

FINAL REPORT

# Town of Fairmont

## Bicycle and Pedestrian Plan

JUNE 2017



PREPARED FOR



PREPARED BY









## Acknowledgments

### Steering Committee

Fairmont Mayor's Office  
Fairmont Parks and Recreation  
Fairmont Police Department  
Fairmont Public Works  
Department  
Fairmont Town Council  
Happy Hill Neighborhood  
Lumber River Rural Planning  
Organization

North Carolina Active Routes to  
School Program – Region 8  
North Carolina Department of  
Transportation  
Robeson County Chamber of  
Commerce  
Robeson County Commissioners  
Robeson County Health  
Department

Robeson County Planning  
Department  
Robeson County Public Schools  
South Robeson Medical Center  
VHB Engineering NC, P.C.

### Town Council



## Executive Summary

### Project Background

The Town of Fairmont Bicycle and Pedestrian Plan (“the Plan”) is intended to provide a framework for identifying bicycle and pedestrian needs, both in terms of physical infrastructure and encouragement programs.

The Town’s Vision for this project is to better connect the residential neighborhoods by expanding the sidewalk network, and provide low-impact outdoor recreation and socialization opportunities for residents. For this plan to be successful, it must align with the current vision of a healthier, safer, and more accessible Town of Fairmont and Robeson County. The Town hopes to accomplish the following:

- Emphasize the safety of pedestrians and bicyclists while accommodating motorized traffic in an efficient manner .
- Shift capacity demand from the roadway to sidewalks and bike lanes, reducing roadway congestion and the demand for parking.
- Facilitate alternative modes of transportation to address the Town’s ever changing needs.

- Enhance access to local businesses, parks, and other destinations by foot or bike.
- Promote a culture that supports walking and bicycling.
- Develop a framework to update this Plan in the future.

## Plan Components

This Plan assists the Town in moving from the planning stage into implementation. It establishes a clear purpose (Section 1), assesses current conditions (Section 2), recommends facility improvements (Section 3), includes program and policy recommendations (Section 4), and outlines a plan for implementation (Section 5).

## Steering Committee

This planning process involved direct input from local stakeholders, collection and synthesis of existing conditions data, public outreach components, as well as guidance from a Steering Committee of project champions. The project Steering Committee included residents, business owners, Town Council, Town Police, NCDOT, Robeson County, and the Lumber River Rural Planning Organization (RPO). Building on the project Vision, the Steering Committee adopted the following Goals and Objectives for the Plan:

1. Identify existing physical and psychological barriers to walking and bicycling.
2. Establish a long-term cohesive and comprehensive network of pedestrian and bicycle facilities.
3. Support education and enforcement initiatives to promote walking and bicycling.
4. Prioritize facility recommendations and identify potential funding sources.

## Public Involvement

Two (2) public meetings were held for the project team to engage the public to identify potential opportunities and obstacles within the Town, and determine priorities for future pedestrian improvement projects and encouragement programs.

Public Meeting #1 presented existing conditions, as well as goals and objectives of the plan. Attendees were asked to describe their impressions of the bicycle and pedestrian network in their community. They were asked a variety of questions, including where they felt barriers to walking and biking and where they saw opportunities to improve the Town's infrastructure.

Public Meeting #2 presented priority corridors for discussion as well as draft project recommendations to initiate feedback during a question, answer, and comment period. Attendees were asked where they currently bike and walk in the community and where they would like to go if the infrastructure were in place.



In addition to public meetings, a public survey questionnaire was conducted to gather preference information from residents. The survey was available online, and paper surveys were available at public meetings and distributed at public venues. In total, 56 responses were collected through this four-month survey.



## Data Collection and Analysis

The Town of Fairmont has many advantages to encourage active transportation. Relatively flat terrain, accessible destinations, and relatively low motor vehicle traffic are all opportunities that the community can capitalize on. Fairmont has developed with traditional neighborhoods located adjacent to downtown, with small block sizes that encourage walking. There are key points of interest of “trip attractors” that would be easily walkable with additional sidewalk infrastructure. These trip attractors include the elementary and middle schools, McLean Library, Boarder Belt Farmers Museum, three (3) community parks, and little league baseball fields. Connecting these attractors formed the conceptual pedestrian network upon which recommended projects were identified and prioritized.

Some of the challenges to improving the bicycle and pedestrian network include automobile-oriented commercial development along NC Highway 41 (N. Walnut Street), disconnected existing sidewalk infrastructure, narrow roadway bridges along Machine Branch and Pitman Mill Branch, and narrow right-of-way limits along certain roadways (<= 50' wide).

The Fairmont community has a strong desire to bike and walk in their Town. With the support of safe, connected infrastructure, lower vehicle speeds, and encouragement programming, many residents are willing to be more active.

Narrow roadway bridges are one of Fairmont’s challenges to a safe and connected bicycle and pedestrian network.



## Plan Development and Recommendations

The project team used an iterative process involving stakeholder direction, the geographic distribution of projects, significant destinations, the existing bicycle and pedestrian network, and priority corridors to identify recommended projects. These projects were then ranked based on the Steering Committee's evaluation criteria:

- Does the project align with a Primary or Secondary Priority corridor?
- Does the project address an existing safety conflict?
- Does the project improve route directness?
- Would the project be eligible for grant funding?
- Does the project improve health and/or wellness?
- Would the project be categorized as a near-term or long-term time frame?

This Bicycle and Pedestrian Plan includes recommendations for infrastructure improvements, public outreach and education, and policy actions. While development of facilities relates directly to engineering, pedestrian and bicycle programs tend to focus on the other four of the five E's: encouragement, education, enforcement, and evaluation. Together, the recommendations will help promote walking and biking as a form of transportation in Fairmont.

The Plan also suggests steps to realize the Town's goals, along with responsible parties and potential partners. Finally, the Plan includes information on technical resources and potential funding sources, as well as federal and state guidelines and references for design criteria, minimum standards, and accessibility.

### Infrastructure Improvements

The recommended engineering improvements can be grouped into three main categories: sidewalks, shared use paths, and intersection improvements. Infrastructure costs are included along with a phasing and implementation plan.

#### Sidewalks

Many of the Town's existing sidewalks are in disrepair and in need of replacement. This plan recommends sidewalks along both sides of several roadways, including Morro Street, Leesville Road, Martin Luther King Drive, and Walnut Street (NC 41), among others. The Town should seek funding from a variety of sources depending upon whether the road is state or locally maintained. These projects vary greatly in length and complexity; therefore, the project costs are estimated to range from \$100,000 to more than \$500,000.

#### Shared Use Paths

The plan recommends two shared use path corridors, for long-range consideration, because the local community prioritized sidewalk infrastructure over recreational trail construction. As the lead agency, the Town should partner with NCDOT, NC Rail-Trails,

and private land owners to plan and implement these shared use paths as part of a larger network of facilities.

Pittman Branch is a drainage lateral and sewer easement running from west to east and connecting the Fairmont Community Park with Rudolph Currie Memorial Park. The corridor is relatively flat, and mostly cleared of trees along the sewer utility corridor. Design of at-grade pedestrian crossings of S. Main Street, S. Walnut Street, and S. Morro Street would be necessary to slow drivers and warn pedestrians. This nearly one-mile long shared use path is estimated to cost more than \$600,000, and the Town should seek partial funding from the NC Department of Public Health as it connects two public park facilities.

A shared use path along the former railroad corridor is also recommended for long-range consideration. Much of the land has been donated to the Fairmont Development Corporation, however some has been sold to private land owners, which would require an easement.

### **Intersection Improvements**

Two intersection locations along Main Street and two intersections along Walnut Street are identified for improvement. Pavement markings, crosswalk striping, and ADA curb ramps are recommended for each location, with signage and/or lighting as needed. Coordination with NCDOT is required as both roadways are state-maintained. The estimated improvement cost for all four intersections is \$80,000, assuming above or below ground utilities are not impacted.

### **Encouragement Programs**

Steering committee members expressed a desire to promote the social benefits of walking throughout their community, meeting their friends and neighbors outside. Local businesses and Town agencies can also play a role in encouraging pedestrian and bicycling through a variety of opportunities and incentives. Building upon the existing Fairmont Middle School walking trail, the Town should pursue elements such as walking and bicycling maps, walking tours, awareness events, and working with Town Police or local bicycle shops to promote use of bicycle lights and helmets.

### **Education Programs**

The Town should treat education as an integral part of the overall improvement of the pedestrian system, to be pursued concurrently with infrastructure improvements. The Plan includes recommendations for internal education of staff as well as coordination with Let's Go NC programs or the East Smart, Move More NC initiative. Distribution of information through local businesses, professional development for Town staff, coordination with state education programs, and outreach at Town events are encouraged. Town Administration should work with business owners and the Steering Committee to implement.



## Enforcement Programs

The Town Police Department should continue to enforce speed limits throughout the Town, and even work towards reducing many streets to 20 MPH. Combined with targeted enforcement of legal crosswalk behavior (both by motorists and pedestrians), the Plan suggests consideration of a program to cite good behavior in addition to correcting unsafe behavior.

## Evaluation Programs

Collecting data will help monitor the progress and results of Plan implementation, the Town should reach out to the Lumber River RPO to inquire on whether they have an existing program in place to count bicyclists and pedestrians. If not, then Town should consider an annual counts program as designated locations, and establish a benchmark to compare with future results. In addition, the Plan recommends the preparation of an annual report on count and crash data, infrastructure improvements, outreach events, and public feedback relating to bicycling and walking. Town Council and Administration should lead implementation.

## Plan Implementation

Through adoption of this plan, the Town will be empowered to act as a champion for bicycle and pedestrian needs. Steering Committee members should transition to form a Bicycle and Pedestrian committee (BPC) to guide implementation of projects.

Successful implementation of this plan will require the cooperation of the BPC with a variety of agencies and organizations. Several of these partnerships already exist, and this Plan will build on those partnerships between the Town, NCDOT, the Lumber River RPO and local community groups.

This plan recommends three action steps for implementation: policy, program, and infrastructure.

Policy action steps include adopting this plan, creating a Bicycle and Pedestrian Committee (BPC), and continuing to enforce state and local regulations for driving, bicycling and walking.

Program action steps include the beginning stages of educational outreach programs, encouragement programs, gathering benchmark data annually, and seeking designation as a Bike Friendly Community.

Infrastructure action steps begin with the facility recommendations identified and prioritized by this plan based on local input. Seeking funding sources from a variety of federal, state, local, and private sources is an important second step towards building the short-term, high priority projects. This plan also recommends continually reviewing the infrastructure needs over time to ensure that local needs are being represented. Should the list of projects need to be re-prioritized, the BPC should serve as the lead agency for revising the findings of this plan.

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# 1 Introduction

The Town of Fairmont Bicycle and Pedestrian Plan (“the Plan”) provides guidance for the Town, North Carolina Department of Transportation (NCDOT), and other local and regional stakeholders in developing improvements to its bicycle and pedestrian infrastructure, programs and policies. The Plan serves as a decision-making tool to assist leaders in prioritizing, funding, and implementing projects. The Town of Fairmont should evaluate and update this Plan over time.

## 1.1 Project Background

In 2015, NCDOT awarded the Town of Fairmont a grant from its Bicycle and Pedestrian Planning Grant Initiative. Instituted in 2004, the grant encourages local communities to develop comprehensive bicycle plans and pedestrian plans. The program is open to all municipalities and counties with populations of less than 35,000 in North Carolina. The program is administered through NCDOT's Division of Bicycle and Pedestrian Transportation (DBPT), and has allocated nearly \$4.6 million to 188 North Carolina communities as of June 2017.

This plan is intended to provide a framework for identifying bicycle and pedestrian needs, both in terms of physical infrastructure and encouragement programs. The opportunities and challenges identified in this plan will match the content standards set by NCDOT regarding the Planning Grant Initiative. The project recommendations outlined in this document will be eligible for inclusion in local Comprehensive Transportation Plans (CTP) and project prioritization.

## 1.2 Project Goals and Objectives

The Town's Vision for this project is to better connect the residential neighborhoods by expanding the sidewalk network, and provide low-impact outdoor recreation and socialization opportunities for residents.

Building on this Vision, the Steering Committee adopted the following Goals and Objectives for the Plan:

1. Identify existing physical and psychological barriers to walking and bicycling.
2. Establish a long-term cohesive and comprehensive network of pedestrian and bicycle facilities.
3. Support educational and enforcement initiatives to promote walking and bicycling.
4. Prioritize facility recommendations and identify potential funding sources.



This plan is the first step in achieving these project goals and supporting active transportation in the Town of Fairmont. This plan will also complement other current initiatives in Fairmont and Robeson County. These include addressing public health, as identified in the **Robeson County Comprehensive Plan with a Health & Wellness Component (2015)** and connecting with existing transportation planning in the region, such as the Robeson County Comprehensive Transportation Plan (2011). For this plan to be successful, it must align with the current vision of a healthier, safer, and more accessible Town of Fairmont and Robeson County.

## 1.3 Plan Components

This Plan assists the Town in moving from the planning stage into implementation. It establishes a clear purpose (Section 1), assesses current conditions (Section 2), recommends facility improvements (Section 3), includes program and policy recommendations (Section 4), and outlines a plan for implementation (Section 5). Appendices include a summary of facility types and guidelines, potential infrastructure projects, and public comments received by the project team.

### 1.3.1 Why this Plan is Important

A walkable and bikeable community offers residents the choice of active transportation over traditional motorized transportation. This Plan is the beginning step towards connecting existing facilities and limiting the physical and psychological barriers that may be preventing people from choosing active transportation.

Through this Plan and its process, the Town hopes to accomplish the following:

- Emphasize the safety of pedestrians and bicyclists while accommodating motorized traffic in an efficient manner.
- Shift capacity demand from the roadway to sidewalks and bike lanes, reducing roadway congestion and the demand for parking.
- Facilitate alternative modes of transportation to address the Town's ever changing needs.
- Enhance access to local businesses, parks, and other destinations by foot or bike.
- Promote a culture that supports walking and bicycling.
- Develop a framework to update this Plan in the future.

In addition to the specific goals for the Town of Fairmont, there is a spectrum of tangible benefits for a municipality that chooses to prioritize active transportation. These include accessibility for residents living in a zero motor vehicle household, safer roads for town residents as well as visitors, and a healthier, more active community.

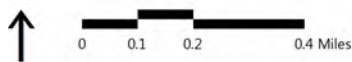
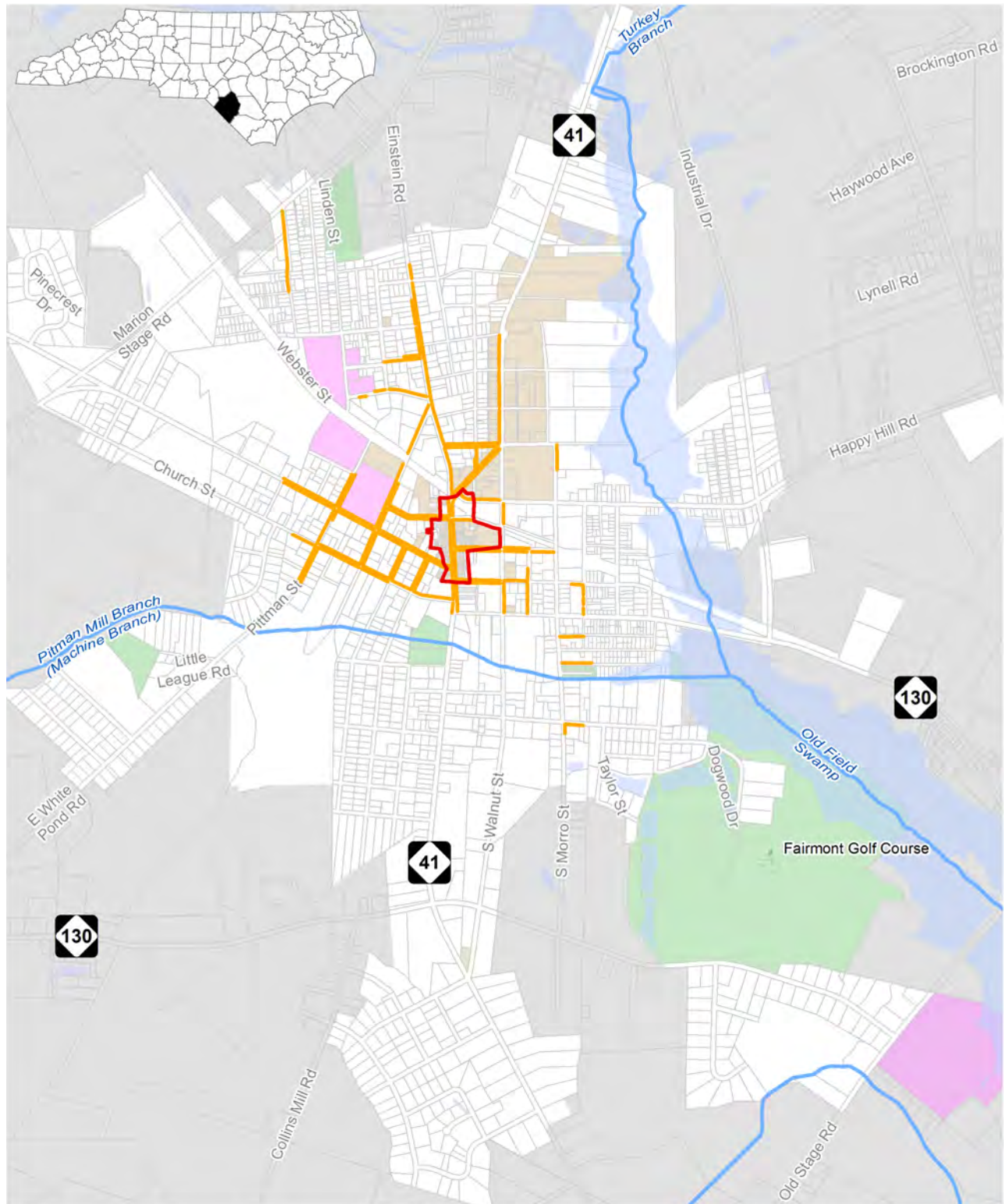
### 1.3.2 Accessibility

Many neighborhood streets in Fairmont lack adequate sidewalk connections to local schools and parks. Existing sidewalks are present to the near west side of downtown (Main Street), and limited sidewalks extend to the north and west (Figure 1).

Further compounding the lack of a connected sidewalk network, some of the existing sidewalks have been damaged by tree roots, cracking, and rising to the point of being inaccessible to persons with limited mobility. Adding new sidewalks and further connecting the residential areas to schools, parks and downtown is a stated goal of this plan.



Figure 1. Town of Fairmont



**Bicycle and Pedestrian Plan**

| Town of Fairmont, NC

- |                   |                          |                   |
|-------------------|--------------------------|-------------------|
| Existing Sidewalk | Business/Retail Property | Historic District |
| Stream            | Park Property            | Town of Fairmont  |
| Swamp             | Public School Property   | Robeson County    |

Source Info: NCDOT, NC One Map, Robeson County, VHB

### 1.3.3 Safety

According to the Pedestrian and Bicycle Information Center (PBIC) maintained by the University of North Carolina's Highway Safety Research Center (HSRC), 4,884 pedestrians and 726 bicyclists were killed in collisions with motor vehicles in the United States in 2014.<sup>1</sup>

Total reported crashes involving bicyclists or pedestrians within North Carolina have increased by 8% since 2004, reaching a peak of 4,021 crashes in 2012. Bicycle and pedestrian fatalities within North Carolina have held steady just under 200 per year for the past 10 years, with a peak of 220 in 2012. Pedestrian fatalities (1,900) are seven-times higher than bicycle fatalities (254) during this 10-year period.

Bicycle and pedestrian crashes in Robeson County over the same period have shown a general decrease since 2004, reaching a peak of 86 crashes in 2005. Bicycle and pedestrian fatalities within Robeson County peaked in 2006 (14 fatalities) and have decreased to a 10-year low of three in 2014. The county has averaged nine fatal bicycle and pedestrian crashes since 2004, however has been below this number for each of the previous three years. Like the state rate, pedestrian fatalities in Robeson County (86) are seven times higher than bicycle fatalities (12) during this 10-year period.

**Figure 2. Trend of Bicycle and Pedestrian Fatalities for Robeson County, NC**





Collisions with motor vehicles can often be prevented through infrastructure and systemic improvements. Local crash statistics underscore the significance and potential for safety improvements through active safety focused planning and programming.

Roadways that lack sidewalks indirectly encourage pedestrians to walk with vehicular traffic, leading to the potential for unsafe conditions. Likewise, overgrown vegetation along some sidewalks within Fairmont forces pedestrians into the roadway to pass. Section 2.1.4 presents crashes within the Town of Fairmont between 2007 and 2014.

According to the Walk Bike NC, the state's comprehensive plan for walking and bicycling (2012), investments in infrastructure can significantly improve pedestrian safety. The Statewide Ped/Bike Plan cites a 2008 Federal Highway Administration publication that suggests sidewalk installation results in a 65- to 89-percent reduction in pedestrian crashes.<sup>2</sup> The safety benefits reported not only include collisions with motor vehicles, but other types of injuries as well. Many injuries sustained by pedestrians and bicyclists do not involve a motor vehicle.<sup>3</sup> Sufficient infrastructure and maintenance help reduce many incidents of tripping or falling.



Inadequate sidewalks, such as those without curb cuts or those that are damaged, create accessibility challenges.



Roadways without sidewalks encourage pedestrians to walk in the path of vehicular traffic



### 1.3.4 Public Health

Choosing an active transportation mode for short trips to and from school, local parks, restaurants, retail stores, or even work is one of the best ways to lead a healthier lifestyle. The Centers for Disease Control and Prevention recommends 150 minutes of moderate physical activity per week. Infrastructure and encouragement programs can directly support this physical activity goal.<sup>4</sup> Additionally, a 2010 study found that communities were more likely to achieve that activity goal and have lower incidences of diabetes and obesity if they tended to commute to work by bicycle or on foot.<sup>5</sup>

By connecting typical origins with desired destinations, residents feel empowered to walk and bike to complete daily activities and for recreation. Social interactions between neighbors are another benefit of being more physically active. Steering Committee members discussed their desire for Fairmont residents to have access to town parks for social activities and recreation, which might otherwise have taken place at retail shopping centers, restaurants, or not at all.

### 1.3.5 Economic Impacts

Walkability can have a positive economic benefit to the local community through indirectly increasing property values, job creation, economic development, and tourism. WalkBikeNC suggested that a one-time public investment of \$6.7 million in paths and paved shoulders along the Outer Banks has returned \$60 million in annual revenue from tourism and supported 1,400 jobs.<sup>6</sup> The Ecusta rails-to-trails project in Henderson County, North Carolina was estimated to potentially generate \$50 million in total benefit for the local community based on a \$13.4 million project cost.<sup>7</sup> The Swamp Rabbit Trail in South Carolina is estimated to be worth several million dollars in revenue to local Greenville businesses. Additionally, twenty percent of visitors to the trail were tourists coming from somewhere outside of upstate South Carolina.<sup>8</sup>

Investing in active transportation may also have indirect economic benefits of lowering health care costs, improving safety, and reducing congestion or improving commute times. These benefits stem from lower incidents of chronic disease, reduced injuries from crashes, and fewer vehicle miles driven.<sup>9</sup> For instance, the American Heart Association estimated that every \$1 spent on building bicycle and pedestrian trails could yield \$3 in savings on medical costs.<sup>10</sup> While these are not the most visible results of encouraging active transportation, they are essential in achieving the Town's goals of making Fairmont a more livable community.

### 1.3.6 Environmental Benefits

Choosing an active transportation option rather than using a traditional vehicle—called mode shift—will reduce vehicular traffic along roadways and shift capacity to sidewalks or bicycle lanes, which creates a more efficient use of space. In addition to reduced roadway demand, this shift towards alternative transportation also reduces parking demand, which is particularly important for downtowns and environmentally-

sensitive areas where impervious surfaces generate the need to manage stormwater runoff. Travel mode shifts also indirectly improve air quality and reduce greenhouse gas emissions.

According to the EPA, transportation accounts for roughly a quarter of all greenhouse gas emissions in the United States.<sup>11</sup> By walking or biking for short trips or trip-chaining with public transportation instead of using a motor vehicle, walkable communities can help reduce the number of vehicular miles traveled, and, consequently, vehicular emissions.<sup>12</sup>

## 1.4 Planning Process

This Plan involved direct input from local stakeholders, collection and synthesis of existing conditions data, and public outreach components. Each of these are described in more detail in this section.

### 1.4.1 Steering Committee

The primary point of contact for the project Steering Committee was the Fairmont Town Manager. Her efforts generated the list of stakeholders from which the Steering Committee was derived. The project Steering Committee included local residents, business owners, Town Council, Town Police, NCDOT, Robeson County, and the Lumber River Rural Planning Organization (RPO). The Steering Committee met four (4) times throughout the planning process to discuss goals and objectives, review existing conditions, formulate draft recommendations, and present to Town Council.

### 1.4.2 Data Collection, Analysis, and Documentation

Using data collected from previous related projects, available GIS data, and historic and recent crash data, the project team documented and mapped existing conditions. This assessment also included extended field investigations to confirm physical conditions, photo-document the project area, and observe pedestrian, bicyclist, and automobile behavior during morning, afternoon, and evening hours. The project team presented the existing conditions mapping and preliminary findings and observations to the Steering Committee and at a Public Meeting in December 2016.

### 1.4.3 Plan Development and Public Involvement

The planning process began with a Kickoff Meeting on August 30, 2016, at the Fairmont Heritage Center. The eight (8)-member Steering Committee consisting of local community leaders, residents, representatives from NCDOT, and VHB were present at this meeting. Representatives of the Steering Committee were asked about their initial impressions of the active transportation environment in Fairmont and what would help this plan to be successful. The need to make Fairmont a safe and desirable place to walk and bike was affirmed by the Steering Committee.

The Kickoff Meeting was followed by outreach to both the Steering Committee and

local residents. Two (2) public meetings were held, the first in December 2016 and the second in January 2017. At these events, the project team gathered observations of existing conditions and engaged the public to identify potential opportunities and obstacles within the Town and determine priorities for future pedestrian improvement projects and encouragement programs.

At the December 14th meeting, the project team presented existing conditions, goals and objectives. Attendees identified their typical destinations within Fairmont, pointed out potentially unsafe locations for pedestrians and bicyclists, and outlined areas for future improvements. At the January 11, 2017 meeting, the project team presented draft project recommendations and sought feedback during a question, answer, and comment period. Appendix C provides documentation of the public comments from this meeting.

In addition to public meetings, a 17-question survey was conducted to gather input from local residents. The survey was available online, and paper surveys were available at public meetings and distributed at public venues. In total, 56 responses were collected through this four-month survey. To incentivize participation, the project team gathered contact information from individual survey respondents to award a \$50 gift card prize to a randomly selected respondent.

After a review of the draft report and the project recommendations generated through public engagement and the planning process. Revisions to the plan were incorporated into the final plan. The completed plan was presented to the Town Council for adoption.

### **References**

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Two public meetings were held to engage the public to identify potential opportunities and determine priorities for future pedestrian improvement projects and encouragement programs.

Announcement for Public Workshop #1

Dec  
14





**YOUR TOWN.  
YOUR VOICE.**

**Town of Fairmont – Bike/Pedestrian Plan  
PUBLIC WORKSHOP #1**

Wednesday, December 14, 2016 from 5-7 PM  
Fairmont Heritage Center  
207 S. Main Street, Fairmont, NC 28340

The Town of Fairmont invites your participation to discuss bicycling and walking. This initial public workshop will provide:

- Background on the project to date
- Overview of vision and goals of the project
- Discussion of major destinations or safety hazards

If you are unable to attend, please take our online survey:  
[www.surveymonkey.com/r/BikeWalkFairmont](http://www.surveymonkey.com/r/BikeWalkFairmont)







## 2 Current Conditions

A Bicycle and Pedestrian Master Plan builds upon and enhances the existing network of sidewalks, paths, and bicycle infrastructure. An important first step is to accurately document the current conditions as a benchmark for moving forward.

## 2.1 Local Context

The Town of Fairmont is a community of 2,699 residents, located in southern Robeson County, North Carolina. The Town is approximately 8 miles from the South Carolina border; 11 miles from Lumberton, NC; 46 miles from Fayetteville, NC; and 74 miles from Myrtle Beach, SC.

The largest employer is the County school system, with Rosenwald Elementary and Fairmont Middle School located within walking distance of the Town center: approximately a half-mile and quarter-mile from the intersection of South Main Street and Center Street, respectively. Fairmont High School is located to the southeast of the Town center along NC Highway 130. Recreation facilities located in and around Fairmont include the Fairmont Golf Club, several little league baseball fields, and local/county parks (Figure 3).

The main thoroughfares through Fairmont are NC Highway 41 (Walnut Street), which connects Lumberton with South Carolina, and NC Highway 130, which connects I-95 to US Highway 74 to Whiteville.

North Walnut Street (NC Highway 41 Business) is a 3-lane roadway through the commercial corridor and supporting 9,000 vehicles per day (Figure 2). There is a posted speed limit of 35 mph, and Walnut Street is the primary northern gateway into Fairmont from Lumberton and I-95. Experienced bicyclists may feel comfortable riding within the lane along North Walnut Street. Most novice bicyclists would not feel comfortable, in part due to the number of driveway entrances and exits and the number of vehicles per day.

South Walnut Street is also a 3-lane roadway until its intersection with NC Highway 130 (Cottage Street), where it narrows to 2-lanes. This portion of the corridor supports 5,000 vehicles per day, operating at 35 mph. The number of vehicles per day decreased to 3,000 south of town at the NC Highway 130 Bypass roadway. This is a relatively low volume roadway that many more novice bicyclists may feel comfortable riding in the travel lane.



North Walnut Street



South Walnut Street



Main Street is the original NC Highway 41, and runs through the center of Downtown Fairmont and parallel to Walnut Street. Main Street is a 2-lane roadway supporting 4,000 vehicles per day with a posted speed limit of 20 mph. There is on-street parking along both sides of Main Street within the historic downtown. Because of the relatively low volume of vehicles and low posted speed, this is the ideal roadway to support shared lane markings for bicycles.

NC Highway 130 (Cottage Street) is a 2-lane, east-west roadway supporting 2,000 vehicles per day with a posted speed limit of 35 mph. While the Town portion of NC Highway 130 appears to be bikeable, the rural portions may only feel comfortable for experienced bicyclists because of vehicle operating speed.

South East Area Transit Service (SEATS) is the agency responsible for public transportation service for the Town of Fairmont and Robeson County. SEATS is a rural transit agency that provides reservation-based transit service within Robeson County during the week and Lumberton on Saturdays. In addition to mobility within the County, SEATS offers out-of-county medical trips by reservation. These provide access to medical facilities in Durham, Raleigh, Chapel Hill, Fayetteville, Laurinburg, and Pinehurst for Robeson County residents.

The Fairmont Community Park, located at the intersection of South Main Street and Fisher Street, serves as the main recreational facility. The park features a circular walking path, a children's playground, and other recreational facilities. The park does not directly connect to downtown by bicycle path or pedestrian sidewalk.



Fairmont Community Park



Figure 3. Existing Community Features

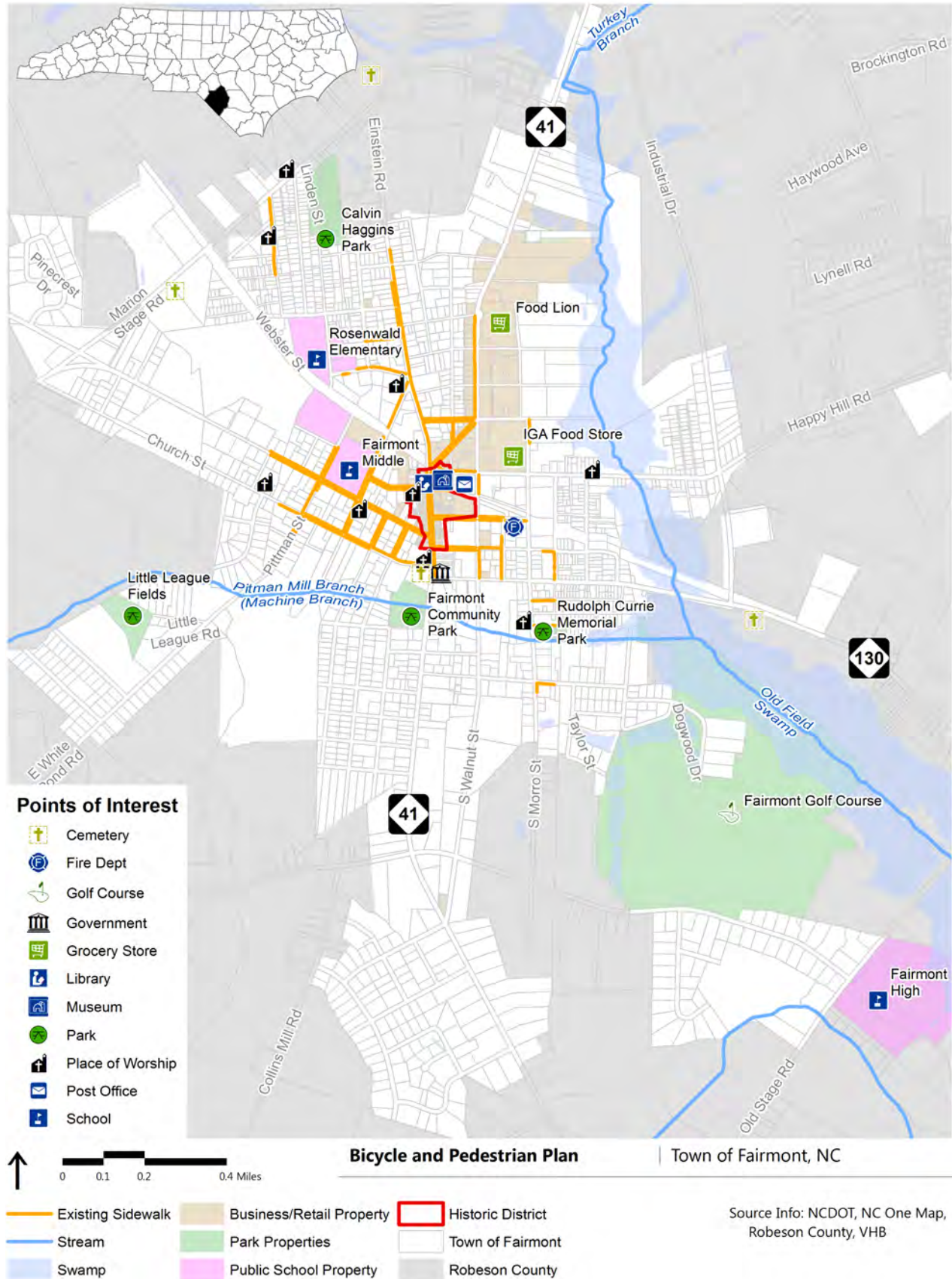
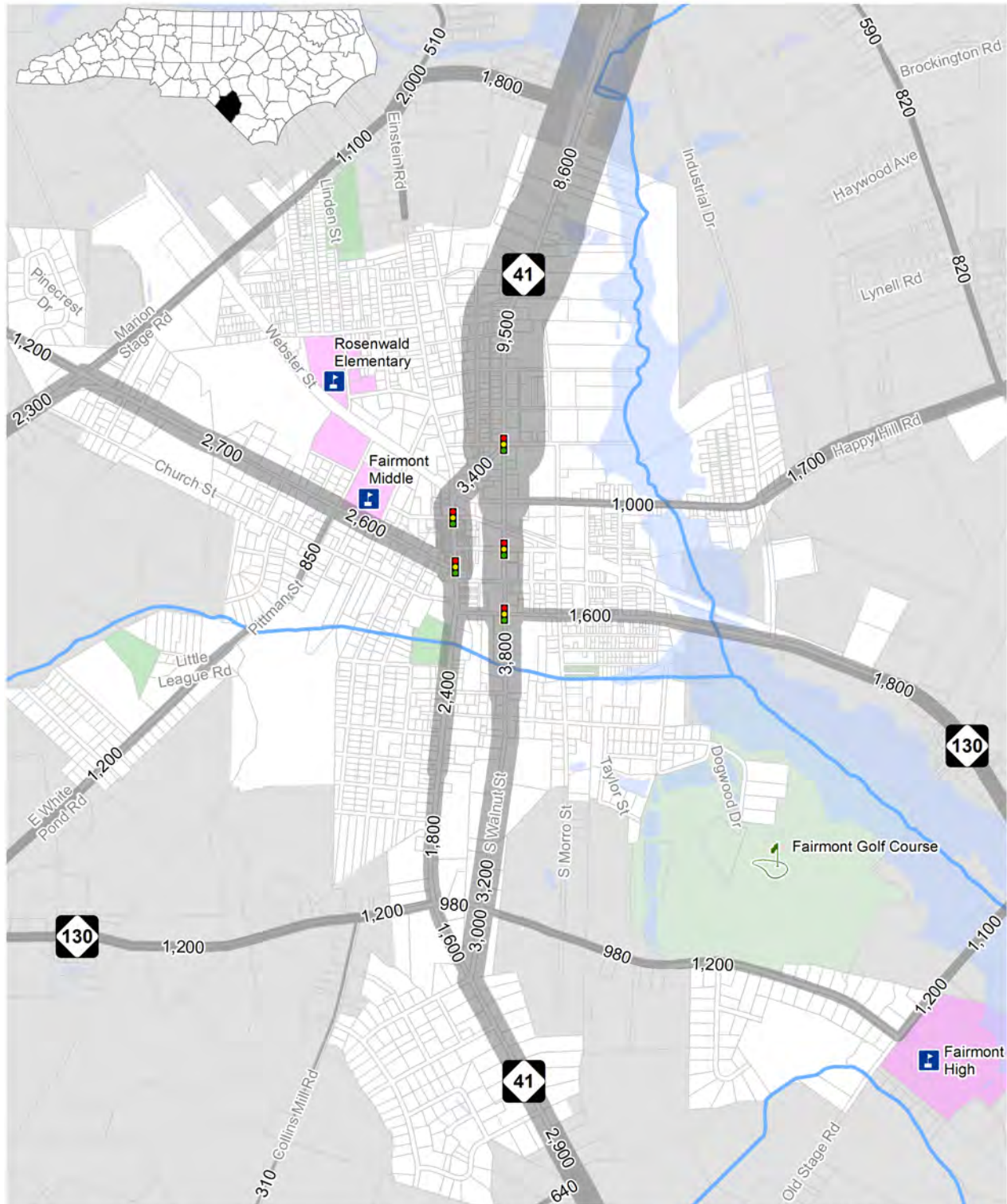


Figure 4. Existing Traffic Volume



**Bicycle and Pedestrian Plan** | Town of Fairmont, NC

Source Info: NCDOT, NC One Map, Robeson County, VHB

Legend:

- Stream (Blue line)
- Swamp (Light blue area)
- Property Boundary (Thin grey line)
- Park Properties (Green area)
- Public School Property (Pink area)
- Robeson County (Light grey area)
- Traffic Signal (Traffic light icon)
- AADT (Grey circles of varying sizes): 10,000 (largest), 5,000 (medium), 1,000 (smallest)



### 2.1.1 Demographics and Mode Share

Because local data is typically not collected for journey to work by transportation mode, the next best available dataset is the US Census American Community Survey (ACS). This dataset is a rolling five-year average, indicating that recent trends would only reflect by 20% of the data. According to the 2014 ACS 5 Year estimates, Fairmont’s population was 2,699 with a median age of 42 years, which is greater than the median age for the nearest city (Lumberton), Robeson County, and the state. Approximately 15 percent of Fairmont’s population is 65 years or older, compared with 13 percent for the state. An estimated 270 households (25 percent of the total population) in Fairmont may not have access to a vehicle according to these data (Zero Car Households). These data support pedestrian improvements for low-impact recreational opportunities aimed at the elderly population.



**Table 1. Demographics Comparison**

Location	Total Population	Median Age	Median Household Income (2014)	Zero-Vehicle Households	% Zero Vehicle Households	% Bike to Work	% Walk to Work
Fairmont	2,699	42.0	\$21,330	270	25%	0.0%	3.5%
Lumberton	21,707	34.5	\$31,899	866	12%	0.1%	0.9%
Robeson County	134,913	35.0	\$30,581	4,497	10%	0.2%	1.5%
North Carolina	9,750,405	37.8	\$46,693	244,937	7%	0.2%	1.8%

Based on the 2010-2014 ACS 5-Year estimates. The ACS uses sample data to estimate these figures. Only trips to work are considered in ACS survey data.

Commuting mode share and households without a vehicle are indicators of the importance of walking and bicycling within a community. Fairmont has a much higher percentage of zero-vehicle households than Robeson County and North Carolina at large. Additionally, the percentage of residents who walk to work is higher than that of the county and state. While Fairmont’s percentage of bicycle commuters (to work) is not unusual for the region, there is room for improvement compared with the Town of Carrboro (5.4 percent) and Pembroke (1.4 percent). With the current combination of mode share and access to vehicles in Fairmont, the Town has potential to grow active transportation, both for commuting and recreation, within the community.

### 2.1.2 Opportunities

Certain destinations in Fairmont attract pedestrians and bicyclists. The Town should consider these key points of interest when determining locations for pedestrian network improvements (Figure 3). Because of their central nature, they provide a good basis for planning ideal routes. In this document, these potential destinations are referred to as “trip attractors.”

Trip attractors in Fairmont include the following:

- Fairmont Middle School
- Rosenwald Elementary School

- Hector McLean Library
- Border Belt Farmers Museum
- Fairmont Community Park
- Rudolph Currie Memorial Park
- Calvin Haggin Park
- Little League Field

### **Willingness to walk**

Fairmont features an above-average proportion of commuters who walk to work (3.5 percent) compared with Robeson County and State. The Town has 6.5 miles of existing sidewalk; it should prioritize closing gaps and connecting sidewalks into a network of pedestrian facilities within the downtown, commercial, and industrial areas of Town. These improvements will benefit residents who already choose to walk, as well as those who may be willing to walk, but are discouraged due to a lack of adequate facilities.

### **Neighborhood development**

Fairmont has developed with traditional neighborhoods located adjacent to downtown, with small block sizes that encourage walking. Rosenwald Elementary and Fairmont Middle schools are located to the near west side of downtown, accessible to the residential neighborhoods and the central business district.

### **Existing roadway widths**

On-street parking is present along South Main Street and Iona Street, but it is not prevalent along other roads. Many roadways are wide enough to support a road diet and restriping to accommodate bicycle lanes, shared lane markings, or a new curb and gutter with sidewalk improvements, provided that traffic capacity is not affected. Table 2 describes existing roadway characteristics for several major roads in Fairmont.



Iona Street



**Table 2. Roadway Characteristics**

Road Name	From	To	# Lanes	Posted Speed	EOP Width	ROW Width	Maintenance	Existing Sidewalks	Curb/Gutter
Byrd Street	Leesville Road	N. Walnut Street / NC 41	3	20	40-45	60	State	Both	Y
Church Street	Marion Stage Road	Davis Street	2	35	20	60	Local	N	N
Church Street	Davis Street	S. Main Street / NC 41	2	35	20	40	Local	One or Both	Y
Cottage Street / NC 130	S. Main Street / NC 41	Morro Street	2	35	30	40	State	N	Y
Cottage Street / NC 130	Morro Street	Powell Street	2	35	30	60	State	N	Y
Cottage Street / NC 130	Powell Street	Industrial Drive	2	35	20	60	State	N	N
Iona Street / NC 130	Marion Stage Road	Davis Street	2	35	25	60	State	N	N
Iona Street / NC 130	Davis Street	S. Main Street / NC 41	2	35 (25)	30	40	State	Both	Y
Leesville Road	Byrd Street	Industrial Drive	2	35	20-22	50	State	N	N
Market Street	Byrd Street	Stephens Ave	2	35	18	40	Local	N	N
Martin Luther King Drive	Linden Street	N. Main Street	2	20	30	50	Local	N	Y
Martin Luther King Drive	Linden Street	Marion Stage Road	2	20	18-20	30	Local	N	N
Morro Street	E Gertrude Street	McDaniel Street	2	35	20	50	Local	N	N
N. Main Street	Railroad Street	Martin Luther King Drive	2	35	20	50	Local	One or Both	Partial
N. Walnut Street / NC 41	McDaniel Street	Jenkins Street	3	35	40	60	State	One	Y
Pittman Street	Little Leasure Road	Church Street	2	35	18-20	40-50	State	None or One	Partial
Pittman Street	Church Street	Bowers Street	2	35	28-30	40	State	One or Both	Y
S. Main Street / NC 41	SR 2323	Cottage Street / NC 130	4	35	40-45	60	State	N	Y
S. Main Street / NC 41	Cottage Street / NC 130	Railroad Street	2	20	38-40	60	State	Both	Y
S. Walnut Street	Cottage Street / NC 130	McDaniel Street	3	35	36-40	50	State	One/ Partial	Y
Stephens Avenue	N. Main Street	Shockett Street	2	35	18	32-35	Local	N	Partial
Trinity Street	Church Street	N. Main Street	2	35 (25)	30-35	50	Local	One or Both	Y
Webster Street	Marion Stage Road	Byrd Street	2	20	18-20	130	Local	N	N

### Low traffic volumes and speed

The average annual daily traffic (AADT) along the South Main Street retail corridor is relatively low (3,000 vehicles per day) compared to other North Carolina cities and towns. The same can be said for approaches to local schools, in part, because the two NC Highways (NC 41 and NC 130) are not primary commuting corridors to major employment centers.

### Former railroad corridor

Fairmont once supported an east-west railroad corridor through the center of downtown; it has since been removed and the land has been sold or donated to various public, private, and non-profit entities. The former railroad alignment once followed Webster Street from the northwest through downtown where the Border Belt Museum (former train depot) is located, and continued to the



Former Railroad Station

southeast along Thompson and Tobacco Streets to the intersection of NC Highway 130 and Industrial Drive. This corridor is a candidate for a potential shared use path to accommodate pedestrians and bicyclists. The financial expense of designing and implementing such a project within this corridor could be considerable due to potential environmental constraints of re-grading the roadside drainage ditch, removal of additional trees within the right-of-way, and the possibility of encountering hydric soil types or wetlands. In the short-term, a traditional sidewalk with curb and gutter are more cost-effective for improving pedestrian connectivity.

### 2.1.3 Challenges

Some of the challenges to improving the bicycle and pedestrian network include:

- Automobile-oriented commercial development along NC Highway 41 (N. Walnut Street). Multiple driveways for motor vehicles create conflict points between pedestrians and vehicle traffic
- Disconnected existing sidewalk infrastructure, particularly southeast of downtown and north of Thompson Street.
- Narrow roadway bridges along Machine Branch and Pitman Mill Branch, with an insufficient shoulder width for pedestrian facilities
- Right-of-way limits along certain roadways (<= 50' wide).
- Lack of marked intersection crossing locations.
- Lack of provisions for bicyclists or pedestrians in the Fairmont Land Development Plan (1966).

- No connectivity to existing regional greenways and bikeways.
- No current provision of regional facilities connecting to Fairmont in the Robeson County Comprehensive Transportation Plan (CTP) (2011).
- Fallout from Hurricane Matthew in October 2016, which damaged bridges and other infrastructure within the community and the region.

Intersection lacking marked crossing area



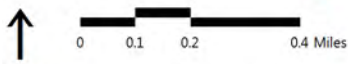
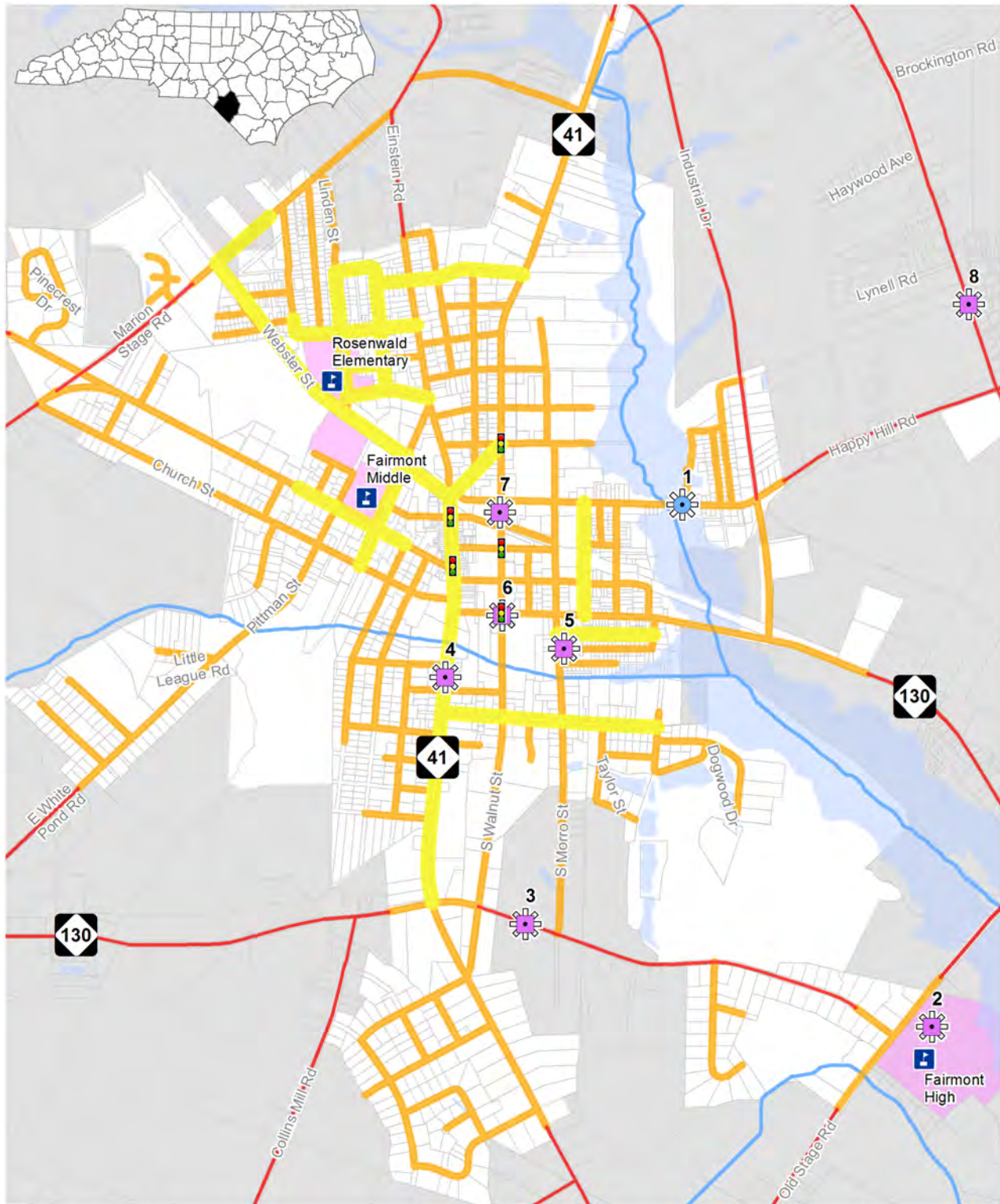
#### 2.1.4 Crash Data

The NCDOT DBPT provides a database of Bicycle and Pedestrian crashes that have occurred between 2007 and 2013 for the entire state. These data are maintained by the University of North Carolina's HSRC, which locates crashes and inputs the available data from police department crash reports and supplemental roadway information. This statewide resource is tremendously valuable to bicycle and pedestrian initiatives such as this Plan. As shown in Figure 5, seven (7) reported pedestrian crashes and one (1) reported bicycle crash occurred in Fairmont between 2007 and 2014.

The police crash reports provide additional detail on the circumstances surrounding the crashes. Analyzing the data helps identify contributing factors and common trends in the crashes. These findings inform decision-makers to consider projects that will target specific contributing factors and trends with the goal to reduce the severity and number of crashes in the future. Table 3 presents a summary of the pedestrian and bicyclist crash data.



Figure 5. Bicycle and Pedestrian Crashes (2007-2014)



Bicycle and Pedestrian Plan | Town of Fairmont, NC

-  Bicycle Crash
-  Pedestrian Crash
- Posted Speed Limits**
-  <= 25 mph
-  30 - 35
-  > 40 mph
-  Stream
-  Swamp
-  Public School Property
-  Town of Fairmont
-  Robeson County

Source Info: NCDOT, NC One Map, Robeson County, VHB



**Table 3. Pedestrian and Bicyclist Crash Data Summary (2007-2014)**

ID*	Month	Year	Severity	Location	Light Conditions	Crash Type	Alcohol
1	Aug	2012	B: Evident Injury	Travel Lane	Daylight	Bicyclist Left Turn–Same Direction	No
2	May	2014	C: Possible Injury	Parking Lot	Daylight	Off Roadway–Parking Lot	No
3	Jun	2014	C: Possible Injury	Travel Lane	Dark, Not Lighted	Walking Along Roadway With Traffic–From Behind	No
4	Jun	2012	A: Disabling Injury	Travel Lane	Dark, Lighted	Pedestrian Failed to Yield	No
5	Aug	2007	B: Evident Injury	Travel Lane	Dark, Lighted	Backing Vehicle–Roadway	Yes
6	Aug	2012	Unknown Injury	Travel Lane	Dark, Lighted	Pedestrian Failed to Yield	Yes
7	Feb	2007	B: Evident Injury	Travel Lane	Daylight	Disabled Vehicle–Related	No
8	Aug	2009	K: Killed	Travel Lane	Dark, Not Lighted	Lying in Roadway	Yes

\* ID relates to Figure 5 labels

The following observations were made after the crash data analysis:

- 7 out of 8 crashes occurred within the travel lane.
- 7 out of 8 crashes occurred in summer months August (4), June (2), and May (1).
- 5 out of 8 crashes occurred in dark conditions.
- 3 out of 8 crashes involved a pedestrian that was impaired by alcohol and in one of those crashes the driver was also impaired.

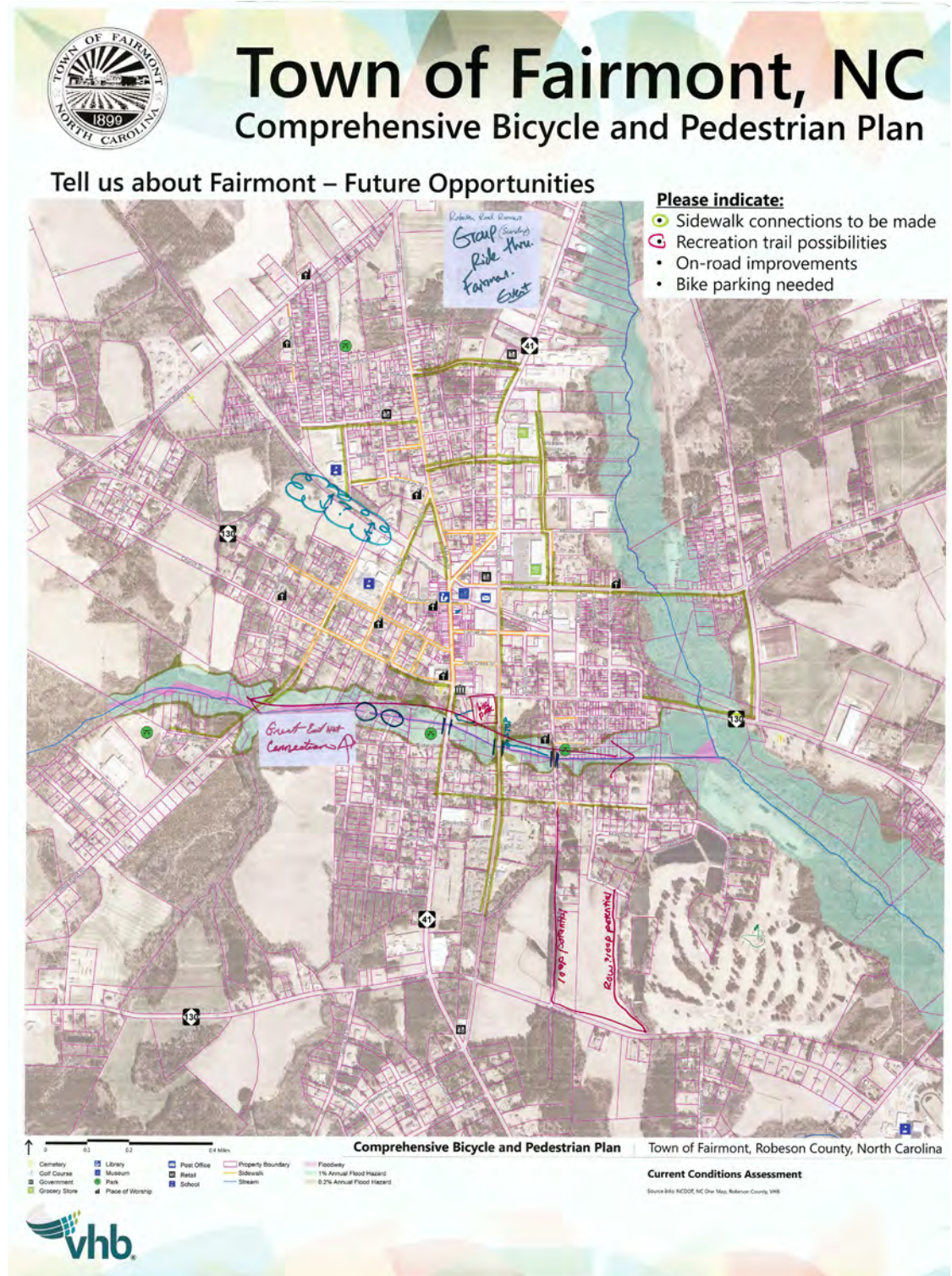
## 2.2 Public Input

Public input from the residents of Fairmont complemented the quantitative data gathered by the project team. The public had the opportunity to provide input at two (2) public meetings, as well as through the public survey. The findings from these comments are summarized in this section of the Plan.

### 2.2.1 Public Comments on Current Conditions

The residents of Fairmont were asked to describe their impressions of the bicycle and pedestrian network in their community. They were asked a variety of questions, including where they felt barriers to walking and biking and where they saw opportunities to improve the Town's infrastructure. At public meetings, residents showed the project team where they currently bike and walk in the community and where they would like to go if the infrastructure were in place.

Resident comments  
on public meeting  
poster



In general, the residents of Fairmont expressed a tremendous desire to walk and bike in their community. Almost three-quarters of survey respondents indicated that they currently walked at least once for work or recreation in a week and over one-third of respondents stated that they bike at least once a week. Most survey respondents indicated that they would like to bike and walk for recreation in Fairmont, as opposed to commuting or other destinations (Figure 6). Over half selected Downtown

Fairmont, the **local parks**, and **shopping and dining** as the most appealing destinations (Figure 7). This stands in contrast with less appealing locations for active transportation, such as school (17%) and work (8%). The low percentage for school is likely the result of adults completing the survey, not their school-aged children.

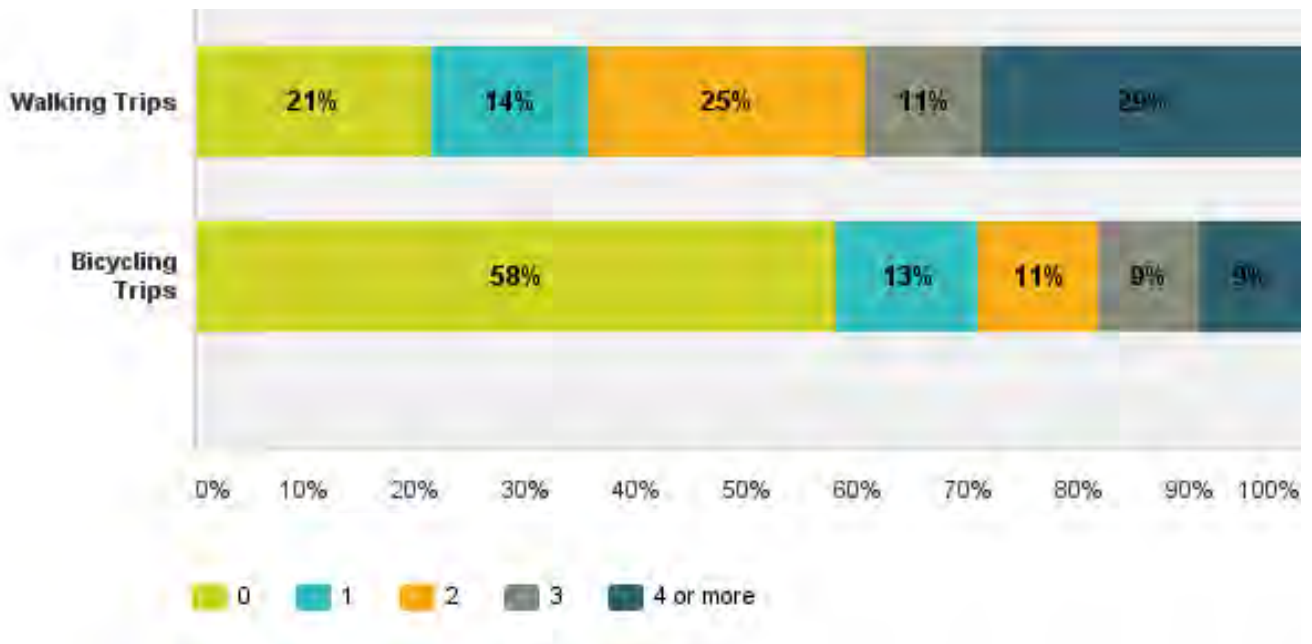
Respondents to the public survey displayed a negative view of the current bicycle and pedestrian infrastructure in Fairmont. Well over half of all respondents indicated that they felt the biking and sidewalk network in Fairmont was either poor or very poor (Figure 8). The most popular reasons cited by the public were the **state of repair** of existing infrastructure, **lack of lighting**, and **gaps in the existing network**. Unsafe **vehicle speeds** were also considered a strong deterrent to active transportation in Fairmont.

The Fairmont community has a strong desire to bike and walk in their Town. With the support of safe, connected infrastructure, lower vehicle speeds, and encouragement programming, many residents are willing to be more active. This Plan will make recommendations for facilities and programs that will enable the Town staff and the residents of Fairmont to realize their vision of a more active, healthy, and social community.

### 2.2.2 Public Comments on Current Conditions

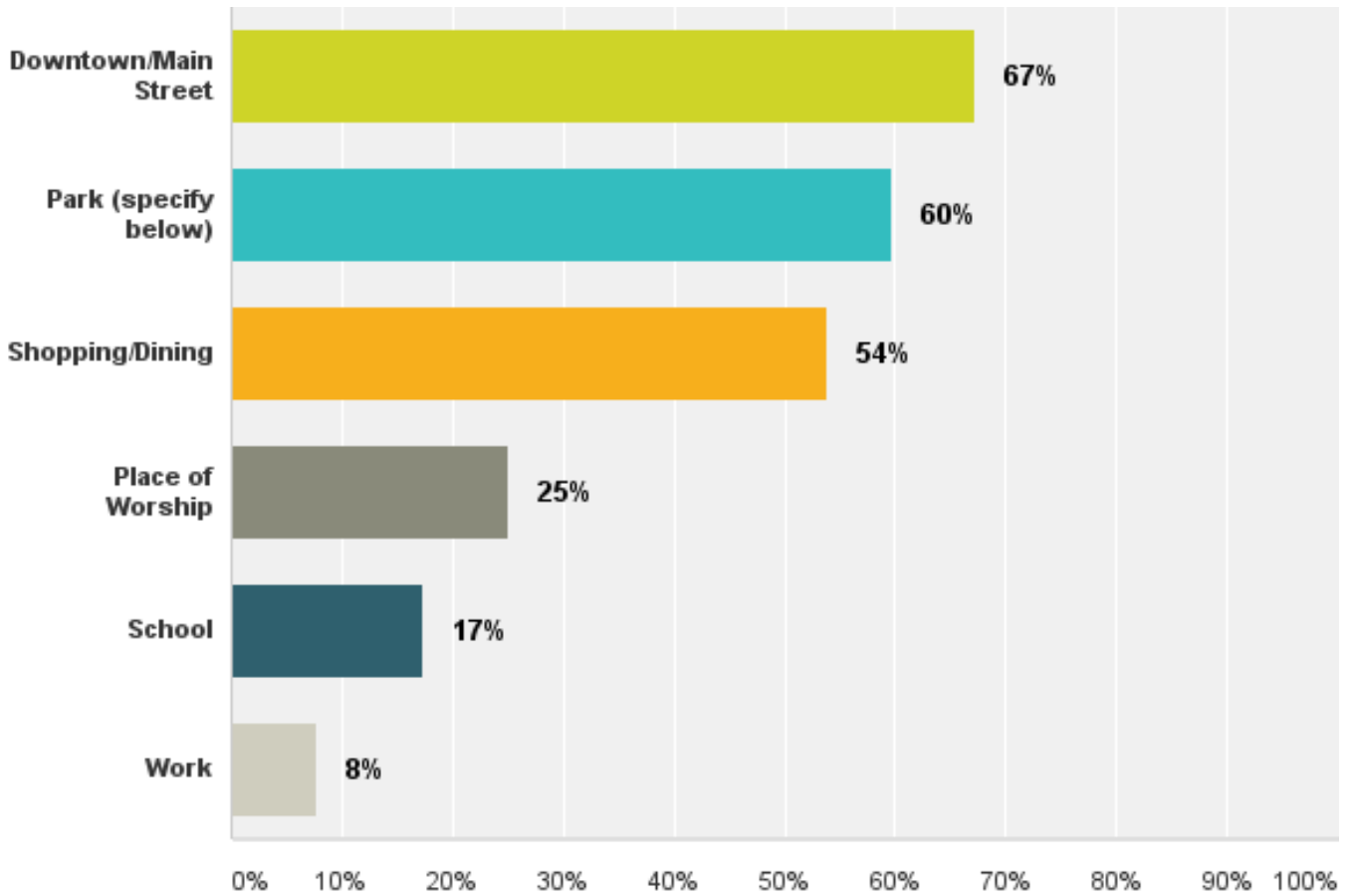
The following charts summarize the results of the public survey, which was open between November 2016 and March 2017. Appendix C contains a full summary of all survey responses and information about survey respondents. Most respondents (73%) walk in Fairmont, and a smaller portion (36%) currently bicycle in Fairmont. Two-thirds of respondents were female, and 70% were over the age of 45 years. Ten percent of respondents live in a zero-car household, compared with 27% who lived in a zero-bicycle household.

**Figure 6. Number of Walking/Bicycling Trips per Week**

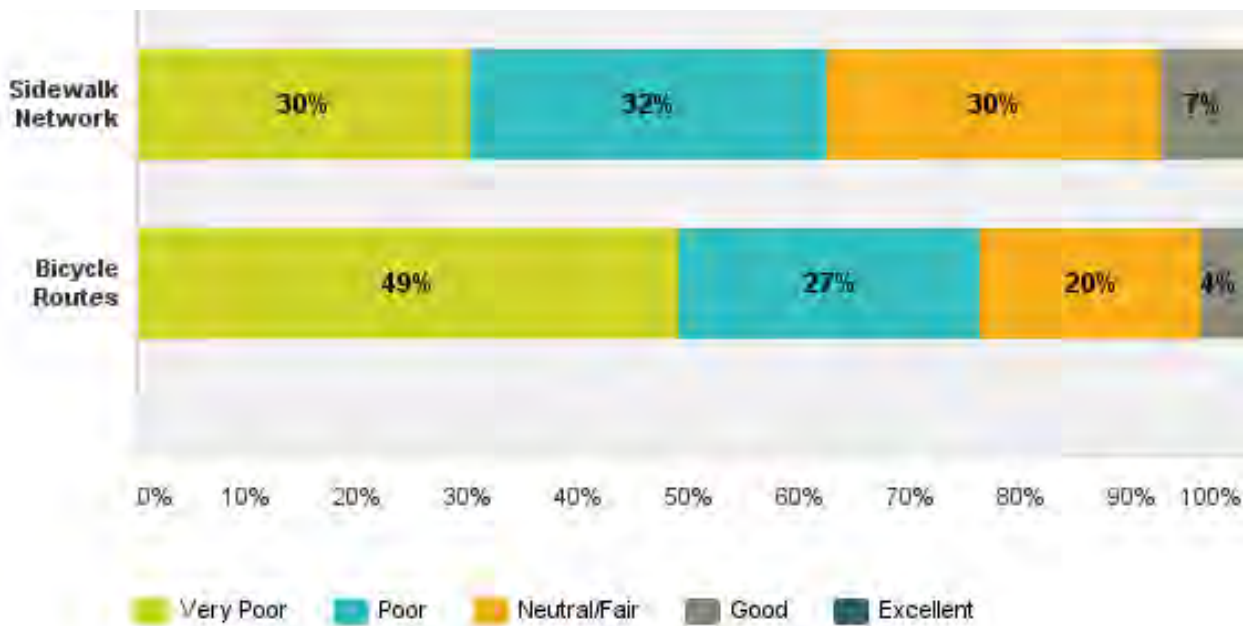




**Figure 7. Preferred Destinations for Walking or Bicycling**



**Figure 8. Rate the Overall Network**





## 2.3 Related Plans and Initiatives

### Lumber River RPO Public Transportation Plan (2009)

The Lumber River RPO serves the counties of Hoke, Richmond, Scotland, and Robeson. This plan, approved in September 2009, outlines the cooperation of the four county public transportation systems to create an efficient network that meets federal guidelines.



### Robeson County Comprehensive Transportation Plan (CTP) (2011)

The Robeson County Comprehensive Transportation Plan, adopted in 2011, addresses many modes of transportation, including automobiles, public transportation, rail, bicycling, and walking. This report does not include the areas within major communities with their own CTPs, such as Lumberton and Fairmont. The CTP is an important resource pertaining to the interactions between several modes of transportation.



### WalkBikeNC, North Carolina's Bicycle and Pedestrian Plan (2015)

WalkBikeNC was completed by more than 30 organizations, including NCDOT, its consultants, and other stakeholders. After 18 months of public engagement, the project team created a comprehensive plan outlining existing conditions, providing recommendations for improvements and safety countermeasures, and describing an action plan to further progress the project. The report also features a design toolbox that describes specific treatments and advice to implement those treatments.

The WalkBikeNC website is an online resource outlining the five (5) central topics of the plan: safety, health, economy, mobility, and the environment. The website also features existing facilities maps, resources for practitioners and advocacy groups, and a calendar of events for the bicyclist and pedestrian communities.



### Robeson County Comprehensive Plan with Health & Wellness Component (2015)

Robeson County adopted their Comprehensive Plan with a Health & Wellness Component to integrate community planning into the larger framework of land use planning. The plan identified active transportation as a potential remedy to the health and wellness issues of chronic disease and obesity that face Robeson County. While this report does not specifically outline solutions for the town of Fairmont, it does lay a foundation to guide active transportation planning for the Town and Robeson County.

### References

1. <https://www.ncdot.gov/nctransit/download/Plans/LumberRiverRPO.pdf>
2. [https://connect.ncdot.gov/projects/planning/TPBCTP/Robeson%20County/RobesonCTP\\_report.pdf](https://connect.ncdot.gov/projects/planning/TPBCTP/Robeson%20County/RobesonCTP_report.pdf)
3. <http://www.walkbikenc.com/wp-content/uploads/2014/11/ProjectSummary.pdf>
4. <http://publichealth.southernregionalahec.org/robeson/docs/3-10-2014%20DRAFT%20Robeson%20county%20Comp%20Plan.pdf>



Town of Duck, NC

### 3 Recommended Facilities

Recommendations are the result of public input, Steering Committee deliberations, data analysis, field observation, and technical review. This section outlines the infrastructure recommendations intended to promote the development of a logical network for a sustainable active transportation network.

### 3.1 Overview

This section of the report outlines the possible bicycle and pedestrian facilities available to the Town, as well as provides guidance for planning and implementation. Input from the public and Steering Committee assisted in prioritizing the most important opportunities for the Town and determines the most relevant projects and facilities to meet the Town's needs in the near-term. These recommendations will serve to facilitate an active community that can safely and conveniently access its daily and recreational needs.

### 3.2 Key Inputs and Recommendations

The Town of Fairmont has many advantages to encourage active transportation. Relatively flat terrain, accessible destinations, and relatively low motor vehicle traffic are all opportunities that the community can capitalize on. Therefore, the primary input for determining priority projects was the anecdotal and qualitative data provided by the Steering Committee, public meeting attendees, and public survey respondents. Many of the top issues included:

- **Create a safe, walkable corridor along Leesville Road.** This included providing sidewalk infrastructure, as well as reducing vehicle speeds as they enter Fairmont.
- **Provide safe, accessible spaces for low-impact recreation** that will help make residents more active. This will hopefully improve public health and wellness, and provide socialization opportunities.
- **Promote growth and development** through a more connected and active downtown. Local businesses will benefit from additional foot and bicycle traffic

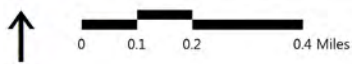
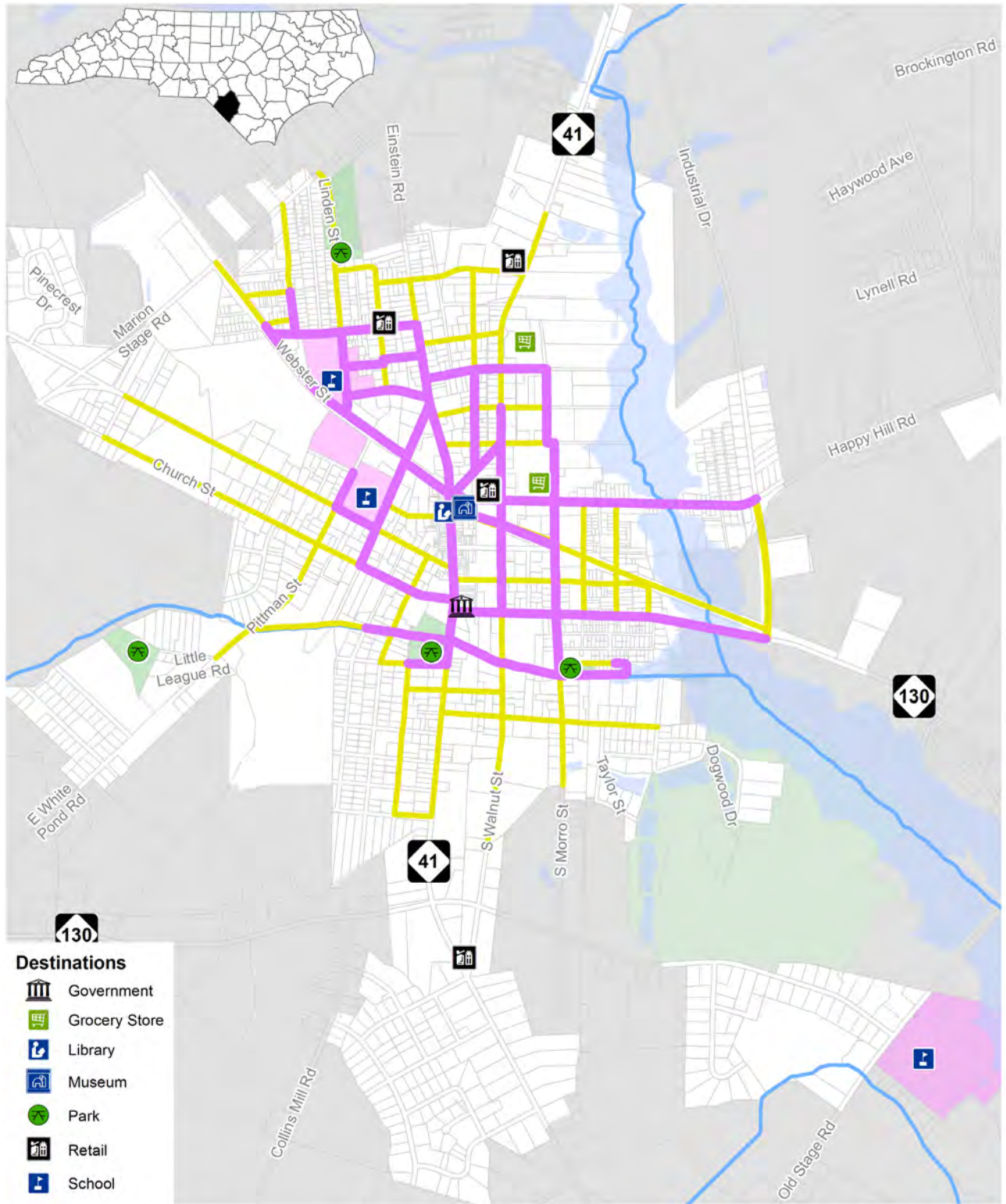
These data provided insight on where residents wanted to travel and where residents felt unsafe. The resulting priority projects are intended to address the wants, needs, and concerns of residents.

### 3.3 Priority Corridors

Priority Corridors are the skeleton around which individual project recommendations were developed. There are two categories of priority corridors, primary and secondary. **Primary Corridors** (purple lines on Figure 9) were identified by stakeholders as the routes that directly connect to important destinations. These are the roadways of significance, and have been prioritized for near-term improvement. Primary corridors connect the local schools, Town government, downtown shopping, and account for most state-maintained roadways that support the highest average daily traffic. Walnut Street (NC-41) is the exception, as this roadway is auto-centric with many driveway curb cuts and overhead utilities that will affect project costs negatively. **Secondary Corridors** (yellow lines) connect with and support the primary corridors, though they may not form a complete network. These are the corridors that serve as longer-term recommendations. Secondary corridors connect to residential neighborhoods in Fairmont, and generally support lower average daily traffic



Figure 9. Priority Corridors



**Bicycle and Pedestrian Plan**

Town of Fairmont, NC

- |                           |                 |                        |
|---------------------------|-----------------|------------------------|
| <b>Priority Corridors</b> | Stream          | Public School Property |
| Primary Corridor          | Swamp           | Town of Fairmont       |
| Secondary Corridor        | Park Properties | Robeson County         |

Source Info: NCDOT, NC One Map, Robeson County, VHB

### 3.4 Facility Recommendations

This section outlines all recommended infrastructure projects, which have categorized based on whether they align with the priority corridors identified above, and ranked by a set of evaluation criteria described below. Figure 10 displays these projects, and Table 4 provides additional project details. The project team used an iterative process involving stakeholder direction, the geographic distribution of projects, significant destinations, the existing bicycle and pedestrian network, and priority corridors to identify these projects.



Resident comments on public meeting poster depicting an early version of the priority corridors

#### 3.4.1 Evaluation Criteria

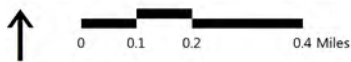
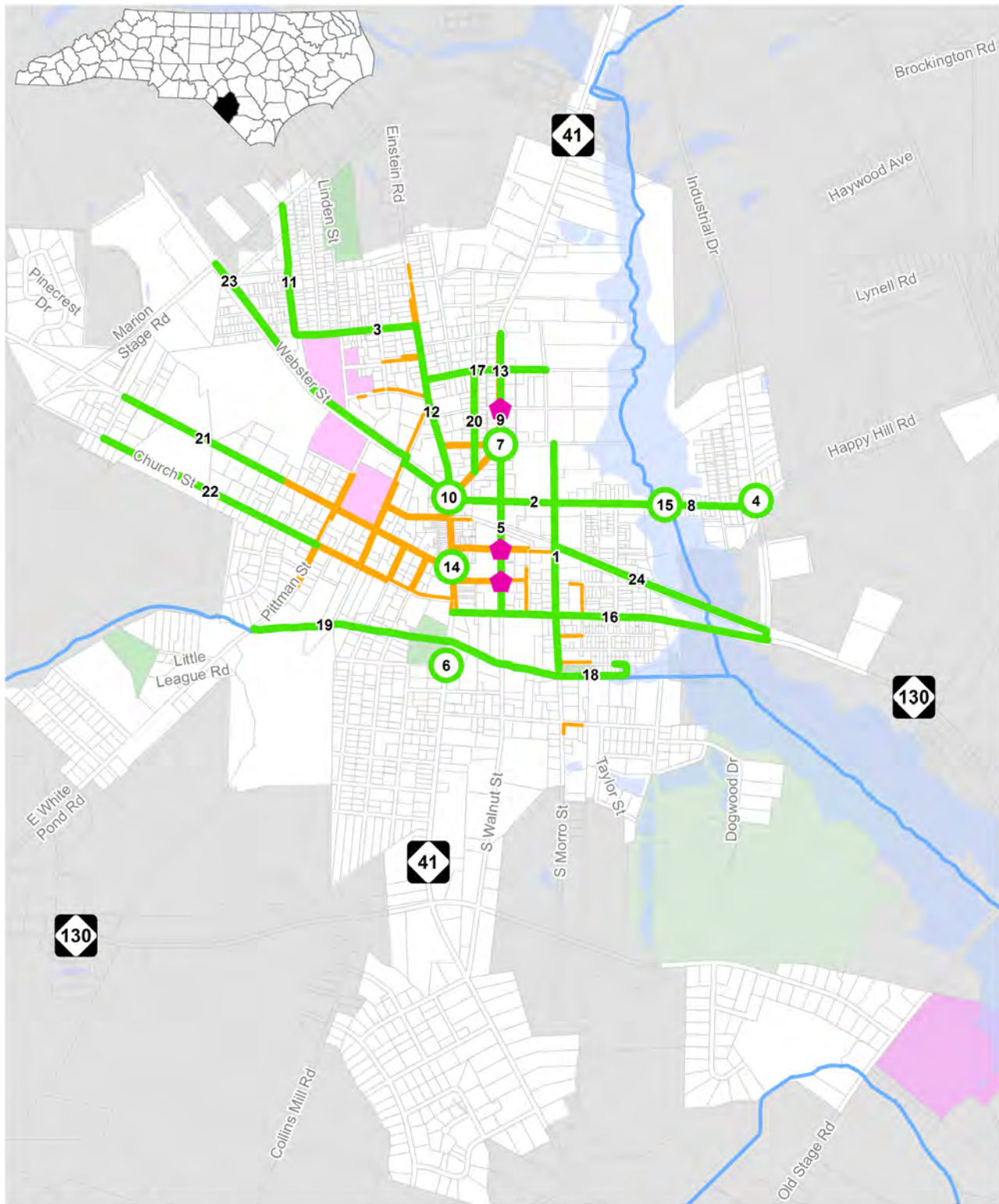
Prioritizing individual projects involved six (6) categories that were identified by the Steering Committee. The important criteria were:

- Does the project align with a Primary or Secondary Priority corridor?
- Does the project address an existing safety conflict ?
- Does the project improve route directness?
- Would the project be eligible for grant funding?
- Does the project improve health and/or wellness?
- Would the project be categorized as a near-term or long-term time frame?

A value between 0 and 5 were assigned for each of these criteria, for each of the projects. The total score was computed, and projects were sorted from highest to lowest score (Table 4).



Figure 10. Facility Recommendations



**Bicycle and Pedestrian Plan**

Town of Fairmont, NC

- ◆ R-5786A Curb Ramp Installation
- Intersection Improvement
- Corridor Improvement
- Existing Sidewalk
- Park Properties
- Public School Property
- Town of Fairmont
- Robeson County

Source Info: NCDOT, NC One Map, Robeson County, VHB



Table 4. Prioritized Facility Recommendations

Priority ID	Project Name	From	To	# Lanes	Posted Speed	ROW Width	Maintenance	Improvement Type(s)	Description	Length (miles)	Cost Category	Evaluation Criteria						
												Priority	Conflict	Directness	Funding	Health & Wellness	Time Frame	Score
1	Morro Street	Marvin Street	McDaniel Street	2	35	50	Local	Corridor Improvement Shared Lane Markings	New sidewalks along 2-sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.50	\$\$\$	4	4	5	2	4	4	23
2	Leesville Road	Byrd Street	Liberia Street	2	35	50	State	Corridor Improvement Shared Lane Markings	New sidewalks along 2-sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.39	\$\$\$	5	4	5	2	3	4	23
3	Martin Luther King Drive	Rosenwald Elem. School	N. Main Street	2	20	50	Local	Sidewalk Shared Lane Markings	Road Diet to 11' travel lanes. New curb and gutter and sidewalks along both sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements needed.	0.27	\$\$\$	5	4	5	1	5	3	23
4	Happy Hill Road	@ Industrial Drive	---	2	55	65	State	Signage Improvement	Signage indicating blind curve/decrease speed ahead, particularly WB into Town.	-	\$	5	5	1	5	0	5	21
5	Walnut Street / NC 41	Cottage Street / NC 130	McDaniel Street	3	35	50	State	Sidewalk	New sidewalks along both sides of roadway, connect to existing sidewalk. New ADA ramps, signage, and lighting.	0.40	\$\$\$	3	4	4	4	2	2	19
6	S. Main Street	@ Fisher Street	---	2	35	60	State	Intersection Improvement	New pedestrian crosswalks, pavement markings and signage for peds and vehicles.	-	\$	4	3	2	3	3	4	19
7	Walnut Street / NC 41	@ McDaniel Street	@ Byrd Street	3	35	60	State	Intersection Improvement	New marked crosswalks with appropriate pedestrian and vehicular signage. Add new ADA accessible curb ramps and lighting improvements where necessary.	-	\$	3	2	3	4	3	3	18
8	Leesville Street	Liberia Street	Industrial Drive	2	35	50	State	Sidewalk Shared Lane Markings	New sidewalk along 1-side (south) of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.32	\$\$	5	3	5	1	2	2	18
9	Walnut Street / NC 41	McDaniel Street	Sandy Street	3	35	60	State	Sidewalk	New sidewalks along both sides of roadway, connect to existing sidewalk. New ADA ramps, signage, and lighting.	0.09	\$	3	4	4	3	2	2	18
10	Main Street	@ Railroad Street	@ Byrd Street	2	20	60	State	Intersection Improvement	New marked crosswalks with appropriate pedestrian and vehicular signage. Pedestrian refuge island. Add new ADA accessible ramps.	-	\$	3	3	3	3	2	3	17
11	Martin Luther King Drive	Rosenwald Elementary School	Marion Stage Road	2	20	30	Local	Sidewalk Shared Lane Markings	Road Diet to 11' travel lanes. New curb and gutter and sidewalks along both sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements needed.	0.29	\$\$\$	3	2	3	2	3	3	16
12	N. Main Street	Railroad Street	Martin Luther King Drive	2	35	50	Local	Sidewalk Shared Lane Markings	New sidewalks to eliminate gaps and improve sidewalk condition where necessary. New shared lane markings (SLM). Lighting improvements.	0.40	\$\$\$	4	2	4	2	2	2	16
13	Walnut Street / NC 41	Sandy Street	Jenkins Street	3	35	60	State	Sidewalk	New sidewalks along both sides of roadway, connect to existing sidewalk. New ADA ramps, signage, and lighting.	0.17	\$\$	3	2	4	2	2	2	15
14	S. Main Street	@ Iona Street	---	2	20	60	Local	Intersection Improvement	New pedestrian crosswalks	-	\$	3	2	1	3	3	3	15
15	Leesville Street	Bridge	Old Field Swamp	-	-	-	State	Bridge	New bike/ped only bridge along south side of roadway	0.02	\$\$\$	4	5	2	0	3	1	15
16	Cottage Street / NC 130	Main Street	Industrial Drive	2	35	40	State	Sidewalk	Road Diet to 11' travel lanes. New curb and gutter along north side of roadway. New sidewalk along 1-side (north) of roadway.	0.74	\$\$\$	3	0	3	1	4	1	12
17	Stephens Avenue	N. Main Street	Shockett Street	2	35	32	Local	Corridor Improvement Shared Lane Markings	New sidewalks along 2-sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.28	\$\$	2	1	3	1	2	2	11
18	Pittman Branch - Near Term	Mitchell Street	Rudolph Currie Memorial Park	-	-	-	-	Shared Use Path	New asphalt shared use path along north side of Pittman Branch drainage. Connect two parks. Mid-block crossing of roadways with pavement markings and signage.	0.38	\$\$\$	1	0	3	1	4	2	11
19	Pittman Branch - Long Term	Pittman Street	Mitchell Street	-	-	-	-	Shared Use Path	New asphalt shared use path along north side of Pittman Branch drainage. Connect Pittman Street to Town Park. Requires removal of trees and grading.	0.38	\$\$	1	0	3	1	4	1	10
20	Market Street	Byrd Street	Stephens Ave	2	35	40	Local	Corridor Improvement Shared Lane Markings	New sidewalks along 2-sides of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.23	\$\$	2	1	3	1	2	1	10
21	Iona Street / NC 130	Delmus Street	Davis Street	2	35	60	State	Sidewalk	New sidewalks along 2-sides of roadway. Right-of-Way constraints need to be evaluated to determine the appropriate stormwater management strategy	0.42	\$	1	3	2	1	2	1	10
22	Church Street	Delmus Street	Pittman Street	2	35	60	Local	Sidewalk	New sidewalks along 2-sides of roadway. Right-of-Way constraints need to be evaluated to determine the appropriate stormwater management strategy	0.57	\$\$	1	3	2	1	2	1	10
23	Webster Street	Marion Stage Road	Byrd Street	2	20	130	Local	Sidewalk	New sidewalk along 1-side (north-east) of roadway. New bicycle shared lane markings (SLM). Lighting improvements and curb and gutter.	0.78	\$\$\$	2	1	2	0	3	1	9
24	Railroad Corridor SUP	Morro Street	Industrial Drive	-	-	-	-	Shared Use Path	Shared use path along former railroad corridor.	0.53	-\$	0	0	2	0	3	0	5

### 3.5 Pilot Projects

Projects with the highest prioritization ranking are described individually in this section. These six (6) pilot projects have the potential to yield a quick return on investment, and based on their importance to the community. These pilot projects are displayed as Priority ID 1-5 and 7 (Figure 10 and Table 4).

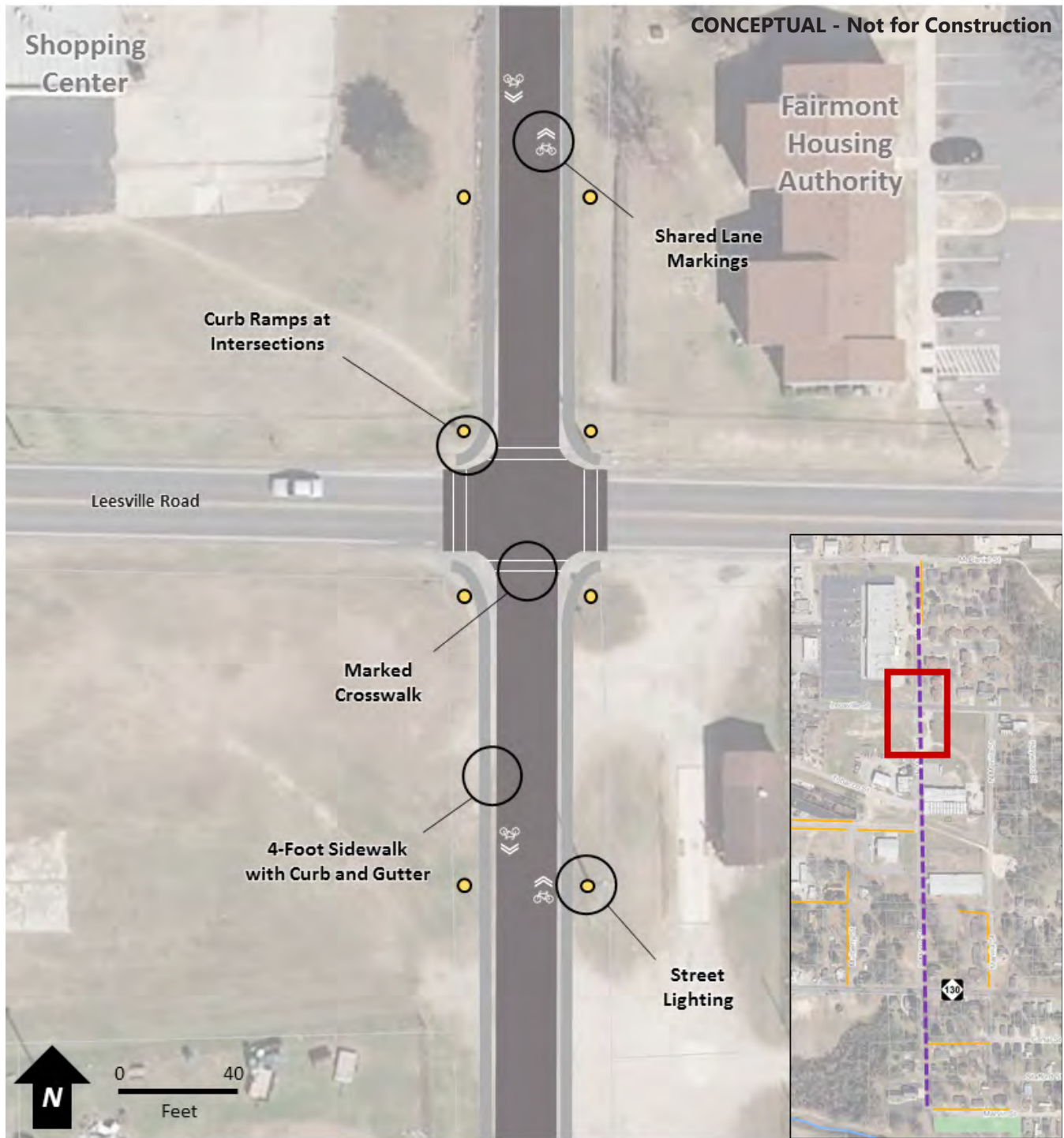
#### **Priority ID 1: Morro Street Corridor Improvement**

This project transforms a pedestrian thoroughfare that parallels the primary motor vehicle corridor through Fairmont (Walnut Street). Once completed, it will allow residents to access shopping and dining along Walnut Street and Main Street via a safe, low vehicular-volume route. The project is 0.5 miles long, and extends from Cedar Grove Baptist Church and Marvin Street to the south, to the intersection of Morro Street and McDaniel Street at its northern extent.

Pedestrian improvements will include sidewalks along both sides of Morro Street, combined with curb and gutter installation on the existing edge of pavement. Supplementary lighting improvements will promote a feeling of safety and more inviting atmosphere for pedestrians. Because this is a low speed and low volume roadway, bicycle shared lane markings are recommended for the entire length of the corridor, will enhance the active transportation environment, and allow multimodal access to the variety of retail locations north of downtown.



**Figure 11. Morro Street Improvement Project**



**From:** Marvin Street  
**To:** McDaniel Street  
**Length:** 2,650 feet (0.5 miles)  
**Cost Estimate:** \$500,000-\$550,000

**Amenities**

- Install 4' sidewalks on both sides of right of way with curb and gutter
- Install marked crosswalks at intersections with ADA compliant curb ramps and truncated domes
- Install street lighting fixtures where necessary
- Shared lane (Sharrows) markings



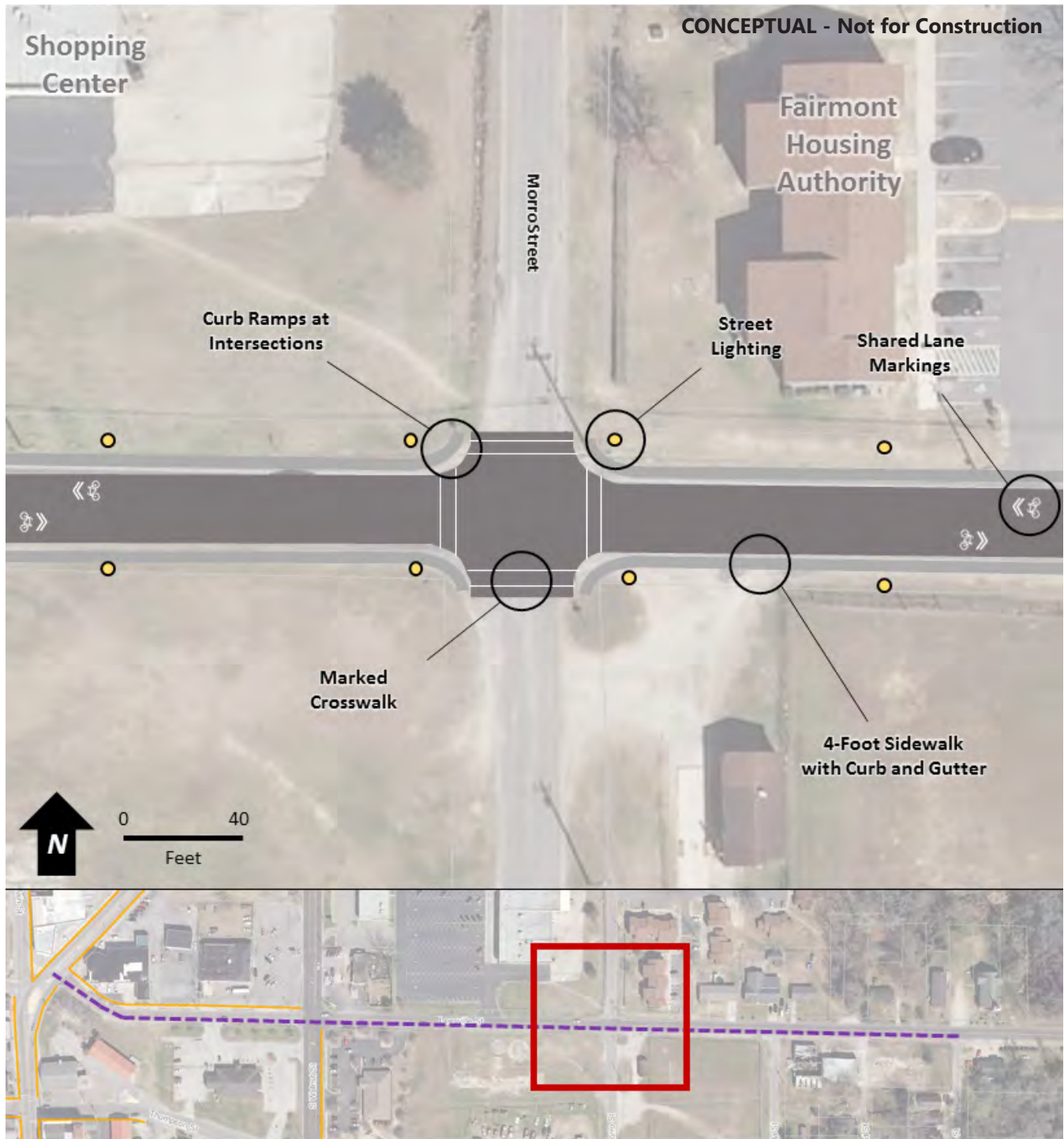
**Priority ID 2: Leesville Road (SR 2237) Corridor Improvement**

The Steering Committee identified Leesville Road as a vital connection for residents in eastern Fairmont. Currently, residents living along Leesville Road choose to walk within vehicular travel lanes or along the grass shoulder parallel to the roadway. The project extends from the intersection of Byrd Street and Leesville Road downtown, to the intersection of Leesville Road and Liberia Street to the east of Fairmont. This project will also link with Project #1 at Morro Street to create an integrated downtown grid network along with existing facilities.

Pedestrian improvements will include sidewalks along both sides of Leesville Road, combined with curb and gutter installation within the existing right-of-way. Lighting improvements are recommended to address safety concerns, and complement these streetscape improvements. Shared lane markings extending for the entire length of the corridor encourage bicyclists to operate within the lane and improve vehicular awareness of bicyclists and pedestrians. Utility constraints such as overhead power poles east of Morro Street must be avoided or mitigated to provide sidewalks along both sides of Leesville Road.



**Figure 12. Leesville Road Corridor Improvement Project**



**From:** Byrd Street  
**To:** Liberia Street  
**Length:** 2,050 feet (0.39 miles)  
**Cost Estimate:** \$350,000-\$400,000

**Amenities**

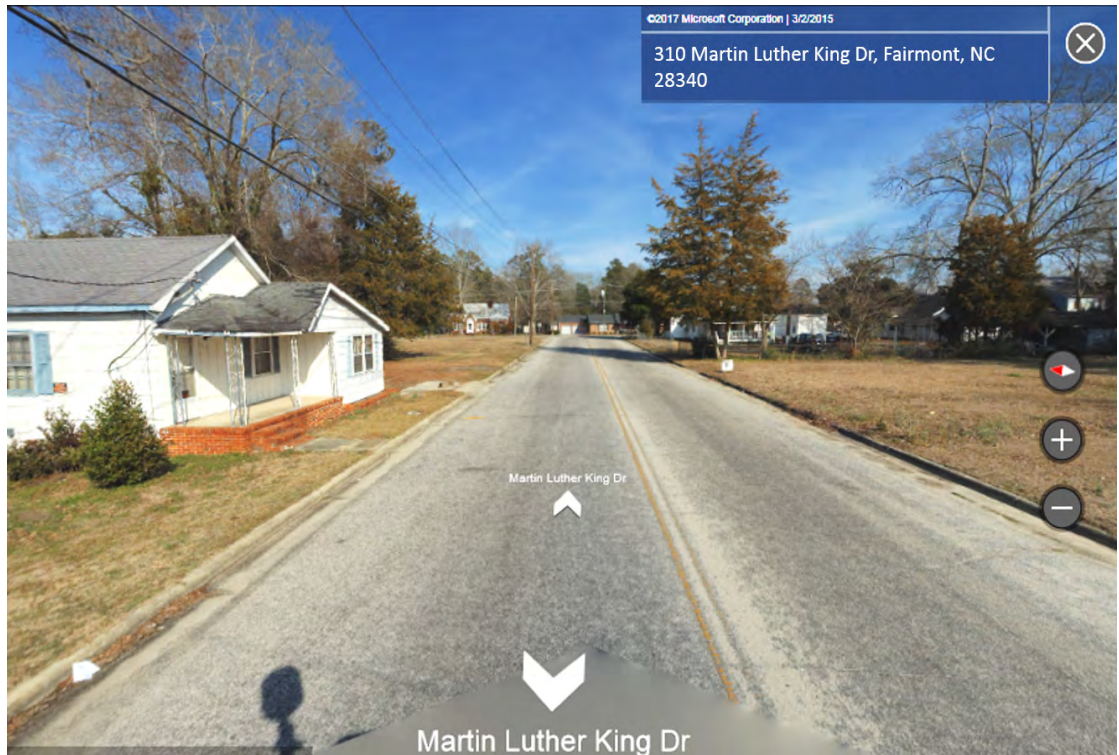
- Install 4' sidewalks on both sides of right of way with curb and gutter
- Install marked crosswalks at intersections with ADA compliant curb ramps and truncated domes
- Install street lighting fixtures where necessary
- Shared lane (Sharrows) markings



**Priority ID 3: Martin Luther King Drive Sidewalk**

Rosenwald Elementary School, located along Martin Luther King Drive northwest of downtown, is a major destination for current and potential pedestrians and bicyclists. It is also a potential conflict point with buses or parents driving their children to school. Sidewalks along North Main Street do not extend westward along Martin Luther King Drive to connect the school with residential communities and downtown.

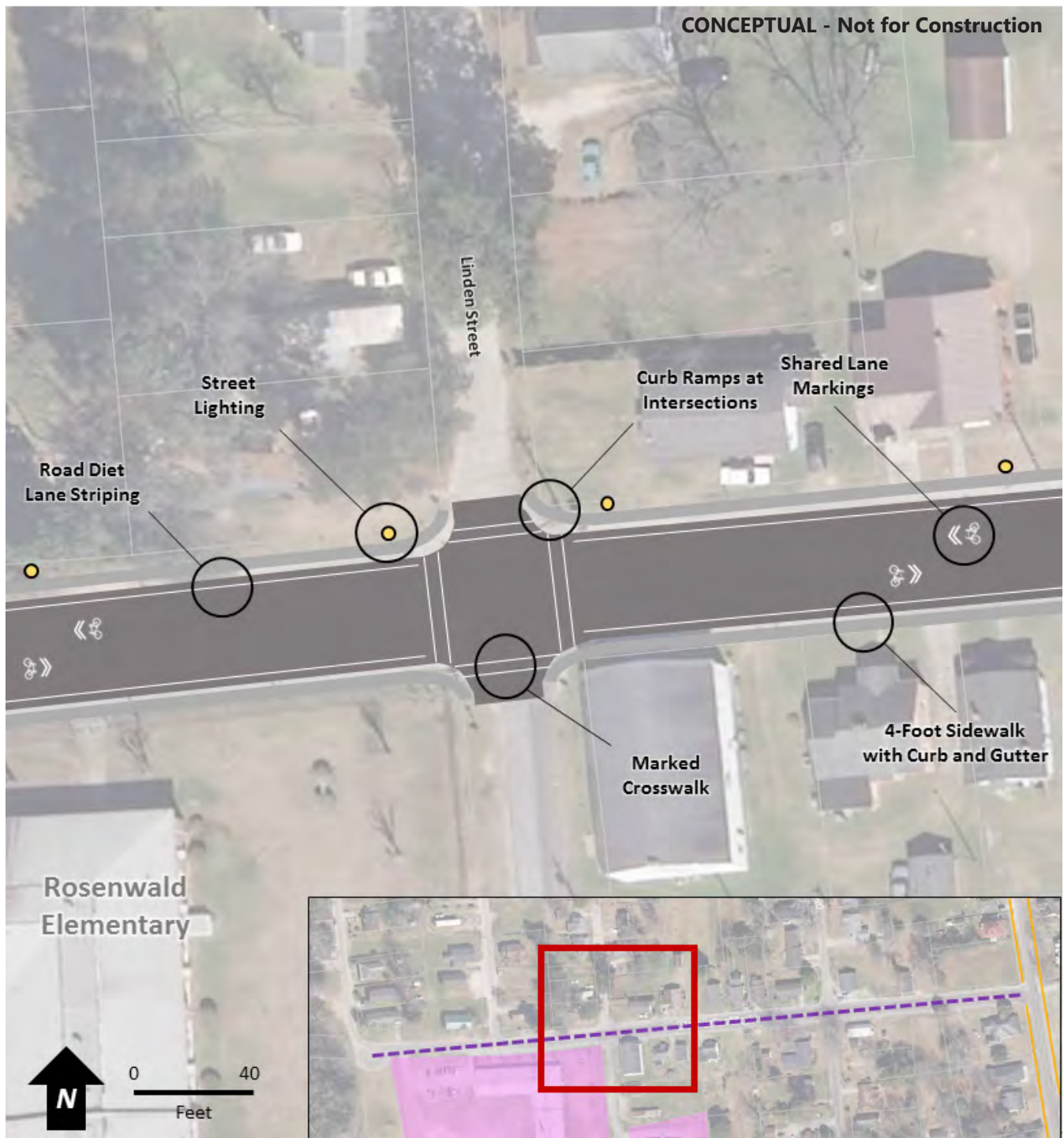
This project intends to fill that gap in the pedestrian environment by installing sidewalks on both sides of Martin Luther King Drive, along with lighting improvements. To accommodate new sidewalks, the project will reduce vehicular travel lanes to 11 feet, shifting the curb and gutter along both sides of the roadway. In conjunction with traffic calming, shaded lane markings for bicyclists will complement the corridor.



Source: BingMaps



**Figure 13. Martin Luther King Drive Sidewalk Project**



**From:** Rosenwald Elementary  
**To:** N. Main Street  
**Length:** 1,450 feet (0.27 miles)  
**Cost Estimate:** \$250,000-\$300,000

**Amenities**

- Install 4' sidewalks on both sides of right of way with curb and gutter
- Restripe pavement to narrow lanes to 11'
- Install marked crosswalks at intersections with ADA compliant curb ramps and truncated domes
- Install street lighting fixtures where necessary
- Shared lane (Sharrows) markings

**Priority ID 4: Happy Hill Road/Leesville Road (SR 2237) Signage Improvement**

To complement the improvements to the active transportation environment along Leesville Road, the Steering Committee stressed the need to alert incoming drivers to pedestrians travelling along the roadway and grass shoulder. Vehicles tend to travel at fast speeds as they approach downtown along Happy Hill Road (becoming Leesville Road west of Industrial Drive). They may be unaware that they are entering a residential area, and may not see pedestrians due to constraints such as sharp curves, vegetation, and a narrow bridge.

This project intends to address driver awareness along Leesville Road as motor vehicles enter downtown. Signage improvements warning of potential pedestrians, roadway hazards, and the need to reduce speed will help alert drivers to the presence of these conflicts. As a further improvement, the Town should request NCDOT to reduce the speed limit along Happy Hill Road from 55 mph to 45 mph to encourage drivers to moderate their speed as they approach the Town limits. This speed reduction should mitigate the abrupt change from 55 mph to 35 mph at the intersection of Happy Hill Road and Industrial Drive.



Figure 14. Happy Hill Road/Leesville Road (SR 2237) Signage Concept



Source: BingMaps



**Priority ID 5: S. Walnut Street Sidewalk (SR 2238) Improvement**

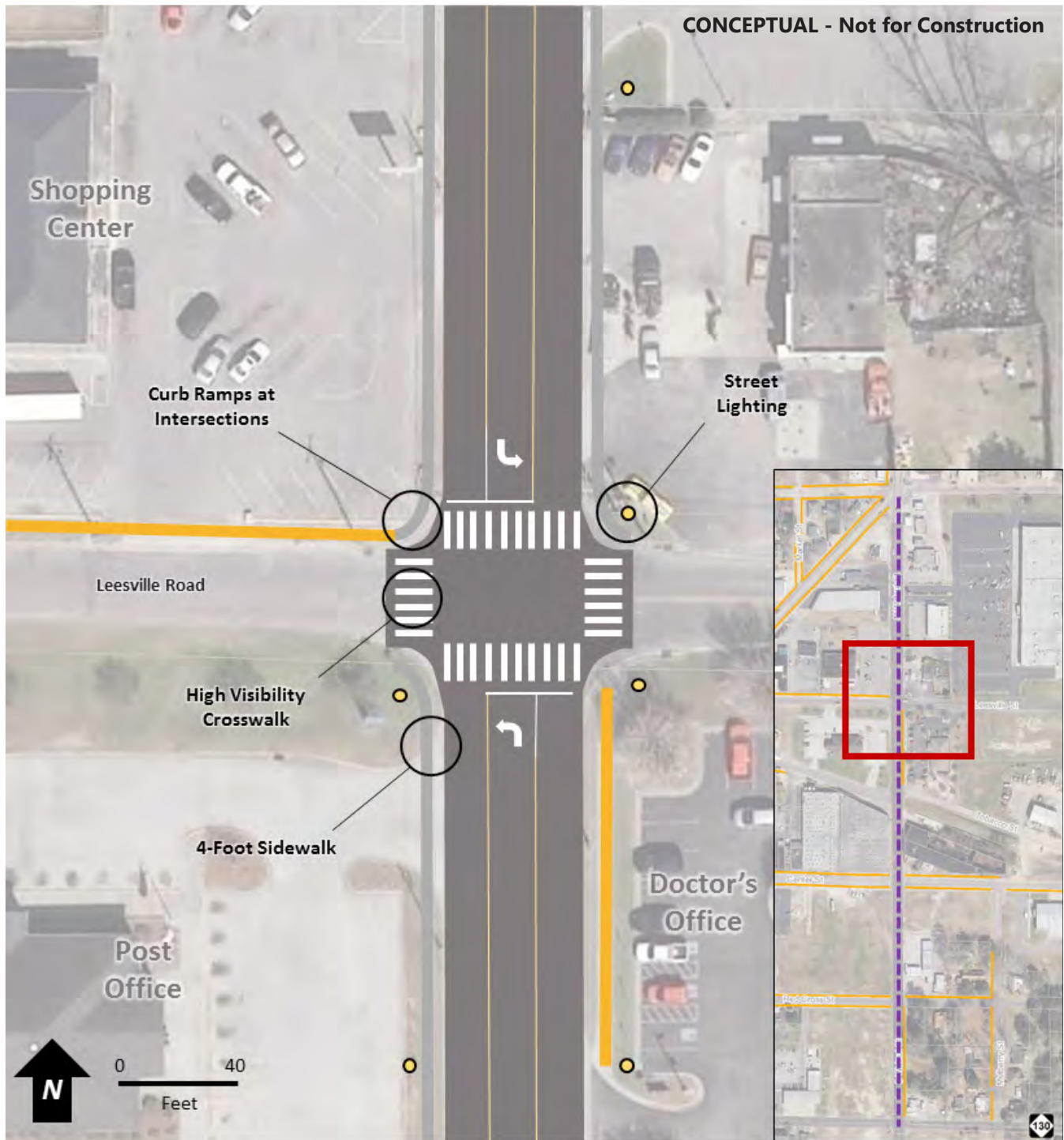
Walnut Street is a high volume (truck route) thoroughfare parallel to Main Street, and poses as a physical and psychological barrier to cross. To make this road less imposing to pedestrians and remove the stigma of a serious barrier to travel, this project will install sidewalks along both sides of Walnut Street to fill in gaps that presently exist along much of the corridor between Cottage Street (NC Highway 130) to the south and McDaniel Street to the north. In the process, the project will also repair the existing sidewalk network.

Lighting, high-visibility crosswalks, and ADA-compliant ramps will improve the feeling of safety, and allow pedestrians to cross at specific and predictable locations. This project will also connect to the east-west-oriented priority project along Leesville Road, supporting the network grid of pedestrian infrastructure.

This project should also consider access management to consolidate the number of driveway entrances to shopping centers. There are unnecessary signs along the corridor that limit visibility of pedestrians, and should be considered for removal. The number of utility poles along the corridor will pose a challenge for avoidance or relocation.



**Figure 15. S. Walnut Street Sidewalk Improvement Project Diagram**



**From:** NC 130 (Cottage Street)  
**To:** McDaniel Street  
**Length:** 2,100 feet (0.4 miles)  
**Cost Estimate:** \$350,000-\$400,000

**Amenities**

- Install 4' sidewalks on both sides of right of way where gaps are present
- Install high visibility crosswalks at intersections with ADA compliant curb ramps and truncated domes where necessary
- Install street lighting fixtures where necessary
- Stop for pedestrian signage along Walnut Street





Lake Lynn Wayfinding Signage, Raleigh, NC

## 4 Recommended Programs and Policies

In addition to engineered infrastructure (Section 3), strong programs and policies can help encourage and support pedestrians within the Town.



## 4.1 Overview

While development of facilities relates directly to engineering, pedestrian and bicycle programs tend to focus on the other four of the five E's: **encouragement**, **education**, **enforcement**, and **evaluation**. Pedestrian and bicycle policies can improve pedestrian friendly design and development of both public and private sector projects. The project team encourages the Town to explore a comprehensive approach to the five E's. This requires ongoing communication and collaboration with a wide range of government agencies, organizations, the community, and individual stakeholders.

Many of the activities listed below represent continuations and/or enhancements of programs and policies that the Town is already implementing. Recommendations in this section seek to enhance ongoing activities and enhance overall livability, walkability, and bikeability for the Town's diverse and unique population. Many programs and resources listed in this section are subject to the availability of grant funding. The Town should follow up directly with the organizations listed for more information on the status of the programs or newer programs.



## 4.2 Existing Programs


The Steering Committee did not identify any Town-specific programs that support or promote bicycling. However, members noted the Robeson Road Runners group hosts several footraces and a 100k cycling ride through downtown Lumberton that comes very close to the Town of Fairmont.

### Previous Outreach

The Robeson County Health Department has previously helped support a bike rodeo that was well attended. There has also been discussion of organizing a walking school bus event to encourage students to walk together along a pre-defined route (and picking up additional “passengers” along the way) toward the elementary and middle schools.

### Potential Partners

Steering Committee members identified several existing groups and organizations as potential partners in promoting, implementing, or assisting with the Plan.

- **Town of Fairmont Appearance Committee** may provide assistance with pedestrian scaled wayfinding signs or other encouragement and education programs.
- **Robeson Road Runners** may work with the Town of Fairmont to promote cycling both in town and regionally. They may also have useful educational and encouragement programming as well as identified stakeholders.  **ROBESON ROAD RUNNERS**  
LUMBERTON, NORTH CAROLINA
- **Fairmont Development Corporation** was previously instrumental in the railroad property that was donated and sold throughout town.
- **Local businesses** such as Fred’s Drug Store, Angie’s Beauty Salon, and Food Lion are locations most frequented by community members.

## 4.3 Program Recommendations and Resources

### 4.3.1 Encouragement Programs

The Town can use encouragement programs to strengthen culture for walking and bicycling within the community. Local businesses and Town agencies can all play a role in encouraging pedestrian and bicycling through a variety of opportunities and incentives, some of which are presented below.

#### **Lead agencies and stakeholders:**

- Town staff
- County health department
- Community leaders/stakeholders

#### **Elements of a good encouragement program:**

- Provides residents casual introductions to bicycle and walking in a non-intimidating manner.
- Uses a variety of print and electronic strategies to disseminate relevant bicycling and pedestrian information.
- Celebrates and promotes community wins through print or online media, and word of mouth.

### Active Routes to School Coordinator

NCDOT and NC Division of Public Health support Active Routes to School, a project under NC Safe Routes to School. Regional coordinators work to promote safe bicycling and walking to school for elementary and middle school students. The Town can receive support from the Region 8 Coordinator, who sits within the Robeson County Department of Public Health (Lumberton, NC). The project provides free support and training for education and encouragement programs.



### Walking and Bicycling Maps

User maps are important tools for encouraging walking and bicycling. The Town can develop print and/or electronic maps that identify common walking and bicycling routes, identify key destinations, and other available or planned facilities. The Town should refine and update the maps as they develop new facilities, and should seek opportunities to distribute the maps to residents and visitors. Colorful, graphic maps should appeal to all ages and abilities and can also include educational information about the rules of the road, safety and etiquette.

### Self-Guided and Group Walking Tours

Walking tours encourage walking and present an opportunity for residents to socialize. By developing and advertising one or more formal tour routes in association with the walking and bicycling maps previously described, the Town could identify routes to connect pedestrians and bicyclists to recreational, shopping, dining, and scenic destinations. Tour routes could begin with existing facilities and expand as the pedestrian network develops. Walking tours could include organized groups with Town-sponsored tour guides.

### Wayfinding Signs

As the pedestrian and bicycling system develops, and especially as sidewalks are installed and neighborhoods are connected, wayfinding will help contribute to the overall pedestrian and bicycling environment. Items such as mile markers, consistent themes and logos, and regular wayfinding kiosks will become important elements to encourage walking.



Source: BCBS of NC

The Town can use services such as Walk [Your City] (<https://walkyourcity.org>) to purchase inexpensive, weather resistant signs to educate residents about the distance and direction between destinations.



### Awareness Days and Events

The Town can devote specific days of the year to raise awareness related to pedestrian and bicycling issues and promotion. Events can be held in parks, schools, Town facilities, or similar venues.

The Town can use national events to increase use of pedestrian and bicycle facilities, create new events specific to the Town, and add bicycle and pedestrian topics to existing Town events. Examples of national events include:

- National Walk to Work Day (April)
- Earth Day (April 22)
- National Bike Month/National Bike to Work Day (May)
- National Trails Day (First Saturday in June)
- National Walk Bike to School (October)

### Town Designations

Several national recognition programs encourage towns and cities to promote pedestrian and bicycling activity. The Town can pursue or strive for progress towards one of the programs that recognize communities that are working to improve access, safety, mobility, and transportation options.

Recognition programs include the following examples:

- Walk Friendly Community <http://www.walkfriendly.org/>
- Bicycle Friendly Community <http://www.bikeleague.org/community>
- Active Towns <https://www.activetowns.org/>



### Encouragement Program Resources

1. Active Living by Design. <http://activelivingbydesign.org/resources/>
2. Active Routes to School. [http://www.communityclinicalconnections.com/What\\_We\\_Do/Active\\_Routes\\_To\\_School/index.html](http://www.communityclinicalconnections.com/What_We_Do/Active_Routes_To_School/index.html).
3. Healthy Aging Research Network Archives. <http://depts.washington.edu/hprc/resources/products-tools/healthy-aging-research-network-archives/>
4. Livable Communities: Livable in Action. <http://www.aarp.org/livable-communities/livable-in-action/>
5. Move More Walking Map Guide. <http://www.eatsmartmovemorenc.com/WalkingMapGuide/WalkingMapGuide.html>.
6. National Center for Safe Routes to School. <http://saferoutesinfo.org/>.
7. Walk Wise, Drive Smart: A Senior Pedestrian Safety Program in Hendersonville, North Carolina. [http://www.pedbikeinfo.org/cms/downloads/WalkWise\\_Hunter.pdf](http://www.pedbikeinfo.org/cms/downloads/WalkWise_Hunter.pdf)

### 4.3.2 Education Programs

Members of the Steering Committee noted that the educational component will be one of the most important elements to the Plan. The Town can take advantage of existing educational materials from state or federal programs and tailor these to the specific needs of the community. The educational materials should promote safe behaviors, rules, and responsibilities for all roadway users including pedestrians, bicyclists, and motorists. Local businesses, Town agencies, and local advocates can all play a role in developing and distributing educational materials.

#### ***Lead agencies and stakeholders:***

- Town staff
- County health department
- Dedicated and committed community leaders/stakeholders

#### ***Elements of a good education program:***

- Provides the community with information on bicycle and pedestrian laws, safe behaviors, and skills.
- Reaches people of all skill levels, physical abilities, and ages.
- Delivers information through a variety of print and electronic messages and hands-on training.
- Includes all roadway users: motorists, bicyclists, and pedestrians.

#### **Project-Related Efforts**

The Town should coordinate closely with NCDOT and other local stakeholders when elements of the Plan and other bicycle and pedestrian roadway improvements are planned or implemented. Public involvement and education are essential throughout the project process. Communication with the public during the planning phase ensures the community is aware of upcoming events or potential impacts to their roadway, construction schedules, improvements, and proposed completion dates. This also provides an opportunity for community feedback, which can help inform future educational efforts on the project. Once a project is completed, education efforts should provide information on how to use the facility. Project-related coordination efforts can be distributed through local media outlets, on-site, at special events/community events, project-related meeting, local and Town websites, and in coordination with NCDOT outreach.

#### **Internal Education**

Education is not limited to the community, but should also include all key staff involved in Plan implementation. This includes Town staff, Board members, and Steering Committee members as well as NCDOT Division staff and regional or county staff, when relevant. Opportunities for education include, but are not limited to, the following:

- Staff presentations on sessions or conference events.
- Meetings or retreats on the Plan to discuss the status of the Plan, potential funding opportunities, roadblocks to implementation, or other similar pertinent information.
- Coordination between agencies and departments, such as information or resource sharing between transportation, planning, health, facilities, parks and recreation, and other such Town or county departments.
- Training opportunities—webinars, brown bag lunch presentations—to educate staff on bicycle and pedestrian guidelines and designs and best practices from across the state and nation.



### **Let's Go NC – Pedestrian and Bicycle Curriculum**

NCDOT sponsors this free educational program and provides instructors lesson plans, videos, and other downloadable programming to teach elementary age children how to walk and bicycle safely. Instructors do not need to receive training; however, the Active Route to School Coordinator for Robeson County can provide the training if desired. The Town should work with local agencies, schools, or community organizations to identify one or more individuals willing to take responsibility for conducting the training.



### **Eat Smart, Move More NC**

Eat Smart, Move More NC is a North Carolina movement that promotes physical activity and healthy eating. They provide free, downloadable resources to encourage communities, schools, and businesses to make the healthy choice the easier choice. Community-based tools support creating active outdoor play spaces, information on coalitions to support the movement, and handouts for distribution, among others.

### **Education Program Resources**

1. Eat Smart, Move More NC. <http://www.eatsmartmovemorenc.com/index.html>.
2. Guide to Creating Active Outdoor Play Spaces. <http://www.eatsmartmovemorenc.com/ActivePlaySpaces/ActivePlaySpaces.html>.
3. Eat Smart, Move More Coalitions. <http://www.eatsmartmovemorenc.com/ESMMCoalitions/ESMMCoalitions.html>.
4. Eat Smart, Move More Handouts. <http://www.eatsmartmovemorenc.com/ESMMHandouts/ESMMHandouts.html>.
5. Federal Highway Administration Pedestrian and Bicycle Safety. [http://safety.fhwa.dot.gov/ped\\_bike/](http://safety.fhwa.dot.gov/ped_bike/).
6. Institute for Transportation Research and Education: Education and Training – Bicycle and Pedestrian. <https://itre.ncsu.edu/training/bike-ped/>.
7. Let's Go, NC! <https://www.ncdot.gov/bikeped/safetyeducation/letsгонc/>.
8. National Highway Traffic Safety Administration Bicycle Safety. <https://www.nhtsa.gov/road-safety/bicyclists>.



9. National Highway Traffic Safety Administration Pedestrian Safety. <https://www.nhtsa.gov/road-safety/pedestrian-safety>.
10. NCDOT Bicycle and Pedestrian Division. <https://connect.ncdot.gov/projects/BikePed/Pages/default.aspx>.
11. Pedestrian and Bicycle Information Center. <http://www.pedbikeinfo.org/>.
12. WalkBikeNC. <https://www.ncdot.gov/bikeped/walkbikenc/>.

### 4.3.3 Enforcement Programs

Much like education programs, the purpose of enforcement programs can be used to educate all roadway users about traffic laws and encourage safer behaviors. Programs include periodic reminders or events to obey traffic rules and ongoing monitoring of public spaces. Enforcement programs also reinforce and support the other E's. The Town's Board has the authority to reduce speed limits (from 35 to 20 mph) and install stop signs; therefore, many of these strategies can be used to identify the best locations for such safety countermeasures.

#### ***Lead agencies and stakeholders:***

- Law enforcement agencies
- Town staff

#### ***Elements of a good enforcement program:***

- Reviews and updates laws that impacts bicycle and pedestrian safety.
- Ongoing enforcement of relevant laws.
- Reduces the number of pedestrian and bicycle crashes.



#### **Watch for Me NC**

This statewide pedestrian and bicycle safety campaign intends to reduce pedestrian and bicycle injuries and deaths through education and enforcement. Watch for Me NC targets all roadway users and provides useful resources and tools for municipalities and residents.



#### **SeeClickFix**

Community members can use this website to reporting neighborhood concerns related to infrastructure, such as potholes, streetlight issues, or graffiti. The comments are routed to the local officials who can respond to the comment with information. The Town can use this resource to better track community concerns and identify areas in need of attention.

#### **Bicycle Helmet Initiative**

NCDOT Division of Bicycle and Pedestrian Transportation runs a program to distribute bicycle helmets to low-income children through schools, police departments, and other community groups. The effort promotes helmet usage among children and families. The Town should explore submitting an application for the annual award.

### **Speed Feedback Signs**

The Town can use temporary traffic calming devices at locations of most concern to citizens. Based on public input received at the second Public Meeting, the Town may consider using the signs along areas of highest concern including Happy Hill Road and Iona Street (near Fairmont Middle School).

### **Motorist Enforcement**

Local police should work together with Town officials to use any of the programs and resources to coordinate one-time or ongoing motorist enforcement campaigns. Enforcement may include monitoring vehicle speeds, pedestrian jaywalking, or bicycle helmet use.

Another approach to motorist enforcement is to incentivize or offer rewards for appropriate behavior. Local law enforcement can conduct a pedestrian and bicycle enforcement campaign that commends pedestrians for using crosswalks or bicyclists obeying the rules of the road. The Town can work with local business owners to provide gift certificates, coupons, or other small tokens as rewards. The Town should conduct these enforcement efforts at highly visible locations and publicize them in the community.

### **Enforcement Program Resources**

1. Bicycle Safety Guide and Countermeasure Selection System. <http://www.pedbikesafe.org/bikesafe/>.
2. FHWA Partnering with Law Enforcement. [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/ntpp/partner\\_law.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/partner_law.cfm).
3. NCDOT Bicycle Helmet Initiative. [https://www.ncdot.gov/bikeped/safetyeducation/helmet\\_initiative/](https://www.ncdot.gov/bikeped/safetyeducation/helmet_initiative/).
4. NCDOT Watch for Me NC. <http://www.watchformenc.org/>.
5. NHTSA Resource Guide on Laws Related to Pedestrian and Bicycle Safety. <https://one.nhtsa.gov/people/injury/pedbimot/bike/resourceguide/index.html>.
6. Pedestrian and Bicycle Information Center Training and Events. <http://www.pedbikeinfo.org/training/index.cfm>.
7. Pedestrian and Safety Guide and Countermeasure Selection System. <http://www.pedbikesafe.org/pedsafe/>.

#### **4.3.4 Evaluation Efforts**

The Town can use evaluation efforts to understand how well the strategies in the plan are working over time. Evaluation activities include setting goals, collecting baseline data (where possible), setting timetables, and collecting follow up data for all projects. Not all evaluation activities are data-driven; qualitative feedback and partnerships can assist with achieving the ultimate goal of evaluating program/strategy effectiveness and identifying improvements.

***Lead agencies and stakeholders:***

- Bicycle and Pedestrian Committee
- Steering Committee
- Town staff
- Public Works maintenance staff

***Elements of a good evaluation effort:***

- Dedicated staff or volunteer who will take responsibility of monitoring all elements of the Plan.
- Established metrics that are measurable and have associated timelines.

**Town of Fairmont Bicycle and Pedestrian Committee**

The Town should formulate a Bicycle and Pedestrian Committee and engage with the Steering Committee members. The Bicycle and Pedestrian Committee should be responsible for moving the Plan towards implementation and tracking success. Steering Committee members can help champion the Plan by working closely with the Bicycle and Pedestrian Committee to help measure success, work as liaisons with the greater community, and help identify solutions to barriers during implementation.

**Annual Bicycle Count Program**

The Town and Bicycle and Pedestrian Committee can work together to conduct annual bicycle counts to measure usership of different facilities. A second option would be to coordinate with the Lumber River RPO to develop a regional annual counts program. Although technologies are available at nominal fees, volunteers from schools or community organizations can conduct manual observational counts at different times of the day and days of the week. Counts for specific locations should be done prior to implementation to establish a baseline and then can continue annually or on a two-year cycle. Town-wide bicycle counts can be collected at various locations to catch a broader sense of the community activity.

**Community Surveys**

The Town can use surveys and other similar feedback mechanisms as tools to gauge community-wide acceptance and understanding of new projects; needs and interests for other future projects; and other community concerns that may be addressed through Encouragement and Education programming. The Town should work with stakeholder groups who reach broad audiences to help disseminate survey tools and collect the feedback.

**Facility Inspection and Maintenance**

A key piece of evaluation is measuring and identifying maintenance needs, particularly after implementation. The Town Public Works maintenance and facility staff should conduct routine maintenance checks of installed bicycle projects to identify general wear and tear and immediate fixes—such as potholes and lighting



outages—that may impede use. The Town should establish a plan and timeline for addressing such issues. This encouragement initiative relies upon crowd-sourcing to report maintenance needs.

### **Evaluation Resources**

1. National center for Safe Routes to School – Bikeability Checklist. <http://www.saferoutesinfo.org/program-tools/education-bikeability-checklist>.
2. Pedestrian and Bicycle Information Center – Counts. [http://www.pedbikeinfo.org/planning/tools\\_counts.cfm](http://www.pedbikeinfo.org/planning/tools_counts.cfm).

## **4.4 Policy Recommendations**

### **4.4.1 State Bicycle and Pedestrian Transportation Policy**

The NCDOT Division of Bicycle and Pedestrian Transportation web page includes references and links to state and federal policies to support accommodation of pedestrians as part of the transportation system. See <https://www.ncdot.gov/bikeped/lawspolicies/> along with the summaries below.

#### **Complete Streets Policy and Guidelines**

This policy requires planners and designers to consider and incorporate multimodal alternatives in the design and improvement of all transportation projects within a growth area of a municipality unless certain circumstances exist. In July of 2012, NCDOT adopted guidelines to support the policy.

#### **Bicycle Policy**

To help integrate bicycle transportation into the overall transportation system, this policy details guidelines for planning, design, construction, maintenance, and operations of bicycle facilities and accommodations.

#### **Pedestrian Policy Guidelines**

Pursuant to this policy, NCDOT may participate with localities in the construction of sidewalks as incidental features of highway improvement projects.

Administrative Action to Include Local Adopted Greenway Plans in the NCDOT Highway Planning Process and Guidelines

These guidelines require NCDOT to consider greenways and greenway crossings during the highway planning process.

#### **Bridge Policy**

NCDOT’s Bridge Policy includes information to address sidewalks and bicycle facilities on bridges, including minimum handrail heights and sidewalk widths.

*Recommendation: Town staff should be familiar with state bicycle and pedestrian policies and laws, including best practices and ensure that NCDOT projects include bicycle and pedestrian transportation accommodations.*

*Recommendation: Coordinate with NCDOT Division 6 plans to resurface or reconstruct NCDOT-owned and maintained roadways. Ensure that plan recommendations for bicycle and pedestrian facilities are included on those streets. If a compromise to the original recommendation is needed, then contact NCDOT Division of Bicycle and Pedestrian Transportation for guidance on appropriate alternatives.*

#### 4.4.3 Business and Development Plan for Downtown Fairmont, NC (January 2007)

The 2007 Business and Development Plan for Downtown Fairmont, NC was developed by the NC Small Town Main Street Program and the Fairmont Small Town Main Street Committee. The Plan provides observations and recommendations for improving the current market conditions and business climate in the downtown area. Several key themes from the plan can be revisited (parking and streetscape) and considered in terms of encouraging bicycling and walking.

##### **Parking**

At the time, the plan noted that parking appears to be sufficient in the downtown area for visitors. The plan recommends employers provide employees information on parking in off-street locations to maintain spots to encourage shopping and visitors.

*Recommendation: Employers should provide employees educational and encouragement information on bicycling to work.*

*Recommendation: Employers and the Town should work together to identify opportunities for bicycle parking. This may include a bike corral—an in-street parking spot reserved for bicycle parking.*

##### **Streetscape**

Aesthetically pleasing environments often invite and encourage bicycle and pedestrian behavior, which leads to more activity in retail centers. The plan recommends improvements to streetscapes, signage, and building exteriors.

*Recommendation: The Town should develop policies for streetscape improvements, including consistent signage (branding), requirements for building exteriors, and streetscape requirements (e.g., plantings, lighting)*

*Recommendation: The Town should pursue the plan's recommendation to establish a façade loan program or other funding mechanisms to assist local businesses with implementing streetscape improvements.*

*Resource: The City of Newton, NC recently completed its streetscape master plan in 2016. [http://www.newtonnc.gov/Newton\\_Streetscape\\_and\\_North\\_Newton\\_Master\\_Plan.pdf](http://www.newtonnc.gov/Newton_Streetscape_and_North_Newton_Master_Plan.pdf)*

#### 4.4.3 Town of Fairmont, North Carolina Code of Ordinances

The Code of Ordinances are the current legislation adopted by the Town of Fairmont, and available from the Town's website <http://www.fairmontnc.com/ordinances.htm>. Chapter 74 addresses pedestrians and bicycles.

##### **Bicycles**

Bicycle-specific ordinances (starting with ordinance 74.15 and ending at 74.28) are primarily focused on detailing where bicyclists can and cannot ride as well as safety factors. Of note, the Town ordinances state that bicycling is prohibited on sidewalks in town, bicyclists are not to ride more than two abreast, and bicyclists are to use a path adjacent to the roadway (if available). Additionally, all other state bicycling rules must be followed and bicyclists must follow all signage and traffic devices applicable to vehicles.

*Recommendation: The Town should include all relevant local and state ordinances and laws related to cycling in education and encouragement materials and programming. Information should be stated at an appropriate reading level and should include images and graphics where appropriate so the information is easily accessible to all community members.*

*Recommendation: Local law enforcement, Town representatives, and Bicycle and Pedestrian Advisory Council members should review the ordinances and ensure all new projects align with the current laws. Additionally, the partners can work together to identify opportunities to update, revise, and add new ordinances that align more closely with the Plan and encourage a more bicycling-friendly community.*

##### **Zoning**

Minimum parking requirements are identified in ordinances 154.032 through 154.034. No mention is made of bicycle parking.

*Recommendation: The Town should consider additional ordinances or language with existing ordinances that would allow designated bicycle parking at buildings used for businesses, trade, or industry. For example:*

- *"Bicycle parking may be provided through various types of facilities, provided the facility meets the following:
 
  - » *Bicycle racks are securely anchored.*
  - » *Spacing of the racks shall provide clear and maneuverable access."**
- *"Bicycle parking must be publicly accessible and convenient, located no more than 100 feet from the building entrance the bicycle rack is intended to serve."*
- *"Bicycle parking shall be provided in accordance with the provisions of the following Table of Bicycle Parking Standards."*
- *"One bicycle parking space for every 10 required automotive spaces, with a minimum of 5 bicycle spaces."*



#### 4.4.4 Other Plans and Coordination

Due to the limited number of plans specific to the Town, there is an opportunity to work with surrounding towns of similar sizes and county and regional representatives to coordinate efforts, share experiences, and learn success stories that may be applicable.

*Recommendation: The Town should work with the Lumber River RPO to identify opportunities to coordinate efforts for transportation on a regional level.*

*Recommendation: The Town should work with Robeson County to coordinate efforts in the Town of Fairmont with efforts in the Robeson County Comprehensive Transportation Plan (2011) and Robeson County Comprehensive Plan with a Health & Wellness Component (2015).*

**Table 5. Four E's Recommendation Overview**

Strategy	Target Audience	Lead Agency/ Stakeholder	Partnerships for Success	Time Frame	Duration	Costs
<b>ENCOURAGEMENT</b>						
Active Routes to School Coordinator	Schoolchildren, Parents	Town of Fairmont	County Department of Public Health	Immediate	Ongoing	\$
Walking / Bicycling Maps	General Public	Bicycle Pedestrian Committee	Town of Fairmont, Volunteers	Near Future– Long-Range	Ongoing	\$ - \$\$
Self-Guided / Group Walking Tours	General Public	Bicycle Pedestrian Committee	Town of Fairmont, Volunteers	Near Future– Long-Range	Periodic	\$
Wayfinding Sign	General Public	Bicycle Pedestrian Committee	Town of Fairmont, Volunteers	Immediate	Ongoing	\$–\$\$
Awareness Days/Evets	General Public	Town of Fairmont	Bicycle Pedestrian Committee, Volunteers	Immediate– Long-Range	Ongoing	\$
Town Designations	General Public	Town of Fairmont	Bicycle Pedestrian Committee	Long-Range	Ongoing	\$
<b>EDUCATION</b>						
Project-Related Efforts	General Public	Town of Fairmont	NCDOT	Immediate– Long-Range	Ongoing	\$
Internal Education	Town staff/ representatives	Town of Fairmont	NCDOT, Regional, County staff	Immediate– Long-Range	Periodic	\$
Let's Go NC	General Public, schoolchildren	Town of Fairmont	NCDOT, Active Routes to School Coordinator	Immediate	Periodic	\$
Eat Smart, Move More NC	General Public	Town of Fairmont	NCDPH, ESMM	Immediate	Ongoing	\$

Time Frame: Immediate = initial steps in Plan, short-term; Near Future = implementation phases; Long-Range = post-implementation, evaluation and maintenance phases

Duration: Ongoing = continual updates needed, no clear end; Periodic = occasional, non-specified miles ones

Costs: \$ = Minimal costs/free; \$\$ = Moderate costs, may be available through local funds/investments; \$\$\$ = Requires investment, grants, additional funding resources  
 Website links for Encouragement, Education, Enforcement and Evaluation are listed at the end of each section (4.3.1 through 4.3.4).

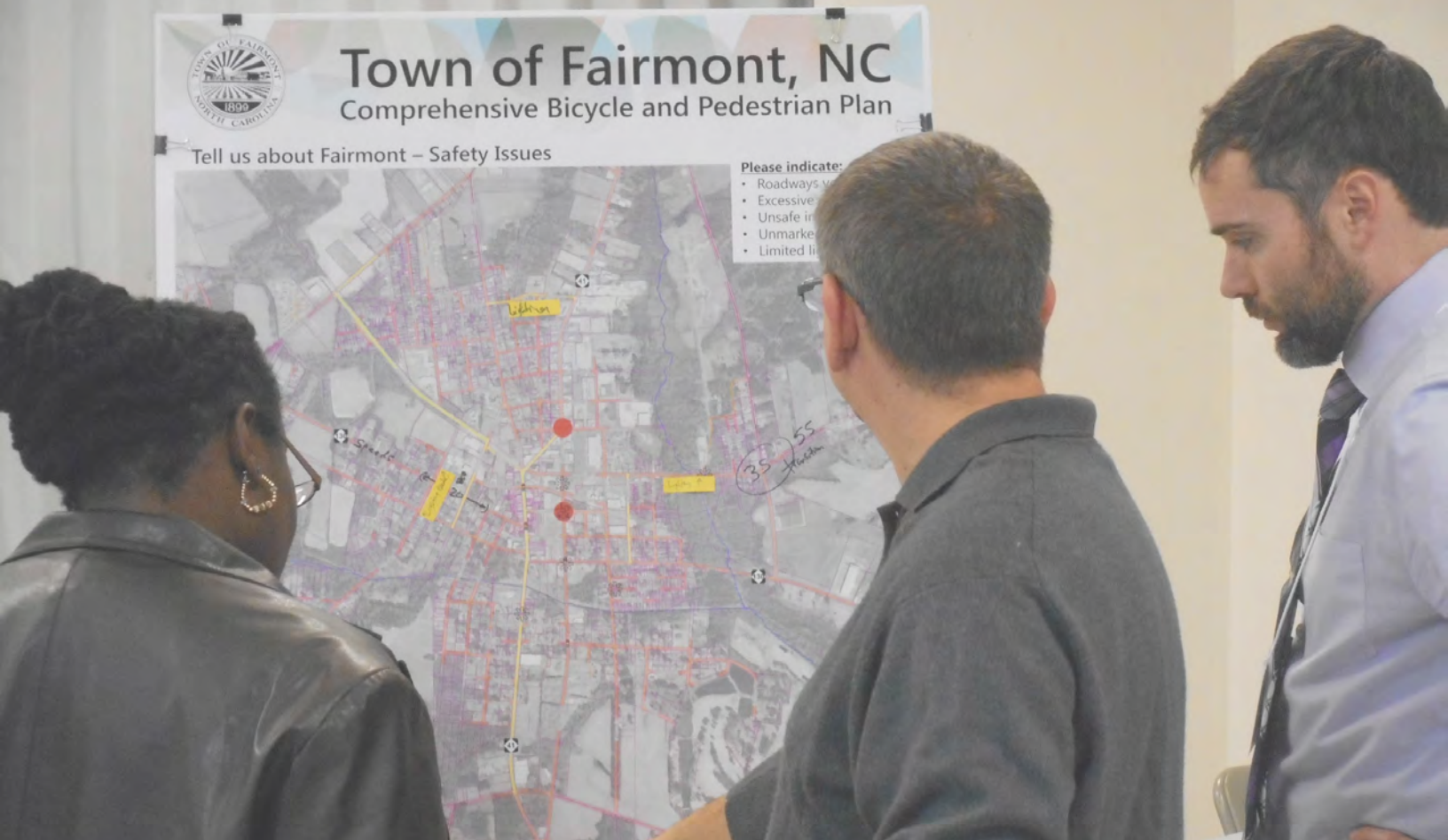
Strategy	Target Audience	Lead Agency/ Stakeholder	Partnerships for Success	Time Frame	Duration	Costs
<b>ENFORCEMENT</b>						
Watch for Me NC	Motorists	Town of Fairmont	Law Enforcement, NCDOT	Immediate– Long-Range	Periodic	\$
SeeClickFix	General Public	Town of Fairmont		Immediate– Long-Range	Ongoing	\$
Bicycle Helmet Initiative	Schoolchildren	Town of Fairmont	NCDOT	Immediate	Periodic	\$
Speed Feedback Signs	Motorists	Town of Fairmont		Long-Range	Ongoing	\$\$–\$\$\$\$
Motorist Enforcement	Motorists	Town of Fairmont	Law Enforcement	Immediate	Periodic	\$\$–\$\$\$\$
<b>EVALUATION</b>						
Bicycle and Pedestrian Committee	Town Staff / General Public	Bicycle Pedestrian Committee	Town of Fairmont, Steering Committee	Near Future– Long-Term	Ongoing	\$
Annual Bicycle Count Program	General Public	Bicycle Pedestrian Committee	Town of Fairmont, Steering Committee	Near-Future– Long-Range	Periodic	\$–\$\$\$\$
Community Surveys	General Public	Bicycle Pedestrian Committee	Town of Fairmont, Steering Committee	Near Future– Long-Range	Periodic	\$\$–\$\$\$\$
Facility Inspection/Maintenance	Town Staff	Town of Fairmont	Facilities	Near Future– Long-Range	Periodic	\$\$\$

Time Frame: Immediate = initial steps in Plan, short-term; Near Future = implementation phases; Long-Range = post-implementation, evaluation and maintenance phases

Duration: Ongoing = continual updates needed, no clear end; Periodic = occasional, non-specified miles ones

Costs: \$ = Minimal costs/free; \$\$ = Moderate costs, may be available through local funds/investments; \$\$\$ = Requires investment, grants, additional funding resources  
 Website links for Encouragement, Education, Enforcement and Evaluation are listed at the end of each section (4.3.1 through 4.3.4).





## 5 Implementation Plan

Following through on these recommendations will require persistence and leadership from the local community. Although local sources of funding can go a long way in achieving community aims, there are a variety of ways for the residents of Fairmont to encourage biking and walking in their community.

## 5.1 Implementation Overview

This section outlines the organizational structure and steps necessary to successfully achieve the goals set forth by this Plan. The recommendations within this section are:

- Organizational structure for administering programs
- Action items for building a culture of active transportation
- Methods for monitoring progress and continuing encouragement

## 5.2 Organizational Framework for Implementation

Successful implementation of this plan will require the cooperation of a variety of agencies and organizations. Several of these partnerships already exist, and this Plan will build on those partnerships. Examples of these partnerships include the relationship between NCDOT, the Town, and the Lumber River RPO. Still other connections will be created by this Plan. These coalitions will likely be formed within the Town of Fairmont itself, as the Town coordinates its efforts with local schools, athletic associations, and other community groups.

### Role of NCDOT

As the administrator of the Bicycle and Pedestrian Planning Grant Initiative and the primary agency concerned with transportation, planning, engineering, and construction in the State of North Carolina, NCDOT will be an important partner in the implementation of this Plan. After the adoption of this Plan, NCDOT should continue to provide technical assistance and consulting in regards to bicycle and pedestrian transportation planning in the Town of Fairmont. NCDOT Division 6 is responsible for construction and maintenance of pedestrian and bicycle facilities in Fairmont. It will be the primary partner for the implementation of recommended projects made in Section 3 of this Plan.

More information on the STI and the SPOT process: <https://www.ncdot.gov/strategictransportation-investments/>

Most NCDOT division projects are prioritized as part of the Strategic Prioritization Office of Transportation (SPOT) process, per the state's Strategic Transportation Investment (STI) law. SPOT is a data-driven approach to project prioritization for all transportation mode projects, including bicycle and pedestrian project improvements. STI provides three funding tiers for transportation projects: Statewide Mobility, Regional impact, or Division needs. Standalone bicycle and pedestrian projects are eligible for funding as part of the Division Needs category. Bicycle and pedestrian projects compete against highway and other transportation projects in this category. 50% of the score is based on data-centric methodology determined by NCDOT, and 50% of the score is dependent on input from the NCDOT Division 6 office and the Lumber River RPO.

The NCDOT Division of Bicycle and Pedestrian Transportation (DBPT) is the primary resource for guidance on bicycle and pedestrian policies, laws, and safety education (Section 4). It is also the administrator for a wide variety of statewide initiatives aimed at promoting safety and participation in active transportation. As the Town progresses with the implementation with this Plan, it should consult the online resources

available through the DBPT for guidance on specific bike/ped treatment issues.

### **Role of Lumber River RPO**

As the rural planning organization (RPO) responsible for transportation planning with Robeson County and the Town of Fairmont, the Lumber River RPO should consider implementing the projects recommended in this Plan. For the infrastructure needs of Fairmont to be met, the RPO should continue to consider the multimodal transportation needs of the region in its comprehensive transportation plan (CTP), last updated in 2011. Opportunities to improve the active transportation environment should be taken when roadways are scheduled for maintenance or construction. These opportunities include simple restriping and range up to construction of dedicated bicycle and pedestrian facilities. Many of the projects outlined in this report can be accomplished in unison with maintenance programs initiated by the RPO and in combination with NCDOT prioritization programs such as SPOT.

### **Role of Robeson County**

Planning by the Robeson County government has a very tangible effect on the Town of Fairmont. The County is the primary organization governing land use planning, transportation planning, and public health initiatives in and around Fairmont. It is vital that plans align with common goals that connect across jurisdictional boundaries. While Robeson County is responsible for more than just Fairmont, there are many ways for the County to support this plan:

- Support active transportation through regional trails and networks
- Promote active transportation and public health through county-wide programming
- Prioritize pedestrian and bicyclist safety when updating the CTP

### **Role of the Town of Fairmont**

Fairmont is responsible for implementing this Plan. Through its adoption, the Town will be empowered to act as a champion for bicycle and pedestrian needs. The Town should continue acting through the Bicycle and Pedestrian committee (BPC). This committee, comprised of Town staff, police, and resident advocates should be responsible for the outreach and programming available to Fairmont residents.

As a champion of active transportation, the BPC should coordinate with local community groups to encourage bicycling and walking. Programming at the local schools could teach children the basics of bicycle rules and safety. Many of the resources necessary can be found through NCDOT's **Let's GO NC** program, available online. Town staff could participate in **National Walk to Work Day** (April) to illustrate how easy it can be to commute via walking.

By enforcing state and local regulations, the Fairmont Police Division can ensure a safe environment for all modes of transportation. This means enforcing traffic laws for motor vehicles, such as speed limits and minimum safe passing distances for bicyclists, as well as enforcing bicycle and pedestrian laws.



## 5.3 Implementation Action Steps

Steps are assigned to three (3) categories: policy, programming, and infrastructure. A timeline of these action items is also provided in Table 5.

### 5.3.1 Policy Action Steps

#### **Adopt This Plan**

The first step in making Fairmont a more active community is adopting this Plan. Through its adoption, the Town will take an important step in prioritizing the need for bicycle and pedestrian planning and engagement in Town activities. Adoption will improve the Town's eligibility to receive priority funding for projects.

#### **Finalize the Bicycle and Pedestrian Committee**

The Bicycle and Pedestrian Committee (BPC) will be the primary organization promoting cooperation between stakeholder groups in the Town. This group of local champions, will advocate for an active Fairmont and oversee the development of programming and encouragement within the community. These individuals represent many different interests within the Town, the schools, Town staff, police, and many others, which share the same goal of making Fairmont a safer place to walk and bike.

#### **Continue to Enforce State and Local Regulations**

Through programs such as the Watch for Me NC partnership, the Town can encourage motor vehicles to obey the speed limit and provide the mandatory safe passing distance around bicyclists. This can improve the perception of active transportation within the Town as a viable means of getting around. Current bicycle and pedestrian laws and links to safety program resources are available at <https://www.ncdot.gov/bikeped/lawspolicies/>. Ensuring that bicyclists and pedestrians obey traffic laws themselves can ensure that these travelers stay out of harm's way. This creates an environment that is safe for all roadway users.

### 5.3.2 Program Action Steps

#### **Create Educational Outreach Programs**

Education provides people of all ages the confidence to bike and walk alongside motor vehicles. Educational outreach should also extend to drivers of motor vehicles as well. Awareness of bicyclists and pedestrians is a skill that is learned and can be improved upon with active engagement.

#### **Create Encouragement Outreach Programs**

Many of these encouragement programs serve to remind individuals how convenient and attainable an active lifestyle can be. Walk to work and school events can illustrate how easy it is to complete daily activities through active transportation. Open streets events bring people together and allow them to engage with the community while being on foot or a bicycle.

### **Establish a Monitoring and Benchmarking Program**

The BPC should devise ways of monitoring overall activity, as well as preferred routes and destinations. The needs and preferences of the community will evolve over time. To ensure that Town officials and planners can respond effectively, there should be an established methodology for tracking these changes, evaluating current programs, and generating new priorities.

### **Become Registered as a Bike Friendly Community**

The Town could choose to apply for a designation from the American League of Bicyclists to become a certified Bike Friendly Community. This designation, offered at various levels from Bronze to Platinum status, not only affords the Town more guidance for developing a bike friendly community, but it also recognizes the hard work by the community and the Town as a leader in cycling.

## **5.3.3 Infrastructure Action Steps**

### **Identify Funding Sources**

Federal, state, and local funding sources will be necessary to implement this Plan. No one source should be relied upon to complete all of the proposed recommendations. It is essential that local institutions find unique and alternative possibilities for funding to help fill gaps between official sources. Many of these initiatives are related to safety and public health.

#### **ACTION STEPS**

1. *Create the plan*
2. *Prioritize projects*
3. *Work with partners to seek non-local funding*
4. *Secure local capital for future funding match needs*
5. *Study priority projects for feasibility and property acquisition needs*
6. *Develop construction plans*
7. *Construct projects*
8. *Re-evaluate priorities*

### **Build the Priority Projects Outlined in this Plan**

The priority projects recommended in this report were selected because of their applicability to the present state of the active transportation environment in Fairmont. These short-term projects will enable the Town to more effectively move forward with policies and programs to promote safety and accessibility. Including these projects in the RPO's and NCDOT's Division 6 prioritization process, particularly for consideration in SPOT, will help make these recommendations a reality. Refer to Section 3 of this plan for more information on those projects and the opportunities and challenges associated with them.

### **Review the Applicability of Future Projects**

The infrastructure needs will change over time and need to be revised. While certain projects in Section 3 may have rated more highly than others in the present analysis of this Plan, they may not be ranked in the same order in the future. The Town and BPC should be mindful of these changing needs as they pursue their monitoring program and re-prioritize recommendations in the future.

5.3.4 Action Item Timeline

Table 6. Plan Implementation Action Item Timeline

Strategy	Contributing Stakeholders	Lead Agency/ Stakeholder	Time Frame	Duration
<b>POLICY</b>				
Adopt This Plan	Town Council	Town of Fairmont	Immediate	Initial
Finalize the Bicycle and Pedestrian Committee	Town Staff, Bicycle Pedestrian Committee	Town of Fairmont	Immediate	Periodic
Continue to Enforce State and Local Regulations	Town Staff, Law Enforcement, Bicycle Pedestrian Committee	Police	Near Future–Long-Range	Ongoing
<b>PROGRAM</b>				
Create Educational Outreach Programs	Bicycle Pedestrian Committee	Town of Fairmont	Near Future–Long-Range	Ongoing
Create Encouragement Outreach Programs	Bicycle Pedestrian Committee	Town of Fairmont	Near Future–Long-Range	Ongoing
Establish a Monitoring and Benchmarking Program	Town Staff, Bicycle Pedestrian Committee	Town of Fairmont	Immediate–Long-Range	Ongoing
Become Registered as a Bike Friendly Community	Town Staff, Bicycle Pedestrian Committee	Town of Fairmont	Long Range	Periodic
<b>INFRASTRUCTURE</b>				
Identify Funding Sources	Town Staff, Bicycle Pedestrian Committee	NCDOT & Town of Fairmont	Immediate–Long-Range	Periodic
Build the Priority Projects Outlined in this Plan	NCDOT, Lumber River RPO, Robeson County, Town Staff	NCDOT	Near Future–Intermediate	Ongoing
Review the Applicability of Future Projects	NCDOT, Lumber River RPO, Robeson County, Town Staff, Bicycle Pedestrian Committee	NCDOT	Long Range	Periodic

Time Frame:

- Immediate = initial steps in Plan, short-term;
- Near Future = implementation phases;
- Intermediate = final implementation phases;
- Long-Range = post-implementation, evaluation and maintenance phases

Duration:

- Initial = preliminary action;
- Ongoing = continual updates needed, no clear end;
- Periodic = occasional, non-specified miles ones



## 5.4 Performance Measures

Performance measures should be developed to evaluate this Plan's action items and programs. Baseline conditions should be gathered before any of the action items are implemented. This allows the Town and the BPC to track the progress of successful programs as they grow and mature. Determining which programs are effective and which ones are less effective within the Fairmont context will be critical in making future decisions regarding the full implementation of this Plan.

## 5.5 Funding Sources

Funding sources to consider moving forward include, but are not limited to, the following. Refer to Appendix B for more funding source options.

- **State Transportation Improvement Program (STIP)<sup>1</sup>**
- **Congestion Mitigation and Air Quality funding (CMAQ)<sup>2</sup>**
- **Surface Transportation Program-Direct Allocation funding (STP-DA)<sup>3</sup>**
- **State Street-Aid (Powell Bill) Program<sup>4</sup>**
- **NCDOT HSIP Hazard Elimination Program<sup>5</sup>**: Safety grant program utilizing federal and state funding to address safety and potential safety issues. Projects are selected based on a cost-benefit ratio with safety benefits being classified terms of crashes reduced.
- **Governor's Highway Safety Program Grant<sup>6</sup>**: Safety grant program specifically related to preventing crashes on North Carolina roads.
- **Eat Smart, Move More NC<sup>7</sup>**: Provides a variety of links and resources, including potential funding sources for public health initiatives.
- **Safe Routes to School<sup>8</sup>**
- **HUD State Community Development Block Grant Program<sup>9</sup>**: Provides assistance for community projects for smaller communities that benefit low to middle income households.
- **American Hiking Society's National Trails Fund Grant<sup>10</sup>**: Organization that offers micro-grants (\$500-\$3,000) to active members of the alliance of hiking organizations to improve hiker access or hiker safety. Recipient organization must be a 501(c)(3) non-profit
- **Fairmont Capital improvement Plan**
- **Private sponsorship**, potentially through healthcare providers such as the Robeson Health Care Corporation

**References**

1. NCDOT Strategic Transportation Investments (STI) <https://www.ncdot.gov/strategictransportationinvestments/>
2. Congestion Mitigation and Air Quality Improvement (CMAQ) [https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/)
3. Surface Transportation Block Grant Program (STBG) <https://www.fhwa.dot.gov/specialfunding/stp/>
4. State Street-Aid (Powell Bill) Program <https://connect.ncdot.gov/municipalities/state-street-aid/pages/default.aspx>
5. NCDOT Highway Safety Improvement Program (HSIP) <https://connect.ncdot.gov/resources/safety/pages/nc-highway-safety-program-and-projects.aspx>
6. Governor's Highway Safety Program <https://safety.fhwa.dot.gov/hsip/>
7. Eat Smart, Move More NC <http://www.eatsmartmovemorenc.com/Funding/Funding.html>
8. Safe Routes to School <http://www.saferoutesinfo.org/program-tools/funding>
9. NC Department of Commerce – Community Development Block Grants <https://www.nccommerce.com/ruraldevelopment/state-cdbg/grant-categories>
10. American Hiking Society <https://americanhiking.org/national-trails-fund/>

# A Appendix A: Guidelines and Facilities

## A.1 Types of Cyclists

### **Advanced Bicyclists – Very small percentage of population**

Advanced bicyclists are exemplified by bicyclists who are willing to ride on a variety of roadway surfaces regardless of weather conditions. Due to their experience and skill, these bicyclists can reach higher speeds than other user types, allowing them to comfortably share roadway connections with motor vehicles. Therefore, advanced bicyclists tend to prefer direct routes on roadways over separate bicycle facilities, such as greenways.

### **Confident Bicyclists – Small percentage of population**

Confident bicyclists are characterized by a wide variety of users, including commuters, recreationalists, racers, and utilitarian bicyclists. While these bicyclists are fairly comfortable with riding on all types of bikeways, they may choose a less direct route in favor of a preferred facility type, such as low traffic roadways or multi-use paths when available.

### **Casual Bicyclists – Majority of population**

Majority of bicyclists are casual riders, users who typically only utilize low traffic roads or multi-use trails under favorable conditions. These bicyclists often perceive traffic and other safety issues as significant barriers to their travel. While casual bicyclists maintain a concern for the safety of their interactions with the transportation network, they may become “Confident Bicyclists” as they gain experience.

### **Non-riders – Large percentage of population**

Non-riders do not ride bicycles for a variety of reasons, including safety concerns, economic issues, or a lack of bicycle friendly facilities. While a portion of this group will not ride a bicycle under any circumstances, a significant number may eventually become bicyclists with time, education, and infrastructure improvements.

## A.2 Types of Facilities

There are a variety of infrastructure and facility types available for the Town of Fairmont to consider. These help promote convenient and safe access to desired destinations within the Town of Fairmont. A wide variety of bicycle, pedestrian, and shared use facilities are outlined in this section to provide options for this Plan, as well as subsequent transportation planning in Fairmont.

### A.2.1 Bicycle Facilities

#### **Bike Lanes**

Dedicated bicycle lanes serve the needs of the greatest variety of bicyclists, particularly when installed on roads with higher speeds and traffic volumes. These lanes should be a minimum of 4 feet wide on a consistent surface and include standard pavement markings and signs. By visually distinguishing a bicycle-only travel



lane, bike lanes allow bicyclists to travel at their preferred speed with minimal interference from surrounding traffic. Bike lanes are most effectively implemented in curb-and-gutter settings with few driveways. In terms of cost of maintenance, bike lanes are very similar to paved shoulders. Overall, bike lanes act as the central feature of a complete bicycle network, fully integrating the use of bicycles as a vehicle within the transportation network as a whole.

### **Shared Use Paths (Independent Right-of-Way [ROW])**

Unlike bike lanes, shared use paths physically separate users from motor traffic. Shared use paths include sidepaths (within the roadway ROW), greenway trails (natural corridors), rail-trails (along an existing or former railroad ROW), and other paved facilities built specifically for bicycle and pedestrian traffic. To adequately accommodate both pedestrians and bicyclists, these pathways should be at least 10 feet wide. Existing shared use paths that are less than 10 feet wide are good candidates for widening as those paths are repaved over time. Shared use paths provide the best protection from motor traffic, except at roadway crossings.

#### **Sidepaths**

While path alignments in independent ROW are generally preferred, sometimes existing roads provide the only corridors available. Sidepaths are a specific type of shared use path that run adjacent to the roadway, where ROW and other physical constraints dictate.

The American Association of State Highway and Transportation Officials (AASHTO) guidance discusses the potential conflicts associated with sidepaths, and also provides guidelines for their consideration where certain conditions exist. Among other guidelines, AASHTO recommends a minimum distance of 5 feet between paved shoulder and sidepath; along high-speed roadways, AASHTO recommends greater than 5 feet of separation. Sidepaths are most appropriate along roadway sections with relatively few intersections and driveways.

### **Shared Lane Markings/Sharrows**

Shared lane markings, also called sharrows, provide guidance to both motorists and bicyclists. While shared lane markings remind motorists of the presence of bicyclists, they also assist bicyclists with positioning within the lane on roads that cannot facilitate bike lanes. The arrow also serves its purpose to remind bicyclists of the correct travel direction, along with traffic, which is very important considering the frequent occurrence of bicyclists incorrectly traveling against traffic.

### **Paved Shoulders**

In rural areas, paved shoulders can be especially useful to bicyclists. Four-foot-wide paved shoulders allow bicyclists to travel adjacent to through traffic on a paved surface. Where posted speed limits are 55 mph or greater, five-foot-wide shoulders may be preferred. Although paved shoulders are the typical bike facility in rural areas, some bicyclists do not prefer these due to the accumulation of litter posing a safety hazard.

## Bicycle Facility Examples



Bike Lane (Chapel Hill, NC)

*NCDOT*



Shared Use Path

*VHB*



Sidepath (Duck, NC)

*VHB*



Shared Lane Markings/Sharrows

*VHB*



Paved Shoulders

*NCDOT*

## A.2.2 Pedestrian Facilities

### Sidewalks

Sidewalks are pedestrian facilities that should be a minimum of 5 feet wide, and where possible should include a landscaped strip between the sidewalk and roadway (see typical cross section below). Where sidewalk is provided on one side of the road only, consideration should be given to a wider facility (8 to 10 feet). All sidewalks should be accessible by curb cuts with ramps to help comply with the Americans with Disabilities Act (ADA) of 1990.

### Crosswalks

Crosswalks, whether marked or unmarked, legally exist at all intersections except in prohibited areas. Marked crosswalks emphasize the pedestrian right-of-way to motorists and are typically 10 feet wide. Crosswalk markings can be distinguished by a variety of patterns, including traditional and high-visibility. While traditional crosswalks consist of two lines perpendicular to the direction of motorist travel, high visibility crosswalks utilize two-foot-wide longitudinal bars parallel to motorist travel, increasing pedestrian visibility to motorists.

Busier downtown locations may employ raised median refuge islands to provide safe spaces for pedestrians to rest or wait for traffic to pass before continuing to cross. Pedestrian refuges not only provide safety and visibility for crossing pedestrians, they may also calm traffic in downtown corridors and encourage pedestrians to cross at designated points rather than at unmarked locations. Since pedestrian refuges may block the turning movements of vehicles out of commercial and residential driveways, additional consideration should be taken for the effects of raised medians on traffic operations.

### Raised Crosswalks

Raised, marked crosswalks can make pedestrians more visible to oncoming traffic and provide traffic calming benefits at highly trafficked locations. Usually, signage accompanies these crosswalks, indicating to vehicles that a raised pedestrian crossing is ahead. Detectable, textured warnings at the edge of the raised crosswalk alert visually impaired pedestrians that they are entering the roadway.

### Curb Ramps

To help meet ADA requirements, both ends of a crosswalk should have curb cuts with a gently sloping ramp where the crosswalk meets the adjoining sidewalk. The FHWA link in this section provides more information on crosswalk design and specifications

### Curb Extensions

Curb extensions are extensions of sidewalks that effectively narrow the roadway and calm traffic. They prioritize pedestrian safety by reducing crossing distance, improving pedestrian visibility, and reducing the speeds of passing vehicles. Curb extensions also serve a secondary purpose of protecting on-street parking. However, curb extensions should not protrude into a bike lane.

### Pedestrian Signals

At signalized intersections, pedestrian countdown signals can facilitate crossings at high volume roads. At unsignalized intersections and mid-block crossings, signage and rectangular rapid flashing beacons (RRFBs) can alert drivers to the presence of pedestrians. RRFB devices work well at locations with intermittent pedestrian activity, where they will not disrupt traffic with a high volume of crossings. Locations with higher crossing volumes may consider raised pedestrian refuges instead.

For more information, the FHWA provides guides for planning active transportation in small towns and rural areas (Small Town and Rural Multimodal Networks (2016)) as well as design guidelines for sidewalks and trail networks (Designing Sidewalks and Trails for Access [1999 & 2001]).

### Pedestrian Facility Examples



Sidewalk  
*NCDOT*



Crosswalk  
*VHB*



Raised Crosswalk  
*VHB*



Curb Ramp  
*NCDOT*





Curb Extensions

*NCDOT*

Pedestrian Signal - RRFB

*VHB*

### A.3 Design Guidelines for Facilities

This section describes certain general minimum standards, but specific projects should rely on federal and state resources to establish specific design criteria as part of project implementation. The final section of this section provides a list of useful online resources by source.

#### A.3.1 National Guidelines

##### **AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities**

The American Association of State Highway and Transportation Officials (AASHTO) is a non-profit organization with the goal of supportive multimodal transportation for the entire United States. The AASHTO Pedestrian Guide provides guidance on the planning, design, and application of various types of pedestrian facilities. The project team used this guide to help develop the recommendations in this Plan, and future updates to this Plan should involve consulting the guide. It will also provide specific guidance for design criteria of individual projects during the implementation phase.

##### **AASHTO Guide for the Development of Bicycle Facilities**

The AASHTO Bicycle Guide provides similar types of guidance as the AASHTO Pedestrian Guide, and should be consulted in a similar manner as priority projects are advanced into design and construction.

##### **Federal Highway Administration (FHWA) Guidance**

FHWA provides guidance for accessibility, design, and facility operations. Often, these are in the form of standalone publications that target a specific issue in transportation, such as planning in small towns and facility design. Their resources are especially helpful for state and local governments who wish to implement the best practices.

### **Manual on Uniform Traffic Control Devices (MUTCD)**

The MUTCD provides guidance on the use, design, and application of control devices such as signs, pavement markings, and signals. This manual defines the design criteria for specific implementation projects. The project team consulted the MUTCD during preparation of this Plan.

MUTCD approved the current standard in 2009, with interim approvals subsequently passed to update portions of the Manual with the current state-of-the-practice. The next official version of the MUTCD is expected to be approved in 2018.

### **United States Access Board**

The US Access Board provides standards and guidelines for accessibility consistent with ADA.

## **A.3.2 North Carolina Guidelines**

### **MUTCD**

North Carolina has its own supplement to the MUTCD to provide additional guidance on very specific issues, such as the implementation of speed limit signage. For more general instruction on signage and traffic markings, consult the national MUTCD provided by FHWA.

### **Pedestrian Crossing Guidelines**

This guide is designed to help local communities evaluate the existing conditions at pedestrian crossings in North Carolina. With this evaluation, it may be used to assess potential improvements based on these conditions. This guide is not designed to prioritize improvements, or assess the connectivity of a local pedestrian network. Additionally, this guide may not apply in special circumstances such as school crossings.

### **Complete Streets Planning and Design Guidelines**

NCDOT describes guidelines for pedestrian and bicyclist facilities in their publication Complete Streets Planning and Design Guidelines. This guide is designed to help communities plan for a variety of transportation modes. Through this multimodal approach, communities can become more active, sustainable, and connected.

### **Traffic Engineering Policies, Practices and Legal Authority (TEPPL)**

This comprehensive resource provides a complete authority on federal and state policies and regulations regarding all transportation issues. This resource should be used as a library for very intricate details regarding policy issues affecting active transportation.

### A.3.3 Useful Web Links By Source

#### **FHWA**

Manual on Uniform Traffic Control Devices (2009): <https://mutcd.fhwa.dot.gov/>

Bicycle and Pedestrian Program Publications: [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/)

#### **NCDOT**

WalkBikeNC: <https://www.ncdot.gov/bikeped/walkbikenc/>

Manual of Uniform Traffic Control Devices-North Carolina Supplement (2009): <https://connect.ncdot.gov/resources/safety/Documents/>

Pedestrian Crossing Guidance: [https://connect.ncdot.gov/resources/safety/Teppl/TEPPL%20All%20Documents%20Library/Pedestrian\\_Crossing\\_Guidance.pdf](https://connect.ncdot.gov/resources/safety/Teppl/TEPPL%20All%20Documents%20Library/Pedestrian_Crossing_Guidance.pdf)

Complete Streets Planning and Design Guidelines: <https://connect.ncdot.gov/projects/BikePed/Pages/Complete-Streets.aspx>

Traffic Engineering Policies, Practices, and Legal Authority (TEPPL): <https://connect.ncdot.gov/resources/safety/Teppl/Pages/tepl.aspx>





# B Appendix B: Funding

## Federal Funding

In 2015, a five-year transportation funding authorization program was signed called the Fixing America's Surface Transportation (FAST) Act. The FAST Act includes several funding programs that may be used for constructing bicycle and pedestrian transportation improvements. Unless otherwise noted, NCDOT is responsible for selecting which projects will receive these federal funds.

### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) aims to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads. The NCDOT HSIP follows a data-driven approach to selecting safety projects, selecting design options (often referred to as "countermeasures"), and evaluating performance. NCDOT traffic engineers work with local agencies to evaluate high-crash locations as possible HSIP projects.

Local agencies should contact their respective Division office to discuss bicycle and pedestrian safety concerns along local or State-owned roadways. HSIP-funded bicycle and pedestrian improvement projects often do not require a local funding match. Common HSIP-funded project types include pedestrian hybrid beacons, road diets, pedestrian refuge medians ("crossing islands"), and pedestrian signals at marked crosswalks.



Diagram of the HSIP Process (FHWA)

### Surface Transportation Block Grant (STBG) Program

This program is very similar to the previous Surface Transportation Program, and it is designed to respond to local transportation needs across all modes. Within this program is a funding set aside called the Transportation Alternatives Program (TAP). Bicycle and pedestrian improvements are the most common type of project funded with TAP dollars. Common STBG or TAP projects include sidewalks and greenways.

Per the NC STI law, local agencies must provide a 20% non-federal (local) match to receive STBG or TAP funding for a bicycle or pedestrian project. Town staff should consult with NCDOT staff to develop cost estimates for future construction projects and discuss options for administering federally-funded projects. Local staff should plan to devote significant time to administering federally funded projects.

### Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The Town of Fairmont is not located in a CMAQ non-attainment or maintenance region, and therefore CMAQ funds would not be available for bicycle and pedestrian improvement projects.



### Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants

TIGER Grants are awarded to local and state agencies through a highly competitive application and selection process. In 2016, the eighth round of TIGER grants were announced, going to multi-modal and regional transportation projects. TIGER funds are separate from the FAST Act, and may be subject to future federal budgetary adjustments. Local agencies should watch for future announcements for TIGER grants and consult with NCDOT when considering and application.

## State Funding



### Strategic Transportation Investments (STI)

The Strategic Transportation Investments (STI) law defines the overall structure and criteria for distributing NCDOT's federal and state transportation dollars among new projects. Bicycle and pedestrian projects are eligible within the STI Division Needs funding tier, meaning it will compete for dollars, across all modes and with other communities in the same NCDOT Highway Division.

STI follows a data-driven scoring process for all transportation projects. Each mode has a separate scoring methodology, described by the Strategic Mobility Formula (sometimes referred to as "SPOT"). The SPOT 4.0 version of the formula used to score bicycle and pedestrian projects considers the following criteria:

- Safety (15%)
- Access (10%)
- Demand (10%)
- Connectivity (10%)
- Cost-Effectiveness (5%)
- Local Input (50%)

A project's Safety score is determined by the number of bicycle and pedestrian crashes near the proposed project site within the past 5-7 years, the posted speed limit along the nearest roadway corridor, and a defined "safety benefit" of the proposed improvement.

A project's Access score is determined by the number of important destinations (parks, schools, transit hubs, and transit centers) within proximity of the proposed improvement.

A project's Demand score is determined by the average density of households and employees located within proximity of the proposed improvement. The formula takes second homes and rental housing into account for highly-tourist areas or communities with high college-student populations.

A project's Connectivity score is determined by the degree the proposed improvement separates cyclists or pedestrians from the roadway (shared use paths) and whether the improvement connects to a similar-type facility.



Lastly, cost effectiveness is considered. Cost effectiveness is calculated by totaling the scores for the other four criteria and dividing that number by the estimated cost of the project.

The other factor in calculating the final score of a bicycle and pedestrian project is its Local Input score. The respective Highway Division and RPO/MPO may each add points to a project (any mode eligible under the Division Needs tier). Each Division or RPO/MPO have limited points to allocate among all modes, and this factor accounts for 50% of the project's total score.

Local agencies should work closely with their MPO/RPO and Division offices to submit a proposed project and offer suggestions for how local input points should be assigned. The methodology a Division or MPO/RPO follows for allocating local input points differs, but most consider factors such as cost effectiveness, access to major activity centers, and local support for the project.

### NCDOT Spot Safety Program Funds

The NCDOT Spot Safety Program constructs smaller improvement projects to address safety issues. The maximum Spot Safety funds per project is \$250,000. A NCDOT committee recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. The committee considers criteria such as the frequency and severity of crashes, levels of traffic congestion, pedestrians and school access, and local support.

### Contingency Funding

Contingency funding is a discretionary funding source appropriated through the annual State budget for small construction projects. Local agencies should contact their NCDOT Division Engineer or state Representative/Senator to discuss smaller scale improvements, such as sidewalks or intersection improvements. Contingency funding is approved by the NCDOT BOT throughout the calendar year.



### Complete Streets

Per the 2009 NCDOT Complete Streets Policy and following design guidelines describing how NCDOT will cost-share bicycle and pedestrian improvements, a local agency may request bicycle and pedestrian accommodations as part of a major

highway or bridge replacement project. The various policies describing the share of the improvement costs for pedestrian accommodations are described on the website for the NCDOT Bicycle and Pedestrian Division.

Sidewalk improvements to a roadway widening or bridge replacement project may be considered if the Town has sidewalks leading to the roadway project extents. Also, NCDOT may ask the Town to pay for part of the cost of constructing the sidewalk and for acquiring additional right of way required for the sidewalk. In-road bicycle lanes, shared lane markings, or shoulders that will be maintained by NCDOT may not require a cost-share from the Town.

As with major roadway widening and bridge projects, NCDOT may consider bicycle and pedestrian improvements as part of routing resurfacing projects. NCDOT will consider whether the existing roadway right-of-way will accommodate additional pavement width, if necessary. Oftentimes, NCDOT does not own right-of-way along rural roadways, so adding shoulder width in these areas can be difficult. If the resurfacing project will impact an intersection curb with a sidewalk approach, NCDOT may be required to install ADA-compliant curb ramps. The Town should watch NCDOT's resurfacing schedule and request bicycle and pedestrian accommodations where possible.



### **North Carolina Parks and Recreation Trust Fund (PARTF)**

PARTF provides grants to local governments to assist with public park and recreation projects, including trails and greenways. PARTF is administered by the NC Division of Parks who annually solicits applications from local agencies for funding. Local governments can apply to acquire land for parks and build trails or greenways for public use. A proposed must be located on a single site. A local agency must provide a local match equal to or greater than 50% of the total cost of the project, but the appraised value of land to be donated to the local agency can be used as part of the match.

## C Appendix C: Public Input

- Public survey summary
- Steering Committee Meeting #1 summary
- Steering Committee Meeting #2 summary
- Public Workshop #1 summary
- Steering Committee Meeting #3 summary
- Public Workshop #2 summary

# Town of Fairmont Comprehensive Bicycle and Pedestrian Plan

Wednesday, March 15, 2017

 SurveyMonkey

## 56

Total Responses

Date Created: Friday, September 09, 2016

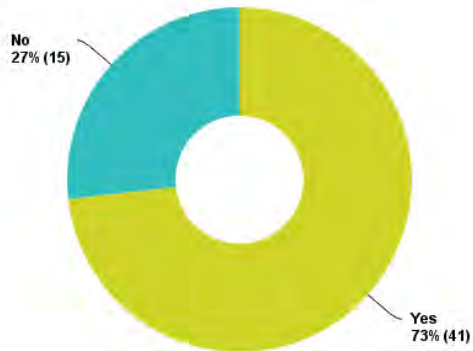
Complete Responses: 52

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## Q1: Do you currently walk in Fairmont?

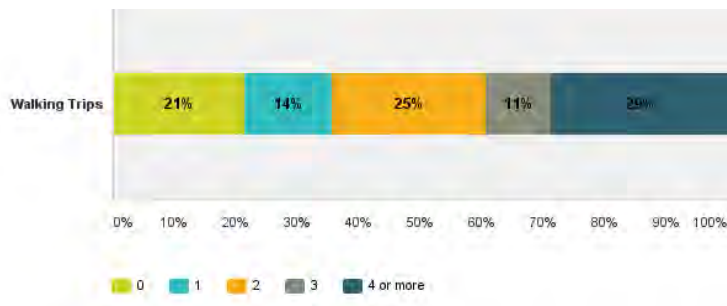
Answered: 56 Skipped: 0



Answer Choices	Responses	Count
Yes	73%	41
No	27%	15
<b>Total</b>		<b>56</b>

## Q2: How many walking trips do you make in a typical week (commute, errands, or recreation)?

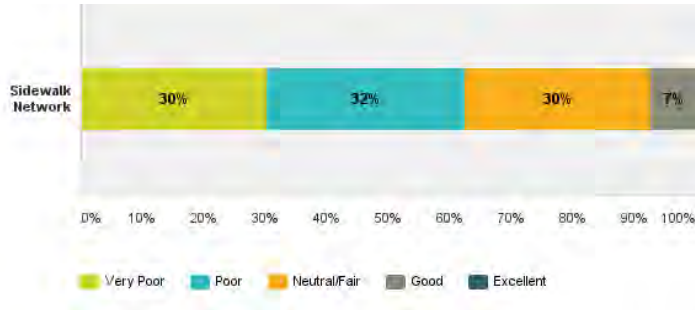
Answered: 56 Skipped: 0



	0	1	2	3	4 or more	Total	Weighted Average
Walking Trips	21%	14%	25%	11%	29%	56	3.11
	12	8	14	6	16		

### Q3: How do you rate the overall network of sidewalks?

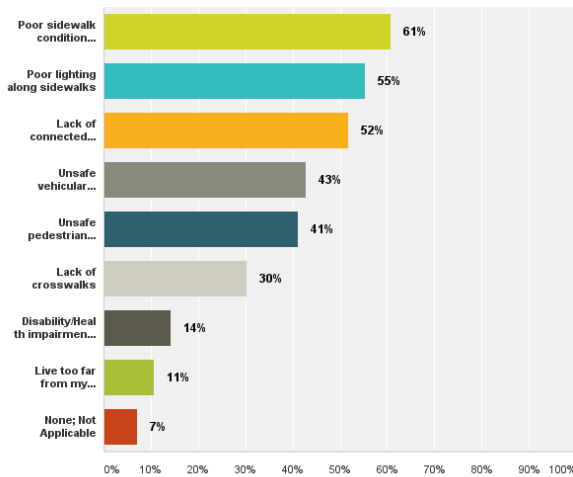
Answered: 56 Skipped: 0



	Very Poor	Poor	Neutral/Fair	Good	Excellent	Total	Weighted Average
Sidewalk Network	30%	32%	30%	7%	0%	56	2.14

### Q4: In your opinion, which of the following prevent you from walking more frequently? (Check all that apply)

Answered: 56 Skipped: 0



Answer Choices	Responses
Poor sidewalk condition (sloped, cracked, overgrown)	61% 34
Poor lighting along sidewalks	55% 31
Lack of connected sidewalks (gaps)	52% 29
Unsafe vehicular traffic/speed	43% 24
Unsafe pedestrian crossing of roadways	41% 23
Lack of crosswalks	30% 17
Disability/Health impairment (too few accommodations)	14% 8
Live too far from my favorite destinations	11% 6
None; Not Applicable	7% 4
<b>Total Respondents: 56</b>	

### Q5: Do you currently ride a bicycle in Fairmont?

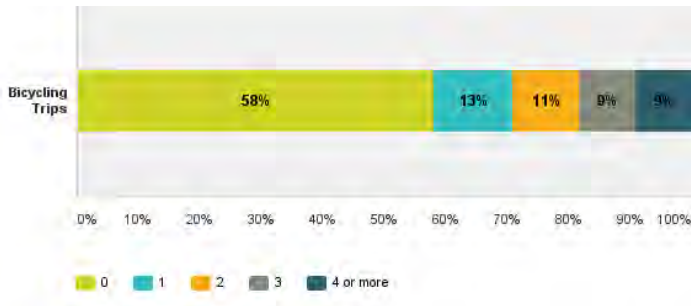
Answered: 55 Skipped: 1



Answer Choices	Responses
Yes	36% 20
No	64% 35
<b>Total</b>	<b>55</b>

### Q6: How many bicycling trips do you make in a typical week (commute, errands, or recreation)?

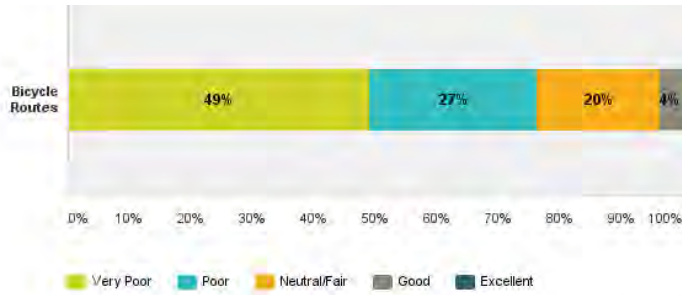
Answered: 55 Skipped: 1



	0	1	2	3	4 or more	Total	Weighted Average
Bicycling Trips	58% 32	13% 7	11% 6	9% 5	9% 5	55	1.98

## Q7: How do you rate the overall network of bicycle routes?

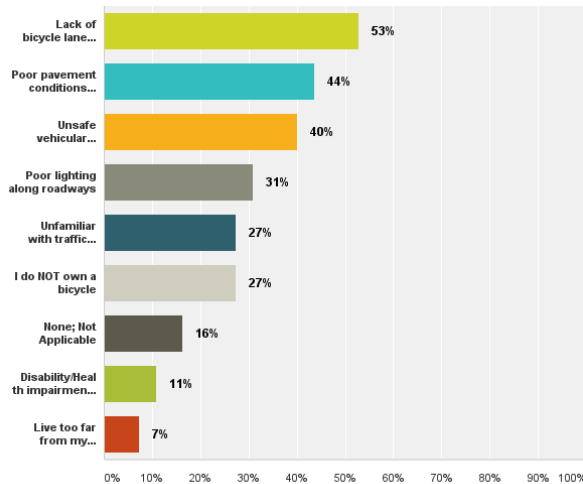
Answered: 55 Skipped: 1



	Very Poor	Poor	Neutral/Fair	Good	Excellent	Total	Weighted Average
Bicycle Routes	49%	27%	20%	4%	0%	55	1.78

## Q8: In your opinion, which of the following prevent you from bicycling more frequently? (Check all that apply)

Answered: 55 Skipped: 1

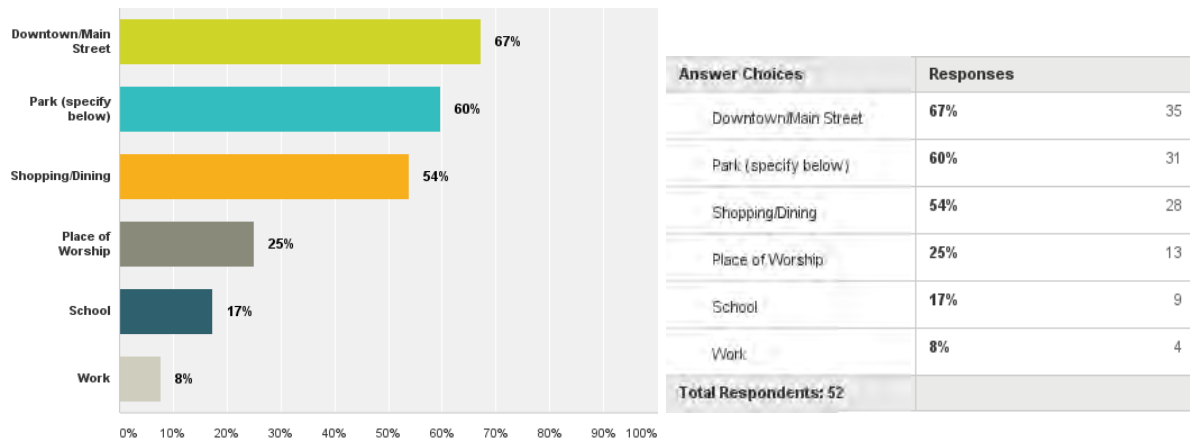


Answer Choices	Responses
Lack of bicycle lanes or shared lane markings	53% 29
Poor pavement conditions (bumps, cracks, debris, drainage)	44% 24
Unsafe vehicular traffic/speed	40% 22
Poor lighting along roadways	31% 17
Unfamiliar with traffic rules for bicyclists	27% 15
I do NOT own a bicycle	27% 15
None; Not Applicable	16% 9
Disability/Health impairment (Too few accommodations)	11% 6
Live too far from my favorite destinations	7% 4
<b>Total Respondents: 55</b>	



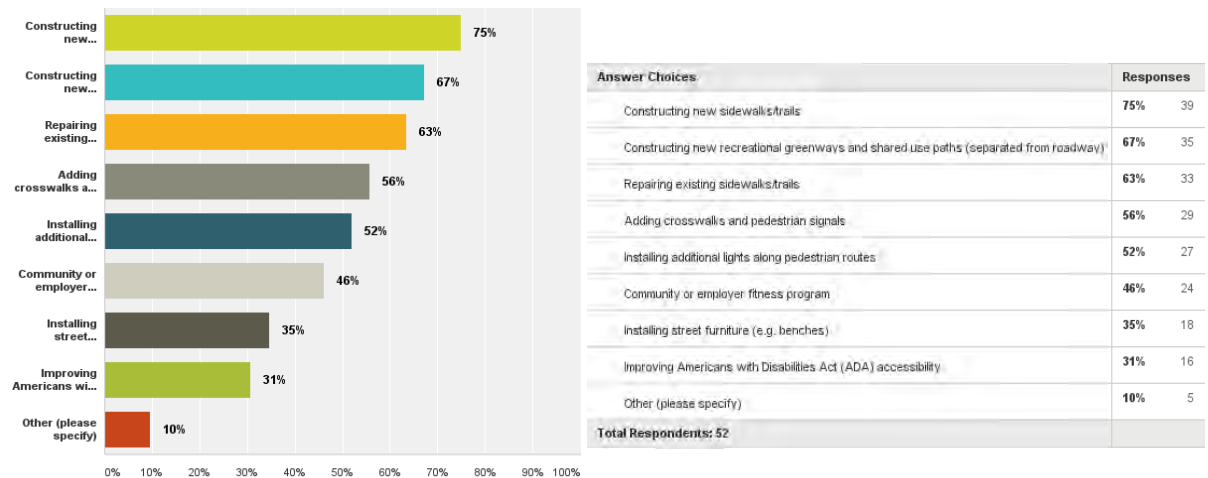
### Q9: What destinations would you most like to bike/walk to? (Check all that apply)

Answered: 52 Skipped: 4



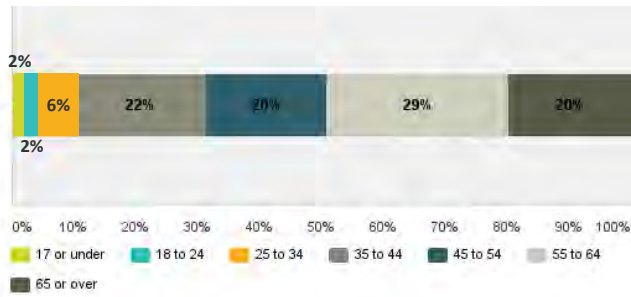
### Q10: In your opinion, which of the following would encourage you to bike/walk more frequently? (Check all that apply)

Answered: 52 Skipped: 4



## Q12: What is your age category?

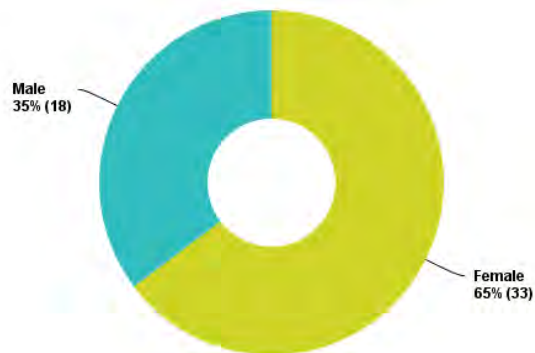
Answered: 51 Skipped: 5



Answer Choices	Responses	Count
17 or under	2%	1
18 to 24	2%	1
25 to 34	6%	3
35 to 44	22%	11
45 to 54	20%	10
55 to 64	29%	15
65 or over	20%	10
<b>Total</b>		<b>51</b>

## Q13: What is your gender?

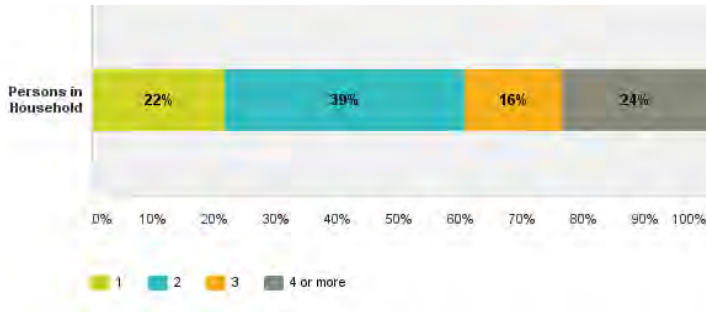
Answered: 51 Skipped: 5



Answer Choices	Responses	Count
Female	65%	33
Male	35%	18
<b>Total</b>		<b>51</b>

### Q14: How many total persons live in your household?

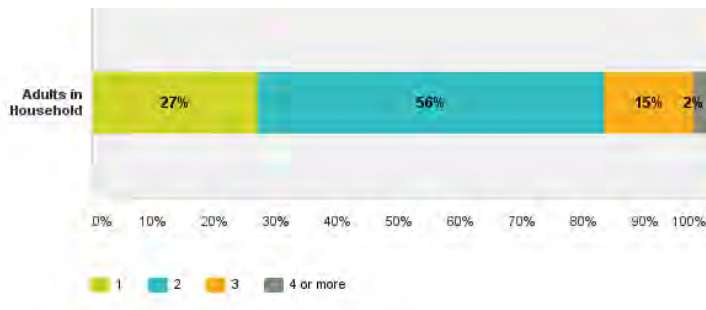
Answered: 51 Skipped: 5



	1	2	3	4 or more	Total	Weighted Average
Persons in Household	22%	39%	16%	24%		
	11	20	8	12	51	2.41

### Q15: How many adults (18 years or older) live in your household?

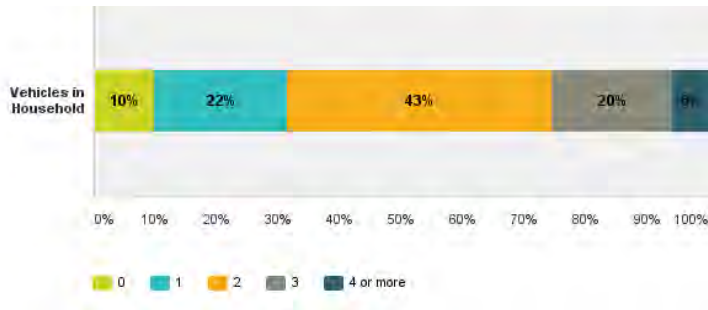
Answered: 48 Skipped: 8



	1	2	3	4 or more	Total	Weighted Average
Adults in Household	27%	56%	15%	2%		
	13	27	7	1	48	1.82

## Q16: How many vehicles are available to your household?

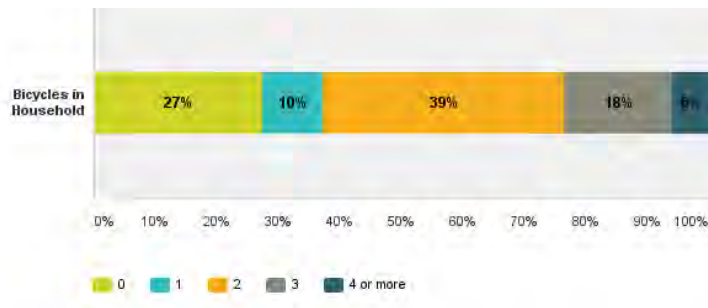
Answered: 51 Skipped: 5



	0	1	2	3	4 or more	Total	Weighted Average
Vehicles in Household	10%	22%	43%	20%	6%		
	5	11	22	10	3	51	2.90

## Q17: How many bicycles are available to your household?

Answered: 51 Skipped: 5



	0	1	2	3	4 or more	Total	Weighted Average
Bicycles in Household	27%	10%	39%	18%	6%		
	14	5	20	9	3	51	2.65



## Town of Fairmont Comprehensive Bicycle and Pedestrian Plan

### Q11 Please share your observations or thoughts about bicycling or walking in Fairmont.

Answered: 23 Skipped: 33

#	Responses	Date
1	Auto drivers often exceed the posted speed limits, esp. on Church St., Iona St., White Pond Rd/Pittman St. This makes bicycling or walking unsafe. Also, Robeson County drivers in general litter streets and roads. This makes walking or bicycling unpleasant. Let's make the community both safer and cleaner for everyone.	1/30/2017 10:24 PM
2	It is what is needed in this town for more reasons then one !!!!!!!	1/26/2017 10:39 AM
3	It's not safe due to lack of sidewalks and unsafe drivers	1/15/2017 12:55 PM
4	Fix one of the bridges in Fisher Park.	1/13/2017 3:59 PM
5	Fairmont would be a great place for bike lanes. The sidewalks are in very bad condition. We need roads to be upgraded along with installation of new sidewalks. Thanks!	1/13/2017 3:49 PM
6	Animals are the biggest concern, encountering dogs that are not tied up discourages walking or cycling more around the town of Fairmont.	1/10/2017 6:09 PM
7	We could be a healthier Town and community with more outreach programs for Citizens.	1/6/2017 2:59 PM
8	Fairmont is a pretty town to walk in. We need sidewalks in areas where there are none. It would be safer to ride bicycles if we had a dedicated lane on streets, or separate bike path.	1/6/2017 2:11 PM
9	For your average teen, I'd say it's pretty average. It's very scenic, which is always a plus, but the sidewalks could use some repairs.	12/15/2016 8:39 PM
10	First of all our, Fairmont needs our police to be more visible and not parked in their cars on their phones or just concentrating on speeding. We need safe trails to walk and bike in.	12/15/2016 10:57 AM
11	Multi-purpose bike trail and/or bike park would be great for kids and adults of all ages. The lot across from Fire Dept would be a great location. Current traffic and road conditions are big limitations for cycling in Fairmont. Check out Rails to Trails.	12/13/2016 8:32 PM
12	In the past, I jogged frequently, but often had to run in the street because of the dangers of tripping over cracked/raised sidewalks especially along church and Iona streets.	12/13/2016 8:11 PM
13	Traffic will run you over when walking and people never drive the speed limit so it is dangerous when walking on the road.	12/13/2016 7:38 PM
14	Would love bike paths especially for grandchildren. They ride daily considering weather conditions permit.	12/13/2016 5:34 PM
15	Would love LOVE bike lane and sidewalks on ALL streets in town limits!	12/13/2016 5:23 PM
16	As stated above, it's not very user friendly. I know we have the park and I am thankful for it. Again, I would love to use new, solid walk/ bike sidewalks with my family to avoid drivers. I would love for exercise, walking, biking to become a norm in Fairmont so decrease unhealthy behaviors, increase family and community time and less staring when someone just wants to enjoy the outdoors. I want to feel safe.	12/13/2016 3:22 PM
17	The town needs more sidewalks and bicycle lanes.	12/13/2016 12:43 PM
18	Fairmont has room for growth in developing more pedestrian and bicycling friendly areas/routes. Traffic speed in certain residential areas is sometimes a deterrent from bicycling or walking more. My husband and I cycle around town but sometimes out of town to lengthen our routes (fitness biking) and traffic speed is of course more of a concern. I think designating or creating biking routes in town at least, and, if possible, out of town, is an excellent idea and will improve our community living and attraction to Fairmont.	12/12/2016 12:07 PM
19	It's too dark especially without markings for bicycles.	12/2/2016 6:19 PM
20	There should be more exercise options for people with disabilities.	11/30/2016 3:34 PM
21	This will be an opportunity to get more exercise.	11/30/2016 11:34 AM
22	People use our community park to walk a lot but there is no sidewalk connecting the park to the rest of town so you either have to drive or walk on the road to get there.	11/30/2016 11:23 AM
23	When you have a disability, it is easier when you know that a route will be flat. If there are hills on a route, a person with a disability will have issues with the climb. Mapping out a route that is safe and easier to travel for a handicapped person would be good.	11/29/2016 2:31 PM



## Meeting Notes

Place: Fairmont Heritage Center  
207 South Main Street

Date: August 30, 2016

Notes Taken by: VHB

Project #: 38600.01

Re: Fairmont Bike/Ped  
Steering Committee Meeting #1

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### ATTENDEES

See sign in sheet

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These notes serve as meeting minutes from the project's initial Steering Committee meeting, held on Tuesday August 30, 2016 @ 2 PM, in Fairmont, NC.

### Steering Committee Members

Eight (8) members of the Steering Committee were present for the initial kickoff meeting. The sign in sheet is attached.

### Discussion

Timothy (VHB) serving as the transportation firm consultant opened the meeting with project background.

During introductions each member was asked to provide their response to **"This plan will be successful because..."** some of the key discussion involved:

- Improving motorist awareness of pedestrians, and areas of Town to expect pedestrians, particularly school zones, Main Street, and Town boundaries where speed limits abruptly change
- Identifying opportunities to measure walk distances, through signage, mile marking, or step counting tools along recreational trail loops
- Identifying individuals or departments to serve as "Champions" of initiatives that promote biking and walking
- Connect sidewalks to shopping centers (grocery stores) for nearby residents
- Provide opportunities for the elderly population to get out of their homes, socialize with other residents, and seek low-impact recreation for improving healthy, active lifestyles
- Improve socialization opportunities for residents through more walking around Town
- Seek grant funding opportunities for sidewalk and lighting improvements, park planning, construction of ADA-compliant loops/paths, and addition of adult exercise equipment within public parks
- Working with Lumber River COG to rework the current zoning plan, and develop a future land use plan

### VHB Action Items

1. Coordinate schedules for Steering Committee Meeting #2 and Public Meeting in late September
2. Research funding opportunities (include within report sections for non-physical improvements) relating to: (a) Active Routes to School, (b) Safe Routes to School programs, and (c) Physical Activity in the Built Environment

3. Research Mt. Gilead grant program for providing tricycles for the elderly
4. Review Southern Pines program for providing separated side paths for golf carts and bicycles
  - a. Coordinate with Town of Duck pedestrian plan that provided similar side paths along NC-12
5. Revise existing conditions mapping based on field notes, and submit for review
6. Prepare online survey prior to Public Meeting

#### **Stakeholder Group Fairmont Action Items**

7. Coordinate public outreach for Public Meeting in late September; identify location, date, and time
8. Review online survey questions and possible responses; provide comments to VHB
9. Summarize Town of Fairmont events/festivals for project report (1-paragraph each), including:
  - a. May Day Fun Festival and Parade
  - b. Fairmont Farmers Festival
  - c. Fairmont Heritage Days Festival
  - d. Concert in the Park
  - e. Other festivals
10. Provide NCDOT 3-year plan for roadway resurfacing projects, and list of planned intersection improvement projects (4 intersections along Walnut Street)
11. Locate and provide context for bus stop locations supporting regional employment trips
12. Review VHB's existing conditions maps (posted speed limits, roadway lanes, existing sidewalks, etc.)

#### **Attachments**

Sign in sheet

Presentation slides



Meeting Agenda

Meeting Sign-in Sheet

	Name	Dept/Office	Email
1	Chuck Miller	NCDOT-Div 6	CSMILLER@NCDOT.GOV
2	Barbara Rogers	Resident	rover15@nc.rr.com
3	James Rogers	"	rover15@nc.rr.com
4	Kateina Y. Tatum	Town of Fairmont	ktatum@fairmontnc.com
5	Jonathan Evans	Police Dept.	jevans@fairmontnc.com
6	Monte McCallum	Town of Fairmont	MONTEWRCALLUM@gmail
7	Nick Scheuer	NCDOT <sup>Bike</sup> <sub>Rec</sub>	nrscheuer@ncdot.gov
8	Timothy Treschlay	VHB	ttreschlay@vhb.com
9			
10			
11			
12			
13			
14			
15			





## Meeting Notes

Place: Fairmont Heritage Center  
207 South Main Street

Date: December 14, 2016

Notes Taken by: VHB

Project #: 38600.01

Re: Fairmont Bike/Ped  
Steering Committee Meeting #2

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### ATTENDEES

See sign in sheet

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These notes serve as meeting minutes from the project's second Steering Committee meeting, held on **Wednesday December 14, 2016 @ 3:00 PM**, in Fairmont, NC.

Seven (7) members of the Steering Committee were present for this meeting. The sign in sheet is attached.

### Discussion

*"This project will be successful because ... "*

- The Town is in a growing mode, and must capitalize on its historic roots. This plan will better Fairmont.
- A Bicycle and Pedestrian Plan is needed for further development. Would like to capitalize on walk up business for new restaurant and other business opportunities in downtown. "We really need the plan."
- New growth, new innovation that citizens and City Council will bring forward.
- Recently completed Robeson County Comprehensive Plan with a Health and Wellness Component:  
<http://publichealth.southernregionalahec.org/robeson/docs/3-10-2014%20DRAFT%20Robeson%20County%20Comp%20Plan.pdf>
  - We need to get people out and walking and moving and connecting.
  - Growth is not just about building housing but also health, there is a large portion of the community that lacks transportation options.
- We are all invested in the Town and that is key to any growth and momentum.
- Every type of bicycle and pedestrian project started with this process. This Town's street network is set up to be walkable, we just have to ensure connectivity and close the gaps.

*Significant Destinations:*

- Greenbrier Senior Living Community destination (703 S Walnut Street)

*Opportunities:*

- Fairmont Town Board has the authority to reduce the speed limit and install stop signs.
- NCDOT could help by installing advanced warning signage of reduced speed limit ahead along Happy Hill Road, the objective is to slow vehicles in advance of the roadway curve near the intersection of Happy Hill Road and Industrial Drive, where the posted speed reduces from 55 mph to 35 mph.

### *Important Corridors:*

- Iona Street is posted as 35 mph, however reduced to 25 mph within School Zone (Fairmont Middle) only during school hours (7:15 – 8:15 AM; 2:10-3:10 PM).
  - 35 mph sign located at end of school zone for 2 blocks; unnecessary

### *Evaluation Criteria to rank future projects:*

- Cost: rephrase as "potential grant funding/**funding availability**"
- Ease of implementation: rephrase as "**time frame**"
- Add: "**steering committee priority**"
- Add: "**health and wellness/socialability**"

### *Cut Sheet Projects:*

- #1: Questions remain over ownership of former railroad ROW. People already use this area to walk. Mr. Floyd purchasing land to the east.
- #2: Most vehicle crashes occur along South Walnut Street near Roses/IGA shopping center driveway.
- #3: (no comments)
- #4: Citizens will use potential bike lane as a sidewalk. Perhaps make this a buffered shoulder?
- #5: (general agreement)
- #6: (general agreement)

### **VHB Action Items**

1. Summarize public comments and figure mark ups for report process
2. Develop project recommendations for review/prioritization in January, 2017

### **Stakeholder Group Action Items**

3. Promote online survey link [www.surveymonkey.com/r/BikeWalkFairmont](http://www.surveymonkey.com/r/BikeWalkFairmont) to as many persons as possible
4. Advertise next public meeting, scheduled for **Wednesday January 11, 2017**
5. Describe/summarize any previous education or encouragement programs/events/initiatives for project report
  - a. Walking School Bus or Walk to School Day events
  - b. Bicycle Rodeo (2006)
6. Develop list of Town roadways where 20 mph posted speed limit could be proposed
7. Provide three-year pavement rehabilitation plan from NCDOT Division 6, District 1 Engineer
8. Provide list of planned intersection improvement projects from NCDOT Division 6, District 1 Engineer

### **Attachments**

Sign in sheet, Presentation slides

**Town of Fairmont Comprehensive Bike-Ped Plan - Steering Committee Meeting #2**

	Name	Dept/Office	Email
1	Nick Scheuer	NCDOT	nrscheuer@ncdot.gov
2	Demetris Wright	Town of Fairmont	KTatum@fairmontnc.com
3	Kathina Pate	Town of Fairmont	" "
4	Gust Floyd	Citizen	gustfloyd@mindspring.com
5	Mace Grantham	Citizen	mace.grantham@gmail.com
6	Terry Evans	Commissioner Town of Fairmont	Terry e 104
7	Kara, Jan. Tschelby	VHFS	
8	Monte McCathum	Town Fairmont	MONTEMCCATHUM@gsaio
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Place: Fairmont Heritage Center  
207 South Main Street

Date: December 14, 2016

Notes Taken by: VHB

Project #: 38600.01

Re: Fairmont Bike/Ped  
Public Workshop #1

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## ATTENDEES

See sign in sheet

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These notes serve as meeting minutes from the project's first Public Workshop, held on **Wednesday December 14, 2016 @ 5:00 PM**, in Fairmont, NC.

### ***Community Priorities***

- Leesville Street is a priority corridor. Likely a paved shoulder facility due to ROW constraints.
- Happy Hill Road posted speed limit is 55 mph entering Town. Changes to 35 mph at Industrial Drive intersection, with curve in the roadway and homes near the roadway.
- Fairmont Community Park (598 South Main Street) is the destination for outdoor recreation.
  - Need to grow this asset and become the central location that connects paths/trails/sidewalks.
- Education component of this plan may be very significant.
- Elderly community may prioritize pedestrian improvement projects.
  - Primary medical center is in town center, on N. Walnut Street.
- Youths may focus on bicycling improvement projects, such as shared lane markings are priority.
- Children walk to elementary and middle school from neighborhood north of Bradshaw Street
- Intersection improvement for Main Street @ Railroad Street @ Bird Street @ Leesville Street
- Lighting improvements needed along: Leesville Road near bridge; N Morro Street behind Food Lion shopping center; E Pine Street; Pittman Street between Church Street and Iona Street
- Poor visibility locations
  - Along Marion Stage Road near Iona Street; posted speed limit changes 55 to 35 mph
  - Intersection of Walnut Street and Center Street
- Poor roadway maintenance conditions along Marion Stage Road
- Posted speed limit reduction to 20 mph (and sidewalks) suggested for:
  - Gertrude Street
  - Iona Street, east of Middle School
  - Liberia Street
  - Linden Street
  - Market Street
  - Martin Luther King Drive
  - N Morro Street
  - S Morro Street
  - Red Cross Street
  - Shocket Street
  - Stephens Street
  - N Trinity Street



- Speeding and traffic issues for on-road bicyclists along NC-41 south of Woodhue Street
- School bus traffic along NC-130 east of Walnut Street, near High School

#### **Potential Amenities for Education & Encouragement:**

- Positive response for “WalkFairmont” signage (<https://walkyourcity.org/>) to encourage and promote walkability to local destinations/events/resources
- Other wayfinding signage topics included discussion of:
  - Directional wayfinding: engage community through art, donations
  - Innovative traffic safety signs for vehicles
- Must adhere to the Manual on Uniform Traffic Control Devices (MUTCD) standards for anything within the roadway right-of-way
- Group Bicycle Ride event suggested. Coordinate with “Robeson Road Runners”.
- Bike Park concept: safe place for children to learn to ride a bicycle.
  - Suggested location is parcel south of Cottage St (NC-130) between South Main Street and South Walnut Street (NC-41), across from City Hall. Also adjacent to town-owned property along South Walnut Street (NC-41) used for community gatherings/events.
- Terry Evans is working to open school gym facilities to the public. May have an answer in the next month or so. Plan must prioritize sidewalk connections to schools/parks.

#### **Preliminary Network Recommendations**

- Connectivity and network creation concepts:
  - (1) Prioritize improvement along low traffic and low-speed roadways
  - (2) Prioritize connecting schools and parks
- Steering Committee evaluation criteria priorities:
  - Ease of implementation: short term projects over long term
  - Health and wellness: sidewalks that connects to parks
  - Focus on easy win projects, that connecting gaps
- Share the Road signage suggested for all 55 mph around the Town limits
- Town-maintained bridges along Floyd Street and Mitchell Street were damaged by hurricane flooding and may not be repaired/replaced.
- Potential recreational loop/greenway paths and sidewalk connections:
  - Along east side of S Morro Street, and around large property to the west of the golf course, connecting to Taylor Street.
  - Along Pittman Branch drainage lateral to Pittman Street northward to Iona Street
  - Along Leesville Street eastward to Industrial Drive southward, to Cottage Road (NC-130) westward to Main Street northward
- Extend sidewalk or Sidepath along Martin Luther King Drive westward to connect with Webster Street shared use path.

**Attachments** - Sign in sheet, Presentation slides



Meeting Agenda

Public Workshop #1

	Name	Tell Us About Yourself	"To improve bicycling and walking this plan should..."
	John Doe	Fairmont Resident	Connect neighborhoods with shopping centers
1	MONTE McCallum	Comm.	SAME AS ABOVE
2	Felecia Kester	Comm	Ensure safety & same as above
3	Alex Collins	Yes	Kid involvement & safety
4	TERRY EVANS	Comm	Keep vehicle AND the public away from at a safe distant
5	JAMES ROYAL	Retiree	INVOLVE IN SAFETY
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## Meeting Notes

Place: Fairmont Heritage Center  
207 South Main Street

Date: January 11, 2017

Notes Taken by: VHB

Project #: 38600.01

Re: Fairmont Bike/Ped  
Steering Committee Meeting #3

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### ATTENDEES

See sign in sheet

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These notes serve as meeting minutes from the project's third Steering Committee meeting, held on **Wednesday January 11, 2017 @ 3:00 PM**, in Fairmont, NC.

Seven (7) members of the Steering Committee were present for this meeting. The sign in sheet is attached.

The agenda involved a review of the project timeline, review of Steering Committee Meeting #2 and Public Workshop #1 from December, preliminary results from the online survey, review and prioritization of preliminary project recommendations, and a preview of the priority corridor network.

### Discussion

The project is in phase II (Analysis and Outreach) and entering phase III (Plan Development), with a tentative completion in April 2017.

#### *Public Survey*

The survey has been active for five (5) weeks, and we have 34 total respondents to date. Committee members suggested hard copies of the survey be prepared to be circulated to residents who may not have access to the Internet. Committee also suggested that we incentivize participation by offering a raffle for a \$50 Visa Gift Card at the completion of the survey.

VHB has revised the online survey to request telephone or email information in order to be entered into the raffle. VHB has forwarded the hard copy in PDF format for the Town to circulate, and collect. VHB will manually enter survey results after the survey closes, which is tentatively scheduled for February 1<sup>st</sup>.

Preliminary survey results are attached as a separate PDF. The main takeaway is that more sidewalks are the preferred improvement type, followed by greenways, repairing existing sidewalks, and crosswalks.

#### *Bike/Ped Crashes*

NCDOT recently released bike/ped crashes that includes the 2014 calendar year. This revised dataset added two pedestrian crashes (for a total of eight (8)) near Fairmont. The PPTX slideshow reflects these two new crash locations.

#### *Priority Corridors*

VHB prepared a priority corridors network containing (a) Primary, and (b) Secondary corridors. The committee discussed how these two categories establish the framework upon which a completed network of bicycle and pedestrian facilities will be created.

- Primary corridors serve as the “spine” and connect major destinations.
- Secondary corridors connect with primary, and allow for potential loops or trails.

#### *Draft Projects Review for Prioritization*

The Steering Committee chose the following evaluation criteria to score potential projects

- Community Priority
- Conflict Minimization
- Connectivity/Directness
- Funding Availability
- Health & Wellness
- Time Frame

VHB presented six (6) draft recommended projects for scoring according to the criteria above. The committee chose appropriate scores, and VHB will use this as a guide to score additional projects to complete the draft list of projects.

#### **VHB Action Items**

1. Identify and list draft recommendation projects, assign evaluation criteria scores, and circulate to Steering Committee for review and approval
2. Incorporate public workshop feedback into recommended projects and prioritization
3. Develop sections of the draft report, and send for review/edits

#### **Stakeholder Group Action Items**

4. Promote online survey link [www.surveymonkey.com/r/BikeWalkFairmont](http://www.surveymonkey.com/r/BikeWalkFairmont) to as many persons as possible
5. Distribute hard copies of the survey and collect
6. Describe/summarize any previous education or encouragement programs/events/initiatives for project report
  - a. Walking School Bus or Walk to School Day events
  - b. Bicycle Rodeo (2006) photos and description
7. Develop list of Town roadways where 20 mph posted speed limit could be proposed
8. Provide three-year pavement rehabilitation plan from NCDOT Division 6, District 1 Engineer
9. Provide list of planned intersection improvement projects from NCDOT Division 6, District 1 Engineer

#### **Attachments**

Sign in sheet, Presentation slides





Meeting Agenda

Steering Committee Meeting Sign-in *Wed Jan 11<sup>th</sup>, 2017*

	Name	Dept/Office	Email
1	Nick Scheuer	NC DOT	nvscheuer@ndot.gov
2	Janet Robertson	Lumber River RPO	jfr@lrcog.org
3	Monte McCallum	Town of Fairmont	MONTEMCALLUM@GMAIL
4	Jenny Larson	Town of Fairmont	jennyhlarson@bellsouth.net
5	Ronnie Seals	Town of Fairmont	ronnie.seals@att.net
6	Legusta Floyd	Citizen	gustfloyd@mindspring.com
7	Felecia Kesler	Town of Fairmont	colladyf@yahoo.com
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## Meeting Notes

Place: Fairmont Heritage Center  
207 South Main Street

Date: January 11, 2017

Notes Taken by: VHB

Project #: 38600.01

Re: Fairmont Bike/Ped  
Public Workshop #2

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### ATTENDEES

See sign in sheet

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These notes serve as meeting minutes from the project's second Public Workshop, held on **Wednesday January 11, 2017 @ 5:00 PM**, in Fairmont, NC.

### Discussion

- High speeds were a problem on **Jackson street**, a residential street with pedestrian activity. Resident suggested constructing speed bumps to reduce speeds and increase pedestrian safety.
- **Stephens Street** has a lot of pedestrian and bicycle activity along with vehicular traffic (usually moving at high speeds). This is a 35 mph speed limit road, connecting to the Food Lion and Walgreens shopping center.
  - 4-way stop installed at Stephens Street and Market Street, however drivers are failing to stop.
  - Children also use Stephens Street to get to and from the Elementary School.
  - One resident stated he did not feel safe walking and biking on Stephens street.
  - There needs to be sidewalk and lighting installed.
- The residential area in the SE quadrant of Fairmont (south of Cottage Street (NC 130), Gertrude Street, Morro Street) has a lot of residents that walk northward to shopping centers along: Morro or Walnut Streets (NC 41)
- Connecting the two parks would be beneficial
  - Fairmont Community Park (S. Main Street & Fisher Street); and
  - Rudolph Currie Memorial Park (Morro Street & Marvin Street) along the canal
- Connecting to park on Linden Street is important, however Linden Street is very narrow with little to no ROW room for sidewalks
- Revise Gertrude Street as a Secondary Corridor (from Primary), this means that the Pittman Branch drainage canal would be the east-west Primary Corridor
- **Martin Luther King Drive** is a good candidate for buffered bicycle lanes: wide 2L roadway with curb/gutter
- **Lighting improvements** along residential streets is needed, and should be a priority

### Attachments

Sign in sheet, Presentation slides

Public Workshop #2

Wednesday January 11<sup>th</sup>, 2017

example

	Name	Tell Us About Yourself	"To improve bicycling and walking this plan should..."
	John Doe	Fairmont Resident	Connect neighborhoods with shopping centers
1	WANESSA ABERNATHY	RESIDENT + BUSINESS	BETTER LIVING CONDITIONS
2	Charles Townsend	Mayor	Making Walking Better
3	Sam Johnson	Business	Focus on safe walk-ways
4	<del>John Doe</del>		
5	Hjimbung Zulme		
6	Felicia Kester	Commo	
7	MULTON V. BETHEA	Resident	concerned citizen
8	Huel Edul	Barber Shop	
9	Geis Thompson	Turnkey	ST FAIRMONT, NC
10	Sheila Slaughter	Resident	well lighted areas
11	Jamorris Kester	Resident	
12	<del>TAMARA KESTER</del>		
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