

DRAFT

EXECUTIVE SUMMARY





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The purpose of Winterville Comprehensive Pedestrian Plan (Plan) is to give guidance on how to make Winterville a walkable community. As a rapidly growing bedroom community of Greenville, the pressure to preserve its small town character while promoting economic development, balancing automobile dependency, and providing the quality of life new and existing residents seek is a challenge for the Town. Therefore, with strong support from the public and governing body, Winterville received a grant from NCDOT and provided matching funds to develop this Plan to address opportunities for connectivity, programs, policies, partnerships, and funding to improve and sustain the pedestrian environment of the Town.



In developing this Plan, an assessment of Winterville's pedestrian system was conducted and public input was gathered and analyzed to determine a plan of action to improve Winterville's pedestrian connectivity and safety. The plan of action was targeted towards making an accessible, safe, convenient, interconnected and functional pedestrian transportation system that will contribute to a higher quality of life for residents. This action plan includes over 113 identified potential projects that were prioritized, resulting in 40 recommended pedestrian projects, in addition to recommended programs and policies.

Winterville's continued dedication and desire to improve the pedestrian environment will be critical in implementing the Plan. Winterville needs to take an active and aggressive role in taking this Plan to the next level through developing partnerships and obtaining funding from local, state, and federal agencies to tackle the recommendations identified. An effort to raise public awareness about the many benefits of walking for all age groups is also important. As more people realize these benefits and see active leadership from various agencies and the Town on improving the pedestrian environment, more people will view pedestrian travel as a valid option in Winterville. Therefore, through collaboration, partnerships, proper planning, and obligation of funds, Winterville will become over time a more pedestrian-friendly community where everyone will want to call home.

To achieve the Winterville's vision and goals the following projects, programs, and policies are recommended for implementation at this time.

Benefits of a Walkable Community:

- *Improved Overall Health*
- *Less Emissions into the Environment, resulting in Cleaner Air*
- *Alternative Transportation for Short-Distance Trips*
- *Lower Out-of-Pocket Expenses for Transportation and Exercise*
- *Higher Quality of Life and Social Interaction*

Overall Goals for Winterville:

- *Provide more walking opportunities to promote healthy lifestyles*
- *Provide safer walking environments*
- *Build a sense of community*
- *Improve connectivity and accessibility to allow for viable alternative transportation options*
- *Improve accessibility and safety for children, elderly, and disabled*



RECOMMENDED PROJECT PHASING SCHEDULE

Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
Short-Term Recommended Projects									
24	39	Pedestrian Crossing	NCDOT	Cooper Street & Ange Street	N/A	N/A	Install highly visible crosswalks, and signage	0	\$2,242.00
19	36	Pedestrian Crossing	Town & NCDOT	Ange Street & Sylvania Street	N/A	N/A	Install highly visible crosswalks, 3-way stop sign, and signage ("Yield to Peds" & "School Zone")	0	\$2,875.00
97	11	Sidewalk Spot Improvements	Town	Blount Street (Spot)	Railroad Street	Existing sidewalk	Install sidewalk and curb ramps along south side of street to connect existing sidewalks and A.G. Cox	48	\$5,400.00
92	14	Sidewalk Spot Improvements	NCDOT	Main Street (Spot)	Mill Street	Railroad Street	Install a continuous sidewalk and curb ramps along north side of road to connect existing sidewalks	96	\$11,168.00
101	31	Sidewalk Spot Improvements	Town	Forbes Avenue (Spot)	Barrel Drive	Primrose Lane	Install sidewalk and curb ramps along east side of street to connect existing sidewalks	139	\$14,217.00
94	30	Sidewalk Spot Improvements	Town	Depot Street (Spot)	Railroad Street	Mill Street	Install continuous sidewalks and curb ramps along south side of road to connect existing sidewalks to Downtown	179	\$18,518.00
95	23	Sidewalk Spot Improvements	NCDOT	Church Street (Spot)	Depot Street	North Street	Install sidewalks and curb ramps along west side of road to connect existing sidewalks	206	\$20,150.00
62	10	New Sidewalk Construction	NCDOT	Main Street	Railroad Street	Church Street	Install a continuous sidewalk and curb ramps along south side of road to connect existing sidewalks	247	\$25,298.00



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Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
98	21	Sidewalk Spot Improvements	NCDOT	Cooper Street (Spot)	Mill Street	Railroad Street	Install sidewalks along both sides of road to provide a safety area for pedestrian travel to commercial areas and Downtown	220	\$27,117.00
99	7	Sidewalk Spot Improvements	NCDOT	Cooper Street (Spot)	Church Street	Academy Street	Install a continuous sidewalk and curb ramps along both sides of street to connect existing sidewalks	340	\$32,016.00
100	12	Sidewalk Spot Improvements	Town	Academy Street (Spot)	Cooper Street	Blount Street	Install continuous sidewalks and curb ramps along east side of street to connect existing sidewalks and provide a connection to A.G. Cox	322	\$32,334.00
72	4	New Sidewalk Construction	Town	Blount Street	Ange Street	Existing sidewalk	Install a continuous sidewalk and curb ramps along entire length of street (south side) to connect A.G. Cox	363	\$34,443.00
93	15	Sidewalk Spot Improvements	Town	Depot Street (Spot)	Railroad Street	Church Street	Install sidewalks and curb ramps along both sides of road to connect existing sidewalks	295	\$34,569.00
64	13	New Sidewalk Construction	NCDOT	Cooper Street	Railroad Road	Church Street	Install sidewalk and curb ramps along north side of street to connect existing sidewalks and provide a connection to A.G. Cox and Downtown	348	\$35,760.00
73	5	New Sidewalk Construction	Town	Blount Street	Mill Street	Church Street	Install a continuous sidewalk and curb ramps along north side of street to connect Downtown and A.G. Cox	454	\$44,778.00
48	22	New Sidewalk Construction	Town	Tyson Street	Mill Street	Railroad Street	Install sidewalks along one side of road to connect residential area with Downtown and W.H. Robinson Elem. School	620	\$61,755.00



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Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
71	3	New Sidewalk Construction	Town	Blount Street	Ange Street	Academy Street	Install continuous sidewalks and curb ramps along north side of street to connect A.G. Cox	699	\$67,991.00
55	2	New Sidewalk Construction	Town	Railroad Street	Cooper Street	Sylvania Street	Install continuous sidewalks and curb ramps along east side of street to connect Downtown	858	\$84,370.00
53	33	New Sidewalk Construction	Town	Railroad Street	Worthington Street	Hammond Street	Install continuous sidewalks and curb ramps along east side of street in front of W.H. Robinson	937	\$87,916.00
21	16	Pedestrian Crossing	Town & NCDOT	Church Street & Blount Street	N/A	N/A	Install improved crosswalks (highly visible), curb ramps, 4-way stop sign, signage ("Yield to Peds", "School Zone"), and possible curb extensions (further study is needed)	0	\$99,590.00
22	17	Pedestrian Crossing	Town & NCDOT	Church Street & Sylvania Street	N/A	N/A	Install improved crosswalks (highly visible), curb ramps, 4-way stop sign, signage ("Yield to Peds", "School Zone"), and possible curb extensions (further study is needed)	0	\$99,590.00
59	6	New Sidewalk Construction	Town	Hammond Street	Railroad Street	Jones Street	Install continuous sidewalks and curb ramps along both sides of street to connect to Downtown and W.H. Robinson	1092	\$103,550.00
10	24	Pedestrian Crossing	Town	Railroad Street & Depot Street	N/A	N/A	Install highly visible crosswalks, signage, curb extension, and improved CSX railroad crossing (further study and coordination is needed)	0	\$117,530.00



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Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
11	25	Pedestrian Crossing	Town & NCDOT	Railroad Street & Main Street	N/A	N/A	Install highly visible crosswalks, signage, curb extension, and improved CSX railroad crossing (further study and coordination is needed)	0	\$117,530.00
13	26	Pedestrian Crossing	Town & NCDOT	Railroad Street & Cooper Street	N/A	N/A	Install highly visible crosswalks, signage, curb extension, and improved CSX railroad crossing (further study and coordination is needed)	0	\$117,530.00
54	1	New Sidewalk Construction	Town	Railroad Street	Main Street	Sylvania Street	Install continuous sidewalks and curb ramps along west side of street to connect existing sidewalks and the Downtown	1152	\$126,734.00
96	38	Sidewalk Spot Improvements	NCDOT	Laurie Ellis Road (Spot)	Barefoot Lane	Church Street	Install a continuous sidewalk and curb ramps along north side of street to connect existing sidewalks	144	\$139,012.00
51	9	New Sidewalk Construction	NCDOT	Church Street	Liberty Street	Laurie Ellis Road	Install sidewalks and curb ramps along west side of street to provide a continuous sidewalk to A.G. Cox	1436	\$139,347.00
50	8	New Sidewalk Construction	NCDOT	Church Street	Sylvania Street	Main Street	Install continuous sidewalks and curb ramps along west side of street for connection to Downtown and A.G. Cox	1492	\$148,124.00
Mid-Term Recommended Projects									
57	27	New Sidewalk Construction	NCDOT	Mill Street	Sylvania Street	Laurie Ellis Road	Install continuous sidewalks and curb ramps along west side of street to connect Downtown	1961	\$179,741.00



RECOMMENDED PROJECT PHASING SCHEDULE

Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
14	32	Pedestrian Crossing	NCDOT	Main Street & Mill Street	N/A	N/A	Install highly visible crosswalks, curb ramps, and pedestrian-activated signals on existing traffic signal, consider "No Right on Red" signs	0	\$189,980.00
49	20	New Sidewalk Construction	NCDOT	Church Street	Blount Street	Laurie Ellis Road	Install continuous sidewalks and curb ramps along east side of street to connect A.G. Cox Middle School (also identified as a greenway route) with residential area	2387	\$233,448.00
17	35	Pedestrian Crossing	Town & NCDOT	Main Street & Jones Street	N/A	N/A	Install highly visible crosswalks, signage, possible curb extensions, and pedestrian-activated signals	0	\$277,955.00
69	19	New Sidewalk Construction	Town	Sylvania Street	Ange Street	Railroad Street	Install continuous sidewalks and curb ramps along both sides to connect residential areas with A.G. Cox and park	1861	\$297,594.00
58	28	New Sidewalk Construction	Town	Jones Street	Main Street	Worthington Street	Install continuous sidewalks and curb ramps along both sides of street to provide connection to W.H. Robinson Elem. School	2840	\$308,683.00
Long-Term Recommended Projects									
46	40	New Sidewalk Construction	NCDOT	Boyd Street	Railroad Street	Hwy 11	Install sidewalks and curb ramps along both sides (if possible) of road to connect residential areas to Downtown and W.H. Robinson Elem. School	3792	\$378,469.00
47	41	New Sidewalk Construction	Town	Depot Street	Railroad Street	Mill Street	Install sidewalks and curb ramps along north side of road provide connection to Downtown	358	\$385,549.00



RECOMMENDED PROJECT PHASING SCHEDULE

Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
52	18	New Sidewalk Construction	Town & NCDOT	Railroad Street	Vernon White Road	Depot Street	Install continuous sidewalks and curb ramps along west side of street for connection to Downtown and W.H. Robinson	3094	\$456,371.00
61	37	New Sidewalk Construction	NCDOT	Main Street	Old Tar Road	Church Street	Install continuous sidewalks and curb ramps along both sides of street to connect residential areas with schools, parks, Downtown, Winter Village, and existing sidewalks (identified as a component of greenway system) (further study is needed)	6559	\$651,777.00
70	29	New Sidewalk Construction	Town & NCDOT	Ange Street	Main Street	Laurie Ellis Road	Install continuous sidewalks and curb ramps along both sides to connect residential areas with A.G. Cox, park, and Downtown	7153	\$664,701.00
63	42	New Sidewalk Construction	NCDOT	Cooper Street	Old Tar Road	Academy Street	Install continuous sidewalks and curb ramps along both sides of street to connect residential areas with schools, Downtown and other commercial areas and connect existing sidewalks	8035	\$794,184.00
56	34	New Sidewalk Construction	NCDOT	Mill Street	Vernon White Road	Sylvania Street	Install continuous sidewalks and curb ramps along both sides to provide connection to Downtown	10726	\$1,050,734.00



RECOMMENDED PROGRAMS	
Route System	Post identification signs for Winterville's .65 miles of walking routes for easy use by pedestrians. Signs should include directional and general information; in addition, the routes should be well lit for night use.
Safe Routes to School Program	Program brings together educators, municipal and regional transportation professionals, law enforcement, public health professionals, and concerned citizens to address pedestrian safety within two miles of K-8 th grade schools. This program concentrates on the five "E's": engineering, education, enforcement, encouragement, and evaluation.
Spot Improvement Program	Develop a spot improvement program to address problems at specific locations such as intersections, short lengths of roadway, small sidewalk gaps (10' or less in length), or single destinations (e.g., an office building or shopping center). Spot improvement could include retrofitting existing curbs to apply with ADA, repainting or striping crosswalks.
Sidewalk Maintenance Program	Develop and implement a sidewalk maintenance program to ensure existing facilities are regularly maintained and do not go into disrepair. The program should also include an updated inventory of existing sidewalks needing repairs to schedule improvements and maintenances of these facilities.
Pedestrian & Motorist Education and Enforcement Activities	Continue educational efforts on an annual, or as needed, basis for community volunteers and Town police officers. Utilize the existing agencies and volunteers to educate and enforce pedestrian laws. Educational brochures and pamphlets should also be distributed throughout the community, especially within schools, to educate pedestrian safety and promote the health benefits of walking.
Walking Programs & Events	Organize and hold various activities to encourage the public to participate in recreational or educational walking trips. Examples include a holiday walking tour of downtown, walking races for health campaigns, Walktober, and walking races during annual community festivals.
Annual Pedestrian Safety Roadshow	The Pedestrian Safety Roadshow assists communities in developing their own approach to identifying and solving the problems that affect pedestrian safety and walkability. It is a four-hour workshop given to local engineering, planning, enforcement, educators, and health officials, youth groups and senior groups, and local business leaders to increase awareness of pedestrian safety and walkability concerns.



RECOMMENDED POLICIES	
Bridge Enhancements for Pedestrians	Develop a policy to require all newly constructed bridges be equipped with sidewalks, or an offset area that provides space for future sidewalks or multi-use trails, and railings to accommodate pedestrians.
Reduction of Speed Limits	Create a policy for reducing the speed limits in areas of high pedestrian activity, such around schools, parks, the Downtown, and other major pedestrian destinations. "School zones" should be marked with pavement markings and flashing speed limit signs. Winterville should consider the use of active speed monitor speed limit signs be used near schools with speeding problems.
On-Street Parking Ordinance	Collaborate with NCDOT on creating a policy to paint parallel parking stalls on streets such as Church Street, Main Street, Cooper Street, and other wide streets to slow traffic and encourage on-street parking.
Street Tree Ordinance	Develop a street tree ordinance to add and protect shade trees along major thoroughfares and downtown streets. These trees will provide shade for pedestrians and improve the overall streetscape.
Subdivision Ordinance	<ol style="list-style-type: none"> 1) Modifications to Winterville's Subdivision Ordinance should be made to specify that new subdivisions with any portion of the area proposed for subdivision lies within an area designated as a greenway corridor should be dedicated and/or reserved to the public at the option of the Town to protect or preserve a greenway. 2) Where residential developments have cul-de-sacs or dead-end streets, such streets shall be connected to the closest local or collector street or to cul-de-sacs in adjoining subdivisions via a sidewalk or multi-use path, except where deemed impractical by the Planning Director. 3) Incorporate the numerous street design recommendations and guidelines, as provided in Section 5. 4) Mixed use and Planned Unit Developments centered on pedestrian-friendly communities should be encouraged instead of separated uses. 5) All new streets within Winterville should be <i>Complete Streets</i> with amenities for pedestrians, bicyclists, and motorists. Thus, sidewalks should be placed all both sides of all streets to provide connectivity and improve pedestrian safety.
Zoning Ordinance	<ol style="list-style-type: none"> 1) Any portion of an area proposed for any type of development that lies within a designated greenway corridor, must be included as part of the area set aside to satisfy the open space requirement, and that the area within a greenway corridor shall be dedicated and/or reserved to the public at the option of the Town. 2) Commercial development sites shall incorporate pedestrian-friendly accommodations such as pedestrian refuge



	<p>islands, pedestrian channels through parking lots to commercial establishments, landscaping to provide shade and a sense of place within parking lots, and traffic calming techniques to reduce vehicular speeds.</p> <p>3) Parking requirements should be modified to place a maximum amount of parking allowed and not a minimum, thus letting the market dictate the amount of parking that is created for a development and require shared parking spaces amongst adjoining or adjacent uses.</p> <p>4) Ensure and allow mixed-uses within existing neighborhoods instead of separating uses as a use-by-right. By creating livable neighborhoods walking will become a more attractive mode of transportation.</p> <p>5) Reduce the number of driveways and driveway design into a development. Reducing the number uncontrolled access points into a development will in turn reduce potential pedestrian-vehicle accident areas. The location and slope of the driveway will also ensure accessibility and safety for pedestrians.</p> <p>6) Change the current street design standards with the ones identified in Section 5, to ensure all future road development are pedestrian-friendly.</p> <p>7) Mixed use and pedestrian-friendly developments should be encouraged, if not required, for all future developments.</p> <p>8) All new streets within Winterville should be <i>Complete Streets</i> with amenities for pedestrians, bicyclists, and motorists.</p>
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