

Program and Policy Recommendations

The plan includes 12 policy and 10 program recommendations to improve pedestrian transportation in Oak Ridge. See pgs. 38-43 of the full report for more information on each policy and program idea.

Policies to Improve Pedestrian Transportation

1. Pedestrian Transportation Along Existing Development
2. Public Access Easements
3. Pedestrian Access for New Bridges
4. Trail Access Under New Road Bridges
5. Establish Complete Streets Policy
6. Access Management
7. Provision of Bicycle Lanes and Shoulders on Existing Streets
8. Sidewalk Requirements for Redevelopment – All Zoning Districts
9. Sidewalk Construction Standards and Access
10. Cul-de-Sac Pedestrian Connectivity
11. Town Core Conditional Use District
12. Sustainable and Decorative Lighting in Town Core

Programs to Improve Pedestrian Transportation

1. Sidewalk Maintenance Agreements with Property Owners
2. Sidewalk Gap Closure Fund
3. Coordination with other municipalities on bicycle and pedestrian transportation
4. Establish Streetscape Committee
5. Let's Go NC!
6. Sidewalk Art Program
7. Pedestrian Laws Training Program
8. Adopt-a-Road/ Adopt-a-Sidewalk Programs
9. Safe Routes to School Programs (SRTS)
10. Tree Programs



Pedestrian and bicycle safety event at the Town Park. Photo: J. Day

Proposed Pedestrian Facilities

Proposed pedestrian facilities were identified from surveys and public input, as well as field data such as pedestrian crashes, adjacent land uses and public input (see map on inside page). See pgs. 27-37 of the full report for more information on project recommendations.

The sidewalk and sidepath facilities (10 miles recommended) were scored based on proximity to the Town Core, schools, parks, traffic volumes and connectivity. The top corridors for improvement include:

- ◆ NC 150/Oak Ridge Rd
- ◆ Linville Rd
- ◆ NC 68

The NC 68/NC 150 and NC 150/Linville Road intersections are recommended for crossing improvements.

Trail connections identified through previous planning efforts were included and new connections were identified to tie neighborhoods to the future Piedmont Greenway, the Town Core and the proposed Haw River trail (27 miles). These corridors were not 'scored' for improvement, however a strong desire to construct the Piedmont Greenway and connect with other regional greenway systems was reported as desirable.

Paved shoulders (32 miles) are also recommended primarily outside the Town Core to both improve automobile safety, but also to provide a location for bicycle and pedestrian travel on Town roadways.

Implementation

The report includes an implementation section, where a 2-year action plan identifies partners and references the plan report for more background information. See pgs. 44-46 of the full report for more information.

2014 Action Plan

- ◆ Submit and apply to MPO for funding of 1 priority sidewalk project, 1 trail project and 1 crossing improvement project
- ◆ Fund a streetscape plan for one or multiple corridors, depending on resource availability
- ◆ Establish a program to fund sidewalk gaps and a policy on how to equitably reward and fund the program, include guidance on sidewalk maintenance agreements for property owners
- ◆ Establish a Complete Streets policy that explicitly includes accommodation of pedestrians and bicycles on new road projects
- ◆ Seek funding sources needed to build top priority projects



OAK RIDGE COMPREHENSIVE PEDESTRIAN TRANSPORTATION PLAN



EXECUTIVE SUMMARY

Vision

In 2035, Oak Ridge residents and visitors will be able to safely walk between homes, schools, businesses and parks, and connect with regional greenways and trails. The Town's commitment to active transportation will improve public health, attract new businesses, and build a stronger sense of community. Oak Ridge will be the healthiest community in the Piedmont Triad and serve as a model to other suburban communities in the state.

Short Term Goals (3-5 Years)

- ◆ Build sidewalks and trails connecting schools and the entire town business core and historic district
- ◆ Plan trails that bring outer areas to the core
- ◆ Establish safe crosswalks that connect sidewalks
- ◆ Create a funding plan to pursue public and private resources for sidewalk and trail construction
- ◆ Acquire easements allowing future trail connections in subdivisions
- ◆ Achieve twenty percent of Oak Ridge Elementary students walking to school

Plan Contents

- CHAPTER 1: Introduction – Purpose, Background, History, Vision and Goals
- CHAPTER 2: Existing Conditions – Existing Facilities, Demographics and Other Plans & Regulations
- CHAPTER 3: Pedestrian Transportation Network Plan – Corridor and Intersection Projects, Programs and Policies
- CHAPTER 4: Implementation – Action Plan
- APPENDIX A: Design Guidelines
- APPENDIX B: Pedestrian User Survey Results
- APPENDIX C: References
- APPENDIX D: Funding Sources

Overview

The Oak Ridge Comprehensive Pedestrian Transportation Plan was funded in part by the North Carolina Bicycle and Pedestrian Transportation Division and the Town of Oak Ridge.

What the Plan is:

- ◆ Long range and comprehensive
- ◆ Conceptual
- ◆ A Vision for the Future

What the Plan is **not**:

- ◆ Regulatory or binding
- ◆ A Master Plan
- ◆ Fiscally constrained



School Children and Teachers Walking on Linville Road Photo: R. Schmitz

Existing Conditions

The Town of Oak Ridge was formed in the late 1990s and has experienced low density, yet rapid suburban growth over the last two decades. The Town Core and commercial center is a historic district anchored by the historic Oak Ridge Military Academy and nearby historic homes. Other destinations in the Town Core: shopping, the Town Park, Post Office, Town Hall and elementary school are in close proximity and would be well served by an interconnected sidewalk and trail system. Collaboration with the Oak Ridge Historic District and existing residents and business owners will provide an opportunity to construct a pedestrian network that reflects the integrity of the historic district, while improving the safety of walking along Oak Ridge streets.

Public Involvement

There were several ways input was solicited for the Oak Ridge Comprehensive Pedestrian Transportation plan. The Town's walking committee served as the steering committee for the plan. There were 6 steering committee meetings, 4 public open house workshops and several presentations to civic organizations including the Lions Club, Garden Club, Fire Department and others. Surveys were created and distributed online and at festivals, during presentations and meetings and at Town Hall. Over 300 people were reached directly through surveys, meetings and events. The Northwest Observer newspaper also provided citizens information about the plan throughout the process.

Proposed Pedestrian Facilities

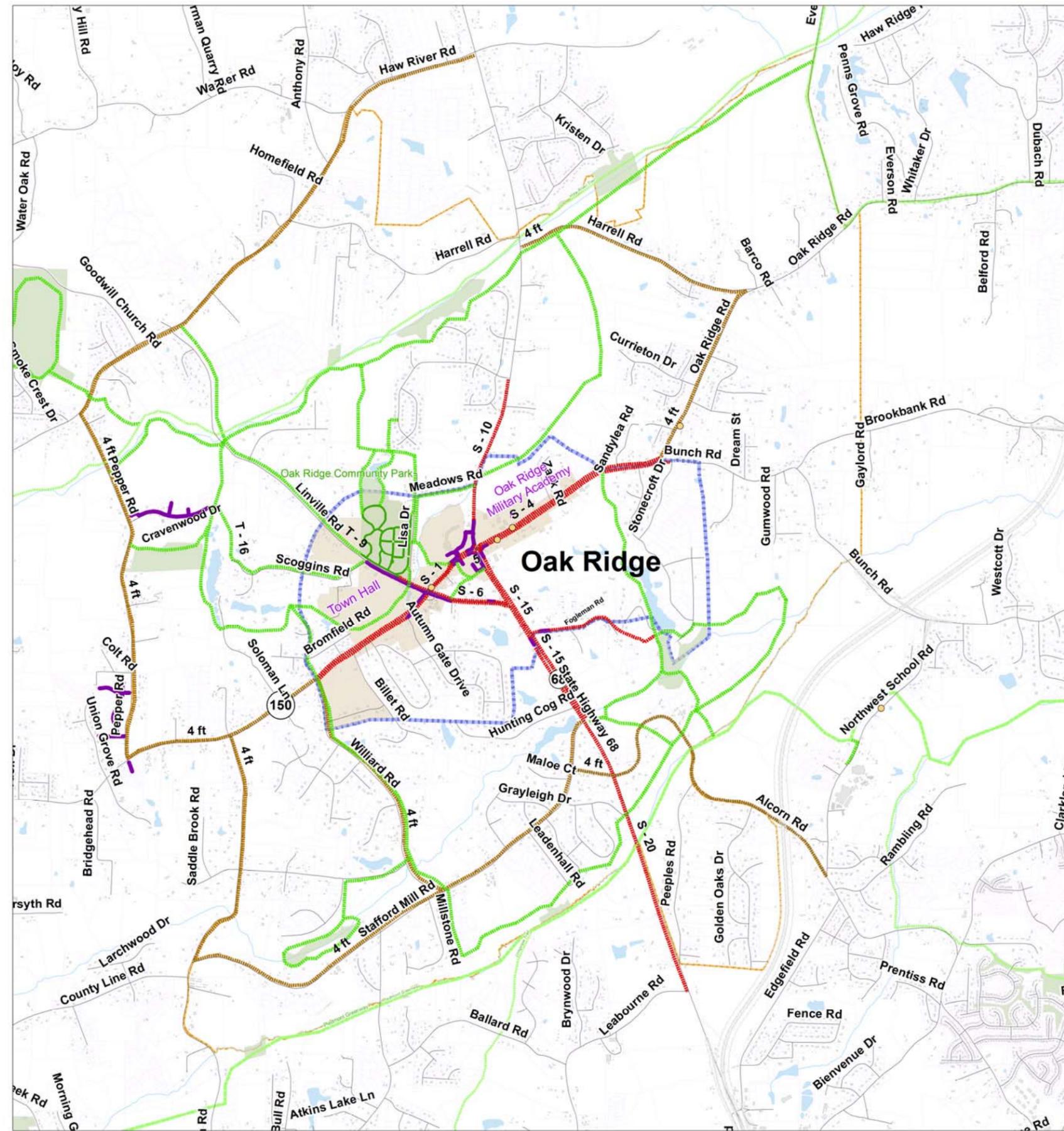
The following top 10 proposed pedestrian corridor improvements were scored based on proximity to the Town Core, schools, parks, traffic volumes and connectivity. The Map ID corresponds to the improvement on the Existing and Proposed Facilities Map. Distances of improvements are estimated to within 25 feet. For more information on how projects were scored, please refer to Figure 3.2 in the full plan on p. 30.

Top Ranked Pedestrian Corridor Improvements

Map ID	Street	From	To	Distance linear ft
S - 1	NC 150 (N Side)	NC 68	Linville Road	1,100
S - 2	NC 150 (S Side)	NC 68	Linville Road	1,125
S - 3	Linville Rd (N Side)	NC 150	NC 68	2,000
S - 4	NC 150* (N Side)	NC 68	Zack Rd	2,500
S - 5	NC 150 (N Side)	Willard Rd	Existing Sidewalk	3,425
S - 6	Linville Rd (S Side)	Existing Sidewalk	NC 68	1,800
S - 7	NC 150* (S Side)	NC 68	Zack Rd	2,200
S - 8	NC 150 (S Side)	Willard Rd	Autumn Gate Drive	3,150
T - 9	Linville Rd (NE Side)	Town Park	Haw River Rd	8,750
S - 10	NC 68 (W Side)	Existing Sidewalk	Case Ridge Drive	4,205

*These sidewalk locations are recommended as stamped concrete or brick through ORMA

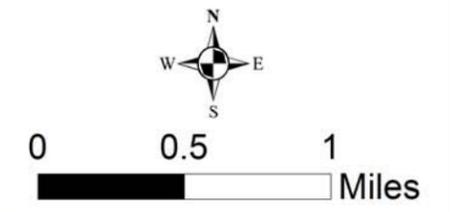
The plan also recommends intersection improvements at A) NC 68 and NC 150 and B) NC 150 and Linville Road. Recommendations include high visibility crosswalks, pedestrian activated signals and sidewalk improvements leading to the intersection. Without pedestrian improvements, these intersections will remain a barrier to pedestrian travel.



Town of Oak Ridge Pedestrian Transportation Plan

Existing and Proposed Facilities

- Existing Sidewalks
- Proposed Sidewalks
- Proposed Paved Shoulder
- Existing Trails
- Proposed Trails
- County Line
- Bike & Ped Crashes
- Proposed I 73 - Connector
- Roads
- Parks and Open Space
- Historic District
- Town Core
- Buildings
- Parcels
- Creeks
- Lakes
- Town Limits



PIEDMONT TRIAD REGIONAL COUNCIL

Data provided by: Guilford County, NCDOT, PTRC, PLC and NC One Map

Disclaimer: There are no claims of accuracy for data displayed on this map. For information purposes only. Access on proposed trails requires landowner permission.

Mapping Date: September 24, 2013