

why plan?

Communities develop planning studies to understand where they are and where they would like to be. Pedestrian plans like *Walk Hendo* are helpful to identify ways to make communities more friendly for people walking. As a community that values walking, the City seeks opportunities to improve the system and to identify ways to provide new key connections.

Plan Purpose

CONNECT HENDERSONVILLE

Identify the projects to connect key locations for people walking.

IDENTIFY THE NETWORK

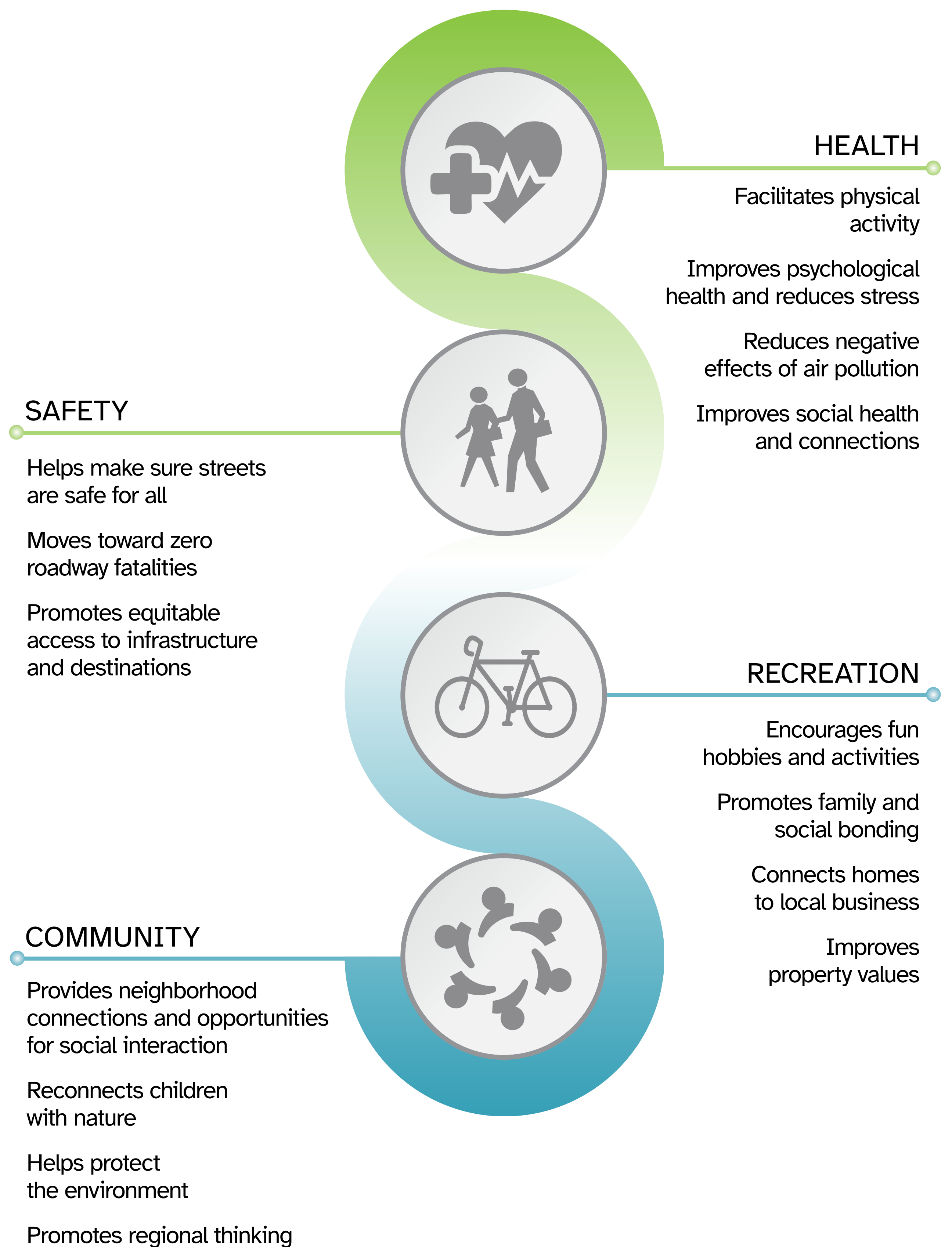
Determine priority projects, costs, and funding opportunities.

BUILD A PEDESTRIAN FRIENDLY HENDERSONVILLE

Identify programs, policies and funding strategies to promote walking.



THE MANY BENEFITS OF BICYCLE & PEDESTRIAN INFRASTRUCTURE



Funding

Another reason that communities develop plans like *Walk Hendo* is to leverage funding for projects. These plan documents identify comprehensive projects and an overall vision, which enable cities like Hendersonville to find ways to fund future stages of design and construction. This funding can flow from several places:

City

Through current revenue streams or capital projects funding.

NCDOT

Whether it is a roadway, bridge, or standalone sidewalk project, their 2019 Complete Streets policy directs NCDOT to partner with the local agency (in this case, Hendersonville) to make necessary accommodations for pedestrians through sidewalks and other facilities along NCDOT-maintained roadways.

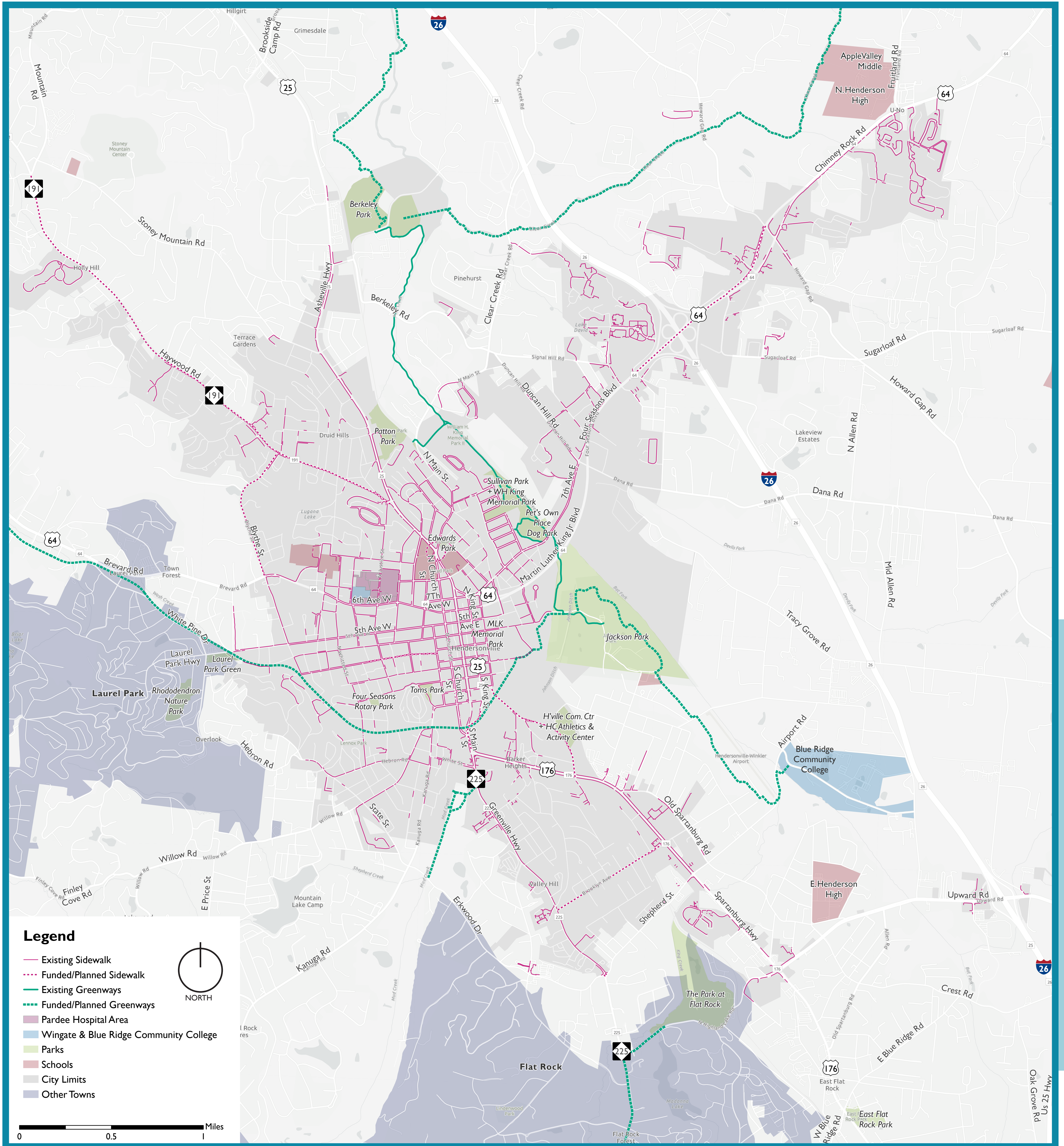
Private Sources

Private foundations, non-profit organizations, and other entities are increasingly interested in funding pedestrian projects given the significant benefits to the community. Developers can be directed to build sidewalks or other infrastructure if such a project is identified in a plan like *Walk Hendo*.

existing & planned sidewalks and greenways

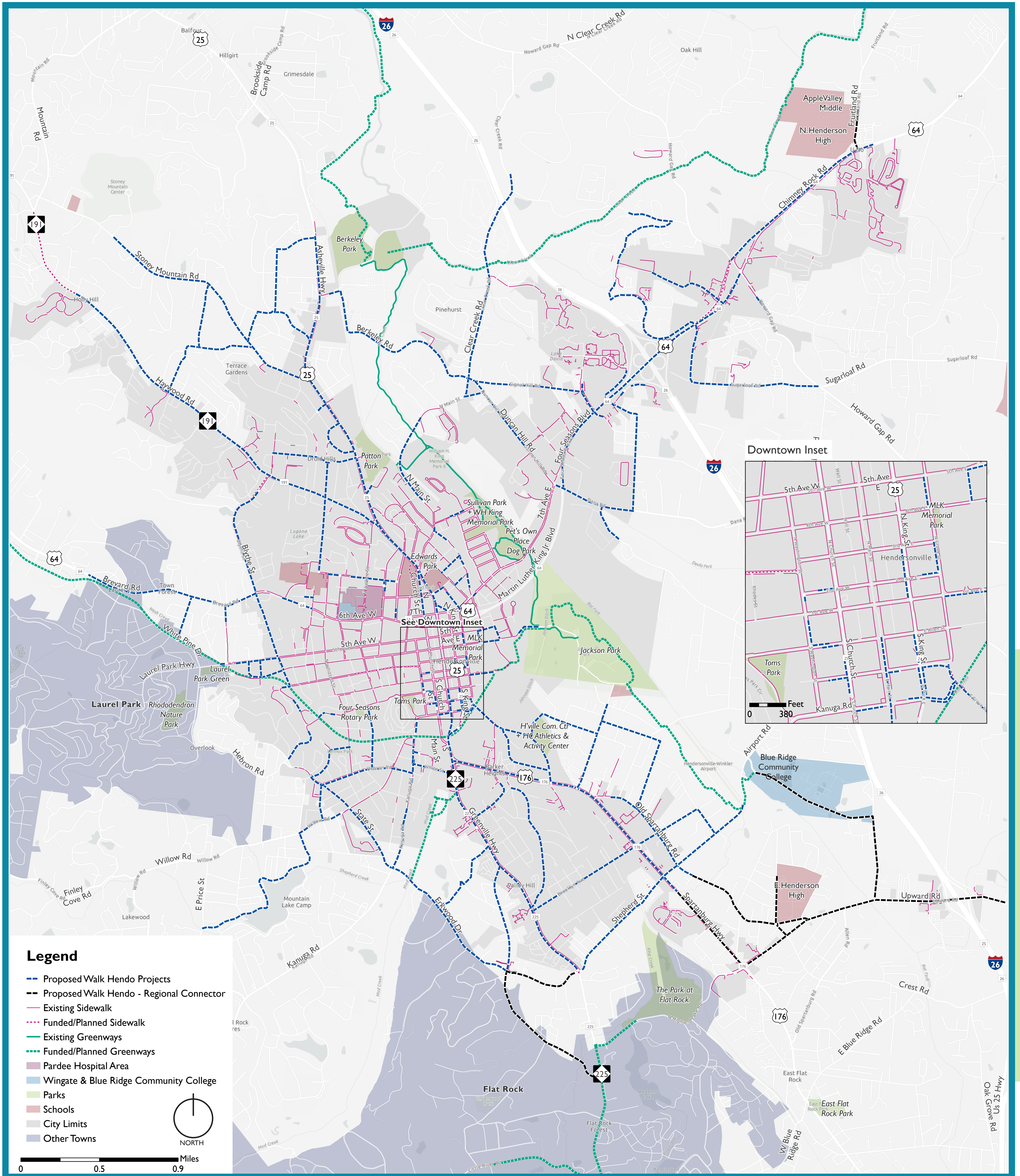
Hendersonville has a strong system of sidewalks – over 60 miles total. Most are in the core part of the City and extend outwards along major roadways. The Oklawaha Greenway encompasses the primary greenway “spine” in the City, with 3.8 miles of paved trail in and around Hendersonville. There are other existing paths and trails in parks, along with planned and funded projects like the Ecusta Trail.

The map below illustrates these existing and planned/funded sidewalks and greenways.



full proposed network map

The map below illustrates the full proposed *Walk Hendo* network and includes all pedestrian infrastructure recommendations that have come from this planning effort. We are seeking your feedback on these proposals at today's meeting.



how did we get here?

What We Heard

In Summer 2022, we hosted a meeting and an online survey that engaged over 1,000 residents and visitors of Hendersonville. Through these activities, we received many comments on ways to make the City better for people walking.

Connect schools/parks! Areas off limits to cars! More sidewalks/paths connecting homes to amenities!

Main Street is pretty impossible with a wheelchair. Impossible to wheel past busy restaurants.

Sidewalks along the historic districts are crooked and cracked. Speeders cut through our small family roads as well.

Walking isn't as convenient if the public transit system is not well built.

Add benches, water fountains, trash receptacles, and annual maintenance.

Add Flashing Pedestrian Crossing on Oklawaha at N Main/ Patton Crossing.

Provide buffers between sidewalks and streets. It feels risky when the two are side by side with no buffer.

Everything possible needs to be done to give residents alternatives to driving.

Aid downtown workers with paid parking/lot. Improve lighting and create a public awareness campaign.

Stop cutting down trees. I walk to relax, you can't relax when every tree is gone.

Available bathrooms and disposal points for dog poop.

Accessible downtown, affordable housing, and wheelchair access... INVEST in people with disabilities please!

Road widening projects should be required to incorporate bicycle lanes.

Ranking

It is important to rank projects so that the City can focus their limited resources. *Walk Hendo* uses a project scoring methodology (based on important metrics listed below) to help prioritize key projects. The higher the score, the higher the priority of the project. The *Walk Hendo* scoring focuses on three key factors: safety, connectivity/destinations, and equity.

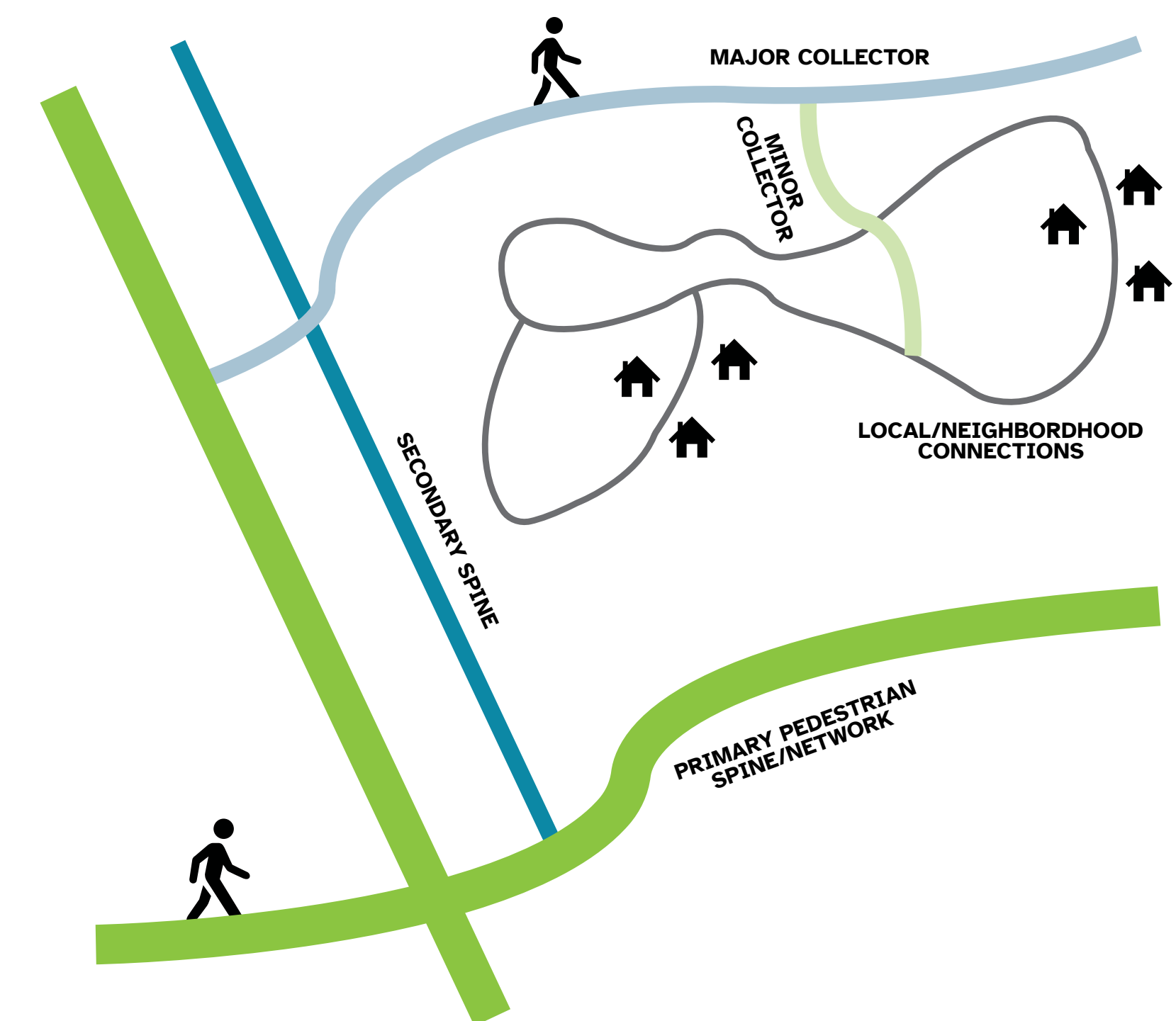


SAFETY

The goal of the safety score was to identify areas in the City where the pedestrian experience is challenged due to safety risk factors. The safety score was a combination of the following factors: reported crashes, traffic volume per day, speed limit, and number of travel lanes/crossing distance.

CONNECTIVITY/DESTINATIONS

The goal of the connectivity score was to identify key street links across the City that make walking a transportation option. *Walk Hendo* grouped the City's pedestrian network into five primary categories. The streets that received the highest scoring are the pedestrian "spines," which immediately connect more people to more destinations.



EQUITY

The goal of the equity score was to identify streets that provide greater access to high-need populations. As a starting point, the *Walk Hendo* team used the NCDOT Transportation Disadvantage Index (TDI), a map and interactive dashboard to understand and visualize transportation disadvantage and the disproportionate impact of transportation barriers on communities of color. The team translated the TDI to equity points, also considering additional inputs that are unique to Hendersonville.

“Currently, walking in Hendersonville is a pleasant experience.”



Revised Prioritization

The *Walk Hendo* project is guided by a Steering Committee of residents, volunteers, business owners, and city/county/state/regional staff who provide their expertise to the project on a frequent basis. This Steering Committee reviewed the initial scoring of projects and provided feedback. The *Walk Hendo* team used this information to weigh projects accordingly. Those scores are reflected in the projects presented here today.

recommendations

CITY-OWNED STREETS

VOTE HERE!

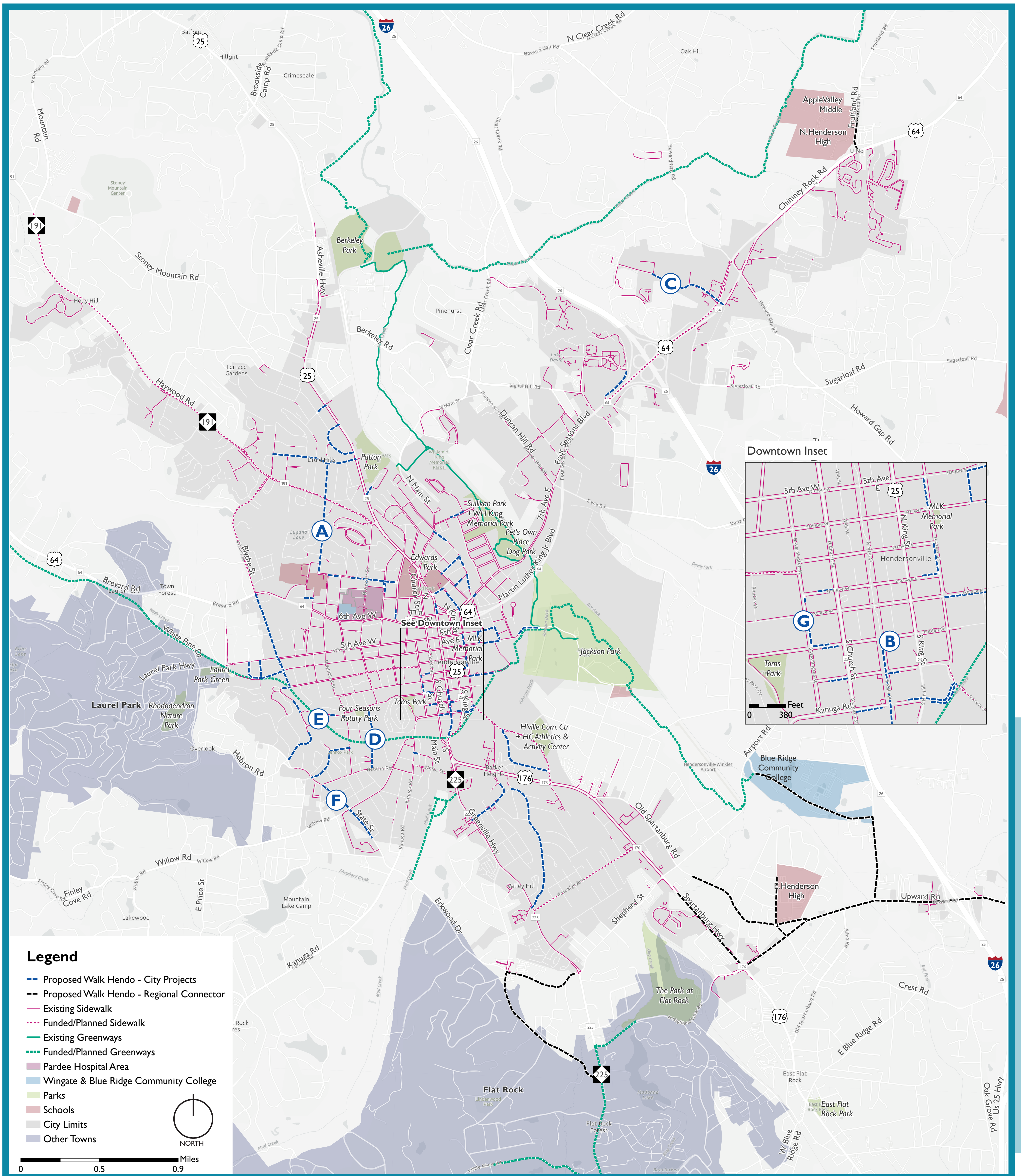
Where Do You Most Want to Improve Walking on City Streets?

Now that you have reviewed the overall proposed pedestrian network, we would like your help ranking the top projects. Please rank the following City streets by placing up to five (5) stickers next to the projects that you think are *most important* to have sidewalk and crossing improvements constructed. You can place all of your stickers next to one project or allocate them individually.

Project ID (See Map)	Street Name	Your Vote (Place Your Stickers on Sidewalk Projects as You See Fit)
A	Orleans Avenue	
B	South Main Street	
C	Highland Square Drive	
D	Spring Street	
E	West Allen Street	
F	State Street	
G	Washington Street	

recommendations

CITY-OWNED STREETS



recommendations

NCDOT-OWNED STREETS

VOTE HERE!

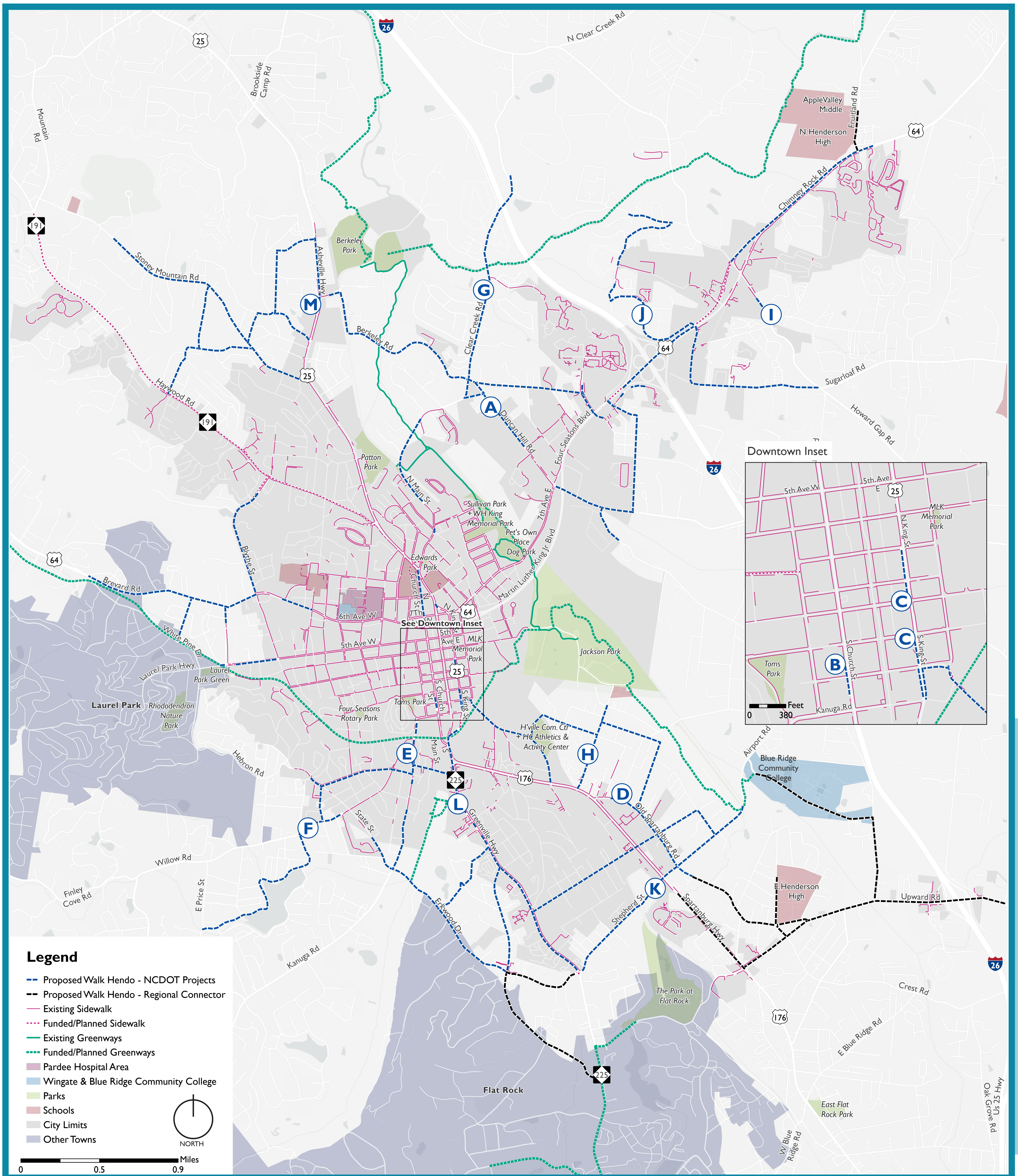
Where Do You Most Want to Improve Walking on Major NCDOT Streets?

Please rank the following NCDOT streets by placing up to five (5) stickers next to the projects that you think are *most important* to have sidewalk and crossing improvements constructed. You can place all of your stickers next to one project or allocate them individually.

Project ID (See Map)	Street Name	Your Vote (Place Your Stickers on Sidewalk Projects as You See Fit)
A	Duncan Hill Road	
B	South Church Street	
C	North/South King Street	
D	Old Spartanburg Road	
E	Kanuga Road	
F	Willow Road	
G	Clear Creek Road	
H	Glover Street	
I	Howard Gap Road	
J	Francis/Lakewood Road	
K	Shepherd Street	
L	NC 225 (Greenville Highway)	
M	US 25 (Asheville Highway N)	

recommendations

NCDOT-OWNED STREETS



recommendations

NCDOT-CORRIDOR STUDIES CITY-OWNED STREETS

VOTE HERE!

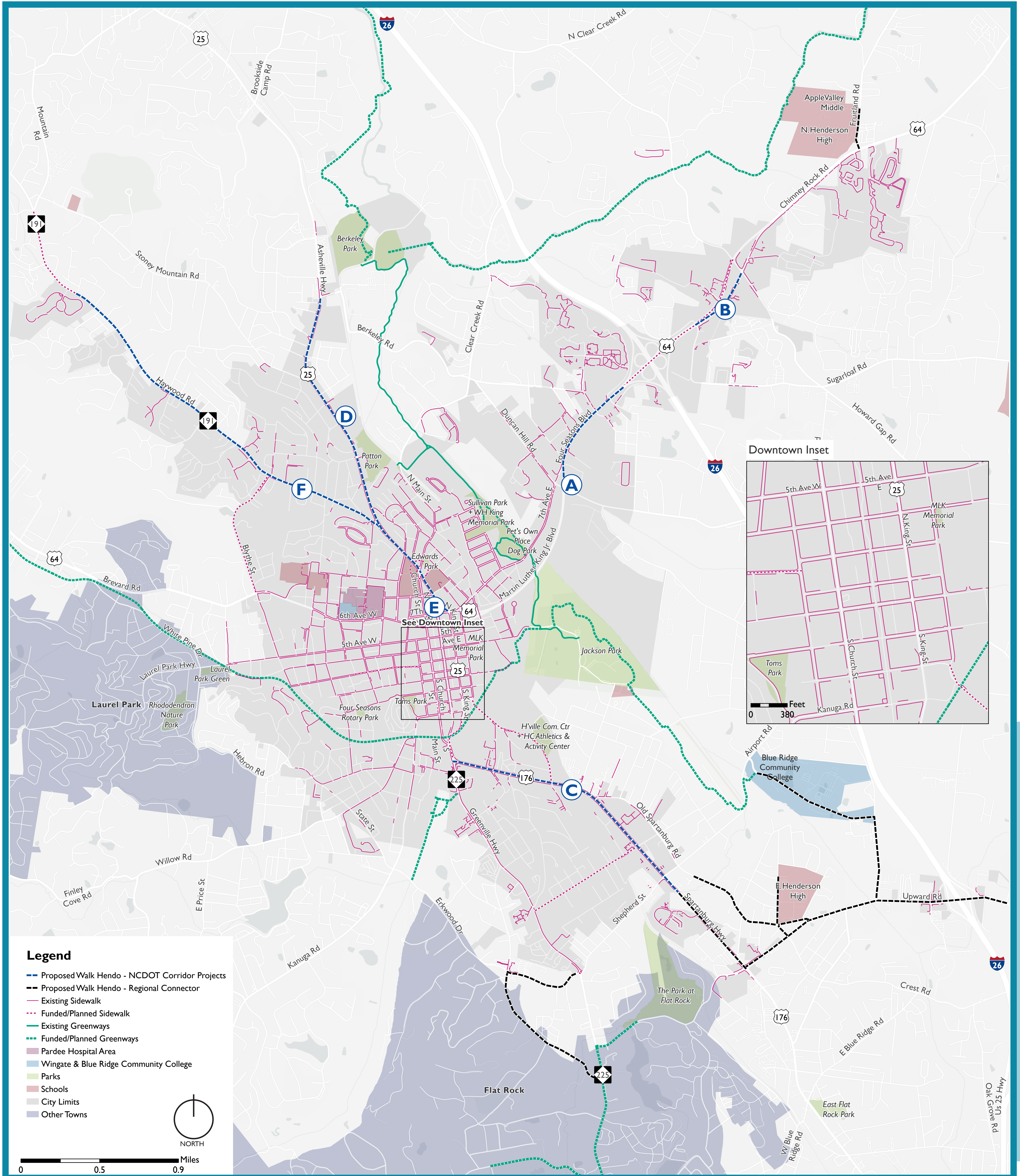
Where Do You Most Want to Improve Walking on Major NCDOT Corridors?

Please rank the following NCDOT corridors by placing up to three (3) stickers next to the projects that you think are *most important* to have upgrades, such as improved accessibility, crossings, or wider sidewalks with trees. You can place all of your stickers next to one project or allocate them individually.

Project ID (See Map)	Street Name	Your Vote (Place Your Stickers on Sidewalk Projects as You See Fit)
A	Four Seasons Boulevard	
B	Chimney Rock Road	
C	Spartanburg Highway	
D	Asheville Highway	
E	North Main Street	
F	Haywood Road	

recommendations

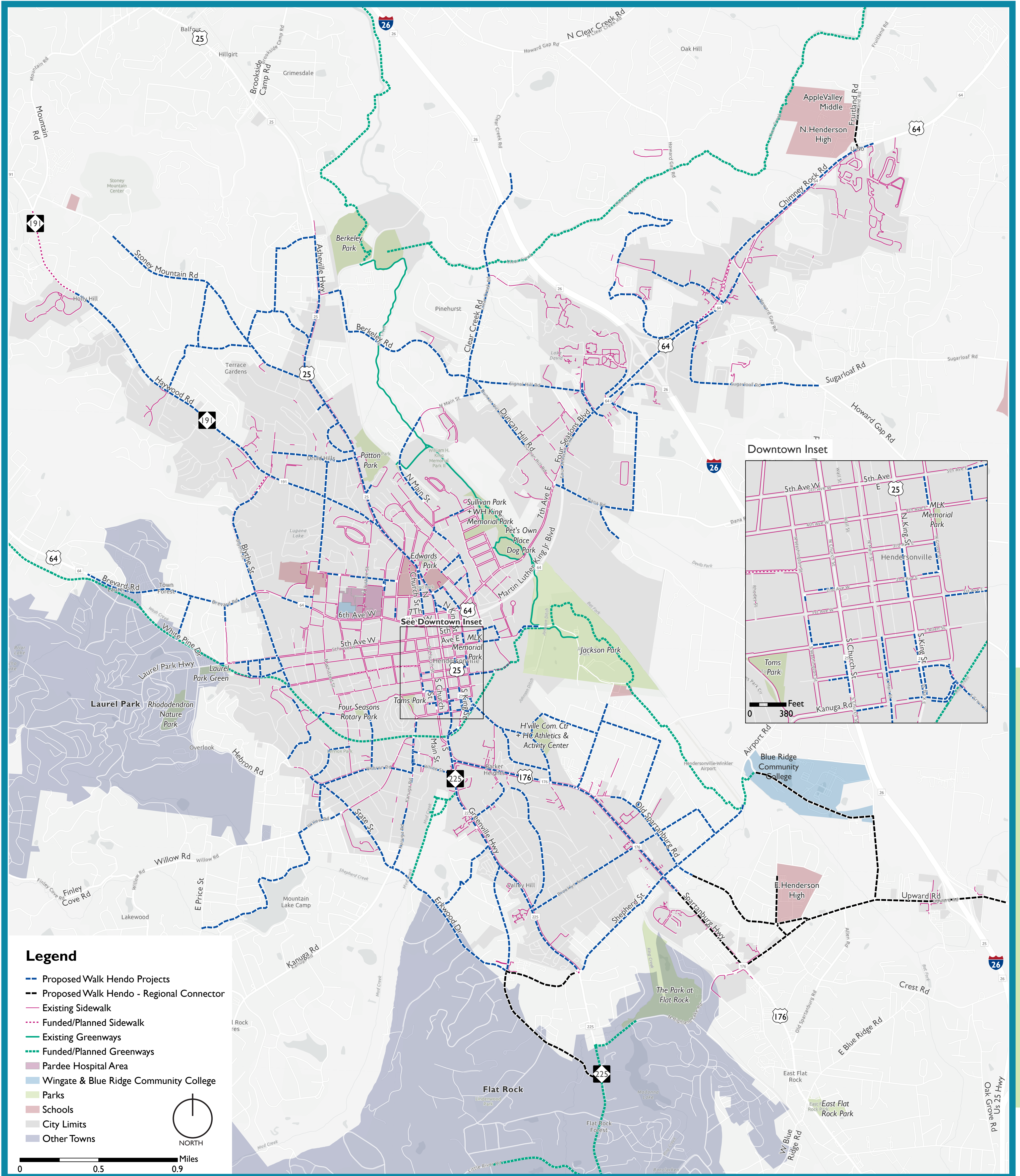
NCDOT-CORRIDOR STUDIES



intersections

VOTE HERE!

Please place a pin on any intersection that you find to be difficult for crossing.



other thoughts or ideas?

What Else Do We Need to Know?

Use a Sticky Note to Add Your Voice.

next steps

Next Steps to Plan Adoption

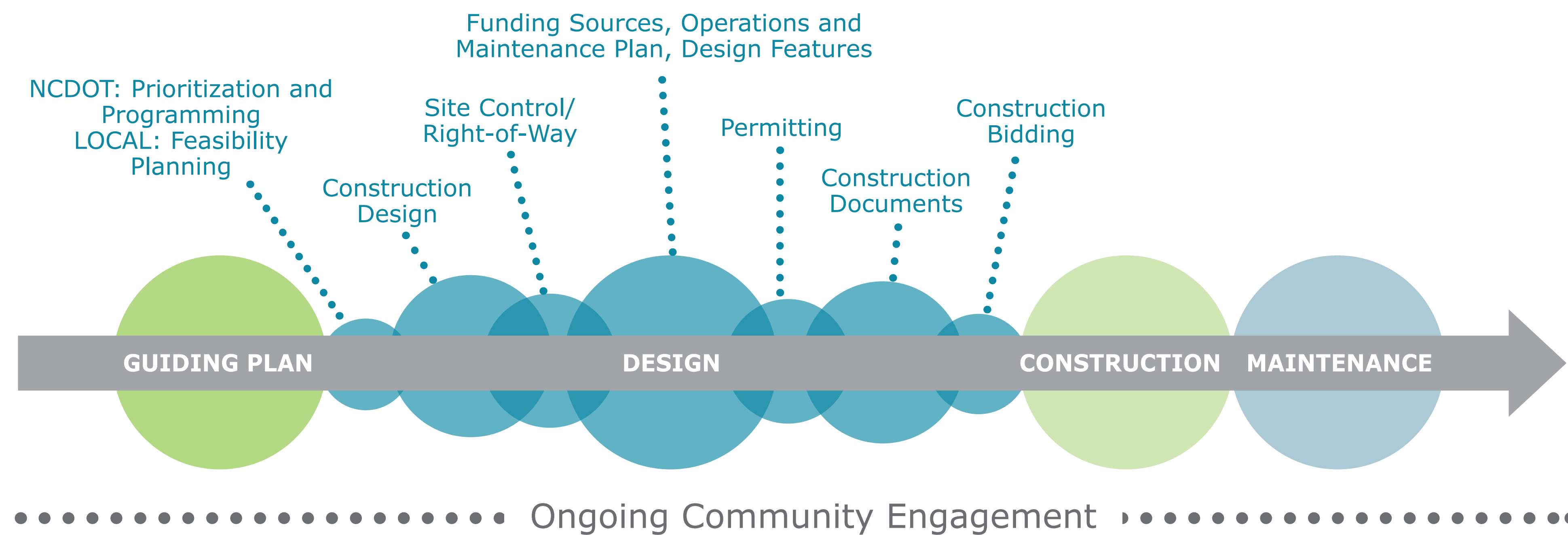
Following today's meeting, we will be receiving additional comments from the community via an online survey (please take a flyer home with you if you would like to share additional thoughts on that online platform). This feedback will be distilled into final recommendations that will be captured in the draft *Walk Hendo* plan document.

This will be presented to the project Steering Committee, City staff, NCDOT, and then finally to Council for adoption. We anticipate the project wrapping up in late summer/early fall 2023, however, this final timeline is subject to change based on the plan review process.



Following Plan Adoption

Walk Hendo is the "Guiding Plan" phase of the process - a preliminary phase of the lifecycle of a transportation project and a key to unlocking funding and support for future phases. Once the plan is adopted, the Plan and its projects will move into the many stages of implementation: design, construction, maintenance, and programming. *Walk Hendo* helps set the stage for projects to be built and maintained into the future.



What You Can Do:

PROVIDE YOUR FEEDBACK TODAY

ATTEND PLAN ADOPTION

STAY INVOLVED IN THE LONG HAUL

ATTEND COUNCIL MEETINGS

WALK FOR MORE TRIPS

