Overview

- Jamestown has strong support for sidewalks. Several NCDOT Enhancement grants received in years prior to 2007.

- Powell Bill funds and General Fund helped to complete a majority of the remaining sidewalks.

- Jamestown residents and visitors continually complement brick sidewalks.

- High desire for additional walkways. Currently mostly used for exercise.

- Jamestown applied for and received NCDOT Ped/Bike Grant for plan in 2008.
Other Plans

- 1997 UDAT Plan - Pedestrian components part of the plan. This was the “origin” of Jamestown’s efforts for sidewalk installation (now 4+ miles).
- 2007 Parks and Recreation Master Plan – explored improvements to trail/recreation components of pedestrian network.
- 2007 Land Development Plan (Comp Plan) called for pedestrian elements (greenway trails, sidewalks connections, buffers, and ordinances supporting walkability.
2008 - PTCOG (now Piedmont Regional Council) selected to assist in plan writing. Experience is a must in dealing with NCDOT. Jesse Day was point person on project.

Steering Committee formed and met 5-6 times during process. Broad section of residents, members of GUAMPO and HPMP, health workers, etc.

Two public meetings to solicit input. 15 attendees at one, 18 at the other.

Survey completed online – 10 questions – April to June 2009. 71 responses to survey.

PTCOG & Jamestown staff completed inventory and assessment of existing facilities.
  - Focus on origins and destinations, existing walking programs, opportunities, and barriers and gaps.

2010 - Plan adopted by Council in June.
Plan Components

- Focus on improving ordinance requirements for sidewalk installation and extension of pedestrian network.

- Jamestown requested a priority list of projects and expected costs.

- Action Plan/Implementation Schedule for first 2 years.
Implementation

- Priority list created...

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Table: Proposed Sidewalk and Sidewalk Improvements Ranked by Factor Score

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Distance (ft)</th>
<th>Width (ft)</th>
<th>Public Transport (3 to 5)</th>
<th>Education (0 to 2)</th>
<th>Commercial (0 to 2)</th>
<th>Residential (0 to 2)</th>
<th>Existing (0 to 1)</th>
<th>High Score</th>
<th>Top Rank</th>
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</thead>
<tbody>
<tr>
<td>S-1</td>
<td>E Main St/High Point Rd</td>
<td>Existing Sidewalk</td>
<td>Guilford College Road</td>
<td>7,875</td>
<td>5-8</td>
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<td>0</td>
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<td>Main Street</td>
<td>Ragdale Drive</td>
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<td>Existing Trail</td>
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</table>

*Part of these sections should be explored as a sidepath allowing bicycling and walking considering there are few driveway conflicts.
Implementation

- Priority list became basis of CIP project listings.
- Action Items listed for 1st 2 years.
  - Pedestrian Implementation Committee – Completed - Planning Board.
  - Fund 1 “priority” sidewalk project - incomplete
  - Fund streetscape plan for priority corridor – in progress
  - Establish program to fund sidewalk gaps - incomplete
  - Implement Complete Streets policy - Completed
  - Establish walking groups - incomplete
  - Seek funding sources to build top priority projects**
What We Learned

• **Number 1 issue – FUNDING**
  ◦ Recommend governing boards establish funding sources PRIOR TO or IN CONJUNCTION WITH plan approval.
  ◦ This has been a key issue.

• Keep plan current and in front of your implementation committee.

• Work to complete action items

• Promote completion of items to press/Council.
Questions?

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