

Gibsonville Comprehensive Pedestrian Plan

Town Board of
Aldermen Meeting:

June 16, 2014



Final Plan Highlights

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TOWN OF GIBSONVILLE



2014 COMPREHENSIVE PEDESTRIAN PLAN



GIBSONVILLE, NC
COMPREHENSIVE PEDESTRIAN PLAN

Chapter 1: Introduction

- Purpose
- Vision Statement & Goals
- The Planning Process
- Benefits of a Walkable Community

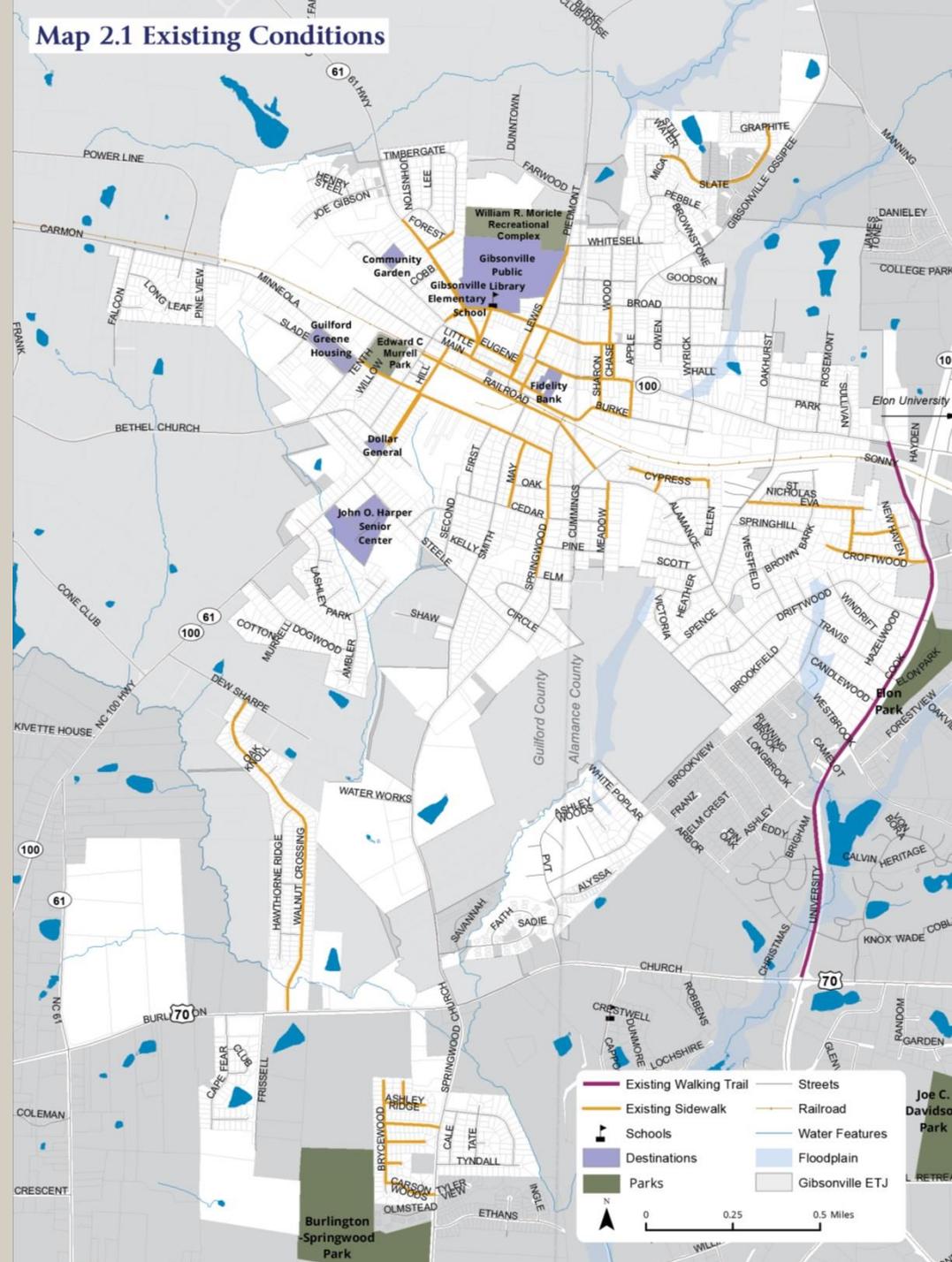
VISION STATEMENT

The Town of Gibsonville will be a place where pedestrian connectivity and access is provided to downtown, schools, parks, and other recreation destinations; where comprehensive pedestrian design is integrated into all future planning and development; and where active transportation improvements enable residents of Gibsonville to enjoy a high quality of life.

Chapter 2: Existing Conditions

- Current Pedestrian Environment
- Demographic Analysis
- Pedestrian-related Crashes

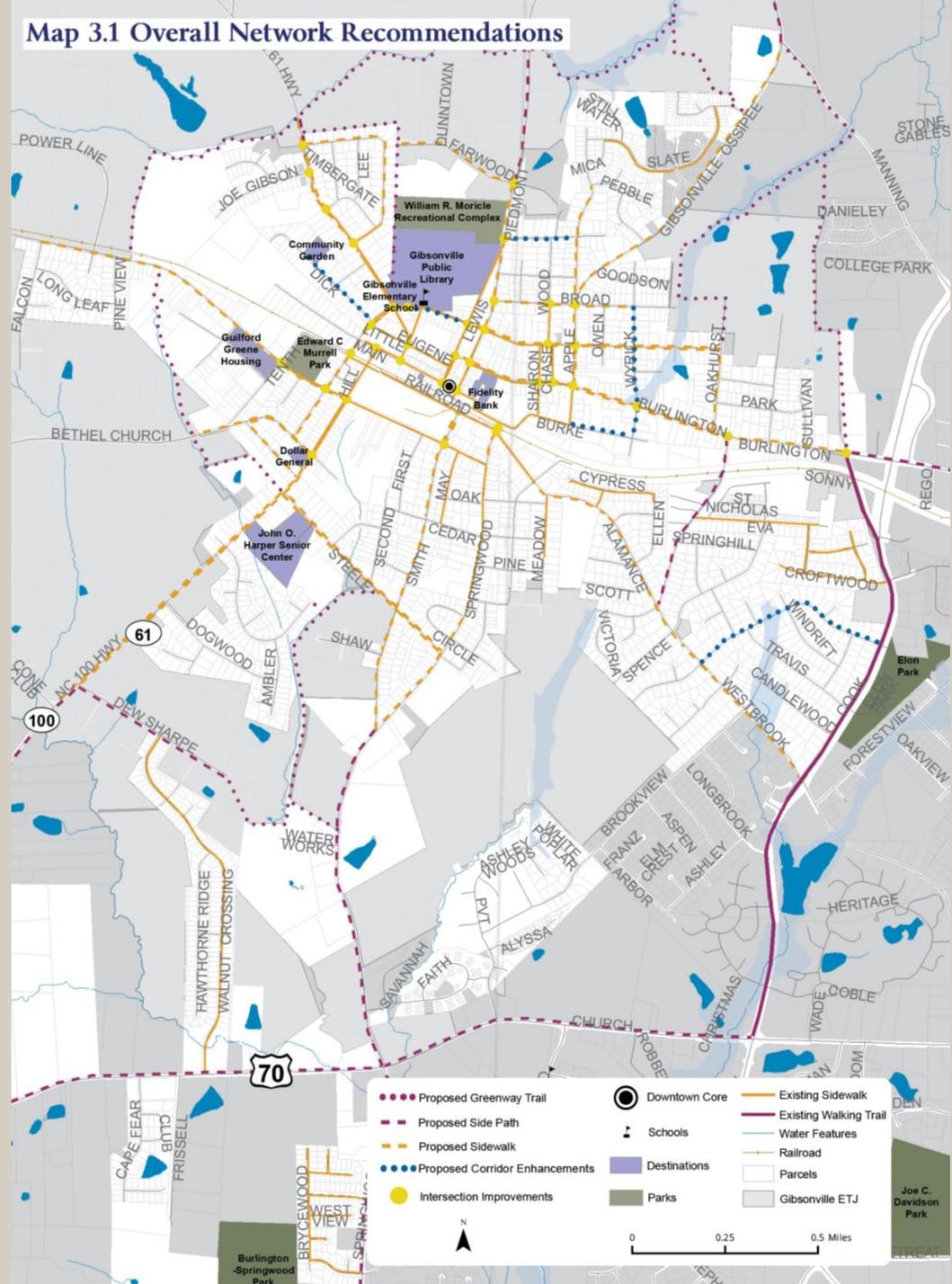
Map 2.1 Existing Conditions



Chapter 3: Network Recommendations

- Sidewalk Recommendations
- Corridor Enhancements
- Priority Intersections
- Trail Recommendations
- High Priority Projects

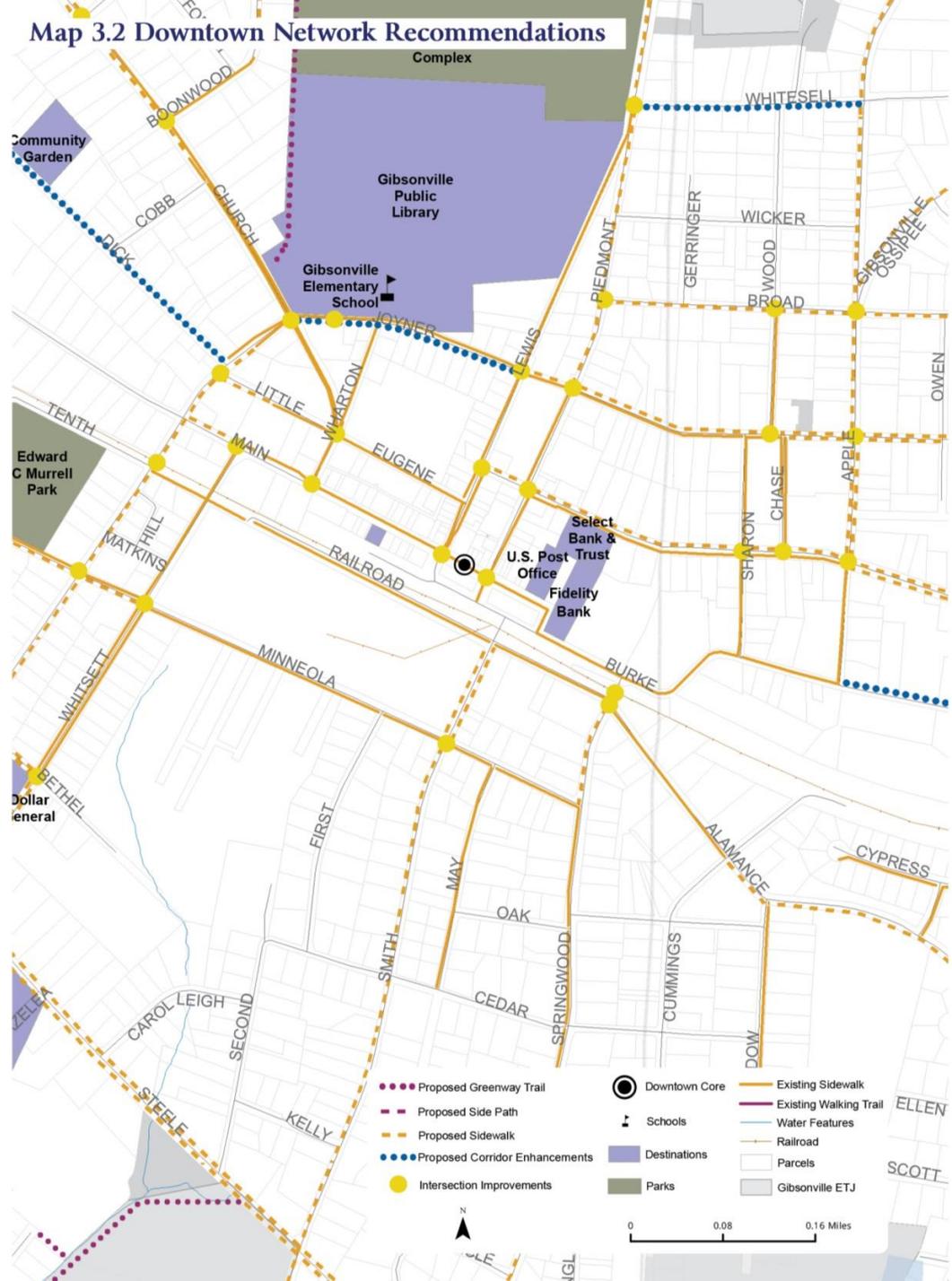
Map 3.1 Overall Network Recommendations



Chapter 3: Network Recommendations

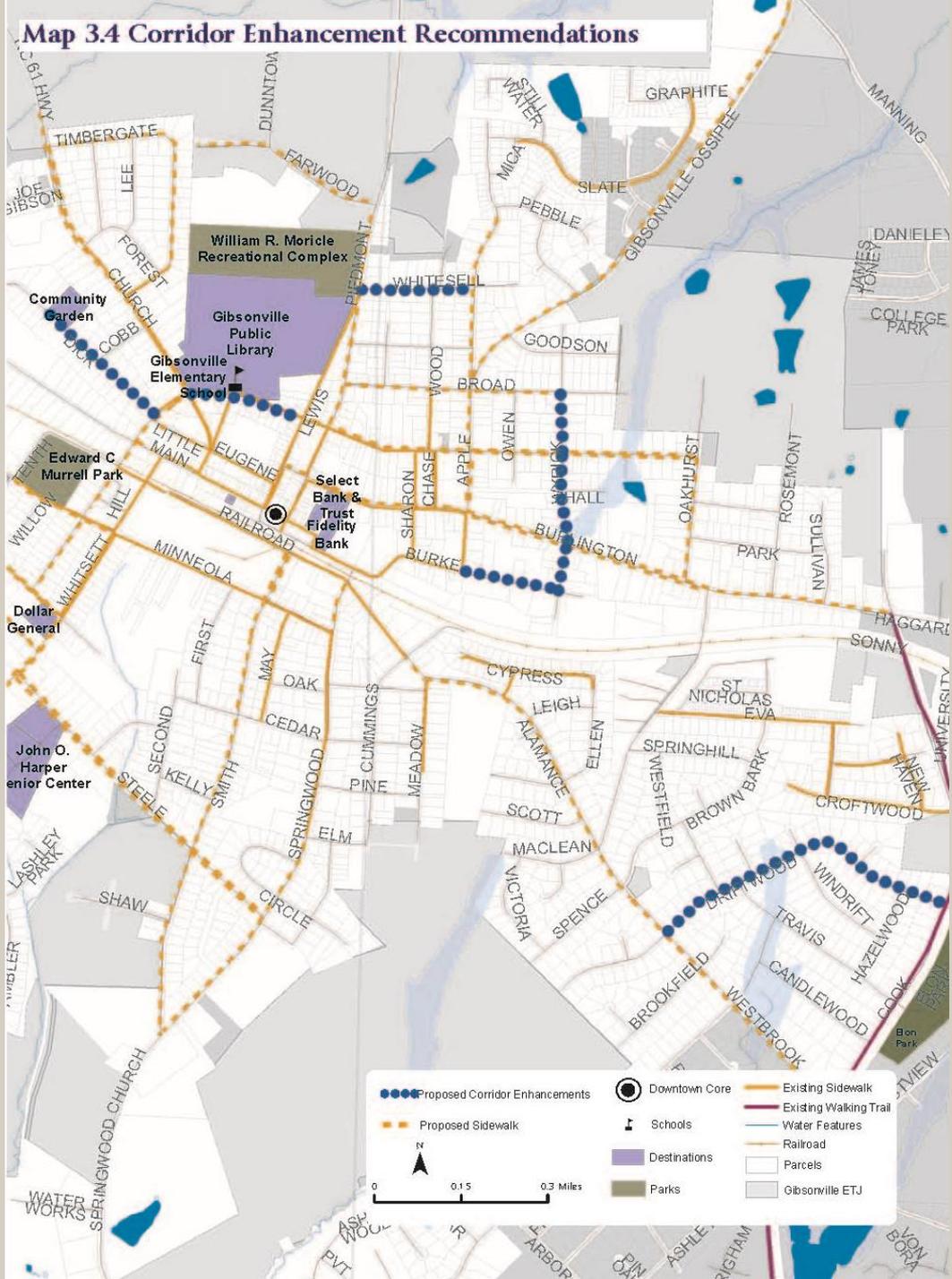
- Downtown Area

Map 3.2 Downtown Network Recommendations



Chapter 3: Network Recommendations

- Corridor Enhancements



Corridor Enhancements: Burlington Avenue

BEFORE



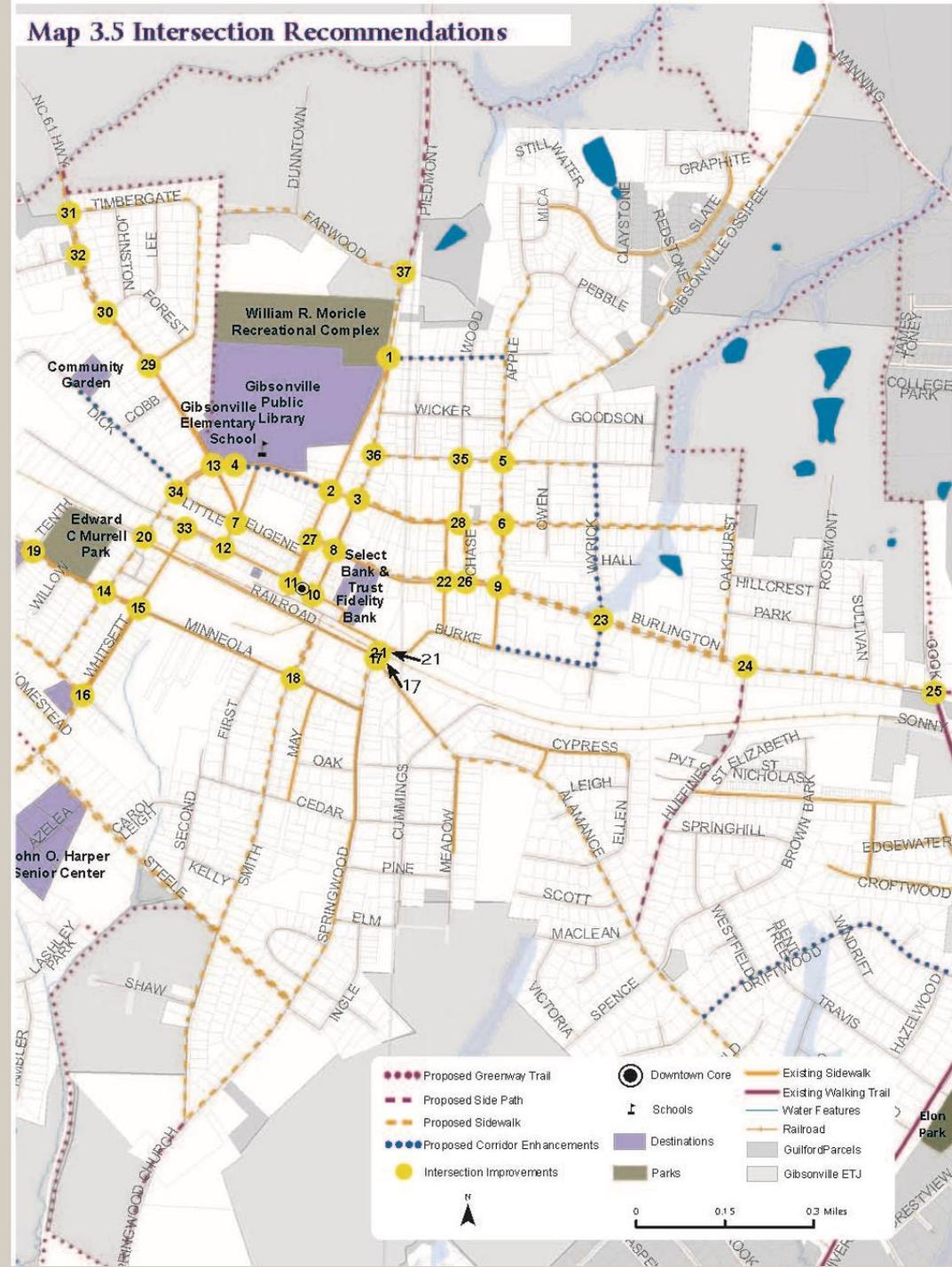
AFTER



Chapter 3: Network Recommendations

- Evaluation of
37
Intersections

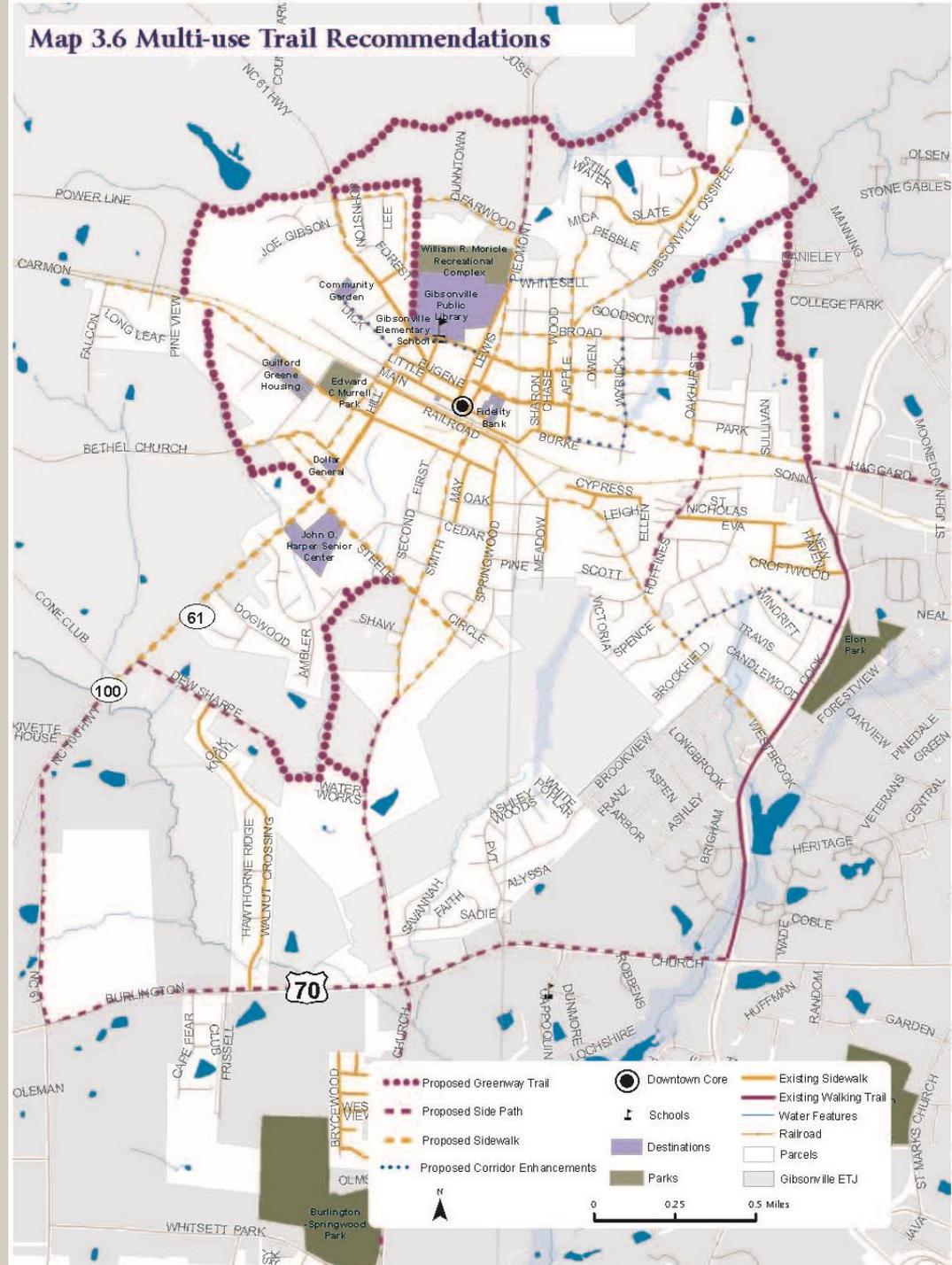
Map 3.5 Intersection Recommendations



Chapter 3: Network Recommendations

- Multi-use Trail
Recommendations

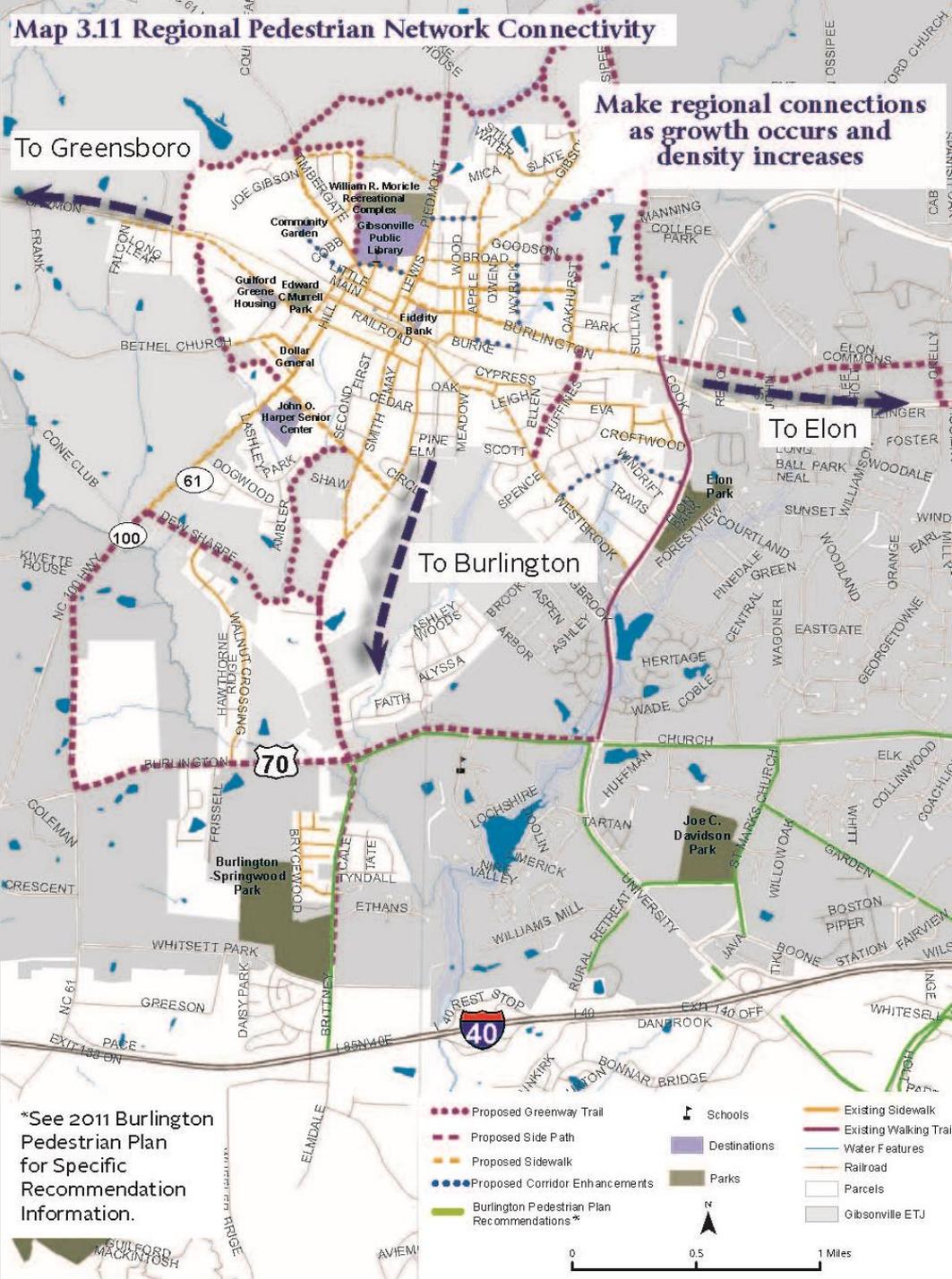
Map 3.6 Multi-use Trail Recommendations



Chapter 3: Network Recommendations

- Regional Connections

- Connection to Elon via a multi-use trail along Burlington Avenue/NC 100
- Connection to Lake Mackintosh via University Drive
- Connections to Burlington via sidewalk and multi-use trail connections along Witsett Avenue, NC 61, NC 100, Burlington Road/US 70, Springwood Avenue, and Springwood Church Road as density increases



Chapter 3: Network Recommendations

- 10 High Priority Projects
- Burlington Avenue
- E. Joyner Street
- Piedmont Avenue
- Church Street
- W. Main Street
- Burlington Avenue
- Broad Street
- S. Joyner Street
- E. Joyner Street
- Piedmont Avenue

Map 3.12 Priority Project Locations



Chapter 3: Network Recommendations

- 1. Burlington Ave
- Planning-level cost estimate: \$17,750



Chapter 3: Network Recommendations

- 2. E. Joyner Street
- Planning-level cost estimate: \$34,805



Chapter 3: Network Recommendations

- 3. Piedmont Avenue
- Planning-level cost estimate: \$41,152

Map 3.15 Priority Project #3: Piedmont Avenue



Chapter 3: Network Recommendations

- 4. Church Street
- Planning-level cost estimate: \$74,606

Map 3.16 Priority Project #4:
Church Street



Gibsonville
Public
Library

Chapter 3: Network Recommendations

- 5. W. Main Street
- Planning-level cost estimate: \$7,920



Chapter 3: Network Recommendations

- B. Burlington Avenue
- Planning-level cost estimate: \$257,434

Map 3.18 Priority Project #6: Burlington Avenue



Chapter 3: Network Recommendations

- 7. Broad Street
- Planning-level cost estimate: \$44,180

Map 3.19 Priority Project #7: Broad Street



Chapter 3: Network Recommendations

- S. Joyner Street
- Planning-level cost estimate: \$22,512

Map 3.20 Priority Project #8: S. Joyner Street



Chapter 3: Network Recommendations

- 9. E. Joyner Street
- Planning-level cost estimate: \$28,742



Chapter 3: Network Recommendations

- 10. Piedmont Avenue
- Planning-level cost estimate: \$19,700



Chapter 4: Programs & Policy Review

- Lighting of the Green
- Gibsonville/Elon Kiwanis Club Annual Car Show
- Saturdays at Seven Concert Series



I brake for
people.



WATCH
FOR ME - NC

Original concept courtesy of the City of Portland and NETRA.



Chapter 4: Programs & Policy Review

Table 4.2: Unified Development Ordinance Review and Recommendations

Ordinance	Existing Ordinance Text (Abridged) Suggested additions shown in bold italic. Attention is drawn to italicized text.	Comments/Suggested Language
IV.45.c.	...detailed or technical design requirements and construction specifications relating to various types of improvements (streets, sidewalks, etc.) are set forth in one or more of the appendices in this ordinance.	See Appendix C
IV.46.b.4.	Before submitting an application for a conditional-use permit authorizing a development that consists of or contains a major subdivision, the developer shall submit to the administrator <i>a sketch plan of each subdivision, drawn approximately to scale. The sketch plan shall contain: 4) The tentative street and lot arrangement.</i>	Should be amended to reflect the sidewalk widths, zones, furnishing/plantings, and parking.
IV.57.c.2.	If a development that is to be built in phases or stages includes improvements that are designed to relate to, benefit, or be used by the entire development (such as a swimming pool or tennis courts in a residential development) then, as part of his application for development approval, the developer shall submit a proposed schedule or completion of such improvements...(2)	Need to define "amenities." Sidewalks should be excluded from this provision.
IV.63	...responsible for maintaining all common areas, improvements, or facilities required by this ordinance...this means that private roads and parking areas, water and sewer lines, and recreational facilities must be properly maintained..	Should be amended to include sidewalks, curb ramps and landings.
IV.68.2	Certificate of Ownership and Dedication: I hereby freely adopt this plan of subdivision and dedicate to public use all areas shown on this plat as streets, alleys, walks, parks, open space, and easements, except those specifically indicated as private and that I will maintain all such areas...	Should be amended to include sidewalks, curb ramps and landings.
IV.69	Approval of a plat does not constitute acceptance by the town of the offer of dedication of any streets, sidewalks, parks, or other public facilities shown in the plat...	
IV.70	Protection against Defects.	
V.83.c.1	Special Exception Permits: Issuance of the permit will not create a threat to the public health or safety.	Should be amended to ensure provision of adequate, safe pedestrian facilities, i.e. sidewalks, curb ramps, crossing treatments and connections to public roadway or existing pedestrian facilities.
V.83.d.1	Special exception permit for minimum setbacks	Should be amended to include commercial land uses in addition to residential purposes in residential districts.

Chapter 5: Implementation Strategies

Action Step	Lead Agency	Support	Details	Phase
Present Plan to Town	Project Consultants	Planning Staff	Presentation to Town BOC in Summer 2014	Short term
Adopt this plan	Town Board of Aldermen	Planning Staff, Project Consultants	Through adoption, the Plan becomes an official planning document of the Town. Adoption shows that the Town of Gibsonville has undergone a successful, supported planning process.	Short term
Present this Plan to other local and regional bodies and agencies.	Planning Staff	BPAC	This Plan should be presented to other local and regional bodies and agencies. Possible groups to receive a presentation might include regional transportation and greenway planners, health clubs and fitness facilities, schools and youth organizations, environmental clubs, civic organizations, chambers of commerce, and large neighborhood groups.	Short term
Present this Plan's recommendations to NCDOT Division and District Offices, as well as other Departments.	Planning Staff	NCDOT Bike/Ped Division	This Plan should be presented to other NCDOT Divisions, Districts and Departments to integrate this Plan's recommendations into an update to the Comprehensive Transportation Plan (CTP).	Short term
Designate Staff	Town Board of Aldermen & Town Manager	Leadership of Town/ Town Departments	Designate staff to oversee the implementation of this plan and the proper maintenance of the facilities that are developed. It is recommended that a combination of existing Planning and Public Works Staff oversee the day-to-day implementation of this plan.	Short term
Create a Bicycle and Pedestrian Advisory Committee (BPAC)	Town	Planning Staff	The committee should help coordinate the implementation of this Plan, develop programs, listen to community needs, promote the pedestrian network, and keep positive momentum going.	Short term
Provide police officers with educational material to distribute with warnings	Police Department	NCDOT Bike/Ped Division	Provide officers with an informational handout to be used during pedestrian and bicycle-related citations and warnings.	Short term

Chapter 6: Funding Strategies

Funding Source	Planning	Programming	Design/Construction
Federal Funding			
Transportation Alternatives	x	x	x
Surface Transportation Program			x
Highway Safety Improvement Program		x	x
Congestion Mitigation/Air Quality		x	x
FTA Metropolitan Planning Program	x		
FTA Enhanced Mobility of Seniors and Individuals with Disabilities		x	x
Partnership for Sustainable Communities	x	x	x
Land and Water Conservation Fund	x		x
Rivers, Trails, and Conservation Assistance Program	x		
National Scenic Byways Discretionary Grant Program			x
Federal Lands Transportation Program	x		x
Energy Efficiency and Conservation Block Grants	x		x

Funding Source	Planning	Programming	Design/Construction
State Funding			
NCDOT State Transportation Improvement Program			x
Incidental Projects			x
Spot Safety Program			x
Pedestrian Funds			x
High Hazard Elimination Program			x
NCDOT Contingency Fund			x
Small Urban Funds			x
Spot Improvement Program			x
Small Construction Funds			x
Governor's Highway Safety Program			x
Bicycle and Pedestrian Planning Grant Initiative	x	x	
Eat Smart, Move More North Carolina Community Grants		x	x
The North Carolina Division of Parks and Recreation			x
The North Carolina Parks and Recreation Trust Fund (PARTF)			x
Adopt-a-Trail Program			x
Powell Bill Funds			x
Community Development Block Grant	x	x	x
Clean Water Management Trust Fund	x	x	x
Safe Routes to School Program	x	x	x
Urban and Community Forestry Grant	x		x

Funding Source	Planning	Programming	Design/Construction
Local Funding			
Capital Reserve Fund			x
Capital Project Ordinance			x
Local Improvement District			x
Municipal Service District			x
Tax Increment Financing			x
Bonds and Loans			x
Revenue Bonds			x
General Obligation Bonds (cities, counties, and service districts)			x
Special Assessment Bonds			x
State Revolving Fund Loans			x
Sales Tax	x		x
Property Tax	x		x
Excise Tax			x
Occupancy Tax			x
Stormwater Utility Fees			x
Streetscape Utility Fees			x
Impact Fees			x
Exactions			x
Installation Purchase Financing			x
In-Lieu-of Fees			x

Funding Source	Planning	Programming	Design/Construction
Private/Non-Profit Funding			
The Robert Wood Johnson Foundation	x	x	
North Carolina Community Foundation	x	x	
Walmart State Giving Program	x	x	x
The Rite Aid Foundation Grant		x	x
Z. Smith Reynolds Foundation			x
Bank of America Charitable Foundation	x	x	
Duke Energy Foundation		x	
American Greenways Eastman Kodak Awards	x	x	x
National Trails Fund		x	x
The Conservation Alliance	x	x	
National Fish and Wildlife Foundation	x	x	x
The Trust for Public Land	x	x	
Blue Cross Blue Shield of North Carolina Foundation		x	x
Alliance for Biking and Walking Advocacy Advance Grants			x
Local Trail Sponsors			x
Corporate Donations	x	x	x
Private Individual Donations	x	x	x
Fundraising/Campaign Drives	x	x	x
Volunteer Work	x	x	x

Appendix A: Design Guidelines

Marked Crosswalks

Description

A marked crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations. Installing crosswalks alone will not necessarily make crossings safer especially on multi-lane roadways.

At mid-block locations, crosswalks can be marked where there is a demand for crossing and there are no nearby marked crosswalks.

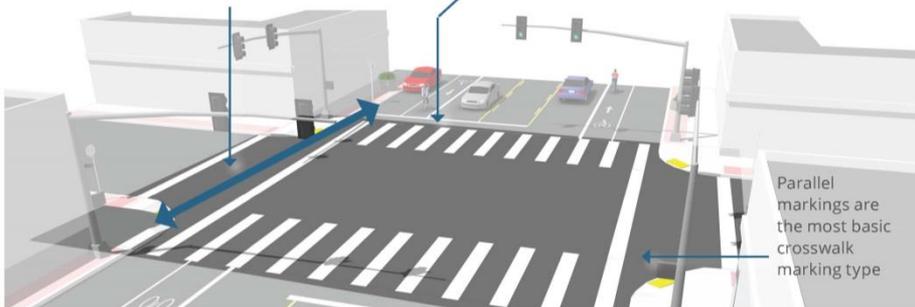
Guidance

At signalized intersections, all crosswalks should be marked. At unsignalized intersections, crosswalks may be marked under the following conditions:

- At a complex intersection, to orient pedestrians in finding their way across.
- At an offset intersection, to show pedestrians the shortest and safest route across traffic.
- At an intersection with visibility constraints, so that pedestrians can best be seen by traffic.
- At an intersection within a school zone on a walking route.

The crosswalk should be located to align as closely as possible with the through pedestrian zone of the sidewalk corridor

Continental markings provide additional visibility



Discussion

Continental crosswalk markings should be used at crossings with high pedestrian use or where vulnerable pedestrians are expected, including: school crossings, across arterial streets for pedestrian-only signals, at mid-block crosswalks, and at intersections where there is expected high pedestrian use and the crossing is not controlled by signals or stop signs.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Thermoplastic markings offer increased durability compared to conventional paint.

Additional References

FHWA. (2009). Manual on Uniform Traffic Control Devices. (3B.18)
FHWA. (2005). Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations.
FHWA. (2010). Crosswalk Marking Field

Raised Crosswalks

Description

A raised crosswalk or intersection can eliminate grade changes from the pedestrian trail and give pedestrians greater prominence as they cross the street. Raised crosswalks should be used only in very limited cases where a special emphasis on pedestrians is desired, and application should be reviewed on case-by-case basis.

Guidance

- Use detectable warnings at the curb edges to alert vision-impaired pedestrians that they are entering the roadway.
- Approaches to the raised crosswalk may be designed to be similar to speed humps.
- Raised crosswalks can also be used as a traffic calming treatment.



Discussion

Like a speed hump, raised crosswalks have a traffic slowing effect which may be unsuitable on emergency response routes.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority.

Additional References

FHWA. (2009). Manual on Uniform Traffic Control Devices.
AASHTO. (2004). Guide for the Planning, Design, and Operation of Pedestrian Facilities.
USDOJ. (2010). ADA Standards for Accessible Design.
NCDOT. (2012). Complete Streets Planning and Design Guidelines.

Appendix B: Public Outreach & Engagement

- Lighting of the Green
- February 27th Town Hall Open House
- Automatic phone messages
- Project website information
- Project information cards
- Public comment form responses



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QUESTIONS?

