

Belville Citizen Safety Committee

Final Report

12-09-09

Purpose

The purpose of the Belville Citizen Safety Committee is to develop and implement sustainable strategies for making Belville a safer community. Safety is broadly defined, but includes:

- the perception of safe living in Belville (as a citizen and business)
- law enforcement and fire protection
- traffic control
- pedestrian and bicycle paths
- animal control
- disaster response
- building codes
- clean air and water
- protection for the most vulnerable (children & elderly)

Members

Commissioner Mark E. McAllister, Chairman

David Staebler

Stuart Smith

Bill Case

Dennis Fish

Executive Summary

Problem Statement

The Town of Belville is facing growth, both in the residential and commercial areas. The blighted downtown area is being reborn with new commercial, residential and public entertainment sectors. The commercial area at Waterford will continue to expand. The annexation of Hawkeswater will add another 1,250 to the current population of 1,400. While such growth has many positives, as a community we must also realize it raises serious safety concerns which the community cannot afford to ignore to maintain a high quality life, including more opportunities for crime, traffic congestion and accidents, and isolation of vulnerable citizens in need.

Given this context, the Citizen Safety Committee believes there are three areas Belville should address aggressively to improve the safety and quality of life for our citizens as our community grows.

First, attendant with this increase in population are the expected opportunities for various types of crime, such as increased gang activity, drugs, robbery, and crimes against persons which will require increased police presence.

Second, the committee believes bicycle and pedestrian safety should be an integral part of Belville's plans. This will help improve the safety of our walkers and bikers as well as the general health of our residents and help reduce traffic congestion.

Third, Belville has the opportunity to significantly improve the safety, welfare, and well-being of our residents, particularly our seniors, at minimum cost through improved safety awareness and education.

To address each of these areas, our committee formed three subcommittees which was focused on gathering research and conducting discussions with multiple stakeholders and experts over the past year (Attachment 4). Below are the chief recommendations of our subcommittees. Detailed reports for each subcommittee are attached (Attachments 1-3).

Subcommittee Summary Recommendations

1. Determination of Appropriate Level of Law Enforcement (Attachment 1)

Recommendation

This subcommittee feels the institution of the Northern Area Sheriff's Sub-Station in Brunswick Forest will provide sufficient police presence at the present time. As the complexion of the town changes (i.e., annexation of additional areas, downtown building and improvements) a closer, more directed presence will become necessary. Once required, the institution of a Belville Sub-Station will be the next step.

2. Increased Safety for Pedestrians and Bicyclists (Attachment 2)

Recommendations

- Endorse Belville Bicycle and Pedestrian Plan as a working draft
- Form a Bicycle/Pedestrian Advisory Committee to review the draft plan and use such plan as a starting point

3. Improved Awareness and Education for Citizens and Increased Outreach to Seniors/Special Needs Populations (Attachment 3)

Recommendations:

- Coordinate with Existing Safety Programs in Brunswick County
- Establish New Safety Programs

Monitoring: Establish a system for routinely checking on anyone who needs monitoring. For example, this will include phone calls to the elderly and individuals who are ill or recovering from surgery.

Hurricane Preparation Information: More information needs to be available to our vulnerable populations.

- Develop the Capability for Communicating Existing Safety Programs to Belville Residents

Action Requested of Town Council:

- The Council must take ownership and show commitment to addressing safety needs or nothing will happen.
- Endorsement of our subcommittee reports—the quality of life in Belville relies on implementation of our subcommittee recommendations.
- Ongoing support and monitoring of safety issues as population growth continues.
- Safety needs to be a top priority for the Town of Belville.

Belville Citizen Safety Committee
Subcommittee Reports

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Determination of Appropriate Level of Law Enforcement Subcommittee

Problem Statement

The Town of Belville is potentially facing expansive growth, both in the residential and commercial areas. The blighted downtown area is being reborn with new commercial, residential, and public entertainment sectors. The expected annexation of Hawkeswater is expected to add another 400-plus families to the current population of 1400. Attendant with this increase are the expected opportunities for various types of crime, such as increased gang activity, drugs, robbery, and crimes against persons.

With the town moving forward into areas of new expansion the decision of whether an organic law enforcement presence was needed and, if so, what form it should take.

The subcommittee discussed various options with local senior law enforcement personnel¹ as detailed below.

Option 1 – Contract for Police presence

Sub-Option 1 - Sheriff Ingram suggested that the use of a contract deputy to serve the town's needs would be sufficient for the town's needs for the foreseeable future. The cost of this option would be approximately \$200K/year for full-town coverage by one experienced deputy² 7-days/week, 24-hours/day. It is important to note that he stressed that while the contract force need not be drawn from the county, it was very important that it be experienced in the types of issues expected to be faced in Belville.

¹ Chief Timothy Jayne, Leland; Sheriff John Ingram, Brunswick County

² Three-four years experience

However, the contract use of members of the county sheriff's department would bring with it the full support of the department (e.g., forensic labs, helicopter presence, additional manpower, support staff, etc.)

Sub-Option 2 – The creation of a Brunswick Sheriff's substation (for instance in the town hall) could provide a no-cost 8-5 Monday-Friday presence at little additional cost other than the investment for space.

Option 2- Create a Belville Police Department

Discussions with Chief Jayne and Sheriff Ingram determined that was the town to decide to create their own organic police force, the initial cost to provide and provision a force of one Chief and two officers would cost minimally \$500- \$700,000. Costs for operations, maintenance, and continuing education of the force would probably exceed current town financial capability.

Option 3 – Continue under the protection of the Brunswick Sheriff's Department

This option would effectively continue the current status at no additional cost to the town. The inauguration of the Northern Sheriff's Sub-Station in Brunswick Forest enhances the existing Sheriff's presence in the northern end of the county at no current cost to the town.

Citizen Training

The Brunswick Sheriff's Department has instituted an 8-week, two hours/day Senior Citizen's Academy³ which provides information and training in areas such as Sheriff's Office Functions, Communications & 9-1-1, Personal and Home Safety, Elder Abuse, Fraud Prevention, and Volunteer Programs. Brunswick citizens who have attended this have commented most favorably on the program, and it has undoubtedly increased the security of both their persons and property.

³ http://www.brunswicksheriff.com/Portals/BrunswickSheriff/documents/bcso_Senior_Citizens_Academy_PSA.pdf

Conclusion and Recommendation

As with all municipalities, Belville periodically requires law enforcement services. Although the town currently appears to have sufficient law enforcement presence for the current population and crime level, anticipated increases in the population of our town and the surrounding areas imply a need for more locally-focused police.

With no easily-available metrics to measure Belville and surrounding area crime⁴, this subcommittee feels that the institution of the Northern Area Sheriff's Sub-Station in Brunswick Forest will provide sufficient police presence at the present time. As the complexion of the town changes (i.e., annexation of additional areas, downtown building and improvements) a closer, more directed presence may become necessary. Once required, the institution of a Belville Sub-Station would be the next logical step. It is our opinion that the implementation of an organic police force would be unlikely.

However, when a critical mass of the new downtown has been occupied, we recommend the town contract with the Sheriff's Department for a minimal, dedicated police presence centered in the downtown area.

⁴ Current statistics are not readily available by delineation greater than county. To receive Belville-only statistics is a laborious manual effort.

Increased Safety for Pedestrians and Bicyclists Subcommittee Report

Problem Statement

Belville has undergone many changes in recent years, with the rapid growth of residential and commercial developments in the area. As more growth seems inevitable, the committee believes that bicycle and pedestrian safety should be an integral part of Belville's plans.

At present, there are few safe facilities in the area. River Road (NC133) is a dangerous artery, with no provisions for cyclists or pedestrians, yet is the only connection between many parts of Belville. The Olde Towne area has no sidewalks, yet is a frequent short cut for speeding traffic between River Road and Chappell Loop Road.

Some of the main attractions in the area, like the commercial areas along route 17 (both Belville and Leland), the Brunswick River Park, and the Belville school, can normally only be reached by car. So those who might be interested in traveling there by walking or bicycle, drive instead, adding to the growing traffic volumes. Those who do walk or bicycle to get there, do it at their own peril.

As the indices of hypertension, diabetes, and child obesity, grows, there are increasing recommendations for regular exercise as a part of daily life, which could be provided by such facilities.

Recommendation 1: Establish a Bicycle and Pedestrian Advisory Committee

The committee felt that the best approach was to prepare a draft Bicycle and Pedestrian plan as a starting point, and recommend that the Town of Belville form a new Bicycle and Pedestrian Advisory Committee to guide the completion of a final plan for the Town to adopt. Such plans are common in North Carolina, often subsidized by the NC Department of Transportation for larger municipalities. A bicycle and pedestrian plan, with public input, provides prerequisite support for the town for applying for funding grants, and higher priority in the Department of

Transportation plans. It would also provide a framework for the town's future growth.

We emphasize that the plan is meant to benefit everyone, from senior citizens out for a healthy walk with their grandchildren, to experienced cyclists out for a training ride.

Recommendation 2: Endorse the Belville Bicycle and Pedestrian Plan

A subcommittee of the Belville Citizen Safety Committee completed a draft plan. As guidelines, the subcommittee followed the format of the extensive Leland Comprehensive Bicycle Plan (adopted in 2008) and recommendations from the NC Department of Transportation. The text was prepared by the subcommittee. A corresponding map was provided by the Cape Fear Council of Governments.

The subcommittee distributed early drafts to the NC Department of Transportation, Leland Parks and Rec, and Brunswick County Planning Department for comments, which were incorporated.

The recommendations in the draft are listed in three categories:

1. Projects – Specific bicycle and/or pedestrian facilities.
2. Policies – Guidelines for supportive actions by the town, such as coordination with surrounding communities, and review of traffic enforcement policies
3. Programs – Occasional or recurring bicycle or pedestrian events or promotions

Suggestions for implementation are also included.

The committee has prioritized these recommendations as a guideline for those preparing a final version.

Conclusions and recommendations

The committee recommends that the Town of Belville accept this draft, and form a Bicycle and Pedestrian Committee to complete a final version for the town to

adopt. We suggest that the Committee should 1) meet with the Town of Leland and Brunswick County to discuss coordination of plans and priorities, 2) organize local bicycle or pedestrian events, and 3) get public input for the plan. In addition, the committee should meet with DOT to review high priority projects that are on DOT right of way.

Once a final plan is adopted, the town should assign someone or some organization to follow up on implementation, perhaps hiring a consultant firm to guide the process.

Belville Bicycle and Pedestrian Plan

(Final Draft for Endorsement by the Belville Board of Commissioners)

Summary

This draft has been prepared by the 2009 Belville Citizen Safety Committee. We recommend that the Town of Belville form a Bicycle and pedestrian Committee to create a final plan, using this draft as a starting point. The primary goal is to provide a safe cycling and pedestrian environment for Belville and connecting areas. It is meant to benefit all residents, from senior citizen out for a healthy walk with their grandchildren, to experienced cyclists out for a training ride.

Goals

The 2009 Belville Citizen Safety Committee chose “Increased Safety for Pedestrians/Bicyclists” as one of its strategic issues, and established the following goals:

- Develop a plan for Belville’s needs for Bicycle and Pedestrian facilities.
- Get citizen input.
- Consider multiple sources of funding (MPO, Town Commissioners).
- Consult existing models.
- Reduce the speeding in the neighborhoods.

This report is the result of the committee’s work on this issue.

Our ultimate goal is to provide a bicycle and pedestrian plan that serves the needs of Belville's residents, while being complementary to plans of surrounding areas, providing interconnectivity between our communities. We wish to improve the conditions for all types of users, from senior citizens out for a healthy walk with their grandchildren, to experienced cyclists out for a training ride.

Background/Citizen Input

Belville has undergone many changes in recent years, with the rapid growth of residential and commercial developments in the area, and the decision to rebuild the downtown area. Many public meetings were held to discuss the future of Belville, as reported in “The 2010 Belville Strategic Plan” of 2006 and “The Belville Vision 2020 Plan” of 2007, the latter available for download on the Belville website (ref 1).

Bicycle and pedestrian facilities were priorities named in both reports. These included nature/biking trails, a historical walking trail, sidewalks in Olde Towne, pathways for pedestrians & bikes, including access into downtown, sidewalks & bikeways on NC 133 and collector streets, and better pedestrian and cycling access to Belville School.

Another opportunity for citizen input was the 2009 transportation survey carried out by the Citizens Advisory Committee of the Wilmington Metropolitan Planning Organization, of which Belville is a member. One of the major results is that 14 respondents suggested that bicycle lanes be installed on River Road (NC133), a suggestion that has been carried forward for study by the group. Another suggestion carried forward is for pedestrian crossings of Ocean Highway (NC 17). Both of these suggestions are supported later in this plan.

As part of the process to finalize this plan, Belville should arrange for a public meeting to get local comments and suggestions about the plan. The results of that meeting should go in this section.

Existing Plans and Proposals

As a result of the Belville Vision 2020 Plan, new overlay zoning districts for Belville now include specifications for pedestrian sidewalks and 10 ft multimodal (bicycle and pedestrian) sidewalks along the downtown part of River Road, and along Blackwell Road (Ref. 2 and 3).

In addition, a “Safe Routes to School” proposal was submitted to NCDOT in 2008 by Belville, looking for grant money to support better pedestrian and cycling

access to the school. (The proposal was later rejected because of the low density of nearby students, and because the area concerned was not part of incorporated Belville).

Brunswick County has completed a draft Blueways and Greenways plan that includes NC 133 as a proposed bike route, including the section through Belville, and the addition of a 900 acre nature park on Town Creek south of the Belville/Leland area.

Leland, Belville's neighboring town, completed a comprehensive bicycle plan in 2008, with extensive citizen input, which includes recommendations for cycling routes and facilities including those that connect with Belville and its attractions. It also has a recommendation for a greenway connecting Leland with the Brunswick Nature Park on Town Creek. (Ref 4)

Brunswick County Parks and Recreation has plans for expansion, including trails, on the north side of Brunswick River Park, on new land donated by the NCDOT. This area is adjacent to the southern edge of the new downtown Belville area. The County's master plan schedules these improvements in 2017. (Ref 7)

The Wilmington Metropolitan Planning Organization Bike Ped Committee, has identified River Road (NC 133) as a potential route for bicycle lanes.

Existing Conditions

A member of the committee (Dave Staebler) accompanied by a local cyclist (Brian Ennis) completed a cycling tour of most of Belville's roads in April of 2009 to help review the existing conditions within Belville's incorporated areas. Other members of the committee have also made suggestions during the committee meetings.

On the positive side, many residential roads are in good shape, with few potholes and obstructions for cyclists and pedestrians. In addition, some are quiet, with little traffic due to cul-de-sacs, or low population density. One development (Highland Shores) has a sidewalk, and there are sidewalks around some buildings in the Business Highway District between Waterford and Magnolia Greens.

On the other hand, there are many concerns:

1. River Road (NC 133) is extremely hazardous to cyclists and pedestrians:

South of Belville School and Brunswick River Park, there is no continuously paved shoulder that could be used by experienced cyclists, nor grassy shoulder that could provide a continuous walkway for pedestrians.

Cyclists must share the lane with traffic, leading to an unsafe mixture of speeds as demonstrated by a 6/24/09 accident when a car traveling at 55 mph hit a bicycle on River road just south of Olde Towne Wynd, both traveling southbound. Although the NC State Highway patrol accident report listed the speed limit as 55 mph at the point of that accident, it is in fact 35mph.

As a major route to Southport, and developments south of Belville, it has a very high density of traffic, including trucks. It has a dangerous “S” curve, site of a 4/23/09 accident leading to a dump truck ending up in a pond at Rice Hope development. It connects Belville incorporated areas to the Belville Elementary School, and Brunswick River Park, potential attractors for cyclists and pedestrians. It also connects some outlying Belville districts with the downtown area, which is planned to have extensive facilities for cyclists and pedestrians.

River Road is also a major concern mentioned in the Leland Plan.

Local pedestrians, cyclists, and wheel chair users occasionally cross River Road to access the business district across from Blackwell Road, but there are no facilities for doing this.

There is an existing paved shoulder on River Road Between Downtown Belville and Brunswick River Park, and Belville school, except for a missing short stretch on the west side just north of the School. This provides a dangerous pinch point for cyclists traveling south to the school or the park.

2. Blackwell Road has no paved shoulder, and is used as a cut-through to River Road from US 17. In addition, it provides access for various trucking firms, thus has a moderate number of trucks that use it.

3. Some residential roads are used by motorists as a connector between River Road and US 17. These include Winding Branches, Pine Branches, and parts of North Olde Towne Wynd, Kingsworth, and East Wood. They seem to have a higher traffic density, and vehicle speed, than other residential roads in the area, and have no sidewalks, or white lines to provide a safe paved shoulder.
4. Belville is spread out, with many incorporated areas separated from each other. In addition, as with the rest of Northern Brunswick County, any existing facilities or bicycle friendly areas are isolated, with no connectors between them. Any plan to connect all of Belville by pedestrian or Bicycle facilities will require coordination with Leland and Brunswick County.
5. The US 17 "superstreet" intersections at Waterford and Magnolia Greens have no pedestrian crossings, or accommodations for cyclists for using the highway configuration for crossing the road. Pedestrian crossings at these spots are also noted as an issue in Leland's plan.

Recommendations

These recommendations have been prioritized (within the following categories) by the Belville Citizen Safety Committee. They are meant as guidelines only, and should be reviewed in advance of the completion of the final version.

Projects

1. Install sidewalks, wide paved shoulders, or a multiuse path along River Road (NC 133) from downtown Belville to Olde Towne and Highland Shores, following the Belville Vision 2020 Plan, Section 4.2 Transportation and Circulation, Planning Area 3: NC 133 South. (This is also noted as a focus area in Leland's plan)
2. Install sidewalks or striped paved shoulder on roads used for a connector in the Olde Town area: North Olde Towne Wynd, Windsor Drive, Winding

Branches, East Wood, and Chappell Loop Road. Add “Share the road signs”. All of these are state maintained streets, except for the western section of Winding Branches. (This is also part of the Chappell Loop proposed in the Leland plan)

3. Coordinate with Belville Elementary School and Brunswick County to provide bike/ped connectors between the Town of Belville, the new Hawkeswater development, and Belville Elementary School, following the recommendations of the Belville Vision 2020 Plan A.2 NC 133 South.
4. Require that new intersections being planned now for the downtown area include pedestrian crossings of River Road (NC 133).
5. Establish a boardwalk along the Brunswick River as recommended in the Belville Vision 2020 Plan, Section 4.6 (The Riverfront Village)
6. Establish a nature park with trails and boardwalks between Blackwell Road and NC17 following Belville Vision 2020 Plan Section 4.5 (Blackwell Road Area).
7. Build an off road connector between Gregory Road and Grandiflora Drive, on or adjacent to power and gas line rights of way, and/or explore the connector road proposal in the Vision 2020 Plan (Section 4.1), assuring that it has provision for pedestrians and cyclists.
8. Work with a volunteer organization, like the boy scouts, for an early installation of hiking or off road biking facilities in Brunswick River Park.
9. Request a near term fix of the missing wide paved shoulder for the short stretch on the west side of River Road (NC133), just north of Belville School.
10. Explore installing an exercise trail in a pocket or linear park.

11. Identify and map convenient bike routes that connect the Olde Towne area with Chappell Loop Road, and Blackwell road, for future connection to the new downtown.

Policies

1. Review traffic enforcement policies with the offices of the Brunswick County Sheriff and NC State Highway Patrol to assure automobile speed limits are known and enforced.
2. Require that all new construction within the Downtown and Blackwell Road overlay zoning districts provide bicycle and pedestrian facilities as specified within Belville's zoning ordinance.
3. Require that all new streets in Belville have provisions for pedestrians and cyclists, as suggested in the Vision 2020 Plan, Section 4.2 General Recommendations.
4. Partner with Leland and Brunswick County for planning bike/ped connectors by setting up meetings to coordinate interests and plans.
5. Support the "Chappell Loop" bike route in Leland's Bicycle Plan through Blackwell Road, Chappell Loop Road, and River Road as a bicycle connection to Brunswick River Park. (See Leland map attached). As a change, suggest use of Winding Branches, instead of Pine Branches as suggested in the map, as a connector to Olde Towne Wynd. Installation of the short sections of missing wide paved shoulders on River Road (noted in Projects #? above) would be a near term correction to a dangerous situation for this route if accessing the park from Blackwell Road.
6. Support Leland's Bike Plan's proposal for an off road connector between North Old Towne Wynd and Night Harbor Drive. This, with added sidewalks or wide paved shoulders on River Road as proposed elsewhere in this plan, will provide a connection for Leland to Brunswick River Park. It will also provide a cycling/pedestrian route for Olde Towne residents to the

Wal-Mart shopping center. Note – this connector is also recommended in the Belville 2020 Vision Plan, Section 4.1 Planning Area 2 Blackwell Road.

7. Support Leland’s Bike plan for a greenway connector to the Brunswick County Nature Park, and promote connectors between Belville and Leland as a means for Belville residents to have a bicycle or pedestrian route to the park.
8. Support the Brunswick County Greenway/Blueway plan when the final version comes up for endorsement.
9. Support Leland Bike Plan’s proposal of pedestrian crossings of Route 17 at Waterford Village Shoppes and Magnolia Greens.

Programs

1. Hold town events that support pedestrian and cycling activity. Examples could be a history walk between downtown Belville and Brunswick River Park, a cooperative event with Leland for one of their bike fests, or Belville’s own event coordinated with the annual Spring Fest at Brunswick River Park.
2. Promote use of the Wave Transit Brunswick Connector, which has facilities for carrying bicycles. The connector could bridge gaps in pedestrian and cycling connections between Belville, Leland, and Wilmington.

Implementation

1. Assign someone or some organization to have responsibility for following through with this plan.
2. Establish communication with DOT for discussion about NC133 for any NCDOT right of way. Initial contact should be through the District 3 Engineer (of Division 3), currently Anthony Law. See reference 10 for the

contact info, and Fig. 3 for guidance on sidewalk construction. Other design guidance is in the references.

3. Work with the WMPO BikePed committee to add new identified routes to its list of potential bicycle projects.
4. Submit a new “Safe Routes to School” application in coordination with Brunswick County.
5. Explore other funding opportunities. The references contain many agencies that could be useful. The Leland Bike Plan also contains guidance on funding sources. We strongly recommend that Belville partner with Leland and/or Brunswick County in applying for grants.

References/websites

1. Belville Vision 2020 plan - www.townofbelville.com/Belville_Vision_2020_Plan_Final.pdf
2. Belville Zoning Map - www.townofbelville.com/zoning_map.pdf
3. Belville Overlay District Zoning Ordinance - www.townofbelville.com/ordinances/article07.pdf
4. Leland Bicycle Plan - www.townofleland.com/ParksAndRecFiles/FINAL%20Leland%20Bike%20Plan%201.6.09.pdf
5. WMPO Citizens Advisory Committee - www.wmpo.org/CFC/
6. WMPO BikePed Advisory Committee - www.wmpo.org/WMBPC/index.html
7. Brunswick County Parks and Recreation Master Plan - www.brunswickcountync.gov/Portals/0/bcfiles/08176F_BRUNSWICK_FINAL_CPRMP.pdf

8. NC DOT guidance on Bicycle projects
ncdot.org/transit/bicycle/projects/project_types/bpt_intro.html
9. NCDOT guidance on Bicycle facilities planning and design
www.ncdot.gov/transit/bicycle/projects/resources/projects_facilitydesign.html
10. DOT contact information for District 3 in Division 3 (click on telephone directory)
www.ncdot.gov/doh/operations/division3/
11. AASHTO Guide for the Development of Bicycle Facilities
www.communitymobility.org/pdf/aashto.pdf
12. AASHTO Guide for the Planning, Operation and Design of Pedestrian Facilities
bookstore.transportation.org/item_details.aspx?ID=119
13. Manual on Uniform Traffic Control Devices
mutcd.fhwa.dot.gov/
14. Safe Routes to School projects and funding-
www.ncdot.org/transit/bicycle/safety/programs_initiatives/Safe_Routes.html
15. NC DOT funding sources -
www.ncdot.org/transit/bicycle/funding/funding_sources.html
www.ncdot.org/transit/bicycle/funding/funding_TIP.html
www.ncdot.org/programs/enhancement/
www.ncdot.org/programs/Powell_Bill/
16. Other state funding
www.onencnaturally.org/pages/ConservationTaxCredit.html
www.ncparks.gov/About/grants/trails_grant.php
www.ncparks.gov/About/grants/partf_main.php

www.cwmtf.net/

www.ncnhtf.org/

www.dfr.state.nc.us/Urban/urban_grant_overview.htm

www.nceep.net/pages/partners.html

www.enr.state.nc.us/dswc/pages/crep.html

www.ncwater.org/Financial_Assistance/

www.hud.gov/offices/cpd/communitydevelopment/programs/stateadmin/

www.fitcommunitync.com/

17. Opportunities for federal funding

www.nrcs.usda.gov/PROGRAMS/wrp/

www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

www.rurdev.usda.gov/rbs/busp/rbeg.htm

www.nps.gov/ncrc/programs/rtca/

www.fhwa.dot.gov/discretionary/

Fig 1 - Belville zoning map

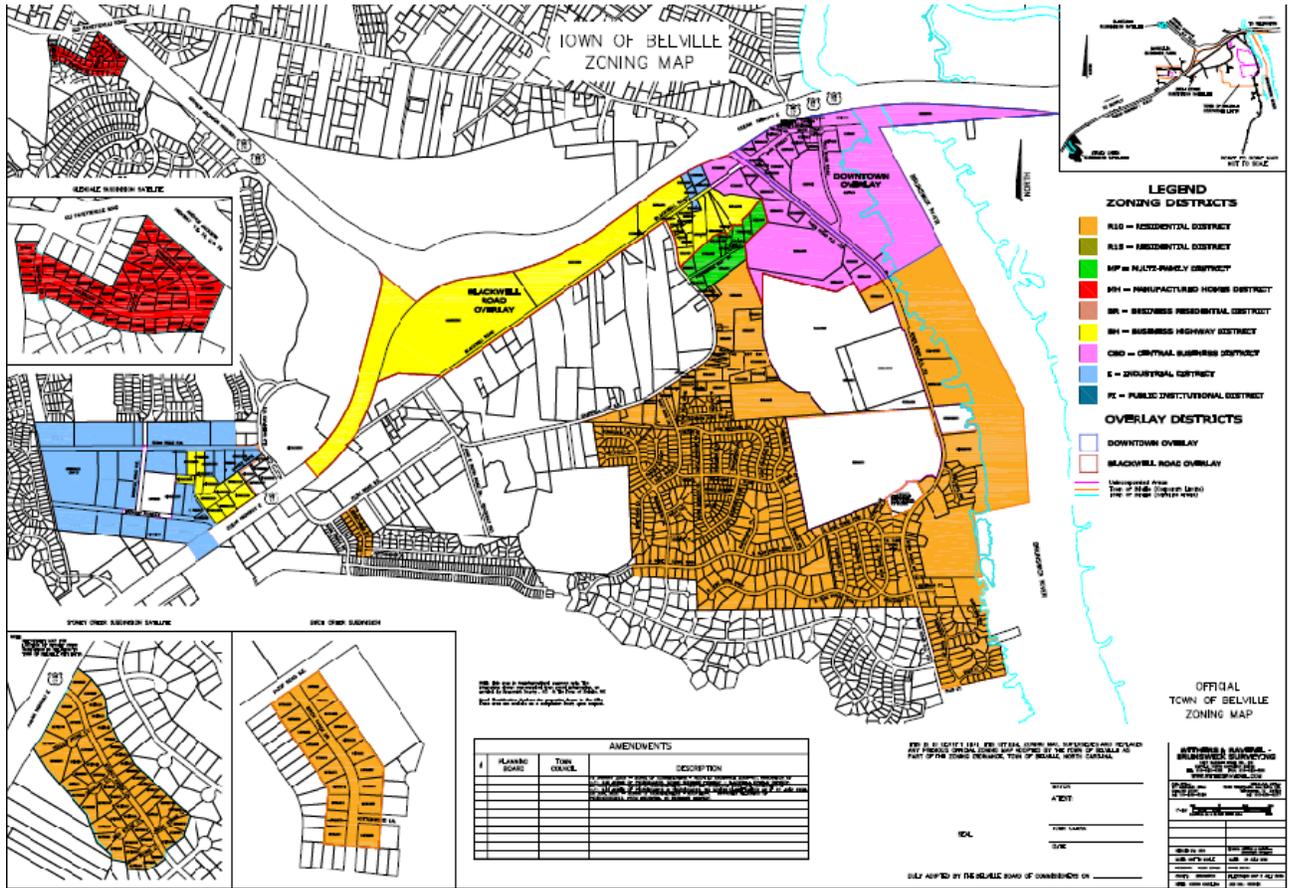
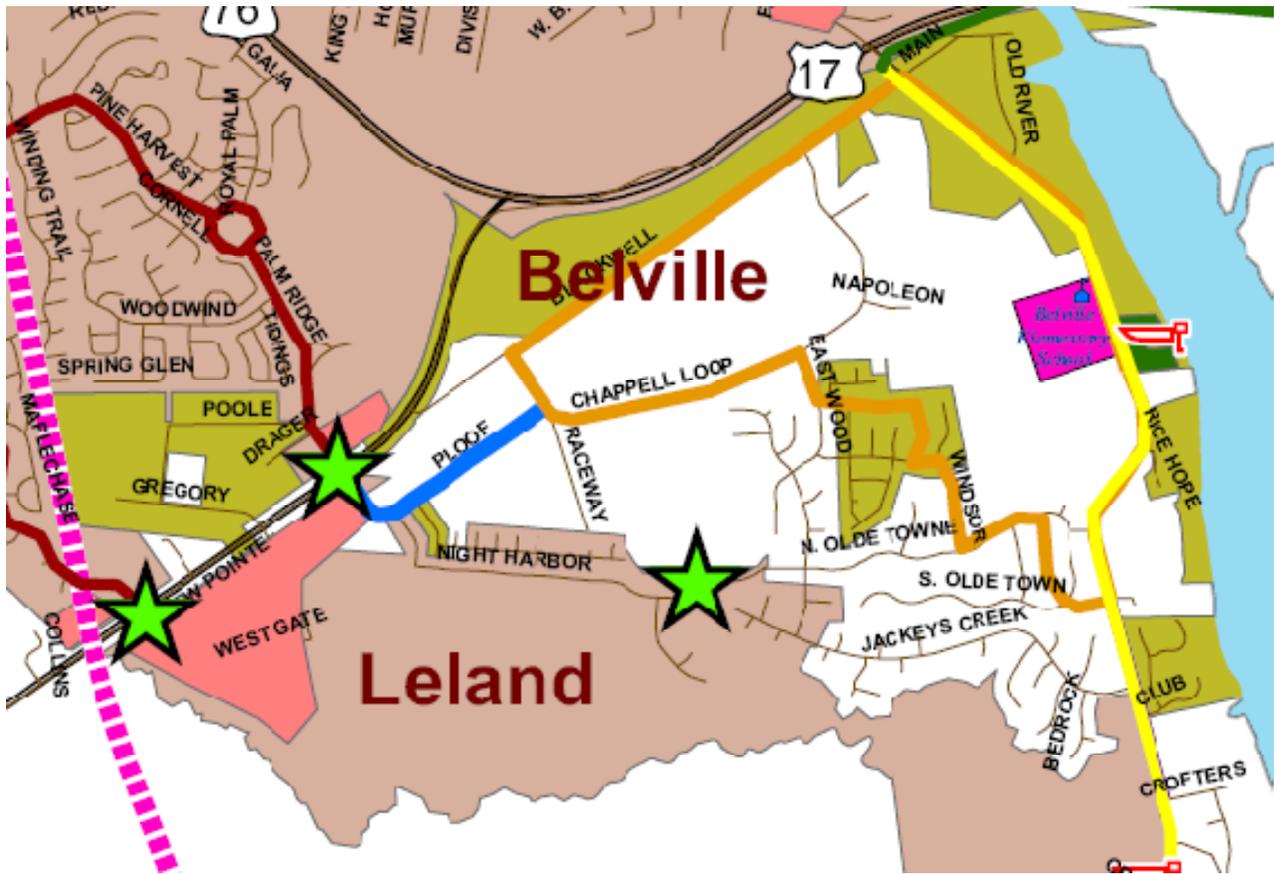


Fig 2 - Section of Map showing Chappell loop, and connectors
(From Fig 3.1 of the Leland Bicycle Plan)



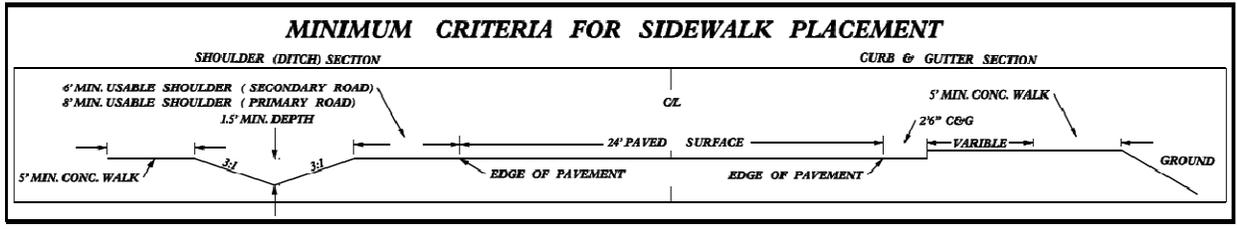
(Copied by permission of Leland Parks and Recreation)

Fig. 3



Division Sidewalk Guidelines

April 2009



CLEAR ZONE DISTANCES
(IN FEET FROM EDGE OF TRAVEL LANE)

DESIGN SPEED	DESIGN ADT		FILL SLOPES	
40 MPH OR LESS		6:1 OR FLATTER	5:1 TO 4:1	3:1
	UNDER 750	7 - 10	7 - 10	**
	750 - 1500	10 - 12	12 - 14	**
	1500 - 6000	12 - 14	14 - 16	**
45 - 50 MPH	OVER 6000	14 - 16	16 - 18	**
	UNDER 750	10 - 12	12 - 14	**
	750 - 1500	12 - 14	16 - 20	**
	1500 - 6000	16 - 18	20 - 26	**
55 MPH	OVER 6000	18 - 20	24 - 28	**
	UNDER 750	12 - 14	14 - 18	**
	750 - 1500	16 - 18	20 - 24	**
	1500 - 6000	20 - 22	24 - 30	**
60 MPH	OVER 6000	22 - 24	26 - 32*	**
	UNDER 750	16 - 18	20 - 24	**
	750 - 1500	20 - 24	26 - 32*	**
	1500 - 6000	26 - 30	32 - 40*	**
65 - 70 MPH	OVER 6000	30 - 32*	36 - 44*	**
	UNDER 750	18 - 20	20 - 26	**
	750 - 1500	24 - 26	28 - 36*	**
	1500 - 6000	28 - 32*	34 - 42*	**
	OVER 6000	30 - 34*	38 - 46*	**

* CLEAR ZONE DISTANCES CAN BE LIMITED TO 30 FEET UNLESS IN A HIGH ACCIDENT RATE AREA.

** SINCE 3:1 SLOPES ARE NOT RECOVERABLE ADDITIONAL RUNOUT AREA MUST BE PROVIDED AT THE TOE OF THE SLOPE. PLEASE REFER TO FIGURE 1 ON SHEET 1-4M.

If no vertical separation is provided, then sidewalk should be placed outside the necessary clear zone distance determined from the clear zone distances table.

For curb and gutter section a 2' minimum separation from back of curb to sidewalk is recommended.

(From Anthony Law, Wilmington District Engineer)

Improve Safety Awareness and Education for Citizens with Special Emphasis on Seniors/Special Needs Subcommittee

Problem Statement

The Town of Belville is facing growth, both in the residential and commercial areas. The blighted downtown area is being reborn with new commercial, residential and public entertainment sectors. The commercial area at Waterford will continue to expand. The annexation of Hawkeswater will add another 1,250 to the current population of 1,400. The Citizen Safety Committee believes there are three areas that Belville should address aggressively to improve the safety and quality of life for our residents.

First, attendant with this increase are the expected opportunities for various types of crime, such as increased gang activity, drugs, robbery, and crimes against persons which will require increased police presence.

Second, the committee believes that bicycle and pedestrian safety should be an integral part of Belville's plans. This will help improve the safety of our walkers and bikers as well as the general health of our residents and help reduce traffic congestion.

Third, Belville has the opportunity to significantly improve the safety, welfare, and well being of our residents, particularly our seniors, at minimum cost through improved safety awareness and education.

Recommendation 1: Coordinate with Existing Safety Programs in Brunswick County

This recommendation requires making sure everyone in Belville is aware of the programs and helps with identifying individuals that will benefit. Belville needs to coordinate this program with the appropriate Brunswick County agencies. Continuing effort will be required to insure that as changes occur, everyone that needs assistance is covered. We should encourage residents to let Belville know about neighbors that would benefit.

Letters to all residents encouraging them to let Belville know their needs as well as neighbors that might have needs should be one part of this program. We strongly recommend that Belville coordinate efforts with Brunswick County to identify residents that would benefit from the following Brunswick County programs:

1. Assist seniors in a wide variety of needs including meals on wheels– coordinated by Brunswick Senior Resources – Jim Russell 253-2198
2. Hurricane and other disaster evacuations - this effort should include evacuating people as well as helping people get to emergency shelters – Brunswick County Emergency Services
3. Special needs
 - a. Blind
 - b. Emergency assistance to families with minor children in unusual circumstances
 - c. Infant mortality program (minorities) Health Dept.
 - d. In-home services provides health care assistance to adults through housekeeping and home management
 - e. Kidney dialysis – transportation - social services
 - f. Miscellaneous programs such as power outage, power assistance (Health Dept.)
 - g. Monitoring Alzheimer patients and others that may wander away from home ‘Project Life Saver’ Sheriff Dept.
 - h. Nutrition and basic personal and health care – Health Dept.
 - i. Protective services, child and adult – Health Dept.
4. Education
 - a. Diabetes program training - Health Dept.
5. Security
 - a. Assaulted – combating sex crimes – Brunswick County DA
 - b. Caretaker fraud ‘The Black Widow’ DA
 - c. Citizen’s Academy – sheriff
 - d. Community Watch – sheriff
 - e. Crime prevention – sheriff
 - f. Drugs – fighting drugs in Brunswick County – DA
 - g. Fraud Awareness – Sheriff
 - h. Gangland – A Look at Gangs – DA
 - i. Keep Check program – deputy will check home while you are on vacation- Sheriff
 - j. Senior Citizen’s Academy – sheriff
 - k. Tips on staying safe ‘No Place for Sissies’ DA

Recommendation 2: Establish New Safety Programs

This recommendation should be coordinated with Recommendation 1. We believe it is very important that we check daily on residents that would benefit and appreciate this service. The elderly living alone and someone that is sick or recovering from surgery are particularly vulnerable.

1. Monitoring – establish a system for routinely checking on anyone that needs monitoring. This should include phone calls to the elderly and individuals that are ill or recovering from surgery for example.
2. Hurricane preparation information

Recommendation 3: Develop Capability for Communicating Existing Safety Programs to Belville Residents

There are many safety programs that would benefit Belville residents that are not as critical as Recommendations 1 and 2. However, they are very beneficial and could help establish Belville as a safe and caring community, as well as reduce our need for emergency services. Appendix A lists these programs.

This recommendation will benefit many different groups and should contribute significantly to the safety and welfare of our residents while reducing the need for police, fire, and ambulance services. The first step should involve the residents to determine what our residents want and how Belville should present the information. Belville should consider a general approach initially to determine the general areas of interest. This could be done with Option 1 and 2. Google is an excellent way to identify sources of information. The National Safety Council, Safety and Health Council of North Carolina, AAA, NRA, Power Squadrons and the Coast Guard Auxiliary have a great deal of information and in some cases may have speakers. Programs can then be developed. We believe an excellent way to present the information is to sponsor classes and have one hour presentations depending on the subject matter. The presentations could be during the day or evening depending on the audience. Having a safety presentation just before a Commissioner's meeting might improve attendance for both the safety meeting and the Commissioner's meeting. Presented properly, we believe Belville can generate considerable enthusiasm for these programs as well as good publicity for the town. Working with the news media will also be helpful.

Appendix A

The following programs will be useful to improving the quality of life in Belville as well as reducing the need for police, fire and ambulance services.

Children

1. ATV safety
2. Babysitters
3. Backing up – toddler safety
4. Bicycle safety
5. Bullying
6. Car seats Brunswick County Health Dept.,
7. Dog bites
8. Eye protection
9. Halloween safety
10. Head injuries in soccer
11. Heelys
12. Home alone safety – checklist for parents
13. Hot car warning
14. Hot water
15. Internet gambling
16. Internet safety
17. Kitchen hazards
18. Playgrounds
19. School bus safety scooters
20. School field trips
21. Stopped – notify parents when their children are driving and stopped –
Brunswick County sheriff
22. Strangers sun safety
23. Teen court – kids helping kids – Brunswick County DA
24. Trampolines
25. Water safety

Adult

1. Boating

2. CPR
3. Driving, including defensive driving Highway Patrol may offer this
4. Firearms safety including home and hunting
5. First aid
6. Food safety –
7. Gas and gasoline
8. Hazardous chemicals
9. Internet safety
10. Jet ski
11. Medical records
12. Medicine
13. Motorcycle
14. Pesticide safety
15. RV

Home safety

1. Candles
2. Carbon monoxide
3. Cigarettes
4. Emergency preparedness, including hurricane preparedness
5. Fire – the most dangerous room
6. Fire escape planning
7. Fire safety for the holidays
8. Home adoption
9. Home invasions
10. Home repairs
11. Hot water temperature
12. Kitchen safety
13. Lawn mower
14. Outdoor chores
15. Poisoning
16. Propane safety
17. Smoke alarms

Seniors

1. 'Snowbirds – Safety in the Sunny South
2. Alarm buttons that will call for help
3. Crime prevention for seniors including at home, banking, in your car, shopping, and walking
4. Driving for seniors
5. Fall prevention, general and on stairs
6. Home adoption
7. Home fire safety for seniors
8. Medication
9. Street smarts for Senior Pedestrians

Level of Effort Invested in Subcommittee Work

The amount of work and individuals consulted over the past year in the development of this report of the Belville Citizen Safety Committee has been extensive. The following provides a sense of the effort involved across all three subcommittees:

- Number of meetings convened or attended: 28
- Number of hours meeting, researching and writing: 200
- Persons or organizations contacted:
 - Kirstie Dixon, Planner, Brunswick County
 - Jim Pryor, head, Brunswick County Parks and Recreation
 - Niel Brooks, head, Leland Parks and Recreation
 - John Vine-Hodge, NC DOT Bike Ped Division
 - Anthony Law, NC DOT, Division 3
 - Scott Milligan, Belville Planning Board
 - Brian Ennis, Belville Cyclist
 - Honorable Chuck Thurlow, Belville Mayor
 - Don Eggert, Cape Fear Council of Governments
 - Jacob Vares, Cape Fear Council of Governments
 - NC State Highway Patrol (bicycle accident report)
 - Wilmington MPO Citizens Advisory Committee (Survey results)
 - Wilmington MPO BikePed Advisory Committee (Update on planning effort)
 - Timothy Jayne, Leland Police Chief
 - John Ingram, Brunswick County Sheriff
 - James “Denny” Kern, former President, Olde Towne Community Association
 - Community Oriented Policing Services (COPS), U.S. Department of Justice
 - Tracie Davis, Belville Town Manager
 - Todd Coring, Deputy Sheriff Brunswick County
 - Jim Russell, Brunswick Senior Resources
- Bicycle tour of Belville with Brian Ennis (local cyclist).