



Division of
Bicycle &
Pedestrian
Transportation

EXECUTIVE SUMMARY *for the* PITTSBORO PEDESTRIAN TRANSPORTATION PLAN

the town of pittsboro, north carolina | 2009



OVERVIEW

The Town of Pittsboro, local organizations and individual citizens have long been involved in efforts to improve conditions for pedestrian safety, access, and mobility. This plan combines past planning efforts with new research and analysis, plus a full public input process. The result is a complete, up-to-date framework for moving forward with tangible pedestrian transportation improvements.

VISION STATEMENT

Vision statements and project goals were collected through public workshops, project steering committee meetings, input from Town staff, and an online survey of local residents. These were combined, condensed, and crafted into the following:

"Pittsboro's vision is to develop a comprehensive and connected pedestrian network that provides safe access to homes, schools, workplaces, park and recreational facilities, and other important destinations as part of an active and walkable community. We envision children walking safely to school, seniors walking to nearby destinations, citizens moving safely in high traffic areas, tourists moving about community and downtown areas easily on foot, and motor vehicles driving at safe speeds in Pittsboro. Pittsboro's goals and objectives will help guide town officials, staff, citizens, and other stakeholders to help make this vision a reality."

BENEFITS OF PEDESTRIAN TRANSPORTATION

Communities across the United States and throughout the world are implementing strategies for serving the walking needs of their residents, and have been doing so for many years. They do this because of their

obligations to promote health, safety and welfare, and also because of the growing awareness of the many benefits of walking. Walking helps to improve people's health and fitness, enhance environmental conditions, decrease traffic congestion, and contributes to a greater sense of community. Scores of studies from experts in the fields of public health, urban planning, urban ecology, real estate, transportation, sociology, and economics have supported such claims and have acknowledged the substantial value of supporting walking as it relates to active living and alternative transportation. *See Chapter 1 for details.*

EXISTING CONDITIONS

Pittsboro has a minimal and incomplete sidewalk network and few town-owned off-road pathways. Some sidewalks are in place but, overall, they are disconnected and limited to a few arterials and collectors. In recent years, the town has required developers to install sidewalks but they are characterized more as piecemeal sections than a network. This has left many important destinations not well served by a pedestrian system, including the community college and most residences. Few intersections in town have either marked crosswalks or pedestrian signals. The primary routes through downtown – 15-501 and US 64 – are both difficult to cross for pedestrians, especially during daylight hours. Town officials and NC DOT have made an effort to improve the sidewalk network in recent years. *These efforts and other plans and studies are summarized in Chapter 2.*

Clockwise, starting top left: A sidewalk project in Potterstone Village, Pittsboro; a natural surface greenway trail at Town Lake Park, Pittsboro; the American Tobacco Trail, a regional example of a paved surface greenway trail; and, a pedestrian crossing at the County Courthouse, Pittsboro



RECOMMENDATIONS

A variety of sources were consulted during the development of the Pedestrian Network: previous plans and studies, maps of existing pedestrian conditions, the consultant’s fieldwork inventory, public input, and noted pedestrian trip attractors. The Proposed Pedestrian Network for Pittsboro consists of sidewalk projects, crossing improvements, and off-road greenways. Together these proposed facilities should be developed or improved to create a safe and connected pedestrian network throughout the Town.

IDENTIFYING PROJECTS PRIORITIES

The criteria used to rank each segment was based on public input, steering committee input, and data collected pertaining to Pittsboro’s existing conditions. Furthermore, the criteria were weighted according to standards used throughout North Carolina, and modified to reflect input from Pittsboro’s online public survey results. For details on this process, see Appendix E.

FACILITY DEVELOPMENT

Chapter 5 describes different construction methods for the proposed pedestrian facilities, covering the following:

- NCDOT Transportation Improvement Program
- Local Roadway Construction and Reconstruction
- Residential and Commercial Development
- Retrofit Roadways with New Pedestrian Facilities
- Bridge Construction or Replacement
- Signage and Wayfinding Projects
- Existing Town Easements

FUNDING

Implementing the recommendations of this plan will require a combination of funding sources that include local, state, federal, and private money. Appendix B defines and describes 30 possible funding sources that could be used to support the planning, design and development of pedestrian and greenway improvements.

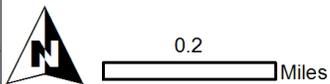
PRIORITY PEDESTRIAN FACILITIES AND ESTIMATED COSTS

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

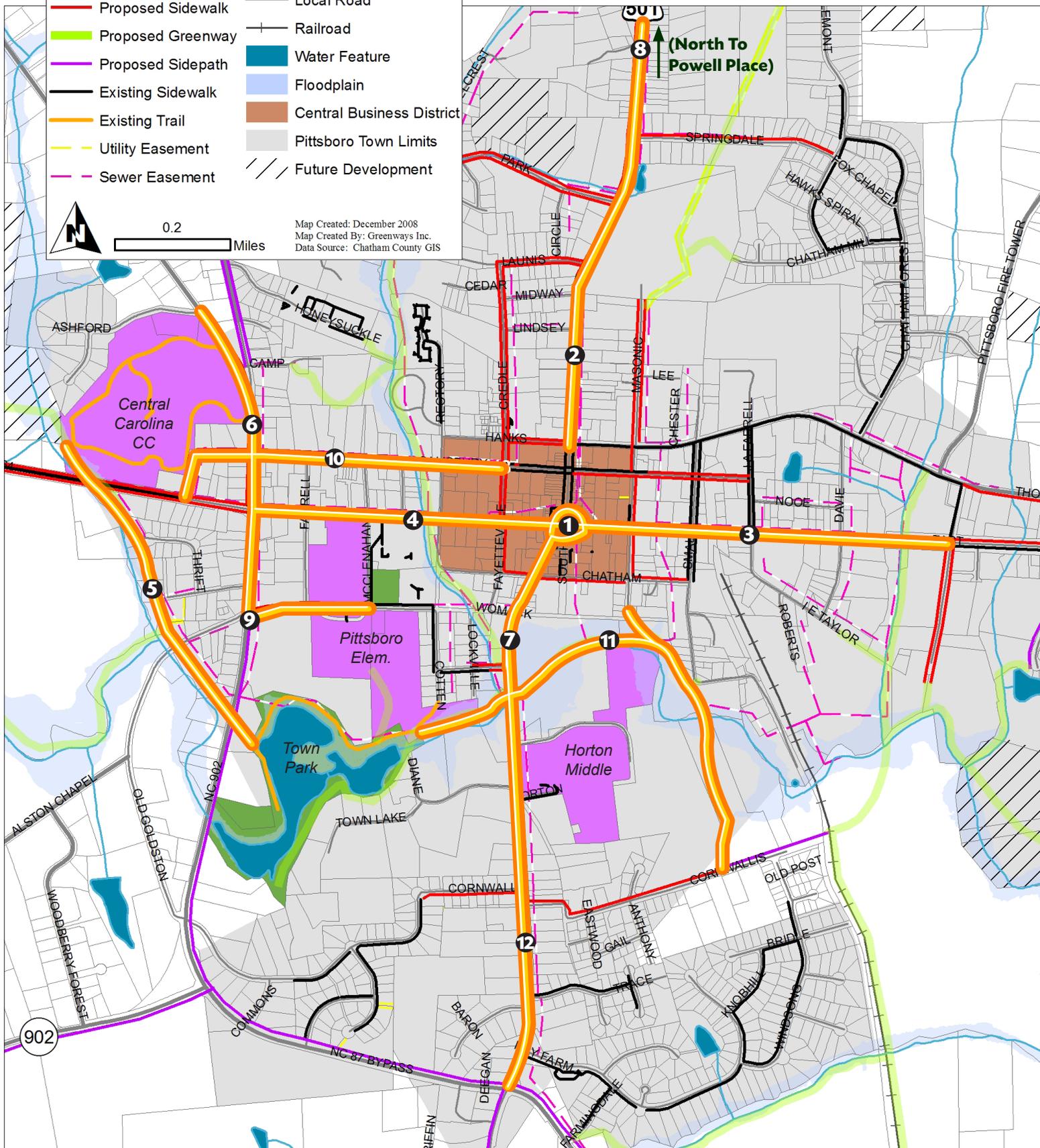
Legend

- Top Priority Labels (match to table on p. E-5)
- Top Priority Segments
- Proposed Sidewalk
- Proposed Greenway
- Proposed Sidepath
- Existing Sidewalk
- Existing Trail
- Utility Easement
- Sewer Easement
- Federal Highway
- State Road
- Local Road
- Railroad
- Water Feature
- Floodplain
- Central Business District
- Pittsboro Town Limits
- Future Development



Map Created: December 2008
 Map Created By: Greenways Inc.
 Data Source: Chatham County GIS

**TOP 12 PRIORITY PEDESTRIAN PROJECTS
 TOWN OF PITTSBORO**



PUBLIC INPUT

Appendix A summarizes the various avenues of public outreach that were employed to gather input during the planning process, including the comment form, two public workshops and other forms of outreach. Below are some key findings, according to the 140+ people who submitted comments through the online comment form:

- 94 percent said that the goal of creating a walkable community is “very important”.
- People are walking for both transportation and recreation, but most are walking only a few times per month.
- 82 percent identified “availability of a safe route” as the top factor in whether or not they choose to walk; other key factors influencing the choice to walk include “the need for exercise” and “weather”.
- The lack of sidewalks and trails, unsafe crossings, and deficient sidewalks were identified as the top factors that keep people from walking in Pittsboro.
- Conversely, the top needs identified include crossing improvements, improved greenway and trail systems, new and improved sidewalks, and pedestrian-friendly land uses.
- 15-501 and US 64 were identified as the top roadway corridors most in need of sidewalk improvements.
- The top three walking destinations people would most like to get to are restaurants, shopping, and greenways.
- 95 percent said that public funds should be used to improve pedestrian facilities (sidewalks, crosswalks, trails, etc.), including state and federal grants, capital improvements bonds, and existing local taxes.



Images from the Pedestrian Planning Workshop at the Pittsboro Farmers Market, 2008.



PROGRAMS + POLICIES

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. Chapter 4 outlines recommended programs, policies, and in some cases, policy changes for the Town of Pittsboro.

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