

The City of Dunn's Comprehensive Pedestrian Plan makes recommendations for policies, programs and projects that - when implemented - will improve walkability and help make Dunn a more pedestrian-friendly community.

Executive Summary

The intent of the Dunn Comprehensive Pedestrian Plan is to provide guidance for making the City of Dunn a more pedestrian-friendly community. Partially funded by a grant from NCDOT and matching funds from the City of Dunn, the Pedestrian Plan serves several purposes, including:

- To promote a better understanding of the measures that can be taken to create more and safer walking trips in Dunn;
- To identify in the Plan a clear schedule of projects, programs, and policies that Dunn and partnering agencies can complete to improve the walking environment; and
- During the planning process and afterwards, to create a better awareness of walking as a viable mode of transportation that can serve as a reliable substitute for some trips being made by private auto now; contribute to a healthier lifestyle; and reduce carbon and other emissions associated with motorized travel.

The Pedestrian Plan offers guidance for future pedestrian-related projects and improvements in the City, as well as recommended programs and policies that will improve local walking conditions. The results of the Plan will be a safe, accessible pedestrian system, as well as programs and policies that encourage residents and visitors alike to walk, rather than drive, around town.

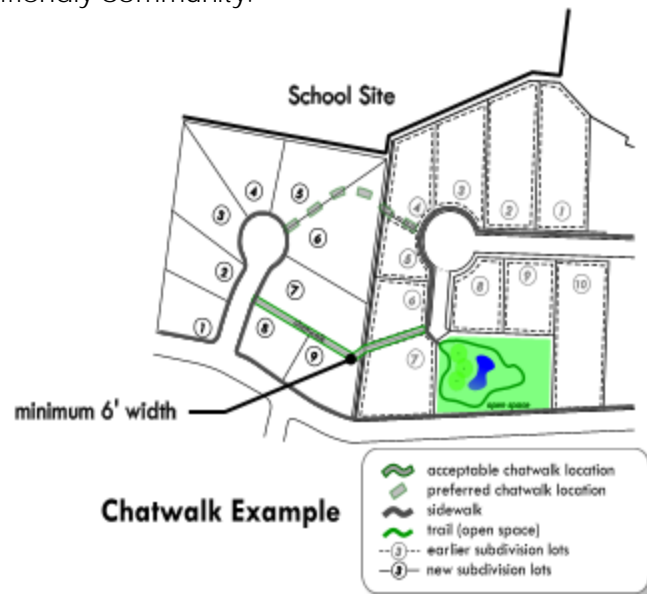


VISION: “The City of Dunn is a safe, easy, and attractive environment for all of its citizens and visitors to traverse on foot, an increasingly popular way of transportation that is created through many partnerships.”

Using this plan as a guide, the City of Dunn should be able to create a better, safer network of sidewalks, greenway trails and crossings for pedestrians. The City's next steps should begin to immediately address the short-term priority program, policy, and project recommendations. At the same time, the City should also start to lay the groundwork for the longer term recommendations by developing relationships with potential partners such as the Dunn Chamber of Commerce, the Harnett County Health Department, the North Carolina Department of Transportation and the Betsy Johnson Hospital, and by starting to

budget for future projects. Most importantly, the City should continue its efforts to raise awareness about the importance of making a community more walkable in order to continue to cultivate support for more pedestrian improvements and programs. Residents, visitors, and local leaders should be familiar with the economic, health, and environmental benefits of a community in which there is less dependence on automobiles and more reliance on foot travel as not only a form of recreation, but also as a form of transportation.

As a small city anticipating significant growth and development, Dunn is in an ideal situation to develop a more walkable community. The City should capitalize on its location and its attractions, such as the Dunn-Erwin Trail, to reinforce its existing pedestrian infrastructure with new projects and improvements. With careful planning, deliberate steps and persistence, Dunn can become a more pedestrian-friendly community.



The Pedestrian Plan's recommendations include many projects, policies and programs to improve walking conditions around schools, parks and neighborhoods. For instance, one policy recommends that Dunn require short greenway or "chatwalk" connections between new cul-de-sac developments and adjacent parks, schools or residential uses, where appropriate. This can greatly shorten walking distances and enhance the local pedestrian network by providing short, safe links between neighborhoods and commercial centers.



BENEFITS OF A WALKABLE COMMUNITY

- More people walking means **fewer cars on the road** and **less pollution**
- Walkable communities offer more **mobility independence for youth and elderly residents**, as well as those who are physically-disabled
- Not of all Dunn's residents drive – walkability means more **transportation choices** for everyone
- More active communities are healthier communities; walking for recreation or transportation **improves health and well-being** for all residents who choose to do so
- Improved health results in **decreased health care costs**
- Less pollution, multiple transportation choices and more recreational facilities lead to a **higher quality of life** for residents
- More "liveable" communities with greenway trails and other pedestrian amenities **attract residents, businesses and tourists**, according to national research, which leads to citywide economic benefits.

Short-term Recommendations (1 – 5 years)

PROJECTS				
Proposed Sidewalk Location	From	To	Length (Feet)	Est. Project Cost
Divine	Canterbury	General Lee	1337	\$93,324
Pearsall (<i>spot</i>)	General Lee	Elm	1070	\$93,786
Pope (<i>spot</i>)	Fayetteville	Clinton	1181	\$68,992
Cumberland 1 (US421)	General Lee	Broad	2535	\$147,840
Orange	Surles	Barrington	1078	\$62,832
Granville (US301)	King	Johnson	2771	\$200,200
Johnson (<i>spot</i>)	Railroad	Magnolia	1077	\$94,248
Clinton (US301)	Cleveland	Granville	1731	\$101,024
POLICIES				
Description			Type	
Adopt Minimum Sidewalk Requirements			Ordinance	
Adopt ROW Dedication Requirement			Ordinance	
Adopt Greenway Connection Requirement			Ordinance	
Adopt Street Tree Ordinance			Ordinance	
Establish Parking Lot Design Standards			Ordinance	
School Zone Designation			Internal Policy	
Establish a Bicycle/Pedestrian Advisory Committee			Planning Effort	
Develop a Citywide Bicycle Plan			Planning Effort	
Establish Payment In-lieu Policy			Internal Policy/ Ordinance	
Signage, Pedestrian Signals and Signal Timing			Internal Policy	
Develop a Downtown Streetscape Plan			Planning Effort	
PROGRAMS				
Description		Type	Potential Partners	
Safe Routes to School Program		Education	Harnett County Schools	
DuWalk Signed Route		Encouragement	Chamber of Commerce	
Pedestrian Safety Campaign		Education	Dunn Police Department	

Mid-term Recommendations (6 - 10 years)

PROJECTS				
Proposed Sidewalk Location	From	To	Length (Feet)	Est. Project Cost
Jackson	Hodges	Spring Branch	2874	\$251,328
McKay	Susan Tart	Broad	3712	\$216,524
Tilghman	Susan Tart	Erwin	3228	\$282,282
Edgerton	Wilmington	Holland	2183	\$127,204
Susan Tart	Tilghman	McKay	3580	\$208,824
Wilson	Edgerton	Granville	2858	\$166,628
Spring Branch	Pope	Jackson	3067	\$178,948
Cumberland 3 (US421)	Powell	ETJ (Black River)	3925	\$343,266
Fairground	US301	Beale	4831	\$422,730
Duke	McKay	Hodges	2773	\$242,550
POLICIES				
Description			Type	
Curb Ramp Retrofit Program			Internal Policy	
Establish Overlay Districts			Ordinance	
Parks & Open Space Planning			Planning Effort	
Traffic Calming Toolbox			Planning Effort	
Establish Sidewalk Petition Process			Internal Policy	
PROGRAMS				
Description		Type	Potential Partners	
Healthy Dunn Program		Encouragement	Betsy Johnson Hospital, Harnett Co. Health Dept	
Weekly Walking Tours		Encouragement	Dunn-Erwin Trail Committee; Local Boy/Girl Scout Troops	
Pace Car Program		Enforcement	Dunn Police Department	

Long-term Recommendations (11+ years)

PROJECTS				
Proposed Sidewalk Location	From	To	Length (Feet)	Est. Project Cost
Cumberland 2 (US421)	Broad	Powell	2045	\$178,794
Magnolia	Edgerton	Johnson	1789	\$156,618
Edgerton	Fayetteville	Wilmington	2703	\$157,696
Broad	General Lee	Cumberland	2605	\$151,844
McKay	Broad	Granville	3220	\$281,820
Pearsall	Elm	Sampson	2472	\$216,216
Washington	Hodges	Cleveland	4985	\$290,752
Meadowlark	Fairground	Chelsea	2963	\$259,182
Granville (US301)	Morris	King	2381	\$138,908
Hodges	Duke	Jackson	3074	\$268,884
Sampson	Pearsall	Codrington Park	2504	\$145,992
Friendly	Powell	Fairground	6826	\$397,320
Erwin	Tilghman	Cumberland	2522	\$147,224
POLICIES				
Description			Type	
Develop and Adopt Street Design Criteria			Planning Effort/Ordinance	
PROGRAMS				
Description		Type	Potential Partners	
Commuter Challenge Event		Encouragement	Chamber of Commerce	
Traffic Enforcement		Enforcement	Dunn Police Department	

