



PROGRAMS + POLICIES

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4.0 OVERVIEW

Meeting the goals of the Town of Pittsboro Pedestrian Transportation Plan will require more than construction and installation of recommended pedestrian facilities. It will also require the initiation and continued support of pedestrian-related programs from the local officials, local residents, and community organizations. In addition, the implementation of these facilities and programs will require the adoption and enforcement of new pedestrian-related policies. This chapter outlines recommended programs, policies, and in some cases, policy changes for the Town of Pittsboro to meet the needs of pedestrians that cannot be met through facility construction alone.

4.1 PROGRAM RECOMMENDATIONS AND RESOURCES

Pedestrian-related programs fall into three main categories: education, encouragement, and enforcement. The programs listed below are provided to demonstrate the variety of opportunities that exist for promoting walking and active lifestyles in Pittsboro. Communities all across North America are using these programs. The Town of Pittsboro should work closely with local volunteers and community organizations to initiate at least one of the following programs or events (whichever are deemed the most appropriate and/or feasible to those organizing) within the first year of adopting this plan. Also, it will be necessary for staff to be assigned to focus on programming, researching additional program ideas, and working with local groups, non-profits, schools, and citizens to develop programs further.

4.2 EDUCATION

PEDESTRIAN ADVOCACY GROUPS (PARKS AND RECREATION ADVISORY BOARD)
The Town of Pittsboro should actively participate in the continued support of a local pedestrian advocacy groups, including, the Parks and Recreation Advisory Board and Active Chatham. Local advocacy groups are beneficial resources for promoting safe pedestrian travel, providing feedback on opportunities and obstacles within the pedestrian system, and coordinating events and outreach campaigns (such as the programs outlined throughout this section). Advocacy groups also play a critical role in encouraging and evaluating the progress of overall plan implementation. The Parks and Recreation Advisory Board should continue to evaluate, encourage and assist in implementation of the plan as needed.

PUBLIC EDUCATION

Educational materials can focus on safe behaviors, rules, and responsibilities. Information may include important pedestrian laws, bulleted keys for safe pedestrian travel, safe motor vehicle operation around pedestrians, and general facility rules and regulations. This safety information is often available for download from national pedestrian advocacy organizations, such as the Pedestrian and Bicycle Information Center website, www.walkinginfo.org.



Information can be distributed through brochures, newsletters, newspapers, bumper stickers, and other print media that can be inserted into routine mailings. It can also be posted on municipal websites. Local events should be utilized to distribute information and a representative from the pedestrian advocacy group can answer questions related to pedestrian safety. A booth could also be used to display safety information at various community events.

INTERNAL EDUCATION

'Internal' education refers to the training of all people who are involved in the actual implementation of the Pedestrian Transportation Plan. Internal training will be essential to institutionalizing pedestrian issues into the everyday operations of engineering, planning, and parks and recreation departments. In addition to relevant Town staff, members of the local planning board, NCDOT Division 8 staff, and Chatham County staff should also be included in training sessions whenever possible. This training should cover all aspects of the transportation and development process, including planning, design, development review, construction, and maintenance. This type of 'inreach' can be in the form of brown bag lunches, professional certification programs and special sessions or conferences. Even simple meetings to go over the Pedestrian Plan and communicate its strategies and objectives can prove useful for staff and newly elected officials that may not have otherwise learned about the plan. Pedestrian planning and design issues are complex, and national research and guidelines continue to evolve. Therefore, training sessions need to be updated and repeated on a regular basis.

Local law enforcement should be trained in accurate reporting of pedestrian crashes involving automobiles. In many communities, police do not always adequately understand the rights of pedestrians. Proper interpretation of individual circumstances and events is critical for proper enforcement and respect between motorists and pedestrians. Special training sessions should be instituted and occur annually for new employees within the Police Department that focus on laws relating to pedestrian travel.

ENVIRONMENTAL AND HISTORIC EDUCATION/INTERPRETATION

Educational programs and interpretative signage could be developed along greenways and pedestrian routes. Greenways provide opportunities for learning outside the classroom. Specific programs that focus on water quality and animal habitat are popular examples. Events such as learning walks about specific animals or insects, tree identification, wildflower walks, environmental issues, stewardship education, and sustainability could be led by area experts. Also, simple educational signage would offer interactive learning opportunities for people who use the trail.



These signage examples provided and designed by Cloud Gehshan Associates at www.cloudgehshan.com.



INTERPRETIVE TRAILS/GUIDED TOURS

An educational component to the pedestrian network could be added by developing historical, cultural, and environmental themes for the facilities. This idea can be adapted to create walking tours throughout the Town, using signage to identify the events, architecture, and landmarks that make the Town of Pittsboro unique. These tours should be simple to navigate and should stand alone as an amenity. However, brochures can be used to supplement signage with more detailed information and a map of the tour. Other ideas to supplement the signage could be organized “talks” or lectures by local experts.

EDUCATION ACTIONS

- The Town of Pittsboro should continue supporting the activities of local pedestrian advocacy groups.
- The Town of Pittsboro should consider sponsoring annual training sessions for pedestrian design/review
- The Town of Pittsboro should consider sponsoring a session for law enforcement focusing on pedestrian issues
- Create a self-guided walking tour of downtown historical/cultural sites
- Establish outdoor classrooms utilizing interpretative signage in open space, parks, greenways, etc.
- Produce and/or obtain a variety of safety materials for distribution to various age groups and at various events/locations

EDUCATION RESOURCES

America Walks is a national coalition of local advocacy groups dedicated to promoting walkable communities. Their mission is to foster the development of community-based pedestrian advocacy groups, to educate the public about the benefits of walking, and, when appropriate, to act as a collective voice for walking advocates. They provide a support network for local pedestrian advocacy groups. <http://americawalks.org>

Safe Communities is a project of the National Highway Traffic Safety Administration (NHTSA). Nine agencies within the U.S. Department of Transportation are working together to promote and implement a safer national transportation system by combining the best injury prevention practices into the Safe Communities approach to serve as a model throughout the nation. <http://www.nhtsa.dot.gov/safecommunities>



Speed Campaign Tool Kit. The intent of this National Highway Traffic Safety Administration (NHTSA) tool kit is to provide marketing materials, earned media tools, and marketing ideas for communities to distribute to fit local needs and objectives while at the same time partnering with other states, communities, and organizations all across the country on a speed management program. It includes messaging and templates you may choose from to support your speed management initiatives. Free TV and radio materials, posters, billboards, and other media materials can be downloaded here: <http://www.nhtsa.gov/speed/toolkit/index.cfm> Example posters below:



Stepping Out is an online resource for mature adults to learn about ways to be healthy by walking more often, and walking safely. www.nhtsa.dot.gov/people/injury/olddrive/SteppingOut/index.html

Pedestrian Fatalities Related to School Travel is a fact sheet pertaining to school age children (NHTSA).
<http://www.nhtsa.gov/gtss/kit/pedestrian.html>

Safe Kids Worldwide is a global network of organizations whose mission is to prevent accidental childhood injury, a leading killer of children 14 and under. More than 450 coalitions in 15 countries bring together health and safety experts, educators, corporations, foundations, governments and volunteers to educate and protect families. Visit their website to receive information about programs, involving media events, device distribution and hands-on educational activities for kids and their families.
<http://www.safekids.org/>



Rules of the Road for Grandchildren: Safety Tips is an information website for grandparenting. If you are a grandparent, you can play an important role in teaching your grandchildren the "rules of the road." AARP.
<http://www.aarp.org/confacts/grandparents/rulesroad.html>



Streets in America are Unsafe and Unforgiving for Kids. Article by the Pedestrian Safety Roadshow. U.S. Department of Transportation. Federal Highway Administration.
<http://www.tfhrc.gov/safety/pedbike/articles/unsafe.htm>



Focusing on the Child Pedestrian. Pedestrian information related to children from the FHWA. <http://safety.fhwa.dot.gov/roaduser/pdf/PedFacts.pdf>



Eat Smart, Move More is a statewide movement that promotes increased opportunities for healthy eating and physical activity wherever people live, learn, earn, play and pray. <http://www.eatsmartmovemorenc.com/>



NCDOT Division of Bicycle and Pedestrian Transportation provides significant information related to pedestrian programming.
<http://www.ncdot.org/transit/bicycle/>



4.3 ENCOURAGEMENT

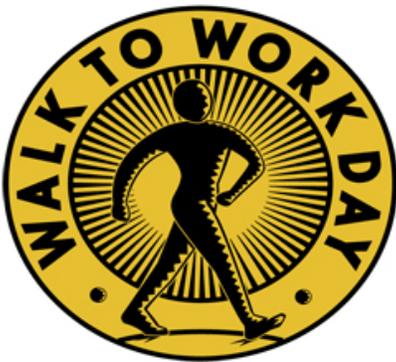
SCHOOL PROGRAMS

Many programs exist to aid communities in developing safer pedestrian facilities around schools. Programs can be adopted by parents or the schools to provide initiatives for walking or biking. Information is available to encourage group travel, prevent pedestrian related injuries, and sponsor commuter related events. For example, a 'Walking School Bus' is an encouragement program that provides an alternative way to transport children to school. A parent can be responsible for accompanying a group of children to school by utilizing the pedestrian system in Pittsboro.

Community leaders, parents and schools across the U.S. are using Safe Routes to School programs to encourage and enable more children to safely walk and bike to school. The National Center for Safe Routes to School aims to assist these communities in developing successful Safe Routes programs and strategies. The Center offers a centralized resource of information on how to start and sustain a Safe Routes to School program, case studies of successful programs as well as many other resources for training and technical assistance. For more information on Safe Routes to School, refer to the 'Encouragement Resources' section below.

AWARENESS DAYS/EVENTS

A specific day of the year can be devoted to a theme to raise awareness and celebrate issues relating to that theme. A greenway and its amenities can serve as a venue for events that will put the greenway on display for the community. Major holidays, such as July 4th, and popular local events serve as excellent opportunities to include pedestrian information distribution. The following are examples of other national events that the Town of Pittsboro can use to improve usage of pedestrian facilities:

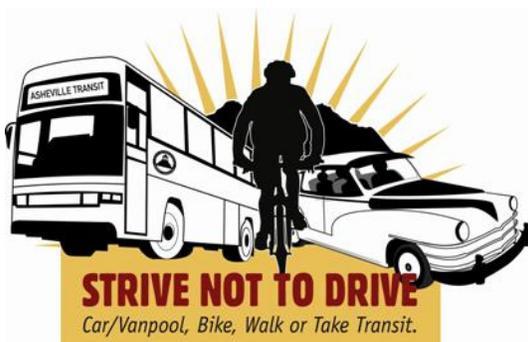


WALK TO WORK DAY/INTERNATIONAL CAR FREE DAY (SEPTEMBER 22)

Designate one day a year for people to walk to work to help advance programs, promote active living, and raise awareness for environmental issues. Walk to Work Day can be at the end of an entire week or month of pedestrian promotional activities, including fitness expos, walking and jogging group activities, running and bicycling races and rides, etc.

"STRIVE NOT TO DRIVE DAY"

This event example, from the Town of Black Mountain, NC, is an annual event to celebrate and promote the Town's pedestrian achievements for the year throughout their region. Awards for pedestrian commuters, as well as booths, contests, and other events are organized through their local MPO Bicycle and Pedestrian Task Force and the Land-of-Sky Regional Council. A similar event could be held in Pittsboro, as the Pedestrian Plan is implemented.



NATIONAL TRAILS DAY

This event is held every year in June. Other events, competitions, races, and tours can be held simultaneously to promote trail use within Pittsboro. The Parks and Recreation-Trails Division sponsors National Trails Day for the City of Greensboro every year and it has become a huge event for the City.

EARTH DAY

Earth Day is April 22nd every year and offers an opportunity to focus on helping the environment. Efforts can be made to encourage people to help the environment by walking to destinations and staying out of their vehicles. This provides an excellent opportunity to educate people of all ages in Pittsboro.

USE FACILITIES TO PROMOTE OTHER CAUSES

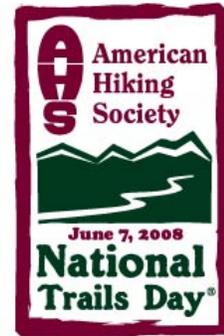
Network facilities, especially trails, could be used for events that promote other causes, such as health awareness. Not only does the event raise money/publicity for a specific cause, but it encourages and promotes healthy living and an active lifestyle, while raising awareness for pedestrian activities. Non-profit organizations such as the American Cancer Society, American Heart Association, and the Red Cross sponsor events such as Breast Cancer Walk, Diabetes Walk, etc.

PEDESTRIAN ACTIVITIES/PROMOTION WITHIN LOCAL ORGANIZATIONS

The Town of Pittsboro has numerous organizations that could be utilized to promote pedestrian activities (e.g. Active Chatham, Pittsboro Merchants Association, local schools/PTAs, neighborhood groups, homeowners associations, etc). Education, enforcement, and encouragement programs can be advertised and discussed in local organization newsletters, seminars, and meetings. Such organizations could even organize their own group walks, trail clean-ups, and other activities listed in this section.

ART IN THE LANDSCAPE

The inclusion of art along pedestrian corridors and trails would encourage use of facilities and provide a place for artwork and healthy expression to occur. Artwork could be displayed in a variety of ways and through an assortment of materials. Living artwork could be “painted” through the design and planting of various plant materials. Sculpture gardens could be arranged as an outdoor museum. Art through movement and expression could be displayed during certain hours during the day or during seasonal events. An “Art Walk” could be established as an event featuring destinations throughout the Town that display local art. Artwork can be provided by local schools, special interest clubs and organizations, or donated in honor or memory of someone.



4th Annual
**Active Chatham
5K Reindeer
Run**
Saturday,
December 13, 2008
8:00 am
Pittsboro, NC



WALKING/RUNNING CLUBS

Neighborhoods, local groups, or businesses could promote walking or running clubs for local residents or employees to meet at a designated area and exercise on certain days before or after work, during lunch breaks, or anytime that works for the group. This informal group could be advertised on local bulletin or information boards. These clubs could be specialized to attract different interest groups. Examples include:

- Relay for Life (cancer support)
- Mother's Morning Club (mom's with strollers)
- Walking Wednesdays (senior groups)
- Lunch Bunch (office workers who run during their lunch hour)

*ADOPT-A-TRAIL*

Local clubs and organizations provide great volunteer services for maintaining and patrolling trails. This idea could be extended to follow tour routes or specified streets/sidewalks. A sign to recognize the club or organization could be posted as an incentive to sustain high quality volunteer service. The Boy Scouts of America serve as a good model for participation in this type of program.

REVENUE GENERATING PROGRAMS

The Town of Pittsboro should be proactive in increasing revenue from programs and events that can help fund the building, management, and maintenance of future facilities. Fees could be increased in events annually or biannually to increase revenue. Specific program and event ideas that are being used to generate revenue across the country include:

- Races/triathlons (fees and/or donations)
- Concessions
- Educational walks/Nature walks/Historic walks (fees and/or donations)
- Fund-raisers including dinners/galas
- Moonlight bike rides and walks (fees and/or donations)
- Greenway parade (fees and/or donations)
- Concerts (fees and/or donations)
- Art events along greenway (fees and/or donations)
- Events coincident with other local events such as fairs, festivals, historic/folk events, etc.
- Media events and ribbon-cuttings for new walkways (donations)

ENCOURAGEMENT ACTIONS

- Encourage children to walk to school, safely, through a combination of programs, listed under encouragement resources
- Establish awareness days
- Encourage the establishment of walking clubs
- Use pedestrian facilities, particularly trails, to promote causes and hold special events for causes
- Utilize greenways for artwork and plantings

ENCOURAGEMENT RESOURCES

Safe Routes to School is a national program with \$612 million dedicated from Congress from 2005 to 2009. Local Safe Routes to School programs are sustained by parents, community leaders, and citizens to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. Recently, the state of North Carolina has started the NC Safe Routes to School Program based off of the national program. The state has \$15 million over the next 5 years for infrastructure improvements within 2 miles of schools. This funding can also be used towards the development of school related programs to improve safety and walkability initiatives. The state requires the completion of a competitive application to apply for funding and a workshop at the school to determine what improvements are needed. <http://www.saferoutesinfo.org>



National Walk our Children to School Day is usually held in October with the objective to encourage adults to teach children to practice safe pedestrian behavior, to identify safe routes to school, and to remind everyone of the health benefits of walking. To register walking events in Pittsboro, go to the main webpage, and follow the International Walk to School links: www.walktoschool-usa.org



Walk a Child to School in North Carolina. Forty years ago, half of all U.S. school children walked to school. Today, according to the Centers for Disease Control, only an estimated 10 percent walk to school. In many communities, as much as 30 percent of morning commuter traffic is generated by parents driving their children to school. These traffic habits and children's lifestyle choices can have serious consequences. Traffic jams around our schools foul the air, waste fuel, and create safety problems for children. In addition, the U.S. Surgeon General recently reported that thirteen percent of children aged 6 to 11 years and 14 percent of adolescents aged 12 to 19 were overweight in 1999. This statistic has nearly tripled in the past two decades for adolescents. A growing number of community groups throughout the nation, such as health professionals, 'Smart Growth' advocates, traffic safety groups, local PTAs, and elected officials, are promoting walking to school initiatives. In North Carolina, Walk a Child to School Programs have gained a foothold and are growing each year. To date more than 5,000 students in 12 communities in the state have participated. <http://www.walktoschool.org>

Preventing Pedestrian Crashes: Preschool/Elementary School Children provides information to parents on pedestrian risks for preschool and elementary school children. Information about the Safe and Sober Campaign is available on the NHTSA website. www.nhtsa.dot.gov/people/outreach/safesobr/15qp/web/sbprevent.html





Kidswalk-to-School is a resource guide to help communities develop and implement a year-long walk-to-school initiative; sponsored by the Centers for Disease Control and Prevention.

<http://www.cdc.gov/nccdphp/dnpa/kidswalk/>

4.4 ENFORCEMENT

MOTORIST ENFORCEMENT

Based on crash data analysis and observed patterns of behavior, law enforcement can use targeted enforcement to focus on key issues such as motorists speeding, not yielding to pedestrians in crosswalks, parking on sidewalks, etc. Sidewalk parking, for example, is often not enforced but should be in order to maintain pedestrian accessibility, avoid maintenance issues, and comply with local ordinances. All of these key issues should be targeted and enforced consistently. The goal is for pedestrians and motorists to recognize and respect each other's rights on the roadway.

As traffic continues to increase on North Carolina's streets and highways, concern has grown over the safety of our children as they walk to and from school. At the same time, health agencies, alarmed at the increase in obesity and inactivity among children, are encouraging parents and communities to get their children walking and biking to school. In response, the Division of Bicycle and Pedestrian Transportation funded a study on pedestrian issues, including school zone safety, and decided to establish a consistent training program for law enforcement officers responsible for school crossing guards. According to the office of the North Carolina Attorney General, school crossing guards may be considered traffic control officers when proper training is provided as specified in GS 20-114.1.

PEDESTRIAN ENFORCEMENT

Observations made by local trail and pedestrian facility users can be utilized to identify any conflicts or issues that require attention. To maintain proper use of trail facilities, volunteers could be used to patrol the trails, particularly on the most popular trails and on days of heavy use. The volunteer patrol can report any suspicious or unlawful activity, as well as answer any questions a trail user may have. The volunteer patrol could be a responsibility of the pedestrian advocacy group. When users of the pedestrian network witness unlawful activities, they should have a simple way of reporting the issue to police. A hot line should be created, which would compliment trail patrol programs. People could call in and talk to a live operator or to leave a voice mail message about the activity they witnessed. Accidents could also be reported to this hot line. Accident locations could then be mapped to prioritize and support necessary facility improvements.

ENFORCEMENT ACTIONS

- Target and enforce all illegal motorist and pedestrian behavior that may jeopardize the success of the Pedestrian Network
- Require all crossing guards to complete an NCDOT Crossing Guard Training Program
- Establish a crossing guard program for peak school hours
- Establish a local “Trail Patrol”
- Establish an enforcement hot line
- Develop a simple brochure that outlines local leash laws, to be distributed as warnings from police officers and as education tools at pet stores and veterinarian offices. This may help to decrease incidents where pedestrians are intimidated or even harmed by unleashed dogs.

ENFORCEMENT RESOURCES

NCDOT School Crossing Guard Program

http://www.ncdot.org/transit/bicycle/safety/programs_initiatives/crossing.html

NCDOT’s A Guide to North Carolina Bicycle and Pedestrian Laws. For an online resource guide on laws related to pedestrian and bicycle safety (provided by the National Highway Traffic Safety Administration), visit www.nhtsa.dot.gov/people/injury/pedbimot/bike/resourceguide/index.html

4.5 POLICY RECOMMENDATIONS

While the physical recommendations described in this Plan represent an overall pedestrian network, strong pedestrian-oriented policies and regulations are also necessary to ensure these facilities are developed, especially when new development takes place. All recommended policy statements would help the Town of Pittsboro achieve its vision of becoming a pedestrian-friendly community. Town planning staff should become familiar with these policies and regulations to ensure the full suite of policy tools are used and enforced. Further tools to initiate pedestrian development are described in Chapter 5 and the appendices.

Policy statements that require pedestrian facilities with development must be somewhat flexible and practical within regulations for physical restrictions. All decisions need to be environmentally sensitive. Sidewalk locations and widths may need to be modified on a case-by-case basis. There must be a proven environmental constraint for pedestrian modifications.

ADDITIONS TO THE ZONING ORDINANCE AND SUBDIVISION REGULATIONS

Source Document	Reference	Existing Text	Recommended Change	Notes
Zoning Ordinance	ARTICLE V DISTRICT REGULATIONS; 5.3.3.37 Planned Unit Developed (PUD); F. (3)	Circulation - Proposed points of access and egress and proposed pattern of internal automobile and pedestrian circulation.	[Revise to]: Circulation - Automobile, pedestrian, and bicycle access and egress and proposed pattern of internal circulation.	This change makes clear that multiple modes of basic transportation apply to both internal circulation and to points of access and egress.
Zoning Ordinance	ARTICLE V DISTRICT REGULATIONS; 5.3.3.38 Public Buildings (no outside storage), Libraries, Museums, Art Galleries, etc.; C.	Site Plan Requirements (1) Internal circulation pattern (2) Provisions for parking (3) Points of access and egress.	[Revise to]: Site Plan Requirements (1) Circulation - Automobile, pedestrian, and bicycle circulation within, to, and from the site, including proposed points of access and egress and proposed pattern of internal circulation. (2) Provisions for automobile and bicycle parking	This change makes clear that multiple modes of basic transportation apply to internal circulation, points of access and egress, and parking.
Zoning Ordinance	ARTICLE V DISTRICT REGULATIONS; 5.3.3.44 Residences, Multi-Family; One Structure Per Lot; D. (3)	Circulation - Proposed points of access and egress and proposed patterns of internal automobile and pedestrian circulation.	[Revise to]: Circulation - Automobile, pedestrian, and bicycle access and egress and proposed pattern of internal circulation.	This change makes clear that multiple modes of basic transportation apply to both internal circulation and to points of access and egress.
Zoning Ordinance	ARTICLE V DISTRICT REGULATIONS; 5.3.3.47 Schools Academic; B. (2)	Circulation - Proposed points of access and egress and pattern of internal circulation.	[Revise to]: Circulation - Automobile, pedestrian, and bicycle access and egress and proposed pattern of internal circulation.	This change makes clear that multiple modes of basic transportation apply to both internal circulation and to points of access and egress.
Zoning Ordinance	ARTICLE V DISTRICT REGULATIONS; 5.3.3.48 Shopping Centers; D. (3)	Circulation - Proposed points of access and egress and proposed pattern of internal automobile and pedestrian circulation.	[Revise to]: Circulation - Automobile, pedestrian, and bicycle access and egress and proposed pattern of internal circulation.	This change makes clear that multiple modes of basic transportation apply to both internal circulation and to points of access and egress.
Zoning Ordinance	ARTICLE V. DISTRICT REGULATIONS; Mixed Use Planned Development District; 5.6.6 Standards; A. (4)	The development proposed in the MUPD Plan encourages cluster and compact development to the greatest extent possible, that is interrelated and linked by pedestrian ways, bike ways and other transportation systems.	No change recommended.	Listed here for reference only.
Zoning Ordinance	ARTICLE V. DISTRICT REGULATIONS; Mixed Use Planned Development District; 5.6.6 Standards; E. (1)	The MUPD Plan must demonstrate a safe and adequate on-site transportation circulation system. The on-site transportation circulation system shall be integrated with the off-site transportation circulation system of the Town.	No change recommended.	Note that 'Transportation' as defined in recommended changes to this zoning ordinance, includes pedestrians and bicyclists.
Zoning Ordinance	ARTICLE V. DISTRICT REGULATIONS; Mixed Use Planned Development District; 5.6.6 Standards; E. (4)(a)	The circulation system shall be designed to provide convenient access to all areas of the proposed development using the minimum practical roadway length. Roadway widths and proposed parking to satisfy development requirements shall be clearly delineated in the Master Plan. Internal pathways shall be provided to form safe and convenient systems for pedestrian access to dwelling units and common areas, with appropriate linkages off-site.	No change recommended.	Listed here for reference only.

Source Document	Reference	Existing Text	Recommended Change	Notes
Zoning Ordinance	ARTICLE V. DISTRICT REGULATIONS; Mixed Use Planned Development District; 5.6.6 Standards; E, (4)(c)	Principal vehicular access points shall be designed to provide for smooth traffic flow, minimizing hazards to vehicular, pedestrian or bicycle traffic. Where a MUPD abuts a major collector, arterial road or highway, direct access to such road or highway from individual lots, units or buildings shall be limited.	No change recommended.	Listed here for reference only.
Zoning Ordinance	ARTICLE VII. GENERAL DEVELOPMENT STANDARDS; Off-Street Parking and Off-Street Loading Requirements; 7.1.1 (e)	Where parking or loading areas are provided adjacent to a public street, ingress or egress thereto shall be made only through driveways or openings not exceeding 25 feet in width at the curb line of said street, except where the Town Engineer finds that a greater width is necessary to accommodate the vehicles customarily using the driveway. Detailed plans of all curb cuts and driveway openings shall be submitted to the Traffic Engineer for approval.	[Add] Curb cuts and driveway openings should be used only when absolutely necessary in order to minimize potential conflict points with pedestrians and bicyclists. Parking and loading activities shall not be permitted on sidewalks or crosswalks.	
Zoning Ordinance	ARTICLE XIL LEGAL PROVISIONS 12.1 Definitions	N/A	[Add New Definition] <i>Traffic</i> : Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	This language was adapted for Pittsboro from the Uniform Vehicle Code (UVC), the national model code which forms a basis for most state codes. Using this definition ensures that pedestrians will be considered where 'traffic' is considered (in the classification of street types for example). Bicycles are also included in any definition that includes 'vehicle', because NC law defines bicycles as vehicles.
Zoning Ordinance	ARTICLE XIV REGULATION OF DEVELOPMENT WITHIN MAJOR TRANSPORTATION CORRIDORS; 14.1 Purpose and Intent	MTC districts are adopted for the following purposes:1) protecting the public investment in and lengthening the time during which highways can continue to serve their functions without expansion or relocation by expediting the free flow of traffic and reducing the hazards arising from unnecessary points of ingress and egress and cluttered roadside development; and 2) reserving adequate roadside space through which neighborhood traffic may be admitted to and from the highway system in a manner that avoids undue traffic concentrations, sudden turning, an stopping another hazards.	[Add]... and 3) providing adequate facilities for all types of traffic, including motorists, pedestrians, bicyclists, and transit users, and including of all levels of ability, such as those in wheelchairs, the elderly and the young.	
Zoning Ordinance	ARTICLE XIV REGULATION OF DEVELOPMENT WITHIN MAJOR TRANSPORTATION CORRIDORS; 14.5 Buffer	[Starting at 2nd paragraph, 3rd sentence] The trail may weave to avoid natural areas and have a maximum width of (5) feet. Selective thinning is allowed within one (1) foot of either side of the trail. However, no tree over 12 inches in diameter shall be removed in order to provide the trail. The trail shall not contain any impervious surface and shall be shown in detail on the site plan.	[Revise]: The trail may weave to avoid natural areas and have a maximum width of (10) feet. Selective thinning is allowed within one (1) foot of either side of the trail. However, no tree over 12 inches in diameter shall be removed in order to provide the trail. The trail can be either paved or unpaved and should follow the standards set forth in the Pittsboro Pedestrian Transportation Plan. The trail shall be shown in detail on the site plan.	
Zoning Ordinance	ARTICLE XIV REGULATION OF DEVELOPMENT WITHIN MAJOR TRANSPORTATION CORRIDORS; 14.8 Turn Lane Requirement/Driveways	The number of street and driveway connections permitted serving a single property frontage or commercial development along a state maintained roadway shall be the minimum deemed necessary for reasonable service to the property without undue impairment of safety, convenience and utility of the highway.	[Add]...or the bicycle facilities within the highway corridor.	

Source Document	Reference	Existing Text	Recommended Change	Notes
Zoning Ordinance	ARTICLE XIV REGULATION OF DEVELOPMENT WITHIN MAJOR TRANSPORTATION CORRIDORS	n/a	[Add New Section] 14.9 Pedestrian Facilities: All new development within the MIC District shall include the pedestrian facility indicated on the Recommended Facilities Maps in Chapter 3 of the Town of Pittsboro Pedestrian Transportation Plan.	
Zoning Ordinance	ARTICLE XV SITE PLANS 15.3 Preparation of Plans; B. 1. A	Designation of pedestrian walkways. Such walkways shall provide safe and convenient access between major buildings, housing clusters, parking areas, recreation areas, and other pedestrian destination points shown on the site plan. Walkways shall also be provided along the exterior boundaries of the proposed development where such walkways are deemed necessary to provide access to, or between, adjoining properties or nearby development. Any walkways provided along the exterior boundaries of the proposed development shall also be connected with the interior walkways shown on the site plan in order to create an overall pedestrian access network. Walkways may include sidewalks, asphalt pathways, or gravel trails as appropriate to the location and degree of use.	No change recommended.	3rd sentence: If exterior walkways are consistently not "deemed necessary", then consider using stronger language.
Zoning Ordinance	ARTICLE XV SITE PLANS 15.3 Preparation of Plans; B. 1. B	Connection wherever possible of all walkways, travel lanes and driveways with similar facilities in adjacent developments.	No change recommended.	Listed here for reference only.
Subdivision Regulations	Section 2. Definitions; 2.3	Streets and roads are hereby classified according to the function which they are to serve...	[Add new sentence after 2nd sentence of 'Streets' definition]: Regardless of classification, the design and construction of streets and intersections in the Town of Pittsboro should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	Language for transit and transit users should also be added if and when such services are provided in Pittsboro.
Subdivision Regulations	Section 2. Definitions; 2.3	N/A	[Add New Definition] <i>Traffic</i> : Pedestrians and vehicles including bicycles, automobiles and other conveyances either singly or together while using streets for the purposes of travel.	This language was adapted for Pittsboro from the Uniform Vehicle Code (UVC), the national model code which forms a basis for most state codes. Using this definition ensures that pedestrians will be considered where 'traffic' is considered (in the classification of street types for example). Bicycles are also included in any definition that includes 'vehicle', because NC law defines bicycles as vehicles.
Subdivision Regulations	Section 6.1 Suitability of Land; C (3)	[2nd Sentence]: The developer must also provide evidence that the proposed site is not in the floodway and the development will not infringe on any designated greenway corridor.	[2nd Sentence]: The developer must also provide evidence that the proposed site is not in the floodway and the development will not infringe on any greenway corridor designated in the Town of Pittsboro Pedestrian Transportation Plan, unless to contribute to the development of greenway trails.	This revision ties the regulation to the most recent and comprehensive set of recommended greenway corridors (The Pedestrian Plan), while at the same time restating the regulation in a way that allows for the involvement of the developer in the creation of trails within designated corridors.
Subdivision Regulations	Section 6.5 b Easements, Dedications, and Reservations (2) (3)	Pedestrian Easements: In such cases and at such locations as the Planning Board deems advisable, easements alongside or near lot lines not exceeding twenty (20) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other public places.	[Revise]: Pedestrian Easements: In such cases and at such locations as the Planning Board deems advisable, easements alongside or near lot lines not exceeding twenty (20) feet in width may be required for pedestrian or bicycle traffic to and from schools, neighborhood parks, and other places that may attract or generate such traffic.	Revision allow for the justification of the easement to include destinations other than public places (for example, grocery stores, non-profit organizations, etc.)

Source Document	Reference	Existing Text	Recommended Change	Notes
Subdivision Regulations	Section 6.2 Streets; A. Classification	Classification. Streets and roads are hereby classified according to the function which they are to serve...	[Add new sentence after 1st sentence of "A. Classification]: Regardless of classification, the design and construction of streets and intersections in the Town of Pittsboro should aim to serve all types of users, including pedestrians, bicyclists, and motorists, and should be inclusive of all levels of ability, such as those in wheelchairs, the elderly and the young.	Language for transit and transit users should also be added if and when such services are provided in Pittsboro.
Subdivision Regulations	Section 6.2 Streets; B. Relation to Present, Proposed, and Future Street System	N/A	[Add new Part B.(7)]: The recommended pedestrian facilities within the Town of Pittsboro Pedestrian Transportation Plan shall be provided upon the development of land adjacent to them.	This or similar language should be used to require developers to provide the adopted recommendations for pedestrian facilities.
Subdivision Regulations	Section 6.2 Streets; B. Relation to Present, Proposed, and Future Street System	N/A	[Add new Part B.(8)]: Streets shall be bordered by sidewalks on both sides except on alleys, service drives, and principle arterials. The appropriate governing board may grant exceptions upon recommendation by the Planning Director if it is shown that local pedestrian traffic warrants their location on one side only.	Consider naming "appropriate governing board" in the new part B. (7).
Subdivision Regulations	Section 6.2 Streets; C. Design Standards for Streets	N/A	[Add new Part C.(9)]: Residential side-walks shall be a minimum of 5 ft in width. Sidewalks serving mixed use and commercial areas shall be a minimum of 8 ft in width (12–15 feet is required in front of retail storefronts). The design standards for all pedestrian facilities in the Town of Pittsboro Pedestrian Transportation Plan shall be adhered to for new streets and modifications to existing streets.	This or similar language should be used to require developers to adhere to the design standards for pedestrian facilities in the Pittsboro Pedestrian Transportation Plan.
Subdivision Regulations	Section 6.2 Streets; C. Design Standards for Streets	N/A	[Add new Part C.(10)]: Streets shall be designed with street trees planted in a manner appropriate to their function. Commercial streets shall have trees which compliment the face of the buildings and which shade the sidewalk. Residential streets shall provide for an appropriate canopy, which shades both the street and sidewalk. Street trees should allow the free movement of emergency vehicles.	
Subdivision Regulations	Section 6.2 Streets; C. Design Standards for Streets	N/A	[Add new Part C.(11)]: Wherever possible, streets should be designed to fit the contours of the land and should minimize removal of significant trees.	
Subdivision Regulations	Section 6.2 Streets; D. Construction Standards (1)	The design and construction of all public streets and roads, including the grading, roadbed, shoulders, slopes, medians, ditches, right-of-way and pavement widths, grades, curves, intersections and other proposed features shall conform the respective current standards of the North Carolina Department of Transportation Division of Highways and the Town of Pittsboro Subdivision Regulations.	[Revise to]: The design and construction of all public streets and roads, including the grading, roadbed, shoulders, slopes, medians, ditches, right-of-way and pavement widths, grades, curves, intersections, pedestrian facilities and other proposed features shall conform the respective current standards of the North Carolina Department of Transportation Division of Highways, the Town of Pittsboro Subdivision Regulations, and the Town of Pittsboro Pedestrian Transportation Plan.	Consider listing the pedestrian facilities (sidewalks, crosswalks, etc.) rather than only adding 'pedestrian facilities'; The advantage of only inserting 'pedestrian facilities' is that the phrase encompasses all types pedestrian facilities. The advantage of listing them is that less cross-reference is needed to know what types of pedestrian facilities are required.
Subdivision Regulations	Section 6.3 Blocks (A)	Cul-de-sac designed to have one end permanently closed shall be...	[Replace 'Cul-de-sac' paragraph with]: Cul-de-sac may be permitted only where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Cul-de-sac, if permitted, shall not exceed 250 ft in length from the nearest intersection with a street providing through access (not a cul-de-sac). A close is preferred over a cul-de-sac.	For a great example of how such pro-connectivity policies have worked in other North Carolina communities, see the award winning Town of Davidson Planning Ordinance's section on streets.

Several high priority policies for pedestrian facilities are listed below. These requirements create a safer and more convenient environment for pedestrian transportation and should be integrated into all policy documents for the Town of Pittsboro. They apply to all new roadway construction and roadway reconstruction projects in the downtown, suburban, and rural areas, as appropriate (e.g., areas where new developments are being constructed).

ADDITIONAL POLICY RECOMMENDATIONS

More recommended policy statements and paragraphs by category are provided below that facilitate specific changes. The categories include pedestrian network and connectivity, safety, aesthetics, land use and development, and greenways.

PEDESTRIAN NETWORK AND CONNECTIVITY

Goal: Create and maintain a pedestrian route network that provides direct connections between downtown, trip attractors, schools, and residential/commercial areas.

- To the maximum extent possible, make walkways accessible to people with physical disabilities.
- Develop a system of informational and directional signage for pedestrian facilities and greenways.
- All roads surrounding schools should have sidewalks on both sides of the road with safe crosswalks.
- Pedestrian access should be provided through culs-de-sac and large parking lots, which are typical obstacles to pedestrian connectivity.
- Pedestrians and bicyclists should be accommodated on roadway bridges, underpasses, and interchanges and on any other roadways that are impacted by a bridge, underpass, or interchange project (except on roadways where they are prohibited by law). All new bridges should be constructed with bicycle lanes and wide sidewalks.
- Sidewalks and greenways should be developed in order of priority where possible as listed in Chapter 5 - Implementation. These segments facilitate immediate improvements and connections to major trip attractors within the Town of Pittsboro.

SAFETY

Goal: Strive to maintain a complete, safe sidewalk network free of broken or missing sidewalks, curb cuts, or curb ramps and that include safety features such as traffic calming, lighting, and sidewalk repairs.

- Raised medians or pedestrian refuge islands should be provided, where practical, at crosswalks on streets with more than three lanes, especially on streets with high volumes of traffic. They should be six- to ten-feet wide.
- Identify pedestrian facilities that are not ADA-compliant including missing, damaged, or non-compliant curb ramps, stairs, or sidewalk segments of inadequate width and create a plan for improving them.

- Develop a traffic calming program to slow traffic through downtown and on major corridors, making them aware that they share the corridors with pedestrians.
- Make pedestrian crossings a priority and initiate improvements recommended in Chapter 3. Consider variations in pavement texture and clear delineation of crosswalks. Also, ensure that crosswalks are properly lit at night.
- Implement pedestrian-scale lighting at regular intervals in areas of high pedestrian activity to promote pedestrian safety and discourage criminal activity.
- Develop and expand the Town’s maintenance program of sidewalk repairs, debris removal, and trimming of encroaching vegetation.
- The buffer space between the sidewalk and the curb and gutter should be maximized within the available right-of-way. 4’ is suggested as a minimum on major thoroughfares, but could be decreased in areas with slower and lower volume automobile traffic. Larger buffers are preferred for street tree health and pedestrian comfort. Suggested width is flexible related to environmental constraint.

AESTHETICS

Goal: Encourage the inclusion of art, historic, and nature elements along with street furniture, landscaping, and lighting in pedestrian improvement projects.

- Develop street design guidelines to incorporate recommendations of this plan (See Chapter 6 - Design Guidelines)
- Require street trees and planting buffers between the sidewalk and the street along all new roadways and sidewalk construction. Keep all vegetation trimmed.
- Encourage and/or require private owners (of residences and businesses) to keep their area in and around the sidewalk free of debris and litter.

LAND USE AND DEVELOPMENT

Goal: Promote land uses and site designs that make walking convenient, safe, and enjoyable.

- Use building and zoning codes to encourage a mix of uses, connect entrances and exits to sidewalks, and eliminate “blank walls” to promote street level activity.
- Sidewalks should have a minimum width of five feet but should be wider where pedestrian traffic is higher, including near schools, senior centers, and commercial areas or where sidewalks connect or overlap with recommended on-road greenway connections.
- Applicable buildings should be required to build to the sidewalk. Also, parking lots should be prohibited in front of buildings where possible to develop pedestrian oriented areas.
- Promote parking and development policies that encourage multiple destinations within an area to be connected by pedestrian

trips. Specifically, promote the connectivity of parking lots between businesses for increased safety and avoidance of roadway traffic.

- Parked vehicles shall not block pedestrian walkways.
- Require benches, shelters, sheltered transit stops, trees, and other features to facilitate the convenience and comfort of pedestrians.

GREENWAYS

- ‘Greenways’ should be defined as part of the Town of Pittsboro’s public infrastructure. Greenways are public infrastructure that provide important functions to not only offer transportation alternatives, but to protect public health safety and welfare. Within flood prone landscapes, greenways offer the highest and best use of floodplain land, mitigate the impacts from frequent flooding and offer public utility agencies access to floodplains for inspection, monitoring and management. Greenways filter pollutants from stormwater and provide an essential habitat for native vegetation that serves to cleanse water of sediment. Greenway trails provide viable routes of travel for cyclists and pedestrians and serve as alternative transportation corridors for urban and suburban commuters. Greenways serve the health and wellness needs of our community, providing close-to-home and close-to-work access to quality outdoor environments where residents can participate in doctor prescribed or self-initiated health and wellness programs. All of these functions make greenways a vital part of community infrastructure.

- Subdividers are required to provide natural buffers along both sides of all perennial streams. Public greenway trails with limited disturbance along perennial and intermittent streams are excellent uses for these spaces and should be dedicated during the subdivision process.

- Encourage utility corridor development practices that allow for maximum compatibility with pedestrian and bikeway corridors. Land and easements purchased for the purpose of providing utilities (such as water and sewer) can serve a greater community benefit if developed to accommodate a multi-use trail.



CHAPTER OUTLINE:

5.0 OVERVIEW

5.1 KEY ACTION STEPS

- 1) *Adopt this Plan*
- 2) *Begin Top Priority Projects*
- 3) *Improve and Enforce City Regulations*
- 4) *Support Continued Efforts of the Parks and Recreation Advisory Board*
- 5) *Take Advantage of All Opportunities*
- 6) *Seek Multiple Funding Sources and Facility Development Options*
- 7) *Develop Pedestrian Programming*
- 8) *Ensure Planning Efforts Are Integrated Regionally*

5.2 TOP PRIORITY PROJECTS

5.3 STAFFING

5.4 PERFORMANCE MEASURES (EVALUATION AND MONITORING)

5.5 PEDESTRIAN FACILITY DEVELOPMENT

5.6 GREENWAY ACQUISITION

5.0 OVERVIEW

The primary barrier to pedestrian facilities—such as sidewalks, safe intersections, and greenways—is funding. Pittsboro is a small town with a small tax base, in part because many downtown buildings are occupied by non-taxed county government offices. This financial barrier is precisely the rationale to prioritize the pedestrian improvements with the greatest impact for the fewest dollars.

Successful implementation will also require the dedication of Town staff and the continued support of Parks and Recreation Advisory Board members and local advocates. This chapter will serve as a simple guide with key action steps, top priority projects, staffing recommendations, an evaluation and monitoring process, methods of pedestrian facility development and greenway acquisition.

5.1 KEY ACTION STEPS

These following steps are integral to achieving the goals and vision of this Plan. As guiding recommendations and the clearest representation of specific items to accomplish, they should be referred to often. With the exception of the first step, there is no particular order in which these should be addressed.

ADOPT THIS PLAN.

Through adoption, the Plan becomes a legitimate planning document of the Town. Adoption shows that the Town of Pittsboro has undergone a successful, supported planning process. The Town can then use this document to receive funding through NCDOT and other resources. The Town Boards and Planning staff should become knowledgeable of this Plan and support ordinance amendments and policy recommendations. Finally, this Plan should also be integrated into future Town of Pittsboro planning documents.

BEGIN TOP PRIORITY PROJECTS.

The prioritization of pedestrian facility development provides a list of the most important projects to improve connectivity and safety. The prioritization matrix, found in Appendix B, lists the improvements in order of importance. Top priority projects are pulled from this matrix and described in the next section. Steering Committee input, public input, and

criteria such as sidewalk gap closure and proximity to schools and other trip attractors were used to develop this list. Immediate attention to the high priorities will instantly have a large impact on pedestrian conditions in Pittsboro. These high priority projects should be supported by local funding and part of the local Capital Improvement Program (CIP).

IMPROVE AND ENFORCE TOWN REGULATIONS.

To ensure future development provides pedestrian facilities and improves pedestrian friendliness, regulations should be updated and enforced. These policy recommendations are provided in more detail in Chapter 4. It should be the goal of the Planning Department to update zoning and subdivision regulations as soon as possible and to enforce these. All pedestrian-related regulations should be subject to case-by-case environmental evaluation. The most important regulation updates are:

- Adopt and implement Design Guidelines (Chapter 6).
- Mandatory development of sidewalk and greenway network when on adopted Town Plan map through an area of new development.
- The creation of a mandatory dedication, impact fee, or fee-in-lieu program for new development to provide pedestrian and greenway facilities.

SUPPORT CONTINUED EFFORTS OF THE PARKS AND RECREATION ADVISORY BOARD

Many communities across the State have commissions for this purpose. The PARAB should continue its advocacy role for on-road bicycle and pedestrian issues to provide a network of off-road and on-road facilities that connects people to places. The Board should help coordinate the implementation of this Plan, develop programs, continue to listen to community needs, promote the pedestrian network, and keep positive momentum going. Consider appointing a PARAB liaison or providing formal reports to the Planning Board and Town Board of Commissioners on development review issues related to pedestrian, bicycle, and greenway planning (or continue to do so if this function is already in place).

The PARAB can also help monitor the progress of the Town and NCDOT as they develop new facilities and programs. This group can push for additional improvements to build upon the recommendations of this plan. Coordination with NCDOT, specifically the Division of Bicycle and Pedestrian Transportation and the local Division 8 office, will prove critical if this plan is to be implemented successfully.

TAKE ADVANTAGE OF ALL OPPORTUNITIES

While it is ideal to develop pedestrian facilities in order of priority, it is wise to also create facilities when opportunity arises. Some of the most cost-effective opportunities to provide pedestrian facilities are during routine roadway construction, reconstruction, and repaving projects. A new commercial development or a roadway widening project, for instance, would provide the means to build sidewalks or trails as a component of an existing effort, saving costs.

SEEK MULTIPLE FUNDING SOURCES AND FACILITY DEVELOPMENT OPTIONS

Multiple approaches should be taken to support pedestrian facility development and programming. It is important to secure the funding necessary to undertake the short-term, top priority projects but also to develop a long term funding strategy to allow continued development of the overall system. Capital and Powell Bill funds for sidewalk, crosswalk, and greenway construction should be set aside every year, even if only for a small amount (small amounts of local funding can be matched to outside funding sources). A variety of local, state, and federal options and sources exist and should be pursued. These funding options are described in Appendix C. Other methods of pedestrian facility development and greenway acquisition that are efficient and cost-effective are described later in this chapter.

DEVELOP PEDESTRIAN PROGRAMMING.

Programming such as Safe Routes to School and others described in Chapter 4 can help educate and encourage users. Safe Routes to School offers a number of school workshop opportunities and construction funding for improvements around schools. Public events and media involvement should also be considered when announcing new walkways and upcoming projects.

ENSURE PLANNING EFFORTS ARE INTEGRATED REGIONALLY.

Regional efforts such as those described in Chapter 3 are opportunities for the Town of Pittsboro. Combining resources and efforts with surrounding municipalities, regional entities, and stakeholders is mutually beneficial. Regional, long-distance trails often spark the most excitement, use, and tourism. The Town should remain coordinated with Chatham County and neighboring municipalities on regional trail initiatives. It is important to stay aware and communicative with other municipal, county, state, and NCDOT efforts to ensure the Town takes advantage of funding opportunities and support. A PARAB member, for example, could have the responsibility of staying in tune and updating the Town on regional trail initiatives.

After adoption by the Town, the Town should ensure that this document is recognized in regional transportation plans, as well as into the official work schedule and planning of the local NCDOT Division 8.

5.2 TOP PRIORITY PROJECTS

As generated and listed in the Appendix B Prioritization Matrix, the top pedestrian projects in Pittsboro are ones that make the most efficient use of limited resources, serving multiple functions, such as connectivity and safety. These are projects that should occur in the short-term to have an immediate, visible and positive impact. These projects should be incorporated into the Town’s Capital Improvement Program (CIP) and/or State Transportation Improvement Program (TIP). In order to make the State TIP list or the Priority Needs List, the Town of Pittsboro will have to work directly to submit needs after adoption of the plan.

As described in Chapter 3, there are three core types of pedestrian facilities recommended: sidewalks, greenways, and intersection improvements. Intersection improvement recommendations are provided in Chapter 3, all of which are high priority. Sidewalks are prioritized in matrix format in Appendix E. Greenways are prioritized based on connections they provide and public input.

The following table lists the top 12 priority pedestrian projects and estimated costs. Cost per linear foot for sidewalks and crosswalks was provided by the North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation. These figures are for planning purposes only.

PRIORITY PEDESTRIAN FACILITIES AND ESTIMATED COSTS

Priority Rank	Pedestrian Route	From	To	Facility Type	New Sidewalk or Trail, Total LF	Sidewalk Cost: \$50-\$75/ LF	Trail Cost: \$133/ LF	# of new crosswalks	New Crosswalks Total LF	\$4.80/LF	Totals
1	Courthouse Roundabout	East & West (US 64)	Hillsboro & Sanford (15-501)	Crosswalk Improvements	0	\$0	\$0	1	22	\$106	\$105.60
2	Hillsboro (15-501)	East & West (US 64)	Launis	New Sidewalk & Crosswalk, Plus Improvements	1,800	\$90,000	\$0	11	264	\$1,267	\$91,267.20
3	East (US 64)	Hillsboro & Sanford (15-501)	Martin Luther King Jr	New Sidewalk & Crosswalks	2,400	\$120,000	\$0	13	405	\$1,944	\$121,944.00
4	West (US 64)	NC 87	Hillsboro & Sanford (15-501)	Crosswalk Improvements	0	\$0	\$0	14	429	\$2,059	\$2,059.20
5	Creek Corridor	Chatham County Community College	Town Lake Park	Multi-Use Trail/Greenway	3,000	\$0	\$399,000	2	79	\$379	\$399,379.00
6	Graham Rd (NC 87)	West (US 64)	Cooper Farm Rd	New Sidewalk & Crosswalks	6,680	\$501,000	\$0	3	72	\$346	\$501,345.60
7	Sanford (15-501)	East & West (US 64)	Horton	New Sidewalk & Crosswalks	2,420	\$181,500	\$0	9	216	\$1,037	\$182,536.80
8	Hillsboro (15-501)	Powell Place/Lowes	Launis	New Sidewalk & Crosswalks	14,560	\$1,092,000	\$0	10	240	\$1,152	\$1,093,152.00
9	Goldston (NC 87)/Pitts. Elem. School Rd	West (US 64)	McClenahan	New Sidewalk & Crosswalks	4,000	\$300,000	\$0	4	96	\$461	\$300,460.80
10	Salisbury	Credle	CCCC & West (US 64)	New Sidewalk & Crosswalks	6,320	\$474,000	\$0	10	240	\$1,152	\$475,152.00
11	Sewer Easement	Town Lake Park	Cornwallis	Multi-Use Trail/Greenway	4,000	\$0	\$532,000	0	0	\$0	\$532,000.00
12	Sanford (15-501)	Horton	Moncure-Pittsboro & Goldston (NC 87)	New Sidewalk & Crosswalks	3,640	\$273,000	\$0	6	144	\$691	\$273,691.20
<i>grand total:</i>											\$3,973,093

Sidewalk linear foot costs: \$75 is used when curb and gutter are included; \$50 is used when curb and gutter are not included.

Crosswalk linear foot costs: \$4.80 assumes high-visibility thermoplastic striping.

Greenway trail costs: \$700K per mile is recommended by NCDOT and is used for the table below, although some NC municipalities have built them for less (\$500-\$600K)

5.3 STAFFING

The Town of Pittsboro’s Planning Department is responsible for the coordination of pedestrian planning. The recent addition of an Assistant Planner has allowed for a much greater allocation of time dedicated specifically to this endeavor. In the past half year since the expansion of the department, the planners have provided project management and direction for this plan, increased the required sidewalk width from 4 feet to 5 feet and have applied for approximately \$200,000 worth of grants to provide new sidewalk and trail head improvements. The department is committed to implementing the policy recommendations of this plan in relatively short order.

The Town’s Governing Board, Planning Board, Parks and Recreation Advisory Board and Planning and Public Works Departments are all committed to increasing both the quantity and quality of pedestrian infrastructure. The Planning Department will continue to spearhead initiatives to manifest tangible, on the ground results, from this general sentiment of community support. Building upon the momentum generated from this plan, the department will continue to keep pedestrian infrastructure a high priority in all of its daily planning activities, including site review, maintenance of pedestrian related GIS files, and short to long range planning.

The Planning Department also handles the Town’s Parks and Recreation functions. As such, it has an interest in incorporating safe walking facilities within its growing park system and connecting their facilities via a viable greenways and sidewalk network. It’s recommended that key partnerships with the Chatham County Parks and Recreation Department be maintained, particularly in regards to regional greenway planning and development.

The Public Works Director should continue to participate in the construction and maintenance of all trail and pedestrian facilities. The Public Works Director should also be aware of—and be prepared to—implement the recommendations for pedestrian facilities discussed earlier in this plan. The Public Works Department could also assist the Planning Department in updating cost estimates for future facilities, and providing practical input on this Plan’s design guidelines.

CHATHAM COUNTY PARKS AND RECREATION DEPARTMENT

There is no Parks and Recreation Department within the Town of Pittsboro, though their assistant planner is responsible for parks and recreation related activities. The Chatham County Parks and Recreation Department could be a key partner in carrying out greenway recommendations for this Plan. The Town of Pittsboro should work with Chatham County to apply for funding and coordinate park and greenway facility development. This includes partnering on regional trail efforts, updating and publishing new maps, creating and updating GIS layers of all greenway facilities, proposing future alternative routes, and working with adjacent communities/counties

to coordinate linkages to other greenways. Education and encouragement program opportunities should be incorporated within existing parks, future parks, and recreation centers.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NCDOT Division 8 has shown interest and early support for this Pedestrian Plan. Division 8 maintains the state-owned roads in Pittsboro, affecting the pedestrian facilities (or lack thereof) on much of Pittsboro's roadway environment. Recommendations for pedestrian facilities on NCDOT roads will have to be carried out through a coordinated effort between the Town of Pittsboro and NCDOT Division 8. Some assistance could also be provided through NCDOT's Division of Bicycle and Pedestrian Transportation.

The Town and NCDOT should pursue a pedestrian facility development model used by other North Carolina municipalities (The Town of Cary, for example) for the development of priority projects that are on NCDOT roads. Rather than waiting for certain projects to make it on the TIP list (a process that can take many years), the Town of Pittsboro should pursue an agreement with NCDOT that allows the Town to complete pedestrian projects today, on NCDOT roads, with the understanding that those improvements would eventually be on the TIP. When the project year finally arrives on the TIP, NCDOT would then reimburse the Town for their original pedestrian improvements. For more information on this facility development model, contact the Town of Cary and/or NCDOT Division 5. For more on the TIP process, see section 5.5 of this chapter.

POLICE DEPARTMENT

The Pittsboro Police Department plays a vital role in pedestrian safety. All local police officers should be educated about North Carolina's pedestrian laws to promote positive interactions between pedestrians and motorists. The Guide to North Carolina Bicycle and Pedestrian Laws, written by the NCDOT Division of Bicycle and Pedestrian Transportation, should be distributed to local law enforcement. Programs such as the Safe Routes to School grants, offer the opportunity for the Police Department to partner with other Town Departments to improve pedestrian safety.

VOLUNTEERS

Services from volunteers, student labor, and seniors, or donations of material and equipment may be provided in-kind, to offset construction and maintenance costs. Formalized maintenance agreements, such as adopt-a-trail/greenway or adopt-a-highway can be used to provide a regulated service agreement with volunteers. Other efforts and projects can be coordinated as needed with senior class projects, scout projects, interested organizations, clubs or a neighborhood's community service to provide for many of the program ideas outlined in Chapter 4 of this plan. Advantages of utilizing volunteers include reduced or donated planning and construction costs, community pride and personal connections to the Town's greenway and pedestrian networks.

5.4 PERFORMANCE MEASURES (EVALUATION AND MONITORING)

The Town of Pittsboro should establish performance measures to benchmark progress towards achieving the goals of this Plan. These performance measures should be stated in an official report within two years after the Plan is adopted. Baseline data should be collected as soon as the performance measures are established. The performance measures should address the following aspects of pedestrian transportation and recreation in Pittsboro:

- Safety. Measures of pedestrian crashes and injuries.
- Usage. Measures of how many people walking on on-road and off-road facilities.
- Facilities. Measures of how many pedestrian facilities are available and the quality of these facilities.
- Education/Enforcement. Measures of the number of people educated and/or number of people ticketed as a part of a pedestrian safety campaign.
- Institutionalization. Measures of the total budget spent on pedestrian and greenway projects and programs or the number of municipal employees receiving pedestrian facility design training.

When establishing performance measures, the Town should consider utilizing data that can be collected cost-effectively and be reported at regular intervals, such as in a performance measures report that is published every two years. As the process of collecting and reporting pedestrian and greenway data is repeated over time, it will become more efficient. The data will be useful for identifying trends in non-motorized transportation usage and conditions.

Land use, transportation, development, and the overall landscape will continue to change as Pittsboro grows resulting in a dynamic area. Also new opportunities or input from an on-going monitoring and evaluation process may emerge, leading to the need to adapt and update the recommendations of this Plan.

5.5 PEDESTRIAN FACILITY DEVELOPMENT

This section describes different construction methods for the proposed pedestrian facilities outlined in Chapter 3 of this Plan.

Note that many types of transportation facility construction and maintenance projects can be used to create new pedestrian facilities. It is much more cost-effective to provide pedestrian facilities during roadway and transit construction and re-construction projects than to initiate the improvements later as “retrofit” projects.

To take advantage of upcoming opportunities and to incorporate pedestrian facilities into routine transportation and utility projects, the assigned “Pedestrian Coordinator” should keep track of the Town’s projects and any other local and NCDOT transportation improvements. While doing this, he/she should be aware of the different procedures for state and local roads and interstates. More detail on facility design and treatment can be found in Chapter 6.

NCDOT TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

The Transportation Improvement Program (TIP) is an ongoing program at NCDOT which includes a process asking localities to present their transportation needs to state government. Pedestrian facility and safety needs are an important part of this process. Every other year, a series of TIP meetings are scheduled around the state. Following the conclusion of these meetings, all requests are evaluated. Pedestrian improvement requests, which meet project selection criteria, are then scheduled into a four-year program as part of the state’s long-term transportation program.

There are two types of projects in the TIP: incidental and independent. Incidental projects are those that can be incorporated into a scheduled roadway improvement project. Independent are those that can stand alone such as a greenway, not related to a particular roadway.

The Town of Pittsboro, guided by the Pedestrian Coordinator, should strongly consider important pedestrian projects along State roads to present to the Triangle Area Rural Planning Organization (RPO) and State. Local requests for small pedestrian projects, such as sidewalk links, can be directed to the RPO or the local NCDOT Division 8 office. Further information, including the criteria evaluated can be found at: http://www.ncdot.org/transit/bicycle/funding/funding_TIP.html

LOCAL ROADWAY CONSTRUCTION AND RECONSTRUCTION

Pedestrians should be accommodated any time a new road is constructed or an existing road is reconstructed. All new roads with moderate to heavy motor vehicle traffic should have sidewalks and safe intersections. The Town of Pittsboro should take advantage of any upcoming construction projects, including roadway projects outlined in local comprehensive and transportation plans. Also, case law surrounding the ADA has found that roadway resurfacing constitutes an alteration, which requires the addition of curb ramps at intersections where they do not exist.

RESIDENTIAL AND COMMERCIAL DEVELOPMENT

As detailed in Chapter 4, the construction of sidewalks and safe crosswalks should be required during development. Construction of pedestrian facilities that corresponds with site construction is more cost-effective than retro-fitting. In commercial development, emphasis should also be focused on safe pedestrian access into, within, and through large parking lots. This ensures the future growth of the pedestrian network and the development of safe communities.

RETROFIT ROADWAYS WITH NEW PEDESTRIAN FACILITIES

For top priority pedestrian projects, it may be necessary to add new facilities before a roadway is scheduled to be reconstructed. In some places, it may be relatively easy to add sidewalk segments to fill gaps, but other segments may require removing trees, relocating landscaping or fences, regrading ditches or cut and fill sections.

BRIDGE CONSTRUCTION OR REPLACEMENT

Provisions should always be made to include a walking facility as a part of vehicular bridges, underpasses, or tunnels, especially if the facility is part of the Pedestrian Network. All new or replacement bridges should accommodate pedestrians with wide sidewalks on both sides of the bridge. Even though bridge replacements do not occur regularly, it is important to consider these in longer-term pedestrian planning. NCDOT bridge policy states that sidewalks shall be included on new NCDOT road bridges with curb and gutter approach roadways. A determination of providing sidewalks on one or both sides is made during the planning process. Sidewalks across a new bridge shall be a minimum of five to six feet wide with a minimum handrail height of 42".

SIGNAGE AND WAYFINDING PROJECTS

The Town should consider developing and adopting a signage style policy and procedure, to be applied throughout the entire community, to make it easier for people to find destinations. Pedestrian route and greenway signs are one example of these wayfinding signs, and they can be installed along routes as a part of a comprehensive wayfinding improvement project. For a step-by-step guide to help non-professionals participate in the process of developing and designing a signage system, as well as information on the range of signage types, visit the Project for Public Places website: http://www.pps.org/info/amenities_bb/signage_guide

EXISTING TOWN EASEMENTS

The Town has many existing easements throughout Pittsboro, offering an opportunity for greenway facilities. Sewer easements are very commonly used for this purpose, offering cleared and graded corridors that easily accommodate trails. This approach avoids the difficulties associated with acquiring land, and it utilizes the Town's existing resources.

5.6 GREENWAY ACQUISITION

Since not all greenways can be built on existing Town easements, land acquisition is an important component of greenway development. It will be necessary to work with landowners and future development projects. Land acquisition and resource protection methods should be strategic, efficient, and respectful. Non-profit land protection agencies, land trusts, and/or environmental organizations can assist when attempting to acquire or manage property. These entities often have a great deal of experience selling the greenway benefits of conservation. Because these types of organizations do not have the power to condemn land or the power to tax, they often have excellent personal and professional relations with local landowners. Many options are available to obtain different degrees of control and different ownership relationships to regulate resource use. Providing educational material to local landowners and developers about the benefits of greenways and land/easement donations is an excellent means to stimulate greenway acquisition. The following is a list of potential conservation tools, developing partnerships, development regulations, land management techniques, and acquisition/donation. A more detailed look at each of these tools is provided in Appendix D- Acquisition Strategies.

Given their role for water quality improvements in the Robeson Creek watershed, the Robeson Creek Watershed Council (RCWC) and the NCSU Water Quality Group (WQG) should also be a major stakeholders in the Town's efforts to conserve greenway corridors along waterways. The Town of Pittsboro is already an active partner with the RCWC and WQG, through numerous grants to improve water quality.

LAND ACQUISITION / CONSERVATION TOOLS

Partnerships

Partnerships with land trusts, local developers, and private land managers can assist the Town of Pittsboro in developing greenway facilities.

- Land Trusts
- Private Land Managers

Regulatory Methods

This type of resource protection is used to shape the use and development of the land without transferring or selling the land. The rules for this type of tool are established and enforced by a governing body.

- Exactions (Development/Impact Fee, Mandatory Dedications, Fee in Lieu)
- Growth Management Measures (Adequate Public Facilities Ordinances/Concurrency)

- Performance Zoning
- Incentive Zoning
(Dedication or Density Transfers)
- Conservation Zoning
(Buffer or Transition Zones)
- Overlay Zoning
- Negotiated Dedications
- Reservation of Land
- Planned Unit Development
- Cluster Development

Land Management

This type of resource protection refers to developing agreements and/or management plans for public use and greenway easements through private property. This method helps conserve the resources of an open space or greenway parcel or easement.

- Management Plans
- Conservation Easement
- Preservation Easement
- Public Use Easement

Acquisition

Land acquisition is a method used to acquire property rights to protect resources or to allow access and free movement of users on a property. This type of method is permanent. Acquisition methods can be divided into two categories: 1) landowners retain ownership of the land and preserve a resource through an easement or other mutual agreement, or 2) land ownership and management is transferred or donated from a landowner to a conservation agency (local government, land trust, or other preservation organization.)

- Donation (Tax Incentives)
- Fee Simple Purchase
- Easement Purchase
- Lease Back Purchase
- Bargain Sale
- Installment Sale
- Right of First Refusal
- Purchase of Development Rights
- Land Banking
- Condemnation
- Eminent Domain

