

TOWN OF ROLESVILLE

**BICYCLE PLAN UPDATE + OPEN SPACE AND GREENWAY PLAN UPDATE
STEERING COMMITTEE #12 - OCTOBER 26, 2021**



AGENDA

- I. Introductions** (12pm, 5 mins)
- II. Community Survey Review** (12:05pm, 15 mins)
- III. Draft Vision + Goals** (12:20pm, 10 mins)
- IV. Draft Network Recommendations** (12:30pm, 30 mins)
- V. Prioritization Criteria + Network Priorities** (1:00pm, 15 mins)
- VI. Draft Program + Policy Recommendations** (1:15pm, 10 mins)
- VII. Next Steps** (1:25pm, 5 mins)

GREENWAY PLAN + BICYCLE PLAN > SCHEDULE



SURVEY HIGHLIGHTS:

- **Desire for improved walking and biking connections:**
 - Neighborhoods
 - Schools
 - Commercial areas along Main St & Rogers Rd
 - Parks
 - Neighboring communities and greenways
- **Need for improved on-street bicycle facilities throughout Rolesville.**
- **Need for multi-modal improvements at intersections and greenway street crossings.**

SURVEY COMMENTS:

"I can only bike in my neighborhood and the one across the street. It is unsafe beyond that."

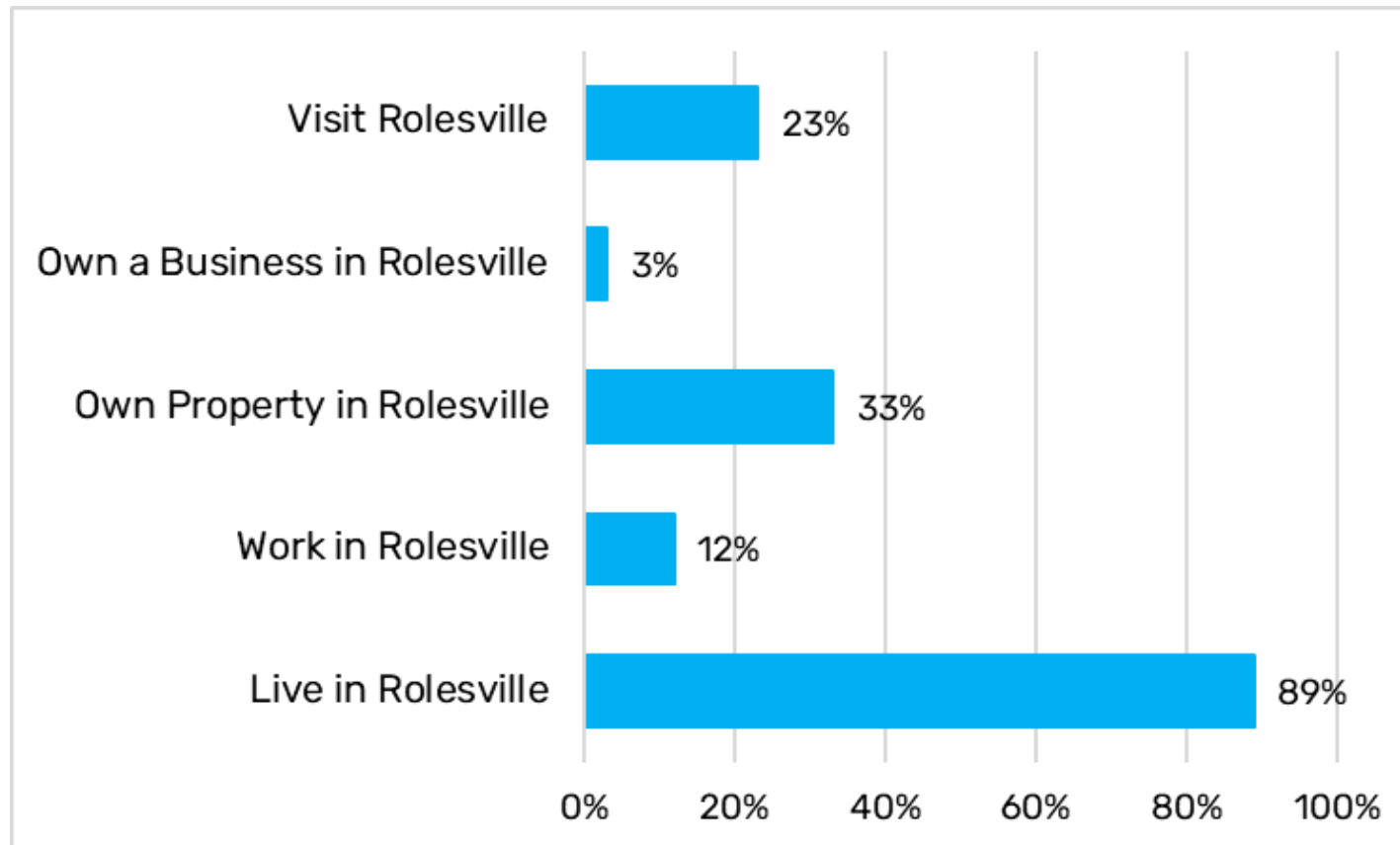
"My family and I only bike on the greenway trails. The roads/traffic are too dangerous to ride a bicycle on."

"If you can make it safe for students to ride their bikes to all the schools that will be a big improvement."

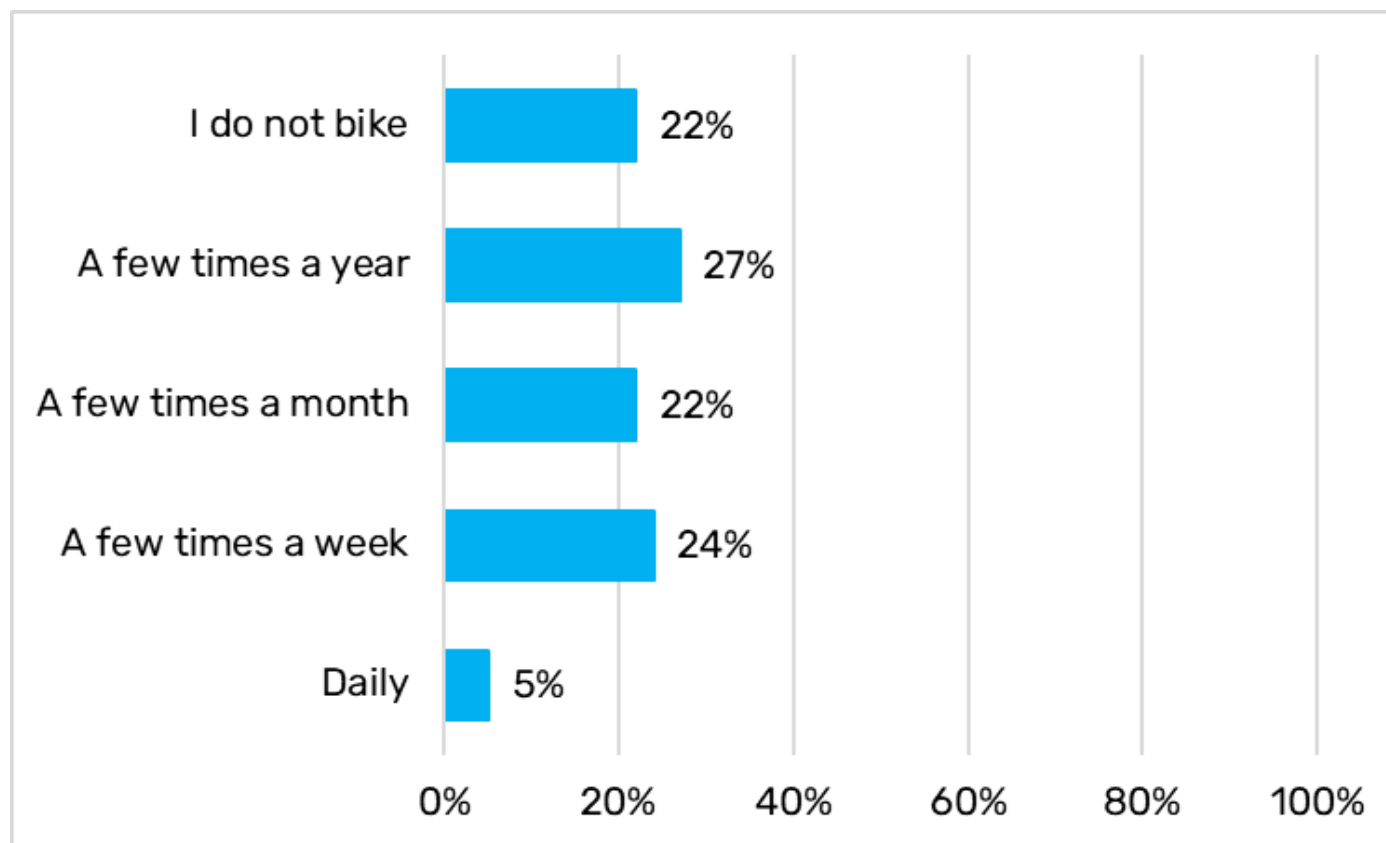
"We would love to see Rolesville become more connected to the Triangle Greenway System - not only so we could bike to destinations, but so other folks could bike here and experience our wonderful little town!"



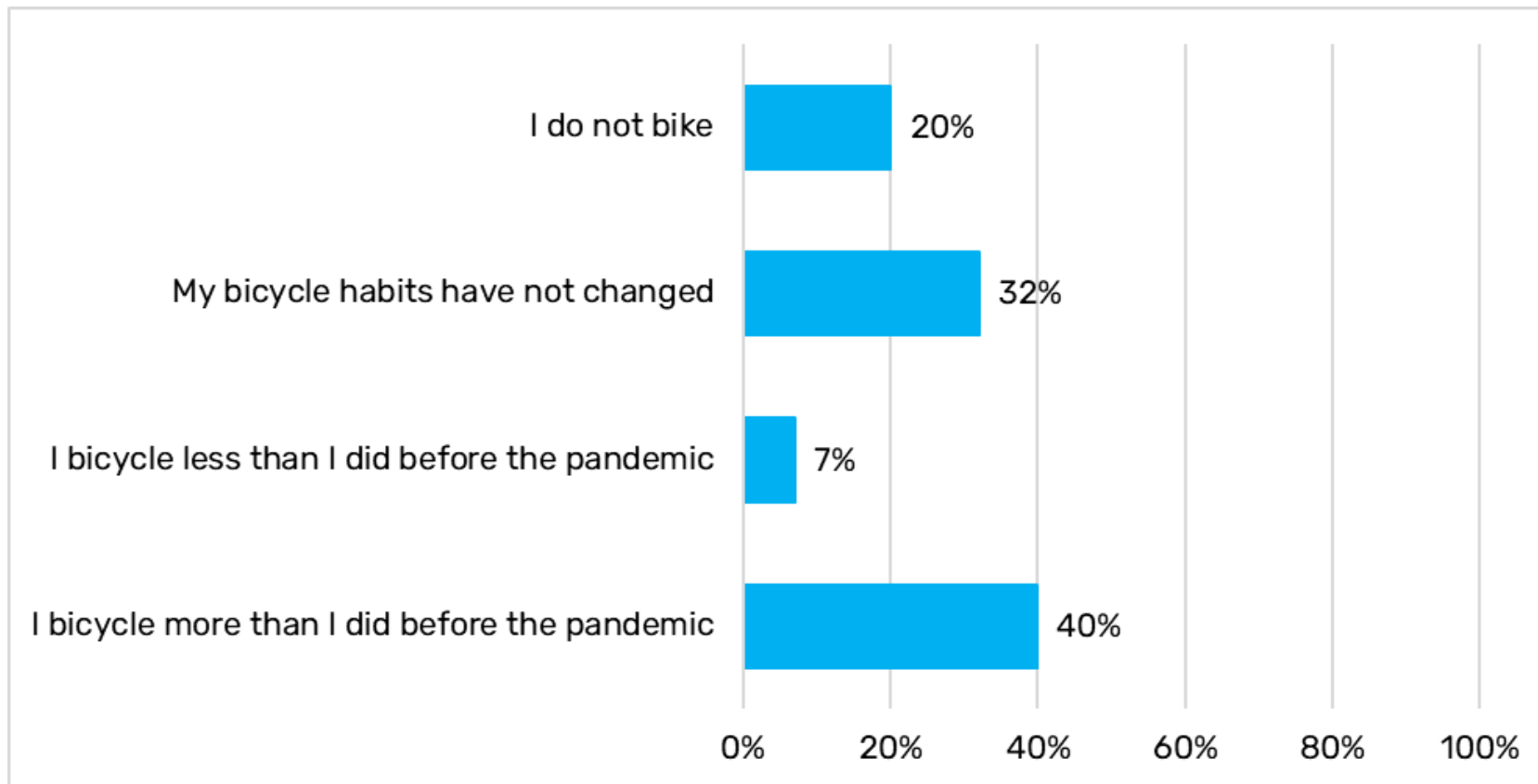
What is your relationship to Rolesville?



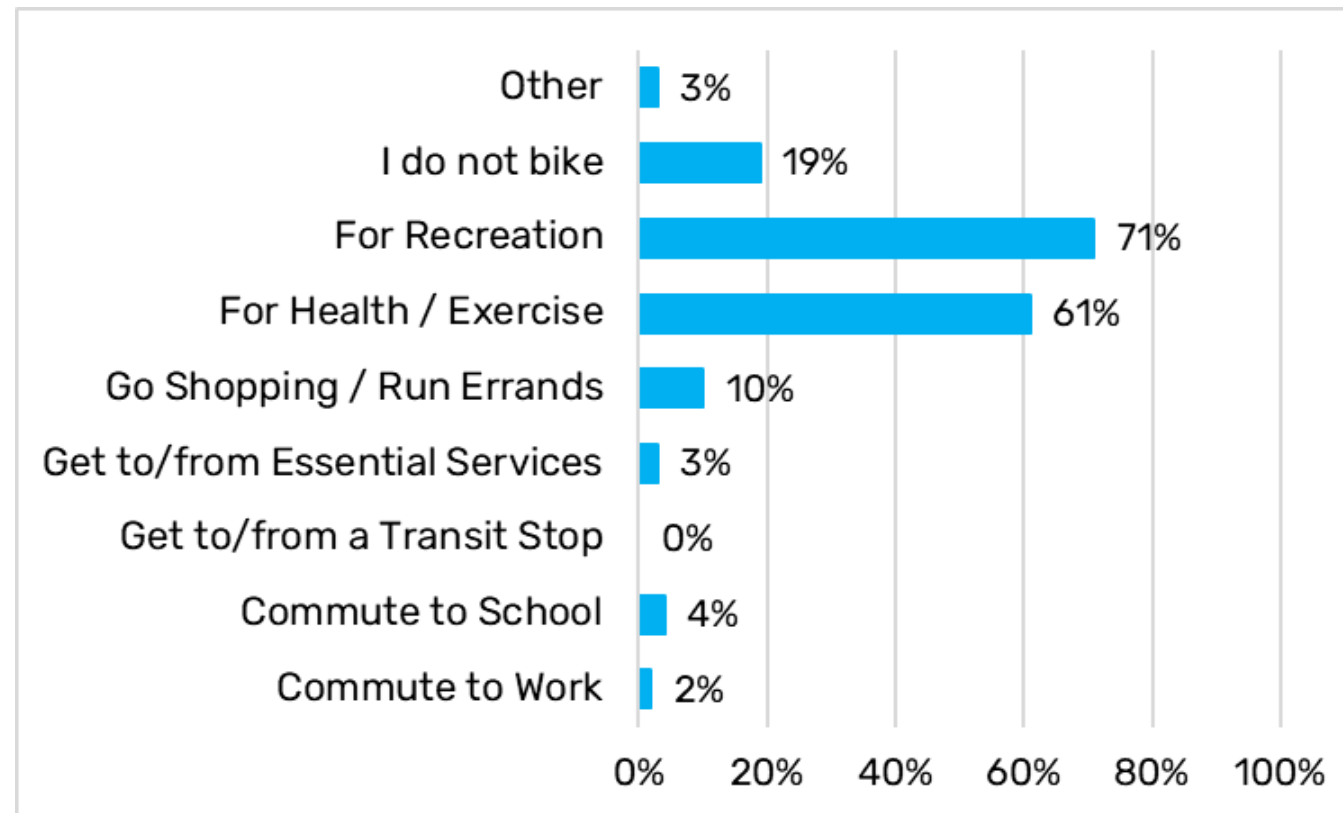
How frequently do you bike in Rolesville?



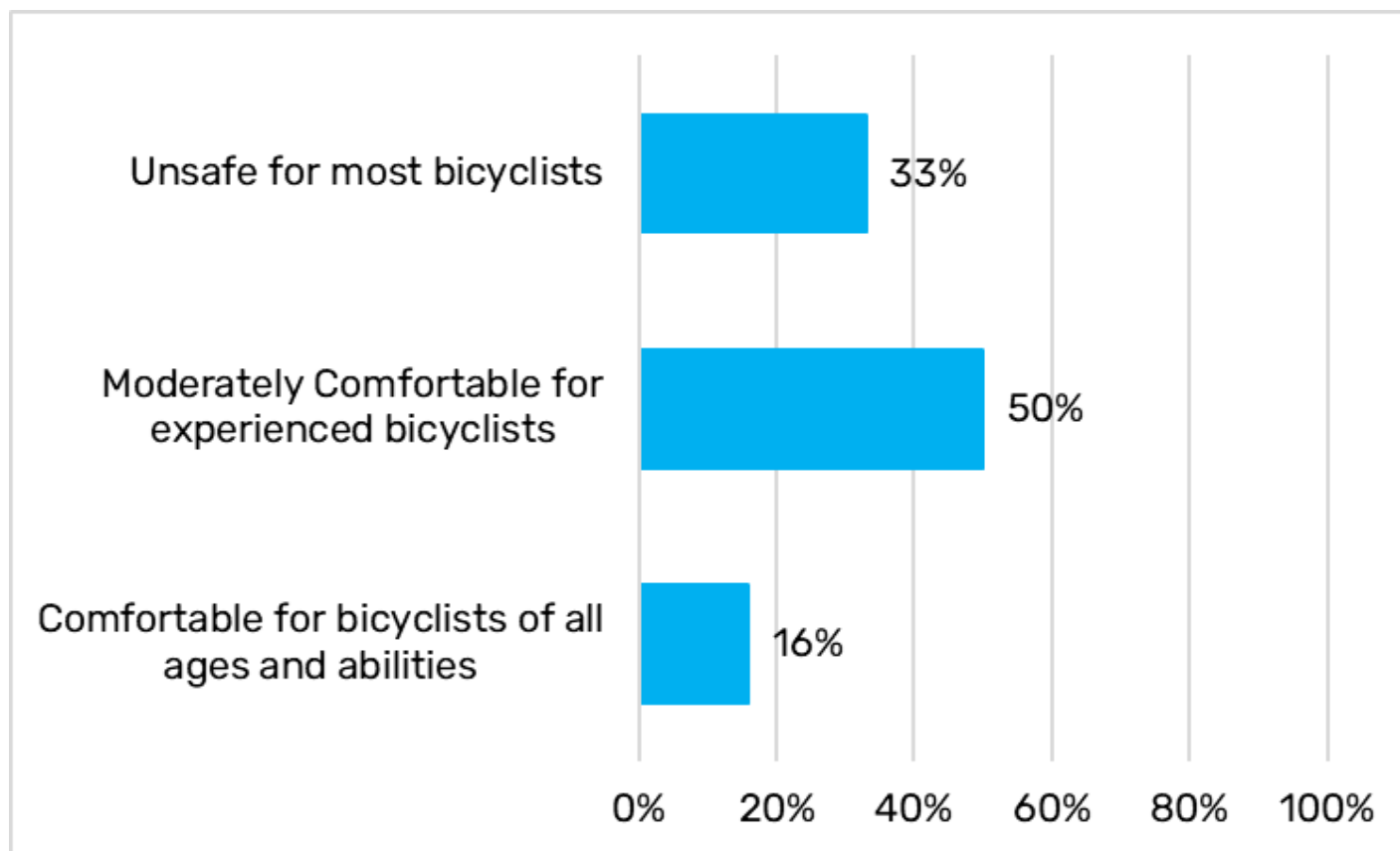
How have your bicycling habits changed during the COVID-19 pandemic?



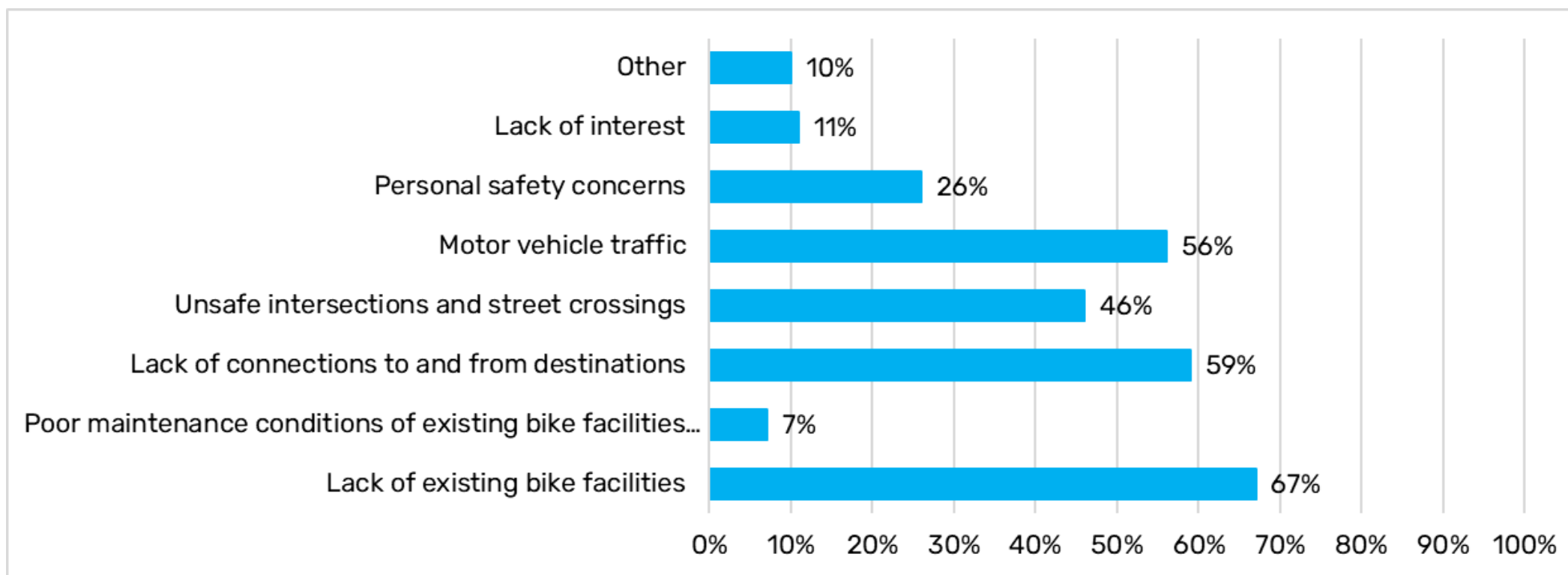
What are the primary reasons that you or members of your household bike in Rolesville?



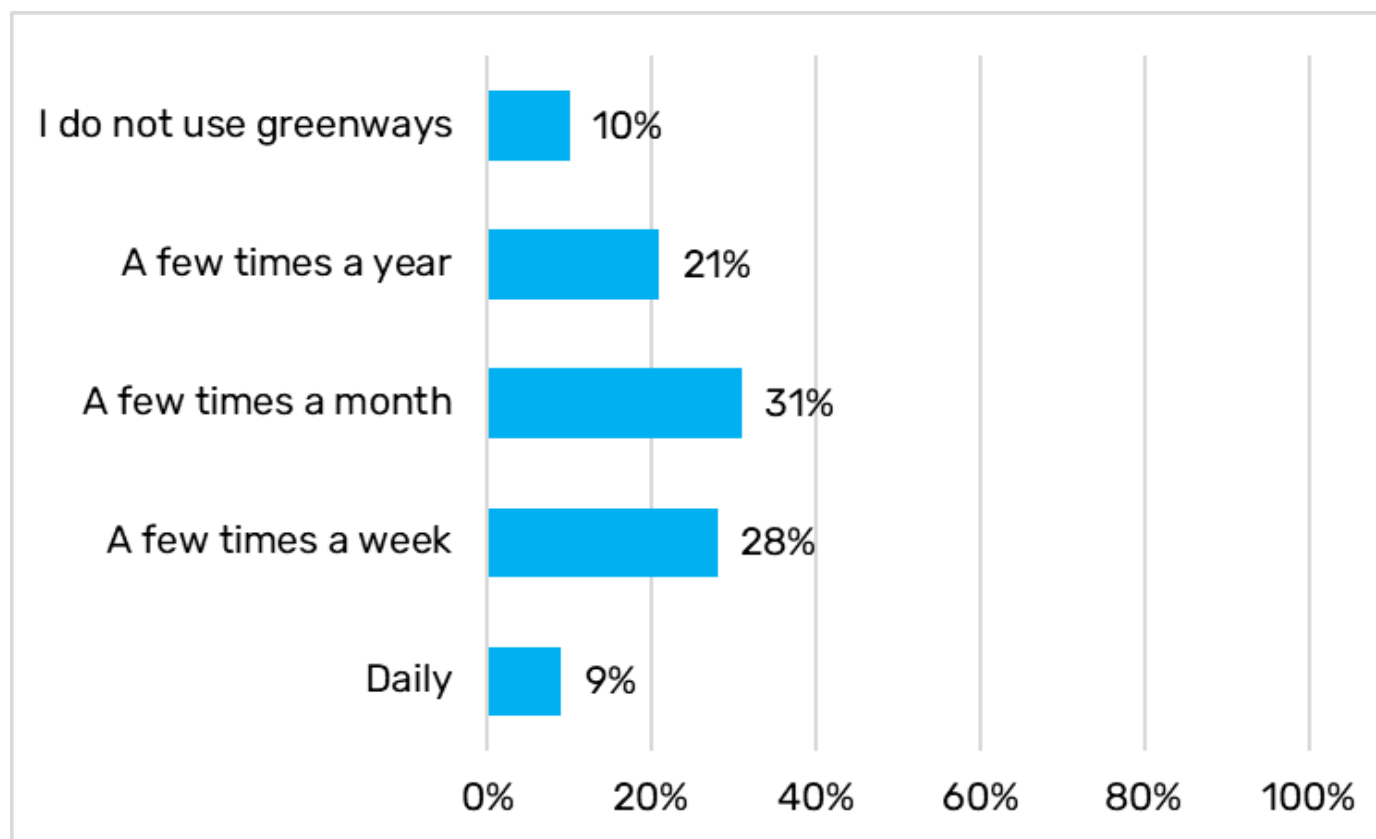
How do you rate levels of comfort for those currently biking in Rolesville?



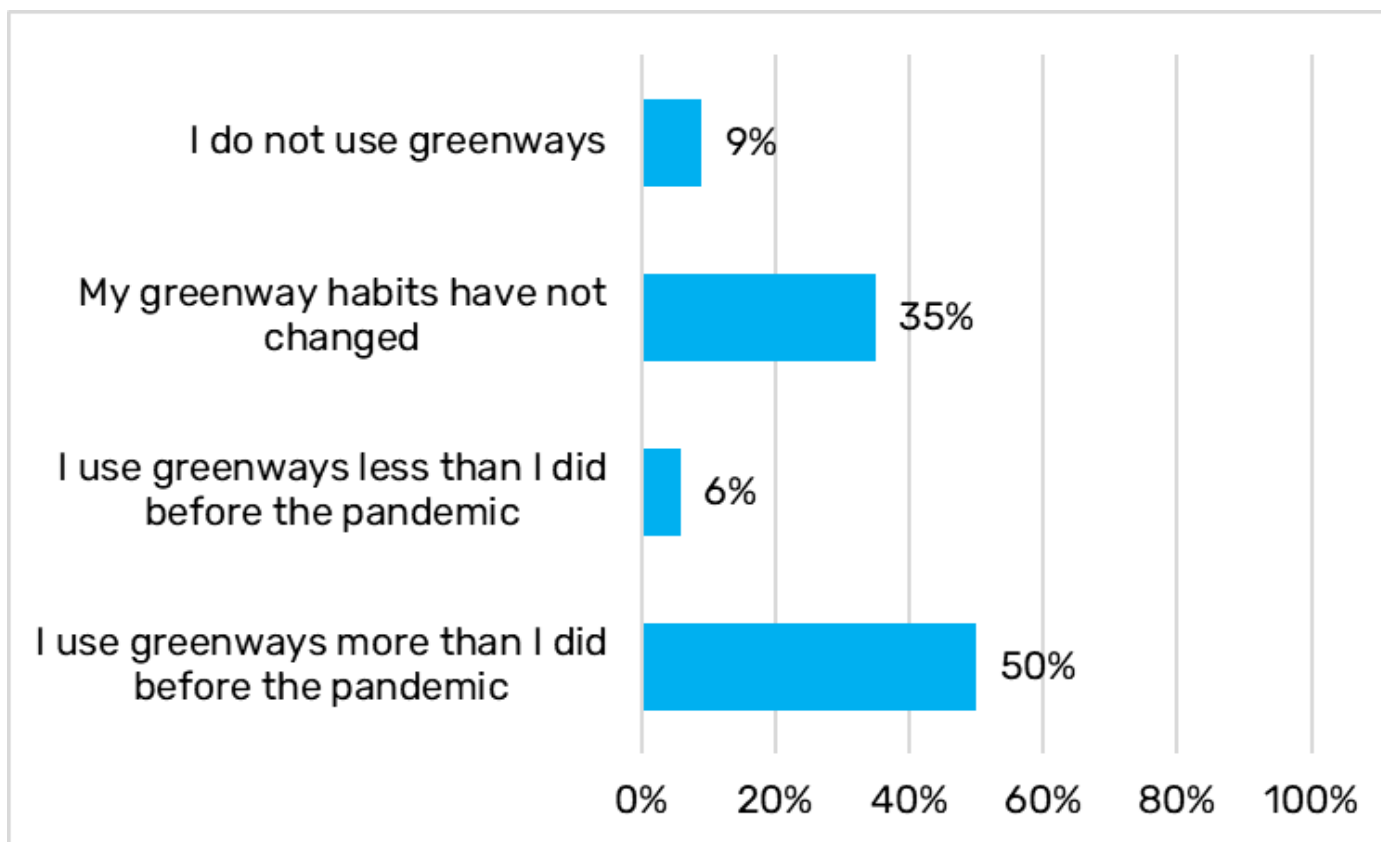
What factors discourage you from biking in Rolesville?



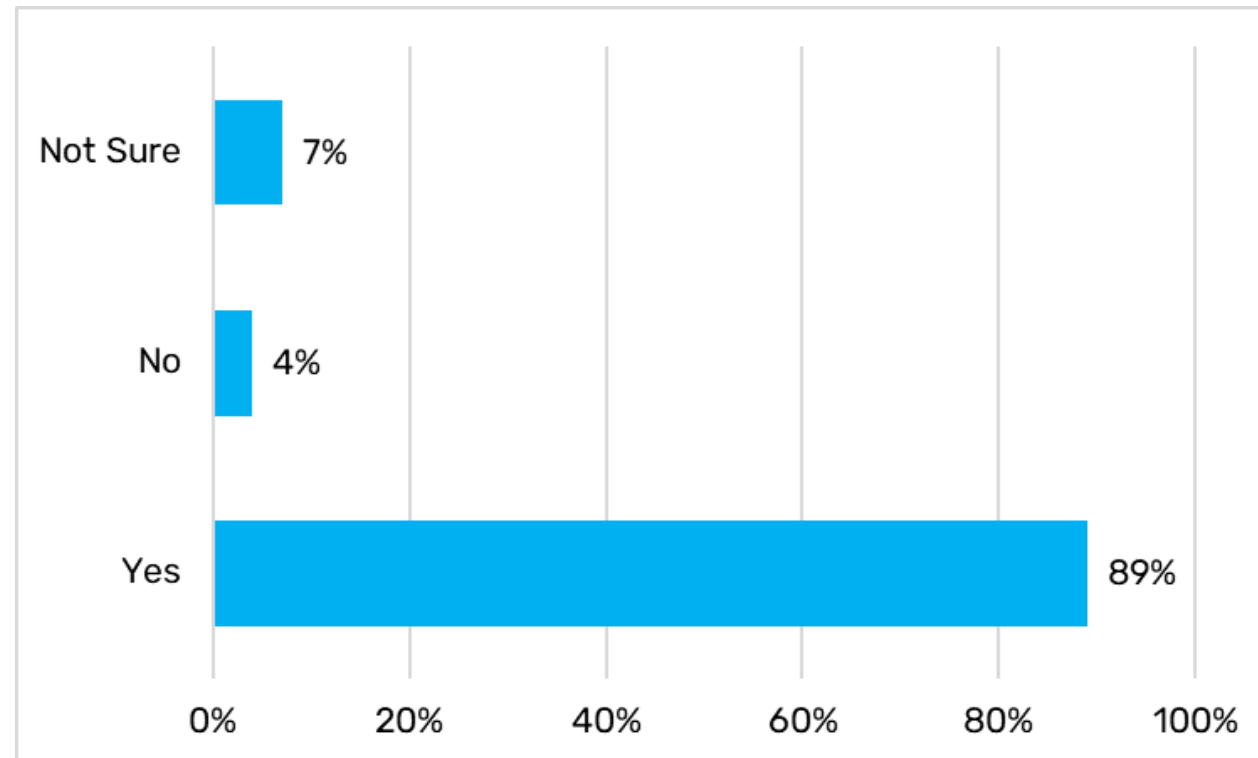
How often do you use the existing greenways in Rolesville?



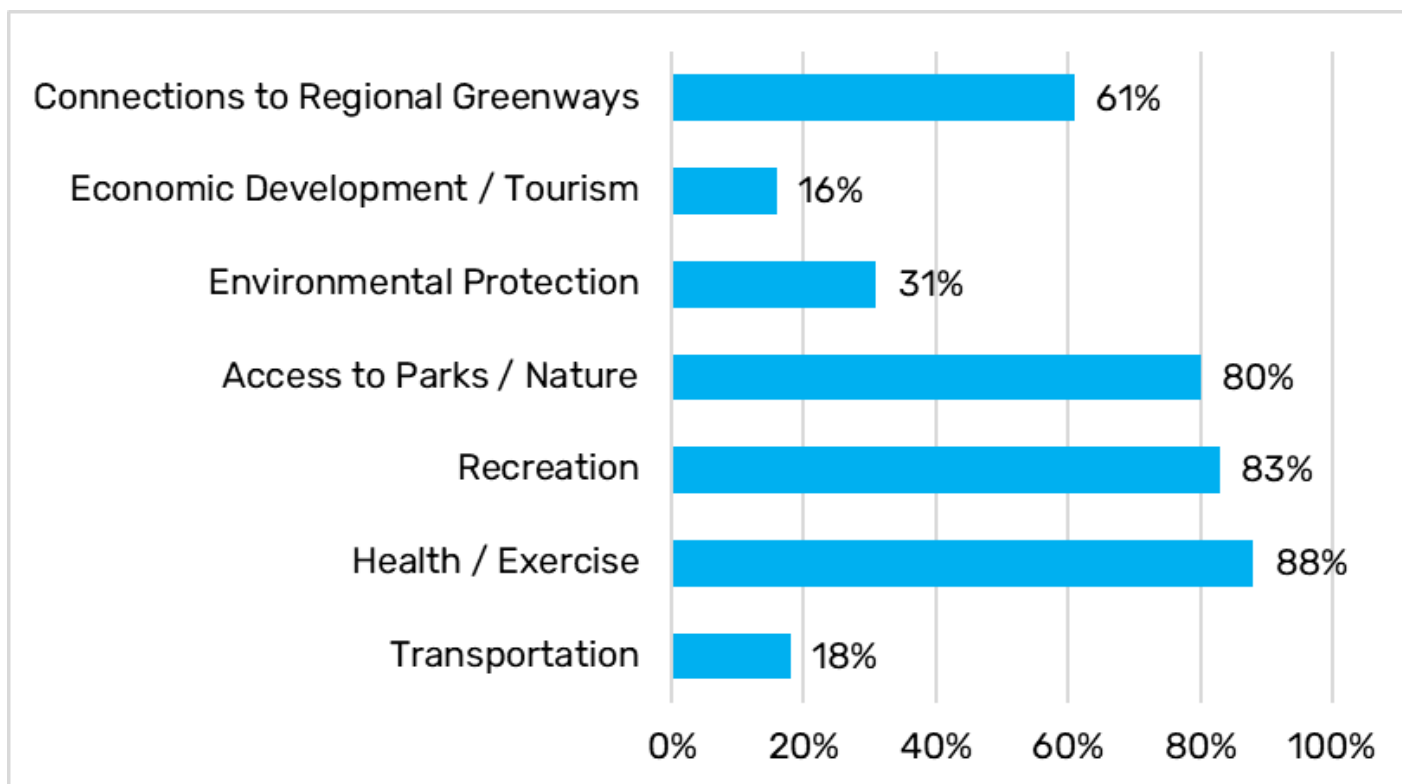
How has your use of greenways changed during the COVID-19 pandemic?



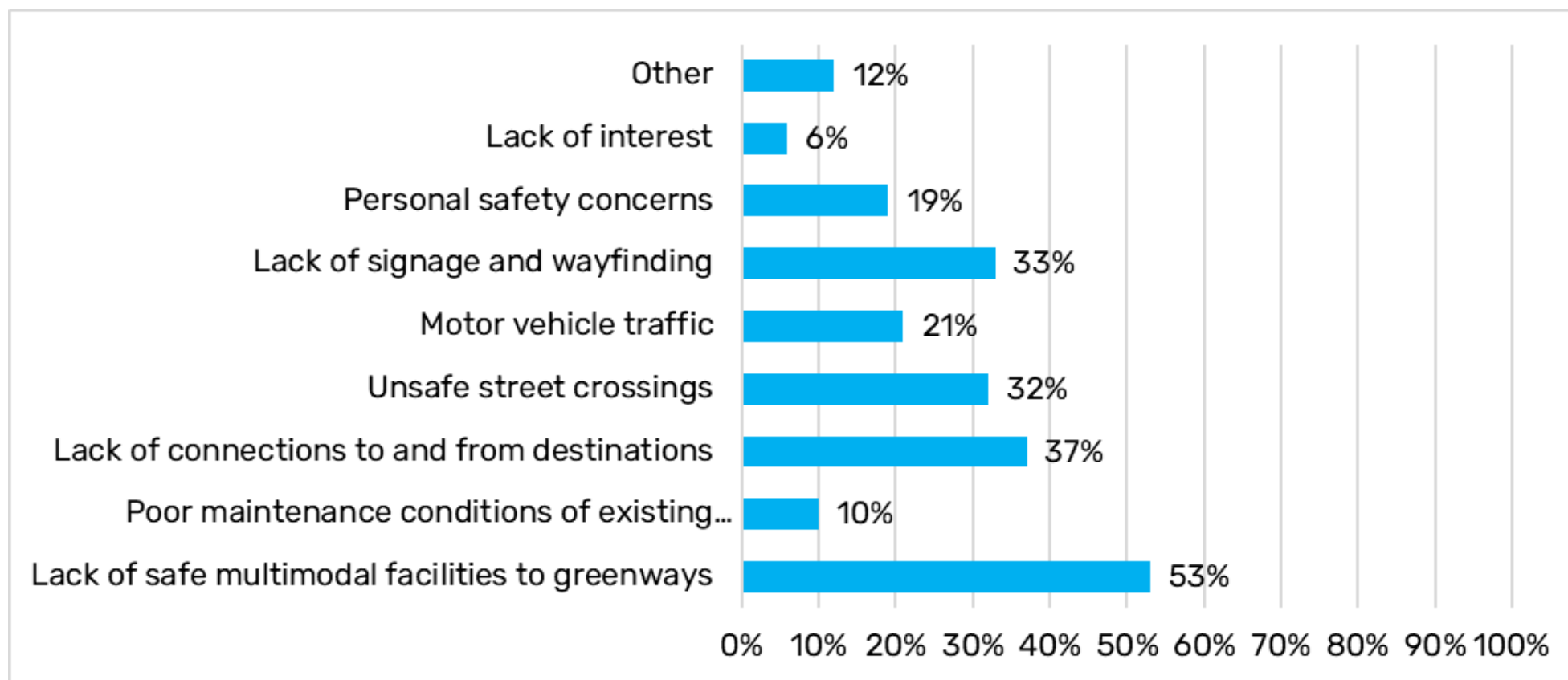
Would you use greenways more often if Rolesville had an expanded greenway network?



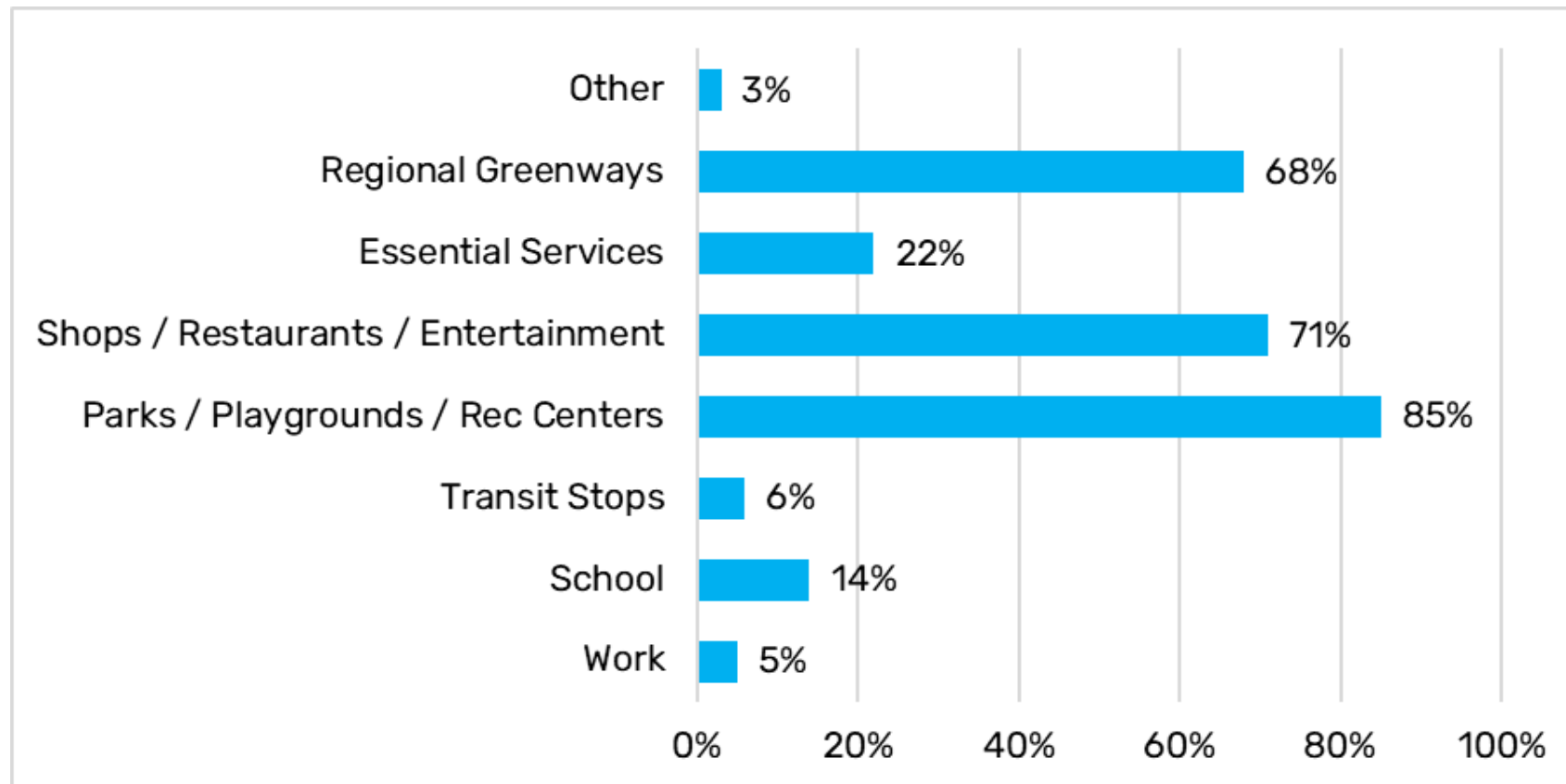
Which benefits and uses of Rolesville's greenway network are most important to you?



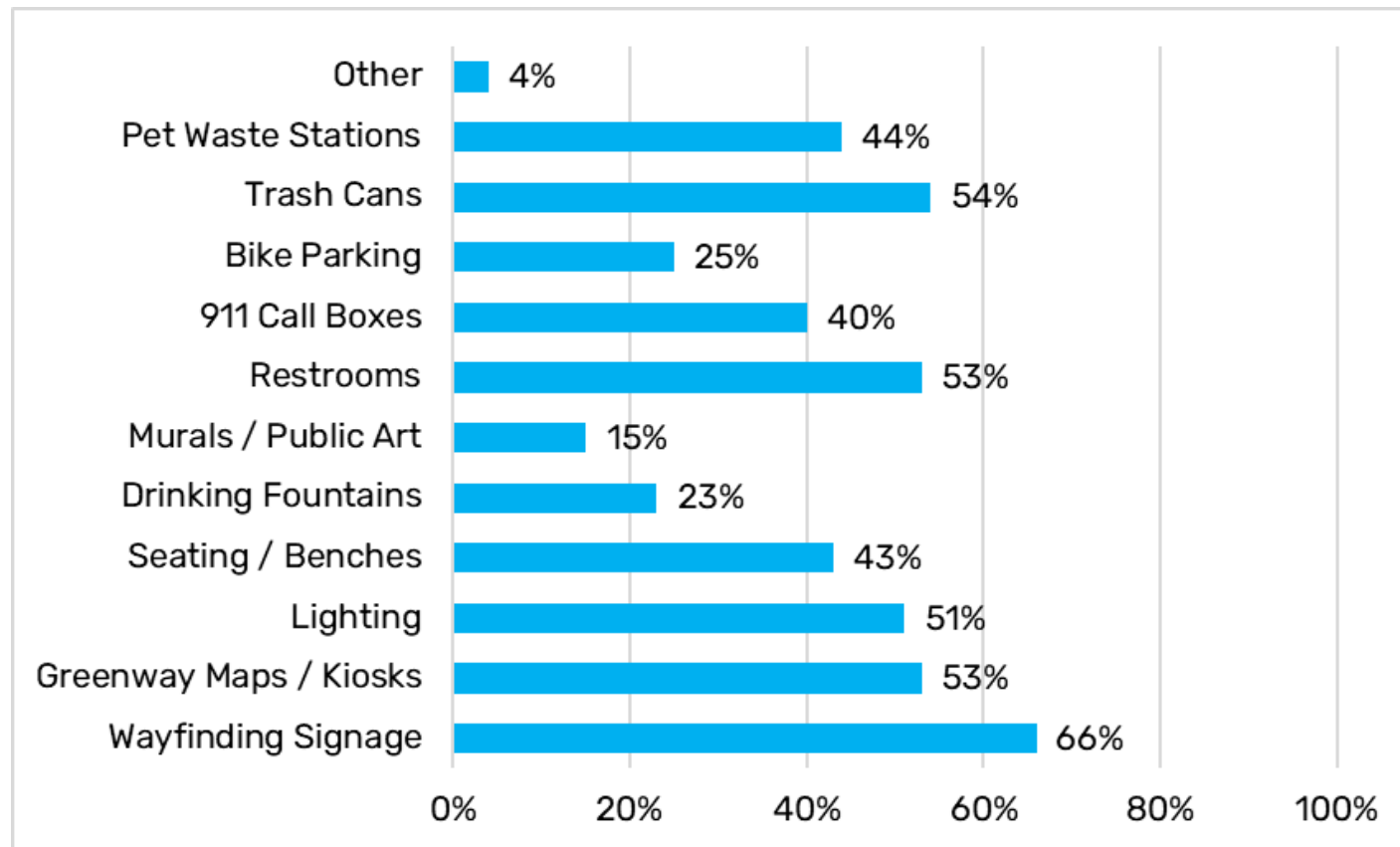
Which factors discourage you from using the greenways in Rolesville?



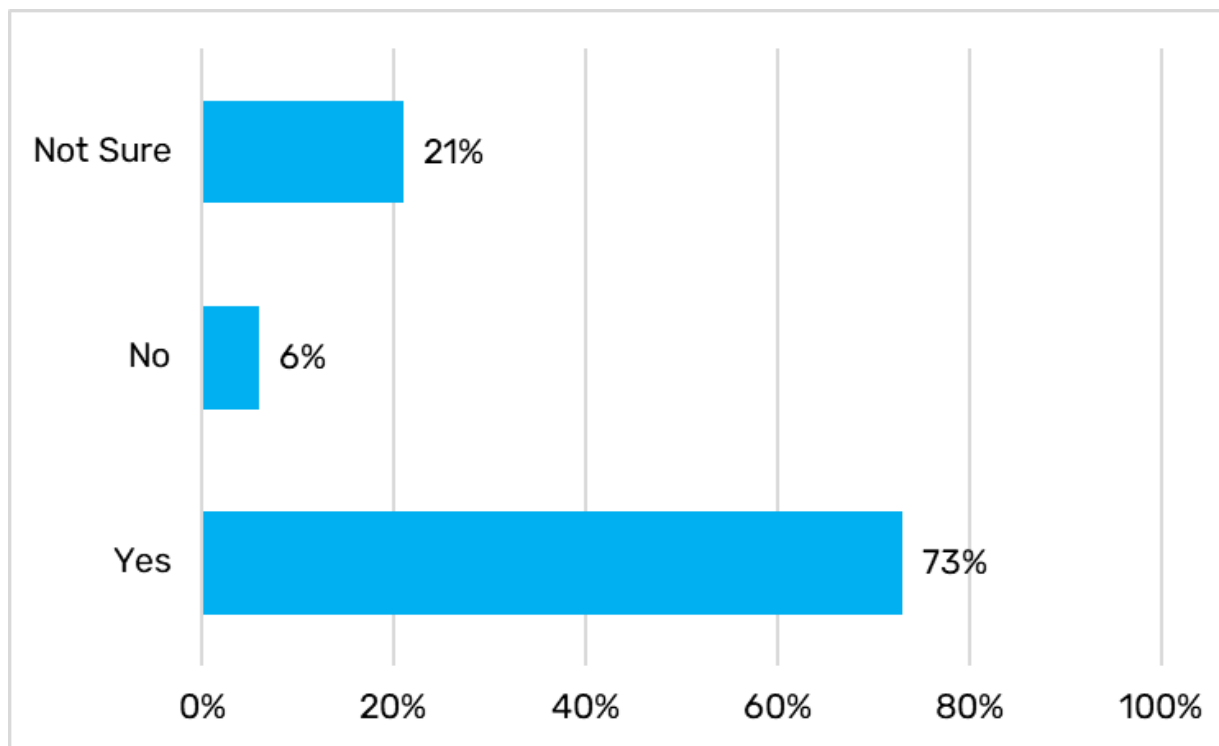
Which destinations would you like to get to by greenway?



Which amenities are most important to you along greenways?



Greenways are often funded through bonds. Would you support a bond fund to further develop Rolesville's greenway network.



DRAFT BICYCLE PLAN VISION:

“Rolesville will be a town that is safe and accessible for community members of all ages and abilities to ride a bicycle throughout the transportation system that connects neighborhoods, parks, schools, commercial centers, and neighboring communities via active modes.”



DRAFT BICYCLE PLAN GOALS:

Accessibility + Connectivity - *Ensure that Rolesville's active transportation network expands access for bicyclists to commercial centers, essential services, local neighborhoods, employment centers, and transit routes.*

Regional Connectivity - *Provide seamless connections between the bicycle networks of Rolesville and neighboring communities throughout the Triangle Region.*

Safety - *Address safety needs of users of all ages and abilities in the development of Rolesville's bicycle network and propose safety improvements at critical intersections and access points.*

Equity - *Prioritize the development of a bicycle network that meets the active transportation needs of all community members, through public engagement, project delivery, and investment.*

Project Feasibility - *Prioritize the development of a bicycle network that can be implemented and maintained with Town resources.*

DRAFT GREENWAY PLAN VISION:

“The Town of Rolesville will have an accessible greenway system that connects people, parks, and destinations in the community while maintaining its small-town character and protecting the natural and cultural resources that residents value most.”



DRAFT GREENWAY PLAN GOALS:

Accessibility - *Ensure that Rolesville's greenway network expands access for residents to outdoor recreation, parks, neighborhoods, schools, and commercial and employment centers.*

Regional Connectivity - *Provide seamless connections between the greenway networks of Rolesville and neighboring communities throughout the Triangle Region.*

Safety - *Address safety needs of users of all ages and abilities in the development of Rolesville's greenway network and propose safety improvements at critical intersections and trail access points.*

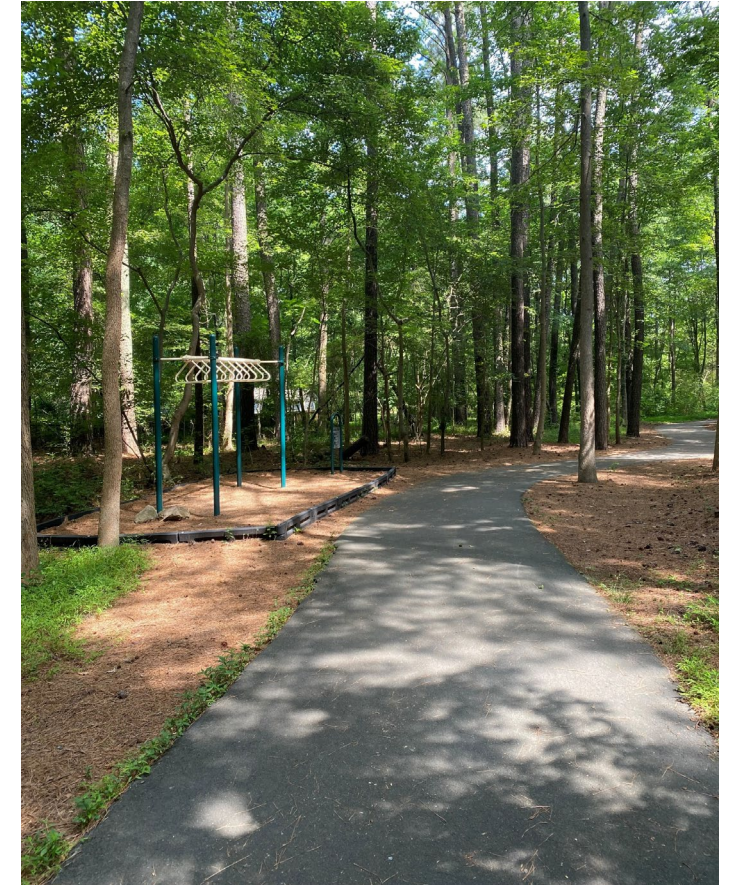
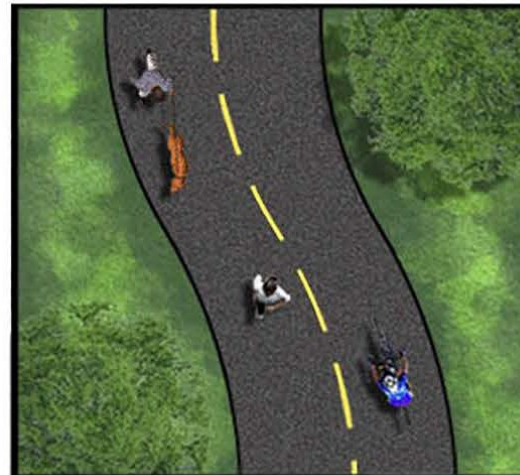
Equity - *Prioritize the development of a greenway network that meets the recreational and active transportation needs of all community members, through public engagement, project delivery, and investment.*

Environmental Protection - *Ensure that Rolesville's greenway network protects and conserves environmentally sensitive lands and stream corridors and fosters sustainable and responsible development.*

GREENWAY

A greenway or shared use path provides an area separate from motorized traffic for bicyclists, pedestrians, wheelchair users, skaters, joggers, etc.

Greenways offer network connectivity opportunities beyond the roadway network, as they are often located along streams, in utility corridors, and parks.



SIDEPATH

A sidepath is a bidirectional shared use path adjacent and parallel to a roadway.

Sidepaths offer a low-stress experience for bicyclists and pedestrians along network routes with high-speed or high-volume traffic.



SEPARATED BICYCLE LANE

A separated bicycle lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic by a buffered space with a vertical separation element.

Separated bicycle lanes can be designed to accommodate one-way or bi-directional bicycle travel.



BUFFERED BICYCLE LANE / BICYCLE LANE

A buffered bicycle lane designates travel space for bicyclists in the roadway through use of pavement markings and a 1.5-4' buffer separating the bicycle lane from the adjacent travel lane.

A bicycle lane designates a travel space for bicyclists in roadway in the absence of more separated facilities.

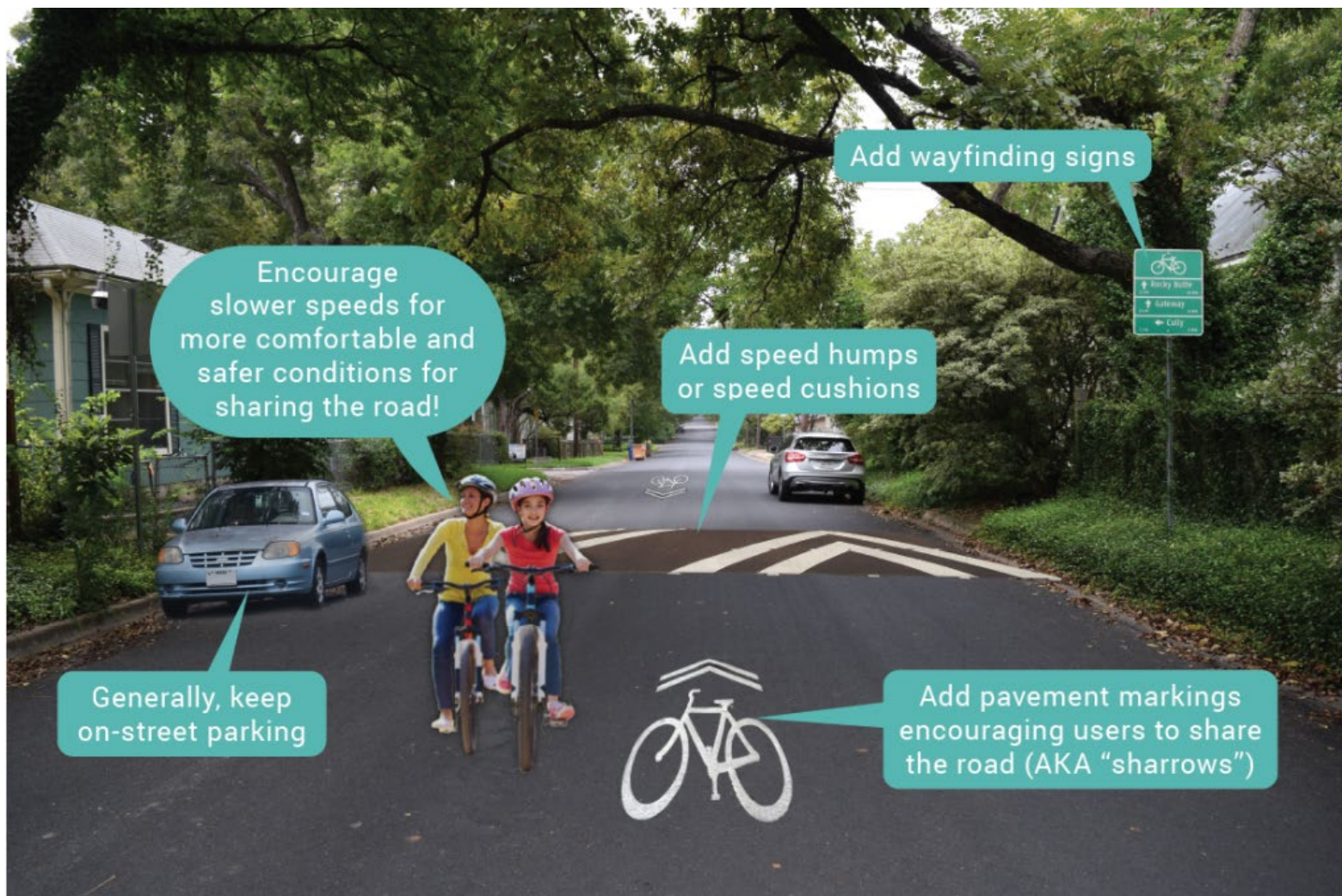


BICYCLE BOULEVARD / SHARED LANE MARKINGS

A bicycle boulevard is a low-stress, shared street accommodation to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic.

Bicycle boulevards use a combination of pavement markings (shared lane markings), signage, and optional traffic calming measures to allow bicyclists to comfortably travel along a street.



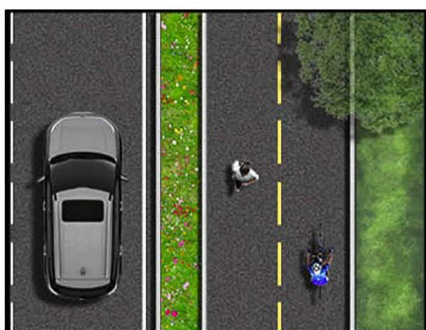
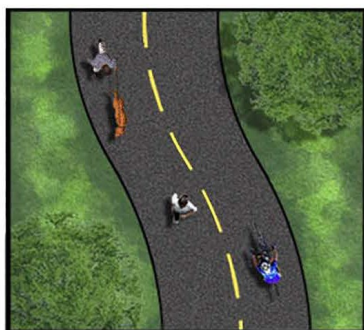


BICYCLE BOULEVARD

Optional Traffic Calming Measures (if motor vehicle speed and/or traffic volume are issues) include:

- *Speed Humps / Tables*
- *Curb Extensions (bulb-outs) at intersections*
- *Roundabouts at intersections*

GREENWAY PLAN + BICYCLE PLAN > FACILITY TYPES



GREENWAY

SIDEPATH

SEPARATED
BIKE LANE

BUFFERED
BICYCLE LANE

BICYCLE LANE

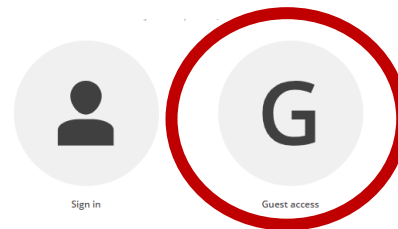
BICYCLE BLVD.
(SHARED LANE
MARKING)

DRAFT NETWORK RECOMMENDATIONS MAPPING EXERCISE VIA CONCEPT BOARD

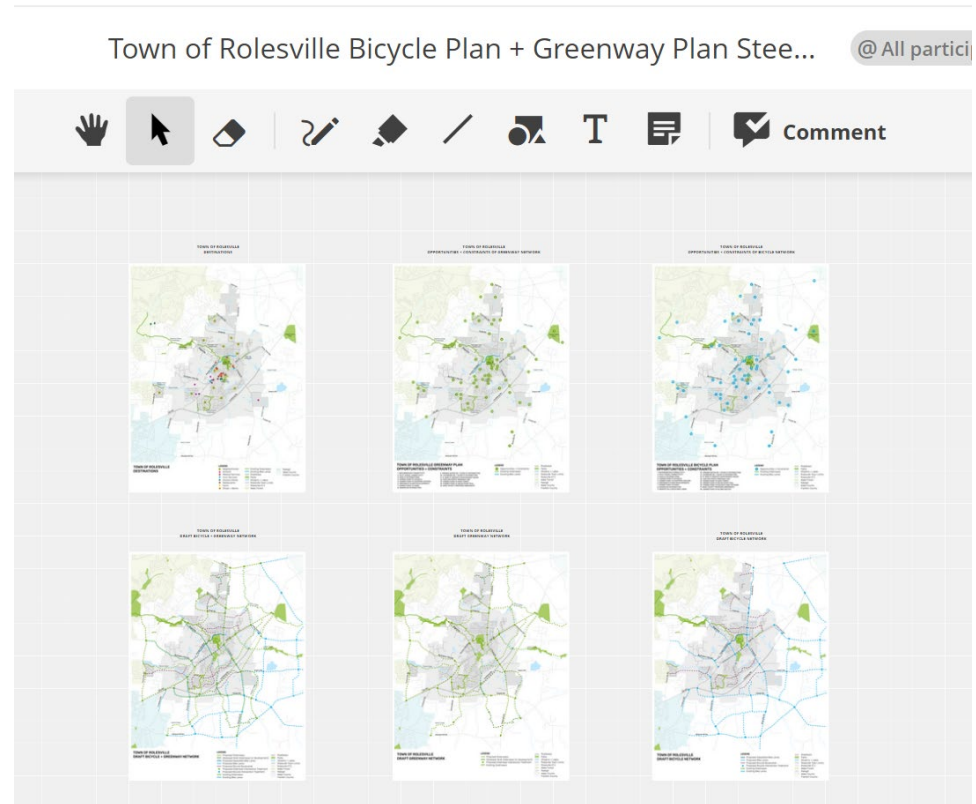
1. Click on link in chat box.

<https://app.conceptboard.com/board/rq3c-irxa-izt2-nneb-2qnh>

2. Select Guest Access.

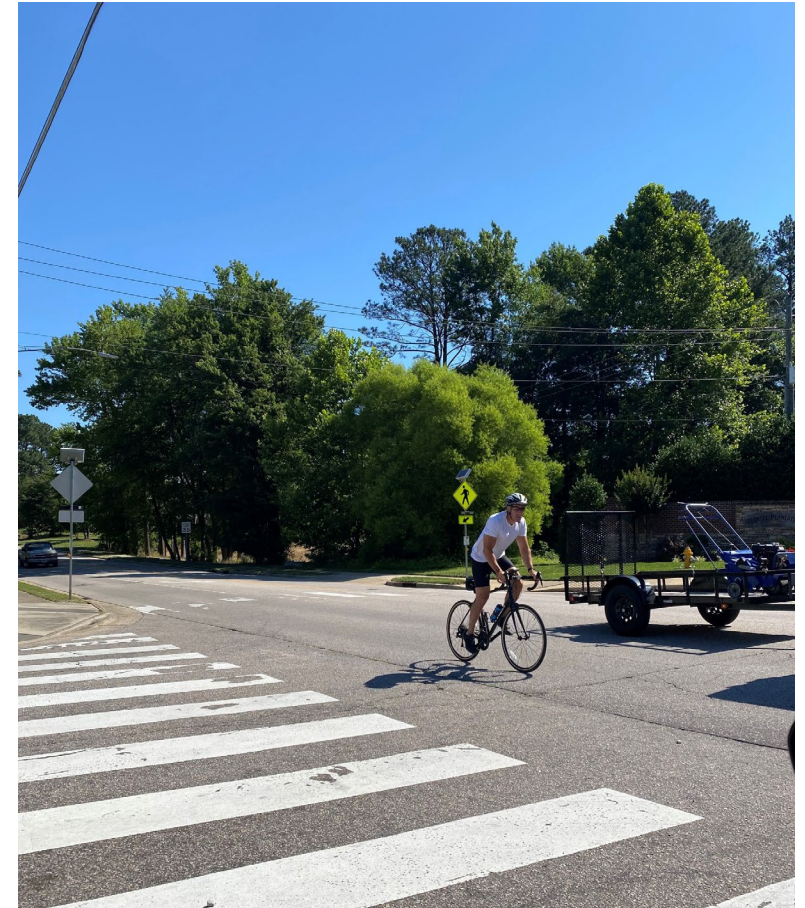


3. Select “comment” and share your comments on the draft network.



BICYCLE NETWORK PRIORITIZATION

- **Will be used to identify 10 priority projects.**
- **Evaluation criteria guided by plan goals.**
 - Accessibility / Connectivity
 - Regional Connectivity
 - Safety
 - Equity
 - Project Feasibility / Cost
- **Other evaluation criteria to consider?**



GREENWAY NETWORK PRIORITIZATION

- **Will be used to identify 10 priority projects.**
- **Projects will be selected for a feasibility analysis to advance project development.**
- **Evaluation criteria guided by plan goals.**
 - Accessibility / Connectivity
 - Regional Connectivity
 - Safety
 - Equity
 - Environmental Projection
- **Other evaluation criteria to consider?**



DRAFT POLICY RECOMMENDATIONS:

- Bicycle Facility Design Standards (improve minimum bike lane widths from 4ft to 5ft)
- Bicycle Parking Standards
- Bicycle Wayfinding Standards
- Reduction of Town Speed Limit from 35mph to 25mph
- Dedicated Funding in CIP for bicycle and pedestrian facilities
- Bicycle Facility Maintenance Policy + Operations Plan
- Staff Training related to bicycle infrastructure
- Establish a Bicycle & Pedestrian Advisory Committee and/or Expand OSAG Committee

DRAFT POLICY RECOMMENDATIONS:

- Greenway Wayfinding Standards
- Dedicated Funding in CIP for greenway facilities
- Greenway Maintenance Policy + Operations Plan
- Staff Training related to greenway and trail infrastructure
- Native Plants in Greenway Landscaping Policy
- Provision of Public Access Policy - allow public access via greenway within right-of-way corridors (utilities, sewer, stormwater, etc.)

PROGRAM RECOMMENDATIONS:

EDUCATIONAL PROGRAMS

- Watch for Me NC
- Let's Go NC
- Safe Routes to School

ENCOURAGEMENT PROGRAMS

- Bicycle Map and/or Mobile App
- Bike to School Day Events
- Bike to Work Day Events
- Themed Bike Rides
- Bicycle Friendly Community Designation



PROGRAM RECOMMENDATIONS:

PROJECT BASED PROGRAMS

- Pop-Up Demonstration Events / Pilot Projects
- Open Streets Events
- Paint the Pavement Program
- Shared Streets Program

EVALUATION PROGRAMS

- Bicycle Count Program
- Bike Audits
- 311 Service (See-Click-Fix)



NEXT STEPS:

- Public Meeting #1 (Saturday, October 30th, 10am-4pm at Fall Fest)
- Bicycle + Greenway Priority Corridors and Feasibility Projects
- Draft Recommendations Refinement
- Steering Committee Meeting #3 – Draft Plan Review (January/February 2022)
- Virtual Public Meeting #2 – Draft Plan Review (January/February 2022)
- Final Plan + Plan Adoption (March/April 2022)

QUESTIONS?

Kathryn Zeringue, Bicycle + Pedestrian Planner, McAdams
zeringue@mcadamsco.com