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SECTION 8 – RECOMMENDATIONS





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SECTION 8 – RECOMMENDATIONS

The recommendations for priority pedestrian projects, programs and policies for Winterville are provided in this section. These recommendations are based upon the input received from the public participation activities, existing plans, Task Force priorities and identified needs. These recommendations were presented and discussed at task force meetings for feedback and comments. The comments and concerns received were addressed and the following represents the summary of the projects, programs and policies that will make Winterville a pedestrian-friendly community. All recommended priority projects are illustrated on Map 8.1.

RECOMMENDATIONS FOR PEDESTRIAN PROJECTS

Recommended projects include intersections, streets, and greenway segments identified by the public, Task Force members and the Project Team.

Methodology of Priority and Ranking

The Task Force met on July 30, 2008, to discuss the potential list of projects and identify priority criteria to determine priority projects. To assist the Task Force in determining which projects to construct first, an exercise was performed at this meeting to prioritize projects based on preselected priority criteria. Task Force members were given five numbered dots from one to five (1-5) with one being the most important to five (5) being the least important. The list was tabulated with each criterion given a numeric value based on their ranking (1=5 pts, 2=4 pts, 3=3 pts, 4=2 pts, & 5=1 pts).

Prioritization and scheduling were based on the following criteria:

1. Number of Public Comments: Repeated comments from the Task Force and public at Open Houses and from surveys
2. Project Characteristics: A project's ability to address these items:
 - Connectivity to schools, parks, Downtown, commercial/retail areas, employment centers, and existing sidewalks
 - Improves a known safety issues (pedestrian-vehicle crash sites)
 - Improves an area of existing use or need (worn path and/or observed use)
 - Identified in existing plans as a pedestrian improvement/project
 - Listed or submitted for submission to NCDOT TIP

Project prioritization was a layered process, which incorporated the above-mentioned criteria in the following steps:



*Images of Task Force members
identifying priority factors*



1. Each potential project was rated on the above criteria. A project received points for the following criteria:

- a) Connectivity: Schools. Is a schools located within the project limits?
 Yes, between .125-.25 miles = 3 points
 Yes, between .25 - .5 miles = 2 points
 Yes, between .5 – 1 mile = 1 point
 No (> 1 mile) = 0 points

- b) Connectivity: Parks. Is a park located within the project limits?
 Yes, between .125-.25 miles = 3 points
 Yes, between .25 - .5 miles = 2 points
 Yes, between .5 – 1 mile = 1 point
 No (> 1 mile) = 0 points

- c) Connectivity: Commercial/Retail. Is a commercial/retail area located within the project limits?
 Yes, between .125-.25 miles = 3 points
 Yes, between .25 - .5 miles = 2 points
 Yes, between .5 – 1 mile = 1 point
 No (> 1 mile) = 0 points


- d) Connectivity: Downtown. Is Downtown located within the project limits?
 Yes, between .125-.25 miles = 3 points
 Yes, between .25 - .5 miles = 2 points
 Yes, between .5 – 1 mile = 1 point
 No (> 1 mile) = 0 points

- e) Connectivity: Employment Centers. Is an employment center located within the project limits?
 Yes, between .125-.25 miles = 3 points
 Yes, between .25 - .5 miles = 2 points
 Yes, between .5 – 1 mile = 1 point
 No (> 1 mile) = 0 points

PRIORITY CRITERIA

WHICH ITEM IS AN IMPORTANT CRITERIA FOR PRIORITIZING WINTERVILLE'S PRELIMINARY/POTENTIAL PROJECTS? USE A DOT TO SELECT YOUR CHOICES.

CONNECTIVITY TO...

	SCHOOLS	35 Points
	PARKS	20 Points
	DOWNTOWN	16 Points
	COMMERCIAL / RETAIL AREAS	10 Points
	DAYCARE CENTERS	0 Points
	EMPLOYMENT CENTERS	5 Points
	EXISTING GREENWAYS	3 Points
	EXISTING SIDEWALKS	32 Points

OTHER FACTORS:

	MAJOR THOROUGHFARES	0 Points
	AVERAGE DAILY TRAFFIC	0 Points
	SAFETY ISSUES, FED. - VEHICLE CRASHES	3 Points
	LATENT DEMAND/EXISTING USE	7 Points
	NUMBER OF PUBLIC COMMENTS	2 Points









- f) Connectivity: Existing Sidewalk or Multi-Use Trail. Does the project link to or complete a segment of existing sidewalk or multi-use trail?
Yes, Connect to = 1 point
No, Doesn't connect to = 0 points
- g) Safety: Does the project improve a pedestrian-vehicular crash site?
Yes = 1 point
No = 0 points
- h) Latent Demand/Existing Use: Does the project improve an area of existing use or need?
Yes, Worn path and/or observed use = 1 point
No, No worn path and/or observed use = 0 points
- i) Within Existing Plans: Is the project listed in an existing plan?
Yes = 1 point
No = 0 points
- j) Listed or Submitted for Inclusion on NCDOT TIP: Is the project listed or has been submitted for inclusion?
Yes = 1 point
No = 0 points
- k) Number of Public Comments: Is the Project mentioned repeatedly either specifically, or as a part of connectivity to a stated destination?
Yes, Mentioned more than 5 times = 3 points
Yes, Mentioned at least 3-4 times = 2 points
Yes, Mentioned at least 1-2 times = 1 point
No, Not mentioned = 0 points



Potential Projects Prioritized

All prioritized potential projects were placed into an itemized table (Table B.1 in Appendix B) in order of their priority ranking (based on the above formula). These projects are illustrated on Maps 7.1, 7.2, 7.3, and 7.4 in Section 7. The top 10 potential projects are:

1. Railroad Street – From Main Street to Sylvania Street. Install continuous sidewalk and curb ramps along west side of street to connect existing sidewalks and the Downtown.
2. Railroad Street – From Cooper Street to Sylvania Street. Install continuous sidewalk and curb ramps along east side of street to connect Downtown.
3. Blount Street – From Ange Street to Academy Street. Install continuous sidewalk and curb ramps along north side of street to connect A.G. Cox.
4. Blount Street – From Ange Street to Existing Sidewalk. Install continuous sidewalk and curb ramps along entire length of street (south side) to connect A.G. Cox.
5. Blount Street – From Mill Street to Church Street. Install continuous sidewalk and curb ramps along north side of street to connect Downtown and A.G. Cox.
6. Hammond Street – From Railroad Street to Jones Street. Install continuous sidewalk and curb ramps along both sides of street to connect to Downtown and W.H. Robinson.
7. Cooper Street (Spot) – From Church Street to Academy Street. Install continuous sidewalk and curb ramps along both sides of street to connect existing sidewalks.
8. Church Street – From Sylvania Street to Main Street. Install continuous sidewalk and curb ramps along west side of street for connection to Downtown and A.G. Cox .
9. Church Street – Liberty Street to Laurie Ellis Road. Install sidewalk and curb ramps along west side of street to provide a continuous sidewalk to A.G. Cox.
10. Main Street – From Railroad Street to Church Street. Install continuous sidewalk and curb ramps along south side of road to connect existing sidewalks.



Recommended Projects (step 2)

Due to the amount of potential projects identified and prioritized, the Town's Planning Staff decided to recommend the Top 25 projects on State and the Top 25 projects on Non-State roads at this time due to manageability (See Map 8.1). To assist the Town in determining which recommended project to construct over a specific period, a preliminary opinion cost analysis was performed to further prioritize the projects. All recommended projects were assessed a preliminary opinion of cost estimate based only on proposed treatment for each recommended project. The preliminary cost estimates (See Appendix C – Sample Cost Estimates) are rough estimates based on the Federal Highway Administration¹ and similar projects recently implemented in the area. Therefore, the listed cost estimates should be used as a planning guide and do not include extra costs such as land acquisition, utility relocation, roadway accommodations, drainage, final materials used, grading, land clearing and demolition, professional engineering and surveying, inspection, permitting, legal and administration costs. These costs are not and should not be considered a substitute for professional engineering and surveying regarding actual costs of project construction.

All recommended projects will require some amount of additional coordination and cooperation between the Town, NCDOT, CSX, and/or property owners to resolve general constraints for some of these projects. The general constraints of implementing the below recommended projects include various right-of-way widths and obstacles (utility and light poles, fire hydrants, etc), existing curb and gutter on streets where little room is left for sidewalks, space limitations (existing building setbacks, remaining right-of-way remaining, etc.), large street trees, and resistance from property owners. In addition, there are streets (mainly NCDOT owned) that have excessive width; for instance, Jones Street, East Main Street, and Church Street that will require some sort of traffic calming feature to create safe pedestrian crossing distance. Also rural roads (Laurie Ellis Road) with existing drainage ditches on both sides have their own special constraints to be handled before pedestrian facilities are installed. Therefore, some of these projects will require additional study and analysis due to the complexity of the situation (costs, ideal pedestrian facility type, right-of-way issues, drainage, existing utilities, etc.).

Once each project was ranked and given a cost estimate they were placed into a category (short-term, mid-term, or long-term) based upon their preliminary estimated cost and priority ranking. For instance, projects that had an estimated low cost (less than \$150,000) and high priority ranking were placed on the short-term (0-5 yrs) implementation schedule. Mid-term (5-10 yrs) projects are those projects with a moderate cost (\$150,000-\$300,000) and low and high priority ranking. Long-term (10+ yrs) projects were those projects that had high cost (greater than \$300,000) and low priority ranking. However, mid- and long-term projects should be expedited if financing becomes available.

Table 8.1 is the recommended phasing schedule of short-term, mid-term, and long-term projects; refer to Map 8.1.

- *Project & Map #* - Corresponds to the project identification number used through Plan and its associated maps
- *Priority Rank* – Corresponds to the project's priority ranking
- *Type of Project* – Identifies project type (pedestrian crossing, sidewalk, etc.)



- *Road Class* – Identified ownership of road(s) in project
- *At/On* – Identifies location of project (street, intersection, etc)
- *From* – Identifies starting point of construction project
- *To* – Identifies ending point of construction project
- *Preferred Treatment* – Identifies project information
- *Est. Length (FT)* – Identifies estimated length of project in feet (scaling was done with GIS)
- *Estimated Cost* – Cost estimates calculated using various sources (Federal Highway Administration published costs and recent projects in the area and rough GIS scaling). These costs are rough estimates and should not be considered final. Further surveying, professional engineering, and coordination among interested parties should be completed to determine final costs.

TABLE 8.1: 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



TABLE 8.1: 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
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
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



TABLE 8.1: 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
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
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



TABLE 8.1: 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
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
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



TABLE 8.1: 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
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
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



TABLE 8.1: 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
<i>Long-Term Recommended Projects</i>									
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
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



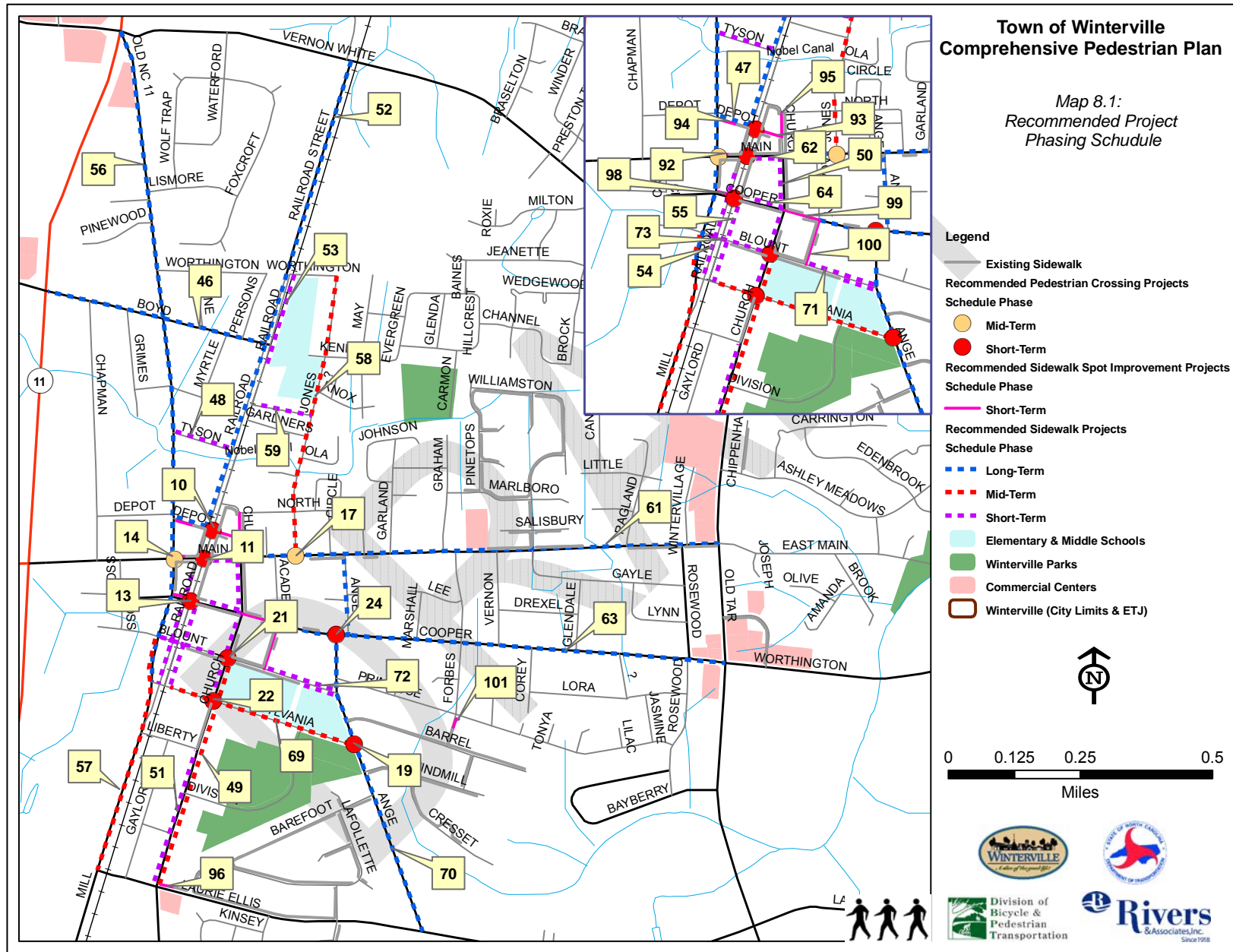
TABLE 8.1: RECOMMENDED PROJECT PHASING SCHEDULE

Project/ Map #	Priority Rank	Type of Project	Road Class	At / On	From	To	Preferred Treatment	Est. Length (FT)	Est. Project Cost
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

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WINTERVILLE COMPREHENSIVE PEDESTRIAN PLAN
SECTION 8 – RECOMMENDATIONS





PEDESTRIAN PROGRAM RECOMMENDATIONS

The Task Force has identified the following pedestrian programs as priority programs to be implemented within the next five years and continued into the future; in addition, Winterville should implement additional programs identified in Section 6 as needed to ensure Winterville becomes a walkable community for years to come. A complete description of these recommended programs can be found in Section 6.

Route Systems

Winterville's .65 miles of walking routes should be well marked for easy use by pedestrians. Possible methods for marking these routes include directional signs, general information signs, and lighting.

Safe Routes to School Program

All current K- 8th grade schools within Winterville should develop and implement a Safe Routes to School Program. These schools include A. J. Cox Middle School, W.H. Robinson Elementary School, and Creekside Elementary School.

The program promotes walking and biking to and from school through infrastructure improvement projects, educational opportunities, encouragement, and pedestrian safety activities. This program would enable and encourage children to walk and bike to school by making walking and biking trips safer and more appealing.

As components to the Safe Routes to School program, the schools and community should promote and encourage the following programs.

- Walk to School Day Program
- Adult Crossing Guard Program
- Walking School Bus Program

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 adequately schedule improvements and maintenances of these facilities. A successful program is an essential part of a planned walkable community.

Annual Pedestrian Safety Roadshow

Organize and participate in an annual pedestrian safety roadshow. This program should include going to various schools, community centers, and other locations to educate and provide pedestrian safety informational brochures to children and the public.

Pedestrian and Motorist Education and Enforcement Activities

Continue educational efforts on an annual, or as needed, basis for community volunteers and Town police officers on pedestrian laws; in addition to, how to educate and enforce those laws. Utilize community volunteers to educate and enforce pedestrian laws. Education brochures and pamphlets should also be distributed throughout the community to teach 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 walking races for health campaigns, Walktober and walking races during annual community festivals.

PEDESTRIAN POLICY RECOMMENDATIONS

Winterville has an opportunity to further establish new policies for pedestrian-friendly design. Without these policies the vision and goals of the community will not come to fruition; therefore, it is important for the Town to adopt the following policy recommendations. These recommendations foster implementation and continuation of the existing safety and enhancement, encouragement, enforcement and maintenance programs identified in Section 3. Implementation of the following policy recommendations should start immediately and continue over the next five years given the approval and adoption process to amend Town ordinances.

Bridge Enhancements for Pedestrians

Given Winterville's desire is to have an interconnected pedestrian-friendly community and knowing vehicular bridges can pose a threat to this desire, it is recommended that Winterville 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

The Town should 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

Winterville should 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

The following amendments are suggested for Winterville’s Subdivision Ordinance.

1. Modifications to Winterville’s Subdivision Ordinance should be made to specify that any portion of new subdivisions that lie within a greenway corridor should be dedicated and/or reserved to the public at the option of the Town to protect or preserve the 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. Subdivision Ordinance should be amended to 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 *Complete Streets* with amenities for pedestrians, bicyclists, and motorists. Thus, sidewalks should be placed along both sides of all streets to provide connectivity and improve pedestrian safety.



Zoning Ordinance

The Zoning Ordinance should be amended to specify the following:

1. Any portion of a development that lies within a designated greenway corridor must be set aside to satisfy the open space requirement, and 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 islands, pedestrian channels through parking lots to commercial establishments, landscaping to provide shade and a sense of place within parking lots, traffic calming techniques to reduce vehicular speeds within parking lot, and sidewalks along perimeter of property to provide connection from nearby properties.
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.
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 option to transportation.
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.
6. Change the current street design standards with the ones identified in Section 5, to ensure all future road development is pedestrian-friendly.
7. Mixed use and pedestrian-friendly developments should be encouraged, if not required, for all future developments.
8. All new streets within Winterville should be *Complete Streets* with amenities for pedestrians, bicyclists, and motorists.

ⁱ Federal Highway Administration (FHWA) Pedestrian Safety, *Safer Journey Library*, October 2007, <http://safety.fhwa.dot.gov/saferjourney/library/matrix.htm>