



Harper Avenue

Streetscape

Council Workshop

July 26, 2022



HARPER AVENUE PARKING & MULTI-USE PATH

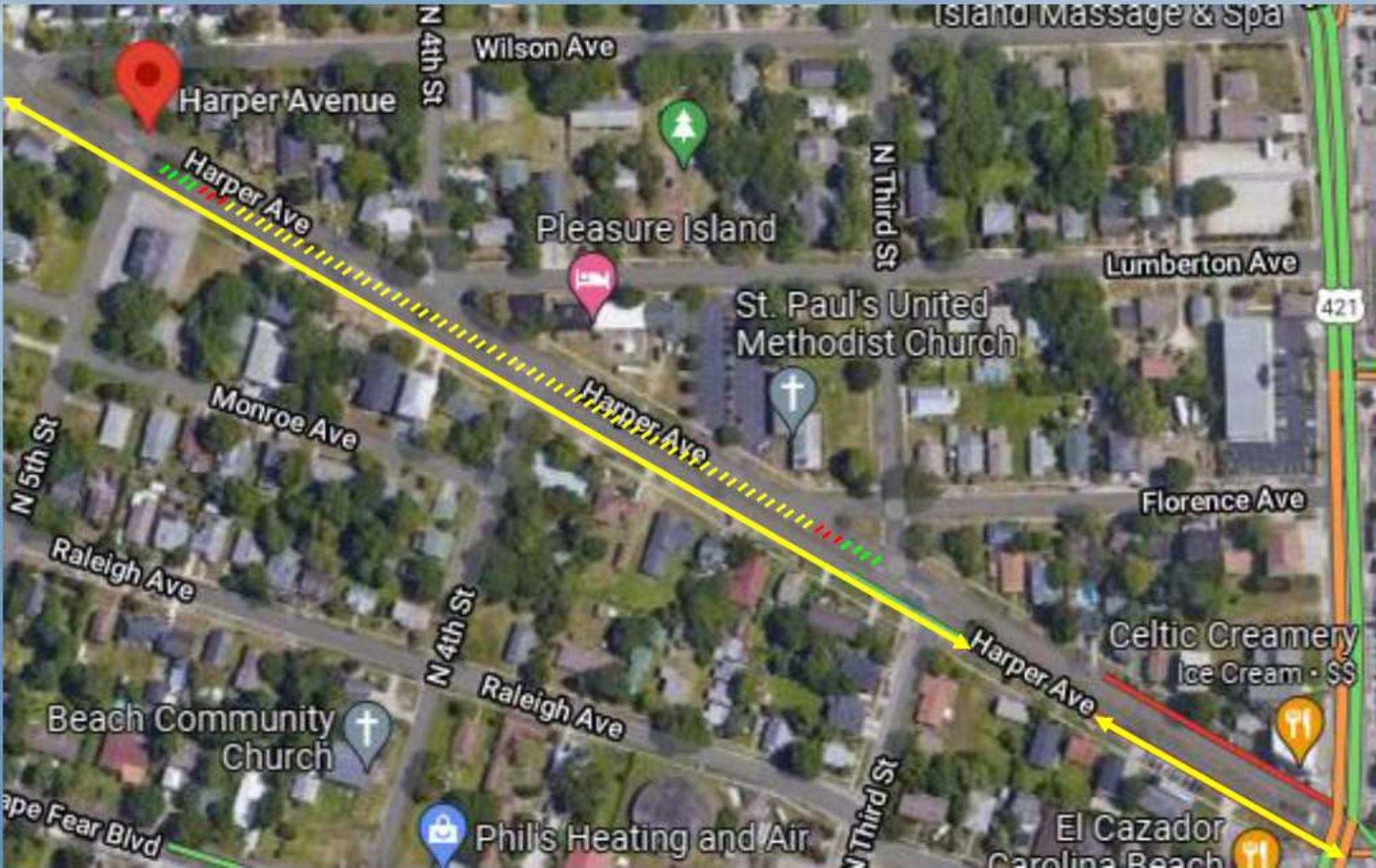
Parking 1 Block from Amenity – Relieve Congestion

70 +- 5% Spaces @ North Side of Median ONLY on Harper Avenue Only. 800 Ft Long 11.5" wide spaces.

Exiting parking spaces would encourage egress naturally to Dow Road to ease congestion.

- Assumption:**
- 1. Retain "C" Shape of Existing Curbing to define parking area.
 - 2. Hollow out dirt from median.
 - 3. Apply Crush & Run Surface.
 - 4. Apply Angled Parking Blocks.
 - 5. Apply Signage prohibiting Back-In Parking and Double Parking for all vehicles.

← 8 ft. Wide Sidewalk Placed on Opposite side as Existing Underground Water & Sewer →



Harper Avenue Streetscape

Where do we start?



The Corridor

Dow Road

Lake Park

Harper Ave



Harper Avenue Streetscape

By the Numbers

- Length: 1 Mile
- R/W: 90 – 100 ft
- 35 mph
- Sidewalks 1/3 of corridor
- Undesignated Collector
- 1,522 vpd

Dow Road

Lake Park

Harper Ave



Harper Avenue Streetscape

The Process

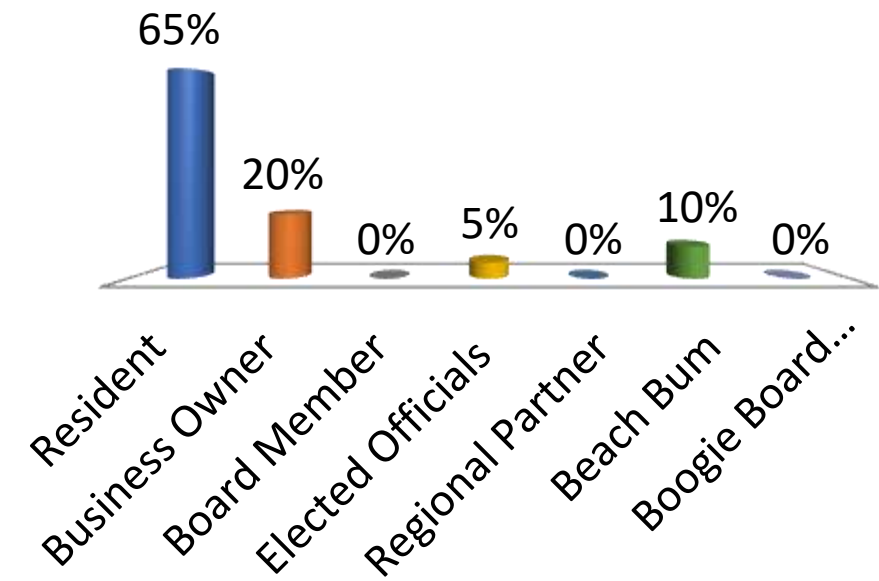


- Two Day Design Workshop (*on site*)
- Field Observations
- Data Collection
- Conversations with:
 - Property Owners
 - Residents
 - Business Owners
 - NCDOT
 - Wilmington MPO
 - Town of Carolina staff
- Workshop with residents both evenings
- Public Meeting - *tonight*

What We Heard – *At a Glance*



- 21 participants
- Residents, business owners, council representative
- 15 questions



What We Heard - *Vision Statements*

- Harper Ave is a unique street that is worthy of special attention.
- The corridor represents the best opportunity to connect the State Park with the beach.
- The corridor is in need of a unifying character or design.
- There is support for reinforcing the corridor primarily as a residential corridor.
- A secret passage for those in the know that serves local mobility rather than regional traffic



What We Heard - *Parking*

- Must maintain parking for the residential areas.
- The need for parking changes depending on where you are in the corridor
- Parking additions should focus on accommodating adjacent demand as opposed to town-wide.
- A town-wide parking study is needed to establish a comprehensive parking strategy

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What We Heard- *Stormwater*

- The intersection at Dow is in need of attention
- Efforts should be made to minimize the impervious surface in the corridor
- “green infrastructure” can help with stormwater management
- The existing median doesn’t do anything to help with stormwater.

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Key Takeaways – “Green”

- Support for the inclusion of “green” elements (landscaping, trees, grass, etc.).
- Mixed thoughts about the value of maintaining a median.
- If a median isn’t incorporated ensure that green elements are added elsewhere
- Landscaping could help establish recognition as a “green street” corridor.

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Key Takeaways – *Bike and Pedestrian*

- Several examples of conflicts between cars and bikes/peds.
- Overhanging parking creates many of the conflicts
- Current sidewalks feel disconnected from the street given the setback
- Current sidewalks aren't wide enough for two people to walk side-by-side.
- Preference is to mix bike and ped into one facility (multi-use path)
- Consider a difference surface for the multi-use path - distinguish from the road.
- Need enhanced safety measures at Lake Park and Dow Road.

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Corridor Context

Harper Ave

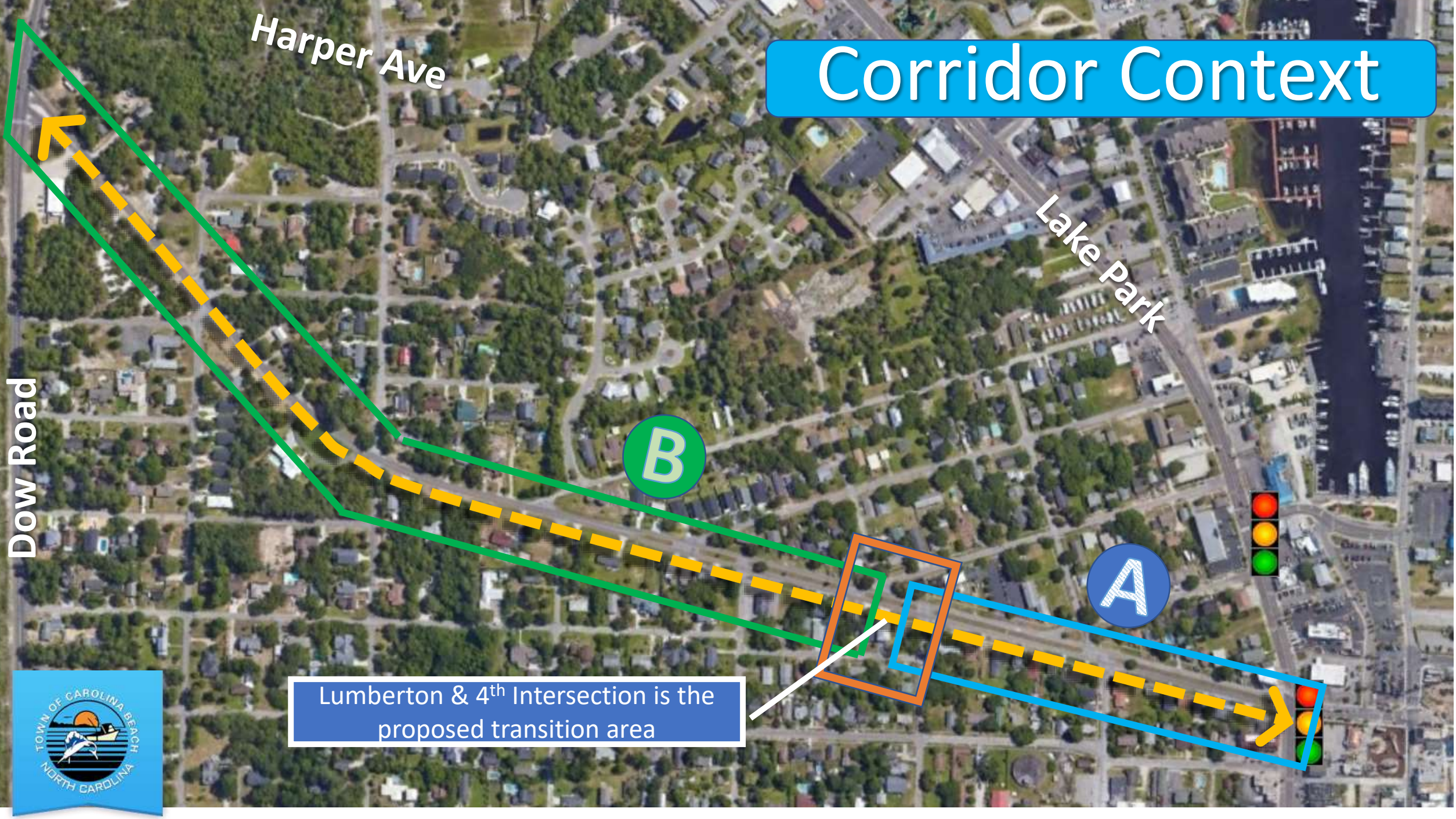
Lake Park

Dow Road

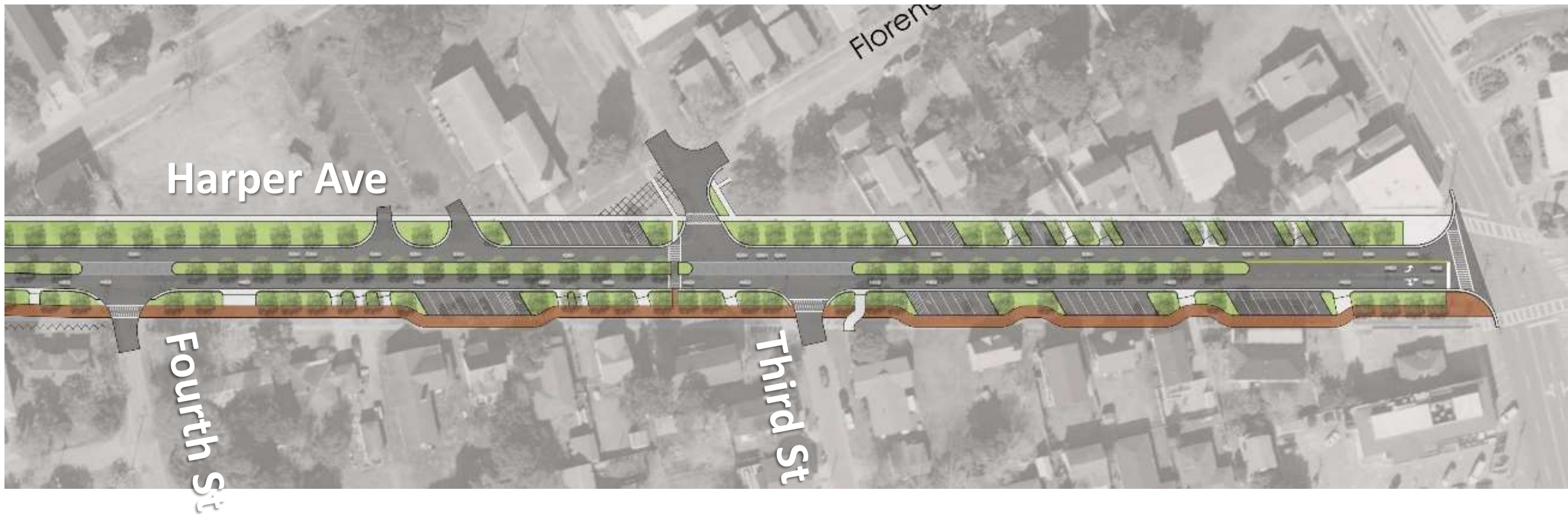
B

A

Lumberton & 4th Intersection is the proposed transition area







Harper Avenue – Lake Park to Fourth Street



Harper Avenue –Fourth Street to Sixth Street



Harper Avenue – Sixth Street to Dow Road

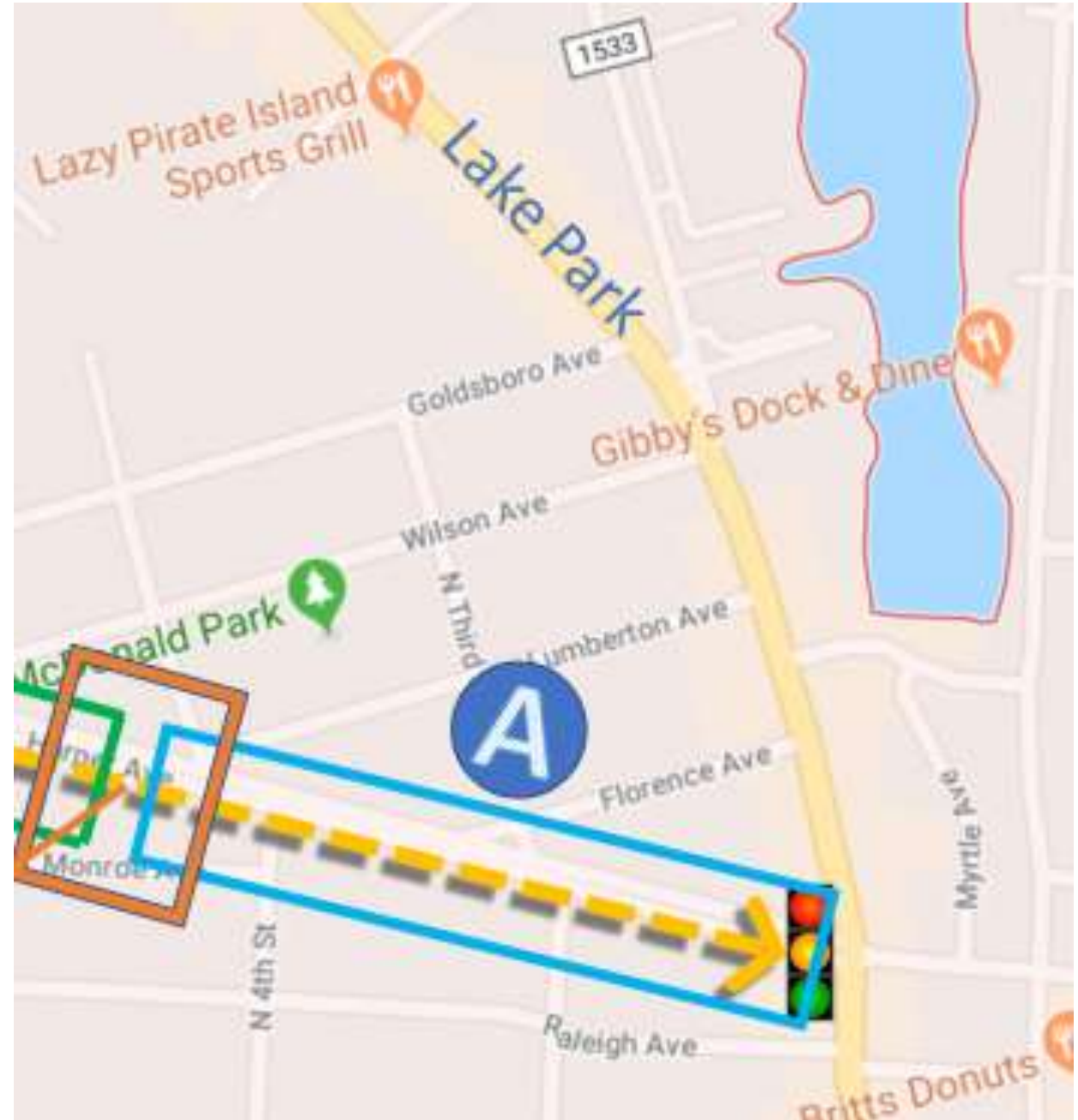


Discussion

Section A:

Lake Park to 4th Street

- Need to accommodate parking
- Pedestrian accommodations on both sides
- Formal landscaping is most appropriate in this section
- Include pedestrian lighting.
- Consider pervious surfaces where feasible.



Transition Area

Between 4th and Lumberton

- The offset intersections is a logical spot to transition to a context sensitive cross-section.
- Careful attention is required to maintain a seamless transition



Section B:

Lumberton to Dow Road

- Minimize road width to maintain distance from residences
- Undivided roadway section
- Incorporate stormwater management where feasible
- Multi-use trail on south side
- Optional sidewalk on north side
- Street trees on both sides

