

JAMESTOWN COMPREHENSIVE BICYCLE & PEDESTRIAN PLAN

Adoption Date: TBD



ACKNOWLEDGMENTS

JAMESTOWN, NC

Where history and possibility meet.

TOWN COUNCIL

Lynn Montgomery, Mayor
Martha Stafford Wolfe, Mayor Pro Tem
John Capes, Member
Rebecca Mann Rayborn, Member
Lawrence Straughn, Member

STEERING COMMITTEE

Mark Bingham, Resident
Wes Cashwell, Business Owner
Josie Cothran, Resident
Brant Gomez, Resident
Alison Greeson, Resident
Dan McDaniel, Resident
Wid Painter, Resident
Jeff Sebens, Resident
Lynn Montgomery, Resident & Mayor

TOWN STAFF

Anna Hawryluk, Town Planner
Paul Blanchard, Public Services Director
Matthew Johnson, Town Manager

Anna Hawryluk, Jamestown Planner
Paul Blanchard, Jamestown Public Services Director
Mitchell Johnson, Guilford Technical Community College
John Hanes, High Point Metropolitan Planning Organization (MPO)
Alex Rotenberry, NC Department of Transportation (NCDOT)
Stephen Robinson, NCDOT

Supported By



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

Prepared By

TOOLE
DESIGN

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY.....	1
2	PURPOSE.....	5
3	CURRENT CONDITIONS.....	14
4	PUBLIC INVOLVEMENT.....	34
5	PROPOSED NETWORK.....	41
6	IMPLEMENTATION.....	68
A	APPENDIX.....	84

TABLES

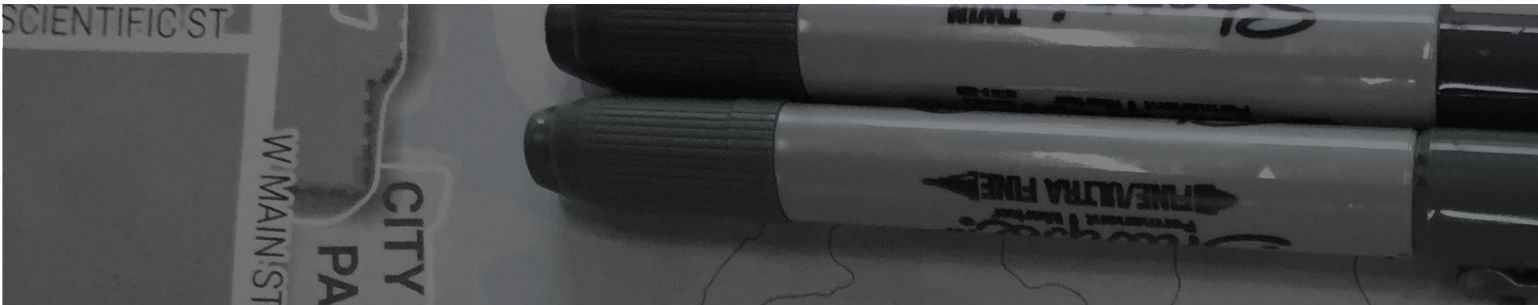
Table 1. Community Destinations	16
Table 2. Street Characteristics of Primary Thoroughfares	18
Table 3. Equity Index Descriptions	26
Table 4. Reviewed Plans with Key Emphasis Areas	29
Table 5. Steering Committee Members	37
Table 6. Prioritization Scoring Methodology	44
Table 7. Prioritization Scoring Results	53
Table 9. Ragsdale Road Sidewalk Project Probable Cost	56
Table 10. Slow Street Probable Cost	58
Table 11. Guilford Road Bike Lanes & Sidepath Probable Cost	60
Table 12. Main Street Roundabout Probable Cost	62
Table 13. E. Fork Road Bicentennial Greenway Crossing Probable Cost	64
Table 14. GTCC & CJ Greene/Ragsdale High Crossing Probable Cost	66
Table 15. Relevant Programs	71
Table 16. Relevant Policies	72
Table 17. Potential Funding Sources	73
Table 18. Performance Measures	75
Table 19. Action Plan	77
Table 20. Detailed Prioritization Scoring Results	116

MAPS

Map 1. Community Destinations	17
Map 2. Existing Multimodal Infrastructure	20
Map 3. Previously Planned Bicycle and Pedestrian Infrastructure	21
Map 4. Potential Barriers to Walking and Biking	23
Map 5. Bicycle and Pedestrian Crash Analysis	24
Map 6. Equity Analysis	27
Map 7. Residential Sidewalk Access	28
Map 8. Proposed Bicycle Network	45
Map 9. Proposed Pedestrian Network	46
Map 10. Prioritized Bicycle Network	51
Map 11. Prioritized Pedestrian Network	52

DISCLAIMER

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Mapping products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.





EXECUTIVE SUMMARY

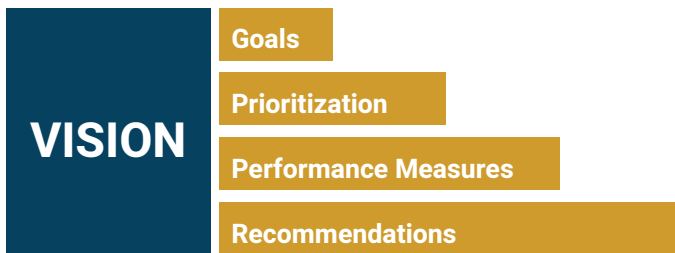
The *Jamestown Comprehensive Bicycle and Pedestrian Plan* takes a holistic approach to addressing the community's desire to bicycle and walk to recreate, exercise, run daily errands, and socialize with friends and neighbors. This Plan sets the foundation for Jamestown to pursue future bicycle and pedestrian infrastructure projects through capital improvements, grants, and collaboration with the North Carolina Department of Transportation as well as other regional partners. All aspects of the Plan were developed based on insight and feedback gleaned from the local community. Thank you to everyone who contributed to this Plan!

PURPOSE

This Plan identifies potential infrastructure projects, partnerships, policies, and programs that will make bicycling and walking in Jamestown more welcoming to people of all ages and abilities. The Plan includes bicycle and pedestrian network recommendations, six catalyst projects, and an action plan for implementation. The recommendations are based on an analysis of current conditions and robust public engagement. The *Jamestown Comprehensive Bicycle and Pedestrian Plan* received technical assistance through the North Carolina Department of Transportation (NCDOT) Bicycle and Pedestrian Planning Grant.

GUIDING PRINCIPLES

As the graphic below illustrates, all aspects of this Plan are grounded in achieving the vision statement created early on in the planning process.



VISION

The Town of Jamestown is an active community that encourages walking and bicycling through its connected and safe network of streets and paths. High-quality walking and bicycling routes are woven through the town to connect people of all ages and abilities to places where they live, play, study, and work.

GOALS

The goals below reflect the values of the Jamestown community. All Plan recommendations provide actionable steps for carrying out one or more goals.



QUALITY

Maintain and improve existing facilities as the network expands



SAFETY

Reduce risks for people who walk and bicycle



CONNECTIVITY

Create a network that connects destinations



ACCESSIBILITY

Provide access for people of all ages and abilities



COMMUNITY

Foster people-oriented streets



MOMENTUM

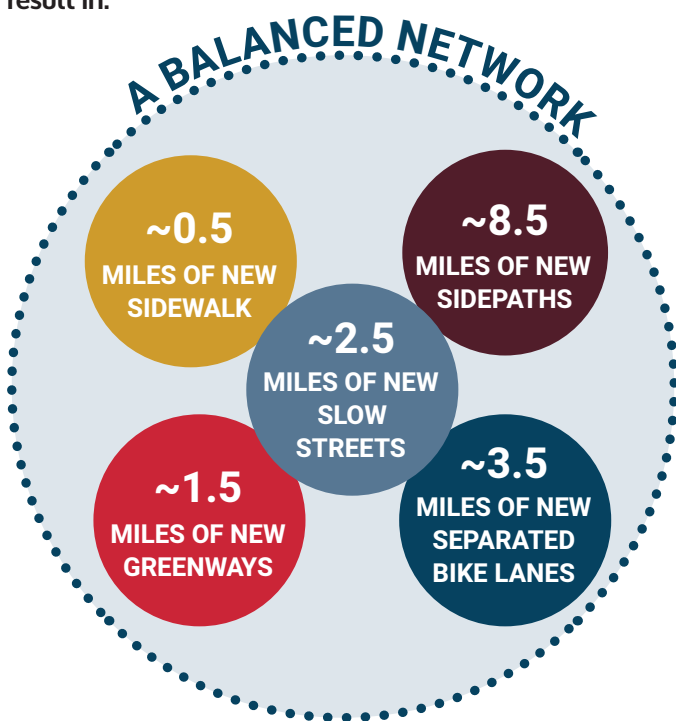
Create a culture that encourages walking and biking

IMPACT

Jamestown has a strong commitment to active living as demonstrated by its capital improvements, development requirements, advisory boards, and strategic partnerships. This plan is yet another demonstration of the Town's efforts to contribute to the livability of its transportation network.

Over 10.5 miles of streets within Jamestown and its Extraterritorial Jurisdiction (ETJ), the area beyond Town limits but subject to Town zoning, currently have sidewalks on at least one side of the street. An additional ~1.6 miles of sidewalk have been funded and should be constructed in the near future. There are, however, no dedicated bicycle facilities in Jamestown. This Plan provides the groundwork to build out a connected and continuous network of high-comfort pedestrian and bicycle facilities to connect people to the places they need and want to go.

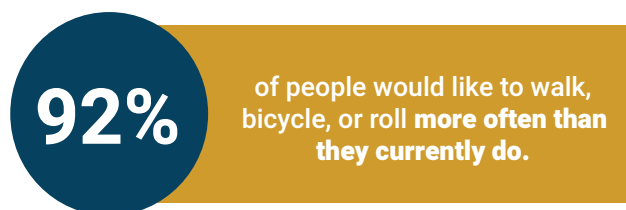
The Plan identifies 27 infrastructure projects along with numerous recommendations for partnerships, policies, and programs. When fully implemented, this Plan will result in:



DATA-DRIVEN & VETTED BY THE PUBLIC

The recommendations in this Plan are based on analysis of current conditions, an understanding of best practices, and continuous public engagement that included in-person and on-demand activities. Throughout the planning process, the community was enthusiastic about expanding Jamestown’s bicycle and pedestrian network.

COMMUNITY ENGAGEMENT BY THE NUMBERS



Scenes from the second open house meeting

The public helped create prioritization criteria. These criteria stemmed from the project goals and were used to rank the 27 proposed infrastructure projects from high to low priority using a data-driven process. The public also reviewed six catalyst projects that were identified as having the potential to kick-start this Plan or to significantly impact bicycle and pedestrian mobility in Jamestown. Additional recommendations include policies, partnerships, and programs that the Town should pursue as part of a comprehensive approach to making it safer and more convenient for people to walk and bike throughout Jamestown. The public reviewed a draft of this document before the final Plan was adopted by Town Council.

2



PURPOSE

The Town of Jamestown is building on its mission to be more bikeable and walkable for people of all ages and abilities by developing the *Jamestown Comprehensive Bicycle and Pedestrian Plan*. This Plan updates the Town's *2010 Comprehensive Pedestrian Plan* and is Jamestown's first plan with a specific emphasis on bicycling. The Plan provides a vision for developing a connected network so people can bicycle and walk throughout the community and reach their destination safely and comfortably, all while enjoying their journey.

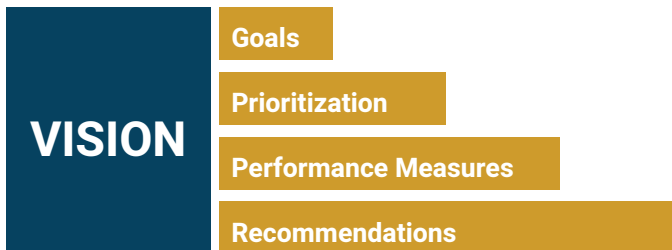


CONTEXT

Jamestown is a historic community nestled between the cities of High Point and Greensboro, North Carolina. With just over 4,400 residents living within almost 3 square miles, Jamestown boasts small town charm while being minutes from the bustling Triad region. Jamestown has an active downtown within a short walking distance from several neighborhoods. Residents enjoy using sidewalks, parks, and the street network for walking and cycling to shops and restaurants.

VISION

The guiding vision for this Plan was crafted through robust community engagement and reflects the values of Jamestown residents, business owners, and visitors. The goals, prioritization criteria, performance measures, and recommendations all align with carrying out the vision.



The Town of Jamestown is an active community that encourages walking and bicycling through its connected and safe network of streets and paths. High-quality walking and bicycling routes are woven through the town to connect people of all ages and abilities to places where they live, play, study, and work.

Jamestown has a vision for a safe, welcoming, and accessible pedestrian and bicycle system. Enhancing connections from downtown to the surrounding neighborhoods is an important goal, including filling sidewalk gaps and expanding the bicycle and pedestrian network. Jamestown has some existing

greenway trails, but there is strong support from the community to build upon the trail system and enhance the bicycling options around town. In addition to building new bicycle and pedestrian facilities, it is critical to identify opportunities to make improvements to existing facilities and prioritize safety as the system grows.

GOALS

The Plan focuses on goals and recommendations that reflect the values of the community. Five goals were identified through extensive conversations with community members, organizations, and Town leaders:



QUALITY

Maintain and improve existing facilities as the network expands



SAFETY

Reduce risks for people who walk and bicycle



CONNECTIVITY

Create a network that connects destinations



ACCESSIBILITY

Provide access for people of all ages and abilities



COMMUNITY

Foster people-oriented streets



MOMENTUM

Create a culture that encourages walking and biking

BACKGROUND

The Town of Jamestown completed and adopted a pedestrian plan in 2010. Since that time, the Town has diligently implemented or obtained funding for over half of the suggested projects, making significant strides in building out the pedestrian infrastructure network. However, this 11-year-old plan no longer meets the needs of the Town and does not offer the most up-to-date bicycle and pedestrian policies. It is time to define Jamestown’s current needs in an updated plan to shape future bicycle and pedestrian infrastructure projects.

In September 2021, Jamestown received a Bicycle and Pedestrian Planning Grant from the North Carolina Department of Transportation (NCDOT). Over the course of 11 months, Jamestown worked closely with the community to develop a bicycle and pedestrian plan. The Plan provides a road map for the Town to pursue projects that will enhance the experiences of people bicycling and walking in Jamestown.

WHAT IS A BICYCLE AND PEDESTRIAN NETWORK?

In this Plan, a bicycle and pedestrian network refers to a transportation network of connected sidewalks, trails, and bikeways that support people walking, bicycling, or rolling with wheelchairs or mobility devices.

IMPORTANCE

This Plan provides an opportunity to build upon Jamestown’s strengths and capitalize on upcoming opportunities.



A pedestrian crosses East Main Street

OPPORTUNITIES

Downtown's Proximity to Residential Neighborhoods

Jamestown's vibrant downtown is adjacent to residential neighborhoods. The sidewalk network connects residents to downtown shops, restaurants, the elementary school, and parks. This Plan will aid Jamestown in expanding this network, identify areas to improve safety and connectivity to amenities.

Allocating Street Space for People

With the Jamestown Bypass scheduled for completion in 2023, through traffic will have a faster, more efficient way to move through the region. This will likely mean less vehicle traffic in downtown, especially on Main Street. Jamestown has an opportunity to reimagine Main Street and allocate more street space for people who bike and walk.

Create Momentum for Walking and Bicycling

Recreation is an important element of the Jamestown community. Residents and neighbors often walk and bicycle together on designated routes and stay active by meeting weekly for group outings starting at various local businesses and civic spaces. The Plan aims to create a culture of biking and walking in Jamestown by making it safer for people of all ages and abilities to get around without a car either for recreation or utilitarian purposes.

Economic Development

A safe and connected bicycle and pedestrian network supports vibrant street activity and strong community ties. The economic benefits of investing in mobility are well documented. Investments in bicycle and pedestrian infrastructure can generate sales for local businesses, especially if Jamestown uses wayfinding and marketing to brand itself as a destination with active transportation amenities.

BENEFITS OF BIKING & WALKING

Choosing to bike and walk can benefit individual users and the local community alike. When Jamestown invests in its bicycle and pedestrian network, the investment contributes to the community's economic, physical, social, and environmental well-being.

Improve Connectivity

- Almost all of Jamestown falls within a two-mile radius of the downtown core. This means that many of the Town's neighborhoods and centers for shopping, employment, education, and recreation are within a reasonable biking and walking distance of one another. Pedestrian and bicycle infrastructure can make these destinations accessible without a car.

Reduce Green House Gas Emissions

- Creating streets that promote walking and bicycling has the power to shift travel behavior from driving to greener options, which not only reduces traffic, but improves air quality and reduces emissions.
 - » According to a 2020 report from the Environmental Protection Agency, transportation accounts for the largest share of greenhouse gas emissions (27%).¹

Improve Health Outcomes

- Biking and walking have a variety of benefits to physical and mental health that can lower the risk of chronic illness, lower health care costs, and improve quality of life.
 - » Adults in neighborhoods that have infrastructure supporting walking and biking report 50+ more minutes of physical activity per week compared to adults in neighborhoods without supportive infrastructure.²

Support Users of All Ages and Abilities

- For older adults, biking and walking not only promotes physical health, but helps people remain mobile and independent as they age.³
 - » Bicycling is a low impact activity, meaning it places less stress on joints than other aerobic activities.

Promote Equity and Safety

- While some people choose to ride a bicycle or walk for trips, many people may not have access to or may not be able to afford other forms of transportation. Creating a connected and safe biking and walking network is an important element of an equitable transportation system.
 - » Smart Growth America’s 2021 Dangerous by Design report found that dangerous street design disproportionately impacts people of color (especially Native and Black Americans), older adults, and people with lower incomes.⁴

Economic Vitality

- Places that have bikeable and walkable downtowns and communities are more likely to have lively, populated streets that are great for businesses. When you build places that are enjoyable to access by bicycle or on foot, it encourages more interaction at storefronts and attracts more potential buyers.⁵

LIMITATIONS

It is important to note several limitations that impacted the creation of this Plan. They are listed below:

- The COVID-19 Pandemic persisted throughout the planning process and impacted public involvement as members of the project team and steering committee were unable to attend certain events. Concerns related to COVID-19 may have prevented stakeholders from attending in-person events.
- The geographic units the U.S. Census has assigned to Jamestown are relatively large and make it difficult to determine meaningful results from analysis of demographic characteristics.
- Despite a multi-faceted approach to public involvement, results from the public survey showed that survey respondents were not demographically representative of Jamestown at large.
- The \$50,000 budget for this plan required the project team to be very efficient and strategic in the amount of time and labor allocated to each component. A higher level of funding could have supported more outreach events, more nuanced analysis, and/or more detailed recommendations.
- The Jamestown Bypass was still under construction during the planning process. Changes to traffic patterns once the Bypass is open could influence many of the recommendations in this plan.

GLOSSARY

Below are terms used in this Plan that may be less familiar to the general public or may have a specific meaning when used to discuss bicycle and pedestrian planning and design.

ACCESSIBILITY

The degree of access for people of all ages and abilities through a variety of modes of travel.

BICYCLE RODEO

Bicycle rodeos are events that involve instructional activities to help people learn to ride a bicycle or become a more confident rider.



CHICANE

Design elements that create horizontal deflection for motorists by creating curves or bends in the roadway.



CONFLICT MARKINGS

These pavement markings indicate areas where conflicts between different roadway users may occur, such as roadway crossings or bus stops.



CONNECTIVITY

The degree to which sidewalks, bicycle facilities, and streets are interconnected and easily accessible to one another by direct routes.

CURB EXTENSIONS

Also known as "bulb-outs," curb extensions help to slow traffic by narrowing the roadway. At intersections, curb extensions slow turning vehicles and reduce crossing distances for pedestrians and bicyclists. Curb extensions also provide space for landscaping, public art, and street furniture.



FEASIBILITY

The degree to which a project or program can be constructed or implemented and the level of impact, including but not limited to environmental, financial, and private property.

MID-BLOCK CROSSINGS

Crosswalks located at the middle of a block can help to reduce the distance a person must walk to cross the street, and provide better access along corridors with few intersections or crosswalks. Special design features such as curb extensions or flashing signs may be necessary as motorists are often less aware of pedestrians crossing at mid-block locations than at intersections.



MOBILITY

The ability to move from one place to another using different means of travel (e.g., walking, biking, driving).

MULTIMODAL

Of or characterized by the use of more than one type of transportation, particularly pedestrians, bicyclists, and users of public transit, in addition to personal vehicles.

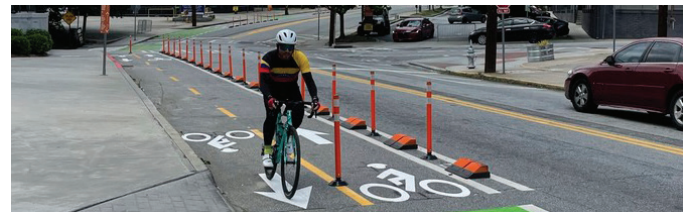
RECTANGULAR RAPID FLASH BEACON (RRFB)

A RRFB is a device composed of two flashing lights that are activated by a push of a button. The device is typically mounted together with a warning sign at a crossing location. Content of the sign may vary depending on location (e.g., school or trail crossing). The lights flash with a very bright intensity and a fast rapid rate.



SEPARATED BIKE LANES

Separated bike lanes use vertical elements such as concrete curbs, planters, and flex-posts to physically separate people riding bikes from vehicle traffic to improve safety.



SHARED LANE MARKING

These markings provide bicyclists guidance on proper positioning when sharing the lane with mixed traffic. Shared lane markings are only appropriate on low-volume, low-speed roads. Also known as sharrow.



SIDEPATH

Sidepaths are similar to greenways, but are located adjacent or parallel to a roadway.



TRAFFIC CALMING

Traffic calming aims to slow the speeds of motorists to a "desired speed" (i.e., usually 20 mph or less for residential streets and 25 to 35 mph for collectors and minor arterials). The greatest benefit of traffic calming is increased safety and comfort for all users on and crossing the street.

TRAFFIC GARDEN

Traffic gardens are similar to a miniature street network and include typical roadway elements for children to learn how to ride a bike in a safe, protected space that mimics the real world.



Chapter 2 References

- 1) <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>
- 2) <https://health.gov/our-work/nutrition-physical-activity/physical-activity-guidelines/current-guidelines/scientific-report>
- 3) <https://www.nia.nih.gov/health/real-life-benefits-exercise-and-physical-activity>
- 4) <https://smartgrowthamerica.org/dangerous-by-design/>
- 5) <https://www.tandfonline.com/doi/full/10.1080/01944363.2019.1638816>

3



CURRENT CONDITIONS

The current conditions analysis was conducted to understand bicycling and walking in Jamestown today, and to identify opportunities to make active transportation in Jamestown more safe, convenient, and comfortable. The analysis considered community characteristics including demographics, geophysical features, and infrastructure as well as review of existing plans, policies, and programs. The current conditions analysis highlights the results from geospatial analysis and in-person site visits to identify gaps, barriers, and needs for people biking and walking in Jamestown.



OVERVIEW

The Town of Jamestown is a small community located in the Piedmont region of North Carolina. Jamestown’s downtown core is rich with historic character and small-town charm while the outer areas of the Town have a suburban look and feel. The people of Jamestown have shown excitement about bicycling and outdoor recreation and the Town is dedicated to expanding options to get around by bike or on foot. There is a wealth of natural resources, greenway trails, and parks to support this community value. Jamestown is home to many older adults and is a family-oriented town.

DEMOGRAPHICS

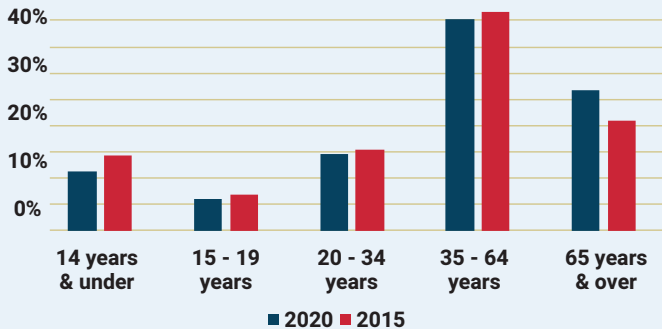
The demographics analysis was conducted using the 2020 and 2015 American Community Survey (ACS) 5-year data. This data shows that the population of Jamestown in 2020 was 4,298. The median age was 46.5 years, compared with the median age of Guilford

County, which was 37.4 years. Most residents within Jamestown (82.2%) identified as White, which is higher than Guilford County (54.1%) and the state of North Carolina as a whole (67.6%).

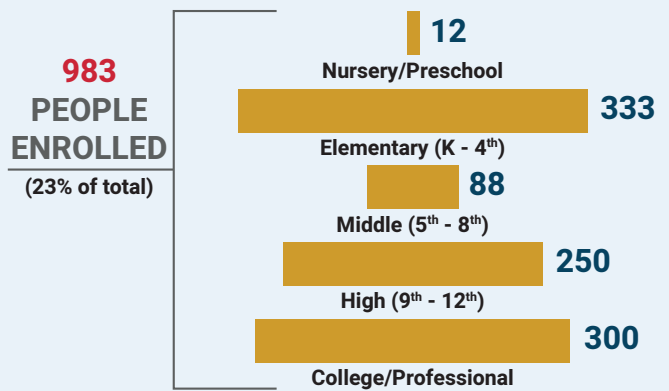
As an AARP Livable Community, Jamestown receives technical assistance to pursue strategies to help people age-in-place. Jamestown is also a North Carolina Certified Retirement Community, meaning retirees have access to age-specific amenities and services. During the time of this analysis, about 27% of the town’s population was 65 years or older and this age category has grown over the last five years. Meanwhile, the percentage of the population of children, teens, and young adults has declined. The ACS provides additional demographic information for Jamestown:

- 17% of the Town’s population identified as having a disability
- 989 people were enrolled in school, which is 23% of the total population
- 44.2% of the population has a bachelor’s degree or higher

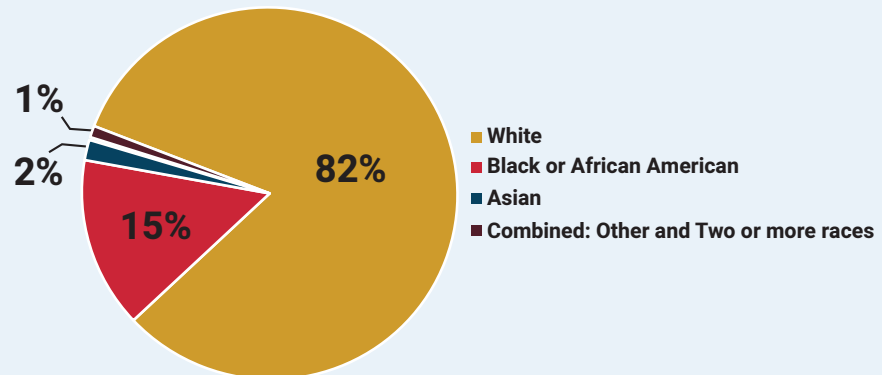
AGE GROUP AS PERCENT OF TOTAL



POPULATION ENROLLED IN SCHOOL (2020)



POPULATION BY RACE (2020)



COMMUTING CHARACTERISTICS

As of the 2020 ACS, the average commute time to work in Jamestown was 16 minutes. Most people report driving alone to get to work (88%), very few carpool (4%), and 8% work from home. Most households have access to at least one car, but 1.6% of the Jamestown population lives in a no-car household. This is lower than the percentage of people in Guilford County without household car access (6.4%).

The *Envision Jamestown Comprehensive Plan* identified that the majority of Jamestown residents work within Guilford County (86%), with clusters of employment concentrating within Jamestown and in Greensboro, the area surrounding the Piedmont-Triad Regional Airport, High Point, and Winston-Salem. Commute patterns are aligned with the distribution of these employment clusters.

COMMUNITY DESTINATIONS

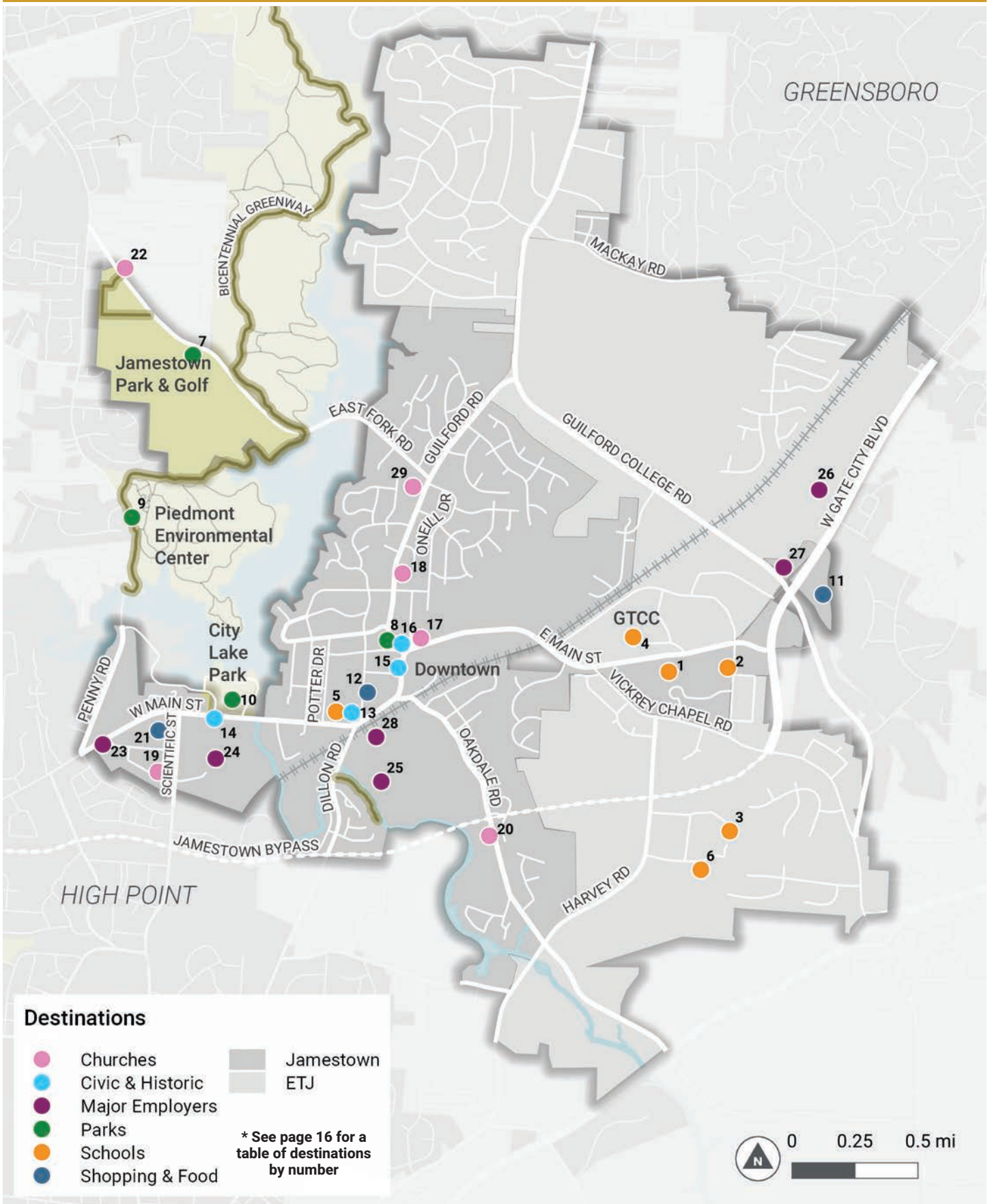
Jamestown has a wealth of civic institutions, restaurants, and recreational areas within the Town. The *Envision Jamestown Comprehensive Plan* was completed in 2021 and identified the top cultural, historic, and natural resources reported by community members. These historic assets can be found throughout the Town, but many are clustered along Main Street in the downtown core.

Table 1 and Map 1 highlight key destinations in Jamestown, some of which were previously identified through the comprehensive planning process. These destinations represent places for education, gathering, eating, and connecting to nature, as well as important civic and historic sites. Clustered destinations along East and West Main Streets and in the downtown area offer opportunities for residents and visitors to reach these locations with relatively short trips that may not require a car.

Table 1. Community Destinations

#	DESTINATION
1	Lucy Ragsdale Senior High School
2	Millis Road Elementary School
3	Jamestown Middle School
4	Guilford Technical Community College
5	Jamestown Elementary School
6	Haynes- Inman Education Center
7	Jamestown Park Golf Course
8	Wrenn Miller Park
9	Piedmont Environmental Center
10	High Point City Lake Park
11	Grandover Village
12	Food Lion Shopping Center
13	Jamestown Public Library
14	Mendenhall Homeplace
15	Post Office
16	Town Hall
17	Jamestown United Methodist Church
18	First Baptist Church of Jamestown
19	Shiloh Rock Baptist Church
20	Church of the Living Lamb
21	Jamestown Shopping Center
22	Korean United Methodist Church
23	Flowers Bakery
24	Shannon Gray Rehab Center
25	Teknor Apex
26	Alberdingk Boley Inc
27	Sheetz
28	Hood Container
29	Jamestown Friends Meeting

Map 1. Community Destinations



WALKING & BIKING IN JAMESTOWN TODAY

STREET CHARACTERISTICS

Jamestown’s transportation network is shaped by the rural character of the surrounding area and suburban growth in recent decades. Primary thoroughfares within Jamestown are West and East Main Street, Guilford Road, Penny Road, East Fork Road, Dillon Road, Oakdale Road, Vickrey Chapel Road, and Guilford College Road. East Main Street and Guilford Road form a small street grid composing the downtown area, but extending out from the downtown in all directions, streets follow a typical suburban form. Streets in these areas, particularly north of downtown, are primarily small loops and cul-de-sacs connecting to higher speed arterials.

There are just over 25 miles of streets in Jamestown, approximately nine of which are maintained by NCDOT. The NCDOT roads are mostly higher speed, typically 35-45 mph streets, as well as those located in the extraterritorial jurisdiction (ETJ). There are 16 miles of locally maintained streets in Jamestown, which primarily have a 25 mph speed limit.



Bicentennial Greenway crossing on East Fork Road

Table 2. Street Characteristics of Primary Thoroughfares

ROAD	LANE WIDTH	CURB/GUTTER	SHOULDER	AADT	SPEED LIMIT
W Main St	11ft	Yes	No	11,000	35 mph
E Main St	11ft	Yes	No	6,300	35 mph
Guilford Rd	13ft	Yes	No	8,100	35 mph
Penny Rd	10ft	No	No	7,400	35 mph
East Fork Rd	10ft	No	No	5,200	35-40 mph
Dillon Rd	10ft	Yes	No	4,900	35 mph
Oakdale Rd	14ft	Yes	No	3,300	35 mph
Vickrey Chapel Rd	10ft	No (West of Abbots Loop Rd) Yes (East of Abbots Loop Rd)	No	4,300	35 mph
Guilford College Rd	13ft	Yes	No	8,200	45 mph

BICYCLE & PEDESTRIAN NETWORK

Existing Infrastructure

Today, there is very little dedicated bicycle infrastructure within Jamestown. Two signed bicycle routes (NC 2 and NC 3) bisect town, but both follow high speed corridors along East Fork Road and Guilford Road. Neither route offers dedicated infrastructure for bicyclists; users are expected to share the roadway with vehicles. Bicyclists who are not confident enough to share the road in mixed traffic with vehicles often use the sidewalk, but this creates conflicts with pedestrians. This issue was noted by a range of people throughout the planning process. Across from East Fork Road, Jamestown has access to the Bicentennial Greenway, which when complete will provide an almost 20-mile off-street path between High Point and Greensboro. Greenway access with parking and connections to multiple natural surface trails is available from Jamestown Park and Golf on East Fork Road and the Piedmont Environmental Center on Penny Road.

Jamestown has an extensive sidewalk network that primarily runs along East and West Main Street, Dillion Road, Guilford Road, and Guilford College Road. The recent connection of a pedestrian bridge over Arnold Koonce City Lake also connects existing sidewalks on East Fork Road to the Bicentennial Greenway. These sidewalks provide access to High Point City Lake Park, schools along East Main Street, and destinations surrounding downtown. Brick sidewalks, which are primarily found in and around downtown, also contribute to the area's historic, small-town feel. Jamestown has two established walking loops from Wrenn Miller Park, with 1 mile and 3.1 mile options.

Despite these existing assets, gaps persist in Jamestown's sidewalk network. Penny Road, Oakdale Road, and the eastern portion of East Main Street all currently lack sidewalks. Funding for construction of

sidewalks on Penny Road and Oakdale Road is already secured and, when built, will help fill in the gaps.

In general, comfortable pedestrian access is limited across the Town where sidewalks are only present on one side of the street. While 20% of streets in Jamestown have a sidewalk, only 1% have sidewalks on both sides. This forces pedestrians to walk in the road or make multiple crossings to reach a destination that is on a specific side of the street. Map 2 on the following page shows existing multimodal network with pedestrian, bicycle, and transit infrastructure clearly defined.

Connections to Transit

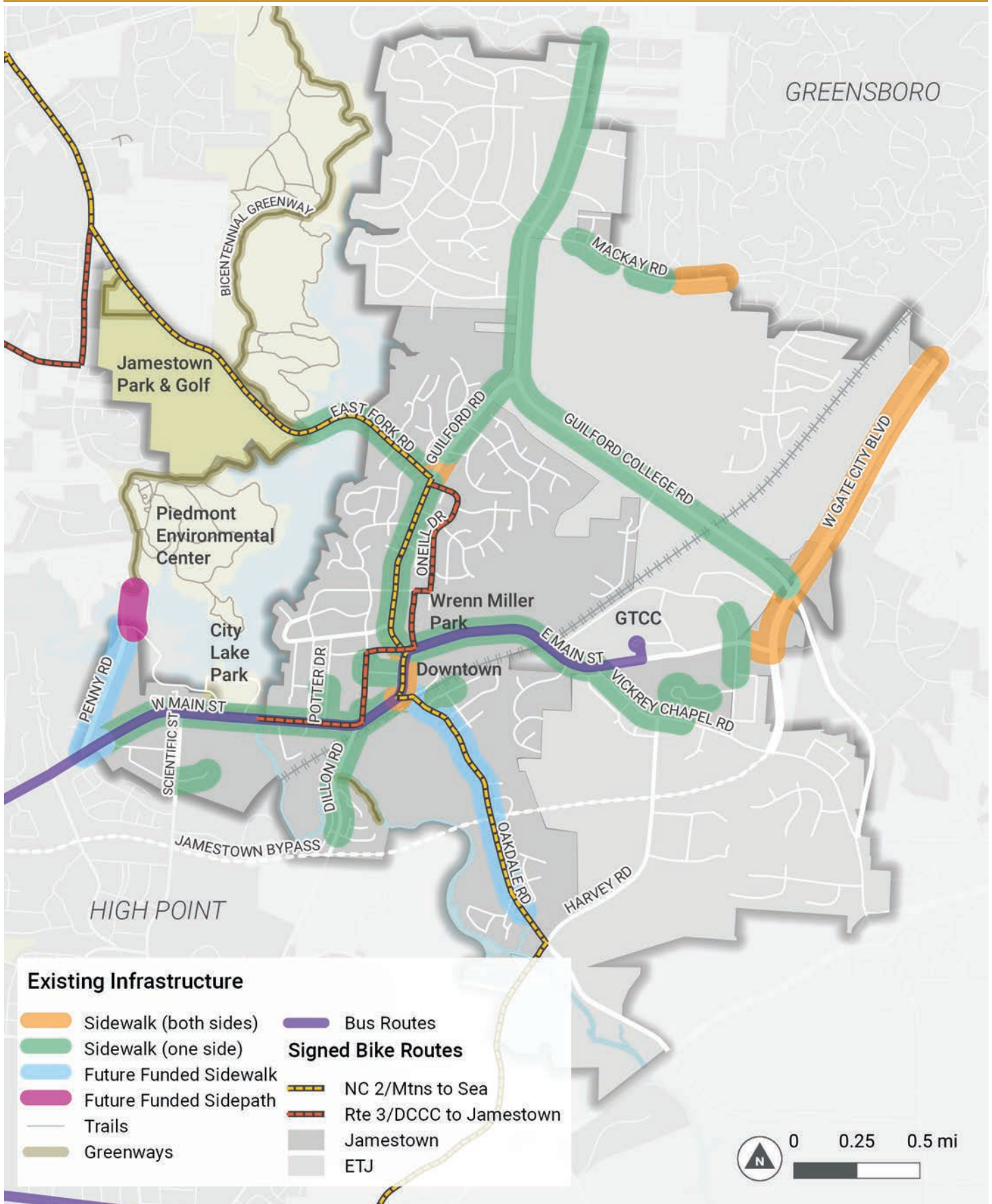
The High Point Transit System (HPTS) Route 25 connects Downtown Highpoint to Guilford Technical Community College (GTCC) through Jamestown and runs hourly Monday through Friday. The route has 16 stops along East and West Main Street, but only two stops at locations with sidewalks on both sides of the street. Sidewalk access is especially important for making safe, comfortable connections to public transit. The most recent *City of High Point Short Range Transit Plan (2015)* emphasizes that all transit users are pedestrians at one point and that complete sidewalk networks near transit stops are critical to a successful transit system.

Previously Planned Infrastructure

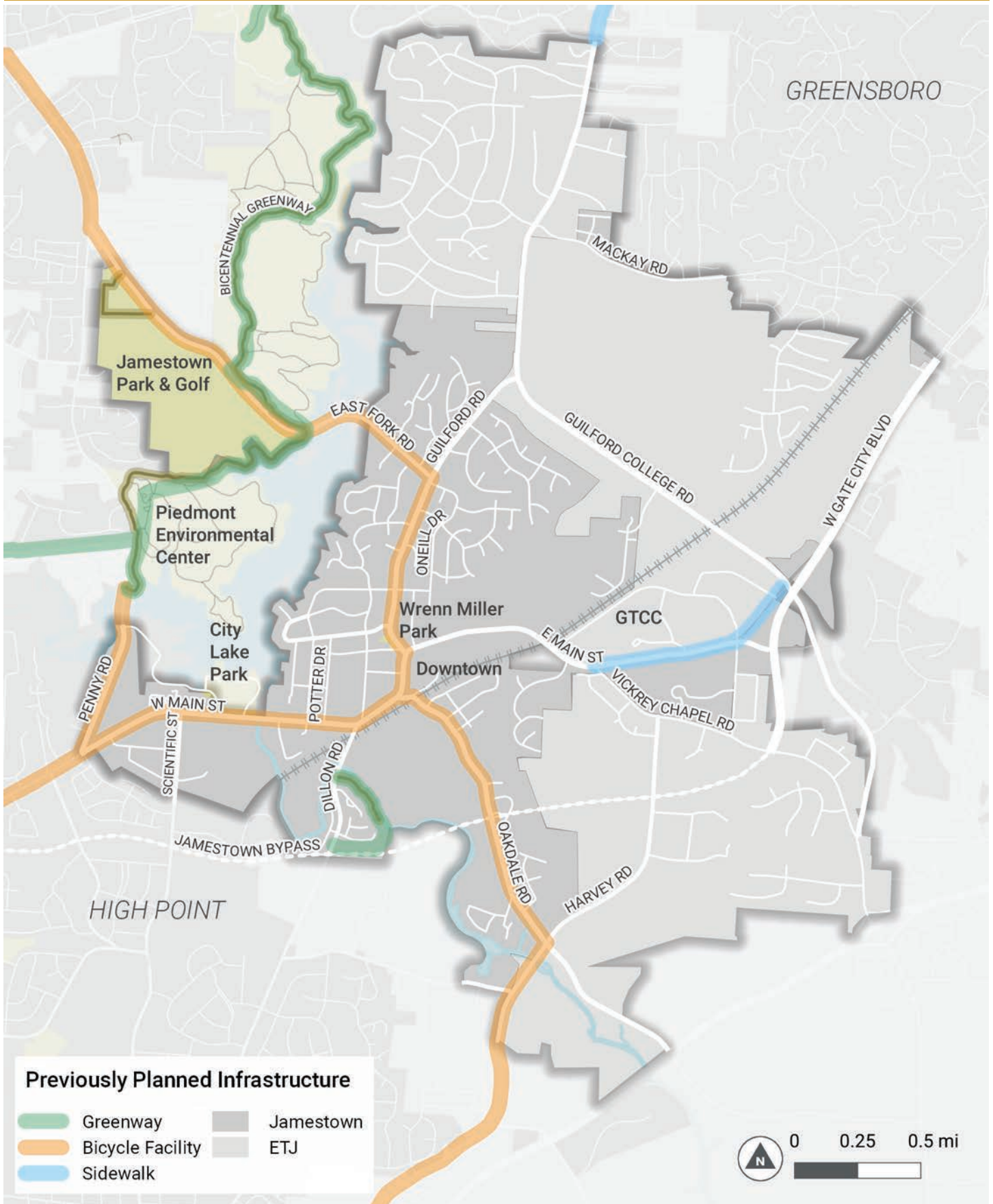
Map 3 on page 21 highlights previously planned bicycle and pedestrian projects. The map compiles recommendations from the *2019 High Point Metropolitan Planning Organization (MPO) Regional Bike Plan* as well as proposed sidewalk projects from the Town of Jamestown. Projects include:

- Sidewalks
- Dedicated bicycle facilities
- A shared use path behind the Riverwalk neighborhood connecting to Dillon Road, and
- The Bicentennial Greenway, which has since been completed.

Map 2. Existing Multimodal Infrastructure



Map 3. Previously Planned Bicycle and Pedestrian Infrastructure



BARRIERS AND NEEDS ANALYSIS

High speed roads, railroad crossings, crashes, and a lack of connectivity due to dead end streets or infrastructure gaps all act as barriers for people walking and bicycling throughout Jamestown. These barriers are highlighted in Map 4 on the following page.

Key findings of this gaps, barriers, and needs analysis include:

- Within town limits, 27% of residential parcels are more than a quarter mile away from an existing sidewalk.
- Many neighborhood routes with slower speed limits in Jamestown are roads with dead ends. This reduces connectivity of the active transportation network.
- Roads that provide the most access across Jamestown are typically higher speed roads (35-45 mph) that are not as comfortable for people biking and walking.
- There are bicycle and pedestrian crash hot spots distributed throughout the Town, including the downtown core and near Jamestown Park & Golf.
- Railroad crossings are particularly challenging for people bicycling and using wheeled devices due to the risk of wheels getting stuck in the train tracks.
- There is an opportunity to enhance wayfinding signage to improve the experience for people exploring Jamestown by bike or foot.

- The southwest area of Jamestown near Oakdale Road has a high equity index, indicating that adding bicycle and pedestrian infrastructure and connections in this area would serve key populations in Jamestown.
- South of the railroad tracks, Oakdale Road has no sidewalks and is only accessible to other existing sidewalks by crossing the railroad tracks to Main Street. However a new sidewalk on Oakdale Road is planned and has funding.

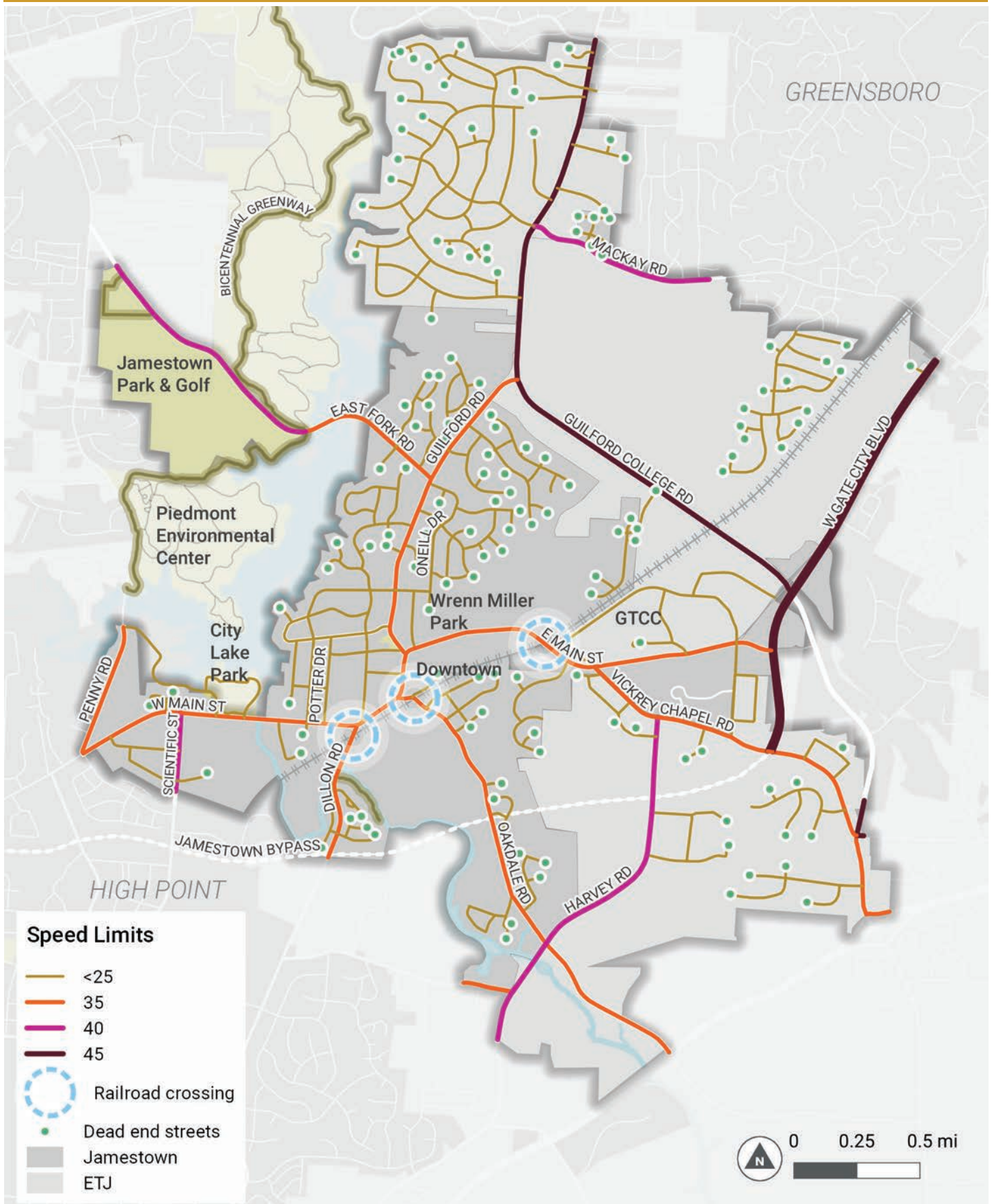
BIKE AND PEDESTRIAN CRASH ANALYSIS

Safety is a significant barrier for people biking and walking. Bicycle, pedestrian, and vehicle crash data from 2011-2020 was reviewed as part of a crash hot spot analysis (Map 5). There are crash hot spots distributed throughout the Town, including the downtown core and near Jamestown Park & Golf. Because Jamestown only has a population of around 4,200, historical crash data only tells part of the story of roadway safety in the area. Crash data does not reflect near misses or crashes that were not reported. It also does not account for varying perceptions of safety for people of different ages and abilities, such as young children, older adults, and people using mobility devices. Road safety should be considered comprehensively to capture the varied human experiences of biking and walking in Jamestown and the Plan will highlight opportunities to enhance safety for all users.

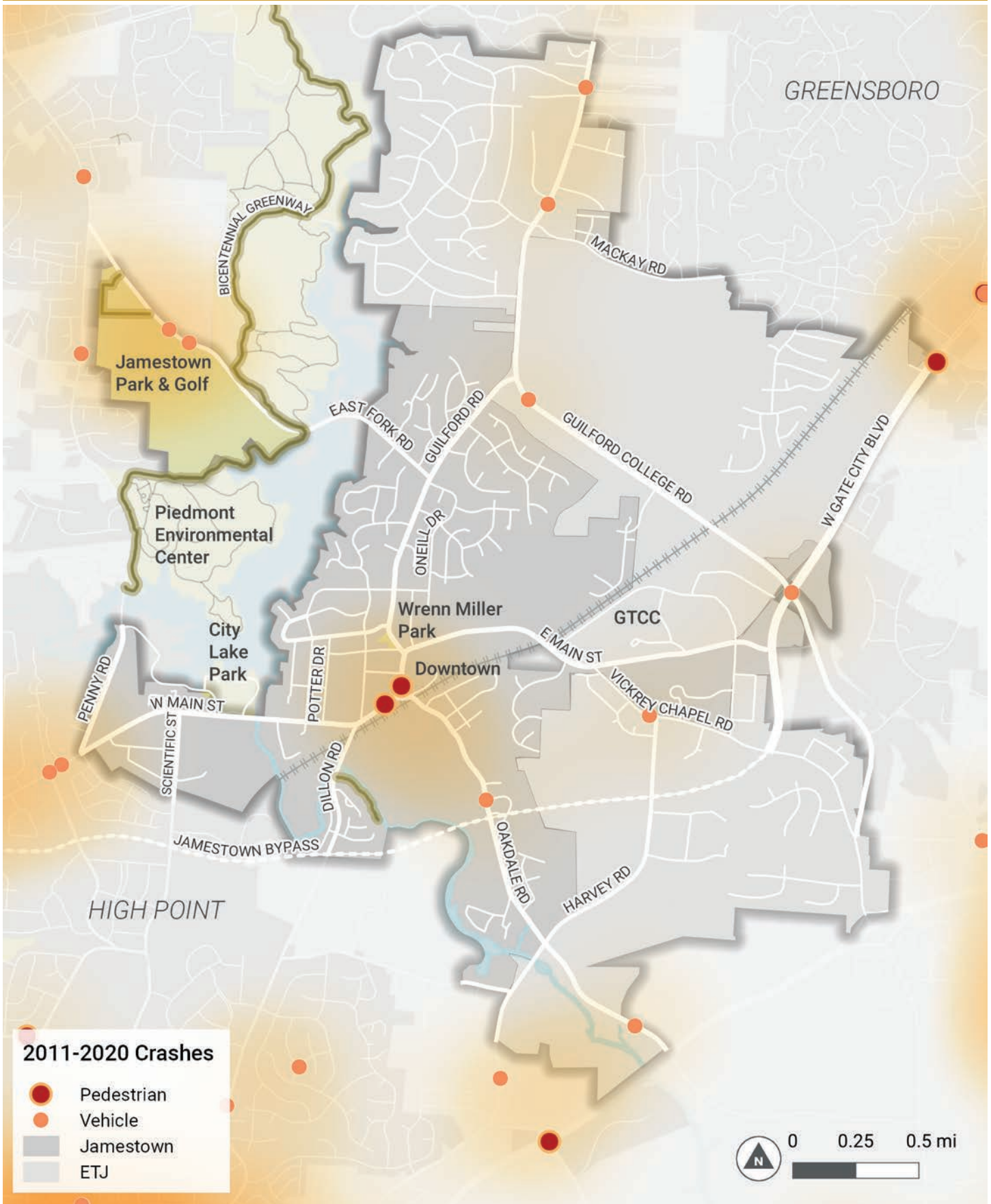


At-grade high speed rail crossing on Oakdale Road

Map 4. Potential Barriers to Walking and Biking



Map 5. Bicycle and Pedestrian Crash Analysis



WAYFINDING

What is Wayfinding?

Comprehensive and innovative signage, map, and route marking systems (collectively “wayfinding”) help to make transportation networks more accessible, desirable, and memorable. Wayfinding branding offers an opportunity to create a unique theme and identity for signage and other trail support facilities throughout the Town. Wayfinding signage and pavement markings can help users choose routes, be assured they are using the correct facility, and feel confident in accessing desired destinations.

Existing Wayfinding

To be welcoming to residents and visitors alike, a bicycle and pedestrian network must be legible. Aside from standard roadway signs, there is minimal wayfinding signage in Jamestown. Some wayfinding signage, such as welcome banners on light poles, can be found in downtown and help contribute to a sense of place by highlighting community assets. Gateway monument signs are present on East Main Street at Vickrey Chapel Road, West Main Street near Robbins Avenue, and Guilford Road at Guilford College Road. Town limit signs are present on other roads that lead

into town. There are a limited number of wayfinding signs placed throughout Jamestown that provide direction to major destinations. Instead, signs are typically located in close proximity to the destination, which makes it more difficult for visitors to confidently explore Jamestown by bike or on foot. Likewise, signs that direct pedestrians and bicyclists to the Bicentennial Greenway are placed only in proximity to greenway crossings.

As Jamestown develops and expands its bicycle and pedestrian infrastructure network, it is important to consider how wayfinding signs could be used as a tool to enhance awareness of this network and direct people biking and walking towards community destinations, low-stress routes, and regional trails. The Jamestown Bypass will also affect how people access downtown and will present opportunities to rethink gateway signage.

BARRIERS RELATED TO RAIL

A railroad owned by the Norfolk Southern Corporation bisects Jamestown, separating downtown from nearby neighborhoods and employment centers. The railroad, which carries high-speed trains traveling at and above 80 mph, presents a barrier to the overall flow of traffic through downtown and is a major barrier to



Wayfinding signage throughout Jamestown

establishing a comfortable multimodal network. The railroad poses unique challenges for bicyclists and people who use other wheeled devices due to the risk of wheels becoming stuck in the tracks. However, the railroad is part of the broader multimodal network with Amtrak stops in nearby High Point where passengers can connect to Jamestown via HPTS bus routes.

EQUITABLE ACCESS TO THE NETWORK

Everyone deserves to move throughout their community with ease and dignity. Based on demographic data and existing and proposed bicycle and pedestrian facilities, equitable access to the network was analyzed for the select populations described in Table 3. Map 6 on the following page shows the result of the equity analysis. A higher equity index, represented with the darker color, reflects a higher proportion of select populations in that area.

RESIDENTIAL SIDEWALK ACCESS

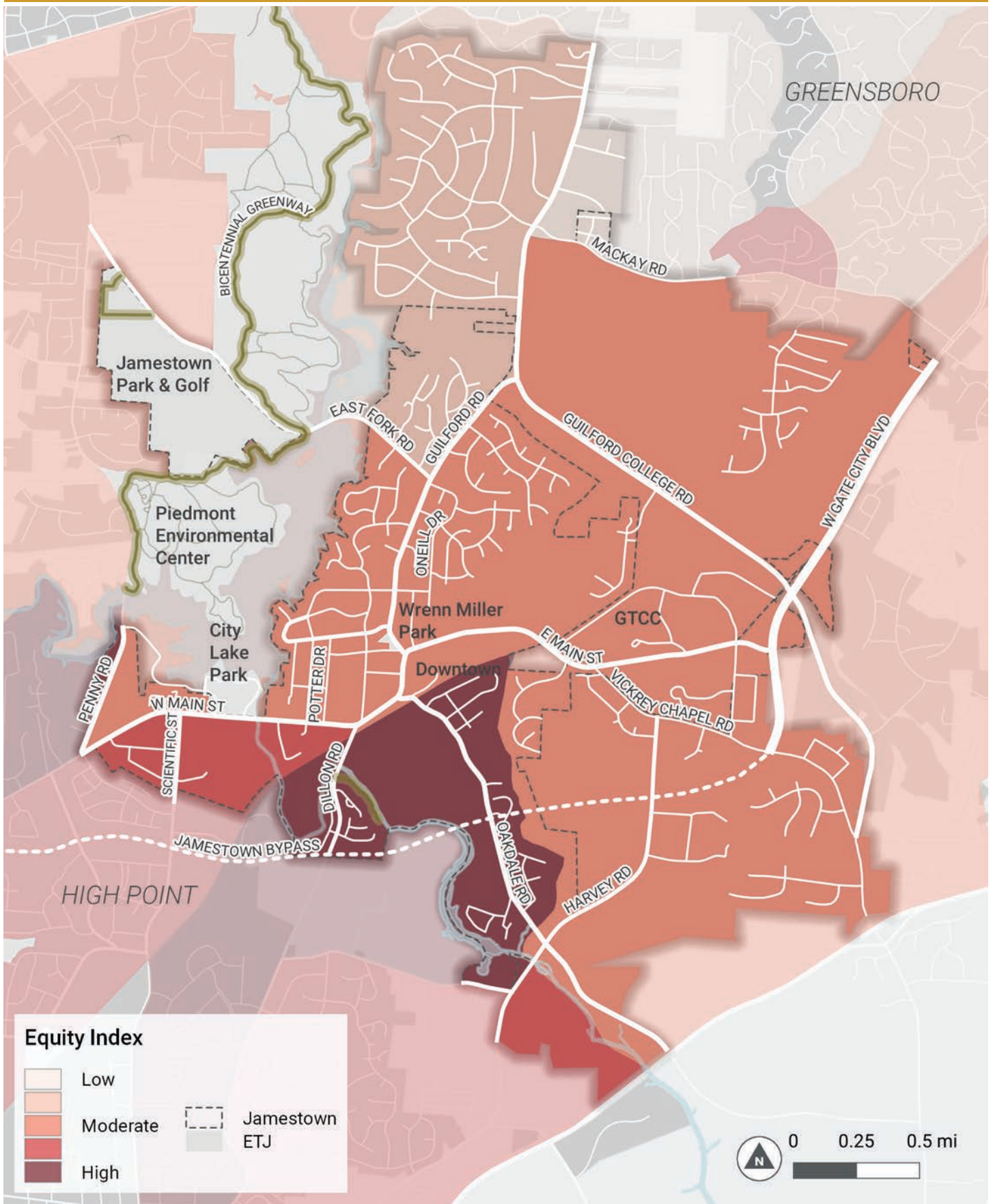
Sidewalks in Jamestown connect people to schools, parks and destinations, and add to the charming historic aesthetic of downtown. Map 7 on page 28 shows that even with sidewalks present on major streets, many residential parcels are further than a quarter mile from an existing sidewalk. In relation to all residential parcels, 27% within Town limits and 80% within the ETJ lack access to a sidewalk within a quarter mile.

The burden of limited sidewalk access is not evenly distributed throughout town. South of the railroad tracks, Oakdale Road has no sidewalks and is only accessible to other existing sidewalks by crossing the railroad tracks to Main Street. Other key gaps exist along Penny Road and on the edges of town where winding residential streets make it difficult to access sidewalks on Guilford Road and West Main Street.

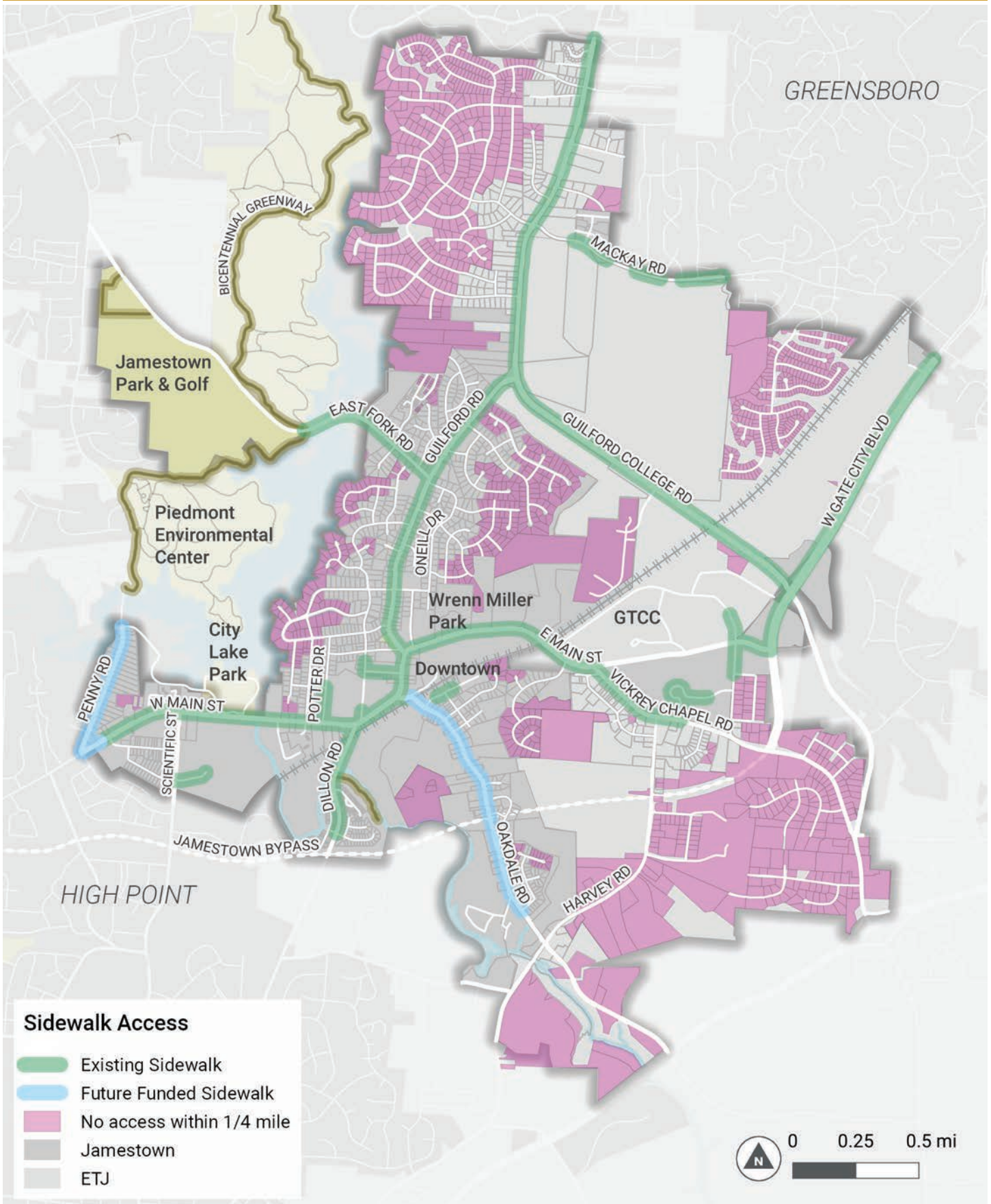
Table 3. Equity Index Descriptions

SELECT POPULATIONS	DESCRIPTION
Children	<ul style="list-style-type: none"> A safe and accessible bicycle and pedestrian network provides children with alternative routes to school or other destinations in Jamestown. Biking and walking benefits youth by providing opportunities for physical activity and to better connect with their surrounding community. Areas with higher proportions of households with people under 18 scored higher on the equity index.
Older adults	<ul style="list-style-type: none"> The presence of alternative, affordable transportation options reduces isolation and economic hardship and increases quality of life for older adults. Furthermore, across the country older adults comprise the fastest growing group of bicyclists. Areas with a higher proportion of households with people 65 and older scored higher on the equity index.
People with lower incomes	<ul style="list-style-type: none"> The high costs of personal vehicles place a disproportionate burden on households with low incomes. More affordable transportation options can foster self-sustainability, promote independence, and allow for spending on other household essentials. Areas with lower median incomes scored higher on the equity index.
Black Indigenous and People of Color (BIPOC)	<ul style="list-style-type: none"> Communities of color have historically experienced less investment and transportation resources than predominantly white communities. This means residents of these communities often have fewer options to get where they need to go. For the purpose of this analysis, people of color are defined as people who identify as non-white, one or more race, and/or Hispanic/Latino. Areas with higher proportions of Black, Indigenous, People of Color (BIPOC) residents scored higher on the equity index.
People who don't own cars or do not drive	<ul style="list-style-type: none"> A safe and accessible bicycle and pedestrian network can connect people without access to a vehicle to employment and education opportunities and key community destinations. Areas with a higher percentage of zero car households scored higher on the equity index.

Map 6. Equity Analysis



Map 7. Residential Sidewalk Access



PLAN, POLICY, AND PROGRAM REVIEW

OVERVIEW

The *Jamestown Comprehensive Bicycle and Pedestrian Plan* builds on and supports existing planning efforts in Jamestown and the High Point region. Far from starting from scratch, the Plan is designed to continue and complement previous plans, policies, and programs. This analysis summarizes a complete review of previous planning documents relating to transportation, land use, parks, and the infrastructure in Jamestown. Policies and programs that impact biking and walking in Jamestown are also examined. The contextual understanding that this review provides will guide the development of the Plan and ensure that its recommendations are relevant, realistic, and in-touch with community needs.

PLANS

Jamestown Strategic Plan (adopted 2021, updated annually)

This plan represents the Town’s mission and serves as a roadmap for staff and Town Council over the next three to five years. The plan includes a series of outcome statements that are the foundation of the Town’s mission statement as well as short- and long-range goals to support these outcomes. Notably, the plan calls for seeking opportunities for grant funding for pedestrian and parks/recreation facilities and updating the Comprehensive Pedestrian Plan.

Comprehensive Parks + Recreation Master Plan (2021)

This guiding document is designed to influence the decisions of Town staff and elected officials regarding improvements to the parks and recreation system. The plan includes a comprehensive review of community context, demographics, and current inventory, as well as the results of community engagement. The plan concludes with a master plan for Jamestown Park and a 10-year action and implementation plan.

Table 4. Reviewed Plans with Key Emphasis Areas

YEAR	TITLE	AGENCY	BICYCLE PLANNING	PEDESTRIAN PLANNING	TRANSIT	LAND USE PLANNING	PARKS AND RECREATION
2022	Jamestown Strategic Plan	Town of Jamestown	X	X		X	X
2021	Comprehensive Parks + Recreation Master Plan	Town of Jamestown					X
2021	Envision Jamestown Comprehensive Plan	Town of Jamestown				X	
2019	High Point MPO Regional Bike Plan	High Point MPO	X				
2015	City of High Point Short Range Transit Plan	HPTS			X		
2015	High Point MPO 2045 Metropolitan Transportation Plan	High Point MPO	X	X	X		
2010	Comprehensive Pedestrian Plan	Town of Jamestown		X			
2010	Deep River Trail Plan	Town of Jamestown		X			X

Envision Jamestown Comprehensive Plan (2021)

This plan sets a vision for Jamestown to be a community whose history and character are the foundations of its future. The primary goal of the plan is to maintain Jamestown's small-town charm while providing for sustainable growth. The planning process built on extensive community engagement including a wide-reaching survey with 580 participants.

High Point MPO Regional Bike Plan (2019)

This plan identifies opportunities and constraints for bicycling in the High Point region. The plan vision states that, "The High Point region will improve its bicycle network to create safe, comfortable, and accessible bicycle connections within, and between, communities."

City of High Point Short Range Transit Plan (2015)

This is a five-year operating plan for public transportation and ride-sharing programs in the region. The High Point Transit Service (HPTS) mission is to provide a safe, reliable, economical, and customer-oriented public service that meets the mobility needs of the residents and visitors of the City of High Point.

The plan emphasizes that all transit users are pedestrians at one point in their trip, and that underlying pedestrian infrastructure is foundational to the operation of transit service. Connected, well-maintained sidewalks enable passengers to safely get on and off a bus and connect with destinations along a route without having to walk in the street.

High Point MPO 2045 Metropolitan Transportation Plan (2015)

This is the official multimodal plan for the region's transportation system. It integrates short-term goals across modes, including air, freight, vehicle, pedestrian, bicycle, and transit. It also emphasizes links between modes and continuity to transportation systems outside the MPO area.

Town of Jamestown Comprehensive Pedestrian Plan (2010)

This plan sets a vision for 2030 for the Town of Jamestown to have a pedestrian transportation system that is safe, welcoming, and accessible with greenway connectivity to nearby Greensboro and High Point. This vision also includes trail and sidewalk circuits connecting downtown shops and stores with nearby destinations and natural areas, as well as all major roads and bridges having safe bicycle and pedestrian access. Based on analysis of existing conditions, the plan identifies the most critical projects needed to enhance walkability in Jamestown for personal health, quality of life, and community enhancement.

Town of Jamestown Deep River Trail Plan (2010)

This document presents a plan for a blueway paddle trail and a pedestrian-only greenway trail along both sides of the Deep River from City Lake Park to the Oakdale Mill dam. The plan calls for collaboration between the Town of Jamestown and the City of High Point. The proposed greenway alignment uses a City of High Point sewer right-of-way. The plan also identifies regional trail connections along the Deep River.

POLICIES

Town of Jamestown Land Development Ordinance (adopted 2009, updated regularly)

This ordinance regulates several aspects of the built environment that impact biking and walking either directly (e.g., sidewalk requirements) or indirectly (e.g., zoning). The Land Development Ordinance is a critical tool for building out the sidewalk network as it requires developers to construct sidewalk segments and install other streetscape elements such as lighting. The ordinance lacks significant reference to bicycle facilities.

Jamestown Technical Standards

These standards provide detailed guidance for streetscape elements including roadway width, corner radii, curb and gutter design, bicycle racks, transit amenities, driveway spacing, driveway aprons (transitions from driveway to street), sidewalk construction, and landscape buffers (strips). Lane width and corner radii are stipulated for locally- and privately-owned streets with curb and gutter. Standard lane widths vary from 11 feet to 18 feet depending on classification. Corner radii is 30 feet for all but industrial streets. In several instances, the technical standards differ from design criteria included in the Land Development Ordinance.

Town of Jamestown Uniform Park Rules and Regulations (adopted 2014)

These rules govern use of and conduct in Town parks. While bicycles are allowed on designated paths and trails, other wheeled devices such as scooters, skateboards, and roller skates/blades are prohibited. Except for Segways, motor vehicles are prohibited from trails and paths. Electric bicycles (e-bikes) are not mentioned.

PROGRAMS

AARP Livable Communities Program (member since 2021)

With support from AARP, Jamestown regularly hosts events aimed at empowering older adults to be actively engaged in the community and to feel comfortable aging-in-place. The Town's AARP Livability Team is a committee of residents appointed by Town Council.

Streetscape Sponsorship Program (adopted 2020)

This program allows donors to place memorial benches, tree planters, and trash receptacles at approved sites along Jamestown streets. Prices for the streetscape elements are based on 50% donor and 50% Town matching funds. Once an element is added to a street, it is considered Town property and maintained by the Town. The program includes a brief application form for interested citizens to complete and be reviewed by the Town of Jamestown Public Services Staff and the Town Council.

High Point MPO 2020-2029 Metropolitan Transportation Improvement Program (adopted 2020)

This program is a subcomponent of the High Point MPO Metropolitan Transportation Plan and identifies pedestrian and bicycle projects to be implemented throughout the region. Projects in Jamestown include the Jamestown Bypass, sidewalks on Penny Road and E. Main Street, and a pedestrian bridge along E. Fork Road over the Deep River.

Self-Organized Programs

There are several informal programs carried out by community members and community anchors, such as churches, that relate to biking and walking. As noted in the first steering committee meeting, residents often create self-organized groups for walking, running, and bicycling. Though interrupted by the COVID-19 Pandemic, the Hamil Kerr Challenge Foundation for Parkinson's typically hosts an annual Bike, Run, Walk Fundraiser that routes through Jamestown, beginning and ending at City Lake Park.

THEMES

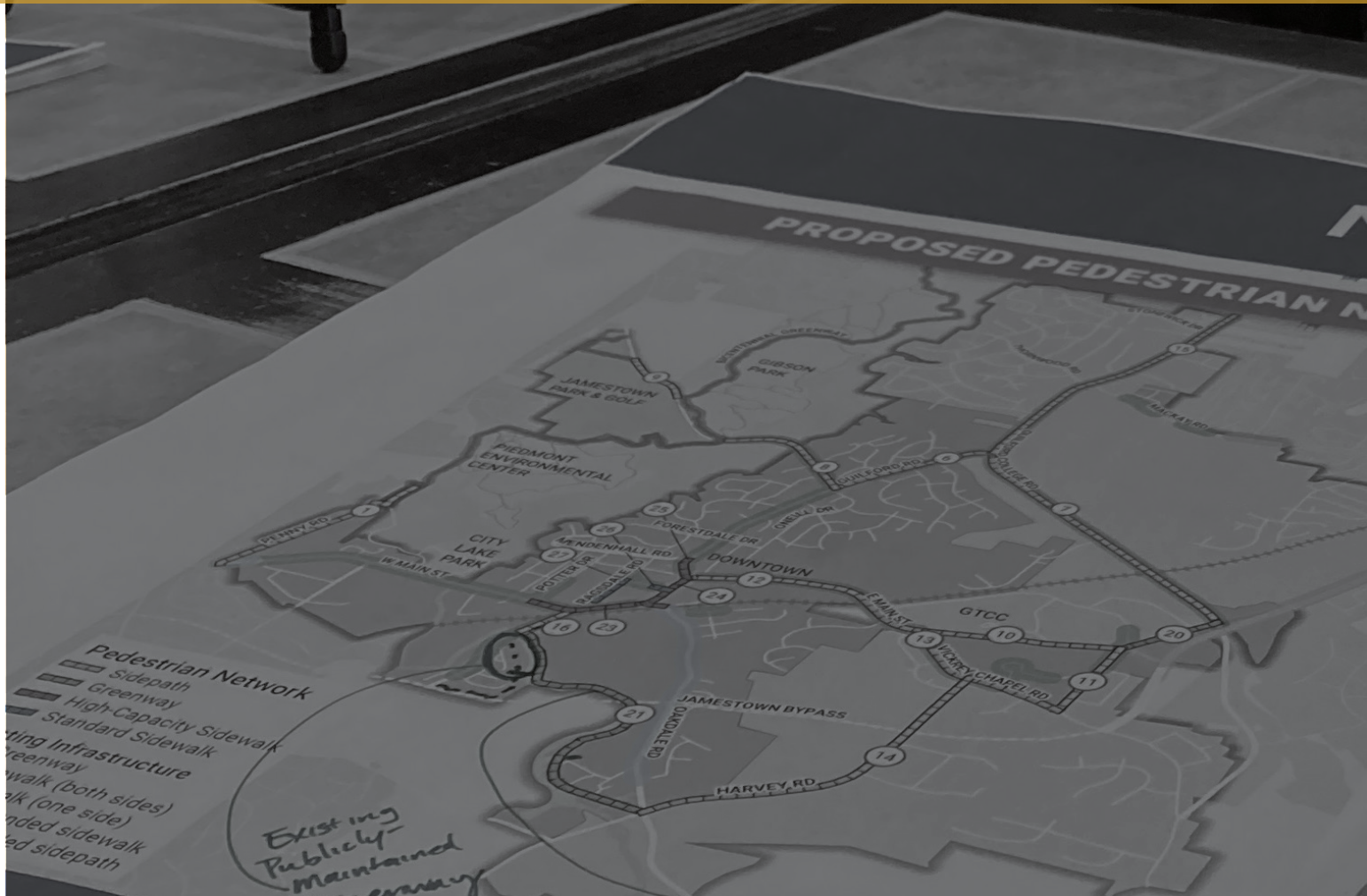
Jamestown and the surrounding region have a strong planning history that will lay the foundation for recommendations in the *Jamestown Comprehensive Bicycle and Pedestrian Plan*. While these documents represent different agencies and jurisdictions and span over a decade of planning work, there are several overarching themes that emerged:

- Developing a bicycle and pedestrian plan has been a long-standing goal of the Town.
- Dedicated space for people biking and walking is vital as Jamestown grows.
- Bicycle and pedestrian planning must be integrated into greater multimodal networks.
- Access to nature is one of Jamestown's greatest assets.
- Downtown development and the construction of the Jamestown Bypass offer opportunities to reimagine Main Street.
- A complete bicycle and pedestrian network should provide safe, comfortable access to destinations in Jamestown without the need for a car.
- The Town proactively seeks to partner with private businesses and individuals to enhance the public realm.
- The Town's Land Development Ordinance is a critical tool for expanding the sidewalk network.
- Throughout much of Jamestown, land use and building policies are aimed at creating an engaging pedestrian realm with buildings oriented toward the street and safe and connected facilities for pedestrians.
- The Town is committed to helping seniors age-in-place.
- Existing policies lack requirements for bicycle facilities and could be more inclusive of additional forms of mobility such as wheeled devices.



Amenities like the bench and waste receptacle in the photo make Jamestown's sidewalk more comfortable and inviting.

4



PUBLIC INVOLVEMENT

Public involvement for *Jamestown's Comprehensive Bicycle and Pedestrian Plan* was strategic, goal-driven, and adaptable to meet the needs of the community throughout the project. Engagement was conducted in the form of steering committee meetings, public outreach events, and online engagement including a public survey.

The feedback received through these public involvement events, meetings, and strategies was consolidated and analyzed to guide the development of the Plan. As elements of the Plan were developed, draft content was presented to the public for additional feedback before being finalized in the Plan.



GOALS

The public involvement process was anchored in the following goals:

Provide an Open and Transparent Process

- Share information openly and often with steering committee and the public.
- Present updates and new findings through a variety of outlets to reach a higher number of people.

Listen First

- Gather input, engage in conversation, and record ideas, concerns, and dreams of Jamestown's bicycle and pedestrian network.
- Use input and the vision and goals determined by the community to guide development of the Plan.

Create Inclusive Opportunities

- Host and facilitate a variety of public involvement opportunities to meet people where they are and record their responses.
- Utilize in-person and virtual engagement that is scheduled after work hours and during weekends.
- Provide recordings of meetings and online and paper surveys for people to access outside of meeting times.

Encourage Walking and Biking in Jamestown

- Incorporate educational components at engagement events.
- Provide opportunities for people to learn about the ways that walking and biking can benefit their community and themselves.

Give Proper Notice of Activities

- Provide adequate notice for scheduled events and activities, ensuring that staff and community members have time to prepare for and attend events.

Be Nimble in the Face of Uncertainty

- Remain flexible in scheduling in-person, virtual, or combination events in response to COVID-19 pandemic guidelines.
- Ensure that outreach is conducted efficiently, authentically, and meaningfully while maximizing the health and safety of community members and the project team.

OUTREACH

Community members, local leadership, and Jamestown staff were engaged creatively and effectively. This process utilized three public engagement approaches: a steering committee, public events, and online engagement materials. As shown on the following page, engagement approaches were scheduled to allow for feedback to be collected across several platforms and analysis to be reviewed multiple times during plan development.



Engagement occurred where people gather including the Music in the Park summer concert series at Wrenn Miller Park, which draws hundreds of attendees

INCORPORATING COMMUNITY FEEDBACK

STEERING COMMITTEE #1

- March 30, 2022 at Jamestown Civic Center
- Major activities: Visioning, goal setting, reviewing current conditions analysis, and network brainstorming

OPEN HOUSE #1

- April 25, 2022 at Jamestown Civic Center
- Major activities: Visioning, goal setting, reviewing current conditions analysis, network brainstorming, and public survey
- 22 people in attendance

PUBLIC SURVEY

- April 25 - June 10, 2022
- Focus: visioning, goal setting, behavior, current conditions
- Online with paper copies at events
- 102 Survey responses collected

STEERING COMMITTEE #2

- May 19, 2022 at Jamestown Civic Center and via Zoom
- Major activities: Reviewing open house and initial survey results, refining vision and goals, drafting preliminary network, and reviewing proposed facility types

POP-UP AT MUSIC IN THE PARK

- June 3, 2022 at Wrenn Miller Park
- Major activities: Network brainstorming
- 66 paper surveys completed

STEERING COMMITTEE #3

- July 21, 2022 at Jamestown Civic Center and via Zoom
- Major activities: Reviewing full survey results, prioritization criteria, draft pedestrian and bicycle network maps, catalyst projects, final plan template, and preliminary implementation strategies

OPEN HOUSE #2

- July 28, 2022 at Potent Potables
- Major activities: Reviewing project updates and critiquing pedestrian and bicycle network maps, catalyst projects, and prioritization criteria weights
- 33 people in attendance

STEERING COMMITTEE #4

- August 9, 2022 at Jamestown Civic Center and via Zoom
- Major activities: Reviewing and refining final plan draft

DRAFT PLAN REVIEW

- August 12 - 26, 2022
- The draft plan was available for review and public comment via the project website



Scenes from the Open House meetings

STEERING COMMITTEE

The committee provided oversight and guidance in the development of this Plan. Jamestown Town Council appointed 15 people, including a range of local residents and leaders, to serve on the committee (Table 5). This group guided engagement strategies, verified current conditions, and reviewed all aspects of the Plan.

All four meetings were held at the Jamestown Civic Center. After the first meeting, subsequent meetings used a hybrid format to provide options for members to attend in-person or online. Recordings and follow up surveys were provided to help members who were unable to attend to stay informed and share input.

Table 5. Steering Committee Members

NAME:	REPRESENTING:
Mark Bingham	Jamestown Resident
Wes Cashwell	Jamestown Business Owner
Josie Cothran	Jamestown Resident
Brant Gomez	Jamestown Resident
Alison Greeson	Jamestown Resident
Dan McDaniel	Jamestown Resident
Wid Painter	Jamestown Resident
Jeff Sebens	Jamestown Resident
Lynn Montgomery	Jamestown Mayor
Anna Hawryluk	Jamestown Town Planner
Paul Blanchard	Jamestown Public Services Director
Mitchell Johnson	Guilford Technical Community College, Vice President of Operations and Facilities
John Hanes	Hight Point MPO, Transportation Planner
Alex Rotenberry	NCDOT Integrated Mobility Division, Multimodal Regional Planner
Stephen Robinson	NCDOT Division 7, Planning Engineer

IN-PERSON EVENTS

A mixture of events were held during the planning process to make it easier for different people to attend and share their thoughts about biking and walking in Jamestown. Public events served to create a two-way conversation: to inform the community about the planning process and to gather information about existing conditions and community opinions.

OPEN HOUSE MEETINGS

Two open house meetings were held; one in April and the other in July. Open house meeting locations were determined in collaboration with Jamestown staff, and sites were selected with consideration of ease of access by community members. At each open house, people learned about the plan process and provided input. Interests and concerns that emerged from public comments at these meetings shaped the strategic direction of the plan.

The March open house meeting was held at the Jamestown Civic Center and focused on visioning, goal setting, and network brainstorming. The second open house was held at Potent Potables in July. This casual and public environment allowed residents including community leaders, running club members, and business owners to attend. The second meeting focused on the proposed network, catalyst projects, prioritization criteria, and implementation.

Open House #1 Outcomes

Feedback at Open House #1 identified clear themes that were important to the Jamestown community:

- Safety is paramount
- Cul-de-sacs and the limited connections over the Lake and the railroad cause bottlenecks throughout town
- A crosswalk is not enough
- Aesthetics matter
- Walking & biking are social activities
- Momentum for cycling is growing

Open House #2 Outcomes

- Increased awareness of the Plan among community members
- Safety remains a top priority and factor driving support of proposed projects
- Support for separate facilities for pedestrians and bicyclists where possible
- Excitement for increased connectivity within and to Jamestown
- Support for Neighborhood Slow Streets as a demonstration project
- Refinement of project prioritization scoring

POP-UP EVENTS

"Pop-up" events are informal forms of public engagement that capitalize on places or events where people already gather.

Tabling at Music in the Park

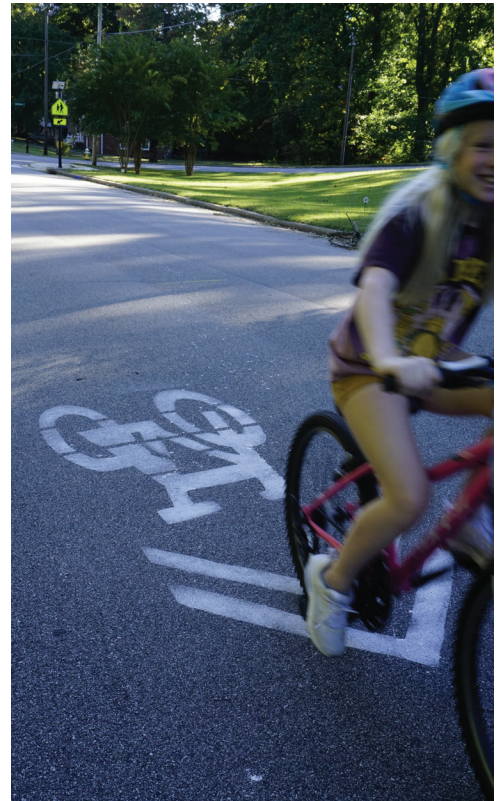
Music in the Park is a summer concert series held once a month in downtown Jamestown at Wrenn Miller Park. The series features live music and food trucks and draws several hundred attendees each month. A pop-up event was hosted at Music in the Park in June to share information about the project, brainstorm bicycle

and pedestrian network ideas, and promote the public survey. Over 60 people completed paper copies of the survey and online responses also increased noticeably after the event.

Temporary Demonstration Event

On Wednesday, October 5th, Town staff and community members temporarily installed elements of the proposed Slow Street Network on three streets surrounding Jamestown Elementary School using stencils, chalk, and tape. The demonstration project was 'live' from 3:30-6:00 p.m. and provided an opportunity to test out a handful of the recommended changes to Potter Drive, Perry Road, and Ragsdale Road including wayfinding signage, shared lane markings, curb extensions, and stop bars. NCDOT provided free helmets and helmet safety information. Approximately 30 people participated in the event.

In particular, the event revealed the need for traffic calming on Ragsdale Road from Perry Road to Main Street. The shared lane markings proved to be effective for guiding bicyclists into proper positioning on the roadway. The event also showed that strategic application of curb extensions with vertical elements would be beneficial to slow vehicles at intersections.



Scenes from the Demonstration Event

ONLINE ENGAGEMENT

Online tools allowed for another layer of engagement by allowing people to share their experiences and preferences without needing to attend meetings.

PROJECT WEBPAGE

At the beginning of the engagement process, the project team developed content for Jamestown staff to populate a page on the Town website for the Plan. The webpage served as a platform to announce upcoming meetings and events and identify project milestones. The project team regularly provided content updates, such as meeting information and materials that can be downloaded and printed. The project webpage was a resource for those not able to attend meetings and/or those that have comments that were not shared during a formal meeting.

SOCIAL MEDIA CAMPAIGN

A social media campaign for this project was established. The project team partnered with Town staff to maximize the use of applicable accounts such as Facebook, Instagram, and Twitter, which advertised outreach opportunities and built general momentum around initiatives focused on bicycling and walking.

PUBLIC SURVEY

A public survey distributed both online and in-person provided a tool to gain an understanding of the existing gaps and barriers to walking and biking in Jamestown along with opportunities to connect to local destinations. Focus areas for the survey were demographics, bicycle and pedestrian behavior, and perceptions of biking and walking in the community. All responses were critical to shaping the proposed networks, programs, and policies. The survey was open to the public from April 25 through June 10, 2022. The survey was publicized at public outreach events, at steering committee meetings, mailed in water bill remarks, and on the Town of Jamestown website and social media pages. In total, 102 participants completed the survey. Survey results are summarized below and the full survey results are located in the Appendix.

SURVEY RESULTS

DEMOGRAPHICS

Compared with the overall demographics of Jamestown from the U.S. Census Bureau's American Community Survey (ACS), the people that took the survey were older, more educated, and higher-earning individuals. Additionally, very few members of Jamestown's sizable Black community completed the survey.

Comparison

- Compared with the demographics, survey respondents had higher rates of people aged 45-64
 - » 45 to 54 Years: ACS: 11.6%. Survey: 24%
 - » 55 to 64 Years: ACS: 13.2%. Survey: 28%
- In terms of gender, the survey responses were representative of the Jamestown population.
 - » Male: ACS: 47%, Survey: 42%
 - » Female: ACS: 53%, Survey: 54%
 - » 4% of respondents preferred not to say
- People with education beyond high school were highly represented in the survey results.
 - » Education beyond high school: ACS: 77.2%. Survey: 82%
- Higher household incomes were represented more frequently in the survey than they were in Jamestown's ACS data.
 - » Household Income above \$100,000: ACS: 37.2%. Survey: 48%
- Regarding race, the survey responses were representative of Jamestown's population for all races except for Black or African American.
 - » White: ACS: 82.2%, Survey: 84.8%
 - » Black or African American: ACS: 14.8%, Survey: 2.9%
 - » Native American Indian or Alaskan Native: ACS: 0%, Survey: 1.9%
 - » Asian: ACS: 1.8%, Survey: 1%
 - » Other: ACS: .3%, Survey: 1%
 - » Two or more races: ACS: 1%, Survey: 1%
 - » 7.6% of people who took the survey preferred not to state their race.

KEY THEMES

Survey results were analyzed in tandem with feedback and themes identified during the first open house event. Key findings are outlined below:

Safety

- Safety is paramount!
- A crosswalk is not enough
- Accessibility is key

Culture

- Biking and walking are social activities and a part of Jamestown's culture
- Aesthetics matter
- Momentum for bicycling is growing

Connectivity

- Neighborhood connections feel the most safe
- A network of on-and-off-street facilities is desired
- Cul-de-sacs and the limited connections over the Lake and the railroad cause bottlenecks throughout town

#1 GOAL
Reduce risks for people who bike and walk

WHAT IS KEEPING PEOPLE FROM WALKING, BIKING, OR ROLLING?

- Feeling unsafe around traffic and unsafe drivers (69.6% and 49%)
- Difficult to cross major roads (47.1%)
- Gaps in sidewalks (24.5%)

MOST IMPORTANT TRIPS TO SUPPORT



92% of people would like to walk, bicycle, or roll more often than they currently do.

51% of people ride a bicycle at least a few times a month for recreation or transportation

80% of people walk at least a few times a week for recreation or transportation

TOP 5 LOCATIONS FOR NEW OR ADDITIONAL BICYCLE AND PEDESTRIAN FACILITIES

- MAIN STREET
- OAKDALE ROAD
- GUILFORD ROAD
- EAST FORK ROAD
- PENNY ROAD

TOP 5 UNSAFE OR STRESSFUL LOCATIONS THAT NEED IMPROVEMENT

- GUILFORD ROAD
- MAIN STREET
- EAST FORK ROAD
- OAKDALE ROAD
- PENNY ROAD

WHERE ARE PEOPLE COMFORTABLE WALKING OR BIKING IN THE ROADWAY?

- NEIGHBORHOOD STREETS (53%)
- NO STREETS (10%)

5



PROPOSED NETWORK

The network is a critical component for future mobility investments and should serve as a guide for pursuing future bicycle and pedestrian infrastructure investments that expand access and increase safety for Jamestown residents and visitors. This chapter identifies the importance of a network, summarizes analysis that informed network development, prioritizes all the recommended projects within the network, and presents conceptual designs for six catalyst projects.



WHAT IS A NETWORK?

A successful bicycle and pedestrian network...

- Is a seamless, connected system of places to walk and bike.
- Allows people to safely and comfortably get to where they want and need to go.
- Is not on every street! A bicycle and pedestrian network is a selection of streets best suited for walking and biking.
- Builds upon existing and proposed bicycle and pedestrian infrastructure projects.

WHY A NETWORK?

The network outlined in this chapter builds upon the existing infrastructure to make key connections, fill gaps, and create a seamlessly connected bike and pedestrian network. Compared to implementing isolated projects, taking a network- or system-

approach is more powerful for increasing mobility and accessibility, and is a more strategic investment for the Town.

The proposed network will better connect Jamestown residents and visitors with places they need and want to go in a safe, welcoming, and convenient way.

LAYERS OF ANALYSIS

Analysis of current conditions (Chapter 3) and feedback from public involvement (Chapter 4) heavily informed the network development process. Together, these analyses provided a multifaceted lens through which the proposed network for Jamestown was created. The resulting network emphasizes community values and priorities by promoting safety, connecting destinations, and providing multimodal access throughout the community. The high-comfort bikeways and sidewalks encourage users of all ages and abilities to get around town by walking or rolling and enhance transportation and recreation opportunities throughout Jamestown.



A newly constructed sidewalk on Potter Drive is the latest addition to Jamestown's growing pedestrian network.

PRIORITIZATION CRITERIA

The following criteria for prioritizing projects were developed based on feedback from the online survey and first open house, and were vetted by the steering committee:

- Safety Concerns
- Multimodal Access
- Destinations Served
- Network Connectivity
- Community Support

These characteristics are valued by the community and drove the network development process. In addition, they serve as the foundation for scoring projects and prioritizing immediate, near-term, medium-term, and long-term projects.

WEIGHTED SCORING

To further reflect the values of the community and the feedback received during the planning process, each of the prioritization criteria were assigned weights as shown below in Table 6.

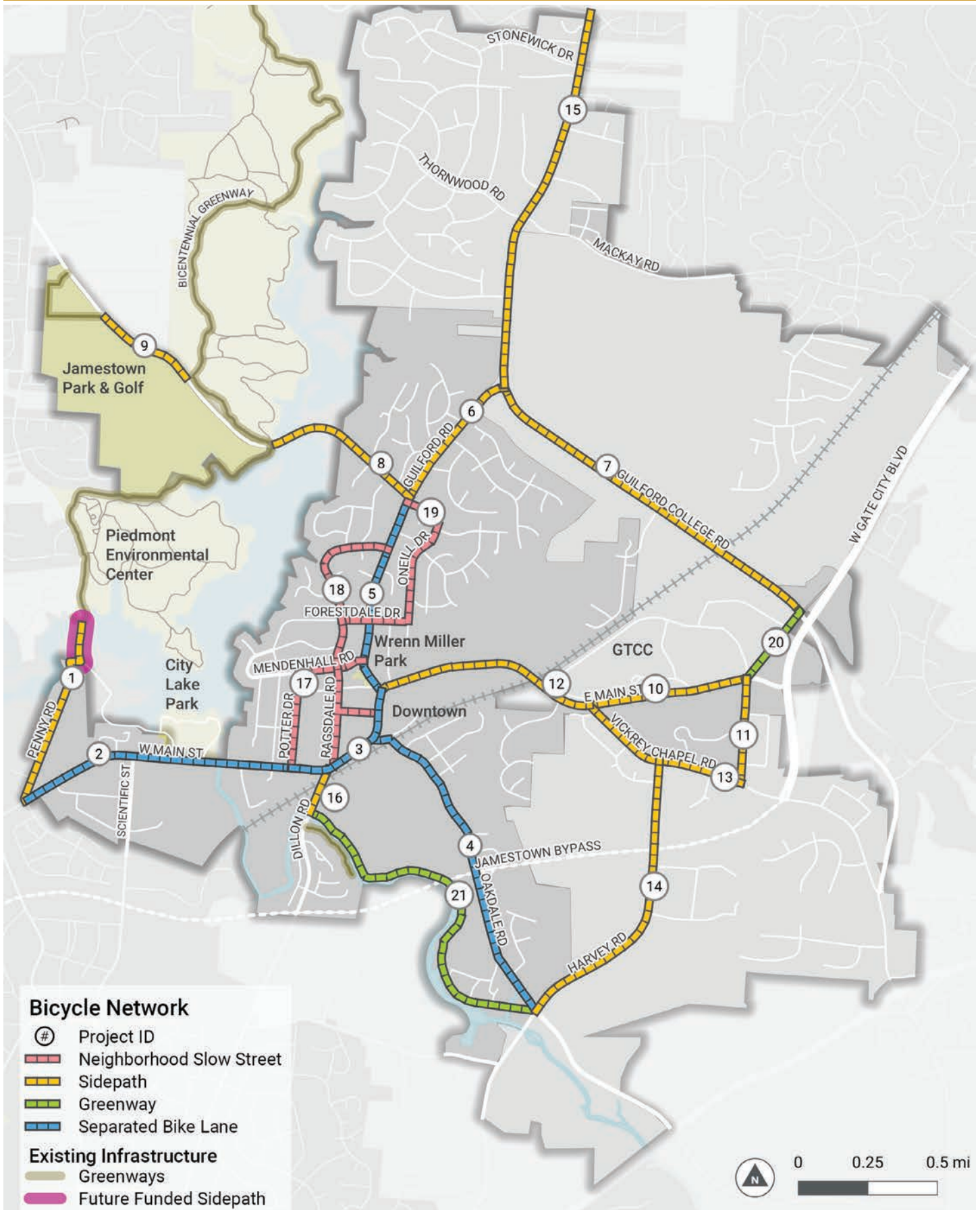
PROPOSED NETWORK

The maps on page 45 and 46 depict how the proposed bicycle and pedestrian network builds upon existing infrastructure. Project identification numbers are included on the map and correspond with Table 7 on page 53, which shows the final, weighted prioritization score for each project.

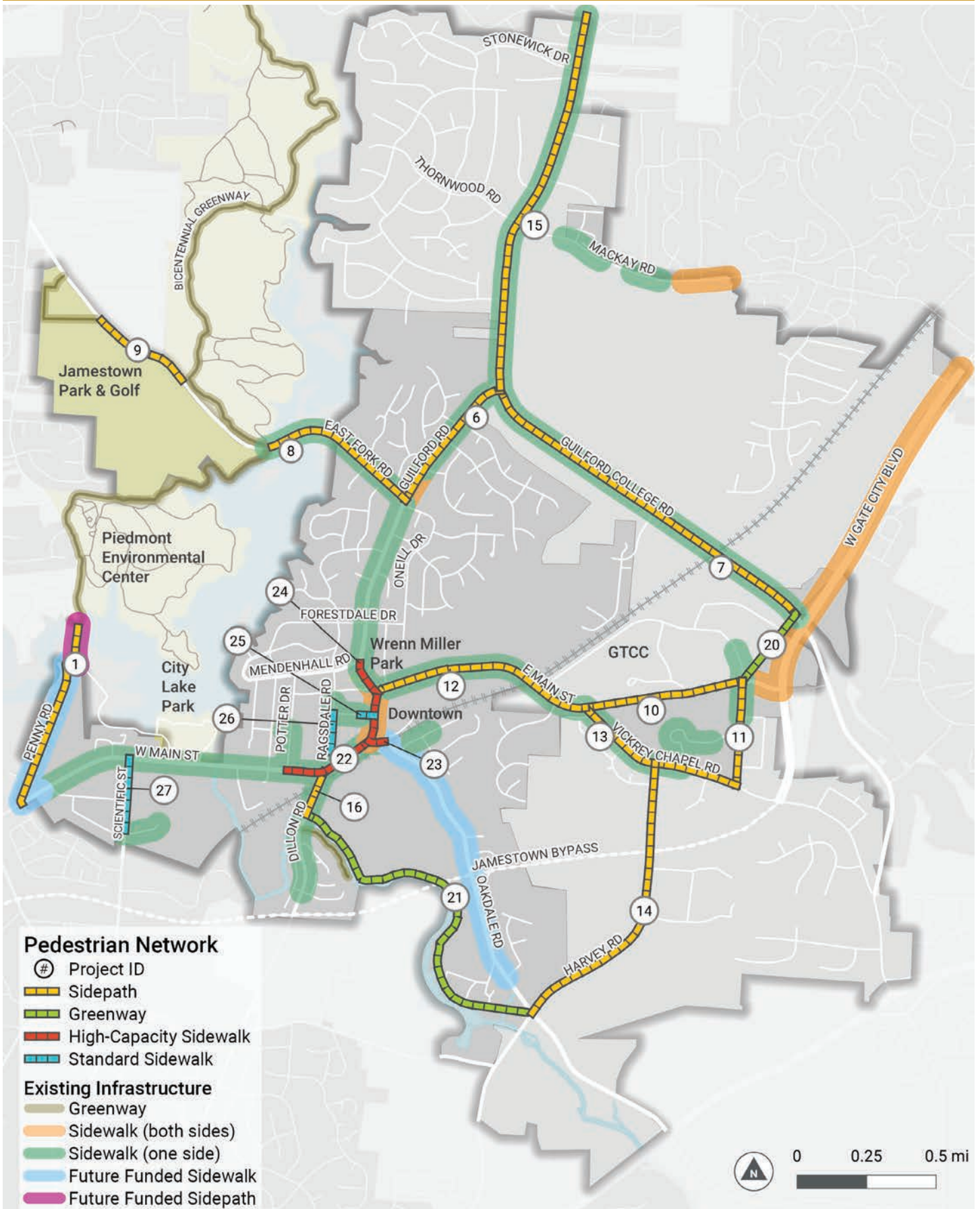
Table 6. Prioritization Scoring Methodology

CRITERION	DESCRIPTION	ASSOCIATED GOALS	POINTS	WEIGHT
Safety Concerns	Is this project along a route with a bicycle- or pedestrian-related crash or in an area where people feel unsafe? (based on 2011-2020 crash data and public feedback)	<ul style="list-style-type: none"> • Safety • Accessibility 	<ul style="list-style-type: none"> • No: 0 • Yes: 10 	30%
Multimodal Access	Does this project provide new infrastructure for bicyclists and/or pedestrians?	<ul style="list-style-type: none"> • Accessibility • Momentum 	<ul style="list-style-type: none"> • Bicyclists only: 5 • Pedestrians only: 5 • Both: 10 	25%
Destinations Served	How many community destinations does this project serve?	<ul style="list-style-type: none"> • Connectivity • Community 	<ul style="list-style-type: none"> • No destinations: 0 • 1-2 destinations: 5 • 3 or more destinations: 10 	15%
Network Connectivity	Does this project connect to existing multimodal facilities?	<ul style="list-style-type: none"> • Quality • Safety • Connectivity 	<ul style="list-style-type: none"> • No connections: 0 • Connects to transit: 5 • Connects to existing sidewalk or greenway: 5 • Connects to transit AND existing sidewalk or greenway: 10 	15%
Community Support	How much do local officials and the public support a project along this route? (based on feedback from open houses and the survey)	<ul style="list-style-type: none"> • Community • Momentum 	<ul style="list-style-type: none"> • Low support: 0 • Moderate support: 5 • High support: 10 	15%

Map 8. Proposed Bicycle Network



Map 9. Proposed Pedestrian Network



NETWORK COMPONENTS

A successful bicycle and pedestrian network must include various types of infrastructure so users can experience a continuous level of comfort even as conditions such as right-of-way width, traffic, and land use change. The following pages present the types of facilities or infrastructure elements recommended for Jamestown. The Appendix includes additional guidance.

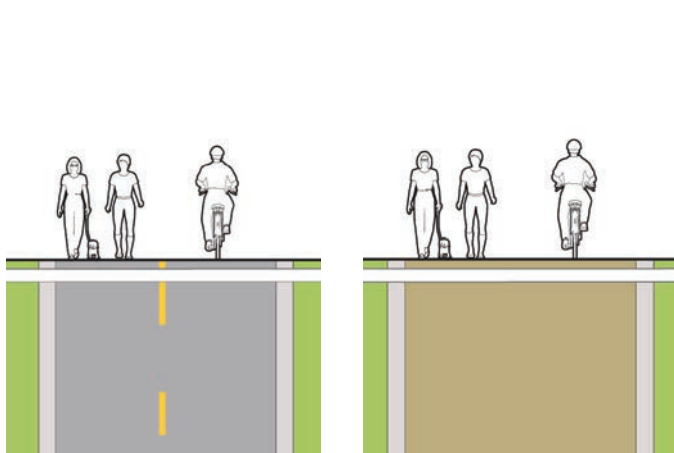
CORRIDORS

Greenway

Greenways are paths that can be used by people walking or biking. They can be found in both rural and urban areas and generally not run adjacent or parallel to a roadway. Because greenways are physically separated



Asphalt greenway



Greenway: sample cross-sections (paved & natural)

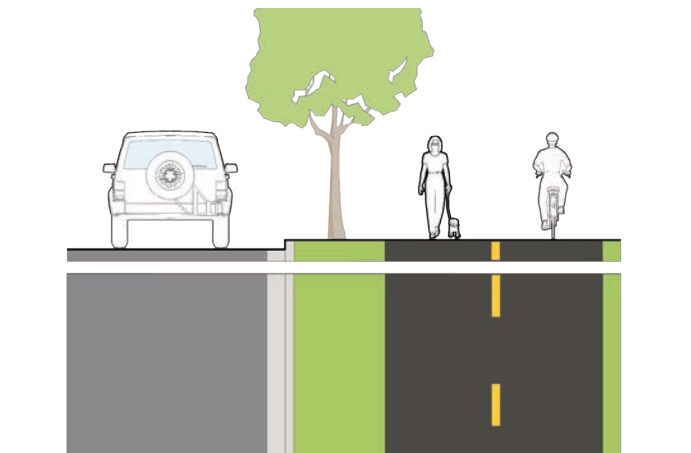
from the roadway, they can offer users an experience to reconnect with nature. Tread material is often asphalt or concrete (especially in flood prone areas). Natural surfaces such as crushed granite or bare earth may be used, but reduce accessibility. Most greenways are 10-14 feet wide with a 1-2 foot shoulder. A striped centerline can help delineate space in high-use areas and a concrete band can help the edge of the tread from deteriorating.

Sidepath

Sidepaths are similar to greenways, but are located adjacent or parallel to a roadway. The width and composition of the setback from the road influences the level of comfort of the sidepath. Driveway crossing treatments are critical for this kind of facility. Sidepaths can be constructed from asphalt or concrete and may include a striped centerline depending on volume of users. Most sidepaths are 10-14 feet wide. In constrained areas, 8-foot widths are acceptable for short segments.



Concrete sidepath with landscape strip



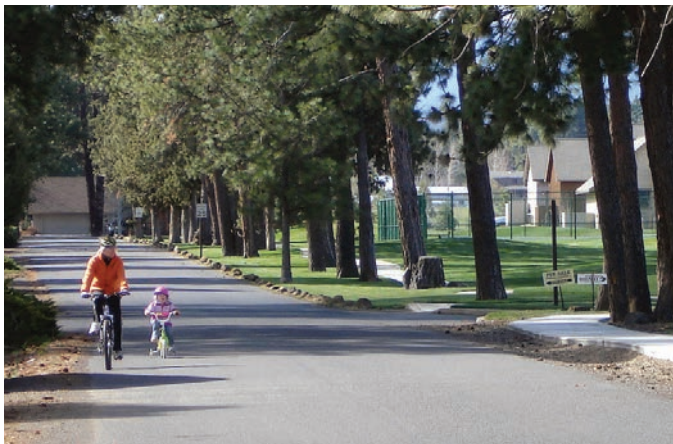
Sidepath: sample cross-section

Neighborhood Slow Street

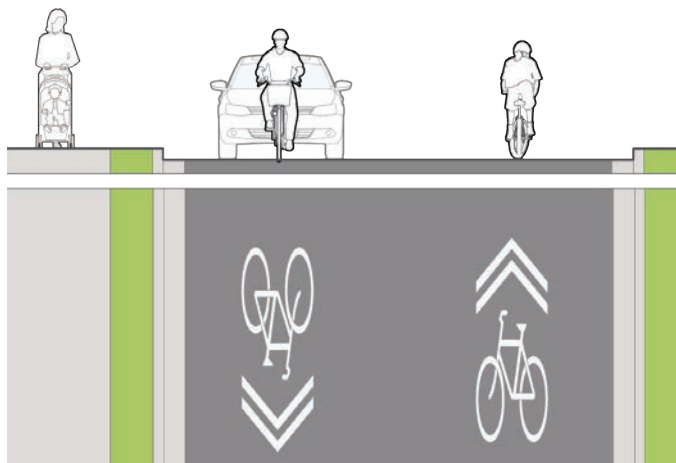
This facility type is based on the understanding that many of Jamestown’s neighborhood streets are places where residents already feel comfortable sharing the road with vehicles while walking or biking. In total, the proposed Slow Street Network seeks to:

- Formalize routes through neighborhoods on low-volume, low-speed streets that connect to destinations
- Use branding and strategic retrofit projects to reinforce these streets as spaces where all modes are equally valued

Neighborhood slow streets include shared lane markings and wayfinding for branding and route guidance as well as directional signage for community destinations. Where appropriate, slow streets should also include intersection treatments such as stop bars and traffic calming elements such as curb extensions, chicanes, or speed humps.



Neighborhood slow street (no pavement markings)



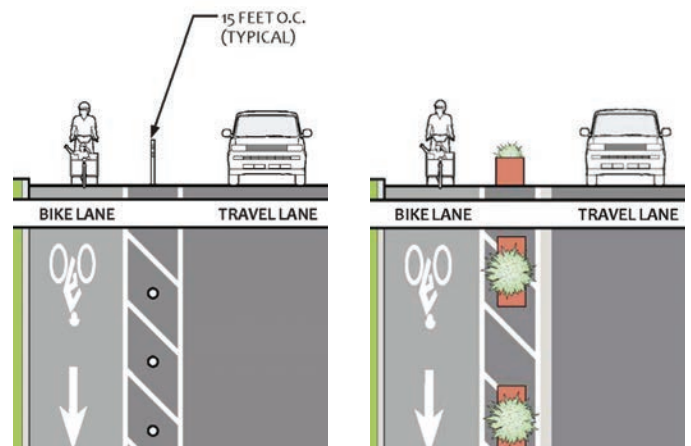
Neighborhood slow street: sample cross section

Separated Bike Lane

Separated bike lanes are facilities for bicyclists that provide physical separation from vehicles. Physical separation can range from a painted buffer with a vertical element such as a flex post or pre-cast concrete curb to a landscaped buffer. Separated bike lanes may be two-way with a striped centerline or directional with bicycle traffic moving in the same direction of vehicle traffic. Directional separated bike lanes are typically 5-6 feet wide (4 feet minimum). Two-way separated bike lanes are typically 12 feet wide (9 feet minimum) so bicyclists can pass each other comfortably, but may narrow to 8 feet wide for short distances in constrained situations. Buffers that provide physical separation should vary based on context. A 2-foot wide buffer is the preferred minimum, but 3 feet is required for a door zone if the bike lane abuts on-street parking.



Sidewalk-level two-way separated bike lane



Separated bike lane: sample cross sections

High-Capacity Sidewalk

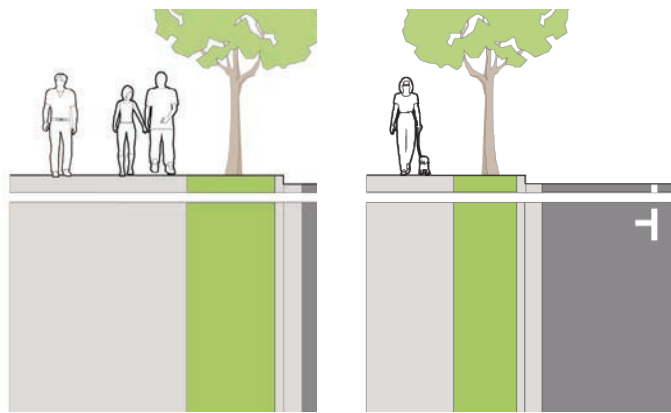
High-capacity sidewalks are wide sidewalks that accommodate higher levels of pedestrian activity and provide space for people to easily pass one another. They can often accommodate outdoor dining, street trees, and/or a street furniture zone. A high-capacity sidewalk is typically 8 feet wide or greater. Current Town standards require sidewalks on commercial streets to be 7 feet wide minimum.

Standard Sidewalk

Standard sidewalks are physically separated from the roadway by a curb and/or landscape strip. Standard sidewalks are not as wide as high-capacity sidewalks, but they should still be accessible and free of obstacles for people of all ages and people using mobility devices or pushing strollers. The width of a standard sidewalk in Jamestown is 5 feet wide, which is the same as NCDOT's standard sidewalk width. They can be made of brick or concrete.



High-capacity sidewalk with street trees

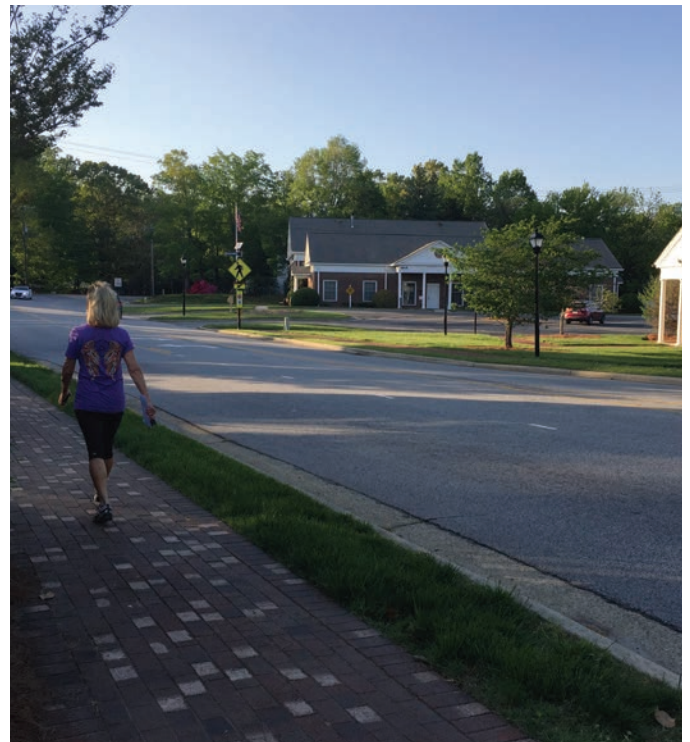


Sidewalk: sample cross sections (high-capacity on the left & standard on the right)

SIDEWALK CONSIDERATIONS

Depending on the location, it may be more appropriate to have a high-capacity sidewalk or a standard sidewalk. There are various considerations to make when determining appropriate sidewalk width:

- How much foot traffic is this area currently experiencing? For areas like downtown, there is high pedestrian traffic but tighter roadway capacity. Creating wider sidewalks can help accommodate foot traffic while still fitting within the roadway geometry.
- Do we anticipate future increases in foot traffic? Is there new development coming? Is a bike path project being constructed? Changes in Jamestown could lead to changes in foot traffic.
- Can we reallocate existing road space to support people walking? Redesigning the roadway can be a way to redefine Jamestown's values. Allocating more space for people walking and rolling highlights the importance of having safe, connected, and accessible streets.



Brick sidewalks are common in and near downtown

CROSSINGS

Mid-Block Crossings

Mid-block crossings help pedestrians cross the road in areas where intersections are spaced too far apart to be convenient. Mid-block crossings are commonly constructed near schools, museums, transit stops, parks, and other areas that generate pedestrian traffic. NCDOT standards require mid-block crossings to be placed at least 300 feet from unsignalized intersections and 400 feet from signalized intersections.

Intersections

Most crashes and near misses occur at intersections because it is where people using different modes of travel cross paths. Crosswalk length, signal phasing and timing, signage, accessibility, and visibility are key considerations at intersections to support safe crossings.

Railroad Crossings

Considerations about access and design to support pedestrians and bicyclists at railroad crossings include:

- Provide separated facilities for people walking or biking, access routes, and accessible ramps (where appropriate) at rail crossings
- Pedestrian and bicyclist crossings and rail tracks should be as close to 90 degrees as possible to reduce crossing hazards
- Ensure adequate sight distances for users as they approach the crossing

- Install signs to warn bicyclists and pedestrians of the approaching crossing. Consider the use of detectable warning surfaces to place on pedestrian and bicycle facilities
- Ensure any gaps around the tracks are a maximum of 2.5 inches on non-freight rail track and 3 inches on freight rail track

PRIORITIZATION RESULTS

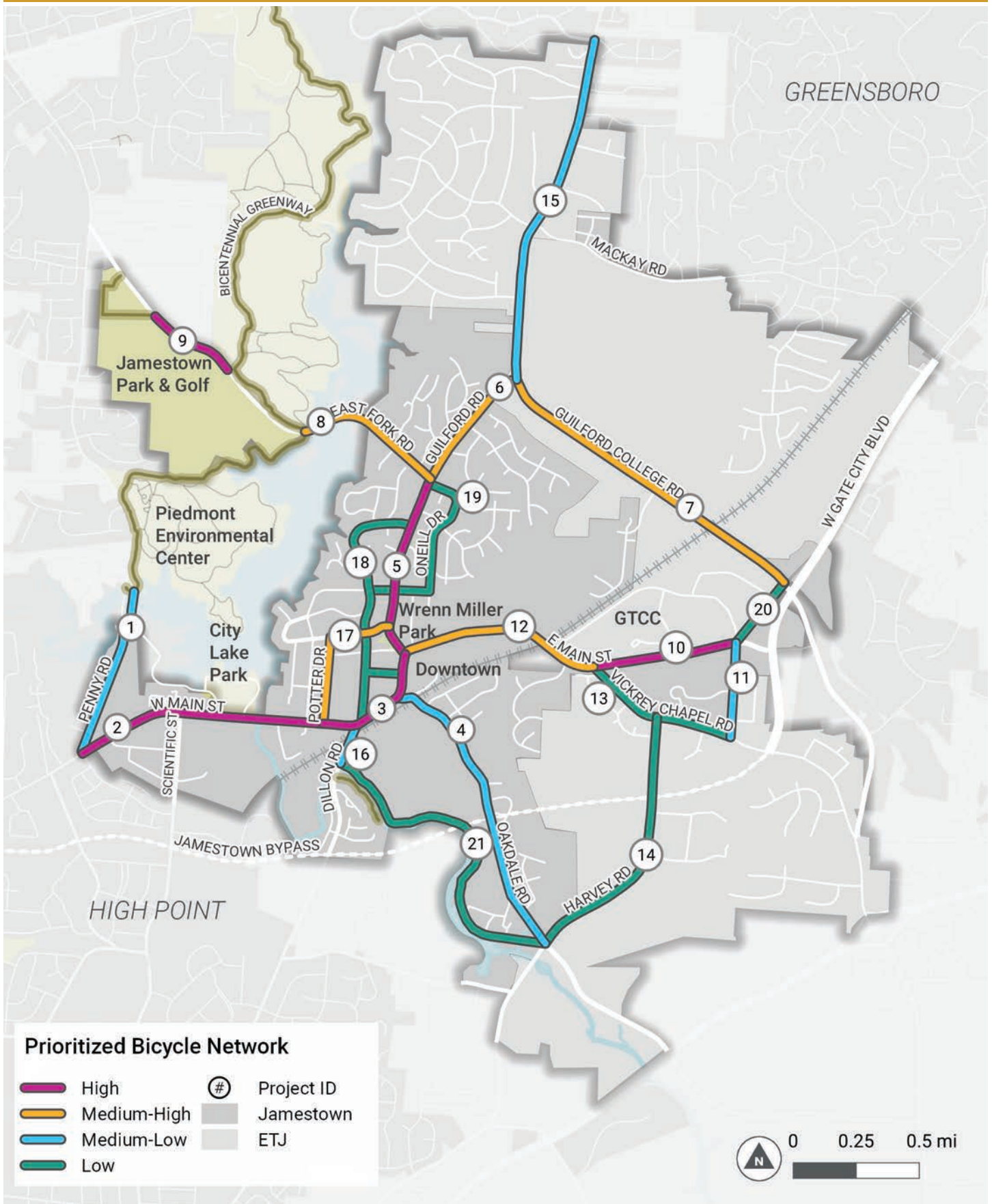
The following pages include maps and a corresponding table of the prioritization results to guide implementation. While not every project may receive a high score, each project on the proposed network aligns with the prioritization criteria and is a critical piece of increasing connectivity and safety for pedestrians and bicyclists in Jamestown. Projects that score lower but fill essential gaps in the network may be considered for implementation sooner or in conjunction with adjacent projects. Additionally, while scores have been established, these are for planning purposes only. It is understood that there will be “projects of opportunity,” and that projects should be implemented when opportunities arise or when funding is available.

Detailed prioritization scoring results are available in the Appendix.



Bike routes that traverse at-grade railroad crossings should cross at a 90 degree angle.

Map 10. Prioritized Bicycle Network



Map 11. Prioritized Pedestrian Network

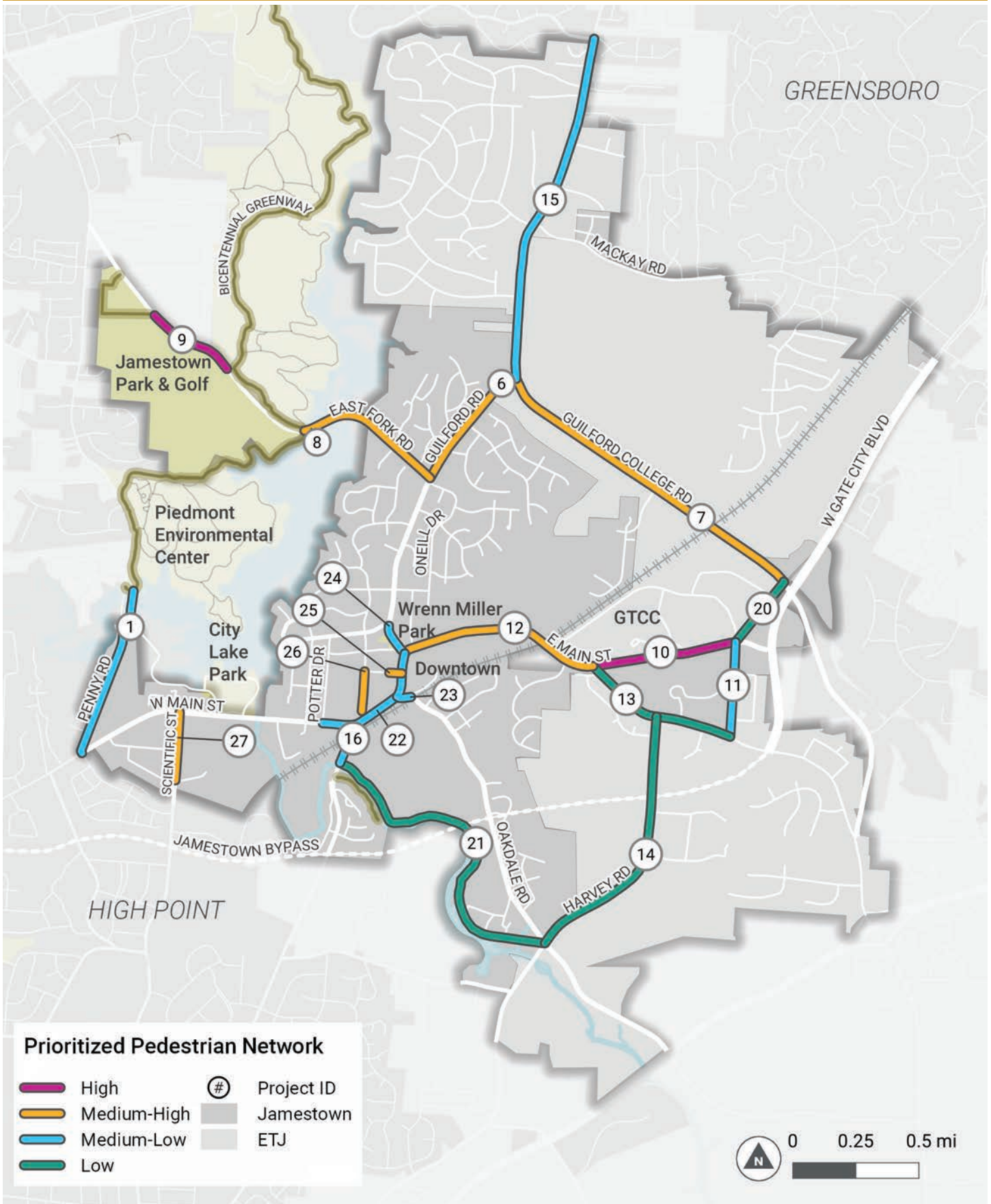


Table 7. Prioritization Scoring Results

ID	LOCATION	EXTENTS	FACILITY	IMPLEMENTATION	SCORE
<i>High Priority</i>					
9	E Fork Rd	Bicentennial Greenway to Charles P Turner Sports Complex	Sidepath	New Construction	48.5
5	Guilford Rd	E Main St to E Fork Rd	Separated Bike Lane	New Construction	48
2	W Main St	Penny Rd to Dillon Rd	Separated Bike Lane	New Construction	48
3	W and E Main St	Dillon Rd to Guilford Rd	Separated Bike Lane	New Construction	48
10	E Main St	Vickrey Chapel Rd to Millis Rd	Sidepath	New Construction	47
<i>Medium-High Priority</i>					
25	Gannaway St	Gannaway St to E Main St	Standard Sidewalk	New Construction	42.25
17	Potter Dr and Mendenhall Rd	W Main St to Guilford Rd	Neighborhood Slow Street	Restripe	41.75
6	Guilford Rd	E Fork Rd to Guilford College Rd	Sidepath	Retrofit	36.5
7	Guilford College Rd	Guilford Rd to Stanford Rd	Sidepath	Retrofit	36.5
8	E Fork Rd	Guilford Rd to Bicentennial Greenway	Sidepath	Retrofit	36.5
27	Scientific Street	W Main St to Shannon Gray Ct	Standard Sidewalk	New Construction	36.5
12	E Main St	Guilford Rd to Vickrey Chapel Rd	Sidepath	Retrofit	35
26	Ragsdale Rd	W Main St to Gannaway St	Standard Sidewalk	New Construction	35
<i>Medium-Low Priority</i>					
15	Guilford College Rd	Guilford Rd to Stone Gables Ct	Sidepath	Retrofit	30.75
24	Guilford Rd	E Main St to Mendenhall Rd	High Capacity Sidewalk	Retrofit	30.25
1	Penny Rd	W Main St to the Bicentennial Greenway	Sidepath	New Construction	29.75
11	Millis Rd	E Main St to Vickrey Chapel Rd	Sidepath	New Construction	29.75
4	Oakdale Rd	W Main St to Harvey Rd	Separated Bike Lane	New Construction	29.25
16	Dillon Rd	W Main St to the Deep River	Sidepath	Retrofit	29.25
22	W and E Main St	Potter Dr to Oakdale Rd	High Capacity Sidewalk	Retrofit	28.75
23	E Main St	Oakdale Rd to Guilford Rd	High Capacity Sidewalk	Retrofit	28.75

Table 7. Prioritization Scoring Results Continued

ID	LOCATION	EXTENTS	FACILITY	IMPLEMENTATION	SCORE
<i>Low Priority</i>					
13	Vickrey Chapel Rd	E Main St to Millis Rd	Sidepath	Retrofit + New Construction	24
14	Harvey Rd	Oakdale Rd to Vickrey Chapel Rd	Sidepath	New Construction	24
20	Old roadbed/ Stanford Rd	E Main St to Guilford College Rd	Greenway	New Construction	24
21	Along the Deep River	Dillon Rd to Oakdale Rd	Greenway	New Construction	24
19	O'Neill Dr and Forestdale Dr	Ragsdale Rd to Guilford Rd	Neighborhood Slow Street	Restripe	17.25
18	Cloverbrook Dr	Ragsdale Rd to Guilford Rd	Neighborhood Slow Street	Restripe	11.5

CATALYST PROJECTS

The catalyst projects shown on the following pages are starter concepts for a variety of multimodal facilities that, if implemented, will jump start the proposed bicycle and pedestrian network or be a “game changer” for mobility in Jamestown. These projects can also lay the groundwork for future mobility investments. Projects were identified through public engagement, consideration of risk factors for nonmotorized users, opportunities for placemaking, and filling critical network gaps. Some catalyst projects are also on the list of prioritized projects. These projects are planning-level concepts and require varying degrees of additional planning and design to implement.

TYPES OF PROJECTS

Corridors

- Ragsdale Road Sidewalk
- Potter Drive & Mendenhall Road Slow Streets
- Guilford Road Bike Lanes & Sidepath

Crossings

- Main Street Roundabout
- E. Fork Rd Bicentennial Greenway Crossing
- Guilford Tech Community College & CJ Greene Education Center/Ragsdale High School Crossing

PROBABLE COST

Planning-level cost estimates were calculated using the NCDOT Bicycle and Pedestrian Project Estimator Tool. Several assumptions are built into the estimates, including:

- Costs are based on 2019 prices and rounded to the nearest \$5,000
- The minimum cost per component is \$5,000
- Relocation is assumed for 10% of utilities within the project area
- ROW acquisition costs are based on surrounding development patterns

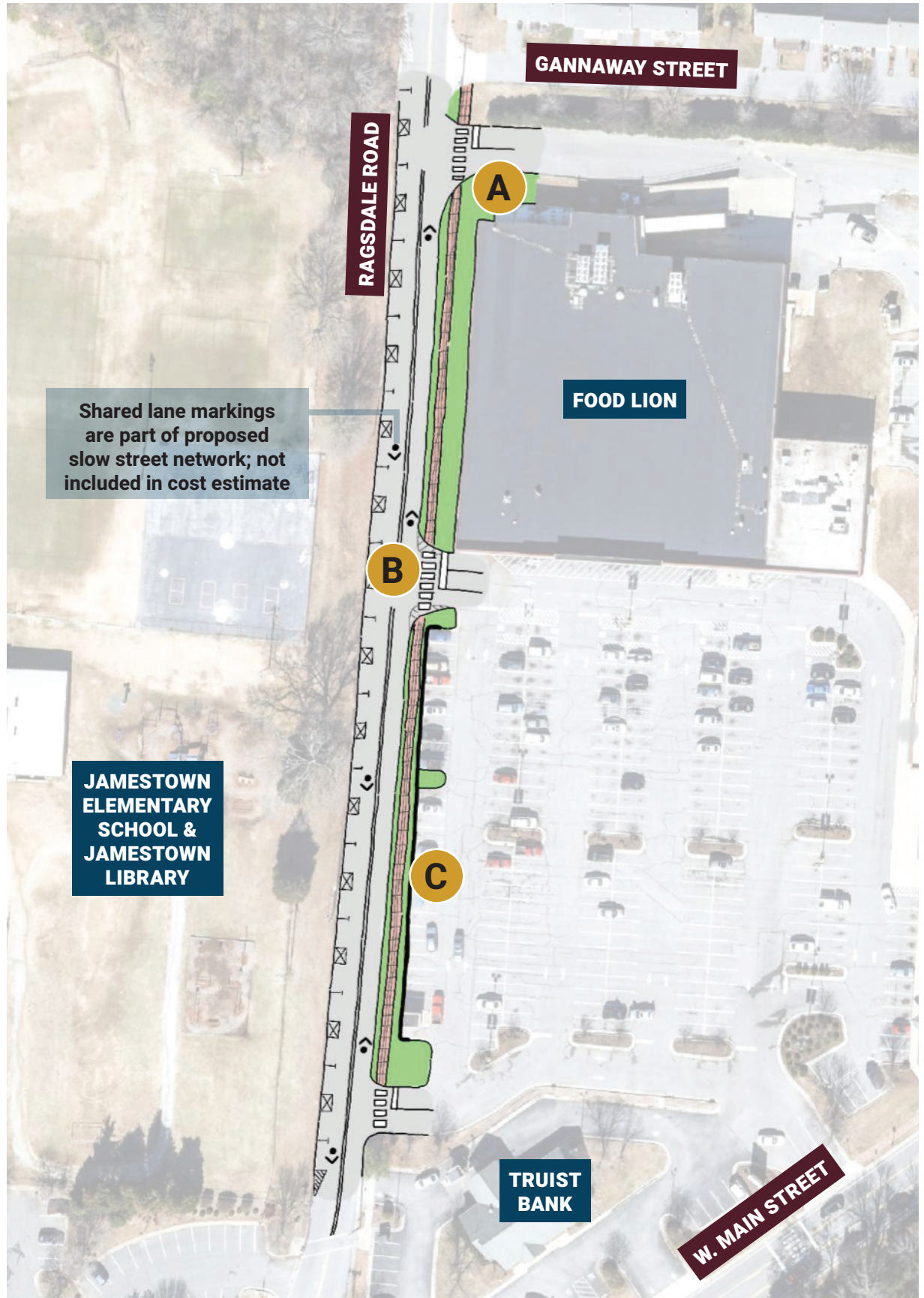
While the Estimator Tool identifies cost for major features, other accessory elements are not accounted for and will likely increase the total cost of a project. These items include, but are not limited to:

- Decorative paving materials (e.g., brick or stamped colored concrete)
- Street trees
 - » Planting new trees or preservation of existing street trees

For projects that included components outside the scope of the Estimator Tool, additional costs were included to supplement the results from the Estimator Tool. More detailed costs should be calculated at the time of design based on individual project criteria and constraint.

RAGSDALE ROAD SIDEWALK

This project fills a critical gap in Jamestown's sidewalk network. Currently, sidewalk exists on Ragsdale Road from Gannaway Street south to the service entrance behind Food Lion and from W. Main Street north to the Truist Bank parking lot. Completing this 640 feet long sidewalk project will provide direct access to a key destination (Food Lion) and connect Main Street to nearby residential areas. The project will contribute to the slow street network that is also recommended for Ragsdale Road.



Key Design Features

A

HIGH VISIBILITY CROSSWALKS

High visibility crosswalks at intersections and commercial driveways help pedestrians be more visible to turning vehicles



B

CURB EXTENSIONS

Striped and/or painted curb extensions help slow down turning vehicles



C

RETAINING WALL

A retaining wall at the edge of the parking lot will likely be needed to create enough flat space for an ADA accessible sidewalk between the edge of the roadway and the parking lot



Considerations

- Brick sidewalk will match with the adjacent sidewalk segments.
- Stop bars can help instruct vehicles where to stop and look for crossing pedestrians.
- A 2-foot landscape strip should be maintained between the curb and sidewalk for utilities.
- Limited utility relocation is anticipated.
- A handrail will likely be needed along the retaining wall near the service entrance to Food Lion.
- Narrowing the commercial driveway width with painted curb extensions may not be possible. Partnership with Food Lion is necessary.
- The shallow setback of the Food Lion from the roadway makes it difficult for drivers exiting the parking lot to see pedestrians traveling south toward Main Street.

Costs & Implementation

This project will require new construction. This project should be implemented as a single phase. Implementation of the Slow Street network on Ragsdale Road is shown for contextual purposes but should be implemented separately.

Partnerships

- Local businesses (Food Lion, Truist Bank)

Funding sources

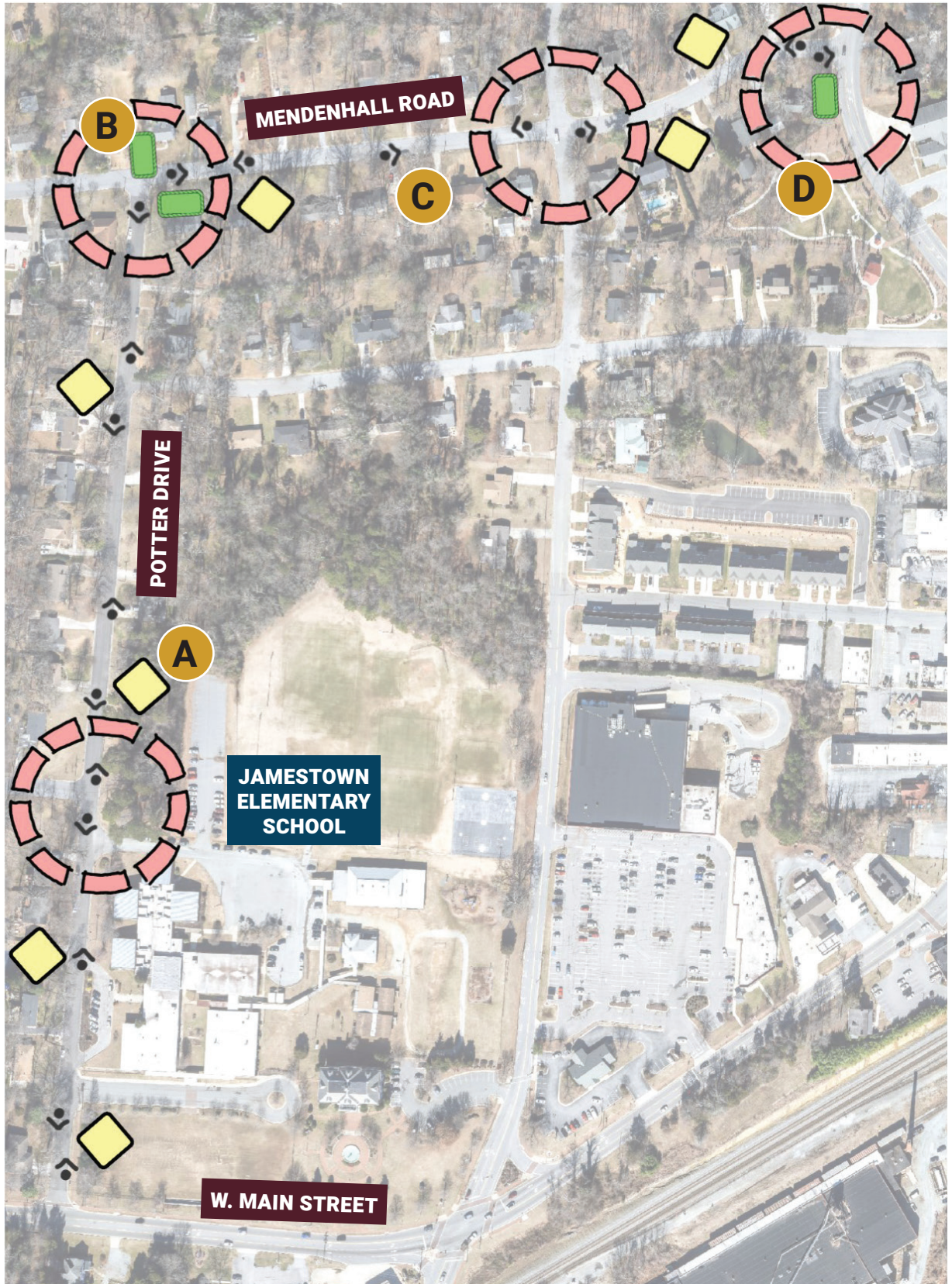
- Powell Bill
- Capital improvement budget

Table 9. Ragsdale Road Sidewalk Project Probable Cost

ITEM	TOTAL
Design	\$85,000
ROW Acquisition	\$5,000
Utility Relocation	\$10,000
Construction	\$170,000
Total Cost	\$270,000

POTTER DRIVE & MENDENHALL ROAD SLOW STREETS

Potter Drive and Mendenhall Road are a key piece of the proposed neighborhood slow street network as they provide pedestrians and bicyclists a calm alternative to Main Street and Guilford Road. Jamestown Elementary School is located on Potter Drive, and these adjustments to the roadway will reduce risks for children walking and biking to school.



Key Design Features

A SLOW STREET NETWORK BRANDING


 A branding sign will formalize the slow street network



B WAYFINDING


 Wayfinding signs for major destinations

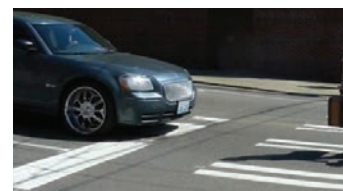
C SHARED LANE MARKINGS

 Shared lane markings instruct bicyclists where to ride and make it clear vehicles and bicycles are sharing the roadway



D TRAFFIC CONTROL & CALMING

 Elements for controlling and calming traffic on the slow street network include stop bars, curb extensions, chicanes, street art, and crosswalks (when sidewalks are present)



Considerations

- Educational materials and media coverage will help increase awareness and understanding of slow streets
- The Town should work with Jamestown Elementary to review pick-up and drop-off procedures
- Town Council should consider reducing the speed limit on slow streets to 20 mph
- Public engagement can occur via a street art program to create artistic crosswalks, curb extensions, and chicanes

Costs & Implementation

This project should be implemented as a retrofit project. If the Town wishes to include sidewalk as part of the slow street, that infrastructure will require new construction.

Partnerships

- Jamestown Elementary School
- Property owners
- Guilford County Sheriff's Department

Funding sources

- Powell Bill
- Capital improvement budget
- Safe Routes to School

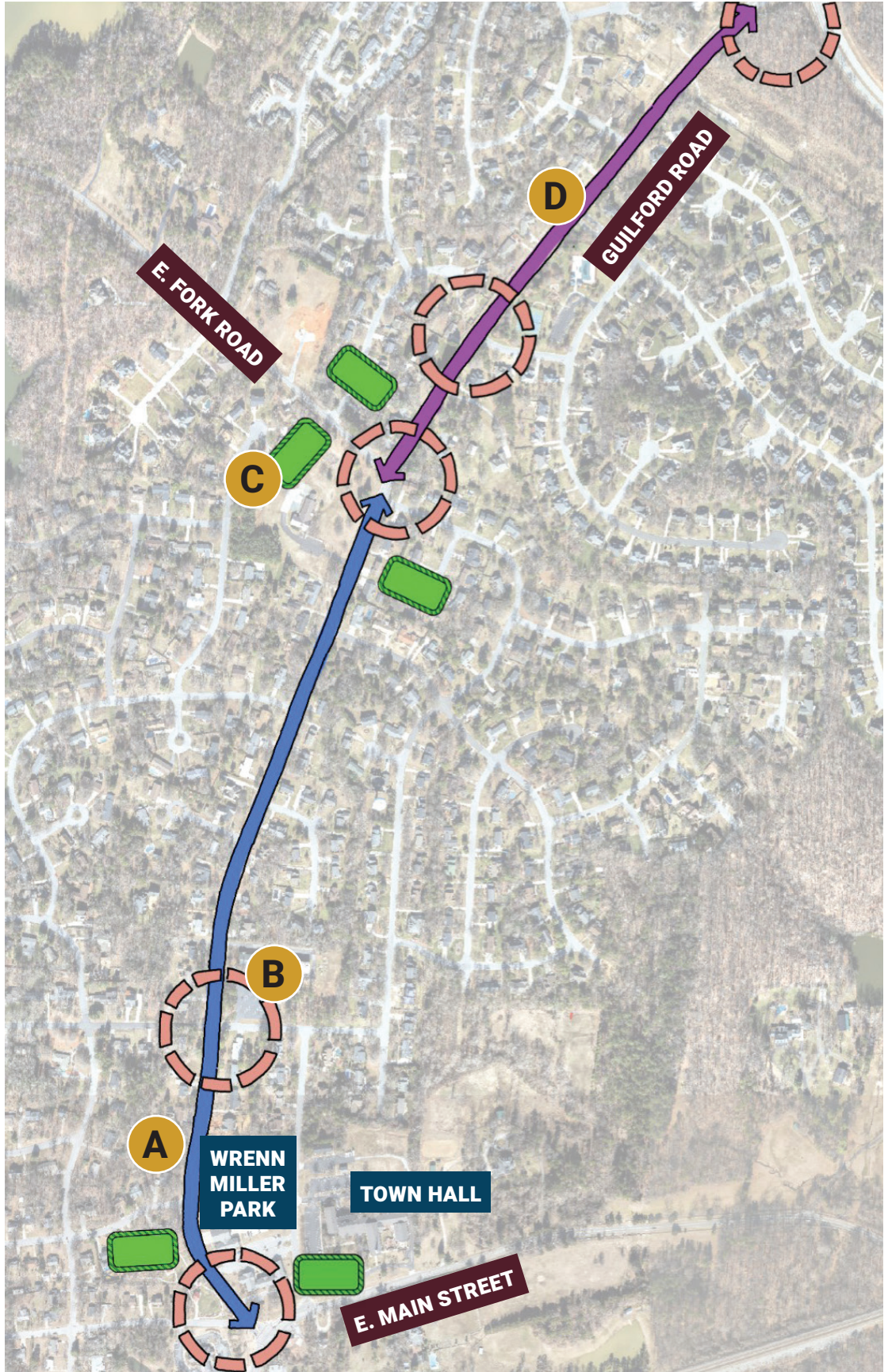
Table 10. Slow Street Probable Cost

ITEM	COST	UNIT
Custom Signs	\$500	Each
Shared Lane Markings	\$20,000	Lump Sum
Painted Curb Extensions	\$500-1,500	Each
Permanent Curb Extensions	\$20,000	Each

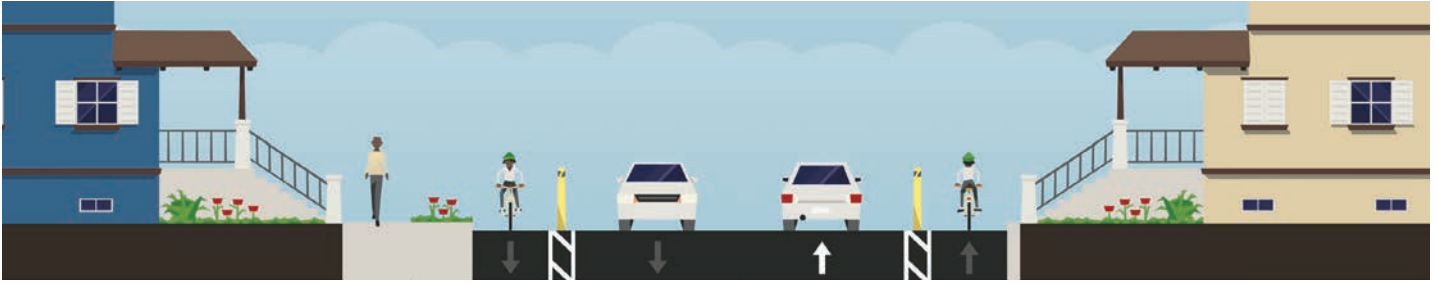
GUILFORD ROAD BIKE LANES & SIDEPATH

Guilford Road is a key connection from downtown and Wrenn Miller Park to many nearby neighborhoods. The flat topography and residential land use makes Guilford Road a popular street for walking, however there are no dedicated bicycle facilities.

This project proposes the construction of directional separated bike lanes from E. Main Street to E. Fork Road and a sidepath from E. Fork Road to Guilford College Road. The approximately 0.75 miles of directional separated bike lanes are possible by restriping the roadway to remove the two-way center turn lane and repurposing the existing pavement. These bike lanes will complement the existing sidewalk to provide facilities for all users. Where the width of the road narrows north of E. Fork Road, the existing sidewalk should be converted into a 12-foot wide sidepath approximately a half a mile long.



Cross Section: Main Street to E. Fork Road (view facing north)



Key Design Features

A **SEPARATED DIRECTIONAL BIKE LANES**

Separated bike lanes provide a horizontal buffer and vertical separation from vehicles

C **WAYFINDING**

Directional signage will guide people to downtown, Wrenn Miller Park, and Jamestown Park & Golf



B **INTERSECTION TREATMENTS**

Traffic calming will help slow turning vehicles and conflict markings will help draw attention to pedestrians and bicyclists



D **SIDEPATH**

The sidepath will provide a high-comfort option for pedestrians and bicyclists who are not confident enough to ride in mixed traffic



Considerations

- Guilford Road is part of the NCDOT system
- Changes to the E. Fork Road intersection are for transition between facilities and to improve sightlines
- Driveways and space for mail and solid waste services require a break in vertical delineation of the bike lanes
- Enforcement such as signs that display vehicle speeds could complement infrastructure changes
- The project may impact informal uses on Guilford Road such as contractor parking

Costs & Implementation

Implementation of the separated bike lanes can be accomplished by NCDOT via simple restriping. The Town will need to work with NCDOT to select a desired buffer for the bicycle lane. This section could be the first phase. The sidepath will require retrofit of the existing sidewalk, and could be phase two. The Town can pay for customized vertical delineators.

Partnerships

- NCDOT

Funding sources

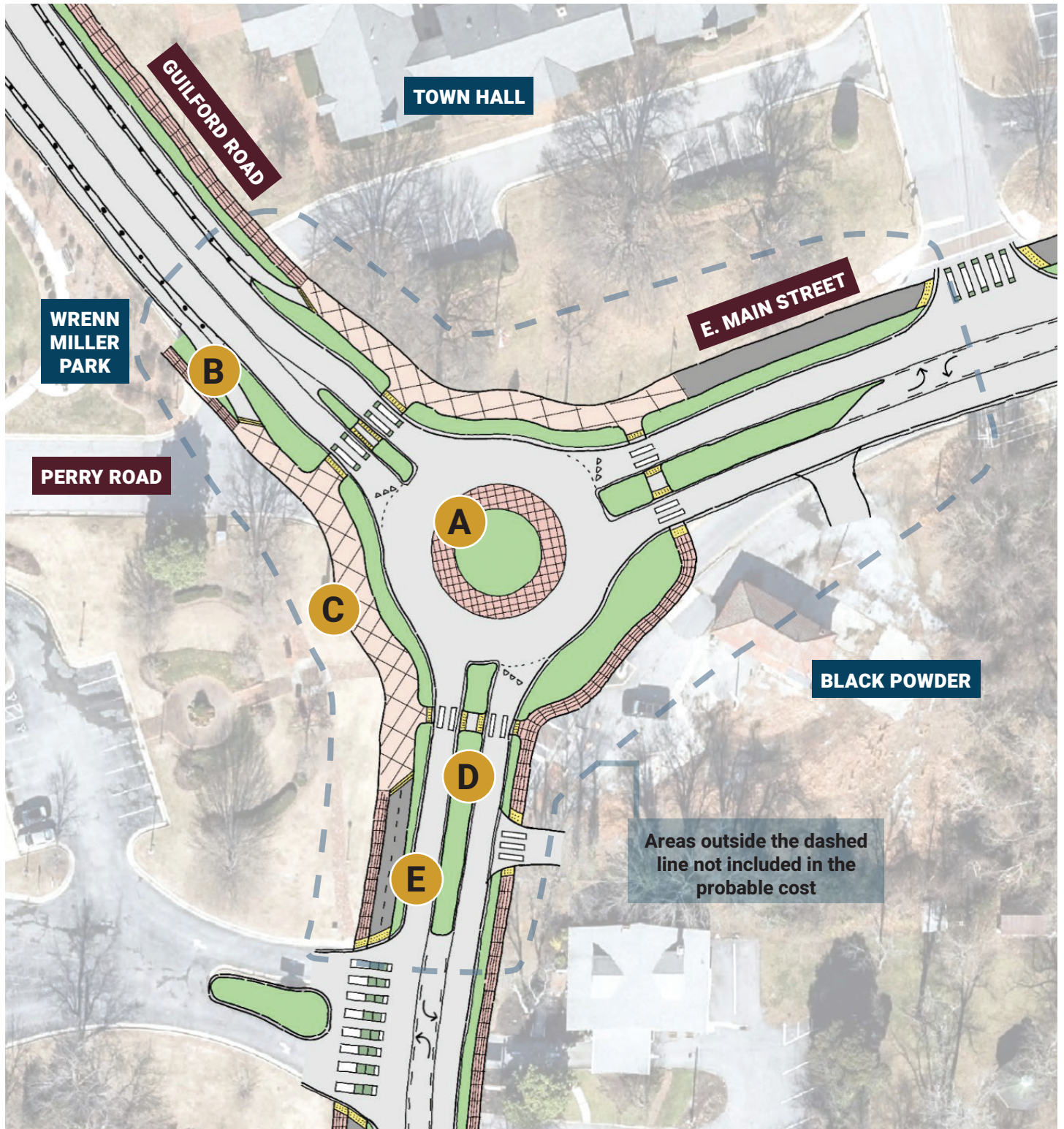
- NCDOT STIP

Table 11. Guilford Road Bike Lanes & Sidepath Probable Cost

ITEM	TOTAL
Design	\$55,000
ROW Acquisition	\$10,000
Utility Relocation	\$50,000
Construction	\$1,805,000
Total Cost	\$1,920,000

MAIN STREET ROUNDABOUT

With the Jamestown Bypass opening up in the near future, Jamestown has a unique opportunity to reimagine Main Street as a people-oriented space that caters to people wanting to visit downtown rather than passersby and truck traffic. The proposed roundabout creates a major placemaking feature, addresses sightline issues with left turns onto Guilford Road, and supports high-comfort crossings for pedestrians and bicyclists. This project would require substantial amounts of additional planning and design including traffic analysis once the Bypass is complete.



Key Design Features

A

LANDSCAPED CENTER ISLAND WITH MOUNTABLE APRON

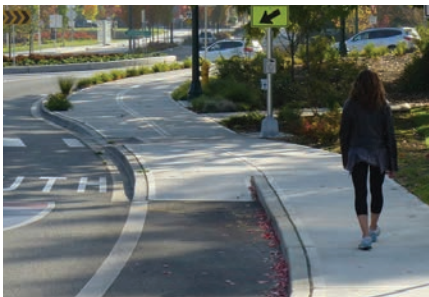
The center island of the roundabout is large enough for landscaping and/or public art. A mountable apron allows fire trucks to navigate over the edge of center island if necessary.



B

BIKE RAMPS

Ramps on Guilford Road allow bicyclists to move from street-level bike lanes to sidewalk-level mixing zones where they share space with pedestrians



D

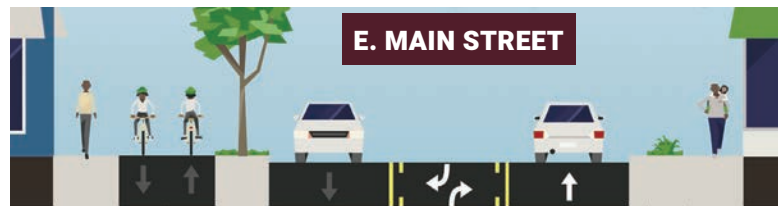
SPLITTER ISLANDS

Splitter islands shorten crossing distances and simplify turning movements near the roundabout

E

TWO-WAY SEPARATED BIKE LANES

A two-way bike lane on Main Street simplifies crossings for bicyclists at the roundabout



C

MIXING ZONES

Hardscape materials can denote zones where pedestrians and bicyclists are likely to cross each other's paths

Considerations

- Main Street and Guilford Road are part of the NCDOT system
- The roundabout design requires removing Main Street from the NCDOT truck route system
- Closing Perry Road will impact emergency response time by creating a dead-end street
- The design alters ingress/egress for Black Powder, Guilford & Main, and one of the Town Hall parking lots
- The proposed cross section for Main Street may not be possible if roadway narrowing is not feasible

Costs & Implementation

Implementation of the roundabout will require major retrofit of the intersection. Extension of the facilities shown on E. Main Street and Guilford Road require implementation through other projects.

Partnerships

- NCDOT
- High Point MPO
- Local businesses & residents

Funding sources

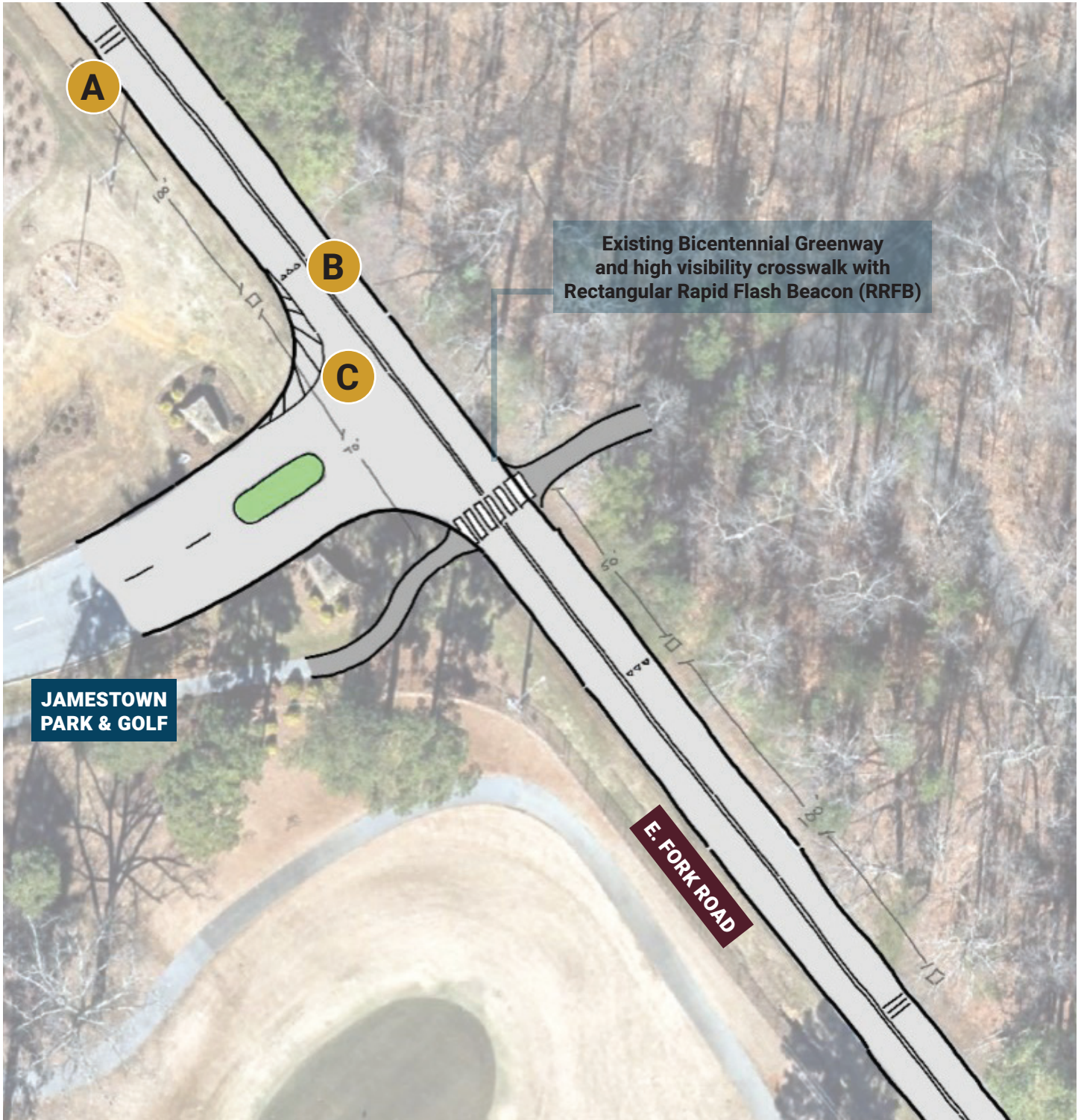
- NCDOT STIP
- Powell Bill Funds

Table 12. Main Street Roundabout Probable Cost

ITEM	TOTAL
Design	\$500,000
ROW Acquisition	\$5,000
Utility Relocation	\$15,000
Construction	\$1495,000
Total Cost	\$2,015,000

E. FORK ROAD BICENTENNIAL GREENWAY CROSSING

E. Fork Road is the gateway to two of the most beloved assets in Jamestown - the Bicentennial Greenway and Jamestown Park and Golf. However, the street is also one of the few connections over High Point Lake and lacks any traffic controls to slow or stop vehicular traffic that often travels above the 40 mph speed limit. Numerous stakeholders expressed concern about roadway safety on E. Fork Road and reported regular incidents of vehicles running off the roadway around sharp curves. This project seeks to make the existing crossing of the greenway safer by providing advanced warning to motorists of the upcoming crossing and clearly marking where to yield.



Key Design Features

A

ADVANCE WARNING ELEMENTS

Rumble strips and an advance warning sign that flashes in tandem with the existing RRFB should be placed so that motorists sufficient time to slow down and yield



B

YIELD MARKINGS & SIGNAGE

Yield markings and associated signage (R1-5) makes it clear where vehicles should yield to pedestrians and bicyclists. Optional placards may be added to indicate it is state law requires motorists to yield to people in a crosswalk.



C

CURB EXTENSION

Adding a curb extension to Jamestown Park & Golf entrance will help slow turning vehicles and provide better placement of the yield markings for the greenway crossing. Yield markings lose effectiveness when placed too far away from a crossing (30-50 feet is ideal).



Considerations

- E. Fork Road is part of the NCDOT system
- The existing advanced warning signs should be moved closer to the crossing (~150feet away from the crossing rather than 350feet away) and retrofit with lights
- Lowering the speed limit could help encourage slower vehicle speeds
- Enforcement of the speed limit on E. Fork Road could help establish this crossing as a place to reduce speeds
- The same treatments should be considered for implementation at the other greenway crossing further south on E. Fork Road

Costs & Implementation

This project can be implemented through simple restriping, however NCDOT may require additional documentation regarding the rumble strips.

Partnerships

- NCDOT
- City of High Point

Funding sources

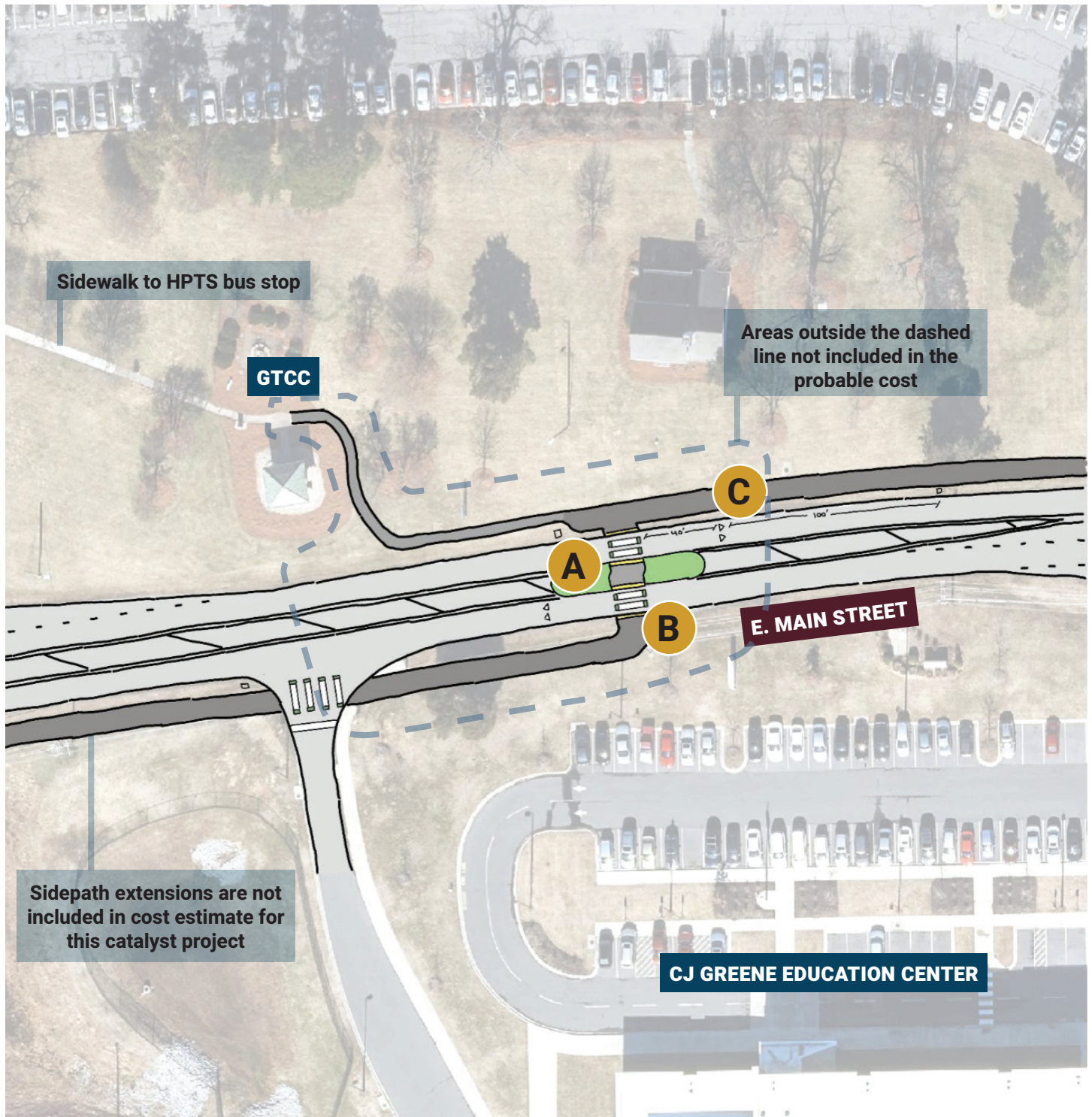
- NCDOT STIP
- Capital improvement budget

Table 13. E. Fork Road Bicentennial Greenway Crossing Probable Cost

ITEM	TOTAL
Design	\$10,000
ROW Acquisition	\$5,000
Utility Relocation	\$5,000
Construction	\$45,000
Total Cost	\$65,000

GUILFORD TECH COMMUNITY COLLEGE & CJ GREENE EDUCATION CENTER/RAGSDALE HIGH SCHOOL CROSSING

This project includes a protected mid-block crossing on E. Main St to connect GTCC to the combined campus of CJ Greene Education Center and Ragsdale High School. Along with sidewalk and sidepath connections the existing sidewalk campus systems, these facilities will enhance the safety and comfort for students who walk between the campuses. As part of a separate project, the sidepath should be continued along E. Main Street to connect to the larger multimodal network. This crossing also provide access for people to cross the street to access the HPTS bus stop at GTCC.



Key Design Features

A

PEDESTRIAN REFUGE ISLAND

A landscaped refuge island will shorten the crossing distance and provide an opportunity for gateway treatments as vehicles enter town



B

RRFB

A Rectangular Rapid Flash Beacon (RRFB) is push-activated and heightens visibility of people crossing the roadway



C

ADVANCE WARNING ELEMENTS

Yield lines, yield signs, and an advance warning sign that flashes in tandem with the RRFB should be placed far enough in advance to give motorists sufficient time to slow down and yield to people crossing the street



Considerations

- E. Main Street is part of the NCDOT system
- This spot meets NCDOT mid-block crossing siting requirements
- The landscape island can be lengthened
- This catalyst project includes the crossing and tie-in to existing infrastructure. The sidepath should be constructed to facilitate future extension east and west along Main Street when funding allows.

Costs & Implementation

Implementation requires new construction for the refuge island and segments of sidepath and sidewalk to connect to existing sidewalks.

Partnerships

- NCDOT
- GTCC
- CJ Greene Education Center

Funding sources

- NCDOT STIP
- Safe Routes to School

Table 14. GTCC & CJ Greene/Ragsdale High Crossing Probable Cost

ITEM	TOTAL
Design	\$120,000
ROW Acquisition	\$15,000
Utility Relocation	\$15,000
Construction	\$165,000
Total Cost	\$315,000



6

IMPLEMENTATION

The Jamestown Comprehensive Bicycle and Pedestrian Plan outlines a strategy the Town can implement to create a safe and connected bicycle and pedestrian network. However, this Plan is only the beginning; conversations around how to create a safe and connected network for biking and walking must continue and lead to action.

JAMESTOWN
Elementary School

MAY
30 HOLIDAY
JUNE
3 LAST DAY OF SCHOOL

OVERVIEW

The action steps outlined in this chapter will help support the Town’s vision to create an active community that encourages walking and bicycling.

VISION

The Town of Jamestown is an active community that encourages walking and bicycling through its connected and safe network of streets and paths. High-quality walking and bicycling routes are woven through the town to connect people of all ages and abilities to places where they live, play, study, and work.

Collaboration and partnerships will be key to advancing the bicycle and pedestrian projects in this document. Partnerships, programs, and policies complement bicycle and pedestrian infrastructure investments to form a truly bike- and walk-friendly environment, and they are essential in moving projects from planning to implementation. Applicable partners, programs, and policies that Town staff can work with or utilize to encourage, educate, and enforce bicycling and walking are outlined below. Design guidelines and additional resources to aid in implementation are included in the Appendix.

PARTNERS

Strategic partnerships will aid in implementing projects, programs, and policies to meet the goals of the Plan. Partners should be identified across the private, public, and non-profit sectors and span a variety of industries.

TOWN OF JAMESTOWN

A variety of key departments within the Town of Jamestown will be important for coordinating and advancing recommendations. Depending on each

project’s characteristics, it may be important to engage the following departments:

- Planning and Zoning
- Parks and Recreation
- Public Safety
- Public Services

N.C. DEPARTMENT OF TRANSPORTATION (NCDOT)

Partnership and coordination with NCDOT will be vital for implementing the recommended changes along many of the primary roadways through town including Main Street. NCDOT also distributes funding through a variety of Federal programs.

HIGH POINT METROPOLITAN PLANNING ORGANIZATION (MPO)

The High Point MPO includes the Town of Jamestown and is a key regional partner. The MPO can help foster connectivity between Jamestown and neighboring municipalities. In addition to distributing funding, Jamestown must work the MPO to include transportation projects in the NCDOT State Transportation Improvement Program (STIP).

CITY OF HIGH POINT

High Point is a strategic neighboring connection because of its proximity to Jamestown’s boundaries. There is an opportunity to work with High Point for connections through City Lake Park.

JAMESTOWN AARP LIVABILITY TEAM

This local AARP committee is selected by Town Council. With Jamestown’s large population of older adults and status as a North Carolina Certified Retirement Community, it is essential to incorporate the voices of older adults in the planning process.

LOCAL BUSINESSES

Engagement with local businesses, such as bike shops and running shoe stores, will be beneficial for

implementing specific bicycle and pedestrian programs and policies. Often, these local businesses also have strong connections to community organizations and informal groups.

COMMUNITY ORGANIZATIONS

Engagement with community organizations that emphasize values such as active living, bicycling, walking, and outdoor recreation will be beneficial in implementing specific bicycle and pedestrian programs and policies. Examples of key community organizations could include: Mary Perry Ragsdale Family YMCA, local churches, the Jamestown Youth League, and local run clubs and bicycle groups.

GUILFORD COUNTY SCHOOL DISTRICT

Engagement with local schools is valuable for project and program advancement, especially around values such as creating safe routes to school and developing bicycle and pedestrian facilities that are welcoming to people of all ages. For example, Jamestown Elementary is located next to the downtown core and should be considered a key community partner in shaping Jamestown's bicycle and pedestrian network.

GUILFORD TECHNICAL COMMUNITY COLLEGE (GTCC)

The only grade separated crossing of Guilford College Road is in the GTCC campus. Connections through campus are critical to building out Jamestown's bicycle and pedestrian network. Though GTCC is open to the public, the university does have certain rules that govern behavior on campus such as not allowing dogs. These rules need to be clearly communicated to recreational walkers, joggers, and bicyclists.

HIGH POINT TRANSIT SYSTEM (HPTS)

HPTS is an important partner for strengthening sidewalk and bike facility connections to and from transit stops including street crossings, and improving transit stops.

NORFOLK SOUTHERN CORPORATION

The Norfolk Southern Corporation owns the railroad through Jamestown and operates high-speed rail cars on the railroad. Establishing a good working relationship with Norfolk Southern will be critical to adding bicycle and pedestrian treatments across the tracks.



Tunnel under Guilford College Road on GTCC campus



Railroad crossing on Oakdale Road

PROGRAMS

Programs can encourage more people to walk and ride a bicycle; educate the broader community about road safety and available active transportation options; and enforce traffic laws to improve safety for all road users.

Table 15. Relevant Programs

PROGRAMS	RELEVANCE	PARTNERS
AARP Livable Communities Program	To create a pedestrian and bicyclist system that works for people of all ages and abilities, it is important to include older adults in the planning process. When older adults are actively engaged, it helps ensure Jamestown is a safe and comfortable town to age in place. Jamestown's current AARP Livable Communities Program advisory group could help collaboratively host walking and bicycling events that are inclusive of older adults.	Jamestown AARP Livability Team, Town of Jamestown, Local Businesses
Streetscape Sponsorship Program	This existing Town of Jamestown program can help make small-scale infrastructure improvements that enhance people's experience walking and biking in Jamestown by engaging with local businesses and community organizations.	Local Businesses, Community Organizations, Town of Jamestown, GTCC, Guilford County School District
Self-Organized Programs	Local businesses, community members, and community anchor organizations (e.g. churches) already do host programs and initiatives that support walking and biking in Jamestown. Self-Organized programs can increase momentum and complement initiatives put forth by the Town of Jamestown.	Local Businesses, Community Organizations, Town of Jamestown, GTCC, Guilford County School District
Safe Routes to School	The Safe Routes to School program engages school-aged children through promotional and educational programs and events related to road safety. This program can help the Town engage youth in community conversations about walking and biking, especially when highlighting safety, and making Jamestown a great place to bike and walk, regardless of a person's age.	Guilford County School District, Community Organizations, Local Businesses, Town of Jamestown
Walking Routes	Promoting the existing walking routes in Town and building upon them to include new walking and biking routes around Jamestown neighborhoods and key Town corridors can enhance awareness of existing and planned infrastructure for people walking and biking.	Local Businesses, Community Organizations, NCDOT, Town of Jamestown
Local Pedestrian and Bike Educational Campaigns	Educational campaigns can share important information about rules of the road and safety for people traveling to, through, and around Jamestown.	NCDOT, GTCC, Guilford County School District, Community Organizations, Local Businesses
Watch for Me NC	Enhancing pedestrian and bicycle safety and awareness for people using all modes of travel can help create a safe and inclusive roadway network. Watch for Me NC is a comprehensive and multimedia statewide pedestrian and bicycle safety and awareness campaign geared toward safety, education, and enforcement.	NCDOT, High Point MPO, Community Organizations, Town of Jamestown
Temporary Street Closure Events	These events close select roads from car traffic, providing more space for people riding bikes and walking. These events can serve as a powerful tool to help a community envision different uses for the street, enhance safety, and promote social connection.	Town of Jamestown, Local Businesses, NCDOT

Table 15. Relevant Programs Continued

PROGRAMS	RELEVANCE	PARTNERS
Bicycle Rodeos and Traffic Garden Demonstrations	Bicycle rodeos are events that involve instructional activities to help people learn to ride a bicycle or become a more confident rider. Traffic Gardens, which are often temporarily installed as part of a bicycle rodeo, create a miniature street network with typical roadway elements for children to learn how to ride a bike in a safe, protected space that mimics the real world.	Guilford County School District, GTCC, NCDOT, Town of Jamestown, Community Organizations

POLICIES

Through the its code of ordinances, Jamestown can grow strategically. Policies provide a framework for recommendations and design guidelines that can help guide future development to support biking and walking.

Table 16. Relevant Policies

POLICY	RELEVANCE	PARTNERS
Town of Jamestown Land Development Ordinance	The Town's existing Land Development Ordinance (LDO) serves as a tool to shape the built environment and future growth. The Town has established a suite of policies and regulations that will help connect sidewalk gaps, enhance pedestrian and bike infrastructure, and calm roadway speeds. The development requirements outlined in the Ordinance support Jamestown's larger goal of improving people's walking and biking experience.	Town of Jamestown, Local Businesses, HPTS
Jamestown Technical Standards	These existing standards provide guidance on a variety of street and roadway elements for the Town and developers. Aligning these technical standards with the Town's goals to support walking and biking will shape how people experience walking and biking through Jamestown.	Town of Jamestown, Local Businesses, HPTS
Town of Jamestown Uniform Park Rules and Regulations	These existing rules govern use of and conduct in Town parks, outlining which wheeled devices are allowed on designated paths and trails; they impact user safety, comfort, and awareness on paths and trails.	Town of Jamestown, Local Businesses, HPTS
Regional pedestrian and bicyclist infrastructure connections	Strategic connections to and through Jamestown can help build regional infrastructure connections and expand the destinations accessible for people walking and riding a bike.	City of High Point, NCDOT, High Point MPO

FUNDING

There are a variety of funding sources that Jamestown can explore to finance bicycle and pedestrian projects..

Table 17. Potential Funding Sources

FUNDING SOURCE	DESCRIPTION	TYPE
AARP Community Challenge Grant	This grant funds “quick-action” and longer term projects to help communities build places that are welcoming and livable for people of all ages. Grant awards can range from several hundred dollars to tens of thousands of dollars, depending on the scale of the project. No match is required.	Non-Profit
BlueCross BlueShield of North Carolina Foundation	The BlueCross BlueShield of North Carolina Foundation is a private, charitable foundation with a focus on improving the health and well-being of North Carolinians. The Foundation’s Healthy Communities grant focus area may be of particular interest to Jamestown. The organization periodically announces grant opportunities as they arise; There is not an established grant cycle. Grants range from funding smaller, quick-action initiatives to larger, long-term projects.	Other
Community Development Block Grant- Neighborhood Revitalization (CDBG-NR)	This program's goal is to contribute to neighborhood development and revitalization by investing in people-focused infrastructure projects (e.g. sidewalk projects, pedestrian infrastructure, curbs, greenways, and street redesign). Greenways that are part of a community’s economic development plans may qualify for funding under this program. In addition, recreational areas that serve to improve the quality of life in lower-income areas may also qualify. This program is administered by the NC Department of Commerce and offers funding up to \$750,000.	Federal
Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310 of the FAST Act)	The program aims to improve mobility for people of all ages and abilities by removing barriers to transportation service and expanding mobility options. Traditional projects include: funding the purchase of wheelchair lifts, ramps, and transit-related IT systems. Nontraditional activities include: travel training; building accessible paths to a bus stop, including curb-cuts, sidewalks, and other accessible features; improved wayfinding; and mobility management programs.	Federal
Healthy Streets Grant Program	This program allocates \$100 million a year to fund projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff, especially in low income communities and communities of color. Project examples include deploying cool and porous pavements, expanding tree canopy coverage, and conducting assessments on equity, urban heat island areas, and elevated areas of air pollution. Maximum grant award is \$15M.	Federal
Highway Safety Improvement Program (HSIP)	This program funds safety projects on all public roads, with a goal to significantly reduce traffic fatalities and serious injuries. Program examples include educational programs as well as traffic calming and speed reduction projects. \$15.6B is allocated to this program (~\$3.8B annually). Federal cost share requirements: 90% Federal/10% non-federal.	Federal
Land & Water Conservation Fund	The Land and Water Conservation Fund (LWCF) is a federal program supporting the protection of federal public lands and waters and voluntary conservation on private land. The fund supports projects that preserve ecosystems and improve access to the outdoors, such as improving access to trails, parks, rivers, and lakes and creating community green spaces.	Federal
Multimodal Planning Grant Program	The MMPG is administered by NCDOT's Integrated Mobility Division. The program aims to encourage cities and towns to develop or update their comprehensive multimodal, pedestrian, and bicycle plans.	State

Table 16. Potential Funding Sources Continued

FUNDING SOURCE	DESCRIPTION	TYPE
Park and Recreation Trust Fund (PARTF)	The North Carolina Parks and Recreation Trust Fund (PARTF) awards matching grants to local governments to acquire land for public parks, build or renovate recreational facilities, and improve public access to parks. The goal of the program is to improve the quality of life in their communities. This program provides a 1:1 match for new construction or retrofit of recreational facilities located on a single site. The maximum award is \$500,000.	State
PeopleForBikes Community Grant Program	This program provides funding for projects that support bicycling in communities across the U.S. Examples of projects include bike paths, lanes, and trails; bike parks; repair stations; and bike advocacy campaigns. Grants of up to \$10,000 are available on a periodic basis.	Non-Profit
Railroad Crossing Elimination Grant Program	This Federal program funds projects that improves highway-railway crossings, improving the safety and mobility of people and goods. Eligible project examples include track relocations, grade separation closures, installation of signals and signs to improve safety, and more.	Federal
Reconnecting Communities Pilot Program – Planning Grants and Capital Construction Grants	This pilot program (new funding source as of 2022) is funded with \$1 billion over the next 5 years, and its aim is to support projects that remove, retrofit, or mitigate highways that have divided communities and created barriers to mobility and opportunity. Eligible grant projects could include various planning studies, construction costs, technical assistance, and public engagement related to these initiatives.	Federal
Recreational Trails Program (RTP)	The Recreational Trails Program funding is directed to the construction and maintenance of recreational trails and trail support facilities. Examples of projects include acquiring land for trails, enhancing existing recreational bike trails, creating new hiking paths and greenways, and more.	Federal
Safe Streets and Roads for All	This program sets aside \$1B a year to fund state and local “vision zero” plans and other road safety improvements. The ultimate goal of this program is to reduce crashes and fatalities on public roads, especially for people walking and bicycling. Funding can be used for both developing comprehensive road safety plans and financing construction and implementation costs.	Federal
State Street-Aid (Powell Bill) Program	This NCDOT program provides 100% funding for resurfacing local roads as well as planning and constructing pedestrian and bicycle facilities. Funds can be used as match for certain grants.	State
State Transportation Improvement Program (STIP)	The STIP includes all of the transportation projects that will be scheduled, funded, and constructed across the state over a minimum four-year time period. Projects must occur along a state-owned road to receive funding.	State
Surface Transportation Block Grant Program (STBG Program)	Through FHWA and NCDOT, this program uses federal funds to improve and maintain federal-aid highway, bridge and tunnel projects on public roads, pedestrian and bicycle infrastructure, transit capital projects, and public bus terminals and facilities. Projects could incorporate improvements to major routes that enhance access, reduce crash rates, and/or relieve traffic congestion.	Federal
Transportation Alternatives Program (TAP)	This program is a set-aside of STBG Program funding for transportation alternatives projects, such as pedestrian and bicycle facility projects, safe routes to school programs, and recreational trail projects. There is funding available for both non-infrastructure and infrastructure projects.	Federal

PERFORMANCE MEASURES

Performance measures gauge improvement or success towards achieving a goal. Table 18 below outlines how Jamestown’s goals for their pedestrian and bicycle network plan align with the project prioritization criteria.

Table 18. Performance Measures

GOAL	PRIORITIZATION CRITERIA	PERFORMANCE MEASURES
<p>Safety</p> <p>Reduce safety concerns for people who bike and walk</p>	<ul style="list-style-type: none"> • Safety Concerns • Network Development 	<ul style="list-style-type: none"> • Bicycle and pedestrian crash rate (fatal and serious injuries) • Number of traffic tickets • Vehicle speeds (posted vs measured) • Number of high-visibility crossings
<p>Connectivity</p> <p>Create a network that connects destinations</p>	<ul style="list-style-type: none"> • Network Development • Destinations Served 	<ul style="list-style-type: none"> • Miles of continuous bicycle facilities • Miles of continuous sidewalk • Percent of residential parcels within a 5-minute walk (0.25 miles) of a sidewalk, sidepath, or greenway • Percent of residential parcels within a 10-minute bicycle ride (0.5 miles) of a high-comfort bicycle facility
<p>Accessibility</p> <p>Provide access for people of all ages and abilities</p>	<ul style="list-style-type: none"> • Safety Concerns • Destinations Served • Multimodal Access 	<ul style="list-style-type: none"> • Pedestrian and bicyclist counts • Percent of ADA compliant bicycle routes and sidewalks • Percent of high equity priority parcels within a 5-minute walk (0.25 mile) of sidewalk • Percent of high equity priority parcels within 1/2 mile of a bikeway, trail, or transit
<p>Community</p> <p>Foster people-oriented streets</p>	<ul style="list-style-type: none"> • Community Support • Destinations Served 	<ul style="list-style-type: none"> • Amount of bicycle parking infrastructure • Amount of seating along pedestrian and bicycle routes • Miles of street trees along bicycle and pedestrian network • Implementation of a wayfinding plan and style guide
<p>Quality</p> <p>Maintain and improve existing facilities as the network expands</p>	<ul style="list-style-type: none"> • Network Development 	<ul style="list-style-type: none"> • Bicycle and pedestrian friendly ordinances/policies • Number of high-comfort bicycle facilities • Number of outstanding maintenance requests
<p>Momentum</p> <p>Create a culture of walking and biking</p>	<ul style="list-style-type: none"> • Community Support • Multimodal Access 	<ul style="list-style-type: none"> • Budget line dedicated to bicycle and pedestrian projects • Number of bicycle and pedestrian education programs in schools • Number of students walking or bicycling to school • Number of members in community walking, running, and bicycling clubs • Pedestrian and bicyclist counts

PROJECT IMPLEMENTATION

Implementing the *Jamestown Comprehensive Bicycle and Pedestrian Plan* will require the continued partnership and collaboration across multiple agencies, stakeholder groups, and organizations, and strategic use of resources.

PHASING FOR INFRASTRUCTURE PROJECTS

The list below provides a general overview of steps that should be considered as Jamestown advances projects. These phases often overlap and may repeat, depending on the type of project, number of partnering organizations, and project complexity. Design elements may not be applicable for some projects, such as programmatic or policy-based projects.

1. Identify and Coordinate with Partners

The Town should continue to prioritize relationship building across organizations and agencies. Early coordination with jurisdictional and permitting agencies and key stakeholders can help the Town advance projects.

2. Create a Design Concept

A conceptual design for a project can aid project conversations by providing a concept for partners and coordinating entities to react to and provide feedback on, seek funding, and solicit feedback from the community.

3. Identify Funding Resources

The Town should identify funding sources and various revenue streams that can fund construction or project costs.

4. Pilot: Demonstration Installations and Interim Projects

Conducting a pilot or installing a temporary design intervention can be a valuable tool to test ideas, gain support, gather data, and address pressing issues. Temporary or interim installations could be installed for several weeks to multiple years until permanent construction takes place.

It is recommended that demonstration projects stay in place for at least 30 days to allow people to adjust to the proposed design. Evaluating the demonstration or interim project through data collection and community and partner feedback is essential. Results of the temporary installation can inform long-term project decisions and design elements.

5. Inventory

Collect data before the project begins and after implementation. The data gathered will provide key information for subsequent project phases, needs for further improvements, or similar projects in other areas.

6. Detailed Design

Develop construction documents after funding sources are identified. These documents are necessary for permitting and to guide the construction process.

ACTION PLAN

The action plan provides a list of concrete recommendations throughout the *Jamestown Comprehensive Bicycle and Pedestrian Plan*. Each action is categorized by immediate, near-term, mid-term, or long-term, depending on the ease of implementation, project sequencing, and level of need. Recommended actions vary from education, encouragement, and enforcement to changes to the roadway and Town policies. The action plan also outlines potential partner organizations and how the action aligns with the Plan goals.

Table 19. Action Plan

RECOMMENDED ACTION	POTENTIAL PARTNERS	GOALS ACHIEVED
<i>Immediate Term (0-1 Year)</i>		
Determine baseline data for the recommended performance measures (Table 18 on page 75).	<ul style="list-style-type: none"> High Point MPO NCDOT Guilford County School District 	<ul style="list-style-type: none"> Safety Connectivity Accessibility Community Quality Momentum
Create a Bicycle and Pedestrian Advisory subcommittee within the existing Parks and Recreation Committee	<ul style="list-style-type: none"> High Point MPO Jamestown AARP Livability Team Guilford County School District 	<ul style="list-style-type: none"> Momentum
Enforce the requirement for a 5-foot wide pedestrian access easement between newly constructed cul-de-sacs		<ul style="list-style-type: none"> Connectivity Quality
Amend the LDO to include design standards for bikeways including sidepaths, greenways, and separated bicycle lanes (directional and two-way). Design should align with the latest version of the AASHTO Guide for the Development of Bicycle Facilities.		
<ul style="list-style-type: none"> The minimum width for a sidepath shall be 10 feet wide. Standard widths for separated bicycle lanes shall be: 5 feet wide for directional facilities and 12 feet wide for two-way facilities. A 2-foot wide buffer with vertical delineation is a recommended standard for bike lanes (3 feet when adjacent to on-street parking). Narrower widths may be warranted in constrained situations. 		<ul style="list-style-type: none"> Safety Connectivity Quality
Amend the LDO to require developers to:		
<ul style="list-style-type: none"> Build out segments of the proposed pedestrian and bicycle network while developing their property, and Build sidepaths and/or separated bike lanes along major thoroughfares. 	<ul style="list-style-type: none"> NCDOT 	<ul style="list-style-type: none"> Safety Connectivity Community Quality
Amend the LDO to reduce the maximum design speed for neighborhood streets from 30 mph to 25 mph		<ul style="list-style-type: none"> Safety

Table 19. Action Plan Continued

RECOMMENDED ACTION	POTENTIAL PARTNERS	GOALS ACHIEVED
Amend the LDO to stipulate sidewalk material by location. Brick sidewalks are recommended for Main Street from Penny Road to Lydia’s Haunted Bridge, the first block of all side streets along Main Street from Dillon Road to Teague Drive, and Historic Districts.		<ul style="list-style-type: none"> • Community • Momentum
Update language in the Town of Jamestown Uniform Park Rules and Regulations to include language about electric bicycles (e-bikes).	<ul style="list-style-type: none"> • Community Organizations 	<ul style="list-style-type: none"> • Momentum
Update the Streetscape Sponsorship Program to include bicycle parking as one of the approved streetscape features that residents can donate to the Town.	<ul style="list-style-type: none"> • Local businesses • Community Organizations 	<ul style="list-style-type: none"> • Community • Quality • Momentum
<i>Near Term (1-3 Years)</i>		
Train public works staff to incorporate on-street striping projects during regular maintenance cycles	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Connectivity • Quality
Remove truck route designation from Main Street following opening of the Jamestown Bypass	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Community • Quality
Establish a Safe Routes to School pilot program at Jamestown Elementary	<ul style="list-style-type: none"> • Guilford County School District • NCDOT 	<ul style="list-style-type: none"> • Safety • Accessibility • Community • Momentum
Sponsor a Main Street Corridor Study	<ul style="list-style-type: none"> • NCDOT • High Point MPO 	<ul style="list-style-type: none"> • Community • Momentum
Start an encouragement program in schools to increase the number of students walking and biking to school (e.g. golden sneaker award for the class with the highest percentage of walkers and bikers; small prizes for students)	<ul style="list-style-type: none"> • Guilford County School District 	<ul style="list-style-type: none"> • Momentum
Engage local bike shops and running stores for bike and walk specific programs and policies. (e.g., Ask a local run club to sponsor or promote walking programs or events.)	<ul style="list-style-type: none"> • Local Businesses • Community Organizations 	<ul style="list-style-type: none"> • Momentum
Host events promoting bicycling and walking (e.g., Open Streets, bike safety workshop, traffic garden, bicycle race, walking or running race, school walking clubs/walking school buses); make these annual or biannual events moving forward	<ul style="list-style-type: none"> • NCDOT • High Point MPO • City of High Point • Jamestown AARP Livability Team • Local Businesses • Community Organizations • Guilford County School District • GTCC • HPTS 	<ul style="list-style-type: none"> • Community • Momentum

Table 19. Action Plan Continued

RECOMMENDED ACTION	POTENTIAL PARTNERS	GOALS ACHIEVED
Promote local run, walk, and bike clubs or groups on the Town's event calendar, newsletter, and social media pages	<ul style="list-style-type: none"> • Community Organizations • Guilford County School District 	<ul style="list-style-type: none"> • Community • Momentum
Join the "Watch for Me NC" program	<ul style="list-style-type: none"> • Guilford County School District • GTCC • Mary Perry Ragsdale YMCA • Community Organizations 	<ul style="list-style-type: none"> • Safety • Momentum
Make a plan for annual bicycle- and pedestrian-related crash analysis	<ul style="list-style-type: none"> • NCDOT • City of High Point 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Quality
Advance at least one catalyst project	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
Advance at least one project from the proposed bicycle and pedestrian network	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
Create a dedicated budget line item to fund pedestrian and bicycle facility projects and programs	<ul style="list-style-type: none"> • NCDOT • High Point MPO 	<ul style="list-style-type: none"> • Quality • Momentum
Work with High Point to identify strategic pedestrian and bicycle connections between municipalities.	<ul style="list-style-type: none"> • High Point MPO • City of High Point 	<ul style="list-style-type: none"> • Safety • Connectivity
Amend the LDO to include soil volume requirements for street trees.		<ul style="list-style-type: none"> • Community
<i>Mid-Term (3-5 Years)</i>		
Expand Safe Routes to School pilot program to other schools throughout the Town	<ul style="list-style-type: none"> • NCDOT • Guilford County School District 	<ul style="list-style-type: none"> • Safety • Accessibility • Community • Momentum

Table 19. Action Plan Continued

RECOMMENDED ACTION	POTENTIAL PARTNERS	GOALS ACHIEVED
Establish the Slow Street Network program with branding sign and design standards for approved traffic calming elements	<ul style="list-style-type: none"> • NCDOT • Community Organizations 	<ul style="list-style-type: none"> • Safety • Community • Quality • Momentum
Collect participation numbers in annual Walk, Bike & Roll to School Day events to demonstrate demand for walking and biking infrastructure	<ul style="list-style-type: none"> • NCDOT • Guilford County School District 	<ul style="list-style-type: none"> • Momentum
Develop a walking tour or formalize preferred walking loops around Jamestown to historic landmarks, such as comfortable neighborhood routes and along key corridors (e.g. Main Street)	<ul style="list-style-type: none"> • Jamestown AARP Livability Team • Local Businesses • Community Organizations 	<ul style="list-style-type: none"> • Safety • Community • Momentum
Create a unified wayfinding strategy for Jamestown	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Connectivity • Quality
Incorporate pedestrian and bicycle safety into school curriculum	<ul style="list-style-type: none"> • Guilford County School District 	<ul style="list-style-type: none"> • Safety • Momentum
Advance at least two projects from the proposed bicycle and pedestrian network	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
Advance at least two catalyst projects	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
Update the Jamestown Technical Standards to require tighter corner radii (e.g., 20 feet or 25 feet rather than the standard 30-foot radii) on non-industrial streets	<ul style="list-style-type: none"> • NCDOT 	<ul style="list-style-type: none"> • Safety
<i>Long-Term (5+ Years)</i>		
Leverage participation numbers in annual Walk, Bike & Roll to School Day events to advocate for targeted and systemic projects to promote walking and bicycling	<ul style="list-style-type: none"> • NCDOT • High Point MPO 	<ul style="list-style-type: none"> • Safety • Accessibility • Community • Momentum
Enhance regional walking and bicycling facility connections	<ul style="list-style-type: none"> • High Point MPO • City of High Point 	<ul style="list-style-type: none"> • Connectivity • Accessibility

Table 19. Action Plan Continued

RECOMMENDED ACTION	POTENTIAL PARTNERS	GOALS ACHIEVED
Advance at least one project from the proposed bicycle and pedestrian network annually moving forward	<ul style="list-style-type: none"> • NCDOT • Jamestown AARP Livability Team • Local Businesses 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Momentum
Create an open space plan that builds on the 2021 Envision Jamestown Comprehensive Plan and the 2021 Parks and Recreation Master Plan, and addresses greenways and streetscape greening	<ul style="list-style-type: none"> • Community Organizations • Guilford County School District • GTCC 	<ul style="list-style-type: none"> • Community • Momentum
Update this Plan! An update approximately every five years and no greater than every ten years is standard. Depending on timing, implementation of projects, and development in and around Jamestown, it may be appropriate to create an abbreviated plan update document before fully revising this Plan.	<ul style="list-style-type: none"> • NCDOT • High Point MPO • Jamestown AARP Livability Team • Community Organizations • GTCC • HPTS 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
<i>Ongoing</i>		
Evaluate Plan progress in meeting performance measures annually	<ul style="list-style-type: none"> • NCDOT • High Point MPO 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum
Continue to develop partnerships for programming	<ul style="list-style-type: none"> • NCDOT • High Point MPO • City of High Point • Jamestown AARP Livability Team • Local Businesses • Community Organizations • Guilford County School District • GTCC • HPTS 	<ul style="list-style-type: none"> • Safety • Connectivity • Accessibility • Community • Quality • Momentum

This page left intentionally blank.

A





APPENDIX

This Appendix contains detailed information regarding the following topics. Clicking on the name of each topic will take you directly to that section of the Appendix.

- Complete Public Survey Results
- Detailed Prioritization Scoring Results
 - Design Guidance
- Draft Plan Public Survey Results
 - Resources



COMPLETE PUBLIC SURVEY RESULTS

Response Counts



Totals: 102

1. Please provide the closest intersection to your residence (e.g., Street A and Street B).

Response

no response

Cloverbrook and Ragsdale

Dillon Rd and Riverwalk Ln

East Fork and Guilford

Forestdale and Ragsdale

< left blank>

< no response>

222 Jordan Ridge Way

4401 Cold Harbor Ct, Greensboro

4719 CLIFTON PARK DR

Bonner and E Main (GTCC)

Buttercup and Nutwood drive

Castleton Place and Pearce Drive

Chimney Court & Oakdale

Clifton park drive and vickrey chapel road

Cloverbrook Ct and Cloverbrook Rd

Cloverbrook Dr

Cloverbrook Drive and Guilford Road

Colony Woods Ct and Chatfield Dr.

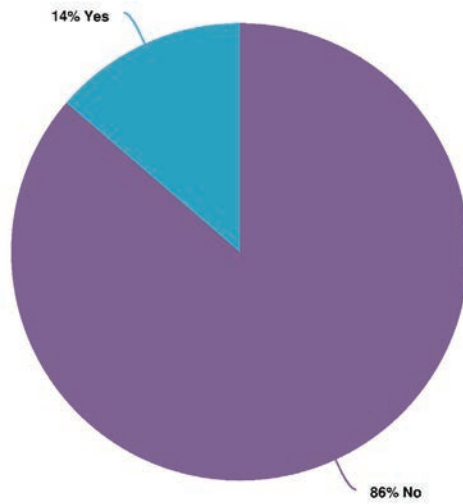
Dillion Rd / Misty Waters Ln

East Fork and Quarterpath drive

East Main Street and Bonner Drive

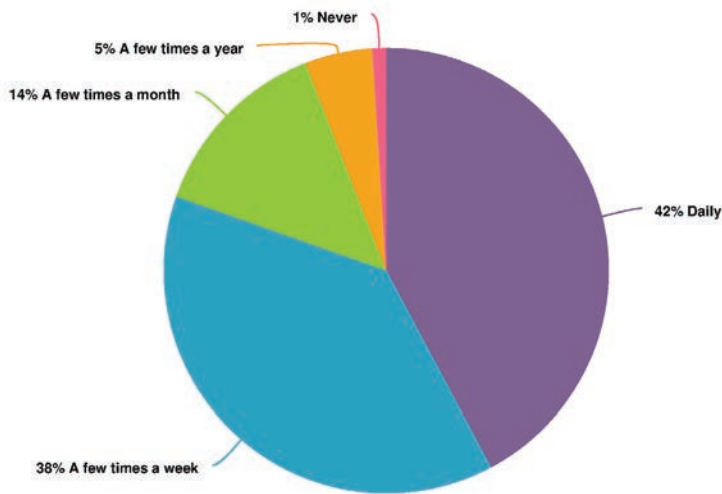
Knollview Ct. and Mendenhall Rd. ll Rd.	Edinburgh ct, edinburgh dr	Ragsdale & Mendenhall
Kory Place and Pearce Drive	Fairidge and Tangle	Ragsdale Rd. and Ragsdale Ct.
Mackay & Guilford College Road	Farriers Lane and Jamestown Oaks	Riverwalk Lane and Dillon Road
Mamie Lane and Guilford Road	Forestdale Dr and Ragsdale	Robbins & Kearns
Mendenhall and Forestdale	Gannaway and Main Street	Royal Rd and Wiltshire Dr
Mendenhall and Guilford Rd	General Arthurs Lane and Guilford	Royal Rd and Woodleigh Ct
Moore St. and Oakdale Rd.	Guilford College Rd	Shadowlawn Dr. & Woodfern Rd.
Moore Street and Oakdale Road	Guilford College and Cedarwood	Shadowlawn Dr. and Woodfern Rd.
Nevada Dr. And Guilford Rd.	Guilford Rd	Stafford oak dr and east fork rd
Nevada and Guilford	Guilford Rd & East Fork Rd	Thora & southbridge
O'Neil and Royal	Guilford Rd and Clover Brook Dr	Thora Dr and Nevada Dr
O'Neill Dr and Teaque	Guilford Rd and East Fork	Trailwood and Granpover
Oakdale Rd & Harvey Rd	Guilford Rd and East Fork Rd	Willard and Penny Rd
Oakdale Rd and Jackson St	Guilford Rd and Woodbine Dr	Wiltshire and Royal
Oakdale Road	Guilford and Forestdale	Wiltshire and Wyndwood
Oakdale and Harvey	Guilford and Hilltop	Winrow and Castleton
Oakdale and Jamestown Oaks	Guilford college and gate city	Winrow and Guilford Road
Oakdale and Main	Guilford rd, forestdale dr	Winrow drive and Guilford road
Pearce Dr and Kory Pl	Hamlin	Woodfern/Shadowlawn
Pearce and Castleton	Harvey and Oakdale	Woodland drive and Ragsdale road
Penny Rd	JAMESTOWN OAKS, FARRIERS LN	guilford college and piedmont parkway
Penny Rd and Willard Rd	Jamesford and Chesterfield	oakdale/harvey rd
Penny and Willard	Jamestown Oaks Dr. and Oakdale	
Potter and Perry	Knollview Ct and Mendenhall	

2. Did you attend the Open House on April 25th?



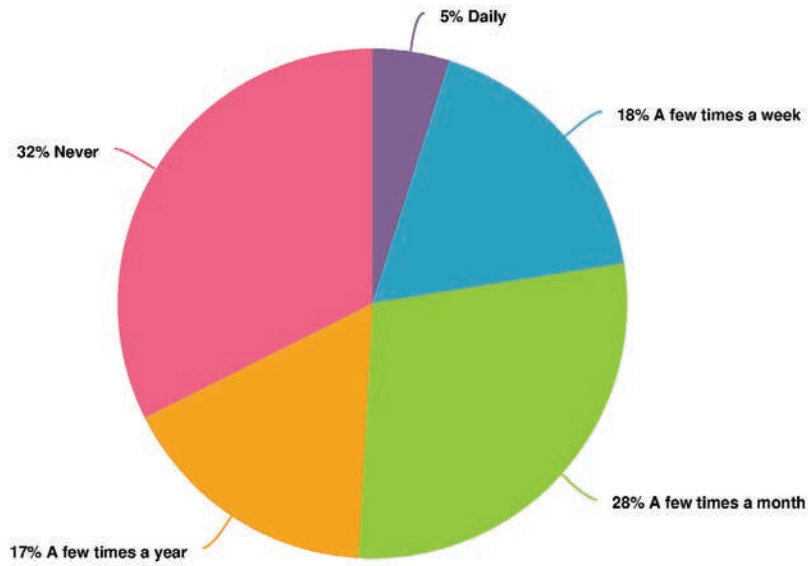
Value	Percent	Responses
No	86.3%	88
Yes	13.7%	14
Totals: 102		

3. In general, how often do you walk for recreation or transportation?
Select one.



Value	Percent	Responses
Daily	42.2%	43
A few times a week	38.2%	39
A few times a month	13.7%	14
A few times a year	4.9%	5
Never	1.0%	1
Totals: 102		

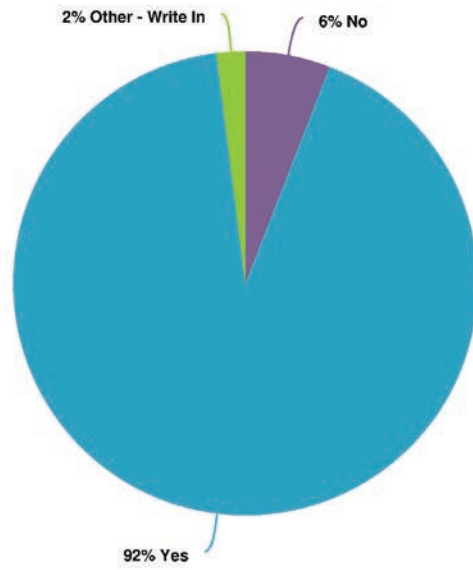
4. In general, how often do you bicycle for recreation or transportation?
Select one.



Value	Percent	Responses
Daily	4.9%	5
A few times a week	17.6%	18
A few times a month	28.4%	29
A few times a year	16.7%	17
Never	32.4%	33

Totals: 102

5. Would you like to walk, bike, or roll more than you currently do?

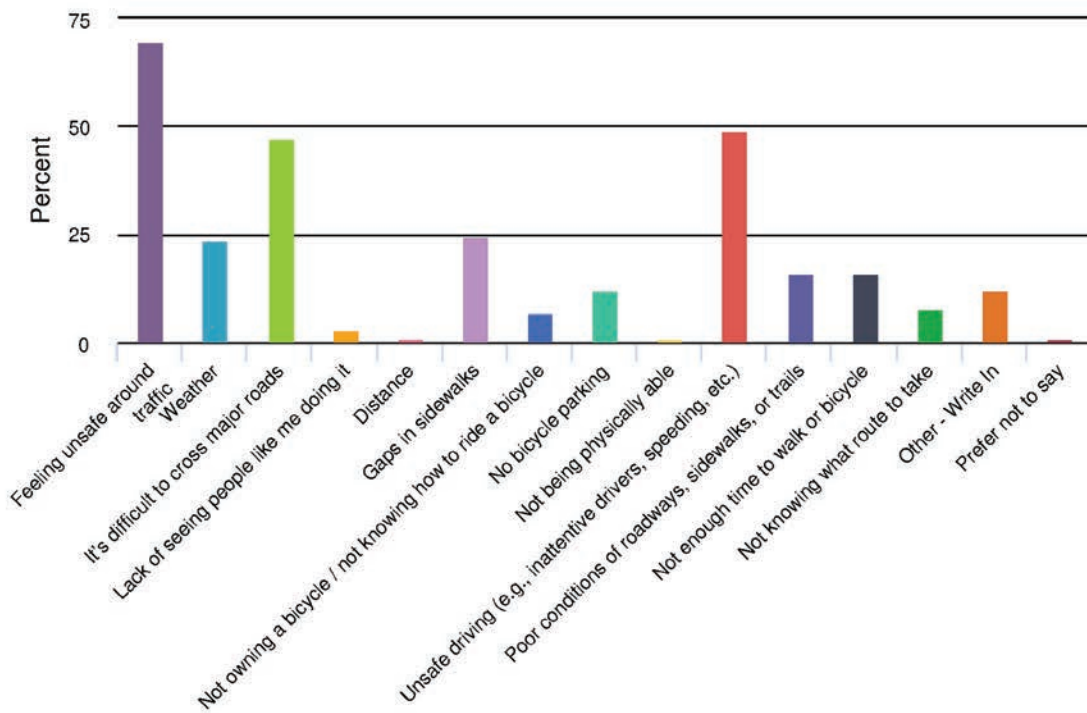


Value	Percent	Responses
No	5.9%	6
Yes	92.2%	94
Other - Write In	2.0%	2

Totals: 102

Other - Write In	Count
I'd like to continue my current daily walks	1
Yes, more biking	1
Totals	2

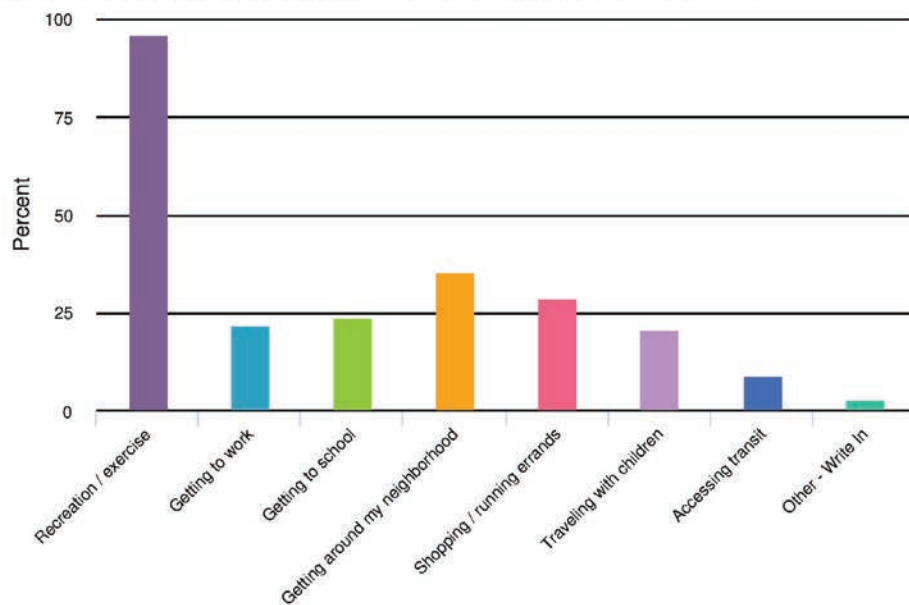
6. What keeps you from walking, biking, or rolling (or what makes it more difficult)? Check all that apply with the option to write-in.



Value	Percent	Responses
Feeling unsafe around traffic	69.6%	71
Weather	23.5%	24
It's difficult to cross major roads	47.1%	48
Lack of seeing people like me doing it	2.9%	3
Distance	1.0%	1
Gaps in sidewalks	24.5%	25
Not owning a bicycle / not knowing how to ride a bicycle	6.9%	7
No bicycle parking	11.8%	12
Not being physically able	1.0%	1
Unsafe driving (e.g., inattentive drivers, speeding, etc.)	49.0%	50
Poor conditions of roadways, sidewalks, or trails	15.7%	16
Not enough time to walk or bicycle	15.7%	16
Not knowing what route to take	7.8%	8
Other - Write In	11.8%	12
Prefer not to say	1.0%	1

Other - Write In	Count
Biking requires the availability of safe long distances	1
Cyclists on sidewalk	1
Lack of safe bicycle lanes	1
No Sidewalk on Odkdale	1
No bike lanes available	1
No true bike lanes (look at Vancouver, BC)	1
Not enough sidewalks and/or dedicated bike lanes.	1
Unmonitored speeding traffic in Forestdale makes it unsafe.	1
We need bike lanes	1
have to drive to greenway	1
lack of sidewalks	1
lack of sidewalks for walking from home	1
Totals	12

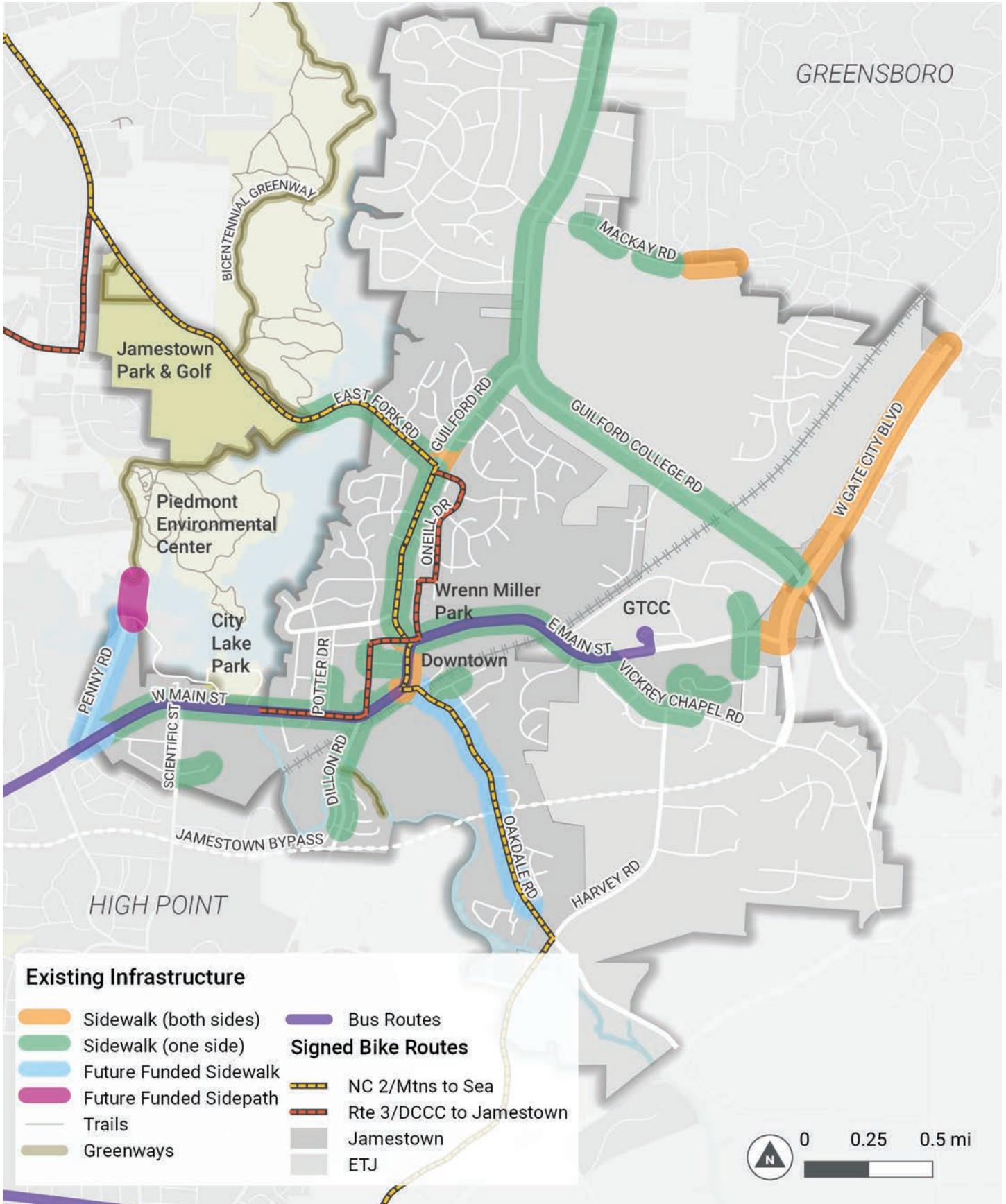
7. Which types of walking and biking trips are most important to support? Check all that apply with the option to write-in.



Value	Percent	Responses
Recreation / exercise	96.1%	98
Getting to work	21.6%	22
Getting to school	23.5%	24
Getting around my neighborhood	35.3%	36
Shopping / running errands	28.4%	29
Traveling with children	20.6%	21
Accessing transit	8.8%	9
Other - Write In	2.9%	3

Other - Write In	Count
Getting from one neighborhood to others	1
I work from home and bike to lunch every day	1
Restaurants and evening out	1
Totals	3

8. Please look at this map showing Jamestown's existing pedestrian and bicycle network. Where do you believe new or additional bicycle and pedestrian facilities would be useful?



Count	Response
17	no response
4	Not sure
2	< no response>
2	Na
2	Penny Rd
1	*Main Street to GTCC *Harvey Rd to Jamestown Middle and Ragsdale High Schools *All of Oakdale Road
1	1) Along Scientific (from W. Main) -- just a block of sidewalk would do wonders to be able to safely get to those businesses along Main Street 2) East Main to Millis -- just another block or so of sidewalk would do wonders. Could safely walk from my house all the way to the YMCA 3) Fill in the gap between the sidewalks by the High School (connect the high school along the street to Millis, and then all the way down Millis). Then can walk safely from schools to YMCA.
1	1. Connecting greenways 2. Safer bike routes on Guilford, East Fork and Main 3. 24 hour passage through City Lake Park
1	Along guilford rd.
1	Along the mountains to sea trail should have bike lanes. I would love a bike lane from downtown Jamestown to GTCC in addition to the sidewalk
1	As long as you don't block or eliminate current car lanes to provide more walking and bicycling paths I an fine with it. If any car lanes are going to be blocked, I am 100% against it.
1	Banner Rd, Patterson
1	Bike Lanes on Guilford Rd. Bike Lanes on E. Fork Rd. Complete sidewalks on Oakdale Rd. Complete sidewalks on Penny Rd. Sidewalks on Scientific St.
1	Bike lane on East fork. Such a dangerous road for bicyclists, especially on the curves
1	Bike lanes would help on the main roads. People will use the sidewalks to keep separate from Traffic. Ducking through neighborhoods is not a bike path, but rather a safer less traffic route.

Count Response

1	Building protected lane for bicycle / interconnecting neighborhoods
1	City lake park to piedmont environmental center. Walking/biking trail from downtown down Dylan road.
1	Connect sidewalk from intersection of Vickery Chapel Rd and East Main St to sidewalk at Millis on Main apartments. Paint bike lines on Guilford Rd and East Fork Rd.
1	Down Oakdale Rd and further down Main Street towards HP
1	East Fork Rd. to the Greenway is very narrow for bicyclists. Cars are driving fast and with limited sight lines.
1	East Main St between GTCC and Ragsdale HS. I see a lot of students walking on the shoulder, when I go to the Y everyday. It is unsafe. Sidewalk extension from GTCC to Bonner Drive with a Ped crossing between the 2 schools would be beneficial.
1	East Main Street between both ends of Bonner Drive. If a full sidewalk isn't possible, I most would like to see a connection to East Main Street from the easternmost portion of Parking Lot F, and a cross-street connection from the existing GTCC sidewalk near the old President's House to the existing sidewalk at East Main & Vickrey Chapel Road. Because of these breaks in pavement, students simply don't consider it an option to walk from GTCC to either downtown Jamestown or the new shops and apartments along Guilford College Road and Gate City Boulevard. Also from a safety standpoint, I have seen people of high school or college age walk alongside the pavement near the intersection of East Main and Rochelle Road.
1	Finish East Fork.
1	Fork road needs a bike lane. Since Forestdale is a major cut through, sidewalks would be safer
1	From Dillion Rd/Main St southside to connect with downtown.
1	From Greensboro Road coming into Jamestown from High Point on the High Point side crossing into/passed Pennybyrn
1	From corner of E. Main St. & Vickery Chapel Rd to Jamestown Parkway
1	Guilford East fork
1	Guilford college road
1	Having actual bicycle lanes on all the major/busy roads throughout Jamestown, would be beneficial to cyclists as well as drivers.

Count Response

1	I am unclear as to why Guilford Rd is considered a bike route. There is no bike lane at all. It is an extremely dangerous road to try to ride a bike on. People drive way too fast and are looking at their phones. When biking with my 2 small children, we use the sidewalk. That's not fair to the runners and walkers. Why not get rid of the turning lane and make a bike lane on both sides? It's really unfortunate that the road is so heavily used as a cut through because there are tons of pedestrians and kids around here!
1	I don't know
1	If it fits into what makes Jamestown...Jamestown.
1	In the neighborhoods, such as old Forestdale, Forestdale North and East, and Cedarwood.
1	It is difficult to share a bike on a sidewalk with pedestrians, thus the areas shown on the map do not favor bikers. And bikers need the ability to connect with safe trails beyond Jamestown.
1	It would be nice to have more connections between Oakdale and Dillon road as well as connections between those areas to downtown JT.
1	JTP Golf Course to Penny Road
1	Jamestown Bypass
1	Key streets for access to core town and distance routes: Guilford Road, Main Street from Penny Road to Jamestown Bypass. Desperately needs lower speed limits (enforcement), signage, flashing crosswalks, bike lanes (lines or solid lanes) / sharrows.
1	Mackay Road.
1	Main street
1	More sidewalks near JES at least to Brookdale
1	More sidewalks/crosswalks around ragsdale high school/gtcc area
1	Mountain bike trails in Gibson Park South of Sunnyvale RD
1	Need bike lanes and better enforcement of crosswalks for pedestrians
1	Need more bike lanes throughout community
1	Neighborhoods between City Lake and Main St
1	No comment.

Count Response

1 No response

1 None

1 Oakdale Road

1 Oakdale Road to I85

1 Oakdale and Guilford College

1 Oakdale, Historic Jamestown, Old Forestdale

1 Oaldale

1 On E Main St from the intersection of E Main and Vickery Chapel Rd to the intersection of E Main and Millis Rd, in between Ragsdale High School and the GTCC campus

1 Our entire town needs bike lanes to keep pedestrians safe on the sidewalks and cyclists safe on our narrow streets.

1 Ragsdale Rd

1 Satisfied

1 Sidewalks in the main neighborhoods would be more useful in my opinion.

1 Sidewalks on both sides of Guilford Road, and bike lanes along Guilford Road and East and West Main Street

1 The Riverwalk Walking Trail from Dillon Road east along the river needs to be extended and better maintained. This is my daily route, and it is actually maintained only for the first part. Apparently, the Town owns only this first section; the rest is still owned by the Riverwalk HOA. An agreement between the HOA and the Town for transfer of the entire walkway to the Town would be a good first step in maintaining a safe, walkable trail.

1 There is no true bike route on the mountains to sea trail or the DCCC to Jamestown Route. A true bike route would mean widened roads to include a bike lane on each side if the road that is clearly marked. Current routes do little to promote biker safety.

1 Throughout Jamestown

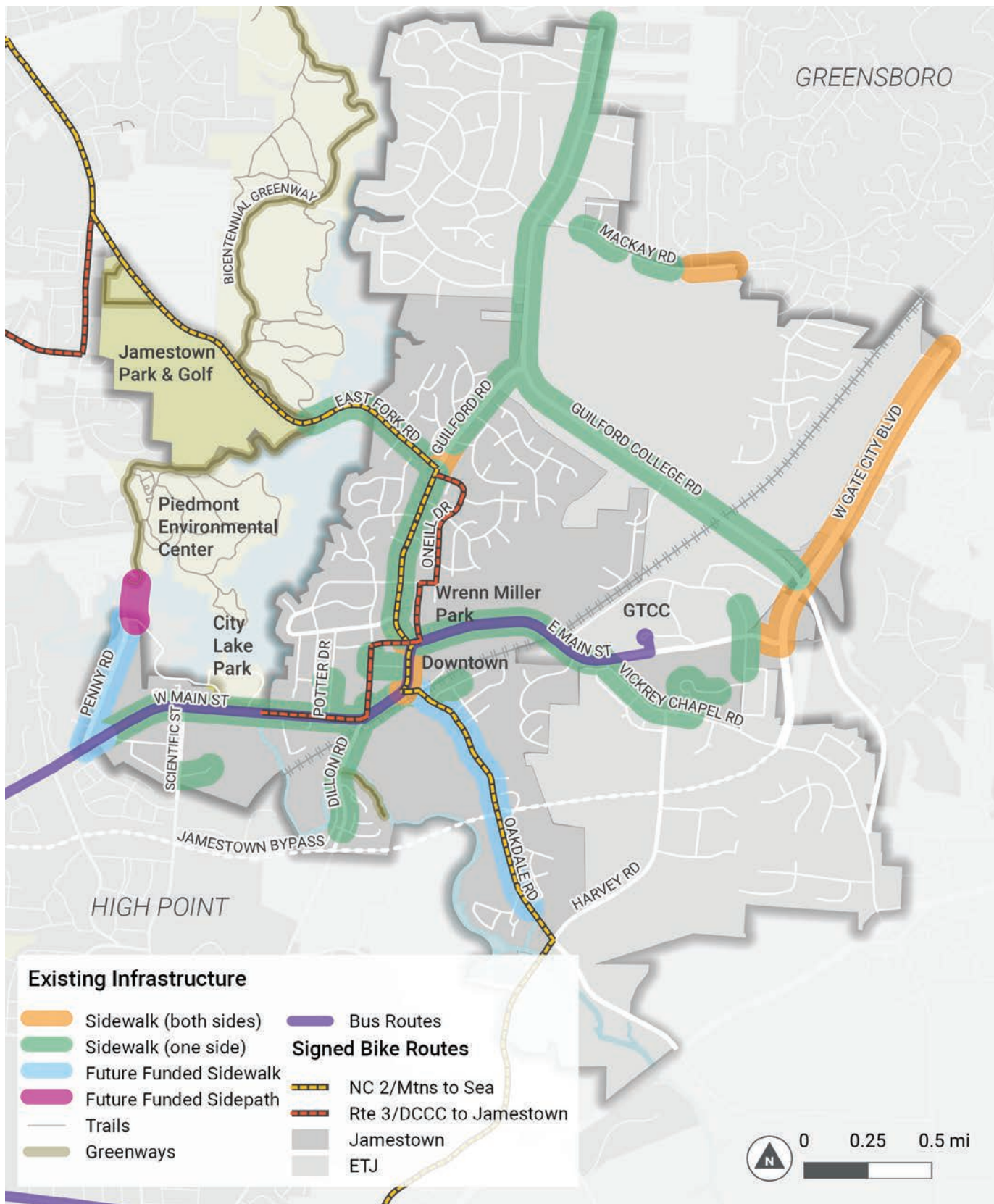
1 Trails and wider sidewalks to the Wendover bridford parkway area

1 Unsure

Count Response

1	Until they're are bike lanes, even the bike routes do not feel safe to me
1	Vickery chapel and Millis road up to main street
1	Would like a sidewalk on both sides of Guilford Rd between East Fork and Main Street
1	Wrenn Miller / Food Lion Shopping Center, Oakdale Rd
1	around GTCC and Vickory Chapel Rd
1	bike routes on Oakdale, Harvey, Main, Guilford to Guilford College cross Gate City Blvd all the way to Vikery Chapel
1	n/a
1	near JES
1	no repsonse
1	not sure
1	penny rd/ride penny to greenway and environment center
1	safer walking solution on Potter Dr. Walking/bike lane for students.
1	sorry, not familiar with streets in Jamestown

9. Please look at this map showing Jamestown's existing pedestrian and bicycle network. Where do you believe new or additional bicycle and pedestrian facilities would be useful? - Text Analysis



9. What streets in Jamestown could be improved to prevent safety issues or stressful situations for pedestrians and bicyclists?

Count	Response
12	no response
2	East Fork
2	Oakdale
1	1) crossing at Scientific (put in the sidewalk, too) 2) where sidewalk crosses the road (Main Street over by the Ragsdale's -- who thought that was a good idea(?) -- just extend the sidewalk on the other side 3) where sidewalk on one side means you have to cross the road to get to it (Main Street and Dillon, especially) 4) And you're going to need something better for the sidewalk crossing the train tracks.
1	All
1	All intersections onto Guilford Road, Main Street, and East Fork Road
1	All main streets
1	All the streets in Jamestown could be improved if attention was paid to the speed limit and distracted driving. Our streets do not seem to be patrolled by either the sheriff or the highway patrol and it shows.
1	Any streets that can accommodate bike lanes are better than the very ruff and narrow sidewalks and Greenway.
1	Area around JES (or JFS?)-- add speed bumps on Potter
1	Both sides of Pennybyrn on High Point side
1	Crossing Main Street can be dangerous due to speeding vehicles. The pedestrians crossing from parking to Wren Miller Park are frequently not given the right-of-way. The same happens at crosswalk park side to black powder. Speeding thru that intersection is common.
1	Crosswalk area @ E Fork
1	Crosswalks at East Fork & Guilford and at East Fork Bridge
1	Deep River at Parking area
1	Definitely Oakdale Road
1	Dillon Road, Oakdale, Vickery Chapel

Count Response

1	Dylan road, oakdale rd, penny road
1	E. Fork Rd Penny Rd. Dillon Rd. Guilford Rd. Guilford College Rd.
1	East Fork Rd. for bicyclists.
1	East Fork Road
1	East Fork Road, Main St.
1	East Fork rd
1	East Main Street at Guilford Road and East Main Street at Oakdale Road can be stressful for some waiting for a break in traffic to start crossing. Obviously once the bypass opens up, this presumably will get easier. But for now, it's an occasional issue.
1	East and West Main and Guilford Road, and streets around schools
1	East fork
1	Fork Rd Forestdale Dr Main st needs updated
1	Guilford
1	Guilford College Rd.
1	Guilford College Road--particularly the speed limit.
1	Guilford Rd (crossing at town hall) is still unsafe
1	Guilford Rd and East Fork, no right turn on red and no flashing yellow arrow, or something that would help. My 19 year old son has almost been hit several times when crossing, in the crosswalk with the walk signal.
1	Guilford Rd and Main St
1	Guilford Rd is difficult to cross safely. Some of the crosswalks downtown do not always work.
1	Guilford Rd, East Fork, and High Point Rd all need bike lanes.
1	Guilford Rd, Mackay Rd, Main St
1	Guilford Rd. speed limit enforced

Count Response

1	Guilford Road. Put in speed bumps. Get rid of the turn lane and make a bike lane on both sides.
1	Guilford college road sidewalk is too close to the road to safely walk dogs
1	Guilford road Eastfork Vickery chapel
1	Guilford road, East fork road
1	Guilford, East Fork and Main and Penny
1	Guilford, Main Street, Penny. It would be great to add a greenway under the Power lines between Guilford College and Whittington Hall - away from traffic and access to GTCC.
1	Guilford, Main, Guilford College
1	I have seen some 'near misses' of pedestrians almost being struck trying to cross the road around the Main St./Oakdale Rd. area, especially around dusk or during nighttime hours. This area needs better functioning crosswalks and especially more lighting.
1	In front of BB2 smokehouse
1	Intersection of Guilford Rd and East Fork Rd. Intersection of Guilford Rd and East Main St in front of Black Powder Smokehouse.
1	Intersection of Guilford and East Fork can be challenging at times to cross.
1	Main @ Guilford, Main @ Oakdale, Main @ Scientific, Main @ Penny
1	Main St Guilford Rd
1	Main St (crosswalks), Oakdale
1	Main St at Guilford Rd.
1	Main St, Vickery Chapel Rd, Dillon Rd
1	Main Street, East Fork
1	Main and Guilford
1	Main street Guilford road
1	Mendenhall, Ragsdale, Forestdale, Perry.

Count Response

1	More attention to cross walks by golf course. Signs that say it's the law to stop for peds in cross walk
1	More crosswalks in general
1	Need bike lanes for Guilford Road, Guilford College Road, East Fork. Need better enforcement of crosswalks for pedestrians. Few cars stop and when they do, other cars go around them! Makes me nervous!
1	No idea
1	Not sure
1	Oakdale Rd, Main St, Guilford Rd, East Fork Rd, Guilford College Rd, Dillon Rd
1	Oakdale Road
1	Oakdale and Harvey Roads need sidewalks.
1	Oakdale, Guilford College
1	Pedestrian crossing outside of Clifton park neighborhood to get towards the sidewalks by ragsdale high school
1	Penny
1	Penny RD
1	Penny Road
1	Penny Road from the intersection of W Main/Greensboro RD and Penny road to the greenway entrance just down from the environmental center
1	Ragsdale Rd, around wren miller
1	Same answer as #8 with special emphasis on Main Street from Oakdale to Guilford.
1	The center of town roads
1	The crosswalk at Dillon and Main crossing from Food Lion to Dillon hasn't worked correctly for some time. Please check the walk/don't walk lights.
1	The curve on W Main is difficult to cross as drivers are traveling too fast.

Count Response

1	The exit out of Mamie Ln is an area of safety as there is a curve to the left and some large bushes that hinder the view. Driver's drive pretty fast around that curve and it is stressful to walk across or even pull out of Mamie with a vehicle or bicycle. Also curious if the pedestrians and bicyclists are supposed to share the sidewalk? I always thought bicyclists were supposed to share the road with vehicles. I have had a few bicyclists go past me and as me to move off the sidewalk on Guilford Road. I think the sidewalks should be for pedestrians only, so maybe a bicycle lane would be helpful.
1	Unsure
1	West Main
1	both sides of Main Street
1	drivers need to yield to pedestrians. Cars need mufflers
1	guilford college
1	main st, guilford road, east fork, oakdale
1	n/a
1	no issue
1	penny rd (HP, I know)
1	sorry, not familiar with streets in Jamestown
1	stopping for red lights, pedestrian right of way
1	the streets people use in the neighborhoods as cut through to bypass downtown

10. What streets in Jamestown do you feel are comfortable when people who walk, bike, or roll share the roadway with vehicles (e.g., streets without sidewalks or trails)?

Count	Response
18	no response
4	None
3	Guilford
2	Guilford Road
2	Neighborhood roads
2	all
1	?
1	All
1	Anywhere in Forestdale, Whittington Hall, Cedarwood, other neighborhoods
1	Backroads
1	Cedarwood neighborhood streets.
1	East Fork
1	Forestdale
1	Forestdale East and North
1	Forestdale East and Whittington Hall always feel safe
1	Forestdale and Whittington Hall don't seem unsafe when i walk around those neighborhoods
1	Forestdale neighborhood west of Guilford Rd.
1	Forestdale, Mendenhall. Quarterpath, Perry
1	Gannaway
1	Grandover parkway
1	Guilford College

Count Response

1	Guilford Rd
1	Guilford Rd, East Fork
1	Guilford Road isn't too bad, but the Greenway is the best.
1	Guilford road and east fork
1	Guilford, East Fare (?), Guilford College
1	Honestly any street with a 6+ foot buffer between the sidewalk and the road is comfortable. I know that's not always possible, though.
1	I always stay on sidewalks except in my neighborhood where I feel safe.
1	I don't feel comfortable on streets-- just trails.
1	I know my neighborhood off Stratford Oak is safe. I would think many with cul-de-sacs are also safe.
1	Idk
1	In My neighborhood only
1	Interior neighborhood streets
1	Main St. East Fork Rd. Old Forestdale area
1	Main Street
1	Main Street & Guilford Roads
1	Main street area
1	Main, Guilford
1	Main, Ragsdale
1	My neighborhood Whittington Hall, Forestdale
1	Neighborhood streets
1	Neighborhood streets ONLY.
1	Neighborhood streets are generally pretty good.
1	Neighborhood streets off Guilford Road

--

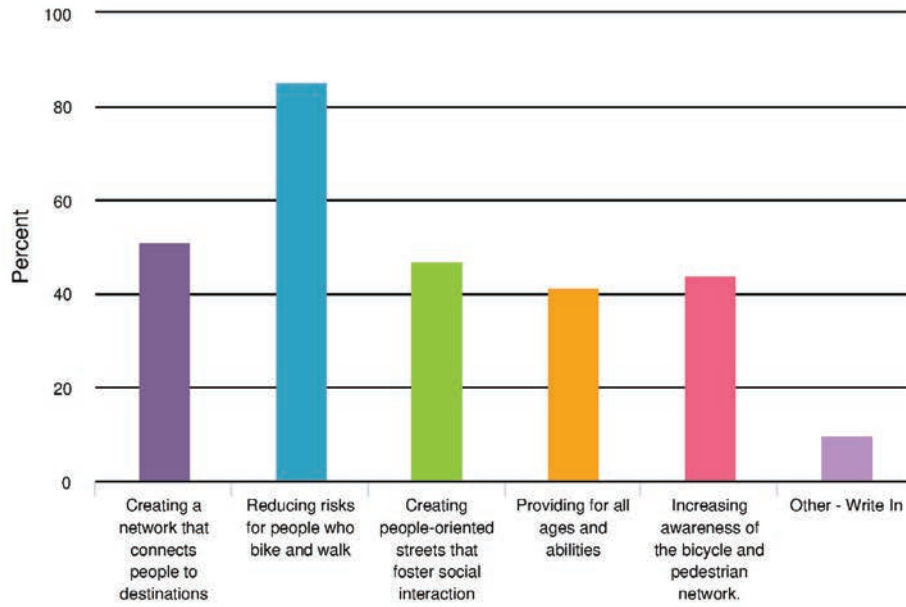
Count Response

1	Neighborhoods
1	Neighborhoods bordered by Main Street and Guilford (and the lake).
1	No
1	No busy street with cars and bikes look safe.
1	No idea
1	None at present
1	None!
1	None, our streets are far too narrow.
1	Not sure, just moved here about a month ago
1	Only inside my subdivision
1	Only neighborhood streets
1	Only neighborhood streets that aren't a main fare
1	Only on campus or in neighborhood.
1	Only wide neighborhood streets... but aren't any where we are... we still get semitrucks rolling through to Flowers... even though there's a sign saying no trucks.
1	Our neighborhood Forestdale North isn't too bad. A lot of people walk and run through here. Most people who drive know this and are cautious.
1	Residential areas on both sides of Guilford Rd.
1	Residential roads not heavily trafficked
1	Stafford oak
1	Streets within the neighborhoods of Forestdale, Forestdale North, Forestdale East, Stafford Oaks, Woodbine, and Whittington Hall.
1	The greenway is awesome Side streets with little traffic
1	The streets in Jamesford Meadows are wide so I feel pretty safe, but drivers fly on Jsmesford Drive (and cut through Chesterfield) a designated walking/biking lane with more signage to slow down might help. I know this is technically High Point but we have a Jamestown maing address

Count Response

1	The streets with sidewalks work for walkers and bikes, but distracted drivers and speeders still make it unsafe. Streets in the neighborhoods are always a risk.
1	The walkers have sidewalks, the bicyclists share the road with cars. Any narrow street or road is a problem for bicyclists and cars to share. E.G. som spots on Guilford Rd. between East Fork Rd. and Guilford College Rd.
1	Town roads in the residential subdivisions of Original Forestdale, Forestdale East & North, Woodbine
1	Whittington Hall streets
1	guilford (sidewalk)
1	mainstreet
1	no repsonse
1	none
1	past Jamestown holiday (??)
1	sorry, not familiar with streets in Jamestown
1uncomfortable....? Sorry. Don't not understand the question.

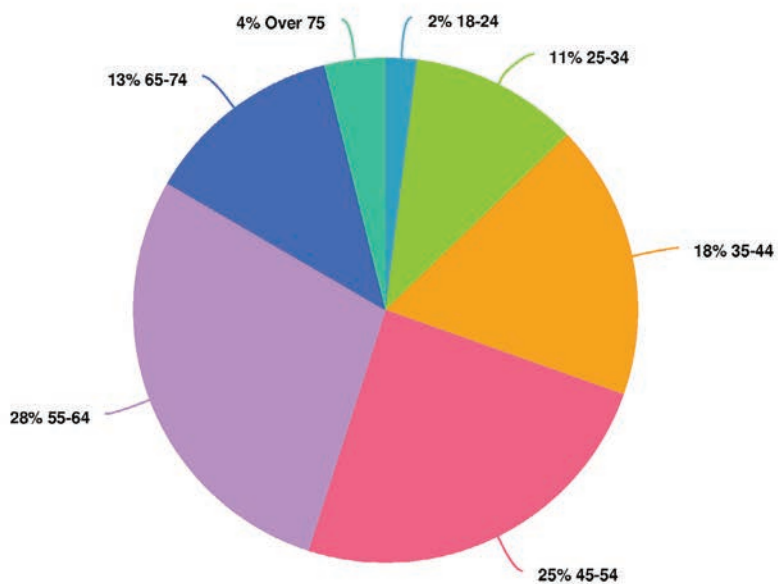
11. In your opinion, what are the top 3 most important goals of this Plan? Select three with option to write-in.



Value	Percent	Responses
Creating a network that connects people to destinations	51.0%	52
Reducing risks for people who bike and walk	85.3%	87
Creating people-oriented streets that foster social interaction	47.1%	48
Providing for all ages and abilities	41.2%	42
Increasing awareness of the bicycle and pedestrian network.	44.1%	45
Other - Write In	9.8%	10

Other - Write In	Count
no response	4
Bike lanes on Guilford Rd.	1
How to provide cyclists with a safe space other than the sidewalk	1
Increasing walking and biking in our area!	1
Make everyone feel connected to town	1
More sidewalks	1
Not closing traffic lanes for bike or walking paths	1
Totals	10

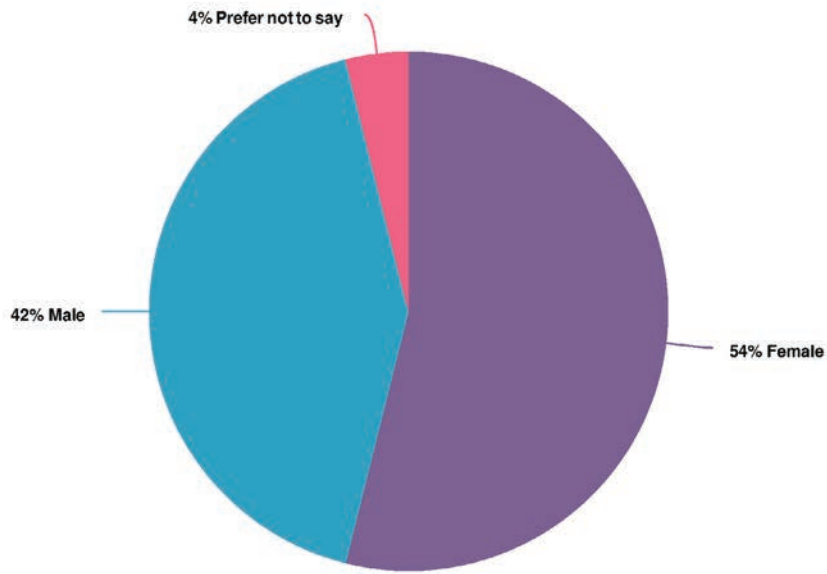
12. Please select your age group. Select one.



Value	Percent	Responses
18-24	2.0%	2
25-34	10.8%	11
35-44	17.6%	18
45-54	24.5%	25
55-64	28.4%	29
65-74	12.7%	13
Over 75	3.9%	4

Totals: 102

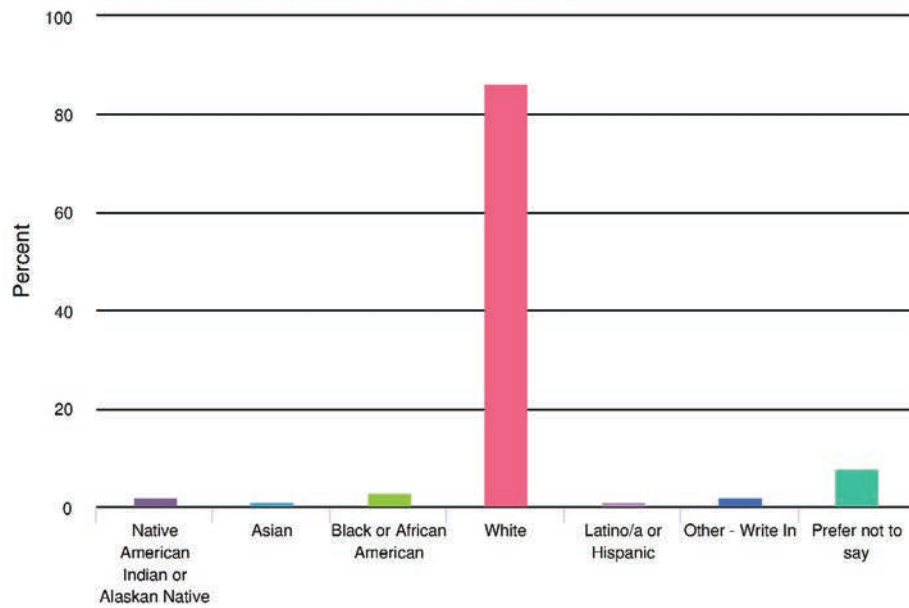
13. To which gender do you most identify? Select one.



Value	Percent	Responses
Female	53.9%	55
Male	42.2%	43
Prefer not to say	3.9%	4
Totals: 102		

Prefer to self-describe	Count
Totals	0

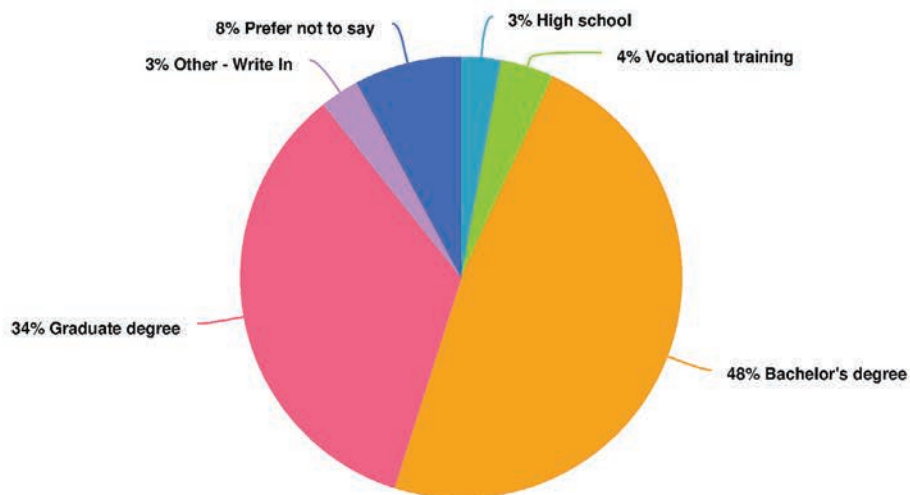
14. How do you describe your race / ethnicity?



Value	Percent	Responses
Native American Indian or Alaskan Native	2.0%	2
Asian	1.0%	1
Black or African American	2.9%	3
White	86.3%	88
Latino/a or Hispanic	1.0%	1
Other - Write In	2.0%	2
Prefer not to say	7.8%	8

Other - Write In	Count
Caucasian	1
Mix of many	1
Totals	2

15. What is the highest level of education you have completed? Select one.

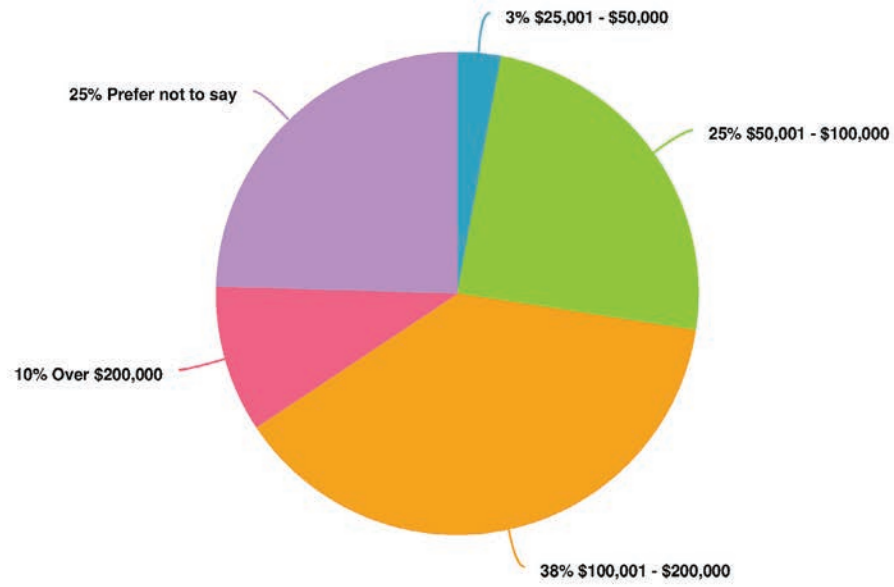







Value	Percent	Responses
High school	2.9%	3
Vocational training	3.9%	4
Bachelor's degree	48.0%	49
Graduate degree	34.3%	35
Other - Write In	2.9%	3
Prefer not to say	7.8%	8

Totals: 102

Other - Write In	Count
Associate Degree	1
Associates Degree	1
Some college	1
Totals	3

16. What is your annual household income? Select one.



Value		Percent	Responses
\$25,001 - \$50,000		2.9%	3
\$50,001 - \$100,000		24.5%	25
\$100,001 - \$200,000		38.2%	39
Over \$200,000		9.8%	10
Prefer not to say		24.5%	25

Totals: 102

DETAILED PRIORITIZATION SCORING RESULTS

WEIGHTING

- Safety Concerns: 30%
- Multimodal Access: 25%
- Destinations Served: 15%
- Network Connectivity: 15%
- Community Support: 15%

Table 20 shows detailed scoring results for each project in the bicycle and pedestrian network. Prioritization criteria methodology is included in Table 6 and summarized to the right.

Table 20. Detailed Prioritization Scoring Results

ID	SAFETY CONCERNS	MULTIMODAL ACCESS	DESTINATIONS SERVED	NETWORK CONNECTIVITY	COMMUNITY SUPPORT	RAW SCORE	WEIGHTED SCORE
<i>High Priority</i>							
9	10	10	5	5	10	40	48.5
5	10	5	10	5	10	40	48
2	10	5	10	5	10	40	48
3	10	5	10	5	10	40	48
10	0	10	10	10	10	40	47
<i>Medium-High Priority</i>							
25	10	5	5	5	10	35	42.25
17	10	0	10	5	10	35	41.75
6	10	5	0	5	10	30	36.5
7	10	5	5	5	5	30	36.5
8	10	5	0	5	10	30	36.5
27	10	5	5	5	5	30	36.5
12	0	5	10	10	5	30	35
26	0	5	10	5	10	30	35
<i>Medium-Low Priority</i>							
15	10	5	0	5	5	25	30.75
24	10	0	10	5	0	25	30.25
1	0	10	5	5	5	25	29.75
11	0	10	5	5	5	25	29.75
4	0	5	5	5	10	25	29.25
16	0	5	10	5	5	25	29.25

Table 20. Detailed Prioritization Scoring Results Continued

ID	SAFETY CONCERNS	MULTIMODAL ACCESS	DESTINATIONS SERVED	NETWORK CONNECTIVITY	COMMUNITY SUPPORT	RAW SCORE	WEIGHTED SCORE
<i>Medium-Low Priority Continued</i>							
22	0	0	10	10	5	25	28.75
23	0	0	10	10	5	25	28.75
<i>Low Priority</i>							
13	0	10	5	5	0	20	24
14	0	10	5	5	0	20	24
20	0	10	5	5	0	20	24
21	0	10	0	5	5	20	24
19	0	0	5	5	5	15	17.25
18	0	0	0	5	5	10	11.5

DESIGN GUIDANCE

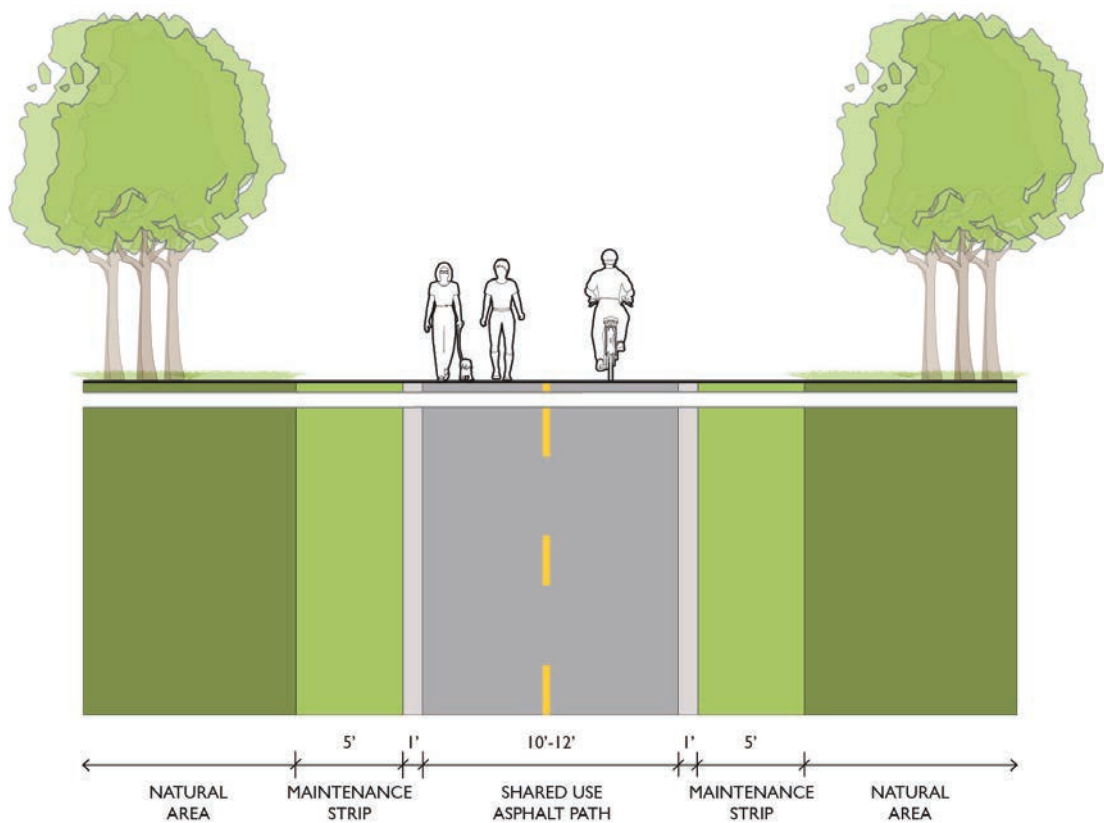
RECOMMENDED CROSS SECTIONS

The following cross sections are intended to facilitate the Town in developing standards and requirements for bicycle facilities. The Town should consult the latest edition of the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, for detailed guidance.

Asphalt Greenway

Notes:

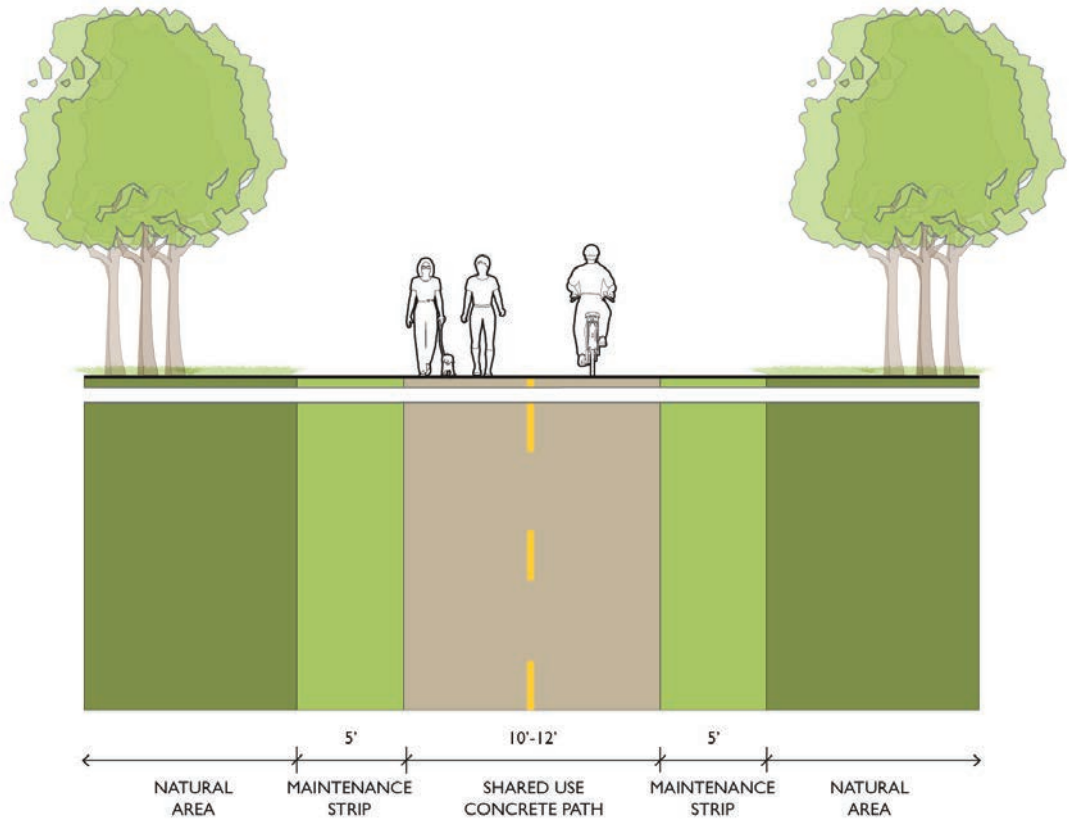
- Striped centerline optional
- Concrete edge banding optional



Concrete Greenway

Notes:

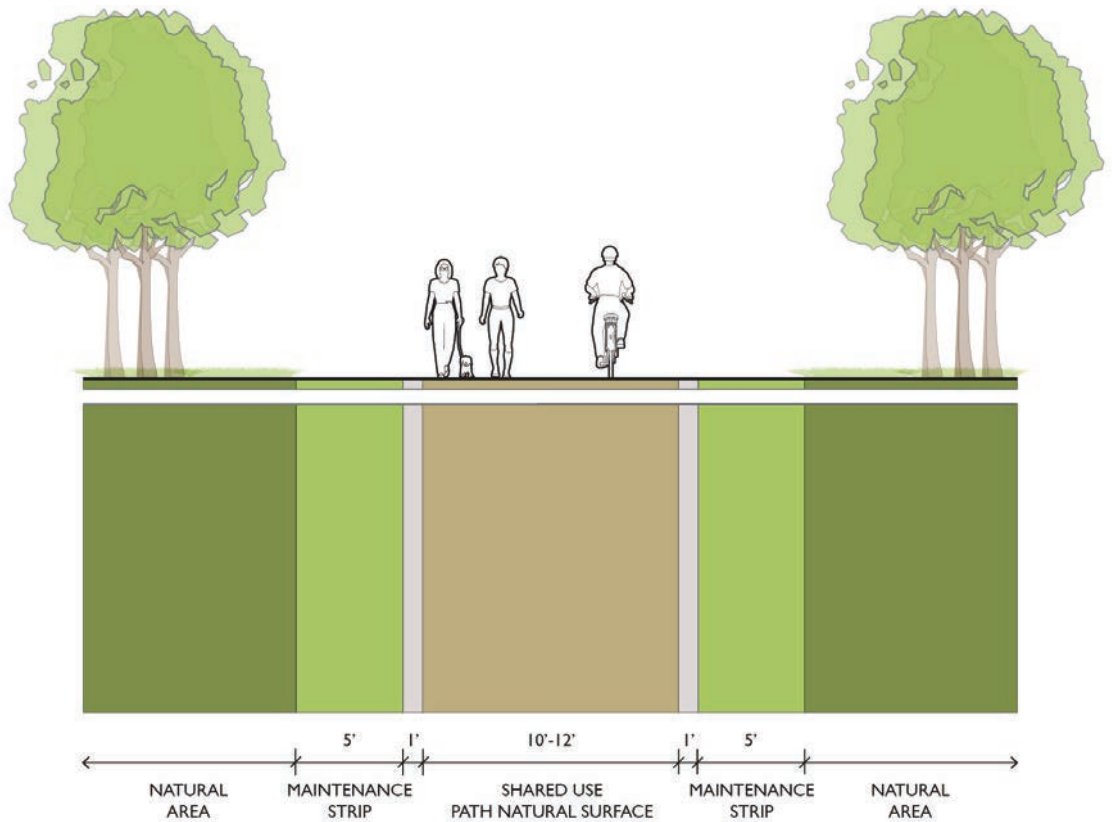
- Striped centerline optional



Natural Surface Greenway

Notes

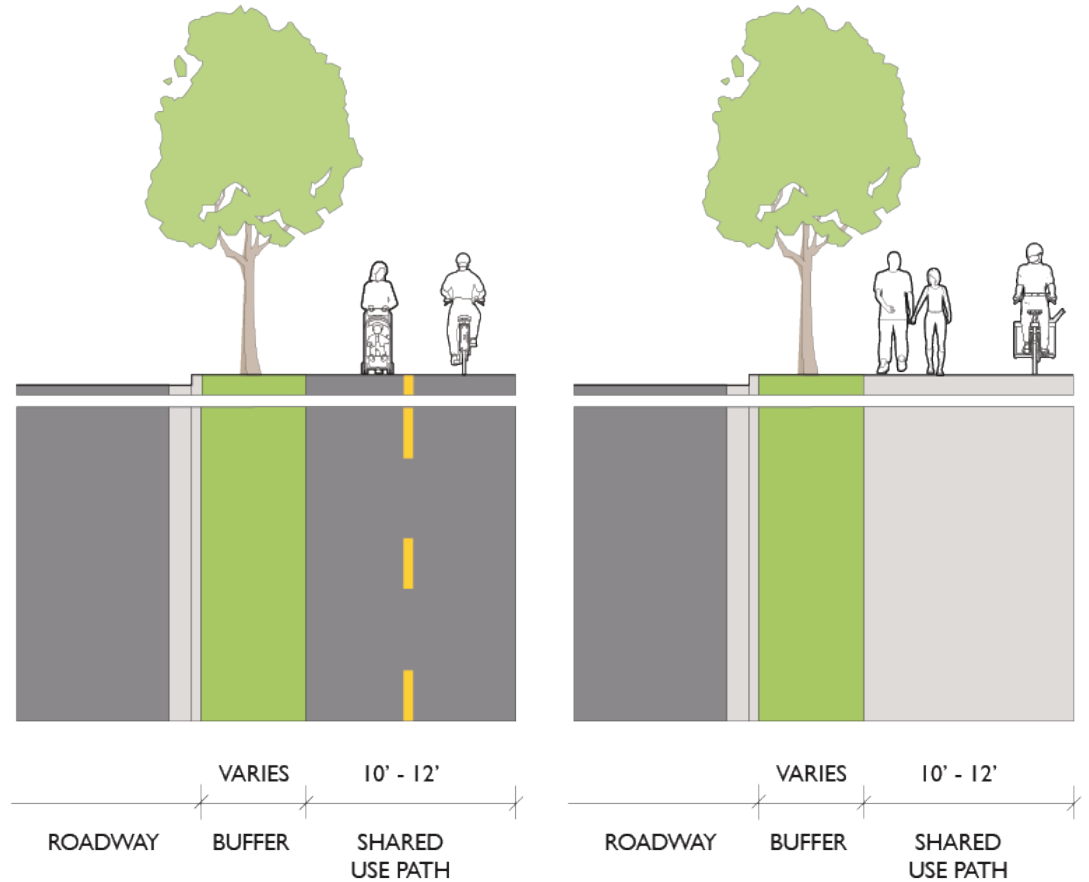
- Typical tread materials include granite fines, bare earth, and Chapel Hill grit
- Not accessible to all users
- Concrete edge banding optional



Sidepath

Notes

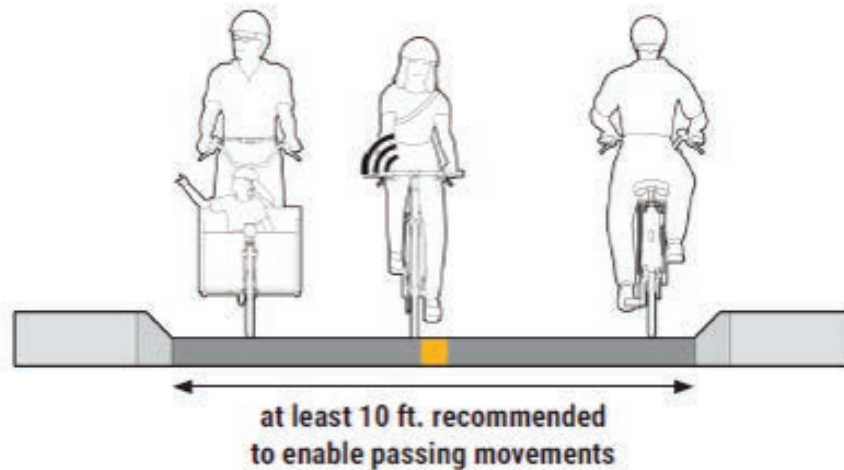
- Tread material may be asphalt or concrete
- Striped centerline optional
- Crossing treatments at driveways are critical

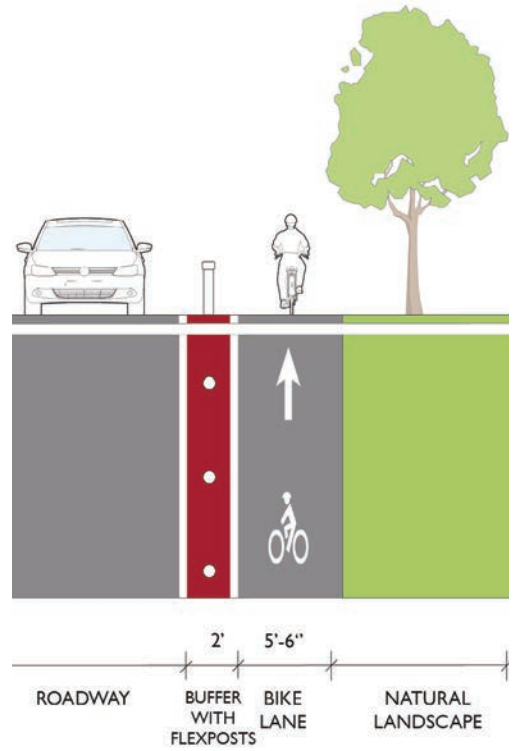
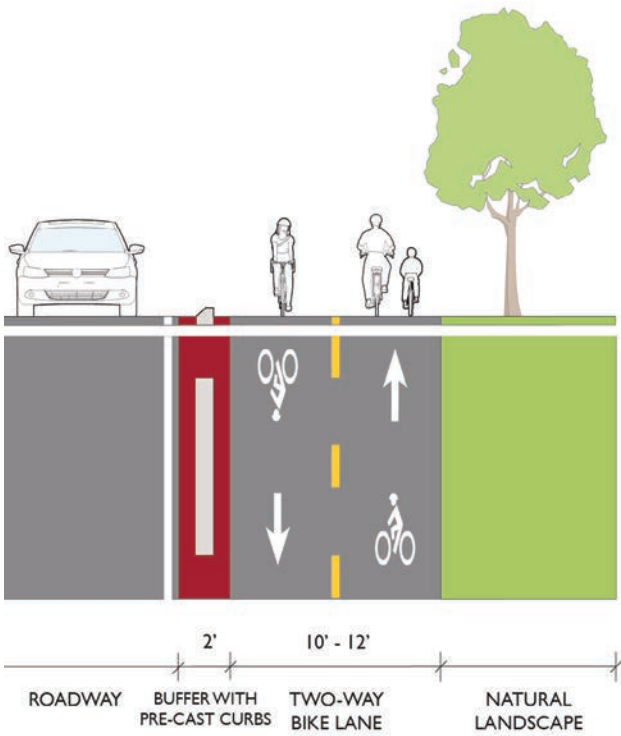
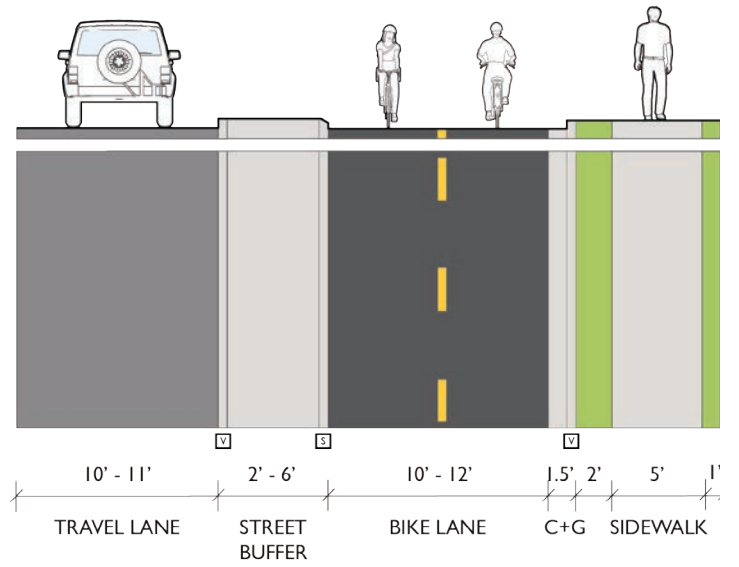
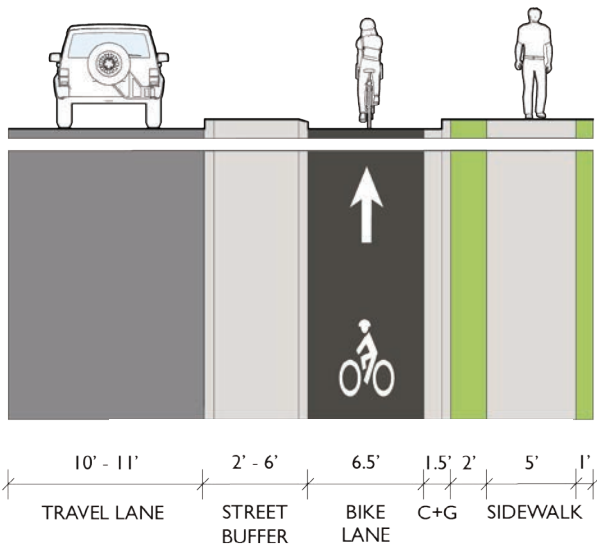


Separated Bike Lanes

Notes

- Bike lanes may be directional (one-way) or two-way
- Buffer material and width may vary
- 2-foot buffer is the recommended minimum, or 3 feet where on-street parking is abuts the bike lane
- Bike lane(s) may be street-level, sidewalk-level, or built at an intermediate level between the street and the sidewalk
- For concrete buffers, the curb facing the bike lane should be pedal-safe
- Colored paint (non-white) is shown for decorative purposes only








DRAFT PLAN PUBLIC SURVEY RESULTS

1. Who are you? (Select all that apply)

Value		Percent	Responses
Jamestown Resident		80.8%	21
Steering Committee Member		11.5%	3
Town of Jamestown Staff		7.7%	2
Other - Write In		15.4%	4




Other - Write In	Count
Jamestown ET Resident	1
NCDOT - IMD	1
Parks and Rec member	1
planning board member	1
Totals	4

2. Vision: Do you support the vision (below) for Jamestown?

Value		Percent	Responses
Strongly support		72.2%	13
Moderately support		22.2%	4
Do not support		5.6%	1
			Totals: 18


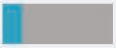

Do not support	Count
Do not support bike lanes	1
Totals	1

3. Goals: Do you support the goals (below) for Jamestown’s bicycle and pedestrian network?




Value		Percent	Responses
Strongly support		77.8%	14
Moderately support		16.7%	3
Do not support		5.6%	1
			Totals: 18

Do not support	Count
Do not support bike lanes	1
Totals	1

4. **Prioritization Criteria:** The following criteria for prioritizing projects were developed based on feedback from the online survey and first open house, and were vetted by the steering committee: Safety Concerns Multimodal Access Destinations Served Network Connectivity Community Support These characteristics drove the network development process and serve as the foundation for scoring and prioritizing projects. To further reflect the values of the community and the feedback received during the planning process, each of the prioritization criteria were assigned weights as shown below in Table 6. Do you support the recommendations included in the prioritization criteria?




Value		Percent	Responses
Strongly support		72.2%	13
Moderately support		16.7%	3
Do not support		11.1%	2
			Totals: 18

5. **Proposed Network:** The two maps below show the Proposed Bicycle Network and Proposed Pedestrian Network for Jamestown. Do you support the recommendations included in the proposed networks?

Value		Percent	Responses
Strongly support		72.2%	13
Moderately support		22.2%	4
Do not support		5.6%	1
			Totals: 18




Do not support	Count
Do not support bike lanes if it means taking away the turn lanes. It is bad enough drivers trying to turn into Wells Fargo and the Post Office. Who ever drew this up must not travel Main Street during lunch.	1
Totals	1

6. Network Components: A successful bicycle and pedestrian network must include various types of infrastructure so users can experience a continuous level of comfort even as conditions such as right-of-way width, traffic, and land use change. The following images present the types of facilities or infrastructure elements recommended for Jamestown. Do you support the recommendations included in the proposed networks?



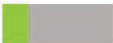
Value		Percent	Responses
Strongly support		72.2%	13
Moderately support		22.2%	4
Do not support		5.6%	1
			Totals: 18

Do not support	Count
Do not support if you take the turn lanes away.	1
Totals	1

7. Prioritization Results: The maps and corresponding table below show the prioritization results to guide implementation of the network. While not every project may receive a high score, each project on the proposed network aligns with the prioritization criteria and is a critical piece of increasing connectivity and safety for pedestrians and bicyclists in Jamestown. Projects that score lower but fill essential gaps in the network may be considered for implementation sooner or in conjunction with adjacent projects. Additionally, while scores have been established, these are for planning purposes only. It is understood that there will be “projects of opportunity,” and that projects should be implemented when opportunities arise or when funding is available. Detailed prioritization scoring results will be available in the Appendix. Do you support the recommendations included in the prioritization results?

Value		Percent	Responses
Strongly support		55.6%	10
Moderately support		33.3%	6
Do not support		11.1%	2
			Totals: 18

8. Catalyst Projects: The six catalyst projects shown below represent a variety of multimodal facilities that will jump start the proposed bicycle and pedestrian network or be a “game changer” for mobility in Jamestown. These projects can also lay the groundwork for future mobility investments. Projects were identified through public engagement, consideration of risk factors for nonmotorized users, opportunities for placemaking, and filling critical network gaps. Some catalyst projects are also on the list of prioritized projects. Do you agree with the recommendations included in the catalyst projects?

Value		Percent	Responses
Strongly support		58.8%	10
Moderately support		17.6%	3
Do not support		23.5%	4
			Totals: 17

Do not support	Count
Do not support bike lanes	1
I do not believe the turn lanes into neighborhoods should be traded for bike lanes. This will back up traffic in areas it is already hard to exit and more people will choose to race through neighborhood roads as an alternate. Secondly, sidewalks need to be added to Potter for the safety of those walking to school. Vehicles race up and down to take and pick up kids and to avoid Main St.	1
the rrfb do absolutely nothing to slow traffic, lower speed limits and increased ticketing would be best	1
Totals	3

9. Performance Measures: Performance measures gauge improvement or success towards achieving a goal. Table 17 below outlines how Jamestown’s goals for their pedestrian and bicycle network plan align with the project prioritization criteria. Do you support the recommendations included in the table of performance measures?

Value		Percent	Responses
Strongly support		80.0%	12
Moderately support		13.3%	2
Do not support		6.7%	1
			Totals: 15

Do not support	Count
Do not support bike lanes	1
Totals	1

10. Action Plan: The action plan provides a list of concrete recommendations throughout the Jamestown Comprehensive Bicycle and Pedestrian Plan. Each action is categorized by immediate-, near-, mid-, or long-term, depending on the ease of implementation, project sequencing, and level of need. Recommended actions vary from education, encouragement, and enforcement to changes to the roadway and Town policies. The action plan also outlines potential partner organizations and how the action aligns with the Plan goals. Do you support the recommendations included in the action plan?

Value		Percent	Responses
Strongly support		73.3%	11
Moderately support		26.7%	4
			Totals: 15

Do not support	Count
Totals	0

11. Now that you've seen the overview of the plan, does anything seem missing, incorrect, or need edited?

ResponseID	Response
11	I don't see any mountain bike trails on the plan. Who wants to ride on the road with everyone looking at their cell phones?
20	I'm really excited about this entire plan. The roundabout is an amazing idea- it would really be stellar to replace as many lights with roundabouts as is feasible. I think we need to publicize that we are a Tree City and apply to become a Bird City as well, and apply eco-friendly and xeriscaping principles to as many components of the plan as possible.
21	Many residents are aging and considering CCRC's or remaining in Jamestown. Has any consideration been given to use of golf carts within town limits?
22	No
25	In prioritizing bike/walking paths along Deep River as low priority, I think we're missing an opportunity to promote this area for safe recreation?
27	I still think the color coding on the maps are to similar and could be confusing to read.
28	Project 12 (E Main - Guilford to Vickery) should be a top priority. It is the highest use bike corridor connecting Jamestown with Ragsdale, Grandover and all points south (most common bike routes). There is no other route or side street option.
29	Potter Dr and surrounding roads need sidewalks for children walking to school. It is currently unsafe. That should be priority one. Main St needs turn lanes to properly flow. Bike lanes should only be added if the road can be widened to accommodate turn lanes and bike lanes.
30	ALL crosswalks/bike path crossings should offer the maximum safety standards. Drivers of cars are most often speeding through these roadways and present clear and present danger to bikers. Most adult bikers are very aware but I am seeing more unaccompanied youths on these areas. Youthful inexperience and a possible belief that car drivers are going to yield the way when you press the crosswalk buttons is a dangerous belief.
32	Funding to provide bikes and helmets to Jamestown Elementary Students.

ResponseID Response

35 I would like to see better safety measures for students walking to and from Jamestown Elementary School. I live on Potter Drive, and I think it is a dangerous situation for children (and parents) walking to school since all traffic into and out of the school campus is routed on this one residential street. This should be the top priority for sidewalks for the safety of our children.

38 I would like to see more explanation in the plan for acronyms, a description of chicanes, an explanation of a "high comfort bicycle facility". As part of the Catalyst project for the Guilford Road Bike Lanes, I would like to see included a suggestion to add speed signs that show the posted speed limit and an electronic flashing number of the actual speed of an approaching vehicle. I feel this will "train" motorists to slow down and more nearly obey the speed limit.

12. Based on everything you've seen, what are you excited about and why?

ResponseID	Response
11	Not much. I was hoping for mountain bike trails.
14	The dedicated bike lanes
20	Roundabout! More sidewalks and linkage to the surrounding areas.
21	Clear path forward for bicycle and walking. Round-about on Main Street is a winner!!
22	Pedestrian and bicycle connectivity would encompass much of the town and its residents.
23	Sidewalk on Oakdale, it's unsafe to walk now !!!
25	Excited to see Jamestown moving forward toward its standing as a liveable and thriving community.
27	Establishing a more safe area for pedestrians and bicycle pathways here in the town!
28	Separated bike lanes & side paths on the three main arteries (East & West Main Street Guilford), as well as the roundabout at Guilford and Main Street.
29	Sidewalk on East Fork to safely walk to the upper trail and park.
30	I am just glad that Jamestown is finally joining the LAST century (much less the current one) in providing a thought process into walking and biking safety. It is long overdue.....
32	The roundabouts because they are in areas that need to be slowed.
35	I like ideas that make Jamestown safer and more accessible for pedestrians.
38	I'm glad to see that Jamestown will have a new, more complete plan to expand on what we have done for pedestrians (primarily) over the last ten years. It's good to see that more emphasis is also now being placed on biking. I am most excited to see the gaps in our sidewalks /sidepaths completed so that we have complete circuits around the town and ETJ.

13. Comment #1

ResponseID	Response
20	Thank you for the survey!
25	Plans to reallocate the center lane of Guilford Road to create separate bike lanes should be thoughtful. Current center lane is not only used for left turns, but also contractor parking, ie landscapers with trailers, movers, etc., and traffic patrol training (GTCC) that residential driveways cannot support.
28	Maybe this is a better place for my previous comment: Project 12 (E Main - Guilford to Vickery) should be a top priority. It is the highest use bike corridor connecting Jamestown with Ragsdale, Grandover and all points south (most common bike routes). There is no other route or side street option.
35	I have a lot of experience with roundabouts both domestically and in Europe, and I'm not sure that is the best choice for Jamestown.
37	No optional plans available.

14. Page number associated with comment #1

ResponseID	Response
20	None
25	Page 43 map
28	51
35	1
37	all

15. Comment #2

ResponseID	Response
20	None
25	Current pedestrian paths have to be repaired and all developed pedestrian/bike paths maintained to avoid trips, accidents and blown tires. This means monitoring for lifted panels, bricks, trash, and vegetation growth.
35	I think linking pedestrian initiatives to biking initiatives across the board makes it difficult for some respondents who prefer one to the other as a priority to respond to this survey in a way that reflects our opinions. Personally, I would be concerned about the traffic implications of eliminating turn lanes in Jamestown to create bike lanes. It seems to me that it would make more sense to see how traffic is impacted by the bypass after it is fully operational and then conduct a traffic study and make a proposal based on additional data.

16. Page number associated with comment #2

ResponseID	Response
20	None
25	No page number noted
35	1

17. Comment #3

ResponseID	Response
20	None
25	Any consideration for reducing the speed on East Fork Road from 40 mph to 35 mph? Or adding signal some distance before the actual crossing when pedestrian hits the button to cross. Current pedestrian crossings are marked, but located in the "around the bend" areas of the road.

18. Page number associated with comment #3

ResponseID	Response
20	None
25	No page number noted

RESOURCES

BY AGENCY

NCDOT

- WalkBikeNC: The Statewide Pedestrian and Bicycle Plan
 - » <https://www.ncdot.gov/divisions/bike-ped/Pages/statewide-bike-ped-plan.aspx>
- Glossary of North Carolina Terminology for Active Transportation
 - » https://connect.ncdot.gov/projects/planning/TransPlanManuals/acronyms_glossary.pdf
- NCDOT Complete Streets, including the Complete Streets Planning and Design Guidelines
 - » <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>
- Evaluating Temporary Accommodations for Pedestrians
 - » https://connect.ncdot.gov/resources/safety/Teppl/TEPPL%20All%20Documents%20Library/W30_Eval.pdf
- NC Local Programs Handbook
 - » <https://connect.ncdot.gov/municipalities/Funding/Pages/LPM%20Handbook.aspx>
- Watch for Me NC Program
 - » <https://www.watchformenc.org/>
- NCDOT Safe Routes to School Policy Initiative
 - » <https://www.ncdot.gov/initiatives-policies/safety/safe-routes-school/Pages/default.aspx>

American Association of State Highway and Transportation Officials (AASHTO)

- Guide for the Development of Bicycle Facilities, 2012
 - » <https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, 2011 Update
 - » <https://transportationops.org/research/update-aashto-guide-planning-design-and-operation-pedestrian-facilities>
- A Policy on Geometric Design of Highways and Streets, 7th Edition
 - » <https://aashtojournal.org/2018/09/28/aashto-releases-7th-edition-of-its-highway-street-design-green-book/>

Americans with Disabilities Act (ADA)

- United States Access Board. Public Rights of-Way Accessibility Guidelines (PROWAG)
 - » <https://www.access-board.gov/prowag/>
- US Department of Justice. ADA Standards for Accessible Design.
 - » https://www.ada.gov/2010ADASTandards_index.htm

Manual on Uniform Traffic Control Devices (MUTCD)

- 2009 MUTCD
 - » https://mutcd.fhwa.dot.gov/html/2009/html_index.htm
- 2009 NC Supplement to MUTCD
 - » <https://connect.ncdot.gov/resources/safety/trafficsafetyresources/2009%20nc%20supplement%20to%20mutcd.pdf>
- Part 4E: Pedestrian Control Features
 - » <https://mutcd.fhwa.dot.gov/html/2009r1r2/part4/part4e.htm>
- Part 7: Traffic Controls for School Areas
 - » https://mutcd.fhwa.dot.gov/html/2009/part7/part7_toc.htm
- Part 9: Traffic Controls for Bicycle Facilities
 - » https://mutcd.fhwa.dot.gov/html/2009/part9/part9_toc.htm

Federal Highway Administration (FHWA)

- Small Town and Rural Multimodal Network Design Guide, 2017
 - » <http://ruraldesignguide.com/>
- Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, 2016
 - » https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/
- Safe Transportation for Every Pedestrian (STEP)
 - » https://safety.fhwa.dot.gov/ped_bike/step/resources/
- Separated Bike Lane Planning and Design Guide, 2015
 - » https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm
- Incorporating On-Road Bicycle Networks into Resurfacing Projects, 2016
 - » <https://www.fhwa.dot.gov/environment/>

National Association of City Transportation Officials (NACTO)

- Urban Street Design Guide
 - » <https://nacto.org/publication/urban-street-design-guide/>
- Urban Bikeway Design Guide
 - » <https://nacto.org/publication/urban-bikeway-design-guide/>
- Don't Give Up at the Intersection
 - » <https://nacto.org/publication/dont-give-up-at-the-intersection/>

Massachusetts Department of Transportation (MASSDOT)

- Separated Bike Lane Planning & Design Guide
 - » <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide>

Other

- Pedestrian and Bicycle Information Center
 - » <https://www.pedbikeinfo.org/>
- America Walks
 - » <https://americawalks.org/>
- Highway Safety Research Center
 - » <https://www.hsrb.unc.edu/>
- National Center for Safe Routes to School
 - » <http://www.saferoutesinfo.org/>
- National Partnership for Safe Routes to School, Resources
 - » <http://www.saferoutespartnership.org/safe-routes-school/resources>
- NC Department of Commerce's NC Main Street and Rural Planning Center
 - » <https://www.nccommerce.com/about-us/divisions-programs/rural-economic-development/nc-main-street-rural-planning-center>
- BikeWalkNC
 - » <https://www.bikewalknc.org/>

