



Town of Aberdeen

NCDOT Bicycle & Pedestrian Plan

Steering Committee Meeting #2 | October 6, 2021



AECOM

Meeting Purpose and Agenda

- Provide an update of the project
 - Review tasks and project schedule
 - Discuss Public Meeting format
 - Review relevant NCDOT projects in Aberdeen
- Work Session
 - First meeting review
 - Review infrastructure projects identified in the first meeting
- Next steps



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Schedule

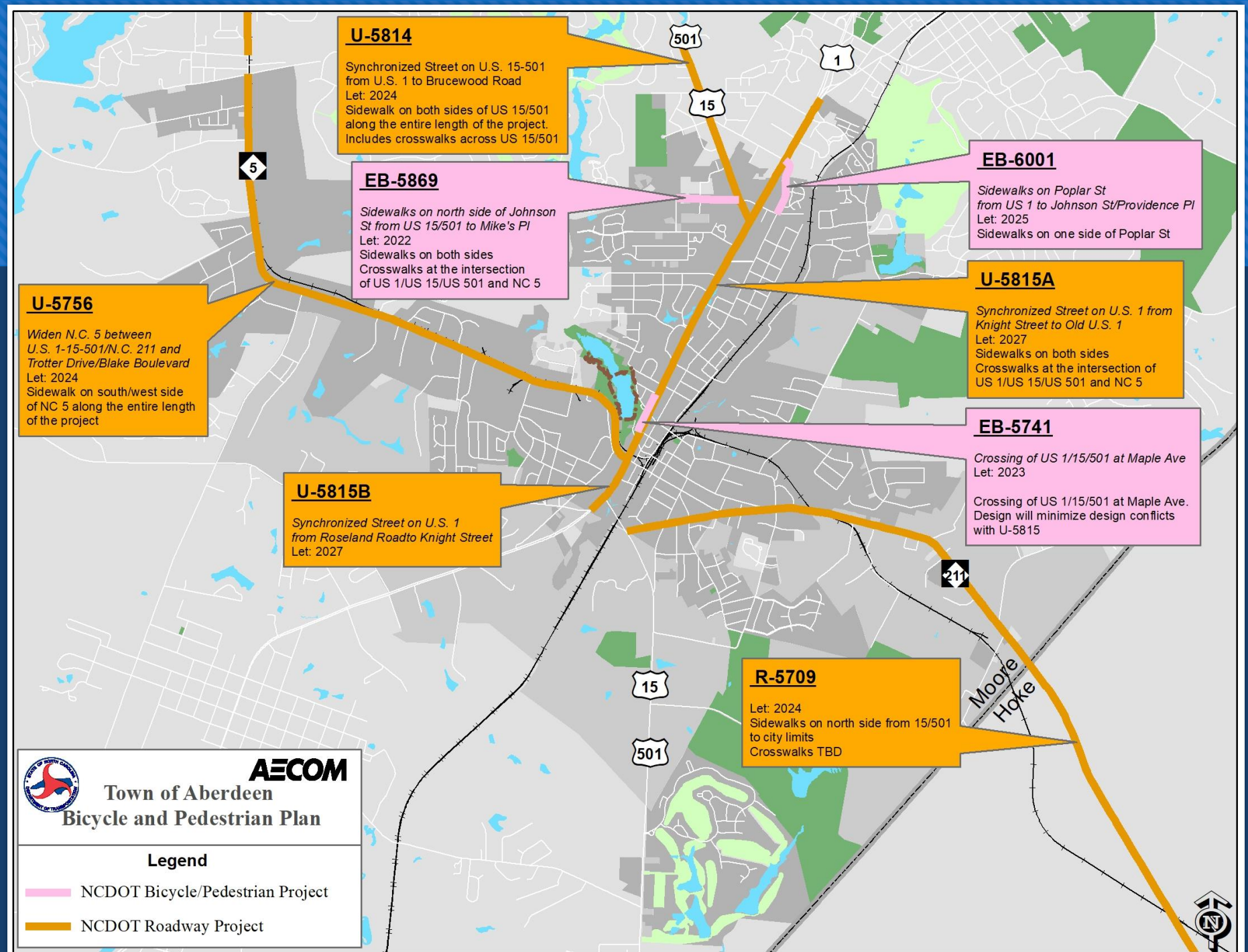
Task	Timeline
1. Inventory and Evaluation of Current Conditions	Jun. 2021
2. Project Kick-off Meeting, First Steering Committee	Jul.-Aug. 2021
3. Second Steering Committee, First Public Meeting	Late Sep./Oct. 2021
4. Preliminary Pedestrian and Bicycle Plan	Sep.-Feb. 2021
5. Third Steering Committee Meeting, Second Public Meeting	Dec. 2021-Jan. 2022
6. Final Plan	Apr. 2022

Public Meeting Exercise

- One consultant/Town Planning staff per table.
 - Bicycle and pedestrian project map will be provided as an overview
 - The public will then participate in a development exercise on a blank map
 - Include a discussion of network gaps
 - Present results



NCDOT Projects in Aberdeen



What we heard...

- Make regional connections
- Connect to Weymuth Park
- Connect to All-American Trail
- Connect Aberdeen Lake paths to neighborhoods
- Connect downtown Aberdeen to neighborhoods
- Use existing sewer easements to create a network of trails
- Include bicycle and pedestrian connections in the redevelopment of Aberdeen Elementary and the former Pit golf course
- Improving signage on NC-designated bicycle routes through a wayfinding program

Working Session

- Exercise:
 - Refine/ Identify potential connections for a bicycle and pedestrian network



Example Project Types



A marked travel lane along a portion of the roadway that has been designated for preferential or exclusive use for bicyclists via pavement markings.



A lane that is open to both bicycle and motor vehicle travel. Shared lanes can be marked with shared lane markings or designated as bicycle boulevards. A shared lane that is at least 14 feet wide allows space so that bicyclists and motorists may travel side-by-side within the same traffic lane.



A rack or object provided specifically for the purpose of supporting and enabling a bicycle to be secured when not in use.



A stand, kiosk or repair station provided to the public for self-service bicycle maintenance.



A traffic control device that assigns right-of-way to bicyclists and controls bicycle movements in mixed traffic to reduce conflict with motor vehicles and/or pedestrians.



Devices that communicate information about the "walk" and "don't walk" intervals at signalized intersections in non-visual formats to pedestrians who are blind or have low vision.



A Crosswalk marked with diagonal or longitudinal lines parallel to traffic flow, such as the ladder, continental or bar pair marking pattern.



High quality and well-placed lighting, including supplementing pedestrian-scale lighting at night-time crossing areas, increases safety and security for non-motorized users.



Illumination provided to enhance the safety and comfort of pedestrians and bicyclists. High quality and well-placed lighting increases safety and security for non-motorized users.



The portion of a street or highway right of way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

Example Project Types



Trail corridors with paved and unpaved tread can accommodate multiple users, such as riders with horses, bicycles and pedestrians. Vegetation and distance help separate users and minimize conflicts.



A specific type of shared use path facility that is physically separated from the road but located within the roadway right of way.



A facility which may be used by bicyclists, pedestrians, and other non-motorized users. They are separated from the roadway by an open space or a physical barrier or within an dependent-right-of-way. Also known as a "multi-use trail" or "greenway."



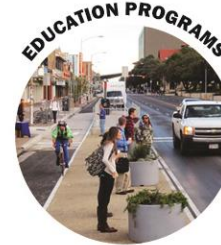
A trailhead is the primary access point to a shared use path or trail. It may have parking and other amenities at the terminus.



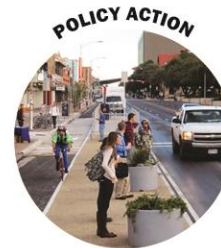
The portion of the roadway contiguous with the travel lanes. Shoulders, where paved and of sufficient width, may be used by bicyclists. Bicycle lane pavement markings may be used and in rural areas, paved shoulders are also used by pedestrians where sidewalk is not present.



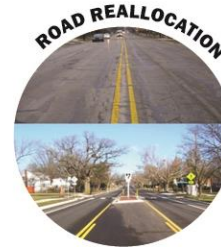
A policy and infrastructure initiative that mandates streets are designed and operated by all users to enable safe, convenient, and comfortable travel and access for all modes of transportation.



Education campaigns can help inform and bring awareness to the skills needed to be safe pedestrians and bicyclists and for motorists to be reminded of applicable laws. Examples include programs such as Watch for Me NC or local courses offered at schools or libraries.



Policy actions that can additionally encourage bicycle and pedestrian planning include changes to zoning or other local ordinances or regional cooperative agreements.



A technique to modify the number or width of travel lanes to achieve systemic improvements. Variants of reallocation include 4-to-3 lane conversion, reduction, road diet, or reconfiguration to improve safety, mobility, and access for all road users.



Training the local police enforcement and residents can reduce bicycle and pedestrian-related accidents. Examples include safety patrol programs or a bicycle helmet initiatives.

Next Steps

- Project team will continue developing the draft plan and refine recommendations
- Third Steering Committee Meeting/Second Public Meeting (Date TBD)
 - Review the draft plan
 - Refine and prioritize project recommendations
- Prepare the final plan



Thank You

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