The revised HSIP is built on four pillars: Vulnerable Road User (VRU) Safety Assessment, Safe Systems Approach, VRU Special Rule, and FHWA Research.

<https://highways.dot.gov/safety/hsip>

### Safe Routes to School (SRTS)

*Funds: Active transportation and complete streets projects, plus education or enforcement activities that allow students to walk, bike, and roll to school safely.*

The BIL formalizes the Safe Routes to School (SRTS) initiative within existing law, **increasing funding by 60%** and extending programming to high schools. Additional updates under the IIJA designate SRTS infrastructure as an eligible use of Highway Safety Improvement Program (HSIP) funds, allowing for staffing of local coordinators. However, SRTS continues to operate under the Transportation Alternatives Program and is not a standalone initiative.

[https://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/](https://www.fhwa.dot.gov/environment/safe_routes_to_school/)

### Thriving Communities Program

*Funds: Technical assistance, planning, or capacity building services to help disadvantaged communities.*

The Thriving Communities Program (TCP) is designed to empower disadvantaged communities that have been negatively impacted by environmental, climate, and health policies. By equipping these communities with essential technical tools and enhancing their organizational capacity, the program aims to help them effectively compete for federal funding and successfully implement quality infrastructure projects that foster community well-being. Over a two-year period, TCP will offer in-depth support, followed by three years of facilitated peer learning for selected communities. This initiative will assist them in planning and developing a robust pipeline of transportation, housing, and community revitalization projects.

<https://www.transportation.gov/rural/grant-toolkit/thriving-communities-program>

## LOCAL, PRIVATE, and NON-PROFIT FUNDING SOURCES

### Carolina Thread Trail

*Funds: Greenway and trail projects.*

The Carolina Thread Trail offers a variety of grants to support the development, expansion, and enhancement of its regional trail network. These grants help communities plan, design, and construct greenways and trails, as well as conserve important natural areas connected to the trail system. Funding is available for different stages of trail projects, including feasibility studies, land acquisition, and construction. Additionally, the Carolina Thread Trail provides grants to promote community engagement and education around trail use, fostering a deeper connection between residents and their local outdoor spaces. Eligible applicants typically include municipalities, counties, and nonprofit organizations within the Carolina Thread Trail’s service area.

<https://www.carolinathreadtrail.org/>

### Robert Wood Johnson Foundation (RWJF) Grants and Grant Programs

*Funds: Among other activities, planning and demonstration projects, community engagement, and public education.*

The RWJF grant programs have three main objectives: to explore transformative ideas, to disseminate impactful model interventions, and to conduct research and evaluations. They fund a variety of projects, including:

- Planning and demonstration initiatives
- Research and evaluations
- Policy and statistical analysis
- Learning networks and communities
- Public education and strategic communications
- Community engagement and coalition-building
- Training/fellowship programs and technical assistance

The foundation typically issues a competitive call for proposals that outlines specific challenges, desired outcomes, and eligibility criteria. Additionally, they provide funding through open calls for ideas, various challenges and prize competitions, and direct project solicitations.

<https://www.rwjf.org/en/grants.html>

### Blue Cross Blue Shield of North Carolina Foundation Grants

*Funds: Programs related to health.*

The BCBSNC Foundation supports organizations dedicated to enhancing the health and well-being of North Carolinians across the state. Their grants aim to foster long-term impact by investing in organizations, collaborations, and communities. Rather than following a traditional grant cycle, they periodically announce funding opportunities. Grants range from small, one-time awards to larger, multi-year partnerships. The foundation focuses on initiatives aligned with its core values, such as

## Funding Resources

transforming the healthcare system (including oral health), expanding access to healthy food, supporting children's healthy development, improving living environments, and empowering communities to improve their health.

<http://www.bcbsncfoundation.org/>

### Duke Energy Foundation

*Funds: Programs and projects supporting conservation and access.*

The Duke Energy Foundation focuses on strategic investments to create thriving communities where nature and wildlife flourish, students succeed, and a skilled workforce promotes economic prosperity. They fund projects in key areas, including those that support conservation efforts and improve access to natural resources.

<https://www.duke-energy.com/community/duke-energy-foundation>

### America Walks Community Change Grants

*Funds: Programs and projects supporting physical activity and active communities.*

This grant program supports advocates, organizations, and agencies implementing innovative and inclusive community-level projects. It offers \$1,500 community stipends for initiatives that promote healthy, active, and engaged environments. Funded projects should aim to:

- Increase physical activity and active transportation.
- Engage new participants and organizations in walkability efforts.
- Foster a culture of inclusive health.
- Build and sustain healthy, active, and connected communities.

<https://americawalks.org/community-change-grants/>

### National Safety Council Community Traffic Safety Grants

*Funds: Projects supporting programs, research, and infrastructure to achieve vision zero goals.*

The Road to Zero Community Traffic Safety Grant Program aims to support innovative and effective strategies for implementing evidence-based safety measures. It promotes the Safe System approach and funds research to reduce traffic fatalities, address disparities in mobility and safety, and improve overall traffic safety.

<https://www.nsc.org/road-safety/get-involved/road-to-zero/grants>

### AARP Community Challenge

*Funds: "Quick-action" projects that can help communities become more livable for people of all ages.*

The AARP Community Challenge offers small grants for "quick-action" projects aimed at making communities more livable for people of all ages. Grants are available for initiatives that enhance housing, transportation, public spaces, technology (including "smart cities"), civic engagement, and other areas. These funds can be used for projects that result in:

- Permanent physical improvements within the community.
- Temporary demonstrations that inspire long-term change.

<https://www.aarp.org/communitychallenge>

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facilitate double-sided printing.*

