

LILLINGTON TO CAMPBELL UNIVERSITY

Existing Facilities and Potential Alternatives

- --- Shared Use Path Alternative
- --- Shared Roadway Alternative
- ----- Existing Shared Use Path
- Existing Sidewalk

Easements

Conservation Easements Drainage Electric Gas Greenway Greenway Bike Ingress_Egress Utility WasteWater Water

Other Features

Municipal Boundaries Parcels Parks Libraries Schools ---- Contours - 5ft — Streams Floodway 100 year floodplain Wetlands 💡 🛛 Bike Crash

 Pedestrian Crash Colleges_and_Universities

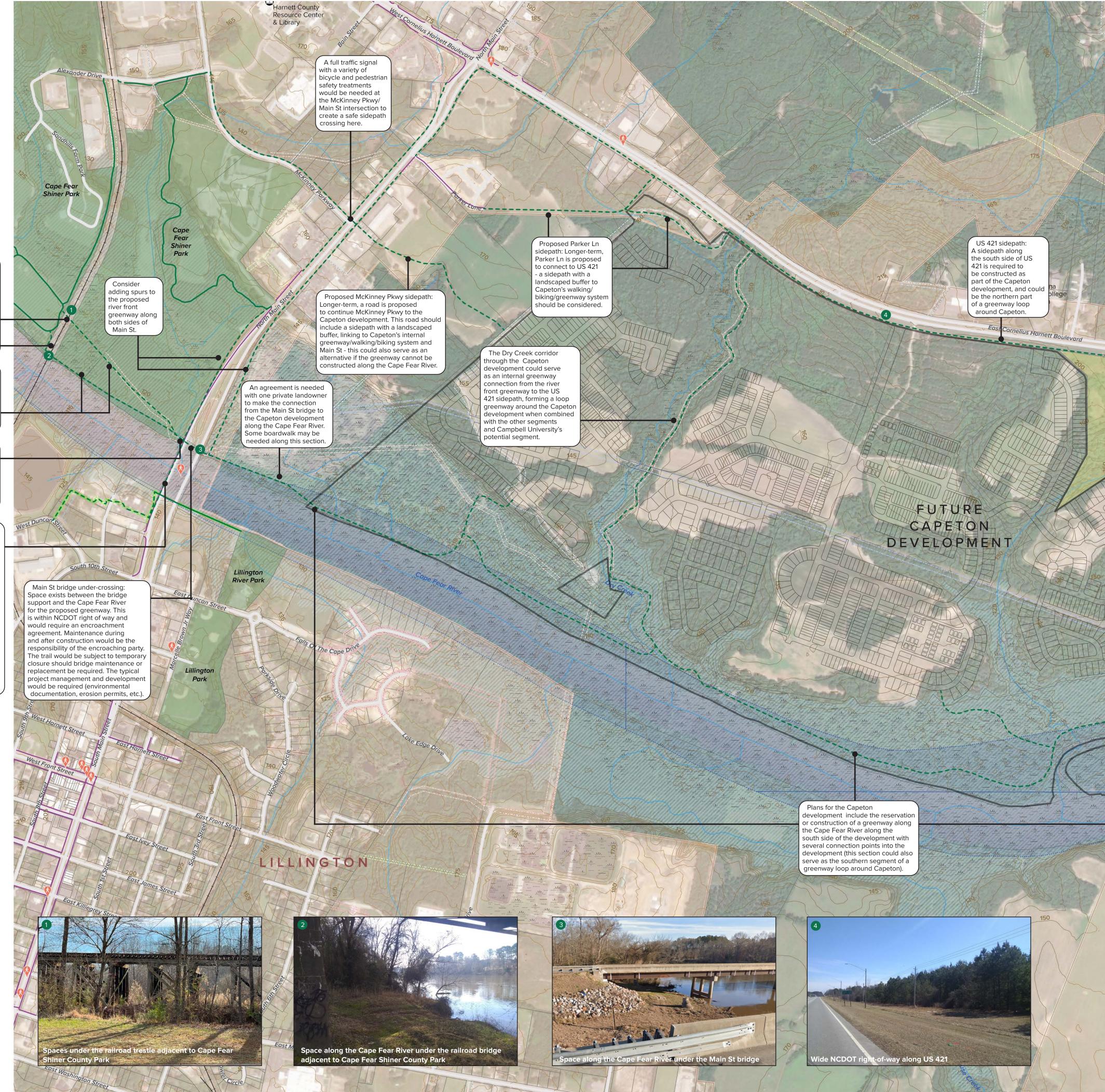
Railroad under-crossing: Space exists underneath the Raleigh and Fayetteville RR bridge to extend the existing Cape Fear Shiner Park trail to the east - options include connecting under the railroad bridge at the rivers edge or just to the north underneath spacing in the railroad trestle support. This would require a protective canopy underneath the railroad bridge or trestle to protect trail users from possible debris.

Cape Fear Shiner Park to Main St bridge: Routing from here to the Main St bridge will depend on wetland delineation/boardwalk needed - could follow rivers edge here or possibly the existing cleare utility easement to the north (or some variation of these options).

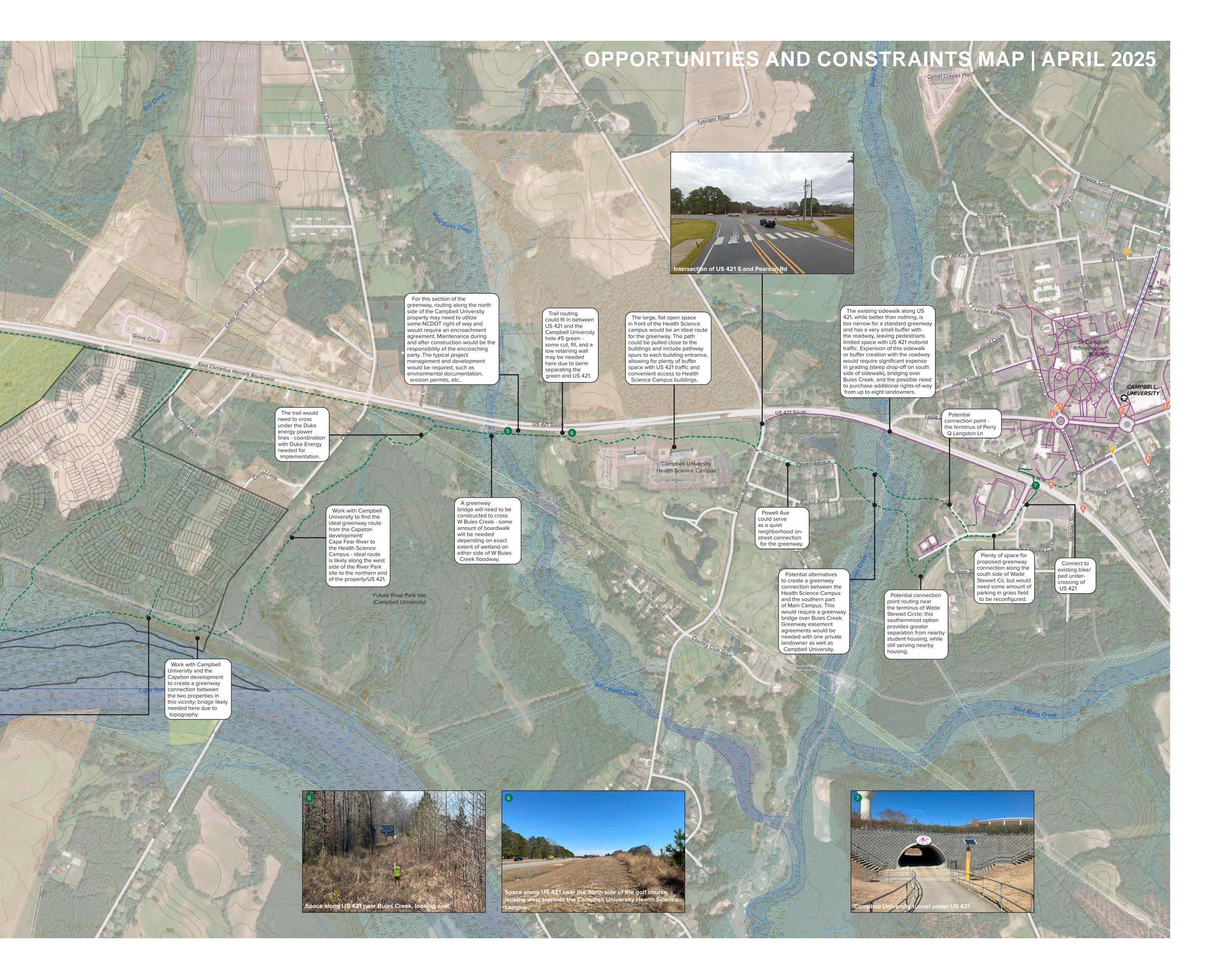
Main St bridge/greenway connection: If the greenway is constructed underneath the Main St bridge along the Cape Fear River front, a switch back connection should also be constructed to the Main St bridge sidewalk to enhance cross-river connectivity.

Main St bridge - Lillington spur: The Lillington Bicycle and Pedestrian Plan (pg 66) recommends creating an interim option that shifts some of the existing shoulder space to the sidewalk edge, allowing space for a vertical barrier uch as a concrete iersev barrier to provide additional protected space for bicyclists and pedestrians - the Town of Lillington should continue to explore this option with NCDOT Div 6 to better link greenways and destinations on both sides of the Cape Fear River.











CAMPBELL UNIVERSITY TO COATS

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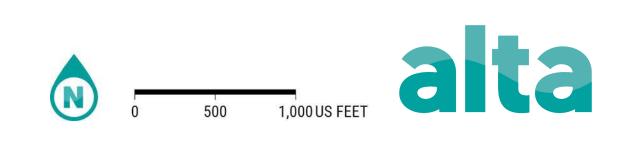
	Drainage
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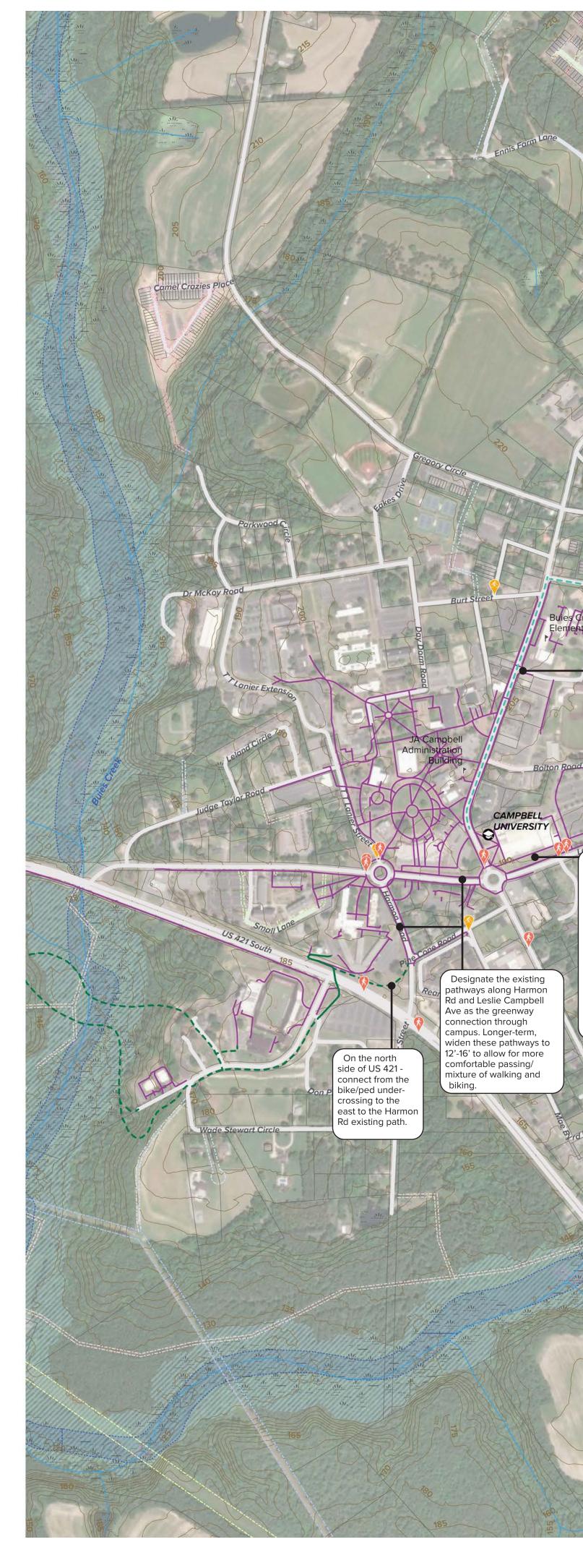
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63	Biles Creek

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75' roadway right-of-way with widest

section along the south

side of Leslie Campbell

Ave from Stewart Town

Rd to Anna St.

Roadway right-of-way shrinks to 60' from Anna St to Old Stage Rd intersection

(future roundabout

construction at the NC 27/Old Stage Rd

intersection).

Main St through campus and Kivett Rd could be potential alternatives - Main St has just enough width to stripe minimal bike lanes. Kivett Rd, however, has a narrow right-of-way and eight different property owners making sidepath construction challenging (on-street routing would be more feasible than a sidepath, but would require traffic calming/ owering of the speed limit).

he existing path along the southern edge of the Convocation Center is wider (12') and could serve as the owns this forested area link to the east. Additionally, III that includes existing the sidewalk through the parking lot to the track has extra width and could potentially serve as the around both sides of the track and both greenway link. Alternatively, 📓 sides of the private the southernmost row of parking could be designed as parallel parking to create a more direct and dedicated with should be designed to connection to the track requiring a loss of about 18

Campbell University cross country trails. Routing alternatives the track and both parcel east of the track should be considered. Greenway routing complement the cross country trail system.

East of the Buies Creek crossing, Campbe University property ends, but the roadway right-of-way remains very wide - both sides of the road should be explored for finishing the if additional easements are needed beyond the existing wide roadway right-of-way). Crossing the road here would require a crosswalk with Rectangular Rapid

ashing Beacon (RRFB

A stop sign should be installed along the Leslie Campbell Ave part of the Kivett 15 Rd/Stewart Town Rd intersection (and a crosswalk would be needed here if the connection to Kivett Rd (one private landowner side). Also, consider on either side of the road **[** lowering the speed limit west of this intersection to Campbell University (currently 45 MPH).

volume roadway - consider restriping the road with advisory shoulders and lowering the speed limit to 30 mph to create a better balanced corridor for sharing the road between bicyclists, pedestrians motorists, and cross country runners (Campbell University cross country runners use this route).

Stewart Town Rd is a lower

Because NC 27 is a higher traffic volume road, construct a sidepath between Stewart Town Rd and McLamb Rd (west side is likely the best option





COATS TO DUNN-ERWIN RAIL TRAIL

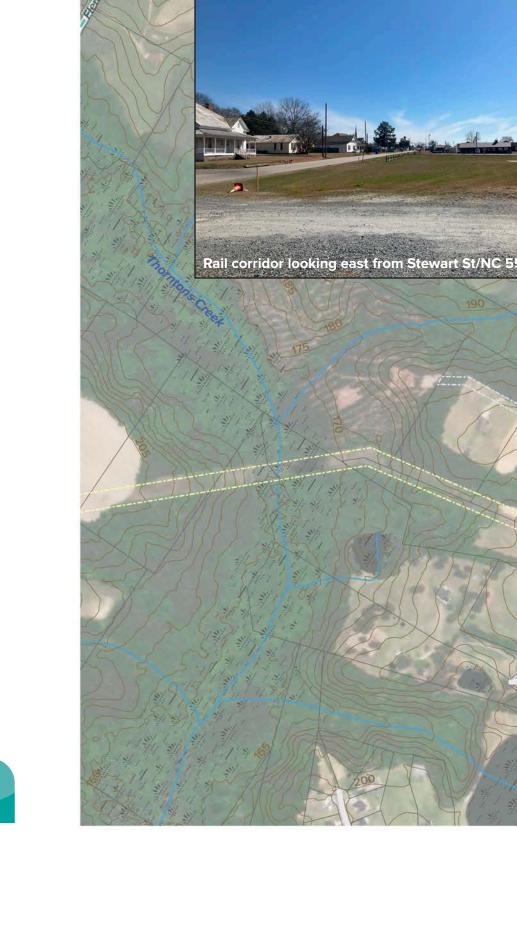
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Coats Public Library

Coats Heritage Square (along the old rail bed)



The southeast corner of the NC 55/27 intersection and several adjoining

parcels to the south are owned by the Town of Coats - this location could

be a good location for a trailhead/linear park/ gateway into Town.

Yel -

Pedestrian signals and high visibility crosswalks needed on all four legs of the NC 55/27 intersection.

So 1,000 US FEET

Seven private property owners own different sections of the old railroad bed from the NC 55/27 intersection to the Coats museum. The Town of Coats owns 500' of the rail bed from the NC 55/27 intersection to the south, and the Coats Museum owns 350' feet of the rail bed at the southern end.

The Town, Chamber of Commerce, private property owners, and Main St businesses should explore trail development along the old rail bed as part of a downtown economic development strategy as well as serving a downtown transportation function, safety improvement, historic/culture heritage feature, and health and wellness benefit.

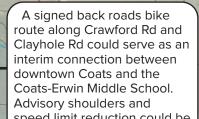
The Coats Museum and the neighboring grocery store along Jackson St could serve as an excellent southern terminus of the downtown rail trail.

The abandoned railroad corridor runs adjacent to the NC 55 right-of-way for much of the section between Coats-Erwin Middle School and downtown Coats. Over 20 different landowners own property along this section.

This section has previously been proposed to be widened from two lanes to three in STI, but is currently unfunded. If it were funded, it could be an opportunity to include the rail trail and/ or a sidepath with a landscaped buffer into the oadway design.







Coats Municipal Park

speed limit reduction could be considered with this option.



