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**SECTION 2 – EVALUATION OF CURRENT
CONDITIONS**





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SECTION 2 – EVALUATION OF CURRENT CONDITIONS

As determined by public involvement efforts and a field analysis, this section identifies the town's existing and future pedestrian-related needs. An analysis of the town's pedestrian crash data was also used to determine pedestrian infrastructure needs. Winterville's existing pedestrian infrastructure was also evaluated to determine areas in need of improvement. Evaluated pedestrian infrastructure included the following:

- Existing Sidewalks
- Street Networks
- Street Intersections
- Parking Lots
- Bridges
- Public Transportation

OVERVIEW OF WINTERVILLE

The incorporation of the Town of Winterville was a product of agriculture and technological innovation. The town's first resident, Amos Graves Cox, arrived in the area in 1880. By 1887, the Atlantic Coastline Railroad developed a rail line that brought economic and trade opportunities. The town became a hub for cotton production and industry. This prosperity led to the town of Winterville's incorporation on March 3, 1897. Winterville encompasses 6.575 square miles including the extra territorial jurisdiction (ETJ). It is located in the coastal plain region at an elevation of 7 feet above sea level, which is the highest point in Pitt County. The average rainfall is 48.24 inches per year. Although there are no major natural features in Winterville, Fork Swamp and Swift Creek run along the east and west limits of town and drain to the Neuse River. The Tar River is located approximately ten minutes by car north to the City of Greenville. Historical features include the Renston Historical District and the Cox-Ange House.

According to the 1990 U.S. Census, Winterville's population had grown modestly to 2,816. In 1996, *Money Magazine* ranked Winterville 23rd among 50 of the nation's most attractive suburbs. By the 2000 U.S. Census, population had increased to 4,791. Today Winterville has grown to become Pitt County's second largest municipality with a population of 7,698. This growth is expected to continue with an increase of 1,200 residents per year, which is two-times the County, State, and National growth rate.

The population is approximately 58.7% Caucasian, 38.4% African-American, and 1% Hispanic. Family households include 74.2%; the population under the age of 14 is 24.1% and 46.6% of the population is 25 to 54 years old. The median age is 33.4. 17.1% of residents are disabled.



Winterville is now a hub for recreational, educational, and economic activities. Pitt Community College serves as the community's institute for higher education. Pitt Community College is home to many sporting events, such as baseball and basketball, delivering local residents opportunities for entertainment. The community is also home to the annual Watermelon Festival, which has become a popular local event held in Winterville's Recreation Park. The six parks and recreation facilities in the community also provide residents with entertainment opportunities. These recreation centers support many youth activities such as baseball, softball, tee-ball, basketball, football and soccer. To accommodate adults, there has been the development of a local softball team as well as senior citizen special activities. These facilities are located throughout the community. A developed well-connected pedestrian network will compliment these existing and future activities.



Winterville has four public (not including Pitt Community College) and one private school with approximately 3,898 students in grades K-12. Pitt Community College has a student population of approximately 6,500 students and is growing at 5% per year. These educational centers are places where large populations gather. A safe and well-connected pedestrian network should be developed to link these pedestrian generators to the entire community.

Schools:

- *Creekside Elementary*
- *W. H. Robinson Elementary*
- *A.G. Cox Middle*
- *South Central High*
- *Brookhaven Christian School*
- *Pitt Community College*

Winterville is one of the fastest growing small towns in eastern North Carolina due to its proximity to Pitt County Memorial Hospital, East Carolina University, and the Brody School of Medicine, all located in Greenville. The Town has transitioned from agriculture to young professional population, of which 40% of the residents commute to Greenville for work primarily in education, health, and social services fields. It is considered an area where people can earn a living without most of the problems of the big cities.

With the Town's dramatically increasing population comes an increased demand for pedestrian accessibility and connectivity. For the first time, Winterville is experiencing a boom in service type businesses such as physicians' offices and restaurants. This, along with increased residential developments, is boosting the economy. However, if pedestrian needs are not addressed as soon as possible, a window of opportunity will be lost as retrofitting existing development involves more expensive design and construction.

Winterville's student population is also growing, increasing the need for safe and accessible routes to school. This population includes those attending elementary through high schools in the Town, as well as college students attending Pitt Community College. In addition, 14% of the population is over the age of 60. Many seniors depend on pedestrian connectivity to carry out daily activities, such as going to the post office. Many of Winterville's senior population maintain a post office box. The post office is strategically located on Main Street to provide convenient access for residents; however, it is currently only convenient by car as pedestrian connections are not available from surrounding neighborhoods.

Winterville is home to three large manufacturing companies, the Roberts Company, Winterville Machine Works, and Simclair employing over 400 employees. Their facilities are located within the Town in proximity to residential neighborhoods. Presumably, large percentages of their



employees live in Winterville and may benefit from pedestrian connections to their workplace. The same holds true for students and staff of Pitt Community College, which is located 1-2 miles from Winterville's Downtown.

Subdivisions built since 2004 provide a sidewalk on one side of the road due to the revised subdivision ordinance. However, much of the Town remains without sidewalks as most of the residential areas were developed prior to this revision, and commercial developments are not required to install sidewalks at time of development. The majority of the residential neighborhoods are within walking distance to schools, public facilities and commercial areas; however, accommodations for pedestrians do not exist. In addition, recent annexed development and current development are disconnected from the Town's main limits. Given the physical small scale of the Town, these remotely located residential communities can be linked to the Town if pedestrian connections are planned for and coordinated with the relevant agencies.

The Town had the foresight to locate Town Hall, Library, Post Office, Police/Fire/EMS Building, and the proposed Public Works Facility within the densely populated downtown area to provide convenient access; however, adequate pedestrian connectivity between these facilities does not exist.

COMMUNITY CONCERNS, NEEDS AND PRIORITIES

The Winterville Comprehensive Pedestrian Plan was developed to address the needs and priorities of the community. To determine these needs, Winterville and Rivers and Associates, Inc. (Project Team) initiated an extensive public involvement strategy and Rivers and the Louis Berger Group conducted a field site analysis. The following outlines specific activities that were undertaken by the Project Team for plan development.

Public Involvement Strategy

The Project Team implemented a project approach using planning techniques that have proven successful for previous planning projects. Encouraging active community participation during plan development was a goal of this public involvement strategy. This strategy was designed to inform, educate, and engage the public in the development of this Comprehensive Pedestrian Plan.

Four task Force meetings, two public open houses, an on-line public survey, and a project

Task Force Members:

- ***Eric Lucas***, *Winterville Recreation Department*
- ***Chief Billy Wilkes***, *Winterville Police Department*
- ***John Woods***, *Winterville Public Works Department*
- ***Joey Weatherington***, *Pitt County Schools Transportation Department*
- ***Rita Roy***, *Pitt County Schools & Recreation*
- ***Daryl Vreeland***, *Greenville Urban Area MPO*
- ***Tonna Chun***, *Magnolia Ridge resident & West Winterville residents*
- ***Carol Kirby***, *Brier Creek resident & East Winterville residents*
- ***Chief Alan Edwards***, *Pitt Community College*
- ***John Faron***, *Boys & Girls Club*
- ***Jo Morgan***, *Pitt County Health Department & North Winterville residents*
- ***Stephanie Smith***, *Pitt County Health Department*
- ***James Rhodes***, *Pitt County Planning*
- ***Jennifer Smith***, *ECJPP / Pitt County Memorial Hospital*
- ***Joanne Lee***, *Active Living by Design & resident*
- ***Melissa Lockamy***, *Winterville Planning Department & FROGGS*



website were planning tools used to obtain public input and concerns. Along with these tools, concerned citizens could also communicate directly with Town staff via phone, email or in person. The following is a summary of the public involvement methods utilized during the planning process.

Public Involvement Summary

The following paragraphs briefly summarizes the results of the above public involvement strategy and provided guidance for recommendations developed for the Town of Winterville. Detailed results of the various public involvement components are contained in Appendix A.

Task Force

The Task Force members' identified the following concerns, needs, and opportunities/priorities:

- Inadequate pedestrian crossings
- Incomplete sidewalk segments / Poor connectivity throughout community
- Non-pedestrian friendly streetscape
- Uneven sidewalk surfaces
- Improve enforcement of rules and regulations
- Improve education about walkable communities and benefits of walking to all persons (parents, students, developers, etc.)
- Improve Town Ordinances to require more sidewalks and land for multi-use trails, and less 'red tape'
- Improve partnerships with neighboring entities (Greenville, Pitt County) and private and public agencies
- Use existing easements for multi-use trails

These comments were incorporated into the Plan's recommendations. A complete list of Task Force comments is available in Appendix A.



Images of Informal Design Charrette amongst Task Force members



Public Open Houses

Public Open Houses for this Plan were held on May 12, 2008 and on October 9, 2008. The first open house was held at the Community Center to inform the public on the project status, importance/benefits of a comprehensive pedestrian plan, and identified deficiencies with current pedestrian network as well as gather public input. The second open house was held at Town Hall to present draft recommendations and priorities for comments. In general, the following comments were made during these public open houses:

- Improve streetscape with trees, benches, lighting, etc.
- Improve Town Ordinances to require pedestrian facilities for commercial development
- Connectivity from all portions of Town in some manner
- Expand the width of crosswalks to accommodate large groups of pedestrians
- Enforcement of speed limits
- Multi-Use trails are needed
- Sidewalks to key destinations

These comments were incorporated into the Plan's recommendations. A complete list of public comments is available in Appendix A.



Images of Public Open Houses



Public Survey

A survey was developed and posted on-line using the software application Survey Monkey to obtain pedestrian information on existing pedestrian use, current conditions, concerns and pedestrian needs. This survey was available from March 26, 2008 – June 20, 2008. Hardcopies of this survey were also given to Task Force members and the Town for distribution to non-computer savvy citizens. The project website provided a link to the survey for completion. One

**WINTERVILLE COMPREHENSIVE PEDESTRIAN PLAN
COMMUNITY INPUT SURVEY**

The Town of Winterville is in the process of developing a Comprehensive Pedestrian Plan to identify projects, programs, and policies to improve the walkability of Winterville. The goal of this Plan is to develop a strategy to make Winterville a safer and more enjoyable place for you and your family to walk, hike, jog, exercise, school, and work. This survey will provide the Town and Consultants with an understanding of the pedestrian requirements, needs, and desires for their neighborhood and throughout the Town. Please take a few minutes to complete this survey. Your input is important!

- How much time do you generally spend walking each day in Winterville? (Circle one)
 - Not at all - 0 up to 5 min
 - Less than 10 minutes
 - 11 - 20 minutes
 - 21 - 30 minutes
 - More than one hour daily
- How far do you generally walk each day in Winterville? (Circle one)
 - Less than 1/4 mile
 - 1/4 mile to 1/2 mile
 - 1/2 mile to 1 mile
 - More than 1 mile
- How many days per week do you walk at least 10 continuous minutes in Winterville? (Circle one)
 - 7 days
 - 6 days
 - 5 days
 - 4 days
 - 3 days
 - 2 days
 - 1 day
 - 0 days
- Where do you walk in Winterville? (Circle all that apply)
 - Store
 - Park
 - School
 - Neighbor's house
 - Post Office
 - Church
 - Library
 - Store
 - Work
 - Recreation / For pleasure
 - Parking lot
 - Other (specify) _____
- Why do you walk? (Circle all that apply)
 - Exercise/health
 - Enjoy nature
 - Walking a pet
 - Relaxation
 - Accompany family/friend
 - Mail collection
 - Primary means of transport
 - Chaperone way to get around
- Do you generally walk... (Circle all that apply)
 - Alone
 - With a pet
 - With friends and/or family
 - With an organized group
- What keeps you from walking more than you do now? (Circle all that apply)
 - No time to walk
 - Health reasons
 - Extreme heat
 - Feet uncomfortable due to traffic
 - Feet uncomfortable due to crime
 - Not enough destinations
 - Get enough exercise elsewhere
 - Don't think about walking
 - Other (specify) _____



Hundred twenty-six (126) residents answered the survey. The survey form and all survey results are available in Appendix A.

The survey conducted during plan development showed 52% of respondents walk 11-60 minutes a day to the park, neighbor's house, recreation, or for pleasure rather than as a means of transportation. A small percentage of respondents walk to do errands or to go to work. The majority of the walking is occurring in neighborhoods viewed as attractive and safe for walking. The main issues that keep residents from walking more is 1) feeling unsafe due to traffic (52%), 2) lack of time (43%), 3) not enough destinations (34%), and 4) feel unsafe due to crime (17%). An overwhelming number of respondents indicated their neighborhood has no sidewalks and drivers travel at unsafe speeds; therefore, respondents with school-aged children stated they drive their children to school even though there is a public school in their neighborhood. Further, the survey also reveals overwhelming support (94%) for the development of guidelines, standards, etc. to ensure pedestrian-friendly development and accommodations.

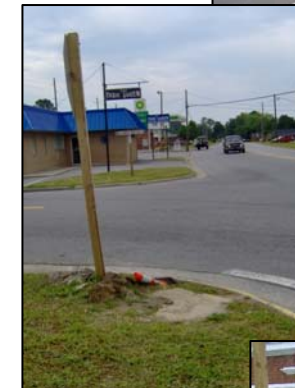
According to the survey, specific destinations that are difficult to walk to are commercial areas, downtown, parks and schools. Intersection and/or streets identified most often for pedestrian facilities improvements were:

- Main Street
- Old Tar Road
- Cooper Street
- Ange Street
- Mill Street
- Worthington Road
- Near all schools
- Laurie Ellis Road
- Older sections of Town
- Vernon White Road

Summary of Concerns, Needs and Priorities

The results of Task Force meetings, Public Open Houses, and Public Survey reveal an overwhelming need to improve the pedestrian environment through connectivity, pedestrian facilities (crossings, etc.), enforcement of rules and regulations, Town policies, and the built environment.

For instance, Downtown Winterville contains offices, small shops, residential neighborhoods, and municipal buildings such as the Winterville Library, EMS/Community Center, and Town Hall. Downtown also has a large number of sidewalks and pedestrian facilities; however, these sidewalks are not easily accessible due to the lack of ADA-compliant curbs, inadequately marked crosswalks, crosswalks that lead



Images of existing conditions throughout Winterville





to unimproved pedestrian areas, and hazardous and inadequate railroad crossings for pedestrians. Removing these obstacles will increase the accessibility of the downtown by pedestrians.

The residential neighborhoods surrounding downtown have none or sporadically placed sidewalk segments that are incomplete or need repairs, thus preventing pedestrian connectivity to neighborhood schools, parks, the downtown, and surrounding commercial establishments.

Moving outside the town's central areas, there is sprawling residential and commercial construction. New subdivisions are now being built with sidewalks along one side of the street next to older residential or commercial areas with little or no pedestrian facilities resulting in low pedestrian connectivity.

Highway 11, a divided and undivided multi-lane highway, corridor has experienced an increased amount of commercial and residential development such as Sam's Club, Fred's Food Club, and Magnolia Ridge Subdivision. Many of the commercial developments feature large expansive parking with little to none pedestrian facilities to ensure a safe connection to store fronts. The residential areas on the west side of Highway 11 are only assessable by automobiles; therefore, pedestrian facilities are needed to provide pedestrian connectivity to surrounding commercial establishments, recreational opportunities, educational centers, and to the remaining community.

The eastern portion of Winterville has also experienced significant residential and commercial growth along Old Tar Road, Laurie Ellis Road, and Worthington Road; however, the connectivity and accessibility to these new and existing development areas needs to be address to ensure a walkable community.



People are walking in Winterville, in some areas despite obstacles and a lack of pedestrian facilities.



PEDESTRIAN CRASH ANALYSIS

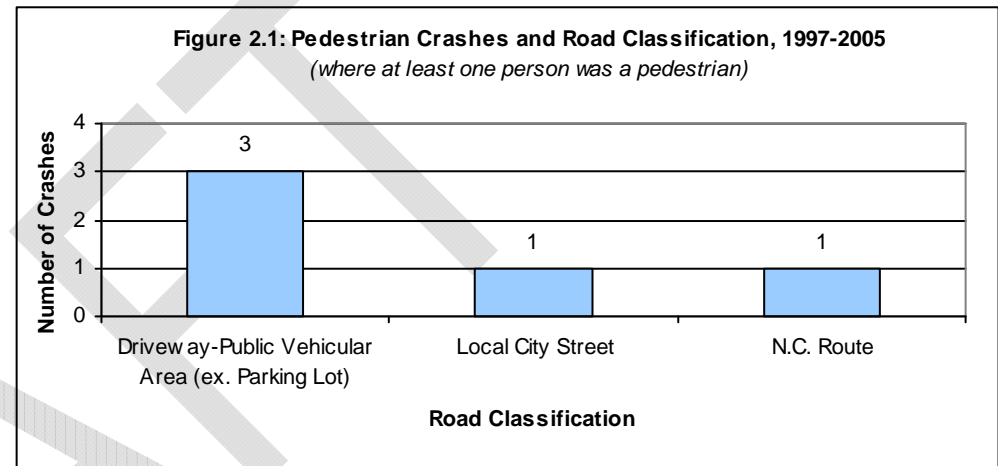
According to the UNC Highway Safety Research Center the pedestrian crash rates for the Town of Winterville are very low (5); however, this may be attributed to a very low number of pedestrians due to a lack of safe and accessible facilities.

An analysis of crash data for the Town of Winterville was conducted using the NCDOT’s web-based pedestrian crash database (NCDOT, Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data. March 2008, http://www.pedbikeinfo.org/pbcat/ped_main.htm). The database was created and housed by the Highway Safety Research Center. The data was used to evaluate pedestrian crash trends and identify high-risk areas and populations in Winterville.

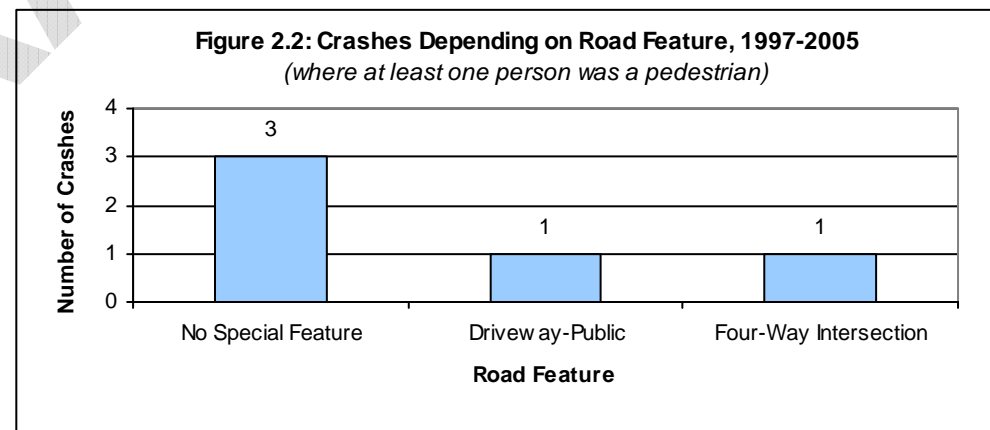
Between the years of 1997-2005, the Town of Winterville experienced five pedestrian crashes. Four of these crashes occurred in 2005 with one occurring in 2004 (not graphed). There were no pedestrian crashes between 1997 and 2003. The following year (2005), four additional crashes occurred. This increase in pedestrian accidents correlates with recent population increases within the community.

The crash data was further analyzed to determine the location, injuries, and outcomes of the crashes. These attributes are identified in the following graphs.

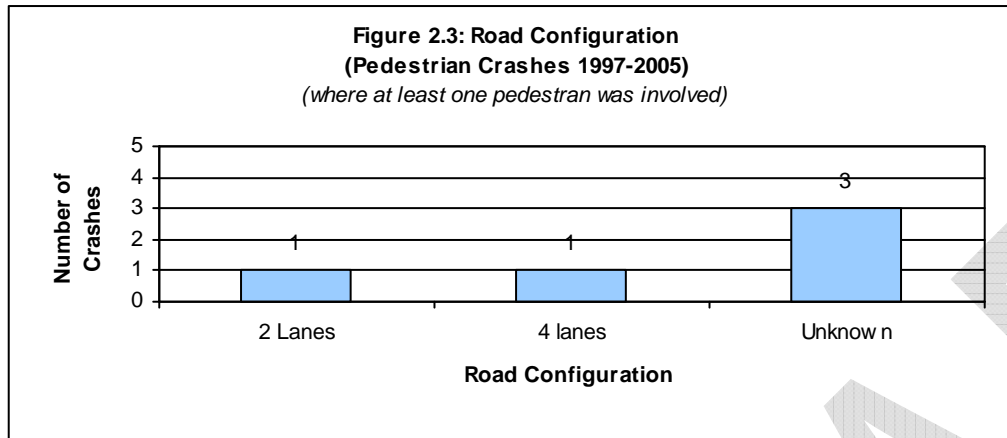
Figure 2.1 categorizes pedestrian crashes according to road classification. Areas classified as public vehicular areas account for sixty percent (60%) of all pedestrian crashes. Local city streets and N.C. Routes were also identified as areas where the remaining forty percent (40%) of pedestrian accidents occurred. These statistics indicate the need for increased pedestrian safety measures at designated pedestrian areas within parking facilities, crosswalks and sidewalks. Pedestrian signage improvements are also needed to increase safety.



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data

Figure 2.2 examines crashes based upon road characteristics. Three (3) or sixty percent (60%) of crashes occurred at locations that had “no special features”. Locations having “no special features” are defined by the UNC Highway Safety Research Center as areas along roadways, between intersections or within public vehicle spaces. Public driveways and four-way intersections had two (2) or forty percent (40%) of pedestrian accidents.

Improving pedestrian facilities such as crosswalks and sidewalks will help reduce pedestrian accidents in these locations. These improvements should be accompanied by traffic calming devices, pedestrian lighting and enhanced pedestrian-friendly design guidelines.

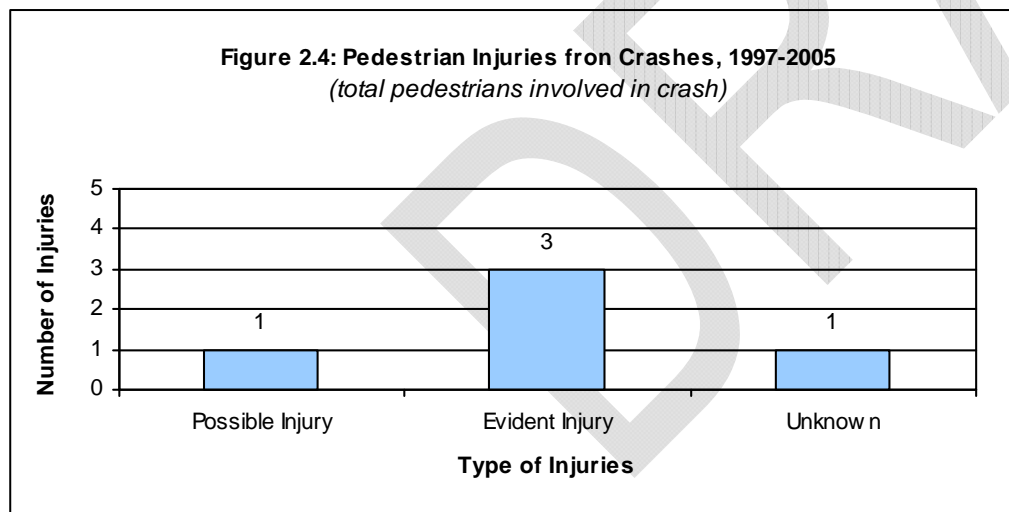


Figure 2.3 shows the distribution of crashes according to road configurations. Three (3) or sixty percent (60%) of pedestrian accidents occurred on roadways in which the configuration is unknown. Two (2) or forty percent (40%) of pedestrian crashes were located on roads configured as two or four lanes. These statistics suggest that crosswalks and sidewalks improvements are needed along two and four lane thoroughfares and pedestrian facilities be installed within parking lots, along public driveways, and other public vehicular areas.

Winterville’s crash data were also evaluated according to posted speed limits. Forty percent (40%) of crashes were located on roadways with a speed limit of 20 Mph. Another forty percent (40%) of crashes occurred in areas with speed limits greater than 20 Mph; respectively from 1997-2005 (no graph is provided for this data).

Figure 2.4 illustrates the severity of injuries sustained to the pedestrians in crash incidents. Sixty percent (60%) of pedestrians involved in crashes sustained evident injury while twenty percent (20%) received possible injuries. A report sponsored by the

Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data

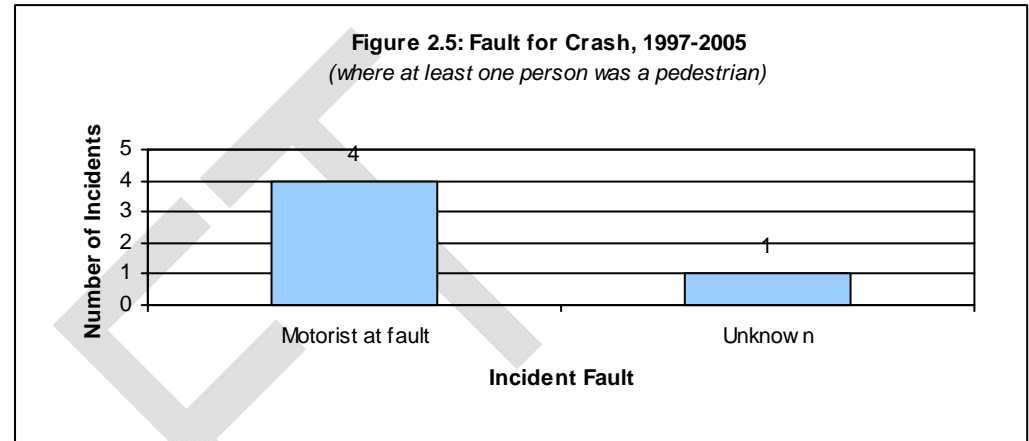


National Highway Traffic Safety Administration (NHTSA) entitled *Literature Review on Vehicle Travel*. The publication *Speeds and Pedestrian Injuries* states pedestrians have a five percent (5%) chance of dying when involved in pedestrian-vehicle crashes where the vehicle is traveling 20 Mph or less. Fatality rates increase dramatically as vehicle speeds increase.¹

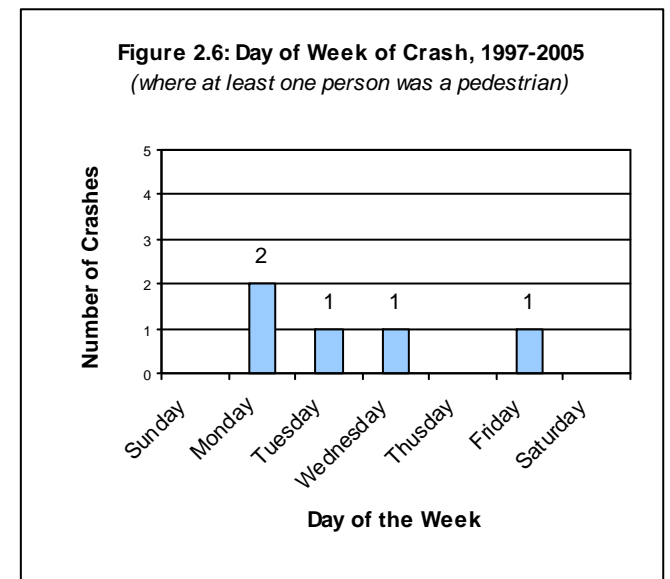
Due to this correlation, it is important that vehicle speeds be reduced in areas with high pedestrian activity. Safety education and pedestrian facility improvements are also important considerations to avoid injuries.

Figure 2.5 illustrates the fault of pedestrian accidents. The graph concludes that motorists caused eighty percent (80%) of all pedestrian accidents. Typical events or activities that have caused motorist induced accidents include failure to yield to pedestrians, not being aware of surroundings, backing up, turning or merging. These statistics reflect the need for driver and pedestrian safety education. This community education would include vehicle laws, safety, improved crossings, and separation of pedestrian and vehicle facilities with vegetation buffers and/or bollards.

Figure 2.6 explores the possible connections between days of week in relationship to the frequency of crashes. Crashes occurred throughout the week with an exception to Thursday, Saturday and Sundays. Accident rates increased on Monday, which indicates drivers and pedestrians are not giving their full attention to their task, as they head to work, school or local activities.



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data

¹ United States Department of Transportation, National Highway Traffic Safety Administration, *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries*, W. A. Leaf and D. F. Preusser, October 1999



Figure 2.7: Time-of-Day of Crash, 1997-2005
(where at least one person was a pedestrian)

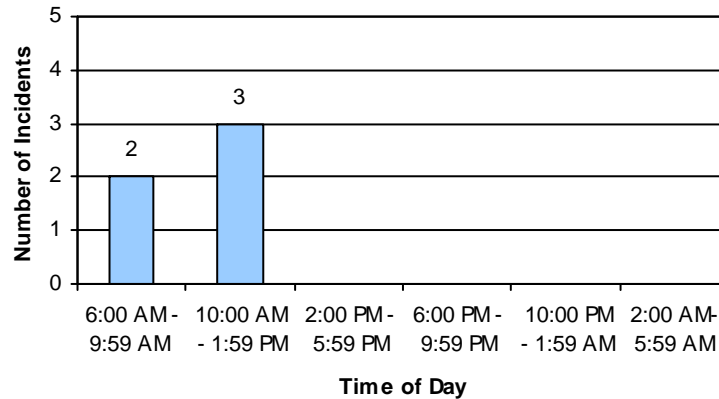


Figure 2.7 reveals that most accidents, sixty percent (60%) took place between 10:00 am and 2:00 pm. These hours are traditionally when drivers and pedestrians are traveling to lunch or running errands. Another forty percent (40%) of accidents occurred in early morning hours (6:00 am – 10:00 am) suggesting that these crashes are a result of pedestrians traveling to work and/or school.

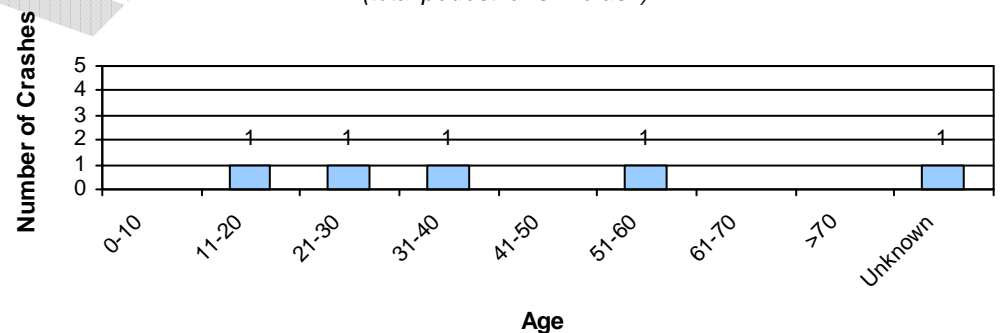
According to the available crash statistical data, eighty percent (80%) of all pedestrian crashes occurred during daylight hours. The remaining twenty percent (20%) were experienced in early morning- dawn conditions. Three (3) or (60%) of pedestrian crashes transpired in sunny clear weather conditions while the remaining forty percent (40%) occurred in cloudy conditions.

The five pedestrian crashes that have occurred in Winterville were distributed throughout the year. There were crashes in the months of December, January, May, August, and September. The summer month crashes may be attributed to increased recreational activity and students out of school for summer break. Winter month crashes can be attributed to increased holiday shopping and students out for winter break.

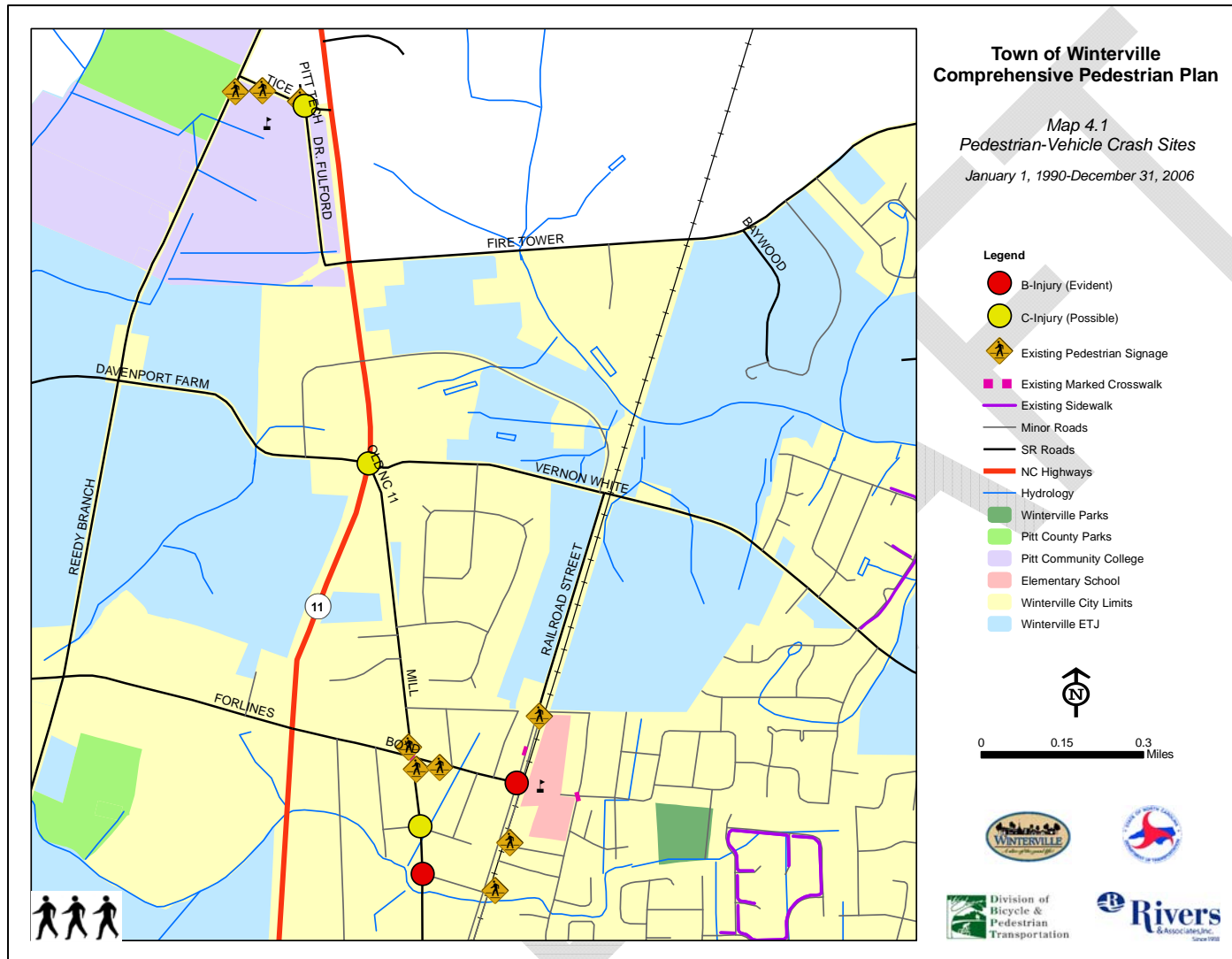
Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data

As illustrated by Figure 2.8, pedestrian crashes affect nearly every age group. There was only one pedestrian crash for age groups over 40 years of age. This may be attributed to a lower elderly population or less elderly pedestrian activity within Winterville. Safety education, enforcement, and safe pedestrian routes to schools are tools that can be used to reduce pedestrian accidents.

Figure 2.8: Age of Pedestrian in Crash, 1997-2005
(total pedestrians in crash)



Source: NCDOT Division of Bicycle & Pedestrian Transportation – Pedestrian Crash Data



High Crash Sites

Fortunately, Winterville has only experienced five pedestrian-vehicular crashes from January 1990 to December 2006. None of the crashes were fatal, but two resulted in type B-injuries (injury evident). These crashes occurred on roadways with no pedestrian facilities except for signage. Three crashes happened along Mill Street and Highway 11 (Mill and Tyson intersection, Mill and Hammond intersection, and Highway 11 and Vernon White intersection); one crash occurred in front of W. H. Robinson School at the intersection of Railroad and Boyd; and a crash happened at the intersection of Pitt Tech and Dr. Fulford on the Pitt Community College Campus. Improving these crash sites with sidewalks and proper crossing treatments will provide a safer environment for pedestrians. Map 2.1 illustrates the crash sites.



ASSESSMENT OF PEDESTRIAN COMPATIBILITY OF LOCAL TRANSPORTATION SYSTEM

Winterville has a sporadic network of sidewalks with few well-defined crosswalks, no crossing signals at major street intersections, and no pedestrian design facilities within parking lots. The basic “transverse” style solid white parallel lines mark pedestrian crossings in isolated areas in the community, but crossing treatments are rarely used or noticeable. An overwhelming majority of the Town has no pedestrian facilities and a major barrier, the railroad, does not accommodate pedestrians at crossings.

Several points of interests and destinations were identified during plan development that needs improved or new pedestrian facilities. For instance, Hillcrest Park is only assessable by a select number of residential areas without going through private property or driving almost a ¼-mile to the park entrance due to numerous cul-de-sac and dead-end street configurations. Winterville’s Recreation Park is also only assessable by walking in the streets or by vehicle even though it is located in an area with some existing sidewalks. Winterville is fortunate to have several schools within it’s community; however, these schools are not adequately connected to the surrounding residential areas resulting in busing of students who live only blocks away, an expensive alternative to walking.

Winterville has an opportunity to make significant enhancements to the existing pedestrian network. As a rapidly growing community, the need for safe and effective pedestrian facilities is essential to improve the quality of life for its residents. This Plan is the first step towards making Winterville a walkable community that will continue to attract families, young professionals, and retirees for years to come.

Current Usage / User Demographics

Winterville’s U.S. Census data shows that the community’s population demographics are very diverse. The median family household income as determined in the 2000 U.S. Census is \$37,230. This median income value is slightly higher than the state average of \$34,584. In Winterville, there are 560 persons or 8.5% of residents living below the poverty level. Most of Winterville’s population has income levels above the poverty level; ninety-five percent (95%) of Winterville’s population own at least one vehicle. As a result, a majority of the population (94.5%) commute to work via automobile. Of these vehicular commuters, 81.9% travel to work alone, 12.9% travel in carpools and none use public transportation. Only six (6) or 0.3% of all workers who completed the survey indicated that they walk to work. This low percentage attributed to the distances from employment. The average commute time for workers is over twenty-five (25) minutes.

Age and disability demographics also play a critical role in determining pedestrian-related improvements needed in the town. A total of 1,456 or 30.3% of the total population is below the age of 19. Another 2,847 or 59.5% of residents are between the ages of 20 and 64. The number of persons above the age of 65 is 488 (10.2%). There are 760 institutionalized residents living within the Town of Winterville, accounting for 6.3% of the total population.

After analyzing the census data, conclusions can be made to assess demographic needs. To encourage pedestrian traffic, connectivity and accessibility should be improved to local businesses, places of employment, schools and other destinations. Although most employment activities are located outside of town, opportunities for new places of work should be encouraged closer to residential areas. These changes will improve the



health, wellness and happiness for the community by reducing the amount of vehicular use and commuter time. A developed list of potential pedestrian projects is in Section 7. Although these projects provide connectivity and accessibility, continuous assessment of residents' needs will be required as Winterville continues to grow.

INVENTORY AND ASSESSMENT OF EXISTING PEDESTRIAN FACILITIES

Winterville's pedestrian network is fragmented making it hard for people to navigate the community. In places where there are sufficient sidewalks such as downtown and near A. G. Cox Middle School, the walking surface is often times in disrepair and unattractive. These conditions do little to provide easy connectivity for pedestrians with disabilities. Unattractive sidewalks and views (dilapidated structures and over-grown yards) can also discourage pedestrian activity.

Outside the immediate downtown area, sidewalks become more sparsely located. There is little to no pedestrian connectivity for surrounding neighborhoods to downtown activities. The sidewalks around the downtown are primarily incomplete segments. Many of the neighborhoods outside of downtown are newer residential and commercial developments; however, the residential developments were designed with cul-de-sac and dead-end streets that prohibit inter-neighborhood connectivity, and commercial developments were not required to install pedestrian facilities. Some of the newer residential developments have sidewalks along one side, but again little to no pedestrian infrastructure is available to neighboring developments. The commercial establishments were designed with only the vehicular access in mind. The characteristics of this design include large front setbacks and little pedestrian facilities within parking lots. Winterville's growth has pushed residential, commercial, and public facilities (parks and schools) further away from the community center resulting in an isolated and automobile dependent environment. To curb the trend of pedestrian inaccessibility, development regulations should require more pedestrian infrastructure and facilities for all types of development.

A description of Winterville's existing pedestrian facilities is summarized below.

Sidewalks

Sidewalks provide pedestrians with a safe means of travel to and from destinations and are an integral component of a walkable community. If a community does not have sidewalks to destinations, people will drive rather than walk. In addition, if a community has sidewalks that are obstructed or in disrepair, they will not be used.

The majority of Winterville's sidewalks are in good condition; however, they are fragmented and overgrown trees and shrubs obstruct clearance along some segments. Map 2.2 shows Winterville existing pedestrian facilities (sidewalks, crossings, and signage). As the map reveals, none of the major thoroughfares have a continuous network of sidewalks. The majority of the sidewalks along residential streets are located within newer subdivisions. Newer sidewalks in Winterville meet the required 5 feet in width, but older segments do not meet this minimum width. The width of sidewalks affects walkability. If the sidewalk is only wide enough for one person to walk comfortably then families may not use them. Therefore,



sidewalks with adequate width need to be constructed and existing narrow sidewalks need to be improved. Obstructions from signs, utility poles, and overgrown vegetation need to be resolved to provide adequate clearance for pedestrians.

Winterville has very few ADA-complaint curb cuts and several marked pedestrian crossings where the sidewalk does not extend to the intersection or across the railroad tracks. Immediate attention is needed to repair and improve pedestrian facilities near schools, parks, downtown, high accident areas and other major destinations points to ensure ADA-compliance and overall safety.

Multi-Use Trails

There are no existing multi-use trails in Winterville; however, multi-use trails are planned within Hillcrest Park and Winterville Recreation Park. Multi-use trails provide an excellent opportunity for functional daily and recreational opportunities. Multi-use trails can connect to destinations including outlying educational facilities, county parks, as well as residential areas along the outer edges of the community. It is also important to consider their relationship to other facilities such as residential neighborhoods, commercial districts, parks, and schools. Providing links to these facilities from the trail will increase the overall connectivity of the pedestrian network.

Roads

Road alignment and cross-sections affect the overall pedestrian network. Winterville's large number of dead-end or cul-de-sac streets prevent vehicular and pedestrian circulation; thus reducing connectivity. The few streets (i.e., Main, Cooper, Mill, Boy, Ange, Jones, and Old Tar) that are not cul-de-sacs have little to no pedestrian facilities, even though the roadways are wide enough for such facilities.

Careful planning and enforcement of local ordinances will ensure proper placement of new roads in or around Winterville so they appropriately accommodate vehicle and pedestrian traffic.

Intersections

Winterville can construct numerous sidewalks and multi-use trails throughout their community, but without proper design and installation of intersections and mid-block crossings, the pedestrian network will fail. Safe crossing of intersections is essential for connectivity and pedestrian safety. Because of inadequate pedestrian intersection treatments, there is a need to improve these crossings. The importance of these improvements are essential to ensuring safety in areas near pedestrian destinations such as schools, downtown, parks, and commercial areas. Major thoroughfares (i.e., Highway 11, Main Street, Mill Street, Old Tar, Cooper Street) and CSX Railroad will require additional planning and coordination to provide a safe pedestrian crossing.

Intersections near schools, parks, residential and commercial areas, and the downtown have been identified as locations that are in need of pedestrian crossing improvements. These locations were chosen based upon their proximity to destinations such as community facilities and activities, pedestrian-vehicle crashes, and their ability to provide connections to surrounding neighborhoods.



Parking Lots

The majority of parking lots in Winterville were designed and constructed with minimal pedestrian accommodations. There are no designated pedestrian access routes from parking spaces to the store. In addition, little to no vegetation is planted within parking lots to provide refuge from the sun and to break up the expansive asphalt. To improve pedestrian conditions in parking lots, the Town of Winterville should adopt new development regulations that promote pedestrian-oriented design.

Public Transportation

The Greenville Area Transit (GREAT) provides public transportation service (Route 3) to Pitt Community College on Monday through Saturday (8:00 am-5:00 pm). This is the only public transportation stop in Winterville. A shelter is provided at this transit stop for pedestrians. Since this is the only transit stop in Winterville and with a location near Memorial Drive (NC 11) and West Fire Tower Road, pedestrians and potential transit users must be able to travel safely to this stop from surrounding properties. Therefore, improvements such as sidewalks, signage, crosswalks, and lighting should be done within proximity of this transit stop.

Bridges

Winterville has four bridges in the ETJ (Vernon White/Reedy Branch, Forlines Road/Reedy Branch, NC 903/Reedy Branch, and Worthington Road), which do not have pedestrian amenities. Two of the bridges are identified on the Transportation Improvement Program (TIP) for replacement. At time of replacement specific pedestrian accommodations should be determined and installed with the bridges.



**WINTERVILLE COMPREHENSIVE PEDESTRIAN PLAN
SECTION 2 – EVALUATION OF CURRENT CONDITIONS**

