

Policies and Programs

There are 6 policies and 8 programs recommended for Jamestown to support pedestrian transportation (pgs. 50-53). Many draft policies were worked into a development ordinance update completed in 2009. See pgs 28-31 for current ordinances related to pedestrian access and accommodation.

Policy recommendations include:

- (1) Establish a funding mechanism to share the cost of sidewalk improvements along existing development with private property owners,
- (2) Acquire public access easements along utility corridors as they are established,
- (3) Require pedestrian access for bridge replacement,
- (4) Adopt a Complete Streets policy,
- (5) Adopt a policy of access management that ensures pedestrian safety, and
- (6) Provide bicycle lanes on existing streets where needed.

Program recommendations include:

- (1) Conduct a streetlight inventory and gap study to identify areas where pedestrians may feel insecure walking in the evening or early morning,
- (2) Establish sidewalk maintenance agreements with property owners,
- (3) Build a Safe Routes to School program to encourage more parents and children to walk to school,
- (4) Fund a streetscape master plan of the downtown streets and important gateway corridors,
- (5) Establish regular walking programs coupled with community health education,
- (6) Create a Jamestown Trails Map,
- (7) Conduct a pedestrian law enforcement program with Sheriff and other partners, and
- (8) Fund a sidewalk gap closure program to address sidewalk gaps less than 1500 ft.

Action Plan

The following action plan describes some of the steps necessary to advance the pedestrian transportation plan from a document into action in the first year. Sections and page numbers refer to the full plan document. The steps are not necessarily in sequential order.

2010 Action Items	Partners	More Information
<ul style="list-style-type: none"> o Establish a pedestrian transportation implementation committee to advance high priority projects, policies and programs; o Fund 1 priority sidewalk project, 1 multi-use path project, 3 crossing improvement projects; o Fund a streetscape plan for one or multiple corridors, depending on resource availability o Establish a program to fund sidewalk gaps and a policy on how to equitably reward and fund the program, include guidance on sidewalk maintenance agreements for property owners o Establish a Complete Streets policy that explicitly includes accommodation of pedestrians and bicycles on new bridges 	<p>Members of the community, steering committee members and meeting attendees invited to participate</p> <p>Town Council, sub-contractor, High Point MPO</p>	<p>See Section 4.1 pg. 54</p> <p>See Section 3.1 pgs. 32-47</p>
<ul style="list-style-type: none"> o Establish Walking Wednesdays and Jamestown Trails Map 	<p>Town Council and Planning Board</p>	<p>See Section 3.3 pg. 52</p>
<ul style="list-style-type: none"> o Seek funding sources needed to build top priority projects; <ul style="list-style-type: none"> • Establish grant writing schedule and seek grants for specific projects to achieve project building goals; • Provide matching money for grant applications; • Establish Jamestown Greenway Trust Fund; • Seek Safe Routes to School Funding; • Increase Capital Program funding for sidewalks; • Seek other funding sources; 	<p>Town Council, Jamestown Planning and Pedestrian Implementation committee</p> <p>Town Council</p> <p>Guilford County Health Department, Local Businesses and Pedestrian Implementation committee</p> <p>Town Council, Town of Jamestown Planning, Pedestrian Transportation Implementation committee, High Point MPO</p> <p>Town Council, Town of Jamestown, Intem, NCDOT, Pedestrian Transportation Implementation committee and Non-Profit Partners</p>	<p>See Section 3.3 pgs. 50 & 53</p> <p>See Section 3.3 pg. 50</p> <p>See Section 3.3 pg. 42 & 53</p> <p>See Appendix D pgs. 97-113</p> <p>See Section 3.3 pg. 52 & Appendix D pgs. 97-113</p>

Limited staff resources necessitate the involvement of citizens and advocates in the implementation process. If you are interested in getting involved, please call the Planning Department at 454-1138 or email mjohnson@jamestown-nc.gov.

City Council

Keith L. Volz , Mayor
Georgia Nixon-Roney,
Mayor Pro Tem

J. Frank Gray
Will Ragsdale
R. Brock Thomas

Plan Steering Committee Members

Wes Cashwell
Susan Hawks
Peggy Holland
Fred Kelly
Marla Kurzec
Lynn Montgomery
Will Ragsdale

Linda Schumacher
Leigha Shepler
Jennifer Smith
Tom Tervo
Greg Venable
John Vine-Hodge

Plan Sponsors



Plan Author: Piedmont Triad Council of Governments

Jamestown Comprehensive Pedestrian Transportation Plan

Executive Summary



Organization of the Plan

- CHAPTER 1: Introduction – Scope, Background, History, Vision and Goals
- CHAPTER 2: Existing Conditions – Demographics, Crash Data, Local Planning Efforts, Community Outreach, Existing Facilities and Ordinances
- CHAPTER 3: Pedestrian Network Plan – Project Recommendations, Cost Estimates, Policy and Program Recommendations
- CHAPTER 4: Implementation – Action Plan
- APPENDIX A: Pedestrian Facility Guidelines
- APPENDIX B: Pedestrian User Survey
- APPENDIX C: References
- APPENDIX D: Funding Sources
- APPENDIX E: Project Ranking Methodology
- APPENDIX F: Deep River Trail Plan Summary
- Vision and Goals

Evidenced by recent planning efforts (Parks and Recreation Master Plan 2008 and Land Development Plan 2008), the Town of Jamestown has identified a number of goals related to improving pedestrian transportation (e.g. more trails, sidewalk construction, downtown crosswalks, increased river access, pedestrian connections to Gibson Park, etc.). See pg. 3 and 4 of the full report for a list of goals related to pedestrian transportation.

Vision for Pedestrian Transportation in 2030

In the year 2030 the Town of Jamestown will have a pedestrian transportation system that is safe, welcoming and accessible. Greenway connectivity to neighboring Greensboro and High Point encourage walking for exercise and travel. Jamestown's downtown is aesthetic and welcoming, with wide sidewalks, on-street parking, outdoor dining and beautiful tree-lined streetscapes. Major truck traffic uses alternative routes around Jamestown enhancing the Main Street walking environment. Trail and sidewalk circuits connect downtown shops and stores with parks, rivers, community centers, medical facilities, residential areas, the elementary, middle and high school, Guilford Technical Community College and the YMCA. All major and minor roadways and bridges have pedestrian and bicycle access making it easy to get around by walking or bicycling.

Overview

Jamestown has a strong network of parks, open space and sidewalks, whether it is Gibson Park, the golf course, the meandering brick sidewalks of downtown or City Lake park, citizens and visitors will find great places to walk. More connections to cultural and recreational points of interest from neighborhoods, schools, downtown and other locations should be made to complete the network. This plan identifies the most critical projects needed to enhance the walking friendliness of Jamestown for personal health, quality of life and community enhancement. A strategy for building pedestrian connections and closing gaps is an important part of this plan as well.

Implementation

Following adoption of the plan by the Town Council, the important step of implementing plan goals, objectives and action items will take place. See the 2010 and 2011 action plan (page 54) for more detail on steps staff, organizations and citizen volunteers can take to move the plan forward.

Appendix D includes a listing of public and private grant resources that will aid the development of the pedestrian transportation system (page 97-113). Depending on the type of project (e.g. sidewalk vs. multi-use path) and whether it is on public or private land, different funding sources may be appropriate.

Staff time and volunteer efforts from the community will be instrumental in creating the capacity to acquire grants and generate funding for sidewalks, multi-use paths and intersection improvements.

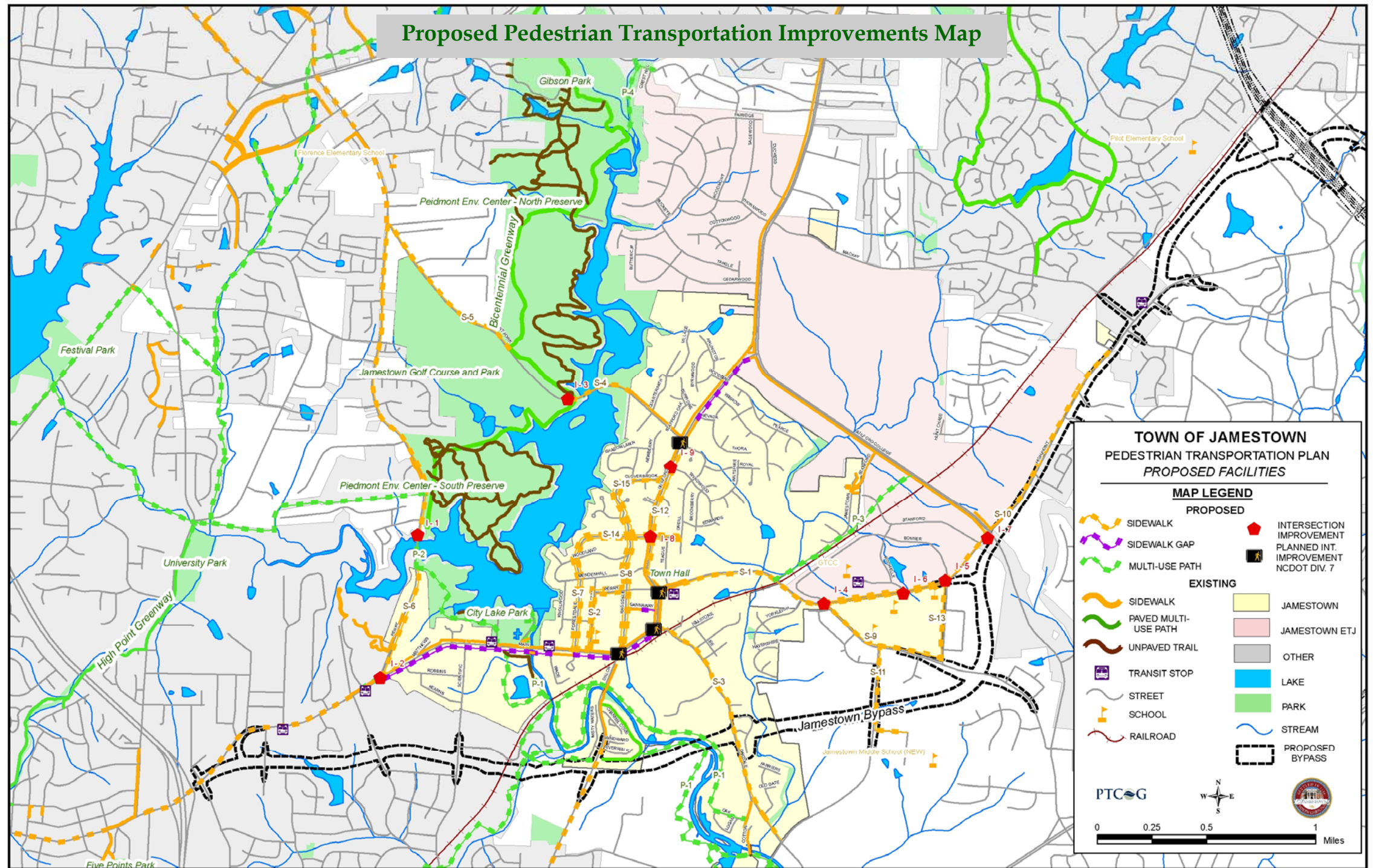
See the Jamestown Pedestrian Transportation Plan map inside showing the location of proposed sidewalks, intersection improvements and multi-use paths.

Jamestown Pedestrian Transportation Network Plan

There are 15 sidewalk projects proposed for Jamestown. The projects have been assigned a priority score (pg. 34) and are based on a prioritization formula described in Appendix E (pg. 114). Cost estimates are calculated for each sidewalk project, excluding engineering and design costs (pg. 35). The length of sidewalk projects total over 14 miles. These improvements are shown in orange dashed lines on the map. Sidewalk gaps are shown as purple dashed lines.

There are 9 intersection improvements recommended (red pentagons), in addition there are 4 intersection projects (walk symbols) being completed in 2010 by the NCDOT Division office (pg. 39). The intersection recommendations may include sidewalks, pedestrian refuge islands, curb extensions, high visibility crosswalks, pedestrian signals or other treatments. Details on specific intersection improvements to enhance pedestrian safety and accessibility and cost is provided in the full report (pgs. 38-47).

Recommended multi-use path improvements are found on the Deep River from City Lake to Business 85, on Penny Road from the existing Bicentennial Greenway to City Lake Park, in Gibson Park to connect with neighborhoods to the northeast and along the NC Railroad from Main Street to Guilford College Road. The length of the 4 multi-use path recommendations total 3.7 miles (pg. 37). These improvements are shown in green dashed lines on the map. Also shown in the map are proposed multi-use paths and sidewalks in the City of High Point. Cost estimates for multi-use paths, sidewalks and intersection improvements will vary based on pavement surface, slope, hydrology, right of way, market trends and engineering obstacles.



Multi-Use Path Cost Estimates

Description	Unit	Unit Cost
Construct 10-foot shared-use path	Linear foot	\$133
	Linear mile	\$700,000
Construct 10-foot crushed stone walkway	Linear foot	\$15-\$25
	Linear mile	\$80,000-\$106,000
Construct 6- to 8-foot wooden or recycled synthetic material boardwalk	Linear foot	\$200-\$250
	Linear mile	\$1,000,000-\$1,300,000
Trail markers - Flat fiberglass pole 4" wide x 1/8 inch thick.	EA	\$50
1	All items listed include installation costs.	
2	All items reflect 2008 pricing.	
3	Geotextile cost or other major costs, including utility relocation, are not included in multi-use path or sidepath estimates. Multi-use paths and sidepaths are asphalt, with 2" asphalt and 6" aggregate base course.	

Sidewalk Cost Estimates

Description	Unit	Unit Cost	Notes & Assumptions
Sidewalk Only	LF	\$50 (cost varies widely throughout state)	\$75 when curb and gutter is included \$50 when curb and gutter is not included
Concrete Curb and Gutter Only	LF	\$25 (cost varies widely throughout state)	
1	All items listed include installation costs.		
2	All items reflect 2008 pricing.		
3	Cost for sidewalks and paths includes clearing, grubbing and grading.		
4	Add \$25 per linear foot for brick sidewalks (5ft wide) or \$5 sq/ft to the cost of concrete construction.		

