

Pedestrian Plan for the Town of Tarboro, NC

Adopted June 12, 2017



Prepared by:
The Town of Tarboro in cooperation with
Upper Coastal Plain Rural Planning
Organization

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

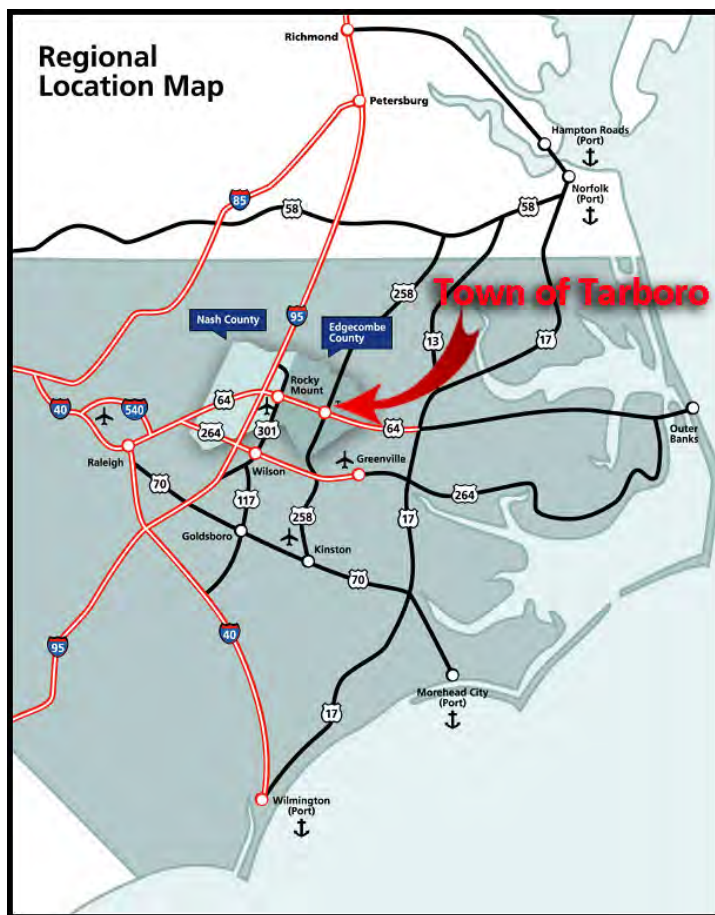
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Section 1: Introduction

The Town of Tarboro, North Carolina is a small town rich with history. Originally settled in 1730 and chartered by British colonists in 1760, Tarboro served as a critical river trading port along the Tar River until after the Civil War. The downtown area of Tarboro is centered around the Tarboro Historic District established in 1977 by the National Park Service. One of the Historic District's unique features is its Town Common which originally surrounded the town and is the second oldest legislated town common in the Country. Initially the Town Common was the location for common grazing of livestock, community gatherings and military drills. The Town Common is the only remaining original common on the east coast outside of Boston (source Wikipedia). Today this same area provides the town with unique pedestrian challenges due to modern automobile-driven lifestyles. After years of growth and changes, conflicts and challenges have risen, preventing safe travel through different modes of transportation including pedestrian facilities.

This pedestrian plan will provide a snap shot of existing pedestrian facilities. This plan will report concerns provided by the Town and its citizens as it pertains to a pedestrian friendly environment. Through documented feedback from the community and analysis, this plan will act as a guide and resource to the town in its efforts to provide citizens with complete and safe pedestrian facilities for transportation, recreation, and economic growth. The goal of this plan is to provide guidance to decision makers in creating a more walkable and safe community, and promoting healthier life styles for the citizens of the Town of Tarboro.



Section 2: Benefits and Goals for Walking in Tarboro

Recently there has been a trend throughout communities across the United States to encourage walking and to improve pedestrian facilities resulting in more walkable communities. There are many benefits to walking. Some of these benefits include an alternate transportation option, environmental benefits, economic benefits, increased health and fitness, and an increased sense of community among citizens.

2.A Transportation Benefits

About 40 percent of all trips we take are less than two miles, which takes the average person about 30 minutes if walking. Therefore, many of the trips we take use motor vehicles but could be accomplished on foot, assuming that the proper infrastructure is in place to safely accommodate pedestrians. Shifting to this mode leads to many benefits for our transportation system as a whole. The Town of Tarboro has many destinations, which should be accessible by pedestrian facilities. Walking is free and saves money on transportation expenses. Encouraging walking can also reduce roadway congestion, gridlock and driver frustration.

2.B Health and Environmental Benefits

Walking increases physical activity. All ages of the population can benefit from increasing physical activity. Significant health benefits are reaped from incorporating walking into everyday routines. Just 30 minutes a day can result in measurable benefits, especially for those least active. Walking is a form of transportation that translates to less motor vehicles on the road, which has a direct impact on air pollution and our depletion of natural resources like oil. In addition, walking is fun and relaxing.

- Improve quality of life and feel better overall.
- Improve mental outlook, reduce stress, and sleep better.
- Increase likelihood for older adults to remain independent.
- Improve air quality and reduce incidences of asthma-related hospital visits.
- Conserve oil and reduce carbon usage.

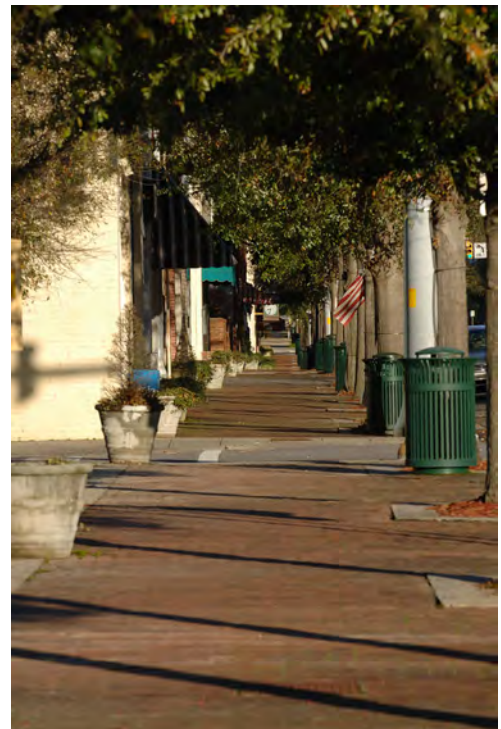
Walking can also reduce the risk of coronary heart disease, stroke, diabetes and other chronic diseases according to the American Heart Association.

- Reduce the risk of coronary heart disease
- Improve blood pressure and blood sugar levels
- Improve blood lipid profile
- Maintain body weight and lower the risk of obesity
- Enhance mental well being
- Reduce the risk of osteoporosis
- Reduce the risk of breast and colon cancer
- Reduce the risk of non-insulin dependent (type 2) diabetes

2.C Economic Benefits

Many of the benefits for Transportation, Health and Environmental can be translated into some form of economic benefit to individuals or society as a whole. The typical cost of owning and operating a car for one year is about \$7,834. When people have the option to walk, they will spend less of their budget on transportation expenses and it frees them up to save that money or to spend it on other needs. This is particularly important when considering those who have no choice but to walk – children, people with certain disabilities, adults with no drivers' license, and those unable to afford a car. Providing facilities for pedestrians ensures that all people have access to viable transportation options and allows them to distribute resources to other household expenditures. Many Towns benefit economically by attracting people and businesses to their area if they have safe and adequate pedestrian facilities.

One of the key factors businesses look for when deciding on N Main St, Tarboro, NC locating in a community is the parks and recreational facilities the community has to offer. Walking also can reduce healthcare-related costs by improving overall health. (online at www.ncdot.gov/bikeped/travelingfoot/ and www.startwalkingnow.org/whystart_benefits_walking.jsp/)



2.D Quick Facts on Walking

- ✓ Current land use patterns such as large-lot or strip development, lack of through streets or walkways, dead wall space, lack of crosswalks, long blocks, unappealing walks, wide and unshaded streets, wide streets with no medians and large shopping malls all inhibit walking. (*Local Government Commission. Why People Don't Walk and What City Planners Can Do About It* (online at www.lgc.org - no date)
- ✓ In neighborhoods with square city blocks, people walk up to three times more than in neighborhoods with cul-de-sac streets or other connectivity-reducing features. (*Rutherford,*

McCormack, and Wilkinson. Travel impacts of urban form: implications from an analysis of two Seattle area travel diaries. Presented at the TMIP Conference on Urban Design, Telecommunications and Travel Forecasting, 1996)

- ✓ One-fourth of all trips are one mile or less, but three-fourths of these short trips are made by car. *(Nationwide Personal Transportation Survey. US Department of Transportation, Federal Highway Administration, Research and Technical Support Center, 1997)*
- ✓ A recent study of South Carolina schools found that children today were much less likely to walk to a school that had been built more recently. More than 20 percent of students in schools built during the 1960s walked to school. For schools built in the 1970s the share dropped below 15 percent, while for those built in the 1980s and 1990s it fell below 5 percent. *(Childhood Obesity Journal, Volume 16, Number 1 Spring 2006)*
- ✓ The majority of U.S. children do not walk or bike to school, approximately one third ride a school bus, and half are driven in a private vehicle. Less than one of their trips in seven is made by walking or biking. *(Center for Disease Control, 2002)*
- ✓ Urban Sprawl is linked to obesity. The denser the city's development, the less likely its citizens are to be overweight. *(University of Maryland's National Center for Smart Growth, no date)*
- ✓ 38% of all Americans feel that the availability of bikeways, walking paths, and sidewalks for getting to work, shopping and recreation is very important in choosing where to live. *(Bureau of Transportation Statistics (BTS) October 2000 Omnibus Household Survey)*
- ✓ Trails and greenways have been shown to bolster property values and make adjacent properties easier to sell. A 1998 study of property values along the Mountain Bay Trail in Brown County, Wisconsin, shows that lots adjacent to the trail sold faster and for an average of nine percent more than similar property not located next to the trail. *(Recreation Trails, Crime, and Property Values: Brown County's Mountain-Bay Trail and the Proposed Fox River Trail, Brown County Planning Commission, Green Bay, July 6, 1998)*
- ✓ 57% of home buyers rank walking trails as their most desired amenity, ahead of ball parks and outdoor pools. *(National Home Builder Survey, 2004)*
- ✓ A School of Public Health study showed that where more walking trails had been built, nearly 40% of people with access had used the trails and more than 55% of trail walkers had increased their amount of walking since they began using the trail. *(Public Walking Trails May Increase Community Fitness Levels, Center for the Advancement of Health, no date)*
- ✓ Studies show that a 5 to 10 mph reduction in traffic speeds can increase adjacent property values by roughly 20% *(Local Government Commission. The Economic Benefits of Walkable Communities (online at www.lgc.org - no date)*
- ✓ Around one-third of all Americans cannot or do not drive because they may be too young, too old, or unable to afford a car. *(2000 U.S. Census)*
- ✓ Widening roads actually worsens traffic congestion in cities. *(University of London Center for Transport Studies, 2000)*

- ✓ The average American directly spends almost 20% of their salary on transportation. This does not include the numerous extra shared public and commercial costs that occur because of an auto-dependent society. *(AAA, 2005 & Bureau of Labor Statistics, 2003)*
- ✓ 45% of people in August of 2005 spent less on other things to pay the increase in gas prices. *(ABC News Poll, 2005)*
- ✓ Regions with transportation choices such as walking and mass-transit are the most economically productive and competitive, while those that are limited to the automobile tend to have reduced regional economic development. *(World Bank, no date)*
- ✓ Traffic calming, mixed-use zoning and pedestrian projects can increase private investment substantially along previously automobile-dominated roads. *(Engineering News Record, 1998)*
- ✓ Multiple nationwide studies indicate parks, greenways, and trails increase the resale value of nearby properties by 5 to 20 percent. *(Mecklenburg County Park and Recreation web site, 2006)*



Howard Memorial Presbyterian Church, Tarboro, NC

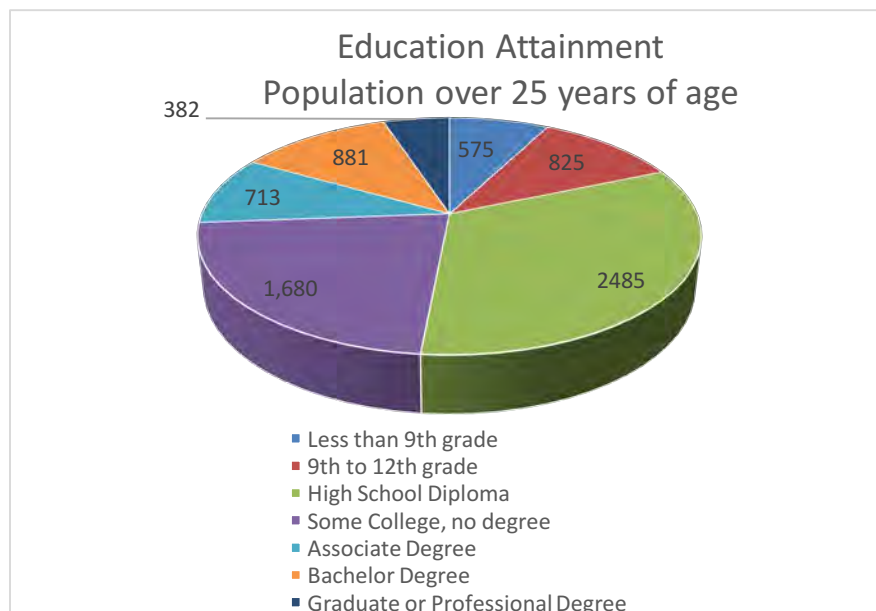
Section 3: Tarboro Demographics

Tarboro, North Carolina is one of eastern NC's historic jewels with a population of over 11,000 individuals who view small town living as a refreshing tonic from congested city life. Its unique culture is a fusion of past heritage and modern lifestyle, with a renowned Historic District, access to world-class health care, a thriving arts and cultural scene, distinctive local gourmet and casual dining, plentiful recreational opportunities, and shopping for all budgets from collectibles to fine antiques. With convenient access to nearby metro areas like Raleigh and Greenville, a low cost of living, affordable housing, and a diverse local community that welcomes new ideas and enthusiasm, Tarboro makes a bold but subtle statement that characterizes its relaxed outlook on life. A satisfying choice for relocation and home to one of the region's foremost retirement communities, Tarboro is a center of family-friendly activities and active adult living.

Total Population – 11,415

Population Trend/Growth Rate

2010	2011	2012	2013	
11,415	11,337	11,327	11,348	-0.5% growth = rate



Housing – Owner-Occupied Units - 2,489

Population in Owner-Occupied Units - 5,823

Renter-Occupied Units - 2,078

Population in Renter-Occupied Units - 4,902

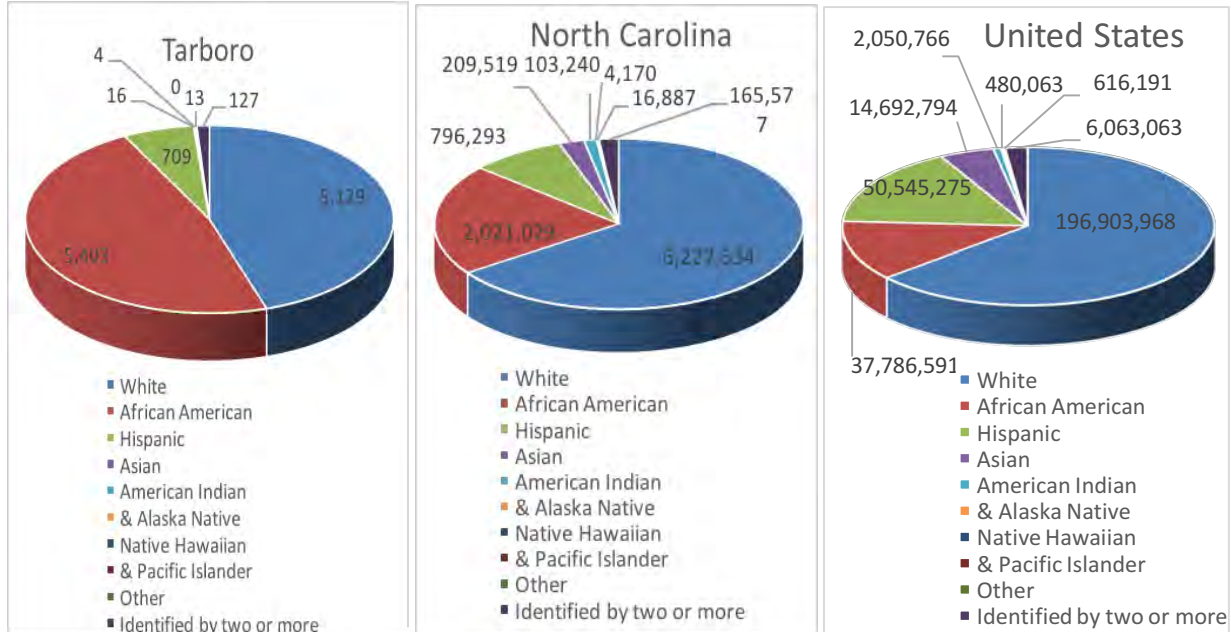
Median Housing Value - \$95,132 (2013)

Age of Population – Tarboro compared to North Carolina and the United States

	Tarboro	North Carolina	United States
Median Age (years)	42.4	37.9	37.2

Median Household Income – Tarboro - \$34,049 (2013)
North Carolina – \$45,906
US – \$52,762

Population by Race – Compared to North Carolina and United States – Source ACS 2012



	Tarboro	North Carolina	United States
White	5,129 (44.9%)	6,227,534 (65.2%)	196,903,968 (63.7%)
African American	5,403 (47.4%)	2,021,029 (21.2%)	37,786,591 (12.2%)
Hispanic	709 (6.3%)	796,293 (8.3%)	50,545,275 (16.4%)
Asian	16 (0.1%)	209,519 (2.2%)	14,692,794 (4.8%)
American Indian & Alaska Native	4 (0.0%)	103,240 (1.1%)	2,050,766 (0.7%)
Native Hawaiian & Pacific Islander	13 (0.1%)	4,170 (0.0%)	480,063 (0.2%)
Other	0	16,887 (0.2%)	616,191 (0.2%)
Identified by two or more	127 (1.1%)	165,577 (1.7%)	6,063,063 (2.0%)

source: ACS 2008-2012

Poverty Level – Tarboro – 21.6%
 North Carolina – 16.1%
 United States – 14.3%

Chronic Disease Statistics

	Tarboro	North Carolina	United States
Obesity Rate	37%	29%	25%

source: 2013 Edgecombe County Health Assessment

Diabetes 14.70%

Heart Disease 20.80%

source: City Data and County Health Rankings

Cerebrovascular Disease 8.90%

source: State of the County Health Report: SOTCH

Average Commute Time – Tarboro – 19.1 minutes
 North Carolina – 23.4 minutes
 United States – 25.4 minutes

House Vehicle Access/Availability –

	Tarboro (4650 Occupied Housing Units)	North Carolina (3,664,119 Occupied Housing Units)	United States (114,761,359 Occupied Housing Units)
No Vehicle	621 or 13.4%	238,673	10,264,658
1 Vehicle	1732	1,176,509	38,361,818
2 Vehicles	1385	1,419,289	43,379,295
3 or more Vehicles	912	829,648	22,755,588

Labor Force –

Agriculture, forestry, fishing, hunting and mining - 72
 Construction - 254
 Manufacturing - 614
 Wholesale trade - 73
 Retail Trade - 478
 Transportation, warehousing and utilities - 253
 Information - 294
 Finance, insurance, real estate and rental, leasing - 192
 Professional, scientific, management, administrative and waste management - 271
 Educational services, health care and social assistance – 1,220
 Arts, entertainment, recreation, accommodation and food-services - 356
 Other services, except public administration - 197
 Public administration – 199

Key Destinations-

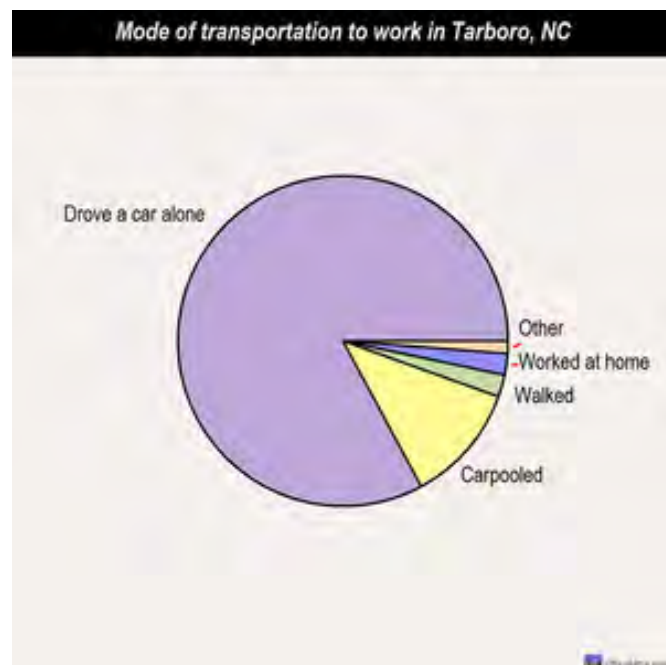
- Edgecombe County Memorial Library
- Vidant Edgecombe Hospital
- Town Commons
- Tarboro Historic District
- Blount Bridges House
- Calvary Episcopal Church and Cemetery
- Downtown
- River Front Park
- Indian Lake
- Tarboro Sports Complex
- Town Hall
- Edgecombe County Administration Building

Schools, Enrollment and Teacher Numbers

ECPS Teacher and Student Enrollment

2013-2014

School	Total Staff and Students
Martin Millennium School	467
Edgecombe Early College	154
Tarboro High School	592
Pattillo Middle School	314
Northeast Prep School (Students Only)	1360
Stocks Elementary	466
Edgecombe Community College	3893
TOTAL	7269



Source: www.city-data.com

Percent Who Walk to Work Source: 2008-2012 ACS - US Census Bureau	Town of Tarboro	North Carolina	United States
	2.5%	1.8%	2.8%

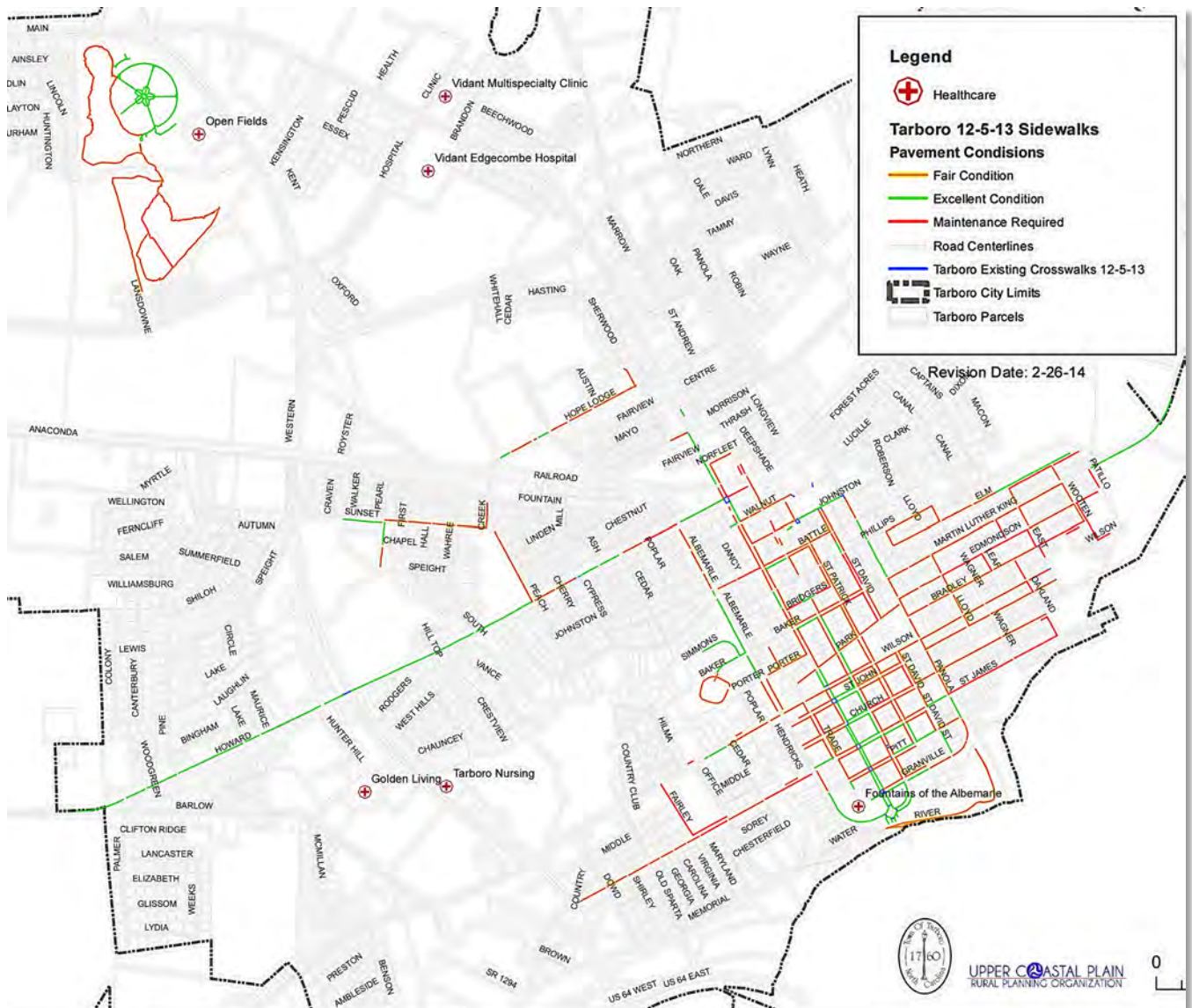
2010 Mode of Transportation to Work	Tarboro, NC	North Carolina	United States
Car, Truck, Van to Work	4,280 93.81%	4,263,857 93.01%	125,034,525 87.32%
Public Transportation to Work	18 0.42%	36,181 0.79%	6,356,526 4.44%
Other Transportation to Work	152 3.55%	119,853 2.61%	5,727,496 4.00%
Work at Home	95 2.22%	164,552 3.59%	6,068,117 4.24%

Source: www.clrsearch.com

Section 4: Evaluating Current Conditions of Tarboro Pedestrian Conditions

4.A Current Pedestrian Inventory

Like many small historic Towns in North Carolina, Tarboro has gone through times of growth throughout the years. Having being settled in the late 1700's, the Town of Tarboro valued pedestrian facilities much higher prior to the invention of the automobile. Due to the demand for pedestrian facilities as a primary mode of transportation, pedestrian facilities have been well established within the older or historic areas of Town. With the invention of the automobile, the need for sidewalks and other safe facilities for pedestrians declined. Especially the era between 1960 and 1990, like the remainder of the United States, the main mode of transportation was the automobile. Below is a map showing the current inventory of sidewalks and their estimated conditions.



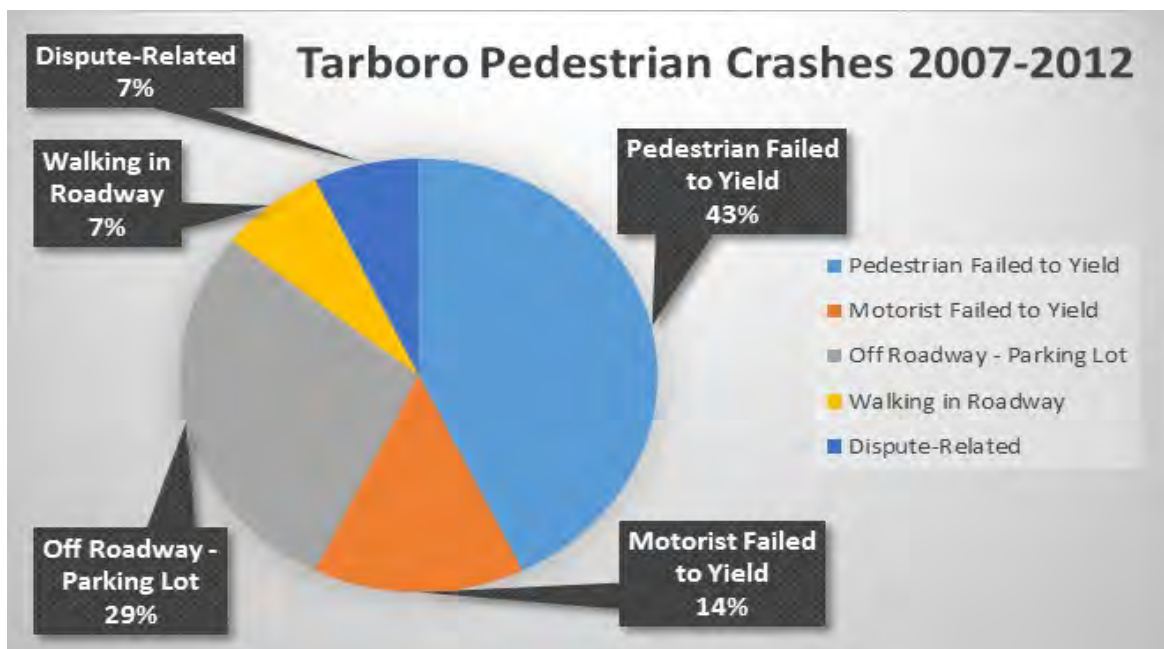
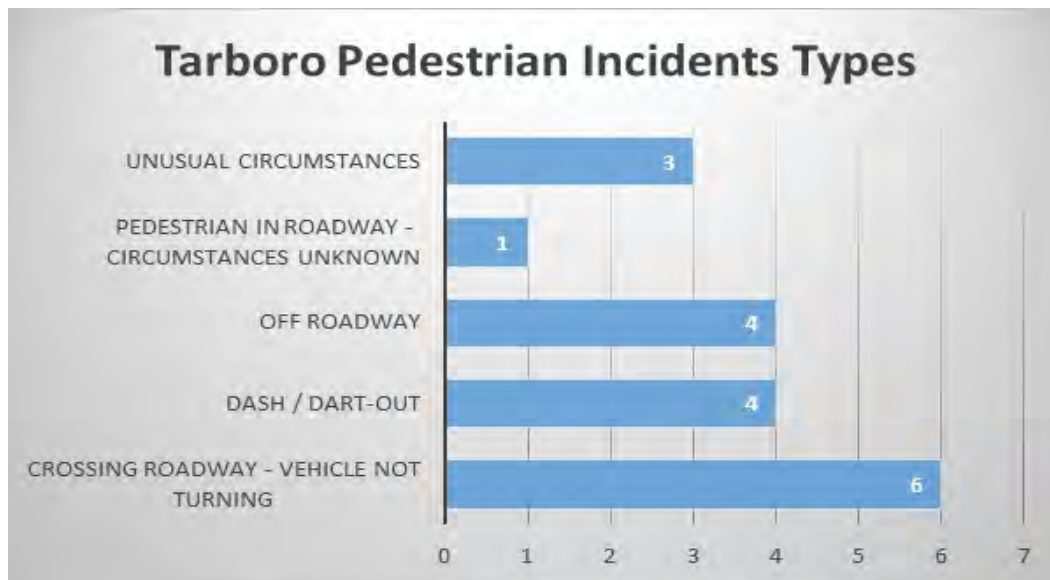
As Tarboro grew outside of its historic boundaries, and into the “cul-de sac” neighborhoods, less attention was given to sidewalk and bike routes. This has created a lot of gaps and disconnections of facilities throughout Town. While the downtown area has an abundance of facilities the farther out of downtown the less amount of safe walking facilities there are. Note the extensive sidewalk network throughout the downtown area and not throughout the newly developed neighborhoods. The ideal network would connect the neighborhoods in the south to the newly developed Indian Park and Hospital areas in the northwest of Town.

4.B Pedestrian Crash Data

Recent pedestrian crash data for Tarboro was analyzed using NCDOT’s web-based pedestrian crash database (<http://www.pedbikeinfo.org/pbcat>) and supplemented by data provided by the Tarboro Police Department to determine safety trends and identify specific areas of concern with regard to motorist/pedestrian incidents. Using this data, a total of 16 pedestrian crashes were reported between 2007 and 2012. One fatality was reported on the west bound ramp of US 64 and McNair Rd coming into Town. The figure below highlights that 22% of the incidents reported were related to alcohol.



The figures below describe in more detail the circumstances of the different types of reported pedestrian incidents.



Section 5: Steering Committee

At the beginning of the Pedestrian plan, a steering committee was formed to help guide the development of the plan. Below is a list of participants that helped guide the plan throughout the process. These members were instrumental in providing invaluable local input into the pedestrian needs of the Town of Tarboro. The steering committee helped identify various ways to solicit public input that could provide a different perspective on pedestrian needs from various stakeholders within the Town. The methods of obtaining community input were:



- Tarboro Pedestrian Plan Steering Committee
- Edgecombe County Schools Focus Group
- Health Providers Focus Group
- Runners Club Focus Group
- Edgecombe County Tourism Development Authority Focus Group
- Public Meeting
- Community Survey

Below is a list of Tarboro Pedestrian Plan Committee members:

<u>Name</u>	<u>Affiliation/Occupation</u>
Alan Thornton	Town Manager
Troy R. Lewis	Public Works Director
Josh Edmondson	Planning Director
Cheryl Gay	Parks and Recreation Director
Damon Williams	Police Chief
Frankie Winslow	Fire Chief
John Moore	Engineering Supervisor
Derrick Haskins	Health Promotions, Edgecombe Co.
Ronald L. Keeter , Jr., PE	District Engineer, NCDOT
John Vine-Hodge	NCDOT Pedestrian Specialist
Suzette Morales	NCDOT Transportation Planning Branch
Patrick Heins	Heritage Hospital, President
Pat Petruzzello	Citizen
James Salmons	Upper Coastal Plain Rural Planning Organization

for the Town of Tarboro. They were presented with large maps showing the current inventory of sidewalks and their estimated conditions throughout Town. They were asked to provide input on key locations of gaps or needs for additional pedestrian facilities. The two locations highlighted as the top priority was first the lack of safe pedestrian facilities along Western Blvd from Wilson St to the Walmart over on the other side of US 64. Committee members all reported seeing handicap citizens on motorized mobility aid scooters trying to navigate down Western Blvd and crossing over both the railroad crossing and bridge going over US 64. The Walmart shopping area appears to be a common destination point and is extremely dangerous for pedestrians with no pedestrian facilities.



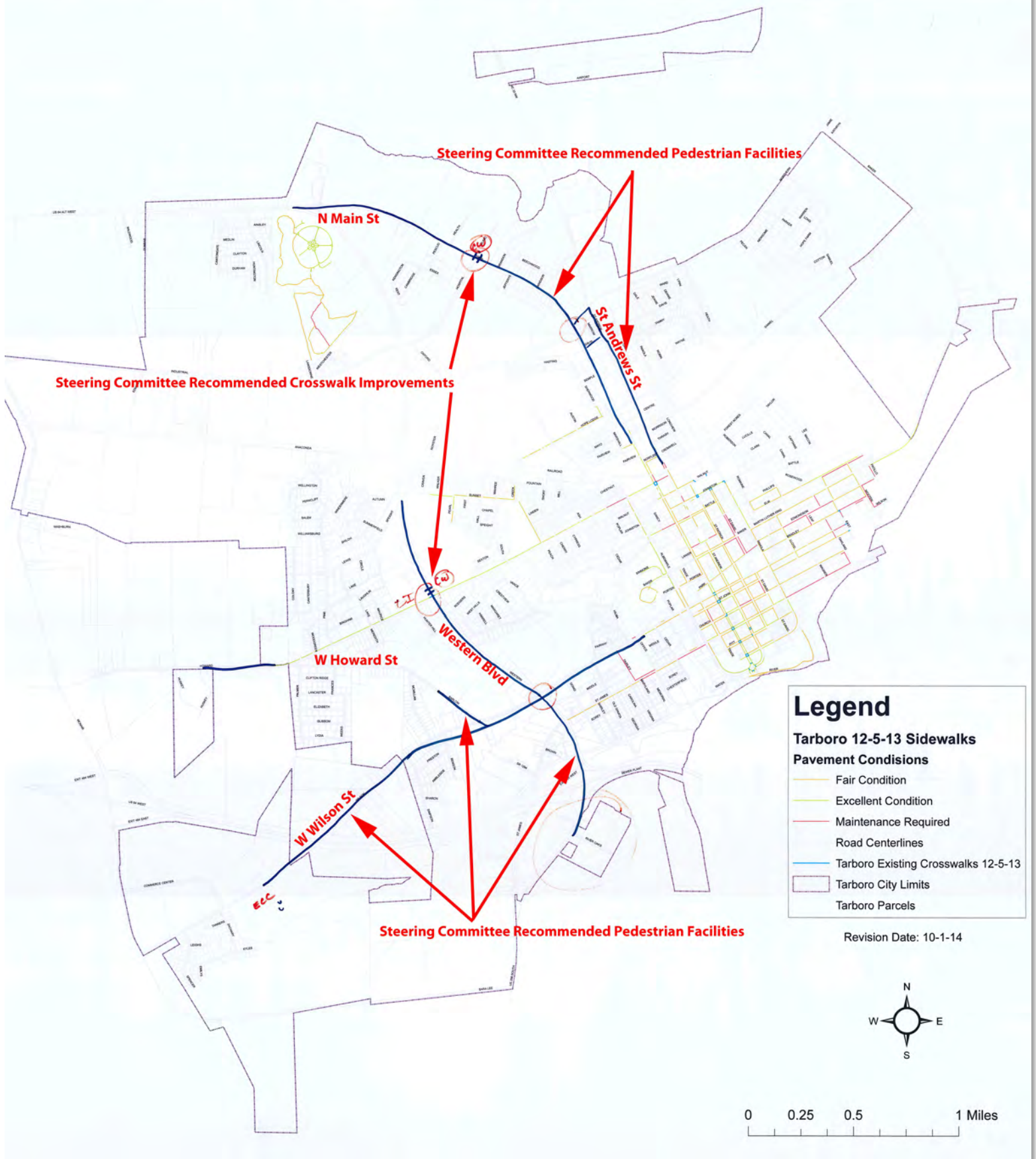
Bridge at Intersection of Western Blvd and RR tracks crossing over US 64 going towards Walmart

Secondly, the next area identified was located on Western Blvd at the Tarboro High School. There is currently a cross walk at the intersection of W Howard Ave and Western Blvd however many students tend to take a “short cut” by running across Western Blvd to reach the fast food restaurants across the street. Committee members stated that they all had seen students running across the Boulevard taking a “short cut”.

Below are the maps showing the committee’s comments. It should be noted that the Committee was divided into two separate groups. Both groups marked generally the same areas with very small differences. The five main areas identified were:

1. Connecting the gap between Indian Lake Park to the Historic Downtown Main St. area.
2. Adding safe pedestrian facilities along Western Blvd from all the way across the US 64 Bridge to the Walmart and shopping area.
3. New pedestrian facilities along W Wilson St connecting the Edgecombe Community College to the Historic neighborhoods where existing facilities are located at Office St.
4. Add or improve pedestrian facilities along St Andrews St between E Northern Blvd to E Walnut St.
5. Improve or add cross walks along Albemarle Ave.

Tarboro Pedestrian Facilities - Gaps and Needs Exercise



Tarboro Pedestrian Facilities - Gaps and Needs Exercise

 = Steering Committee Recommended Pedestrian Crosswalk Improvements



Section 6: Focus Groups and Public Input

The steering Committee identified the following stakeholders as sources of community input into pedestrian facilities throughout the Town of Tarboro:

Tarboro Runners Club Focus Group

The local Tarboro Runners Club Focus Group met on January 6, 2015 in the Tarboro Town Hall. There were 9 members present at the meeting. The list of members present are:



- Bill Long III
- Brookes Peters
- Jim Hussey
- Daniel Riley
- Pat Petruzzello
- Michael Peters
- Meredith Peters
- Erin Swanson
- Josh Edmundson, Tarboro Town Planner

The meeting was informal and discussed pedestrian issues the group felt were important to the Town of Tarboro. It was noted that most members did not run on the available side facilities, but rather preferred to run in the roads. This provided a more stable area to run without obstructions from slower pedestrians and uneven surfaces.

Each member was asked to briefly describe each of their concerns. Some of the issues that were discussed were the lack of both bike and pedestrian signage. It was felt that this would help enforce policy on bike lanes and increase bike safety. Additionally, signage would potential improve the aesthetics of bike and pedestrian facility making them more inviting to citizens to use the facilities. Another proposed idea was to try and increase exposure races that are held in the Town such as the “Run For Your Life” 5K race and fun run. Perhaps additional 2K races would also be beneficial. Other ideas that were brought up was to create a “Running Trail” and publish it to the Town’s website. These ideas were thought to help make the Town of Tarboro more “Runner Friendly”.

Some specific locations that were discussed were:

- Providing pedestrian facilities to connect the Indian Trail recreation area to Downtown.
- It was suggested to possibly provide a bigger shoulder along Barlow St, Western Blvd, and Wilson St.
- Add additional trails along the Tar River Park.
- Provide safer pedestrian facilities over Western Blvd to cross US 64 to Walmart and Western Blvd to Tarboro High School.
- Add additional trails along the Dike protecting the neighboring Town of Princeville.
- Connecting the Recreation Center to River Park.

Edgecombe County Tourism Board

The plan study team met with the Edgecombe County Tourism Board at a regularly scheduled meeting held on November 25, 2014. The goal of the Tarboro Pedestrian Plan was shared with the Board and members were invited to provide their feedback on any particular issues or locations they felt were important to the plan goal. Some of the issues that were discussed were as follows:



- • An interest in better connecting Tarboro to Princeville.
- • Add St Luke's Episcopal Church as a place of interest.
- • Provide safer pedestrian services from Downtown Tarboro and local neighborhoods to the Edgecombe Community College.
- • Add additional lighting along West Wilson St.
- • Provide improved pedestrian facilities to the Tarboro Art Center.
- • Add safe pedestrian facilities around the Food Lion at Colonial Plaza along St Andrews St.
- • Improve pedestrian facilities around the Tarboro High School to help prevent students from "Jay-Walking" or taking "short cuts".
-



St Luke's Episcopal Church, Tarboro, NC

Tarboro Education Focus Group

The study team met with the representatives from the local schools within the Town of Tarboro on March 2, 2015. This study group was formed to receive the perspective of pedestrian facilities as it pertained to the local schools in the Town of Tarboro. The Education Focus Group members included:

- • David Coker, Tarboro High School
 - • Josh Edmundson, Tarboro Planning Director
 - • Leah Mayo, Active Routes to Schools Coordinator, Region 9
 - • Corey Waugaman, Edgecombe County Schools
 - • Viola Culbert, Edgecombe County Schools
 - • Billy Strother, Edgecombe County Schools
 - • Susan Hoke, Edgecombe County Schools
 - • Kim Wainwright, Edgecombe County Schools
- NCALHD

The group began by discussing the Tarboro High School and how dangerous it was for students to be crossing Western Blvd. Students continue not to use the crosswalk at the intersection but instead attempt to take the “short cut” running across the Blvd. It was noted the fence at the High School had been extended approximately 10-15 years prior after there was a pedestrian accident from a student trying to cross.



Policies recommended were walk zones for both the middle and high schools, and perhaps lowering the speed limit within the school zones. It was also noted that the areas around both Tarboro High School and Pattillo Middle School could use additional lighting. This is especially needed during the day light savings time change as this makes it harder to see students walking in the morning. The question arose as to how many students actually walked to school. It was stated that at Patillo Middle School on East Avenue there were only approximately 10-15% of students who walked to school. Only two families were reported to walk to Stocks Elementary School. There has clearly been a shift away from students walking to schools within the community. It was noted that there was a bus stop two blocks away from Stocks Elementary School that picks students up. It was noted that there were gaps in sidewalk facilities in and around Stocks Elementary School.

The group discussed current programs that include educational opportunities to help educate both students and parents as well as other citizens in the community on pedestrian safety. The key to pedestrian safety is “Education”. Some of these program opportunities for the Town of Tarboro include:

- Active Routes to Schools (<https://www.ncdot.gov/bikeped/safetyeducation/#safeRoute>)
- October is National Walk to Schools Month (<http://www.walkbiketoschool.org/>)
- May is National Bike Month (<http://bikeleague.org/bikemonth>)
- Police Bike Rodeo (<http://www.lmb.org/>)
- Kate B. Reynolds Charitable Trust (<http://www.kbr.org/>)
- Let’s Go NC (<https://www.ncdot.gov/bikeped/safetyeducation/letsgonc/>)
- Watch for Me NC (<http://www.watchformenc.org/>)

Tarboro Vidant/Health Focus Group

The Vidant Edgecombe Hospital is an important component to the Town of Tarboro as an employer and providing citizens with crucial public health services.



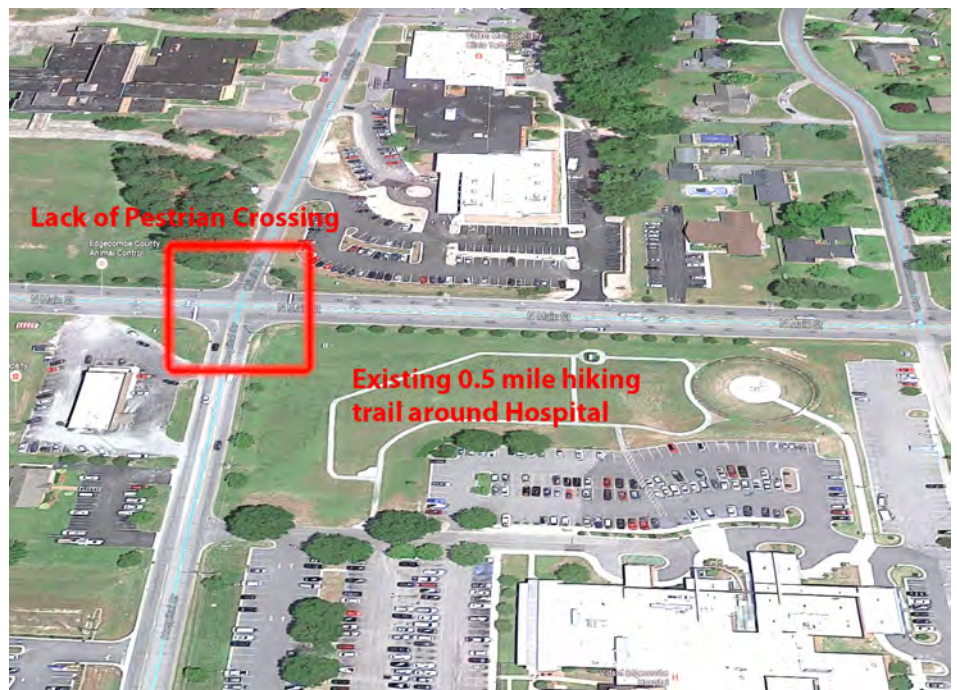
On March 17, 2015 the plan study team held a meeting with the Vidant/Health Focus Group. This meeting was held at the Vidant Edgecombe Hospital which is located in the northern non-historic portion of the Town of Tarboro. The hospital is located only a few blocks away from the Indian Trail Recreation Park off N Main St. The Focus Group member included:

- Kimberley Nichols
- Michele Cherry, Vidant Health
- Erin Spillman, Vidant Health
- George F. Young, Vidant Health
- Patrick Heins, Vidant Health
- Kadie Moore, Vidant Health
- Josh Edmundson, Tarboro Planning Director
- Jerome Brown III, Vidant Health
- Linda Brown, Vidant Health
- Dean Cosmos, Vidant Health

The main topic began with the main benefit of walkable communities promotes health and fitness to its citizens. The Town of Tarboro should create a more collaborative effort with all the community groups within Tarboro to help promote a healthier walkable community. The goal should be to develop initiatives to provide a more pedestrian friendly community. The Hospital currently has a 0.5 mile walking trail around the Hospital grounds and throughout the interior of the Hospital. One suggestion was made to continue the trail by connecting it to the Indian Trail. Again, trail lighting was brought forward as a suggestion to improve safety at the Indian Trail Park. Additionally one key feature would be to add signage with time and distances to key locations along the trail so pedestrians would know how much farther it would take to get to their destination. This idea went further in adding pedestrian signage

not only around the Hospital and Indian Trail area but also going along Western Blvd across US 64 to Walmart. This signage might encourage more people to walk and make the Town a more walkable community.

The focus group stated that an immediate need is for a cross walk across N Main St connecting the two current Vidant Multispecialty Clinic and the Vidant Edgecombe Hospital. This crossing is currently very dangerous for pedestrians.



Town of Tarboro Pedestrian Public Input/Meeting

The Public Meeting was advertised by placing flyers in all of the Town of Tarboro's utility bills (Appendix B). This was very effective way to invite the public to provide public input since every single household received a utility bill. Included with the advertisement flyer was a community survey that provided the option to submit the completed survey either by hard copy version (Appendix C) to Town Hall or by completing the online "Survey Monkey" survey. In all there were 131 completed survey. The community provided an excellent view into citizens' concerns about pedestrian facilities throughout Town. The results of the survey are posted in Appendix F. Additional advertising efforts included:



Additional methods of advertising included a local newspaper article publishing the public meeting date and time, and "Tear off" flyers were posted around town (Appendix D), including local restaurants, Town Hall, e.g.

The Public Meeting was held on January 27, 2015 in the Town of Tarboro's Council Chambers. There were 15 citizens in attendance. The members were provided with a brief presentation on the current demographics and condition of pedestrian facilities for the Town of Tarboro. Everyone present was invited to review various maps displayed in the Council room. The current conditions and demographic maps displayed at the public meeting are shown in Appendix E.

After everyone had an opportunity to review the maps an open "white board" sessions proceeded. Everyone present was invited to provide his or her input. This format helped guide an informal discussion among everyone present. The ideas and suggestions brought forward were written down on a white board and documented. These comments were as follows:

1. Freshen paint for bike lanes.
2. Sidewalk around Bridgers School and St Andrew and St Patrick.
3. Connect Downtown to Indian Lake.
4. Create and maintain a maintenance schedule for current facilities.
5. Add sidewalk facilities around Blount Bridgers House.
6. Provide a crosswalk at Main and Wilson Streets.
7. Provide solutions for Western Blvd at the Tarboro High School.
8. Integrate a bike plan.
9. Install signage and web map for the Historic District Trail.
10. Request an alternate truck route away from the Historic District.
11. Add sidewalks on Baker St from Main St to Albemarle. Add a 4-way stop or stop light at Main St and Baker St.
12. Install signage at Martin Millennium School.
13. Improve speed enforcement on Main St, St Andrews, and Baker St.
14. Add more and larger painted crosswalks especially in residential neighborhoods.

15. Connect the Edgcombe Community College to Downtown.
16. Connect Downtown to the Walmart shopping area.
17. Get buy-in from the police department to have a more walkable town. This would help get more “eyes” on the streets.

The common theme throughout the meeting was the importance of maintaining the current facilities and to engage in the community to help make the Town of Tarboro a more walkable community.

Section 7: Conclusion and Recommendations

Based on the recommendations and data collected through the Focus Groups, Public Meeting, and the results of the Community survey, the following is the final recommendations of this plan. There are several key common themes that were derived from the multiple stakeholders input through the stakeholder engagement process.

These themes can be described in three different categories:

1. Develop a way to maintain the facilities that are currently in place. For example, a maintenance schedule should be established allowing decision makers to better understand the need to help budget and/or prioritize maintenance of current sidewalks. There are several areas in Town where the sidewalks are cracked or are in need of repair. Included in this maintenance schedule provide policy that will allow law enforcement to enforce the protection of pedestrian facilities throughout the neighborhoods. Some items that may be considered is additional lighting to improve safety at night and encourage a healthier walking life style.
2. In addition, try to find inexpensive ways to enhance the walkability of the community. For example, install signage that may help encourage walking. Signage is key for destinations with distances and times or signs highlighting the Historical District Trail which will help tourists enjoy their visit to the Historic Town of Tarboro.
3. Encourage collaboration with local groups to help educate the community on safe walking habits for both pedestrians and drivers alike. Having Vidant Health and other civic groups in the area get involved will help educate the community on safe pedestrian practices. There are also statewide and national programs the Town may take advantage of to help educate the community such as the Watch for Me NC program. This program provides an excellent opportunity to bring the Police Department and others in the community together to help educate everyone on the benefits of a safe and walkable community. <http://www.watchformenc.org/>



After review of the community survey and input provided by the focus groups, there are common locations where improved facilities are warranted. The following pages describe recommendations in more detail including maps of proposed pedestrian projects:

The map displays 12 proposed transportation projects in Tarboro, NC. The projects are color-coded and labeled as follows:

- Project #1:** Red line, running north-south through the center of town.
- Project #2:** Pink line, running east-west near the Walmart Supercenter.
- Project #3:** Green line, running east-west near the Walmart Supercenter.
- Project #4:** Blue line, running north-south through the center of town.
- Project #5:** Orange line, running east-west near the Walmart Supercenter.
- Project #6:** Purple line, running north-south through the center of town.
- Project #7:** Magenta line, running east-west near the Walmart Supercenter.
- Project #8:** Cyan line, running north-south through the center of town.
- Project #9:** Light purple line, running east-west near the Walmart Supercenter.
- Project #10:** Dark green line, running north-south through the center of town.
- Project #11:** Dark red line, running north-south through the center of town.
- Project #12:** Dark blue line, running north-south through the center of town.

The map also shows major roads, landmarks, and the Tar River. The Google logo is visible in the bottom right corner.

Project ID	Facility/Name	Type	From	To	Approx. Length	# Inter-sections	# of Driveways	Number of Cross Walks	Estimated Cost
1 - Phase 1	N Main St - Phase 1	Sidewalk	Hospital Dr	Indian Trail	4,500'	2	9	2	\$938,150.00
1 - Phase 2	N Main St - Phase 2	Sidewalk	Daniel St	Hospital Dr	6,200'	6	23	2	\$1,353,200.00
**2	Western Blvd (Walmart)	Sidewalk	W St James St	Oaks Dr (Walmart)	3,400'	5	2	4	\$761,100.00
3	W Wilson St	Sidewalk	Cedar Ln	Dowd St	2,600'	3	6	3	\$567,100.00
4 - Phase 1	W Wilson St	Sidewalk	Dowd St	Simpson Dr	4,500'	6	16	4	\$1,007,800.00
**4 - Phase 2	W Wilson St	Sidewalk	Simpson Dr	Edgecombe Co Community College	4,800'	0	10	1	\$959,500.00
5	Western Blvd	Sidewalk	W St James St	W Howard St	4,600'	5	22	3	\$1,034,400.00
6	Western Blvd (Tarboro High School)	Sidewalk	Speight Ave	W Howard St	2,500'	2	6	2	\$1,102,100.00
7	W Howard St	Sidewalk	N East Carolina Prep School	Tarboro Electric Utilities	2,100'	0	0	1	\$412,300.00
8	St Andrews St	Sidewalk	W Howard St	W Northern Blvd	4,700'	6	20	6	\$1,072,800.00
9	Barlow Rd	Sidewalk	Hawthorne Court Apartments	W Wilson St	1,000'	0	5	0	\$251,600.00
10	Hospital Dr	Sidewalk	Western Blvd	N Main St	6,000'	0	2	0	\$1,222,700.00
11	Tarboro High School Crosswalk w/ Traffic Island	Crosswalk	Front of Tarboro High School		n/a				\$222,210.00
12	Vidant Edgecombe Hospital w/ lights	Crosswalk	Front of Vidant Edgecombe Hospital		n/a				\$149,600.00

**Note this project is contingent on replacing the bridge over US 64 or future I-87 to accommodate for pedestrian traffic.

All are estimates and may not be accurate.

Project #1: Install sidewalks from Downtown Tarboro Daniel Street to the Indian Trail Park

Objective: The objective of this project is to connect the Tarboro Historic Downtown to the large Indian Trail Recreation Area. Constructing a sidewalk connecting downtown to the Indian Trail Park will provide citizens a safe route to walk to both the Hospital and the newly constructed recreation facilities. Due to the length of this project it is recommended to divide this project into two phases.

Phase 1: Construct a sidewalk from Hospital Dr to the Indian Trail Park. This would provide a safe direct connection from the Hospital to the Recreational facility.

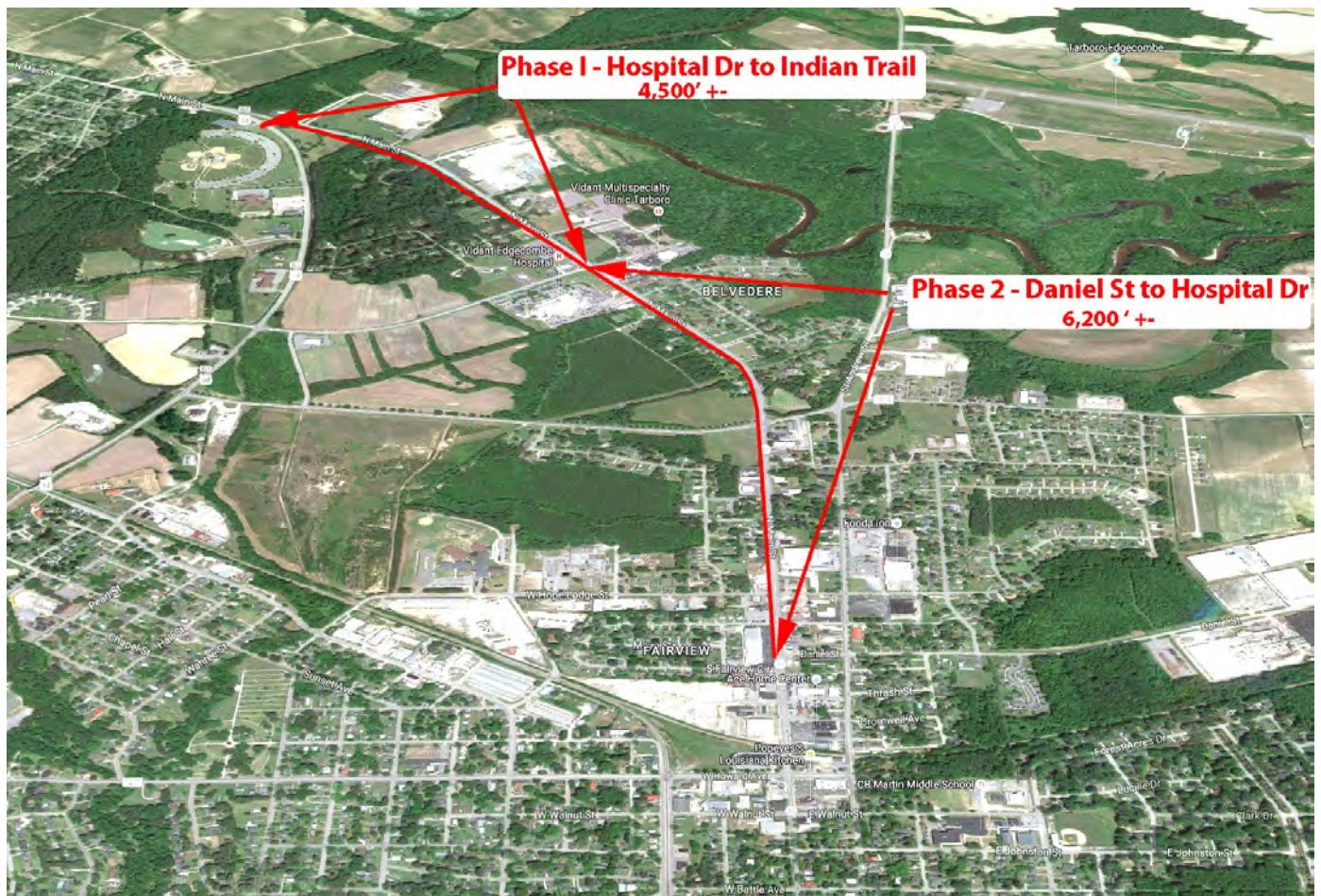
Project Length: 4,500'

Estimated Cost: \$938,150

Phase 2: Construct a sidewalk from Daniel St to Hospital Dr. This would provide a safe direct connection from the downtown neighborhoddos to the Hospital and complete the connection.

Project Length: 6,200'

Estimated Cost: \$1,353,200



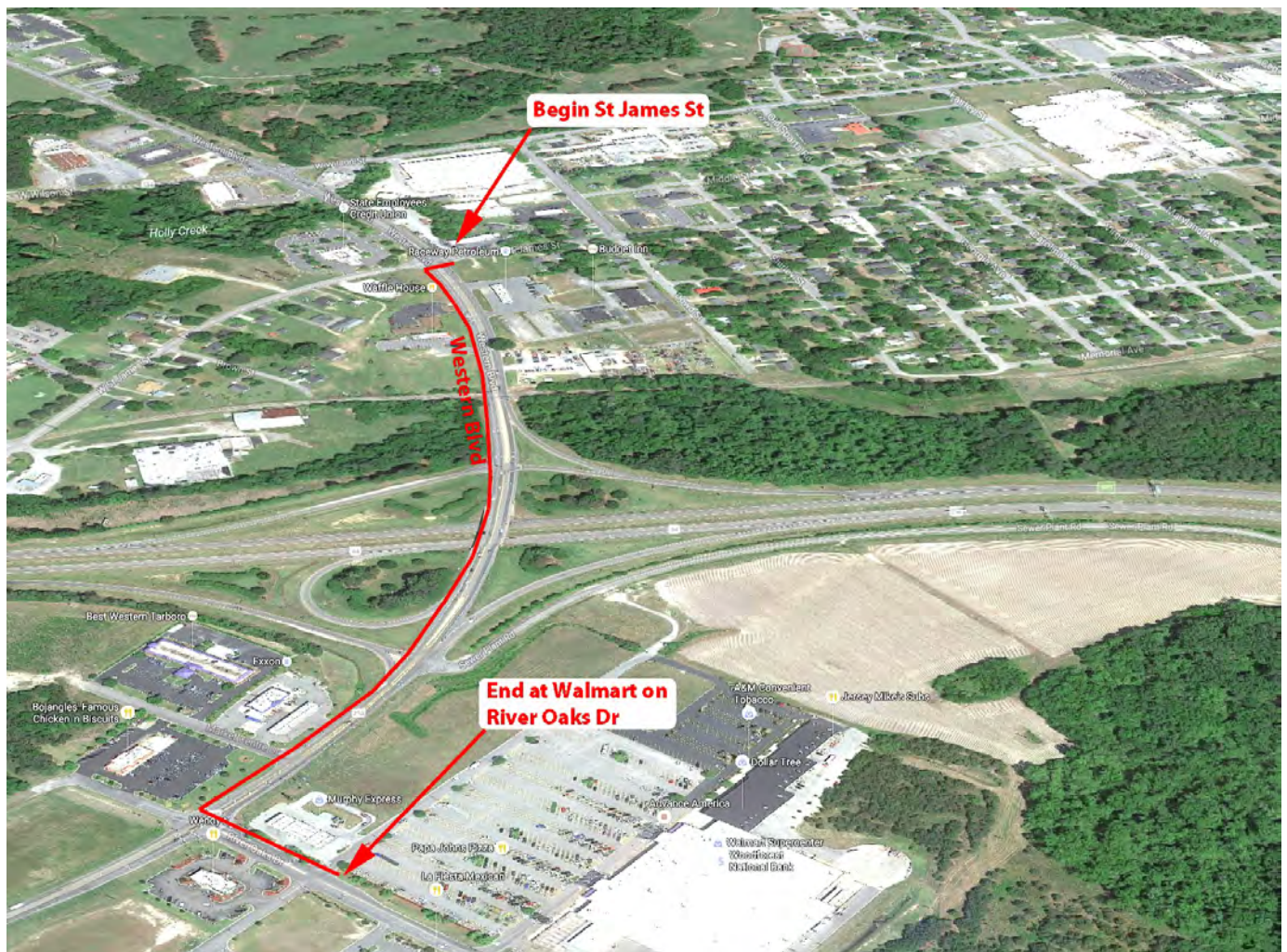
Project #2: Install sidewalks from Downtown W St James St to River Oaks Dr (Walmart)

Objective: The objective of this project is to connect the Tarboro Historic Downtown to the Walmart Shopping area. Construct a sidewalk connecting downtown from W St James St to the Walmart Shopping area will provide citizens a safe route to walk to shopping. This route will provide pedestrians a safe route over US 64 of which is planned to be a future Interstate. This route is extremely unsafe especially for young and handicapped pedestrians. There has been one fatality at the ramp of US 64 over the last 10 years.

Phase 1: Construct a sidewalk from W St James St to River Oaks Dr (Walmart)

Project Length: 3,400'

Estimated Cost: \$761,100**



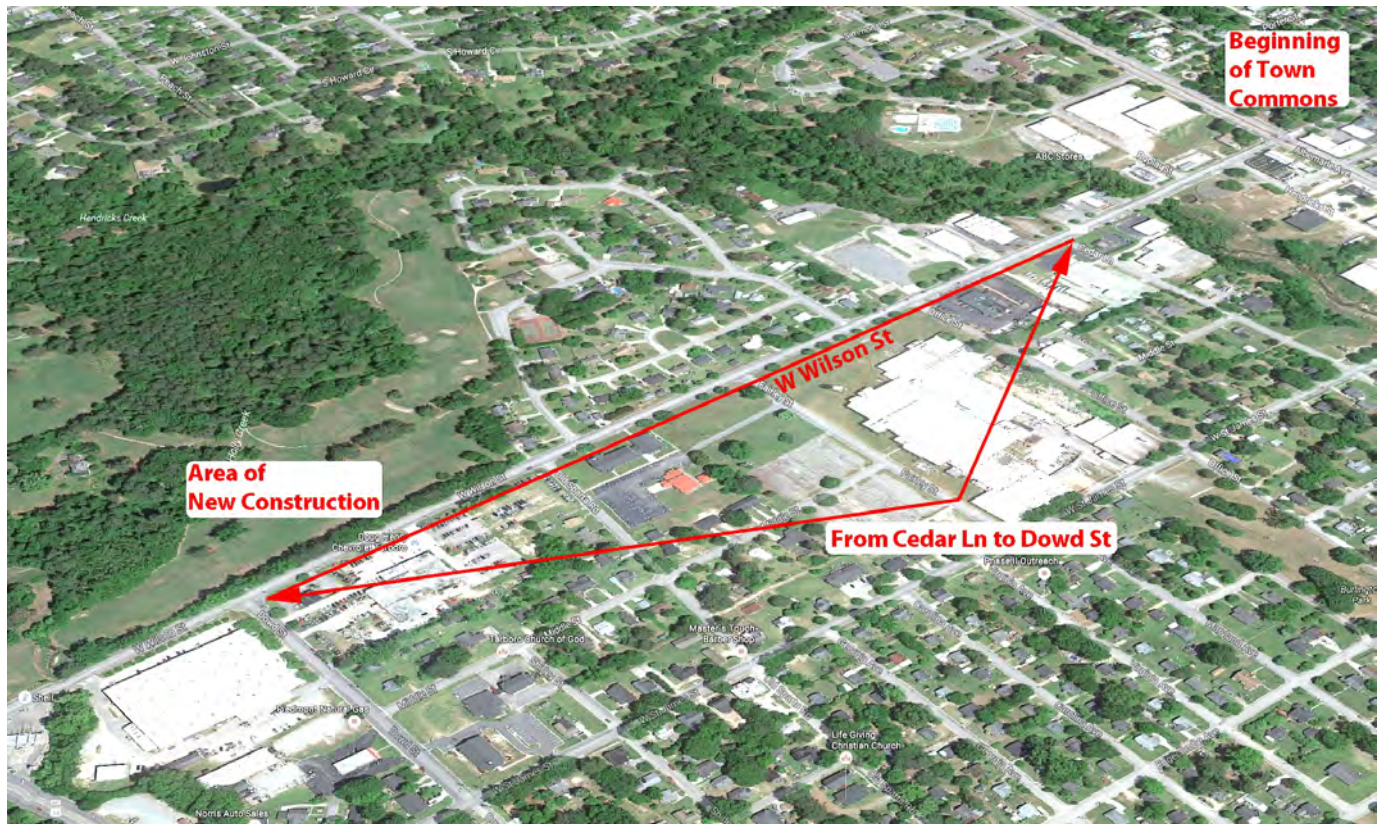
**Note this project is contingent on replacing the bridge over US 64 or newly designated as future I-87 to accomadate for pedestrian traffic.

Project #3: Install sidewalks on W Wilson St from Cedar St to Dowd St

Objective: The objective of this project is to provide safe pedestrian facilities connecting the downtown area to the new multi-family housing development on W Wilson St. This will provide a connection to the Town Commons area.

Project Length: 2,600'

Estimated Cost: \$567,100



Project #4: Install sidewalks on W Wilson St from Western Blvd to Edgecombe Community College

Objective: The objective of this project is to connect the Tarboro Historic Downtown to the Edgecombe Community College. Construct a sidewalk connecting downtown from W St James St to the Walmart Shopping area will provide citizens a safe route to walk to shopping. This route will provide pedestrians a safe route over US 64 of which is planned to be a future Interstate. This route will help connect downtown neighborhoods to the Edgecombe County Community college. Note that this project is contingent on replacing the bridge over US 64 or future I-87 to accomadate for pedestrian traffic.

Phase 1: Construct a sidewalk from Dowd St to Simpson Dr

Project Length: 4,500'

Estimated Cost: \$1,007,800

Phase 2: Construct a sidewalk from Simpson Dr to Edgecombe County Community College

Project Length: 4,800'

Estimated Cost: \$959,500**



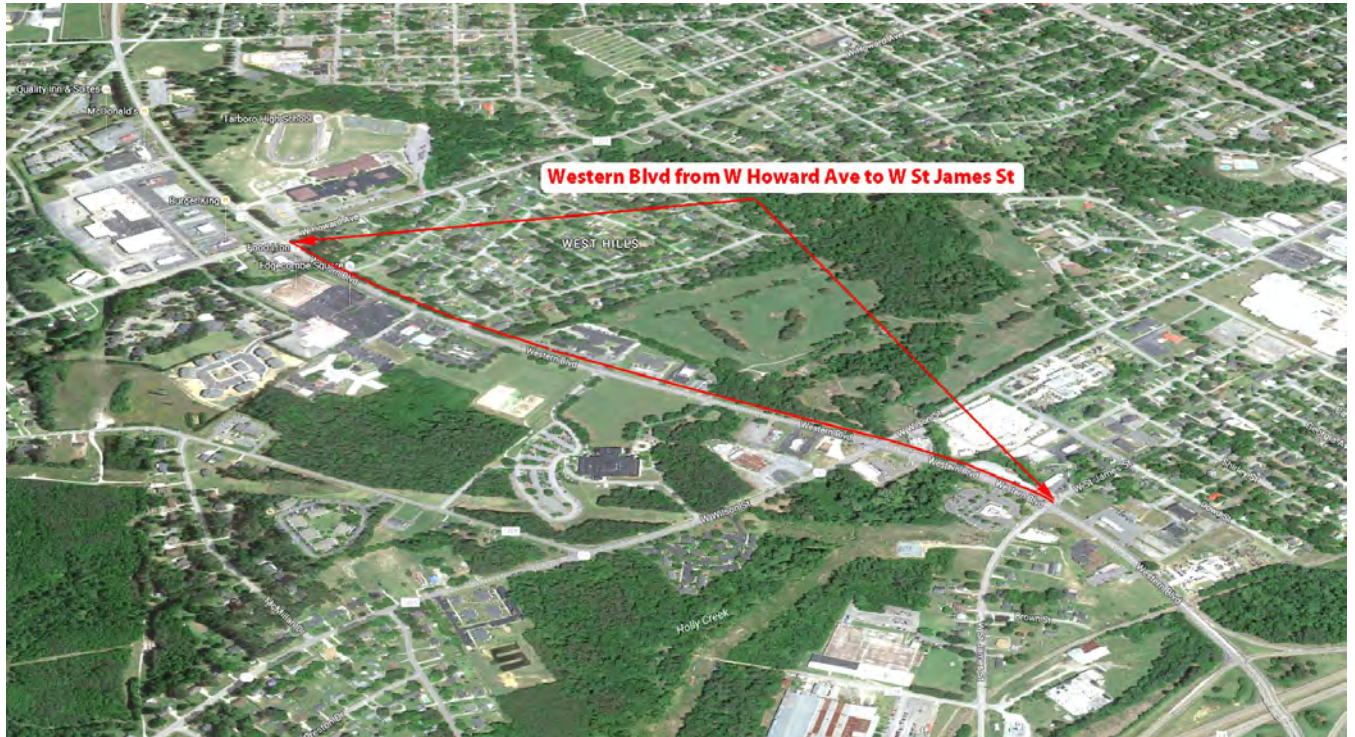
**Note this project is contingent on replacing the bridge over US 64 or future I-87 to accomadate for pedestrian traffic.

Project #5: Install sidewalks on Western Blvd from W St James St to W Howard St

Objective: The objective of this project is to connect the Tarboro High School and surrounding neighborhoods to both the downtown area and to shopping along Western Blvd and a future connection to the Walmart Shopping area.

Project Length: 4,600'

Estimated Cost: \$1,034,400



Project #6: Install sidewalks on Western Blvd (Tarboro High School) from Speight Ave to W Howard St

Objective: The objective of this project is to provide safe pedestrian facilities for the Tarboro High School and connect neighboring neighborhoods to both downtown and shopping areas along Western Blvd and Walmart area.

Project Length: 2,500'

Estimated Cost: \$1,102,100

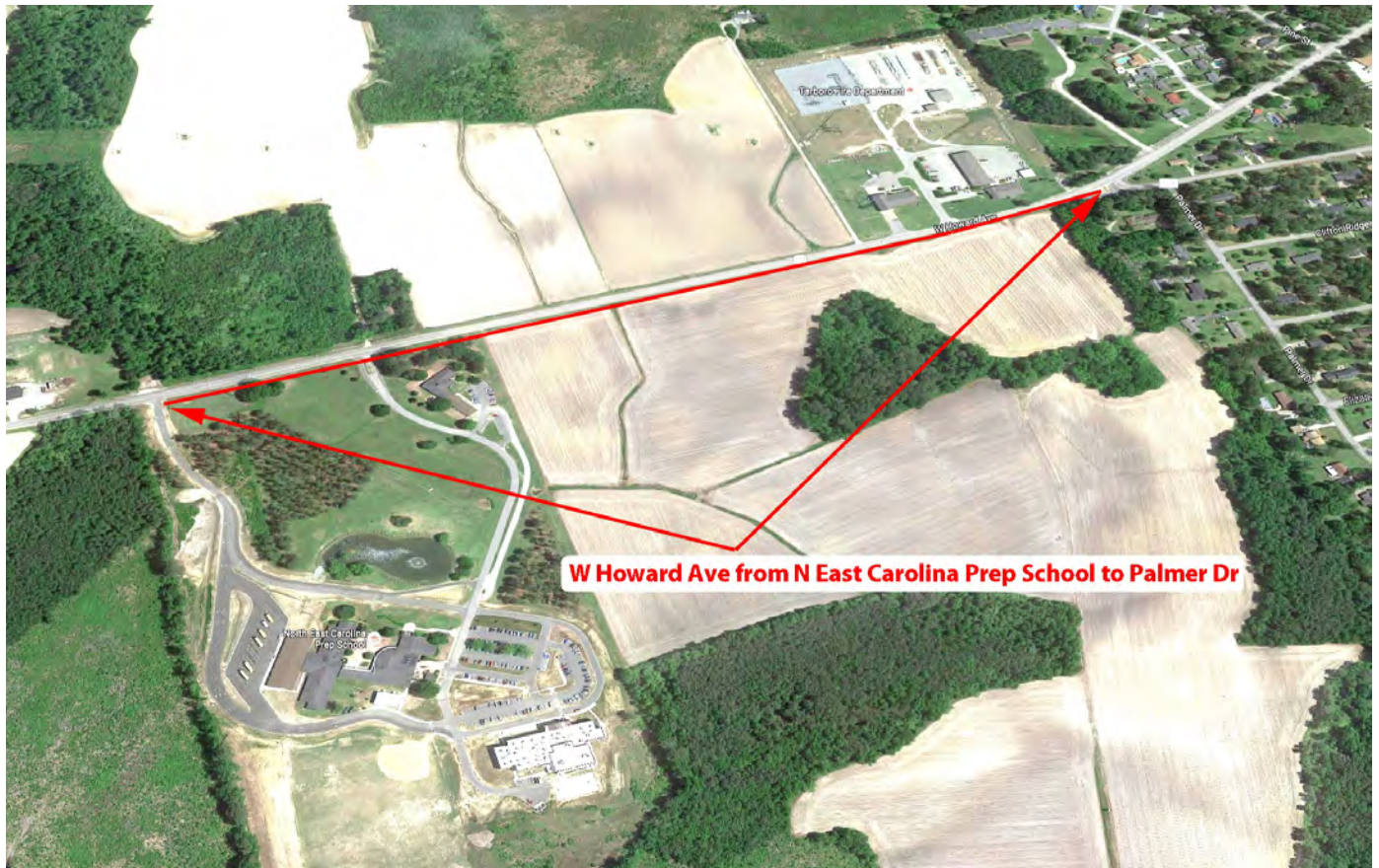


Project #7: Install sidewalks on W Howard St from N East Carolina Prep School to the Tarboro Electric Utilities Office

Objective: The objective of this project is to provide safe pedestrian facilities for the N Easet Carolina Prep School and connect neighboring neighborhoods to the school and downtown.

Project Length: 2,100'

Estimated Cost: \$412,300



Project #8: Install sidewalks on St Andrews St from W Howard St to W Northern Blvd

Objective: The objective of this project is to provide safe pedestrian facilities along St Andrews St. This route will connect both to residential neighborhoods, shopping, and to CB Martin Middle School.

Project Length: 4,700'

Estimated Cost: \$1,072,800

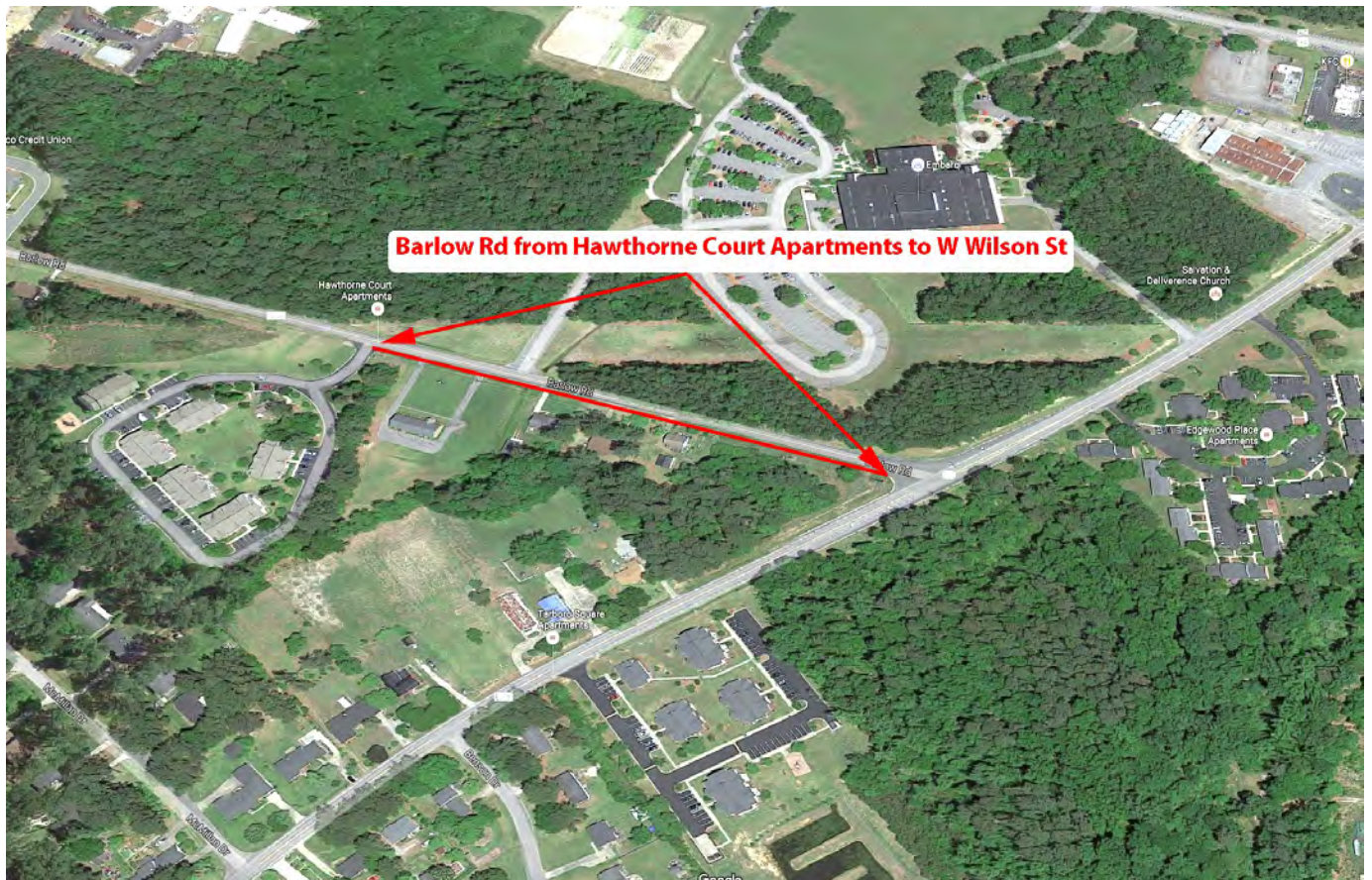


Project #9: Install sidewalks on Barlow Rd from the Hawthorne Court Apartments to W Silson St

Objective: The objective of this project is to provide safe pedestrian facilities along Barlow Rd and connect the Hawthorne Court Apartments community to future facilities connecting to downtown Tarboro.

Project Length: 1,000'

Estimated Cost: \$251,600

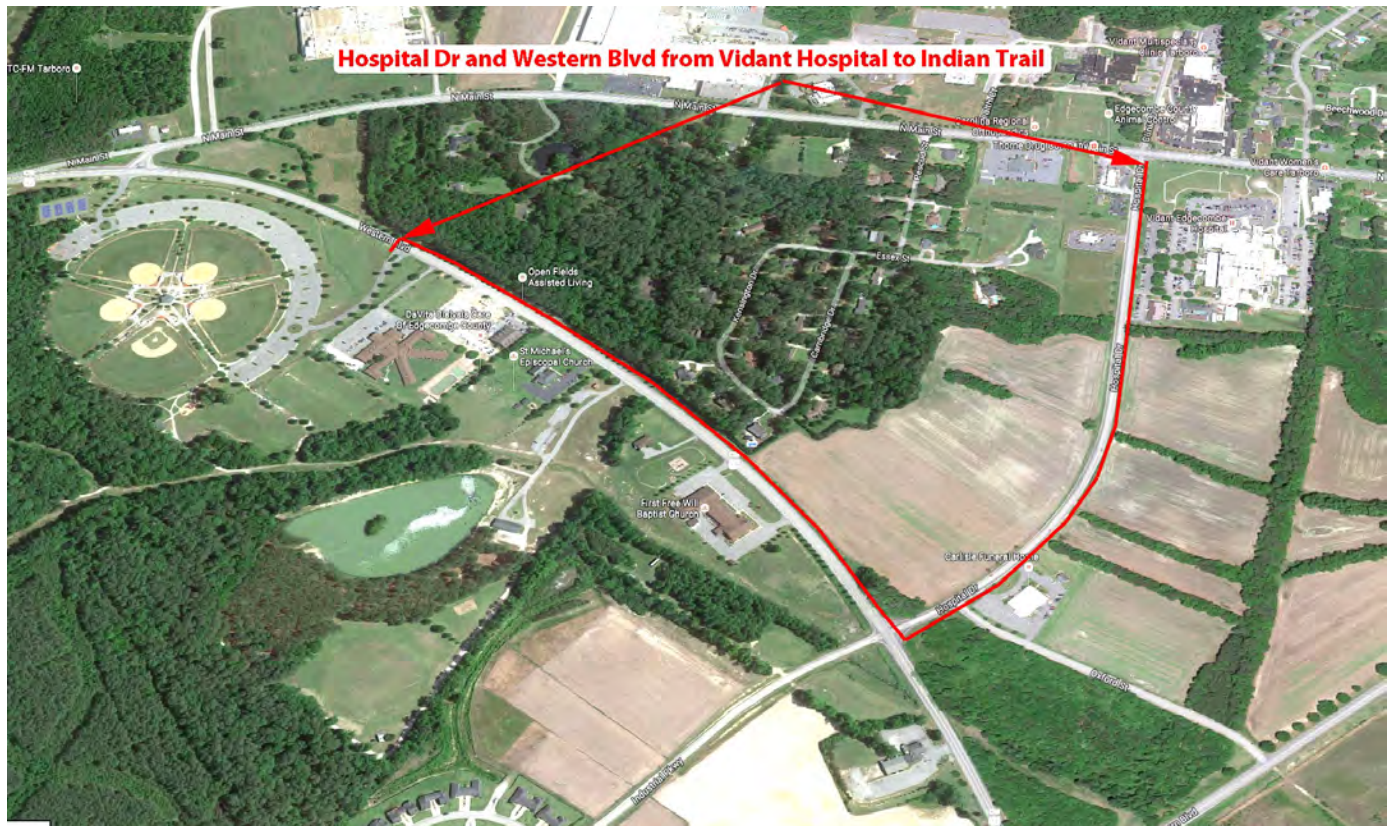


Project #10: Install sidewalks on Hospital Dr from Western Blvd to N Main St

Objective: The objective of this project is to provide safe pedestrian facilities along Hospital Dr connecting the medical facilities to the Indian Trail recreational facilities. There may be potential for partnering with the Vidant Edgecombe Hospital for project funding.

Project Length: 6,000'

Estimated Cost: \$1,222,700



Project #11: Install a crosswalk and additional sidewalks at Tarboro High School

Objective: The objective of this project is to provide safe pedestrian facilities at the Tarboro High School. The additional sidewalk may help prevent students from crossing Western Blvd at unsafe locations by providing an additional crosswalk with a safety island where they naturally cross at the gate opening.

Project Length: 1,000'

Crosswalks: 1

Estimated Cost: \$222,210



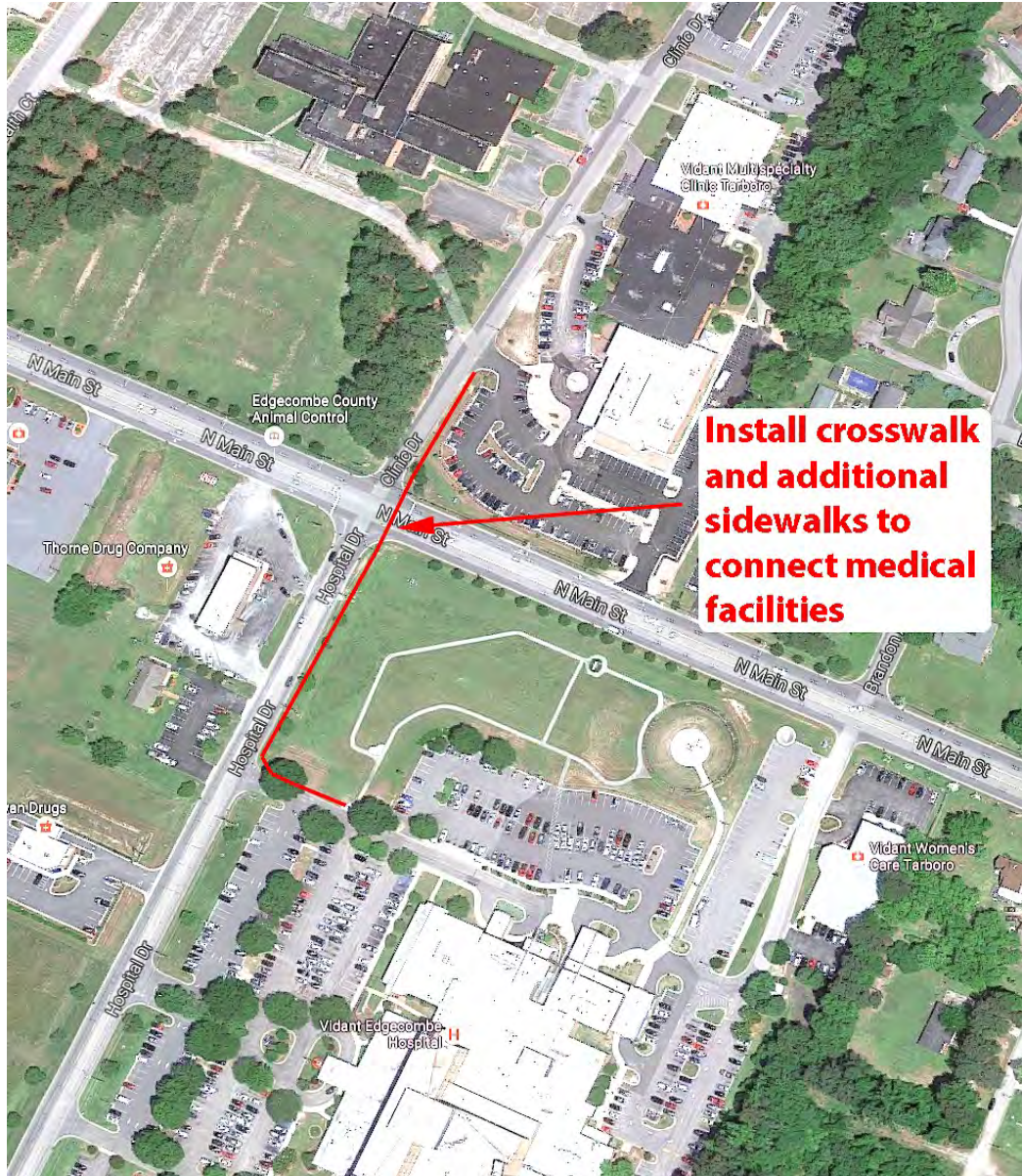
Project #12: Install a crosswalk at Vidant Edgecombe Hospital and Medical Facilities

Objective: The objective of this project is to provide safe pedestrian crossing to the Vidant Edgecombe Hospital and surrounding medical facilities by providing a sidewalk at the intersection of N Main St and Hospital Dr.

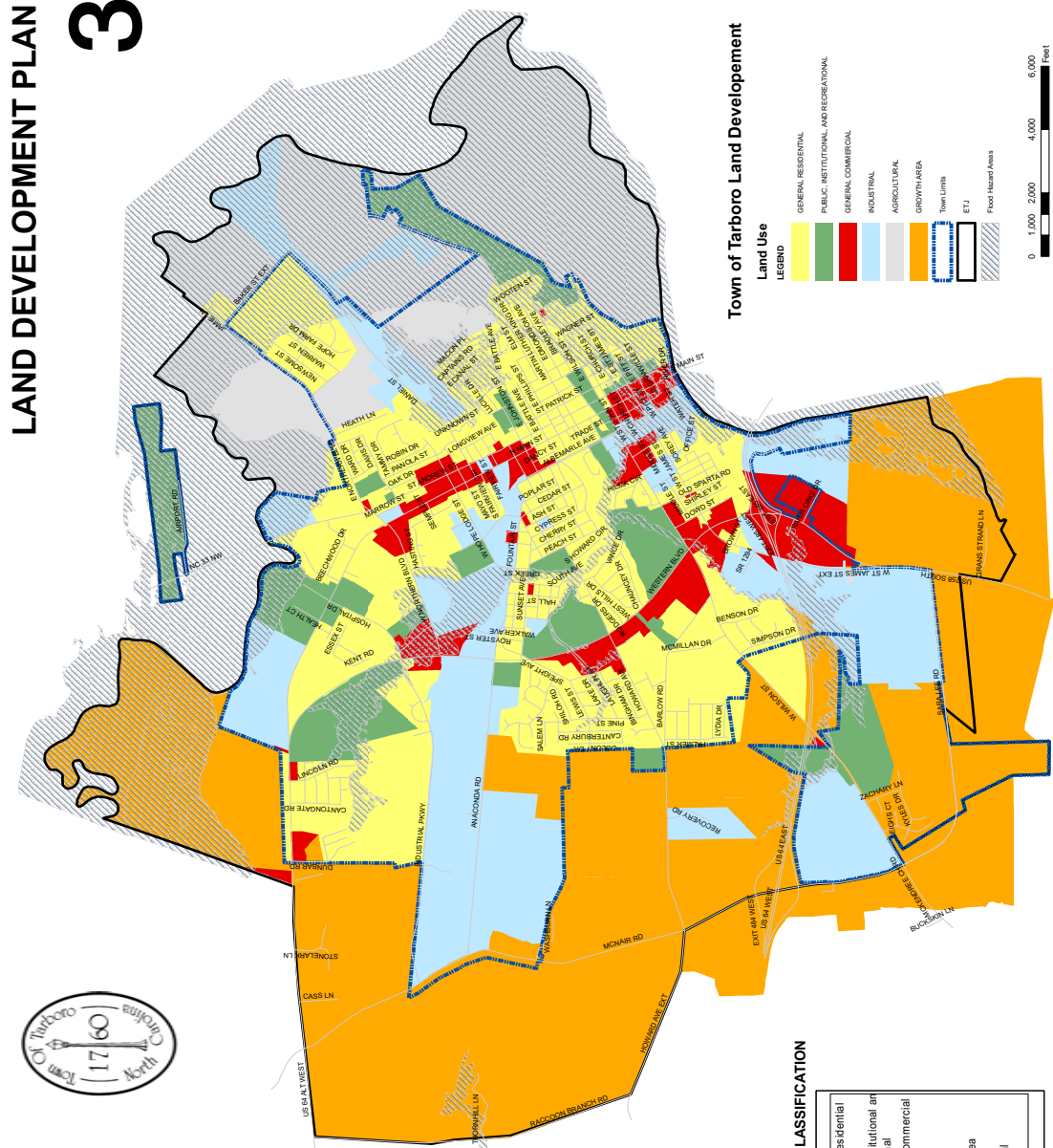
Project Length: 600'

Crosswalks: 1

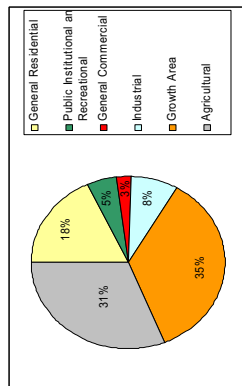
Estimated Cost: \$149,600



3 LAND DEVELOPMENT PLAN



PROJECTED LAND USE DISTRIBUTION BY USE CLASSIFICATION

[illegible]

Source: Office of Finance Director/Town Clerk, and Director of Planning and Economic Development, Town of Tarboro, North Carolina.

Appendix B: Tarboro Pedestrian Public Meeting Advertisement



Do you have an interest in Pedestrian Facilities in the Town of Tarboro?

The Town of Tarboro is partnering with the Upper Coastal Plain Rural Planning Organization (UCPRPO) to develop a Transportation Pedestrian Plan for the Town of Tarboro. This plan will help the Town of Tarboro identify gaps and future pedestrian needs. To hear your input a Public Meeting will be held as follows:

Date: January 27, 2015
Time: 6:30pm - 8:00pm

Place: Town Hall - Town of Tarboro

Be a part of the solution. Public involvement is strongly encouraged. To complete the online Community Survey visit:
www.ucprpo.org/WalkTarboro.html

For more information contact:
Josh Edmondson
252-641-4249



¿Usted tiene un interés en las instalaciones peatonales en la ciudad de Tarboro?

La ciudad de Tarboro se ha asociado con la Alta Planicie Costera Rural Planificación Organization (UCPRPO) para desarrollar un Plan de peatones Transporte para la Ciudad de Tarboro . Este plan ayudará a la Ciudad de Tarboro identificar deficiencias y necesidades futuras peatonales . Para escuchar su entrada una reunión pública se llevará a cabo de la siguiente manera :

Fecha : 27 de enero 2015
Hora: 18:30-20:00

Lugar : Ayuntamiento - Ciudad de Tarboro

Sea parte de la solución . Involvement Pública es altamente recomendable. Para completar la visita en línea Encuesta de la Comunidad :
www.ucprpo.org/WalkTarboro.html

Para obtener más información comuníquese con:
Josh Edmondson
252-641-4249

Appendix C: Community Survey



Town of Tarboro Pedestrian Plan Community Survey

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION
120 W. Washington St., Suite 2110
Nashville, NC 27855

The Town of Tarboro is working with the Upper Coastal Plain Rural Planning Organization and additional partners to create a Pedestrian Plan for the Town of Tarboro. This plan will be used to accommodate FUTURE Pedestrian needs as deemed necessary for future growth and development. A key part of both the plan and the information gathering process is citizen input. We are asking for a few minutes of your time to complete a survey so that your input can be taken into consideration as the plan is developed.

This survey is anonymous and your name will not be associated with it unless you want us to. You can take the survey any time between now and February 28, 2015.

1. Do you live in the Town of Tarboro? Yes <input type="radio"/> No <input type="radio"/> What neighborhood?	
2. My primary mode of transportation is: <input type="radio"/> Personal vehicle <input type="radio"/> Walking/running <input type="radio"/> Bicycle <input type="radio"/> Van pool <input type="radio"/> Other (Please specify)	2. I currently walk (please check all that apply): <input type="radio"/> In my local neighborhood <input type="radio"/> In the downtown area <input type="radio"/> Go to/from work or school <input type="radio"/> For exercise/recreational activity <input type="radio"/> To shop <input type="radio"/> I do not walk or run around town or in my neighborhood
3. How many times do you walk during the average week (either to the store/work and/or for recreational purposes): <input type="radio"/> 1-5 <input type="radio"/> 6-10 <input type="radio"/> 11-15 <input type="radio"/> 16-20 <input type="radio"/> 21 or more	4. What are the biggest reasons or barriers to walking in Tarboro on a scale of 1 to 5, with 5 being the biggest and 1 being the smallest? <input type="checkbox"/> Lack of sidewalks <input type="checkbox"/> Unsafe sidewalks or sidewalks in disrepair <input type="checkbox"/> Lack of safe safe crosswalks <input type="checkbox"/> Auto traffic/speed <input type="checkbox"/> Criminal activity <input type="checkbox"/> Lack of lighting <input type="checkbox"/> Lack of nearby destinations <input type="checkbox"/> Other (Explain):
5. Which intersections are the least safe / most challenging for pedestrians?	
6. Do you currently walk where no pedestrian facility or safe cross walk exist? No <input type="radio"/> Yes <input type="radio"/>	If so where?
7. Are there locations you would like to see sidewalks, crosswalks or crossing signals added or improved? No <input type="radio"/> Yes <input type="radio"/>	Where?
8. Should public funds (capital improvement funds, taxes, grants, etc) be used to improve the pedestrian environment in Tarboro? No <input type="radio"/> Yes <input type="radio"/>	
9. What other problems do you consider to be major pedestrian issues in Tarboro?	
Please help us learn who the survey reaches with these OPTIONAL questions:	
10. What is your gender? Male <input type="radio"/> Female <input type="radio"/>	
11. What is your approximate age? Under 18 <input type="radio"/> 18-25 <input type="radio"/> 26-35 <input type="radio"/> 36-45 <input type="radio"/> 46-55 <input type="radio"/> 56-65 <input type="radio"/> 66-75 <input type="radio"/> Over 75 <input type="radio"/>	
12. Check all that apply to describe your race/ethnicity: American Indian or Alaska Native <input type="radio"/> Asian <input type="radio"/> Black or African American <input type="radio"/> Hispanic or Latino <input type="radio"/> Native Hawaiian or other Pacific Islander <input type="radio"/> White <input type="radio"/>	

Thank you for your participation and please contact James Salmons at (252) 459-1545 or jsalmons@ucprpo.org with any questions or if you wish to receive more information about this transportation plan.

This survey is also available online at: <http://www.ucprpo.org.com/WalkTarboro.html>

Smart Phone? Scan this QR code to go straight to the survey!





Plan de Encuesta sobre la Comunidad Peatonal de la Ciudad de Tarboro

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION
120 W. Washington St., Suite 2110
Hertford, NC 27856

La ciudad de Tarboro está trabajando con la Organización de Planificación superior llano costero Rural y socios adicionales para crear un Plan de peatones para la Ciudad de Tarboro. Este plan se utilizará para dar cabida a las necesidades peatonales FUTURAS que se consideren necesarias para el crecimiento y el desarrollo futuro. Una parte clave de tanto el plan y el proceso de recopilación de información es la participación ciudadana. Estamos pidiendo pocos minutos de su tiempo para completar una encuesta en la cual su información será tomada en cuenta mientras se desarrolla este plan.

Esta encuesta es anónima y su nombre no se asocia con ella a menos que usted lo desee. Usted puede tomar la encuesta en cualquier momento desde ahora hasta el 28 de febrero del 2015.

1. ¿Vive en la ciudad de Tarboro? <input type="radio"/> Sí <input type="radio"/> No <input type="radio"/> ¿Qué Vecindario?	
2. Mi principal modo de transporte es: <input type="radio"/> vehículo personal <input type="radio"/> Caminar / correr <input type="radio"/> bicicleta <input type="radio"/> compartir coche <input type="radio"/> Otro (especificar)	2. Actualmente camino (marque todo lo que corresponda): <input type="radio"/> En mi vecindario local <input type="radio"/> En el centro de la ciudad <input type="radio"/> Ir a / desde el trabajo o la escuela <input type="radio"/> Para hacer ejercicio / actividad recreativa <input type="radio"/> para ir de compras <input type="radio"/> Yo no camino o corro por la ciudad o en mi vecindario
3. ¿Cuántas veces usted camina durante la semana (ya sea a la tienda / el trabajo y / o con fines recreativos): <input type="radio"/> 1-5 <input type="radio"/> 6-10 <input type="radio"/> 11-15 <input type="radio"/> 16-20 <input type="radio"/> 21 o mas	4. ¿Cuál sería el obstáculo mas grande en caminar en Tarboro, en una escala de 1 a 5, siendo 5 el más grande y siendo 1 el más pequeño. <input type="checkbox"/> La falta de aceras <input type="checkbox"/> Aceras o aceras en mal estado inseguros <input type="checkbox"/> La falta de cruces peatonales seguros seguros <input type="checkbox"/> Tráfico Auto / velocidad <input type="checkbox"/> La actividad criminal <input type="checkbox"/> La falta de iluminación <input type="checkbox"/> La falta de localidades cercanas <input type="checkbox"/> Otro (Explique):
5. Qué intersecciones son los menos seguras / o mas peligrosas para los peatones?	
6. ¿Actualmente camina donde no existen instalaciones de peatones o cruce peatonal seguro? No <input type="radio"/> Sí <input type="radio"/>	Si es así ¿dónde?
7. ¿Hay lugares donde te gustaría ver aceras, pasos de peatones o señales de cruce añadido o mejorado? No <input type="radio"/> Sí <input type="radio"/>	¿Dónde?
8. Deberían los fondos públicos (fondos de mejora de capital, impuestos, subvenciones, etc.) utilizarse para mejorar el entorno peatonal en Tarboro? No <input type="radio"/> Sí <input type="radio"/>	
9. ¿Que otros problemas usted considera que afectan a los peatones en Tarboro?	

Por favor, ayúdenos a obtener mas informacion con estas preguntas opcionales:

10. ¿Sexo? Masculino <input type="radio"/> femenino <input type="radio"/>
11. ¿Cuál es su edad aproximada? Under 18 <input type="radio"/> 18-25 <input type="radio"/> 26-35 <input type="radio"/> 36-45 <input type="radio"/> 46-55 <input type="radio"/> 56-65 <input type="radio"/> 66-75 <input type="radio"/> Over 75 <input type="radio"/>
12. Marque todas las que apliquen para describir su raza / origen étnico: Indio o de Alaska nativo americano <input type="radio"/> asiático <input type="radio"/> Negro o afroamericano <input type="radio"/> Hispano o Latino <input type="radio"/> Nativo de Hawai u otras islas del Pacífico <input type="radio"/> blanco <input type="radio"/>

Gracias por su participación y por favor, póngase en contacto con James Salmons al (252) 459-1545 o jsalmons@ucprpo.org con cualquier pregunta o si desea recibir más información sobre este plan de transporte.

Esta encuesta también está disponible en línea en: <http://www.ucprpo.org.com/WalkTarboro.html>

Escanea el código QR para ir directamente a la encuesta!



Appendix D: Tear off Public Meeting Advertisement

Town of Tarboro



Do you have an interest in Tarboro being a pedestrian friendly Town? The Town needs your input on how we can improve pedestrian transportation!

Attend the public meeting being held to discuss the Town of Tarboro's pedestrian friendly plans.

Town of Tarboro's Pedestrian Plan Public Meeting

Where: Tarboro Town Hall
Date: January 27, 2015
Time: 6:30pm
500 N. Main St, Tarboro, NC
Contact Phone: 252-641-4200

Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200	Town of Tarboro 500 N. Main St, Tarboro, NC 252-641-4200
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Tarboro Pedestrian Facilities - Gaps and Needs Exercise



Connecting Tarboro Pedestrians to Schools and Recreation Facilities

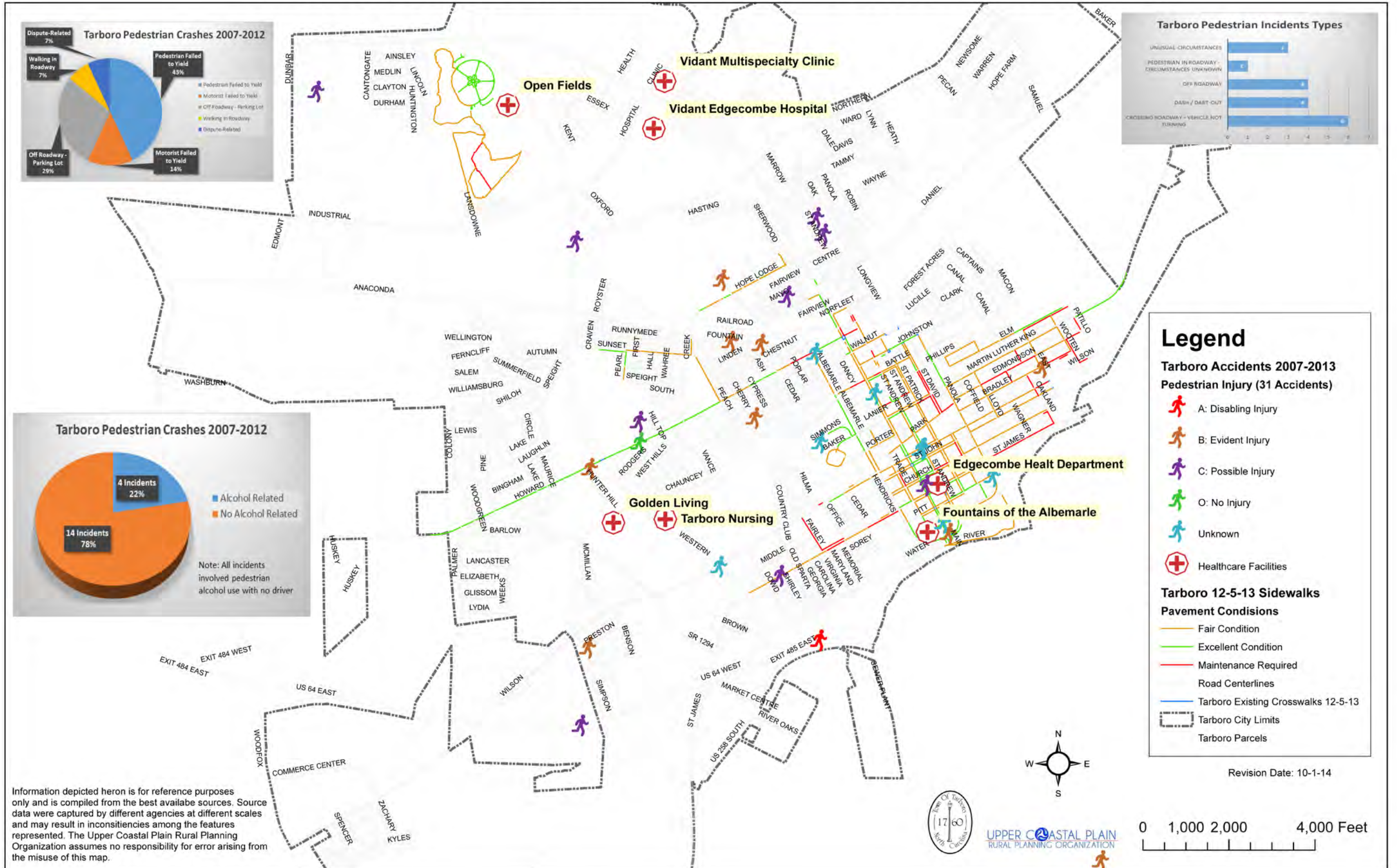


Connecting Tarboro Pedestrians to Shopping and Historical Sites



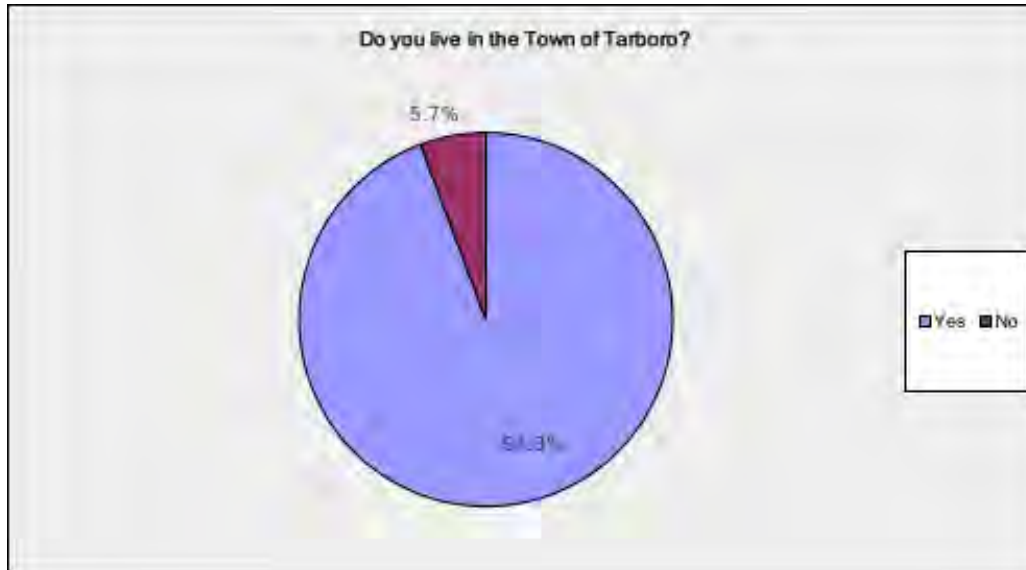
Information depicted herein is for reference purposes only and is compiled from the best available sources. Source data were captured by different agencies at different scales and may result in inconsistencies among the features represented. The Upper Coastal Plain Rural Planning Organization assumes no responsibility for error arising from the misuse of this map.

Tarboro Pedestrian Accidents 2007-2013 and Healthcare Facilities



Appendix F: Community Survey Results

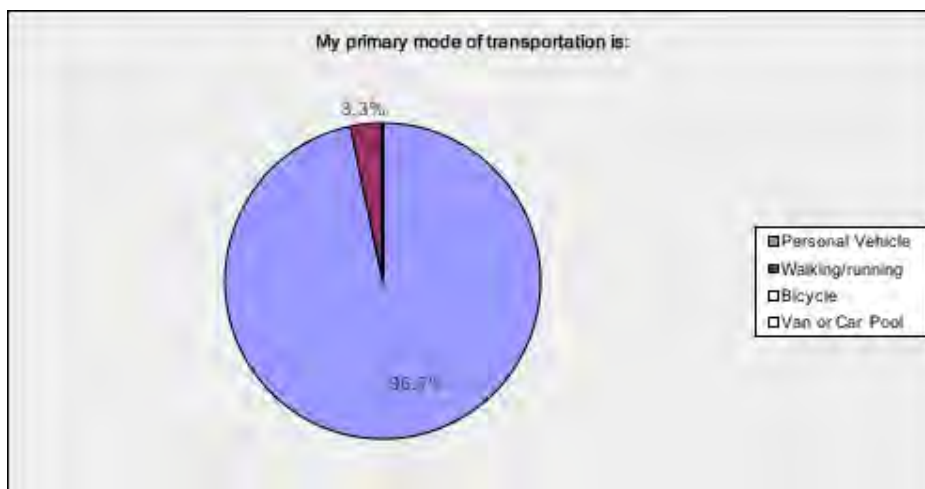
Community Survey Questions 1:



Community Survey Questions 2:

My primary mode of transportation is:

Answer Options	Response Percent	Response Count
Personal Vehicle	96.7%	116
Walking/running	3.3%	4
Bicycle	0.0%	0
Van or Car Pool	0.0%	0
Other (please specify)		6
answered question		120
skipped question		11

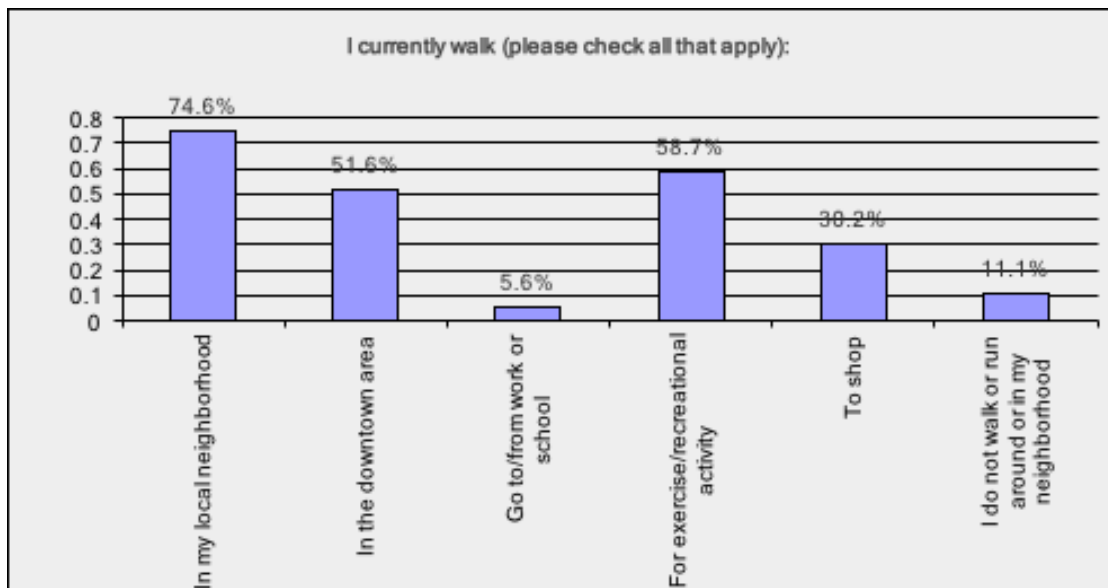


Community Survey Questions 3:

Tarboro Pedestrian Plan Community Survey

I currently walk (please check all that apply):

Answer Options	Response Percent	Response Count
In my local neighborhood	74.6%	94
In the downtown area	51.6%	65
Go to/from work or school	5.6%	7
For exercise/recreational activity	58.7%	74
To shop	30.2%	38
I do not walk or run around or in my neighborhood	11.1%	14
answered question		126
skipped question		5

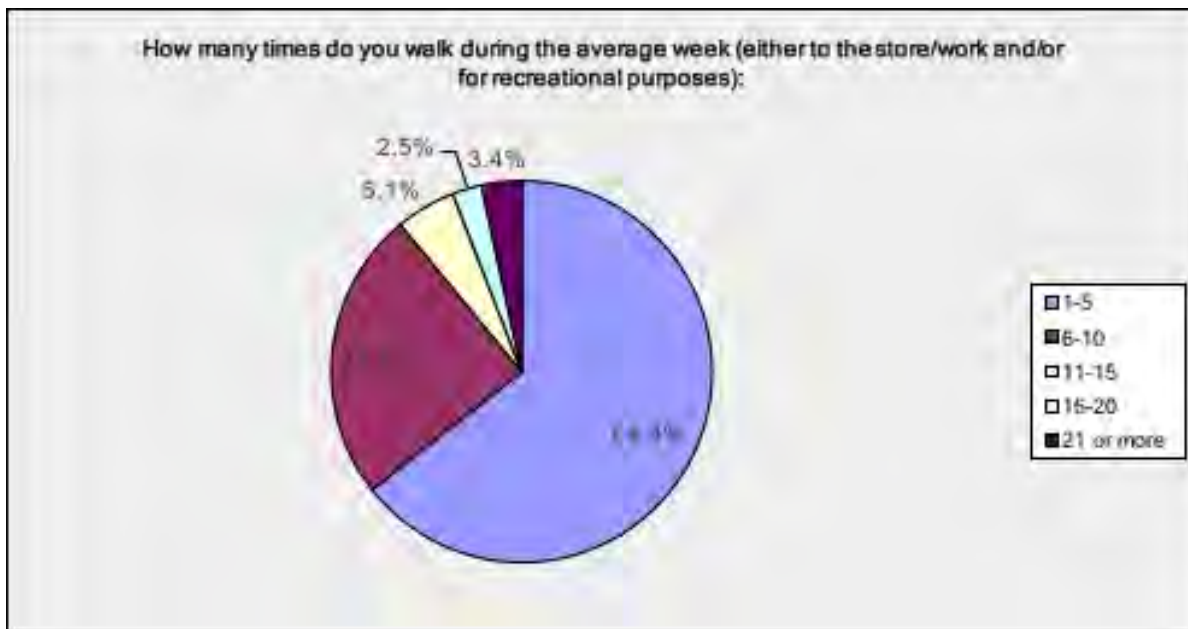


Community Survey Questions 4:

Tarboro Pedestrian Plan Community Survey

How many times do you walk during the average week (either to the store/work and/or for recreational purposes):

Answer Options	Response Percent	Response Count
1-5	64.4%	76
6-10	24.6%	29
11-15	5.1%	6
16-20	2.5%	3
21 or more	3.4%	4
<i>answered question</i>		118
<i>skipped question</i>		13

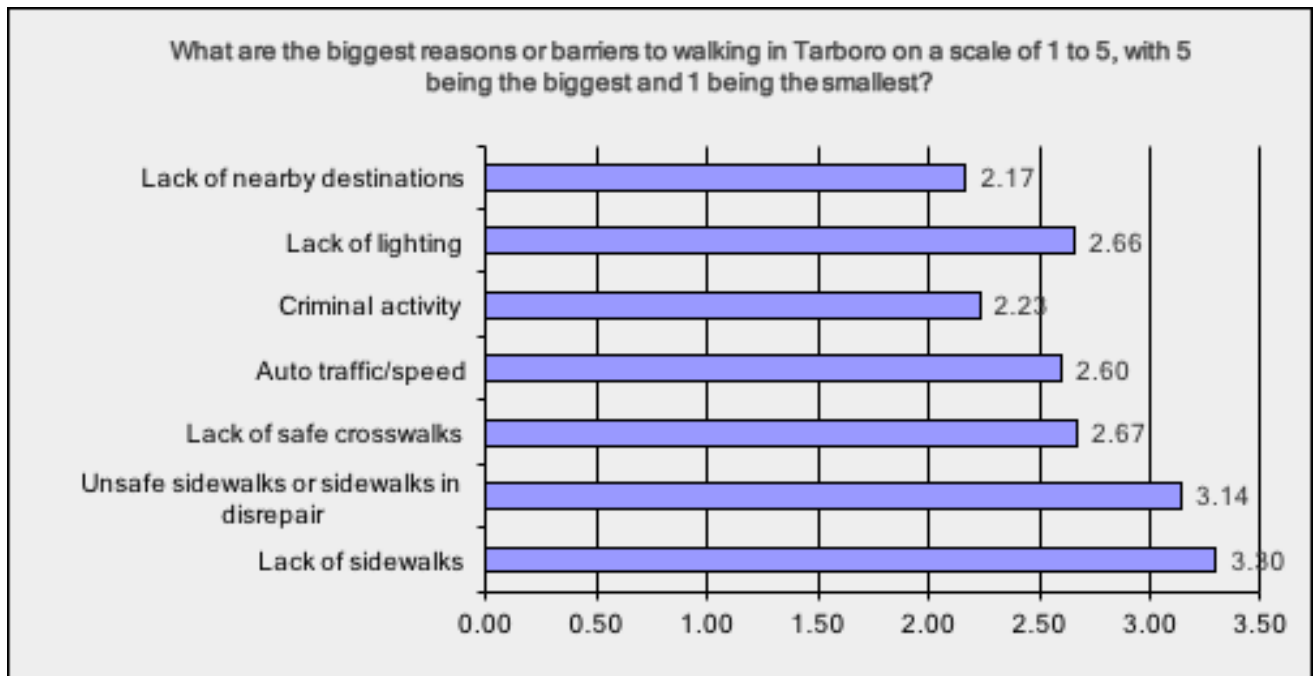


Community Survey Questions 5:

Tarboro Pedestrian Plan Community Survey

What are the biggest reasons or barriers to walking in Tarboro on a scale of 1 to 5, with 5 being the biggest and 1 being the smallest?

Answer Options	1 - No Barrier	2 - Very Little Barrier	3 - Average Barrier	4 - Large Barrier	5 - Biggest Barrier	Rating Average	Response Count
Lack of sidewalks	18	8	17	8	30	3.30	81
Unsafe sidewalks or sidewalks in disrepair	21	10	18	12	26	3.14	87
Lack of safe crosswalks	22	9	19	10	10	2.67	70
Auto traffic/speed	27	8	20	8	12	2.60	75
Criminal activity	29	7	20	3	6	2.23	65
Lack of lighting	27	10	15	10	14	2.66	76
Lack of nearby destinations	31	3	12	7	5	2.17	58
Other (please specify)							20
answered question							112
skipped question							19



Community Survey Questions 6:

Tarboro Pedestrian Plan Community Survey

Which intersections are the least safe / most challenging for pedestrians?

Answer
Options

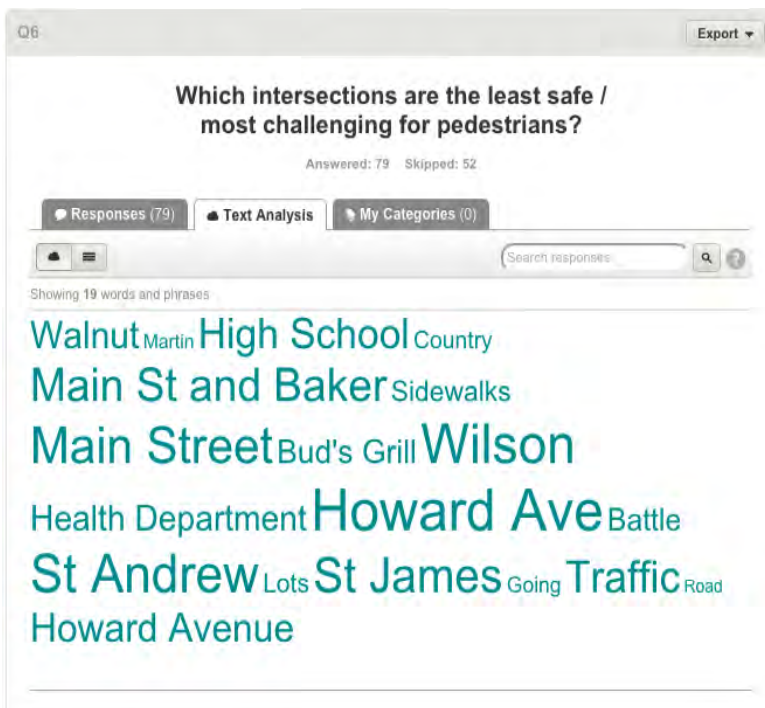
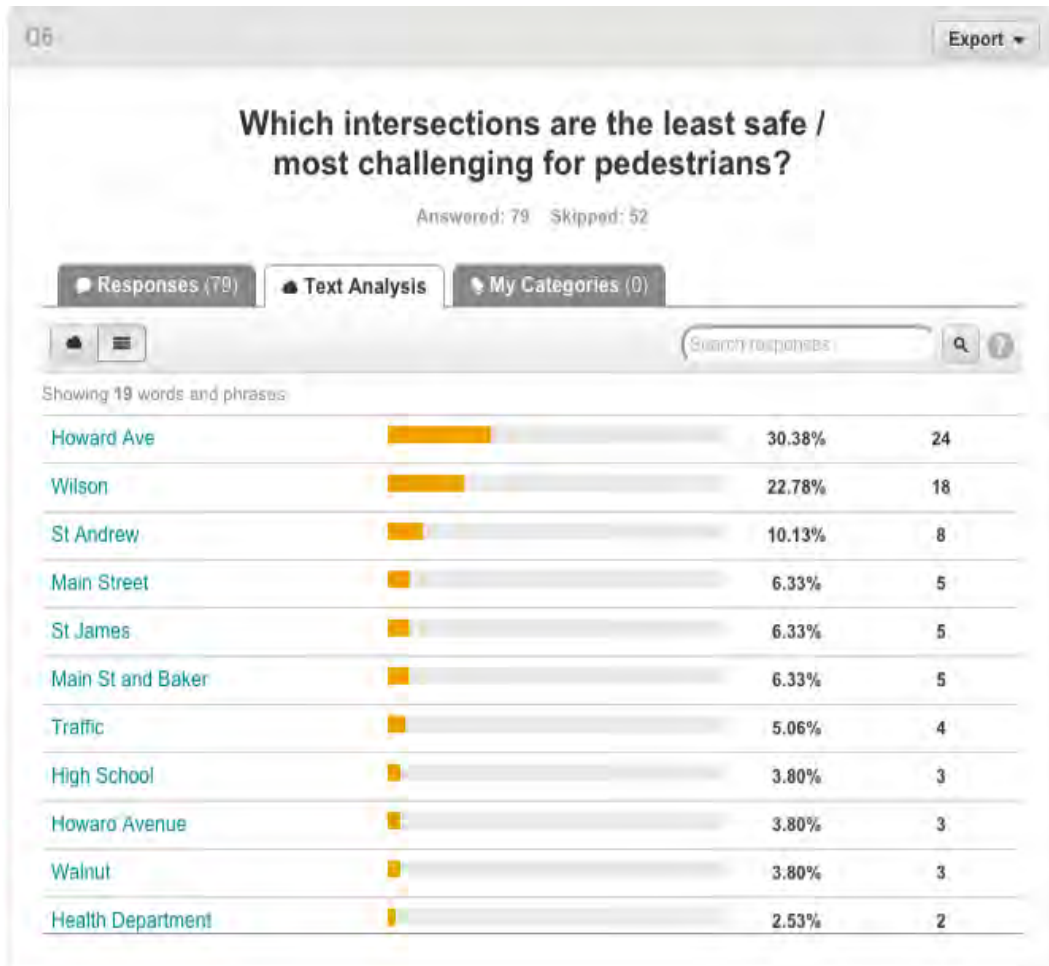
Response Count

79

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ped question

79
52

Number	Response Text
1	Main St and Baker St
2	St James; PO Town Hall, police dept areas
3	Main St, no where to walk, from Bud's Grill all way to hospital, also no street lights St Andrew, Pizza Inn to 2226 St Andrew
4	School areas
5	Corner of Howard Ave and Northern Blvd
6	Walmart & Bojangles
7	Walnut & Main
8	Bud's Grill - Walgreens/CVS/Boys/Howard Ave and Main St
9	The street where Family Dollar and Food Lion is located - 2209 St Andrew St
10	Howard Avenue
11	Wilson St, Wester Blvd, Main St
12	Corner of Howard Ave and Western Blvd
13	St Andrew and Waters
14	Intersection of Bridgers Street and St Andrew St
15	Forest Acres Dr. - Forest Acres - street lights are out or hidden by trees - criminal activity and lots of it.
16	Martin Mill School Area
17	unknown
18	Howard Ave and Western Blvd
19	All
20	Corner of Howard Ave and Barlow Rd; Corner of Western Blvd and Wilson St Ext
21	Main and Howard; 64 Business and Wilson St; 64 Business and Howard Ave; Wilson and Albemarle Ave
22	Wilson St and 64 Business; 64 Business and Howard Ave; Main St and Howard Ave; Wilson and Albemarle Ave
23	Pine and Lewis; Howard and Western Blvd; Howard and Pine
24	Wilson and Oakland
25	Main St
26	Main and St James
27	Downtown is tricky; all of them essentially - particularly Wilson; Main; Albermarle; Wester Blvd; Howard Ave.
28	All Western Blvd intersections
29	Howard and Main, Wilson and Western
30	Main St and Battle - Albemarle and Battle Ave
31	Howard and Albemarle
32	Country Road intersections
33	St James and Western
34	Main and Wilson, Baker and Albemarle
35	Around the bigger streets - Western
36	Sidewalks which are cracked and pose trip hazards.
37	East St James and St Andrews St. Can't see; too many parked cars. East Baker St & Main St. Sometimes cars park on Main St hard to see around them.
38	Health Department Area
39	Health Department Human Services Area Building
40	By-pass scary - US 54
41	Main and Wilson, Wilson and Albemarle, Main and St James
42	At the First Baptist
43	Howard Ave and Western Blvd
44	Wilson and W Country Club Dr
45	Western Blvd (all intersections)
46	Howard Ave and Main
47	Howard Ave and Main; Western Blvd & Howard Ave
48	Howard Ave and Main; Western Blvd and Howard Ave
49	Walnut and Main
50	Hope Lodge and Main
51	Most of Main St because of traffic.
52	Main St and Howard Avenue
53	The one by Boys and Rite Aid
54	St Andrews and Wilson, Wilson and Main, Baker and Main, all intersections around Blount Bridgers house.
55	Albemarle Ave and Howard Ave
56	I don't think it's the intersections. Wilson St is the most dangerous w/ bikes pedestrians & vehicles.
57	Corner of Main and Baker, Lots of Library traffic; no stop light.
58	St Andrew St crossings from river to Howard Ave / Anywhere on Main St
59	East Northern / Main
60	Main St and St. John St
61	Western Blvd and Howard Ave.
62	Any crossings of Main Street especially in the residential part of the Historic District. Wilson Street and Western Boulevard could use pedestrian signals at traffic lights.
63	Howard Ave / Western Blvd
64	Howard Ave / Main St
65	Howard Ave at Main; Wilson at Main and Albemarle Ave; Howard Ave at Western; Main at Northern; Albemarle at Baker, Battle, Howard.
66	All this applies to bicyclists, and especially for handicapped citizens, too.
67	East Tarboro Area
68	1. corner Howard Avenue & Main Street 2. Fairview Street & Main Street 3. Western Boulevard around High School
69	Western and Howard is a challenge as well as Western and Wilson St.
70	Main St and Baker (at the library) Western Blvd and Howard Ave (THS is RIGHT there AND it's HEAVY traffic. I would like to see a CLEARLY marked cross walk AND pedestrian cross walk signal box at that ENTIRE intersection. In addition, I would like to see a CLEARLY MARKED cross walk near the Braswell Recreation Center/back of THS ACROSS Western Blvd near the McDonald's/Pizza Hut area because people cross there all the time. People are not going to walk from the Braswell center up to
71	Howard Ave to cross there only to walk back down to McDonald's/Pizza Hut. There should be a cross walk there to encourage walking and safety of the pedestrian.
72	Main Street and Hospital Drive
73	Crossing Main Street
74	By the bridge going into princeville.
75	Main and Howard ave. Howard ave and western blvd., wilson and western blvd.,
76	Main St & Howard Ave
77	Daniel St. b/w town and E. Baker St., Barlow Road, Main St. b/w town and Indian Lake (inadequate sidewalks). Walnut St by Martin Millenium Academy. Wilson b/w
78	Albemarle and the community college (inadequate sidewalks)
79	Howard Ave
80	Western Blvd
81	Intersection by high school
82	Near Tabor High School & Braswell Center
83	The Walgreens. Need crosswalks with lights.

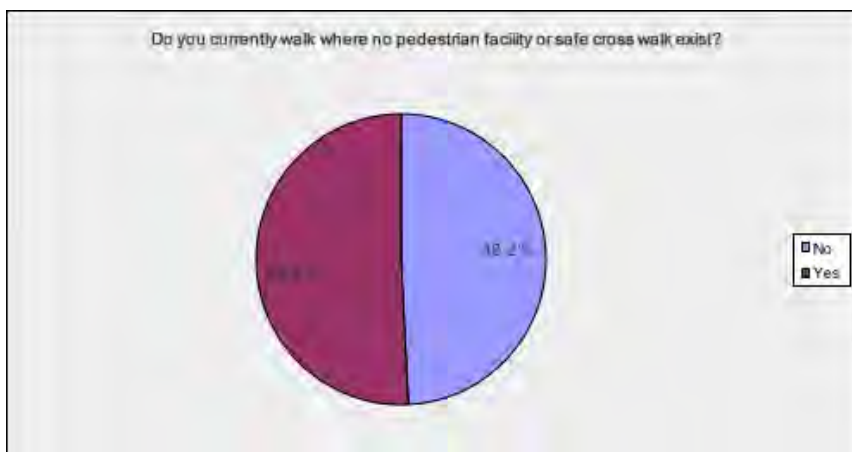


Community Survey Questions 7:

Tarboro Pedestrian Plan Community Survey

Do you currently walk where no pedestrian facility or safe cross walk exist?

Answer Options	Response Percent	Response Count
No	49.2%	58
Yes	50.8%	60
If so where?		48
<i>answered question</i>		118
<i>skipped question</i>		13

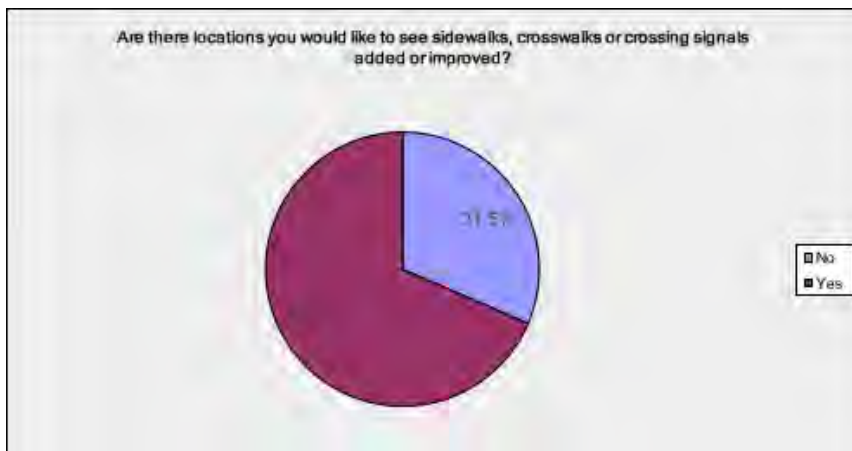


Community Survey Questions 8:

Tarboro Pedestrian Plan Community Survey

Are there locations you would like to see sidewalks, crosswalks or crossing signals added or improved?

Answer Options	Response Percent	Response Count
No	31.5%	35
Yes	68.5%	76
Where?		70
<i>answered question</i>		111
<i>skipped question</i>		20

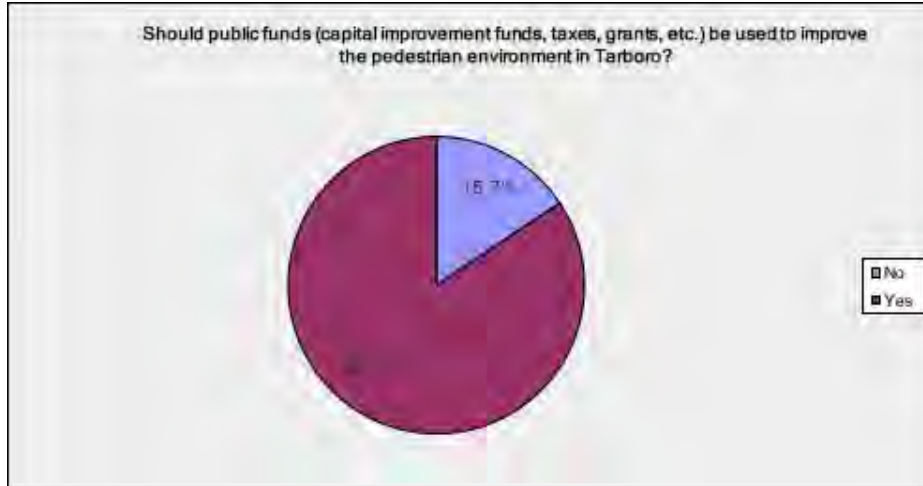


Community Survey Questions 9:

Tarboro Pedestrian Plan Community Survey

Should public funds (capital improvement funds, taxes, grants, etc.) be used to improve the pedestrian environment in Tarboro?

Answer Options	Response Percent	Response Count
No	15.7%	19
Yes	84.3%	102
answered question		121
skipped question		10



Community Survey Questions 10:

Tarboro Pedestrian Plan Community Survey

What other problems do you consider to be major pedestrian issues in Tarboro?

Answer Options	Response Count
	70
erod question	70
pped question	61

Number	Response Text
1	Jobs!
2	People on scooters - If they lose their license to DUI or other reasons. They should NOT be able to drive scooters.
3	They are very hard to see at dusk and in the dark. They also should be ticketed just like people in cars.
4	It would be great to have more save walking paths. Hospital took half path for helicopter landing which is ok. Town should stop piles of debris in street. enforce leash laws and put bike paths on main streets just a 3 ft area.
5	Speeding on Davis St - Police have been notified several times
6	People riding 4 wheelers and golf carts - unlicensed and letting children younger than 16 drive them being told by the police there is nothing they can do about it.
7	not enough walking trails
8	Safety for seniors
9	Sidewalks are uneven and slippery because of pine straw, pine cones and falling limbs. Hard to walk safely in Tarboro except in downtown.
10	There are many people who do not have any form of transportation and no one to take them around or do not have gas money to pay any one to take them around to handle business. They need the freedom of knowing that they can get to and from places that they need to go or want to go. Some form of public transportation would be helpful
11	and good for these who need it to get about around town in this area. (That's just my 2 cents / keeping it real)
12	Since I don't drive I have to have help going grocery shopping and especially seeing my doctor.
13	Courthouse Sq
14	We need a small bus for Tarboro for the people who walk. Need bus stops signs. The bus should drive through at least 2 times a day M-F 7-5
15	Downtown could use more urban crawl.
16	no sidewalks
17	Ramps on sidewalks are not maintained; not all intersections have wheel chair access - try it yourself with a stroller if you don't believe me.
18	People walking in the street instead of sidewalks.
19	Either no walking space or bumpy/uneven sidewalks
20	Traffic is way too fast on St Andrew St in the Historic District, specifically because there are no stop signs from the County Administration Building until Walnut St. St Andrew should not be used as a thoroughfare as it is residential.
21	The biggest problems I see are the disrepair of sidewalks. They are raised up by tree roots or badly cracked.
22	Glass on sidewalks - particularly Albemarle Ave. Low hanging tree limbs - Homeowners / Town doesn't trim tree limbs over hanging sidewalks - particularly a problem in wet/rainy weather.
23	The brick in the downtown area - not all level. And all other leveling sidewalks
24	All dogs are to walk on leash. No dogs roaming around alone.
25	Crossing Western Blvd via Howard Ave is very dangerous. Cars do not slow down when turning right on red. I'm surprised no on has been injured. Light sequence varies from time to time.
26	Should have light say when to walk and where. Jay walking should not be allowed. Should have more parking spaces
27	No sidewalks in certain areas are the major problems.
28	Intersection of St James and St Andrews traffic speed is an issue.
29	Sidewalks that haven't been edged in years like Main St from Battle Ave North and Howard Ave which is horrible. Also Church St near Calvary Church. left side toward Main St. Many, many, many unkept sidewalks. Putting weed killer on sidewalks doesn't do the job. Edging need to be done. No more pesticides for our environment please. Bike lanes need to be repainted as well as most of the streets (at least many). Signage is lacking all over town including entrance to Tarboro signage - Welcome to Tarboro.
30	Overgrown sidewalks! The town has used weed killer until the grass doesn't respond as intended. The sidewalks have not been edged in years, a job long overdue. Many are unkept and look terrible. Bike lanes need to be repainted as does many street markings. Signage, signage, signage - Tarboro is so lacking.
31	Pets
32	Not having a dog park.
33	Certainly connectivity is an issue in making future green ways, but presently we need to make sure the existing sidewalks are kept in good repair. Possibly setting up a maintenance schedule so they can be checked on a continual reg. basis.
34	Lighting in some areas; neighborhood is pretty dark.

Community Survey Questions 10 - continued:

Tarboro Pedestrian Plan Community Survey

What other problems do you consider to be major pedestrian issues in Tarboro?

Answer
Options

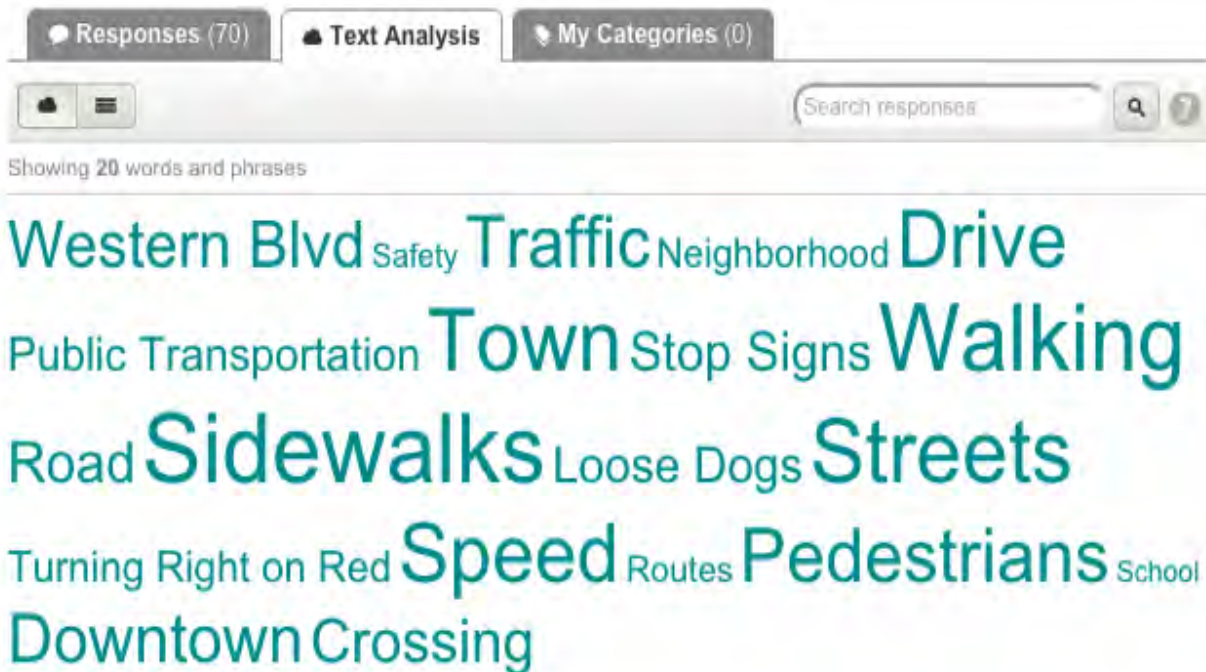
Response Count

70

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aped question

70
61

Number	Response Text
33	Bike Routes
34	None
35	Lack of car drivers' respect for pedestrians and cyclists.
36	Cars turning right on red.
37	Like to see a good sidewalk around the commons.
38	We need a few more benches... on both sides of the streets crossing the common for starters. Young black kids are always walking in the middle of the streets. We have to blow the horn to make them move, then they shoot you their middle finger. Where is the police when you need them.
39	Health Dept area downtown is dangerous. There should be no parking on road near the Health Department.
40	Stop signs and no parking on St James / St Andrews area near the Human Services Health Dept Building. Take parking away
41	Lack of sidewalks is primary.
42	Drivers using cell phones and texting while driving. Drivers use no good judgement and endanger pedestrians when on cell phones.
43	When school lets out - crossing to Burger King / Taco Bell
44	Should be a right of way at Western and Howard - many walkers cross there
45	Look at Edenton - Beaches and middle of the block DT crosswalks - real pedestrian friendly
46	At our age we do not have the knowledge of things you question. Sorry unable to help. The town is wonderful for pedestrians / bikers / runners but people drive too fast and unconcerned for the safety of those on foot etc. Those exceeding speed limits and on cell phones while driving otherwise fantastic.
47	Public Transportation
48	Pedestrians who do not use sidewalks where they are provided. Ex. Walking in street (middle of)
49	The road in back of Ace Hardware.
50	Bicycle routes not marked. People not obeying the speed limit. need more police presence in Historical District after 5pm when people are out walking. We encounter "Thuggy" people.
51	Loose dogs.
52	People walking in heavily traveled streets, even when sidewalks are available. Also bicycles that travel in wrong lane (i.e. against traffic rather than with traffic)
53	N/A
54	As I drive around Tarboro I constantly see people walking, using electric wheelchairs and pushing baby strollers in the roadway of Main Street and along Western Blvd where the speed limit is 45 MPH. It is difficult to use an electric wheelchair or to push a baby stroller in the grass along the side of the road or to get either up over a curbing in a timely manner if necessary. That is what we should be thinking about when it comes to a pedestrian plan and not so much about joggers and people walking for recreation.
55	commercial truck traffic on residential streets. Lack of signage for alternate truck route. Speeding on Main Street.
56	Jay walking on Western Blvd at Tarboro High School and Braswell Recreational Center. Speeding traffic that enjoys a "grace" of 10 mph or more.
57	At major intersections, for a pedestrian, a car exceeding the limit by 10 mph or more is a recipe for disaster.
58	Need sidewalks on both sides of the streets.
59	I notice people walking with protection sticks and on a rare occasion I see loose dogs around my neighborhood.
60	Speed law enforcement
61	Unlevel and crumbling sidewalks. In addition, Town Common sidewalks need to be better maintained using GAS-powered edgers. The residents who live along the Town Common do a fairly good job keeping up the sidewalks on their properties, and the town should keep the sidewalks on the Town Common trimmed and edged. The Town Common is the town's gem...it's what makes visitors remember Tarboro favorably, and it's what sets Tarboro apart from other towns. The town workers should have gas-powered edgers (and possibly round up???) to keep the sidewalks on the Town Common looking edged and NOT overgrown. The sidewalks looked terribly overgrown and unkempt last summer. The grass looked GREAT, but having trimmed sidewalks and curbs is very important, especially for walking.
62	Bikeways
63	Crime on the streets
64	None
65	Lack of sidewalks or bike lanes making it dangerous on roadway to popular destinations. I think it would help immensely if the river trail could connect to the M.A. Ray center and provide an in town "nature trail" type of experience.
66	258 from Walmart to Town
67	J. walking & wheeled chairs on busy streets where sidewalks are in place.
68	There is a need for bike lanes. Many bikers are using the sidewalk.



Community Survey Questions 11:

Tarboro Pedestrian Plan Community Survey

What is your gender?

Answer Options	Response Percent	Response Count
Male	42.6%	55
Female	57.4%	74
<i>answered question</i>		129
<i>skipped question</i>		2

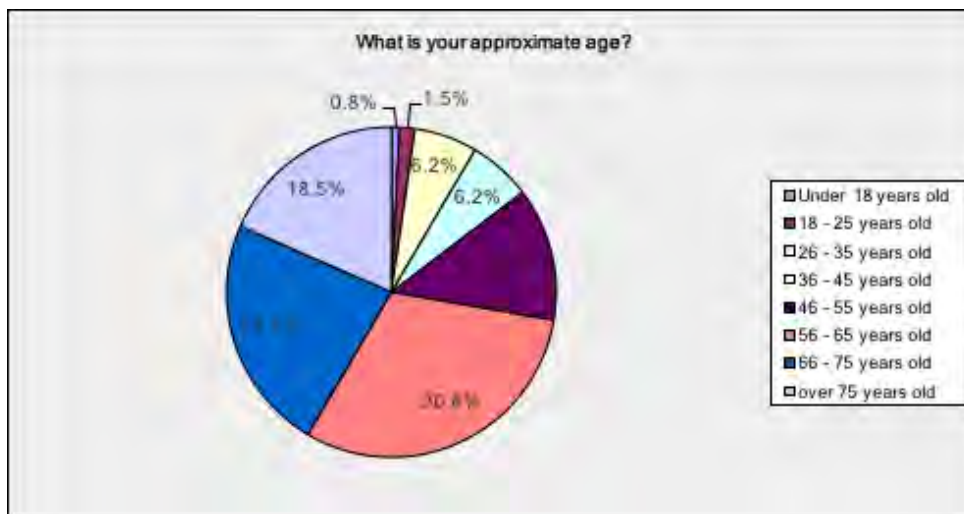


Community Survey Questions 12:

Tarboro Pedestrian Plan Community Survey

What is your approximate age?

Answer Options	Response Percent	Response Count
Under 18 years old	0.8%	1
18 - 25 years old	1.5%	2
26 - 35 years old	6.2%	8
36 - 45 years old	6.2%	8
46 - 55 years old	13.1%	17
56 - 65 years old	30.8%	40
66 - 75 years old	23.1%	30
over 75 years old	18.5%	24
answered question		130
skipped question		1

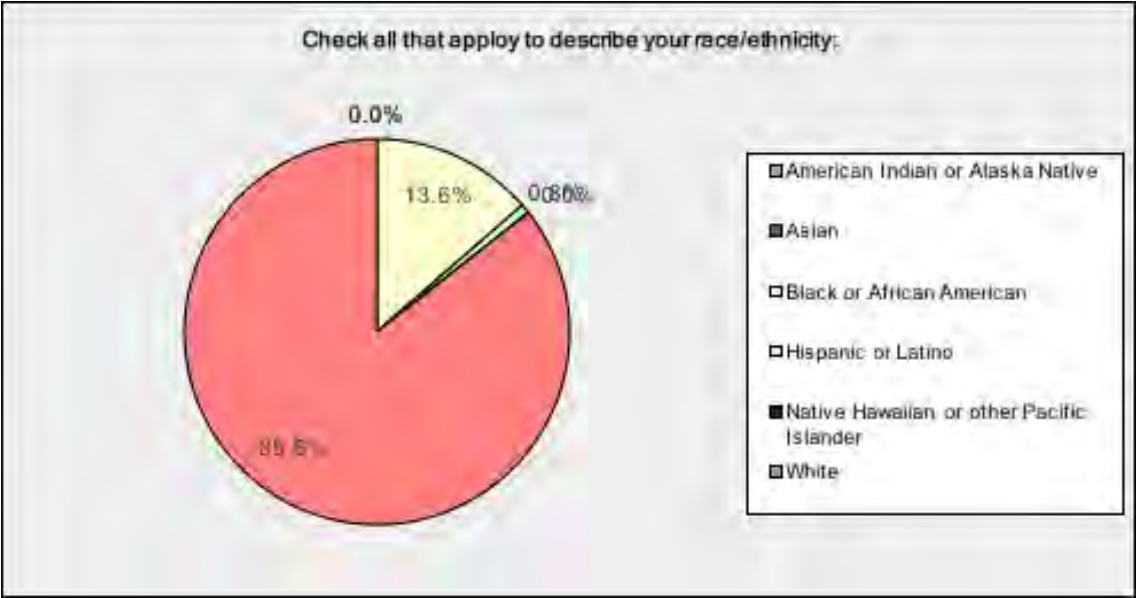


Community Survey Questions 13:

Tarboro Pedestrian Plan Community Survey

Check all that apply to describe your race/ethnicity:

Answer Options	Response Percent	Response Count
American Indian or Alaska Native	0.0%	0
Asian	0.0%	0
Black or African American	13.6%	17
Hispanic or Latino	0.8%	1
Native Hawaiian or other Pacific Islander	0.0%	0
White	85.6%	107
Other (please specify)		1
answered question		125
skipped question		6



Appendix G: Citizen Letter

Gail B. Tucker

1-27-2015

Sidewalks in Need of Repair -

- ①. 813 ST. Andrews ST. - Tree roots have raised and broken sidewalk very badly.
- ②. Across the street from 813 ST. Andrews - Pavement on sidewalk is uneven to the point of being dangerous.
- ③. 905 Main Street - Tree roots are raising the bricks. Tree is weakened from years of vine growth and limbs and branches constantly fall on this area of sidewalk.
- ④. ST. Patrick Street - between intersection of Baker & ST. Patrick and Bridgers & ST. Patrick (only 2 houses on this block, no numbers on houses) - Extremely uneven section of sidewalk, can cause serious injury from tripping.
- ⑤. Curb at intersection of ST. Andrews and Wilson ST. - Broken & missing pieces.
- ⑥. Calvary Church sidewalk - Near intersection of ST. David and ST. James Street - Extremely uneven section of sidewalk.
- ⑦. Town Commons - Sidewalk from intersection of ST. Patrick and Wilson up to Main Street. Sidewalk is old rocky type that hurts your feet and is difficult to maneuver walkers, strollers, etc.
- ⑧. 211 Wilson Street (Joe Pitt's house). Badly damaged area of sidewalk near front gate.

Gail B. Tucker

1-27-2015

Sidewalks that are unusable due to Resident/Property Owner Neglect.

- ① 110 Park Avenue - Rose bushes and other vegetation would be growing to the curb and in the street if I had not been cutting it back for the last 2 years.
- ② 307 Church Street - Abandoned house. - Trees, bushes, briars, etc. not pruned by owner. I have to cut my way past this house, also.
- ③ 302 Church Street - Same as above.
- ④ 215A + 215B Church Street - Same as above
- ⑤ 402, 404, 406, + 408 ST. Patrick Street - This entire block of sidewalk is not usable to the public. The residents there use this sidewalk for their own personal needs. Basketball court, park cars on it, leave water hoses, tires, child's swimming pool, toys, scooters, bikes, etc., all the time.
