



walk!

Mount Airy



JUNE 2023

Acknowledgments

We extend our sincere appreciation to the residents, business owners, elected officials, City staff, North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) staff, and stakeholders who participated in the planning process and guided the development of the Walk Mount Airy Pedestrian Plan. Everyone's time, commitment, and input are greatly appreciated.

Steering Committee

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*Left the City prior to completion.

Kimley»»Horn

Expect More. Experience Better.



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

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The following terms can be found throughout the document. This page acts as a reference guide for terms and definitions. While this is not a comprehensive list, the Plan is intended to be a reader-friendly document for all people to understand and enjoy.

All Ages and Abilities	Designs to meet the needs of a broad set of people regardless of age or ability.
American Community Survey (ACS)	A demographic survey program conducted by the U.S. Census Bureau. It helps local officials, community leaders, and businesses understand the changes in their communities.
Americans with Disability Act (ADA)	Prohibits the discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communication, and access to state and local government programs and services.
Census Block Group	A geographic unit used by the U.S. Census Bureau. It is the smallest geographic unit for which the bureau publishes data.
Comprehensive Transportation Plan (CTP)	A long-range vision plan for transportation outlined by North Carolina General Statutes §136-66.
Curb Extension	An intervention that brings the curb out to the edge of travel lanes and tightens turn radii if at a corner. They help make crossings safer by increasing visibility, shortening crossing distances, and slowing turn speeds.
Environmental Stewardship	A variety of actions that protect the natural environment through conservation efforts.
Facility	The means of moving people or things from place to place and the structure necessary to support that movement.
Green Space	An open piece of undeveloped land that is partially or completely covered with grass, trees, shrubs, or other vegetation. It could also include parks or community gardens.
Greenway	A facility that may be used by pedestrians, bicyclists, and other non-motorized users. They are typically located in more natural or forested areas.
Human-Scale Neighborhood	A space that is proportional in relation to the human scale.
Integrated Mobility Division (IMD)	A branch of the North Carolina Department of Transportation that administers state and federal funds for public transportation, bicycle, and pedestrian programs.

Leading Pedestrian Interval (LPI)	A low-cost signal timing strategy that allows pedestrians to enter the crosswalk several seconds before vehicles get a green light, helping pedestrians to be partially through crossing before vehicles begin turning.
Mixed Use	A form of urban development and design that blends multiple land uses, such as residential, commercial, institutional, entertainment, or cultural.
Multi-Use Path or Shared Use Path	A facility that may be used by pedestrians, bicyclists, and other non-motorized users. They are typically separated from the road by a physical barrier or an open space.
North Carolina Department of Transportation (NCDOT)	The department that oversees all transportation in the state of North Carolina.
Northwest Piedmont Rural Planning Organization (NWRPO)	An organization that provides the long-range transportation planning services and technical assistance to Davie, Stokes, Surry, and Yadkin Counties.
Pedestrian Network	The collective term for the entirety of pedestrian infrastructure, including all sidewalks, shared-use pathways, and pedestrian crossings.
Pedestrian Plan	A visionary, holistic plan for pedestrian infrastructure, including sidewalks, shared-use pathways, and intersection recommendations.
Pedestrian Beacon	A beacon that crossing pedestrians or bicyclists can trigger to signal to drivers that someone is crossing. They are usually found at non-signalized intersections and crossings to make crossing pedestrians more visible.
Pedestrian Refuge Island	A median with an area for pedestrians crossing a multilane road to stop or wait. They allow crossing pedestrians to focus on one direction of traffic at a time and to wait for a sufficient gap in traffic to safely finish crossing.
Steering Committee	A group of individuals who provide guidance on the development of the Plan.
Strategic Transportation Prioritization (SPOT)	The methodology used by the North Carolina Department of Transportation to develop the funding and scheduling plan for transportation projects throughout the state. Projects are scored on various criteria, including local priorities identified by NCDOT and NWRPO.
Underserved, Vulnerable, or Historically Disadvantaged	Communities burdened by the cumulative effect of institutionalized harm based on socioeconomic factors.
Unified Development Ordinance (UDO)	A document that contains most local regulations concerning the use and development of land and buildings.
Wayfinding	An information system that guides people through a physical environment and enhances their experience of a physical space.
100-Year Floodplain	Areas with a 1% annual chance of flooding.
500-Year Floodplain	Areas with a 0.2% annual chance of flooding.

Executive Summary

PLAN OVERVIEW

Walk Mount Airy

The Walk Mount Airy Pedestrian Plan is a community-driven planning effort to establish the vision for walking in our City. The Plan identifies existing needs and challenges and develops recommendations for a safer, more accessible transportation network for all users. Walk Mount Airy provides guidance on future investments and decision-making for pedestrian facilities and programs. The Plan provides realistic and actionable strategies to make Mount Airy competitive for a variety of funding opportunities.

The Background

The development of the Walk Mount Airy Pedestrian Plan was funded through a grant awarded by the North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD). Through the Multimodal Planning Program, NCDOT IMD encourages the development of bicycle, pedestrian, and multimodal network plans at the local and county levels. To date, \$7.5 million has been awarded to more than 230 municipalities and six counties across the state.

The Process

The planning process includes three key phases: vision and needs, recommendations, and documentation. Throughout the Plan's development, public input played a crucial role in refining the recommendations, actions, and strategies.



Outreach

The Mount Airy Pedestrian Plan is a community-driven planning effort dependent on feedback gathered from the public throughout the planning process. This Plan is tailored to fulfill the walking needs of the community by enhancing pedestrian facilities in the City. The approach to gathering community input included two major outreach events: one public workshop to identify needs and another public workshop to gather feedback on recommendations. More details can be found in Chapter 3.

75+ Participants

130+ Individual Data Points

60+ Written Comments

Implementation

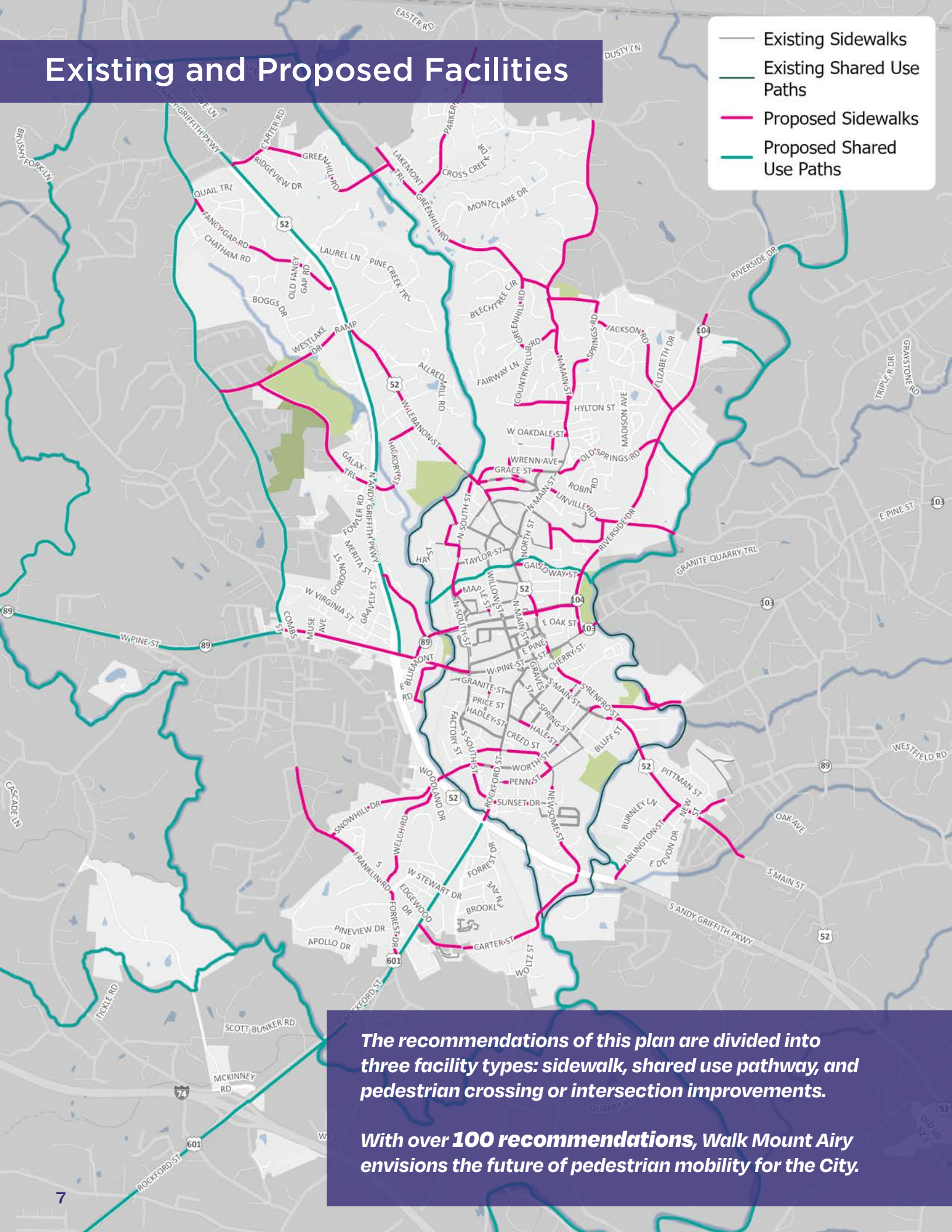
The Plan includes a robust prioritization process that is consistent with NCDOT's Strategic Transportation Prioritization (SPOT) methodology. The projects are grouped into near-, mid-, and long-term tiers. The Plan acknowledges that projects can be implemented opportunistically as needed.

Walk Mount Airy provides a variety of programs and strategies to aid with the implementation of recommendations documented in this Plan. With a variety of strategies to help fund projects to enhance mobility in Mount Airy, the City should pursue the options that are realistic. More details can be found in Chapter 5.

Lastly, the Plan concludes with a Technical Appendix to document the fine details of the Plan.

Existing and Proposed Facilities

- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Sidewalks
- Proposed Shared Use Paths



The recommendations of this plan are divided into three facility types: sidewalk, shared use pathway, and pedestrian crossing or intersection improvements.

*With over **100** recommendations, Walk Mount Airy envisions the future of pedestrian mobility for the City.*

walk!
Mount Airy

INTRODUCTION

Introduction

PLANNING PROCESS

The Plan

The Walk Mount Airy Pedestrian Plan is a community-driven planning process to determine the vision for walking in our City. The plan identifies existing needs and challenges and creates recommendations for a safer, more accessible transportation network for all users. The Plan provides guidance on future investments and decision-making for pedestrian facilities and programs. Walk Mount Airy develops realistic and actionable strategies to make the City competitive to seek out funding opportunities.

The Background

The North Carolina Department of Transportation (NCDOT) Integrated Mobility Division (IMD) awarded a grant to the City of Mount Airy to develop a Pedestrian Plan. Through the Multimodal Planning Program, NCDOT IMD encourages the development of bicycle, pedestrian, and multimodal network plans at the local and county levels. More than \$7.5 million has been awarded to more than 230 municipalities and six counties across North Carolina.

The Process

The planning process includes three key phases. Throughout the Plan's development, public input played a crucial role in refining the recommendations, actions, and strategies.

STEP 1 | VISION AND NEEDS

The first step in the planning process is to identify the vision for Walk Mount Airy. The vision should drive each subsequent step of the planning process and be used to affirm the Plan's success. The goals further define success by outlining the priorities of the community.

In this phase, a review of the current socioeconomic trends, mobility patterns, and environmental constraints establish the context to inform recommendation development.

STEP 2 | RECOMMENDATIONS

Based on the challenges and needs identified in the existing conditions, pedestrian facilities and intersection improvements are generated. The recommendations are reviewed and refined by the Plan's Steering Committee. In addition to linear and intersection recommendations, this phase also identifies strategies and programs that should be leveraged to further pedestrian mobility in the City.

STEP 3 | DOCUMENTATION

The final stage of the planning process is documentation. This phase includes presenting the draft plan to the Steering Committee and NCDOT IMD. After review and revisions, Walk Mount Airy was presented to the Board of Commissioners for adoption.





“

Our Vision is a community where walking is a reasonable choice for short trips; a place where our citizens encounter a safe and inviting pedestrian network that connects to places of interest; a place where walking contributes to a healthy lifestyle; and a place where families can thrive and visitors can enjoy all that Mount Airy has to offer.

The Goals

CONNECTIVITY

Ensure the system connects new and existing facilities so people of all ages and abilities may access and enjoy Mount Airy's many destinations.

ECONOMIC DEVELOPMENT

Connect people with businesses and opportunities to make Mount Airy a more attractive investment.

EQUITY

Create intentional recommendations to bolster areas that have been or currently are areas in Mount Airy with underserved or historically disadvantaged populations.

ENVIRONMENT

Protect existing environmental features and provide mindful ways for people to access Mount Airy's natural beauty.

PUBLIC WELLNESS

Emphasize how a holistic pedestrian network contributes to the overall health and wellbeing of people who live, work, and visit Mount Airy.

SAFETY

Promote the safety of everyone in Mount Airy, regardless of ability, age, income, or background.

The Benefits

By creating a quality pedestrian network, the City can provide residents and visitors a healthier, safer, and more vibrant way of experiencing the community. Walk Mount Airy identifies the following six benefits, which are inherent results of strengthening the pedestrian network. These benefits are the foundation of WalkBikeNC, North Carolina's Bicycle and Pedestrian plan.

SAFETY

In North Carolina, almost 200 bicyclists and pedestrians are killed annually. Safe travel conditions result from effective design, enforcement, and education. People of all ages and abilities should be able to safely walk around the community.

HEALTH

Walking is a physical activity that is a part of daily life. Regular walking is a form of exercise that can help reduce or prevent the risk of obesity, heart disease, high blood pressures, and mental health problems.

MOBILITY

Mobility is the equitable availability of transportation options for people of all ages and abilities. By providing appropriate facilities, communities can empower residents to travel how they want. Comprehensive pedestrian networks provide an alternative to driving and promote equitable mobility.

QUALITY OF LIFE

A walkable community is a strong indicator of its livability. In communities where people can be regularly seen walking, there is a sense that these places are friendly and safe places to visit and live. Providing appropriate facilities can strengthen community relations and contribute to a sense of identity and place.

ENVIRONMENT

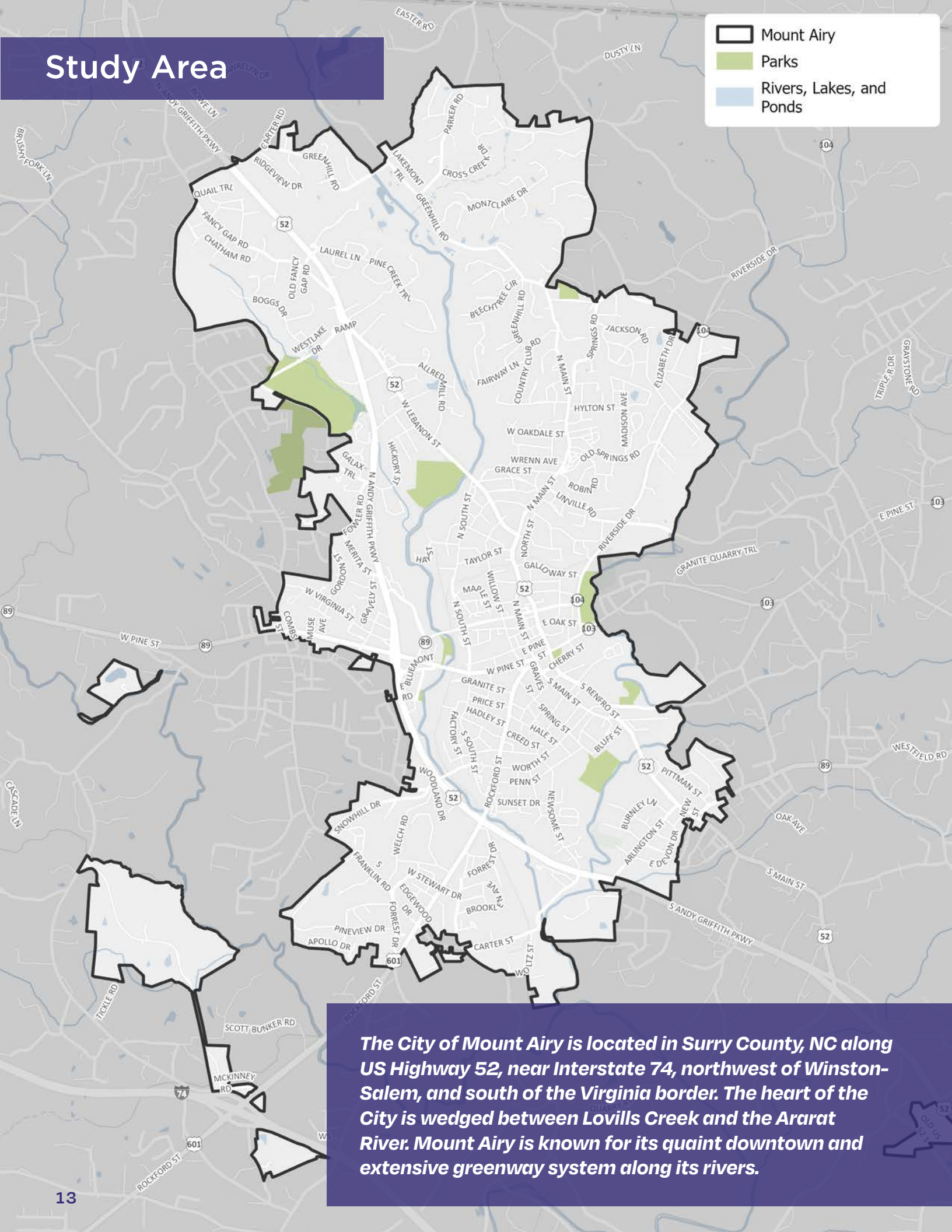
Environmental stewardship means protecting natural resources. More people walking can result in lower levels of vehicular emissions, less noise pollution, cleaner air, and stronger natural spaces.

ECONOMY

When safe facilities are provided for pedestrians, people can invest less on motorized transportation and more on goods and services. Improving walkability can increase property values, retail sales, and tourism and promote job creation.

Study Area

- Mount Airy
- Parks
- Rivers, Lakes, and Ponds



The City of Mount Airy is located in Surry County, NC along US Highway 52, near Interstate 74, northwest of Winston-Salem, and south of the Virginia border. The heart of the City is wedged between Lovills Creek and the Ararat River. Mount Airy is known for its quaint downtown and extensive greenway system along its rivers.

Previous Plan Review

Reviewing the previous planning efforts is a critical first step in understanding the planning context of Mount Airy and the region. By leveraging the recommendations that have already been memorialized, the Plan can build upon community ideals and technical evaluation.

VISION PLAN (2001)

OVERVIEW

The Mount Airy Vision Plan acts as the City's high-level land use vision and policy plan. It presents plans to manage future growth and economic development as well as desired land use patterns, roads, and pedestrian facilities. The Vision Plan also includes a series of standalone area plans and recommendations that analyze their respective areas of the City in more depth.

RELEVANT RECOMMENDATIONS

- Encourage traditional neighborhoods with pedestrian-oriented amenities (parks, commercial sites) within walking distance. Develop human-scaled neighborhoods, that features sidewalks and other streetscape aspects.
- Provide additional green space and people spaces in downtown to create walkable, pedestrian-friendly environments. Preserve existing downtown green spaces.
- Create and maintain “people places” (small parks, pedestrian amenities) in the central business district.
- Minimize continuing sprawl. Concentrate commercial and office uses in clusters that are linked with existing or planned pedestrian facilities. Encourage edge and border improvements, mixed use areas, and pedestrian connections in and around existing commercial clusters along major arteries.
- In developing the greenway system, ensure maximum linkage with nearby neighborhoods. Consider areas like existing parks, schools, unopened alleys, and the Norfolk Southern Railway for greenway and recreation links.
- Encourage pedestrian networks in new and existing areas of all land use types. Develop a policy for sidewalk construction that includes City-funded construction, new development construction, and prioritizing sidewalk construction.

VISION MOUNT AIRY



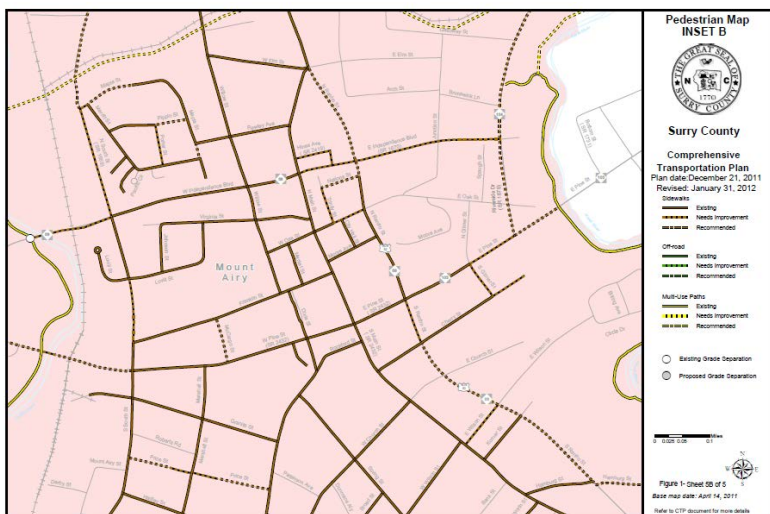
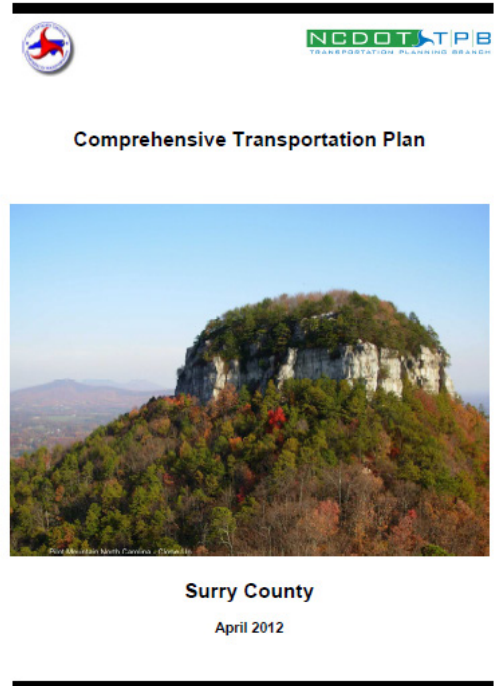
A GENERALIZED LAND USE PLAN

SURRY COUNTY COMPREHENSIVE TRANSPORTATION PLAN (2011) OVERVIEW

The Surry County Comprehensive Transportation Plan (CTP) is a long-range plan including an analysis of transportation needs across Surry County—which includes Mount Airy—through 2040 and lists recommended improvements. The pedestrian portion of the plan includes maps recommending several new or improved sidewalks or new multi-use paths throughout Mount Airy and other municipalities in Surry County. The appendix also includes a detailed inventory of the current (at the time of the plan’s creation) sidewalks and specific recommended changes, including what sides of the road sidewalks exist or are proposed for.

RELEVANT RECOMMENDATIONS

- Construct the recommended sidewalk improvements and multi-use path additions, in addition to those previously identified in the 2000 Mount Airy Sidewalk Master Plan.
- Provide safe and convenient pedestrian facilities on both sides along and across roadways.
- Improve connection between existing multi-use paths and sidewalk network.



Introduction

PREVIOUS PLAN REVIEW

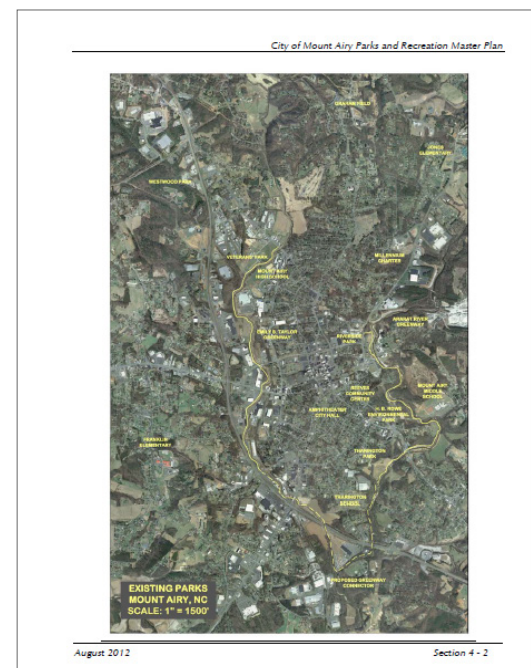
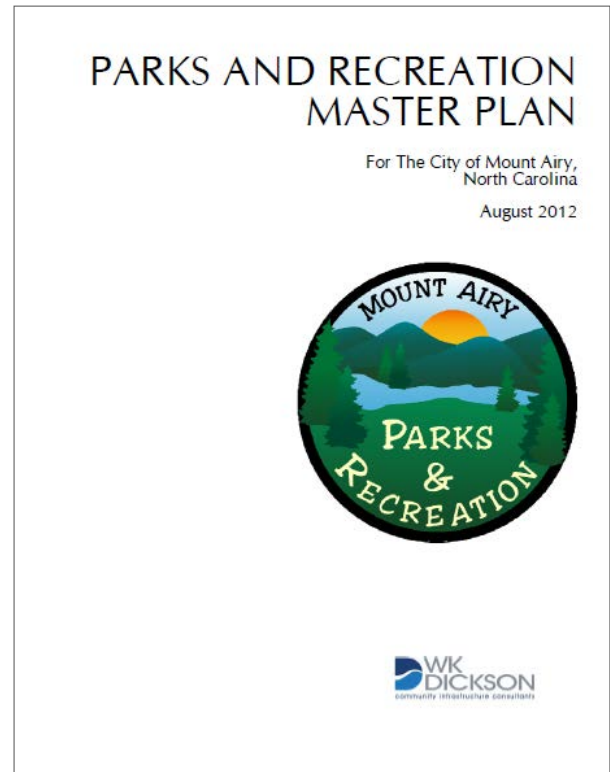
PARKS AND RECREATION MASTER PLAN (2012)

OVERVIEW

The Mount Airy Parks and Recreation Master Plan inventories and assesses the City's existing parks and recreation facilities and programs and identifies gaps and recommended changes to meet current public feedback and future needs.

RELEVANT RECOMMENDATIONS

- Create pedestrian connection from City Hall and Lowry Park to Reeves Community Center.
- Explore opportunities to purchase land for walking trails around Graham Field.
- Improve wheelchair accessibility to Reeves Community center, improve pedestrian access from parking and Ararat River Greenway.
- Complete bicycle and pedestrian loop of the City by connecting the Emily B. Taylor and Ararat River Greenways.
- Continue to work with NCDOT on traffic calming measures.
- Use greenways to connect pedestrians safely between parks, schools, and businesses.



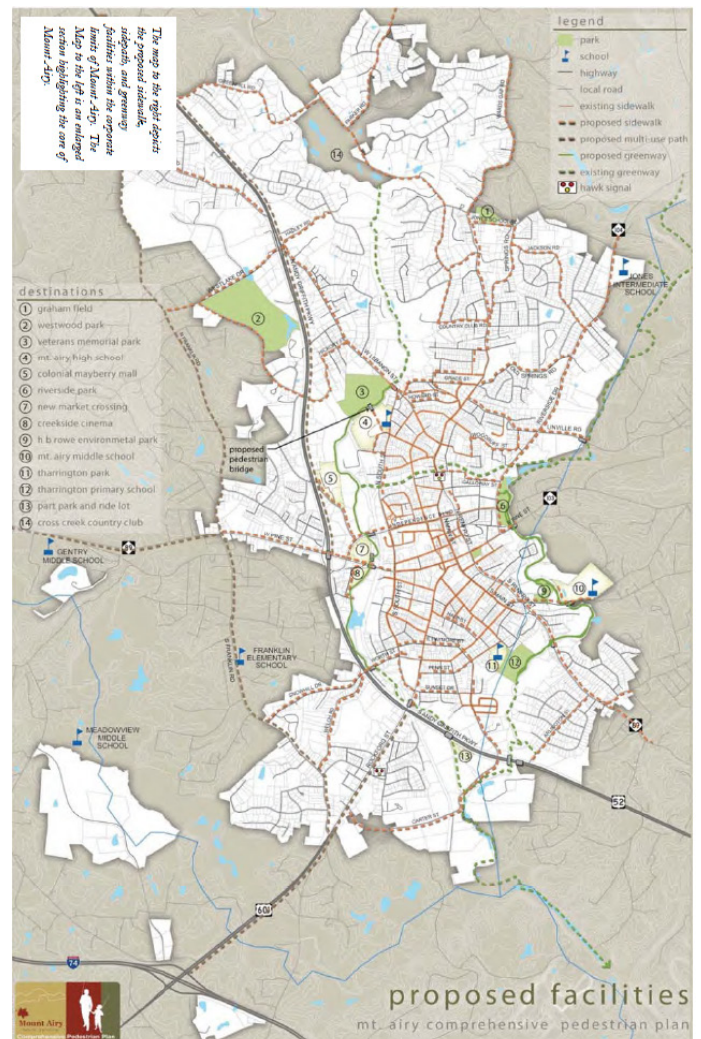
COMPREHENSIVE PEDESTRIAN PLAN (2013)

OVERVIEW

The Mount Airy Comprehensive Pedestrian Plan recommends actions, projects, and policies to make walking safer and more viable within Mount Airy. The plan assesses existing and planned facilities, policies, and procedures to identify deficiencies and make recommendations for improvements. It also lists several specific areas needing improvement with diagrams of proposed designs. The appendices include resources for funding opportunities and designs that meet best practices.

RELEVANT RECOMMENDATIONS

- Improve existing crossings with high visibility crosswalks, pedestrian signals and lighting, push-button signal heads, and textured Americans with Disabilities Act (ADA)-standard curb ramps.
- Emphasize benefits of walking on health, quality of life, environment, and social justice in addition to transportation benefits.
- Prioritize connections between households and activity centers that act as pedestrian generators.
- Revisit and revise sidewalk guidelines to match best practices from industry leaders. Follow standards for infrastructure design and placement and signage.
- Create dedicated funding source for pedestrian facilities as part of a City capital improvements program. Develop and adhere to project prioritization criteria and to ensure best use of funds.
- Work with local schools and the Chamber of Commerce and local businesses on programs to encourage and educate children about walking to school. Take part in Safe Routes to School program to provide a safe environment for children and teachers and staff to walk or bike to school.



Introduction

PREVIOUS PLAN REVIEW

COMPREHENSIVE PLAN (2015)

OVERVIEW

The Mount Airy Comprehensive Plan is a long-range plan that outlines the long-term vision of the community and high-level goals and objectives of the city to inform and guide future decisions and plans, including pedestrian safety and walkability goals. Having a project specified within the Comprehensive Plan also helps the City justify seeking funding or making a zoning decision.

RELEVANT RECOMMENDATIONS

- Provide additional investment in pedestrian facility construction. Prioritize sidewalks, shared use paths, and greenways that help fill gaps in the pedestrian network.
- Study and improve access management, pedestrian facilities, and streetscape on US-601.
- Provide traffic calming and crosswalks at intersections for bike and pedestrian safety.
- Ensure new development reserves right-of-way and constructs sidewalks based on preferred roadway cross sections in cooperation with NCDOT and the Rural Planning organization.
- Recommend other policy and guidance referenced in Comprehensive Pedestrian Plan (revising existing sidewalk guidelines, creating dedicated funding sources for pedestrian facilities, and working with schools and Chamber of Commerce to encourage and educate).



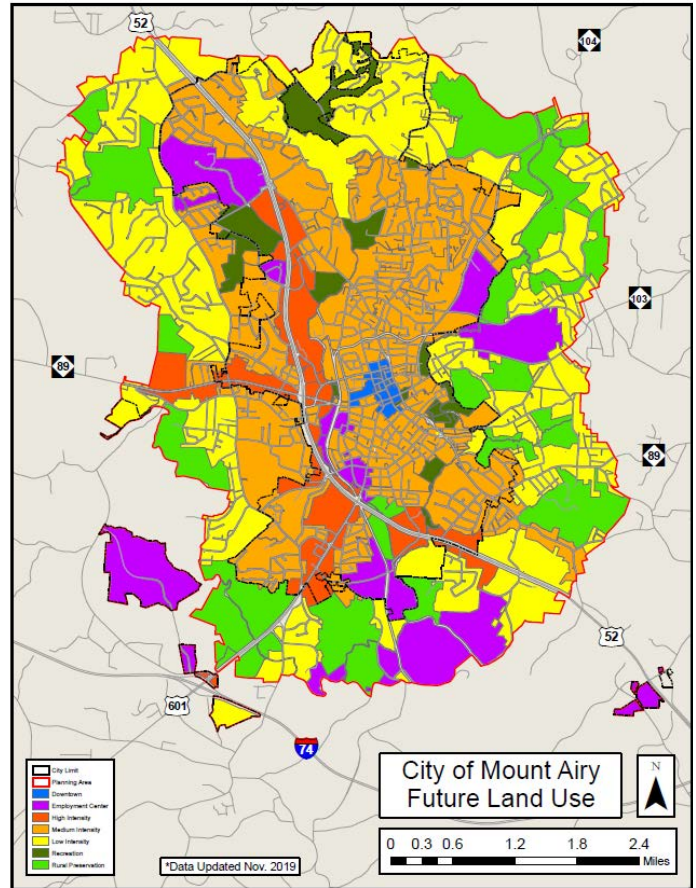
FUTURE LAND USE MAP (2019)

OVERVIEW

The Mount Airy Future Land Use Map shows recommended future land use for Mount Airy's planning area, which extends beyond the City limits. The map separates the area into different planned zones by intensity and usage. These include the locations of the downtown core, areas of various intensity, and employment centers. Knowing those locations can help prioritize pedestrian improvements in areas expecting to see the most activity and growth.

RELEVANT RECOMMENDATIONS

- Plan and prioritize pedestrian improvements around areas expected to be highest intensities and employment sectors.



Introduction

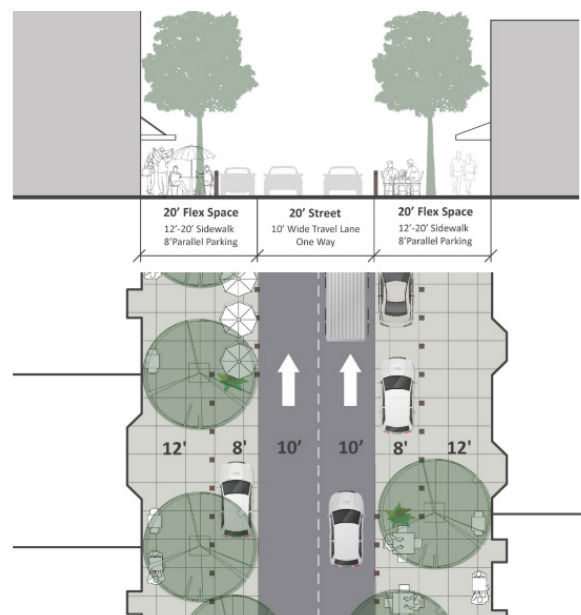
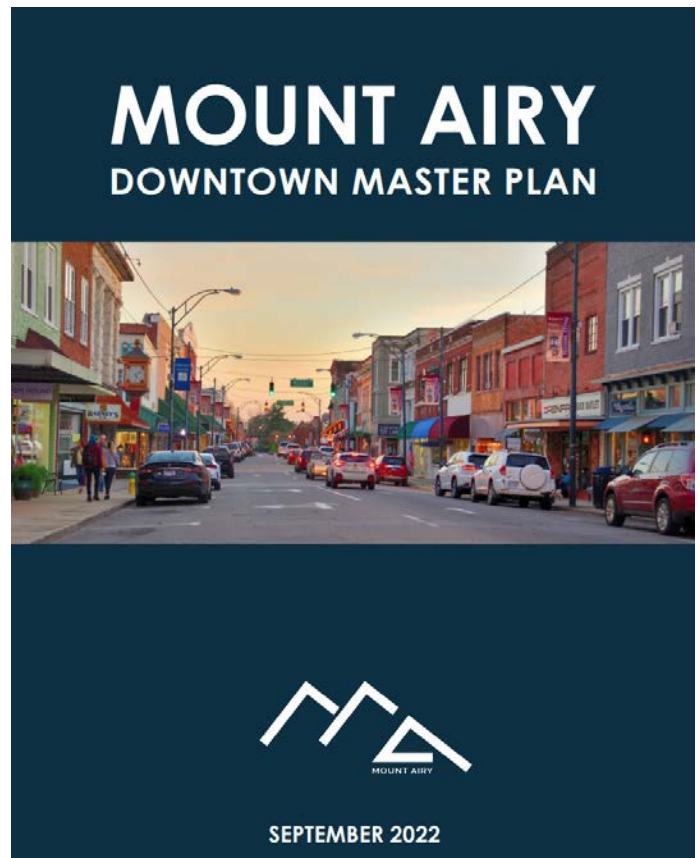
PREVIOUS PLAN REVIEW

DOWNTOWN MASTER PLAN (2022) OVERVIEW

The Mount Airy Downtown Master Plan assesses downtown's current conditions in detail, identifies challenges to the area's growth and vibrancy, and proposes projects to address them. The plan identifies pedestrian challenges such as narrow sidewalks, missing crosswalks, and dangerous connections separating downtown from surrounding neighborhoods. In addition, several included projects are intended to improve the pedestrian experience in downtown.

RELEVANT RECOMMENDATIONS

- Continue work towards a Main Street redesign for improved walkability and wider sidewalks.
- Work with NCDOT to transform Independence Boulevard and Renfro Street into complete streets to improve pedestrian visibility, safety, and comfort.
- Add drive-over bollards to Oak Street to provide more walking space.
- Implement approved Lehigh Valley wayfinding.



EXISTING

CONDITIONS

Existing Conditions

DEMOGRAPHICS

The Existing Conditions chapter provides an inventory of the current conditions and characteristics as they relate to pedestrian mobility in and around Mount Airy. Analyzing data is the preliminary step to understanding the community today in order to prepare and plan for the future.

Data in this chapter was provided by the City of Mount Airy, Surry County, the Northwest Piedmont Rural Planning Organization (NWRPO), NCDOT, and the 2020 U.S. Census American Community Survey (ACS) 5-Year Estimates. This chapter is intended to be a snapshot of Mount Airy.



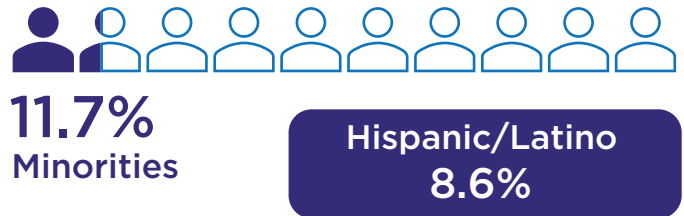
Demographics

Population



Source: 2020 Decennial Census

Diversity



Source: 2020 ACS 5-Year Estimates

Age

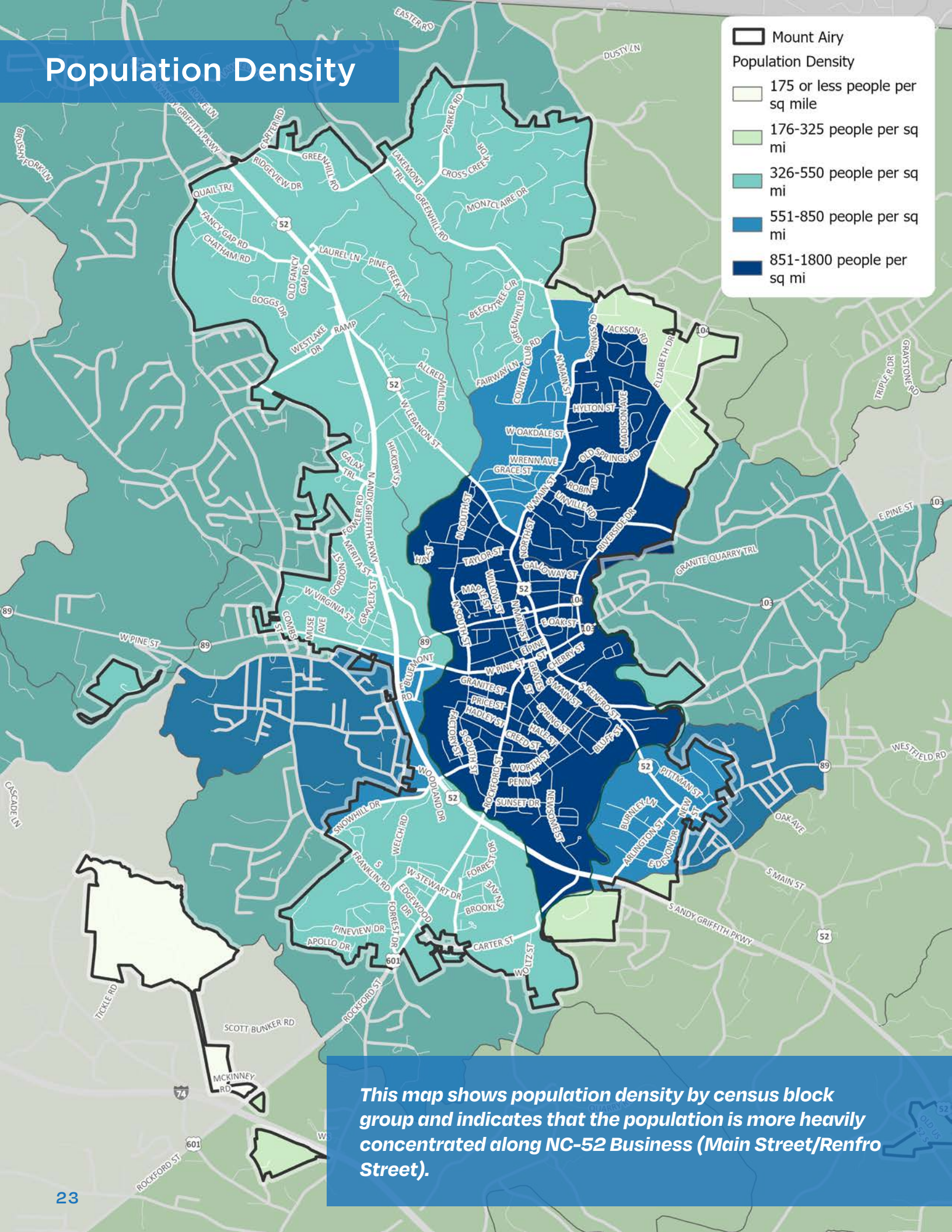
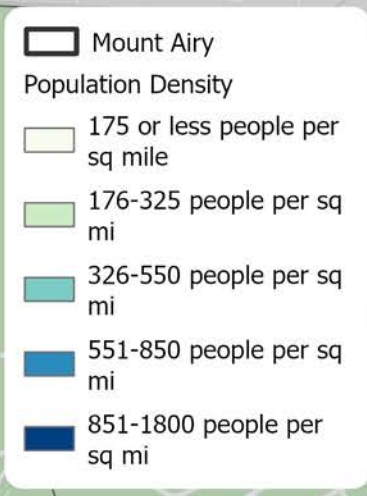


Source: 2020 ACS 5-Year Estimates

Income & Poverty



Population Density



This map shows population density by census block group and indicates that the population is more heavily concentrated along NC-52 Business (Main Street/Renfro Street).

Existing Conditions

VULNERABLE POPULATIONS

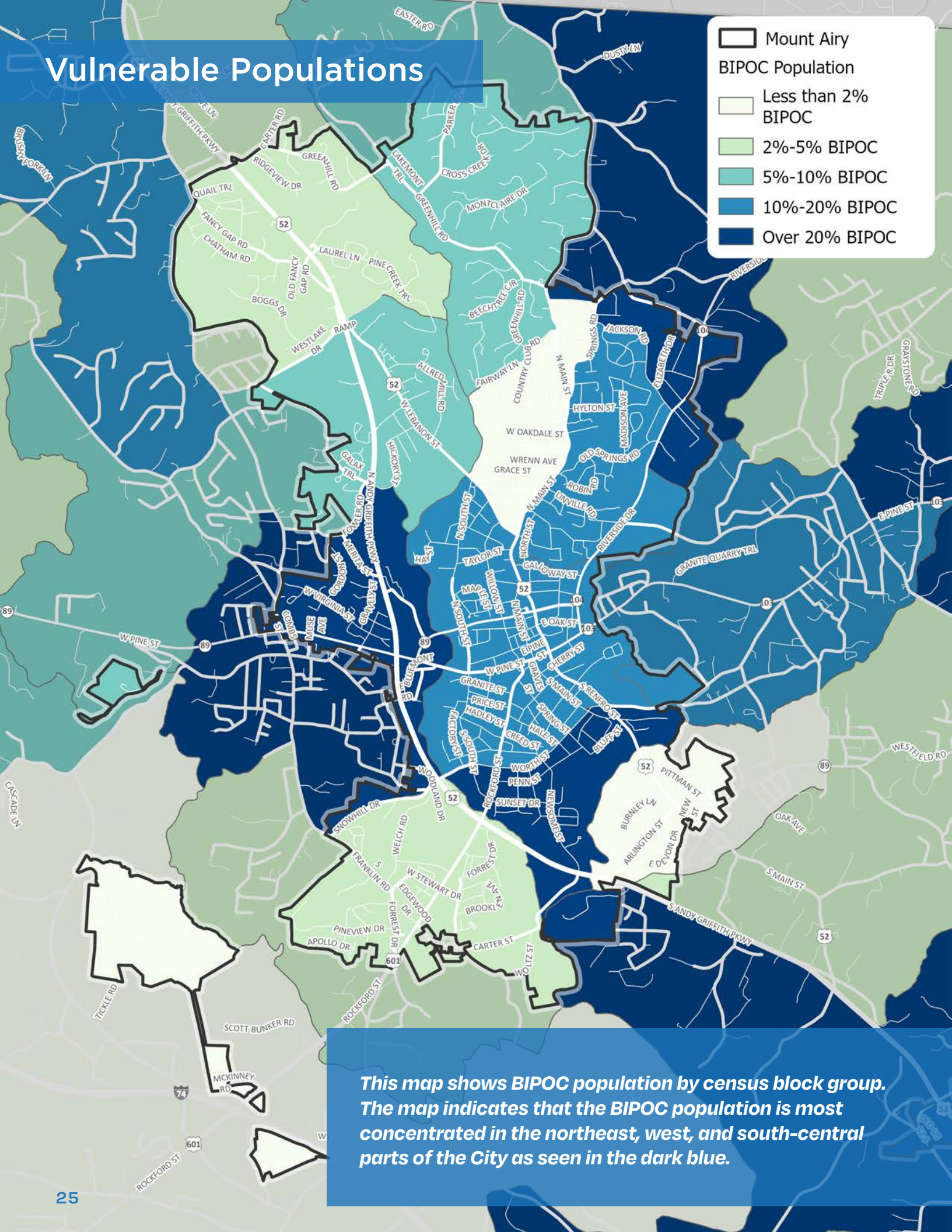
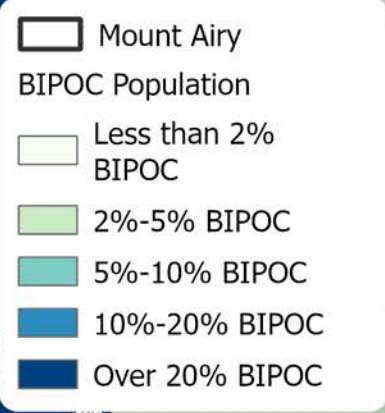
A goal of Walk Mount Airy is to promote equity. Equity in transportation planning refers to the fairness in mobility and accessibility to meet the needs of all community members. To understand the variety of needs in the community, recognizing the different geographic areas that may have different needs is essential.

In order to acknowledge historic planning practices, the intentional centering of Black, Indigenous, and people of color (BIPOC) as part of this planning effort is necessary. The map on the following page shows the BIPOC populations in and around the City. While the downtown core has a sizable BIPOC population, the areas with the highest percentage of BIPOC populations are on the fringe areas of the City. Ensuring connectivity via pedestrian infrastructure to and from these areas will create mobility options for Mount Airy's most vulnerable populations.

Creating a network for people of all ages and abilities also means intentionally considering the needs of unique mobility needs of children, older adults, and people with disabilities. The previous page includes the City's age demographics, with a significant population of children and a high median age indicating a large older adult population. These groups are less likely to be able to drive to their destinations, and safe and accessible pedestrian infrastructure can be extremely important for their sustained mobility.



Vulnerable Populations



This map shows BIPOC population by census block group. The map indicates that the BIPOC population is most concentrated in the northeast, west, and south-central parts of the City as seen in the dark blue.

Existing Conditions

ENVIRONMENTAL

Environmental

Mount Airy has a variety of distinct environmental features. The existing greenway facilities are strategically planned around natural features in the City, with the Granite City Greenway following the paths of the Lovills Creek and Ararat River throughout the City. While these features provide obvious scenic benefit, they also can present certain challenges related to construction. Understanding the constraints of the natural environment can lead to ingenuity in planning and design.

Greenway Features



6.6 miles
managed by
Mount Airy Parks
& Recreation
Department

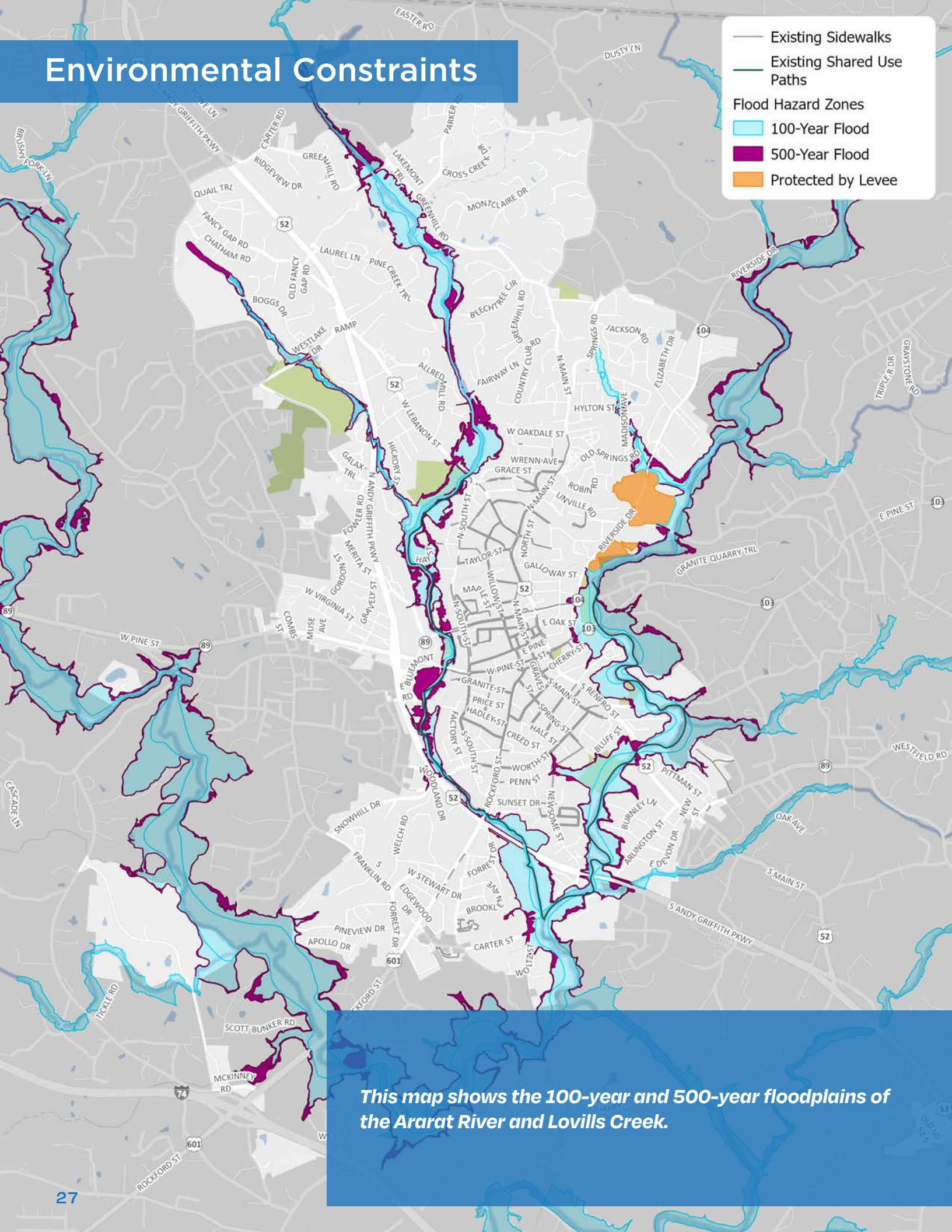
Granite City Greenway



The City has leveraged its natural and environmental features for recreational activities that would otherwise be development constraints.

Environmental Constraints

- Existing Sidewalks
- Existing Shared Use Paths
- Flood Hazard Zones
 - 100-Year Flood
 - 500-Year Flood
 - Protected by Levee



This map shows the 100-year and 500-year floodplains of the Ararat River and Lovills Creek.

Existing Conditions

MOBILITY

Mobility

Existing mobility trends are critical to understanding the transportation network in Mount Airy. By reviewing these trends, Walk Mount Airy can review the access and connectivity of the entire system.

The following statistics highlight key information used to understand the City. The commuting statistics provide insight into how people make their everyday trips in and around Mount Airy. More than 2% of the population commutes to work by walking.

Commuting Statistics



96.3% drive to work



80.4% drive alone



15.9% carpool



2.4% walk to work



1.3% take taxis, motorcycles, or other modes

Commuting Patterns



Source: 2019 Longitudinal Employer-Household Dynamics (LEHD) OnTheMap

No Vehicle Households



13.9% of households have no access to a vehicle

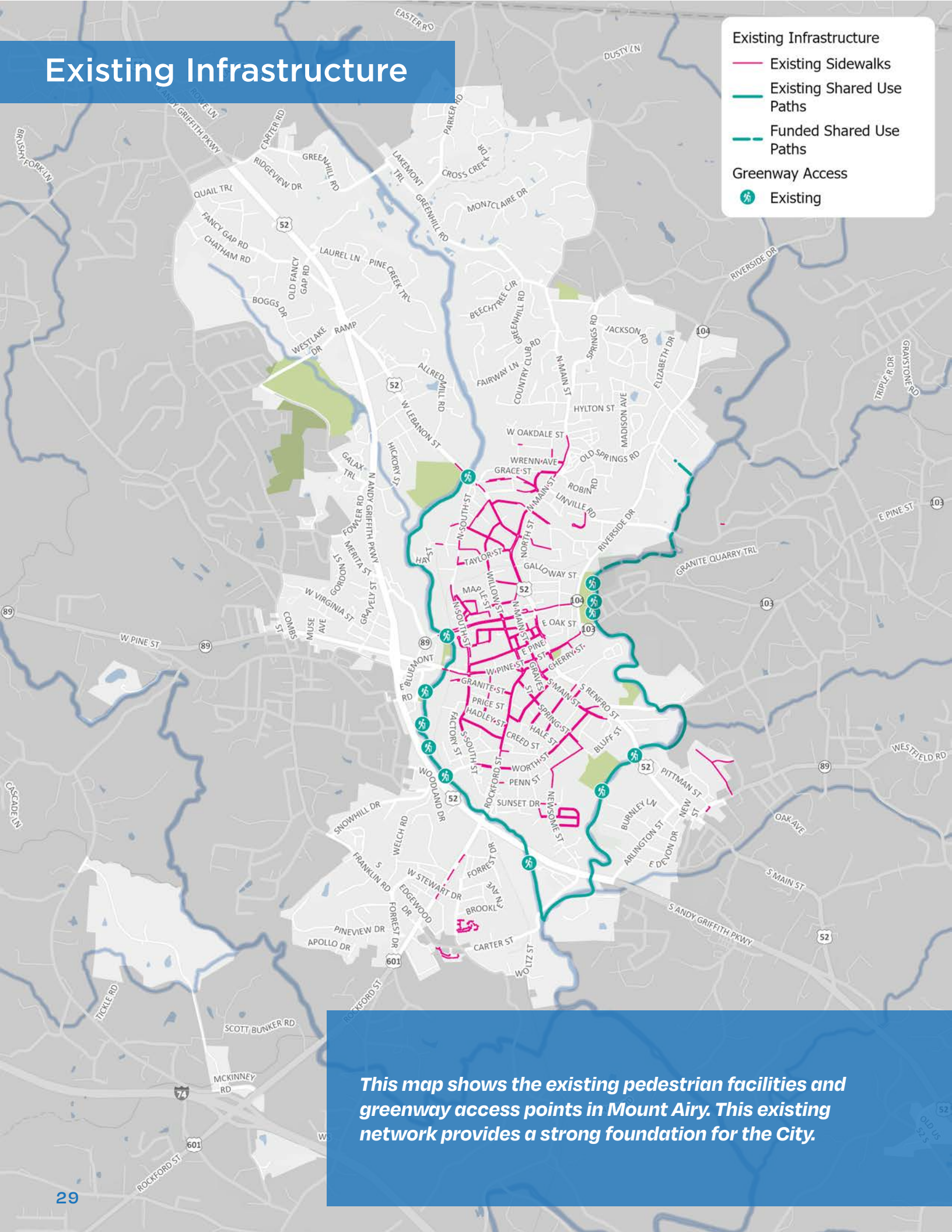


44.9% of households can only access one vehicle

Source: 2020 ACS 5-Year Estimates

Existing Infrastructure

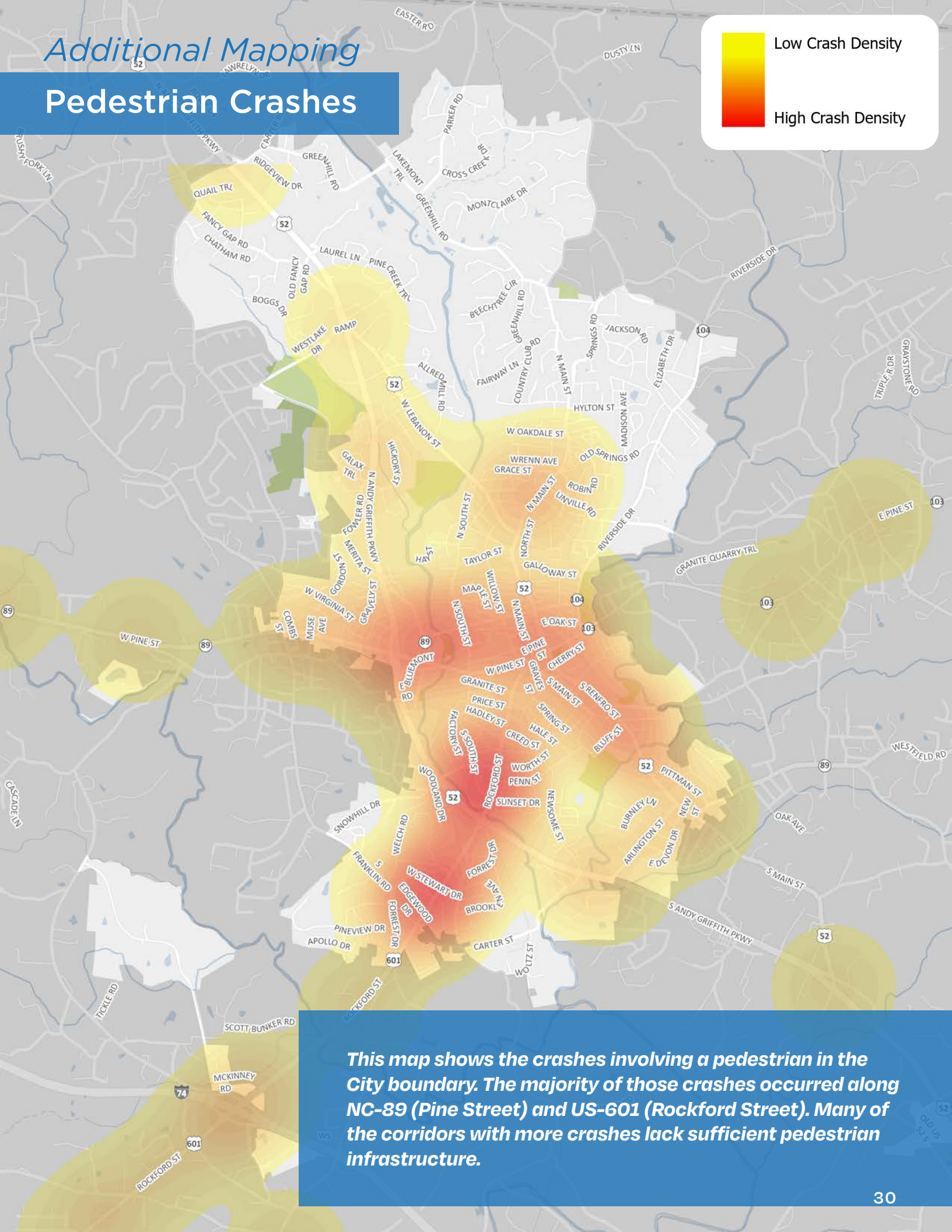
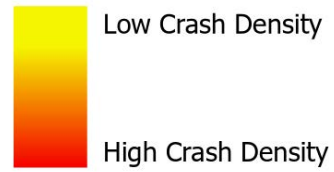
- Existing Infrastructure
 - Existing Sidewalks
 - Existing Shared Use Paths
 - Funded Shared Use Paths
- Greenway Access
 - Existing



This map shows the existing pedestrian facilities and greenway access points in Mount Airy. This existing network provides a strong foundation for the City.

Additional Mapping

Pedestrian Crashes



This map shows the crashes involving a pedestrian in the City boundary. The majority of those crashes occurred along NC-89 (Pine Street) and US-601 (Rockford Street). Many of the corridors with more crashes lack sufficient pedestrian infrastructure.

Additional Mapping

Key Destinations

Existing Infrastructure

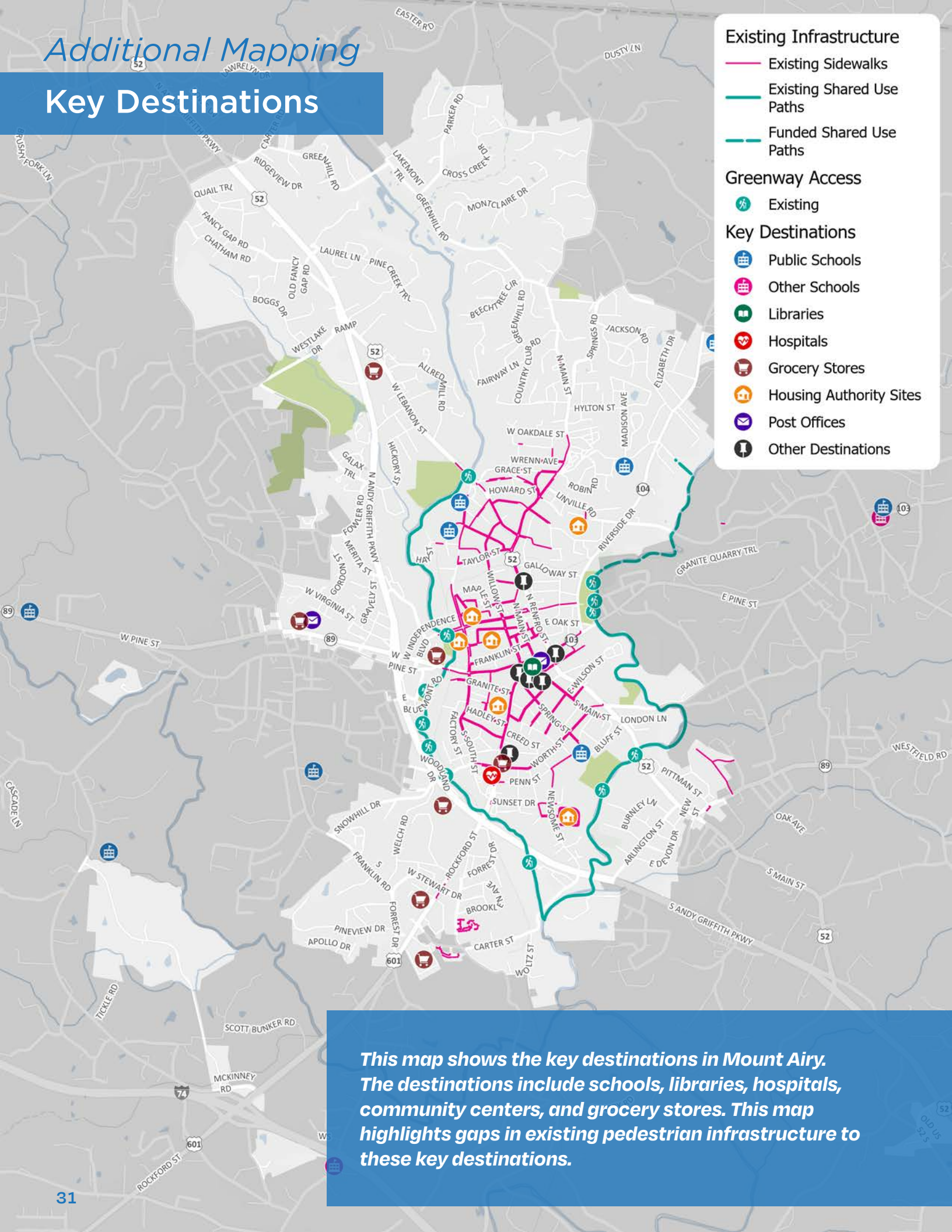
- Existing Sidewalks
- Existing Shared Use Paths
- Funded Shared Use Paths

Greenway Access

- Existing

Key Destinations

- Public Schools
- Other Schools
- Libraries
- Hospitals
- Grocery Stores
- Housing Authority Sites
- Post Offices
- Other Destinations



This map shows the key destinations in Mount Airy. The destinations include schools, libraries, hospitals, community centers, and grocery stores. This map highlights gaps in existing pedestrian infrastructure to these key destinations.

Existing Conditions

ASSETS AND CHALLENGES

An essential component of the planning process involves identifying opportunities and assets and leveraging strategies to improve the pedestrian network. Similarly, the associated challenges facing the community should be assessed. The following characteristics were identified through a review of existing conditions, input from the public and Steering Committee, and guidance from City staff.

Assets

The strengths of the existing pedestrian network are in the City's core. The sidewalks and crosswalks in downtown Mount Airy provide a strong foundation for the City. Mount Airy's greenway system provides coverage to other areas outside of the City's core.

COMMUNITY ASSETS

- Robust existing pedestrian network concentrated in the City's core.
- Small-town charm.
- Strong sense of community.
- Proximity to scenic environmental features.
- Strong relationships with regional planning partners.

COMMUNITY DESTINATIONS

- Andy Griffith Museum
- Riverside Park
- Veterans Memorial Park
- Neighborhoods
- Employment opportunities

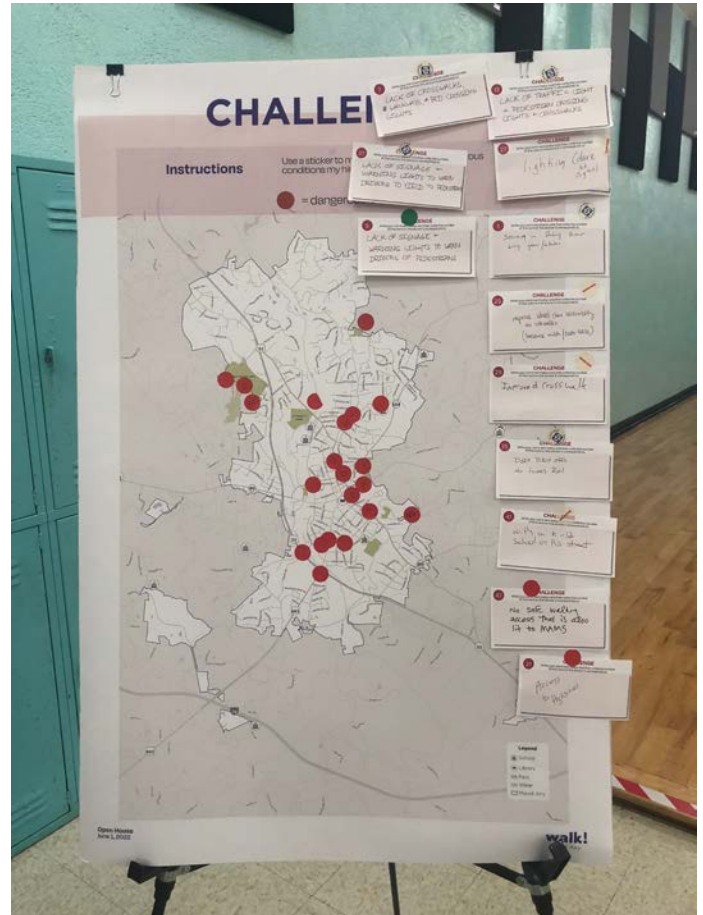


Opportunities

Mount Airy faces several challenges to becoming a more walkable community. Opportunities to improve the network depend on how challenges are mitigated. The following constraints include funding and environmental considerations.

BARRIERS

- Funding for pedestrian projects.
- Closing gaps in sidewalk connectivity outside of the downtown area.
- Maintaining existing sidewalks and greenways.
- Creating connections to greenway entrances.
- Planning and designing on and around environmental features.



walk!

Mount Airy

PUBLIC

OUTREACH

Public Outreach

COMMUNITY INPUT

The Mount Airy Pedestrian Plan is a community-driven planning effort dependent on the feedback gathered from the public throughout the planning process. This Plan is tailored to fulfill the walking needs of the community by enhancing pedestrian facilities in the City. The approach to gathering community input included two major outreach events: one public workshop to identify needs and another public workshop to gather feedback on recommendations.

Public Workshops

Two public workshops helped gather input from the community. The following sections provide an overview of the information gathered from each workshop.

WORKSHOP 1 | VISION SETTING

In June 2022, the Walk Mount Airy planning process was introduced to the public at a walk-in public meeting. The workshop featured information and activities designed to educate participants on pedestrian planning and engage them in several activities.

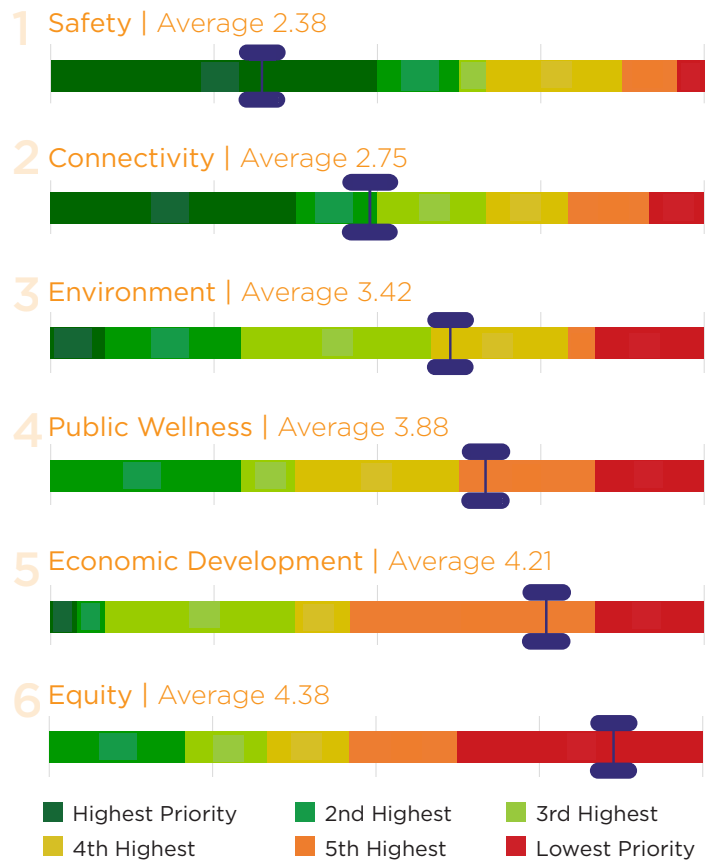
28+ Participants

95+ Individual Data Points

50+ Written Comments

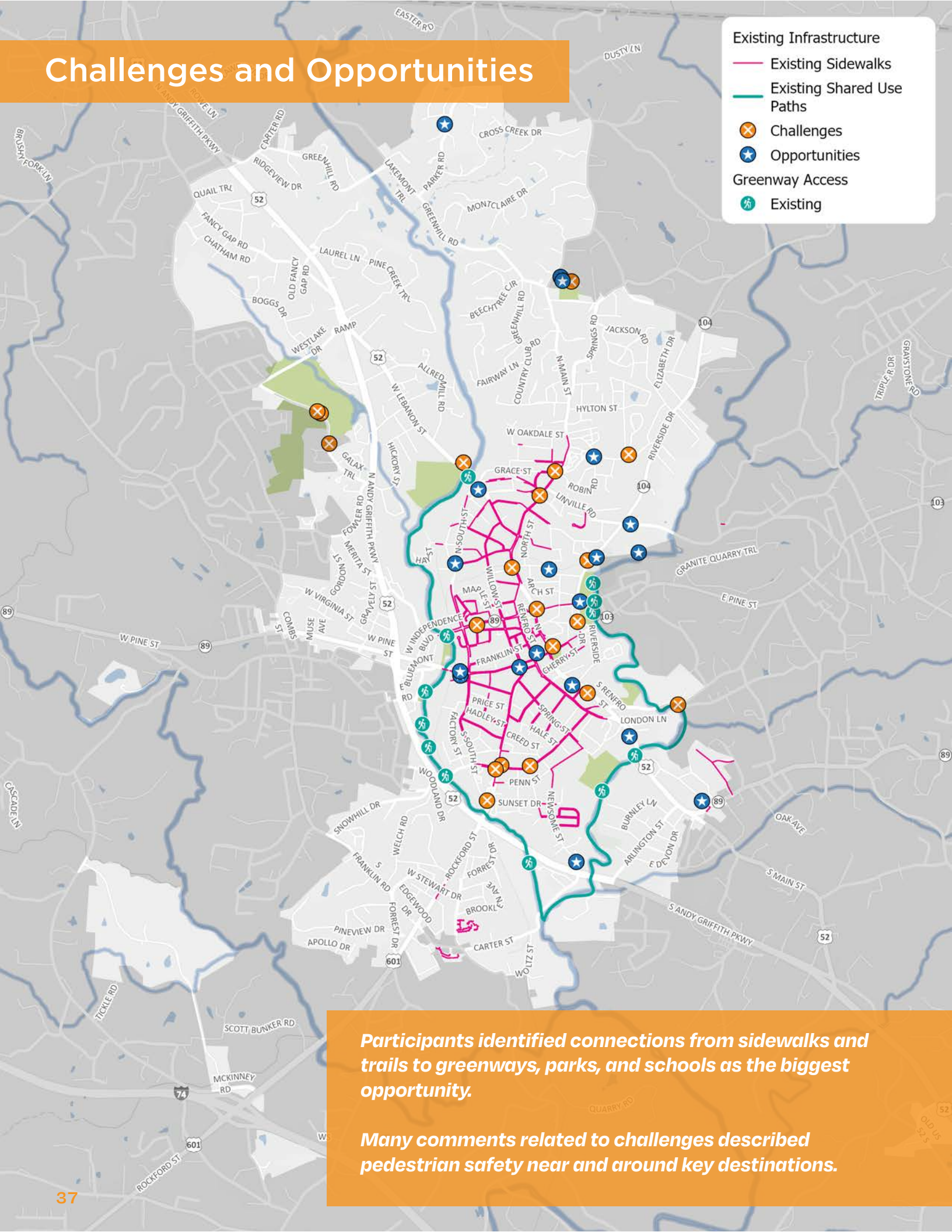


A component of the workshop included a priority setting exercise. Participants were asked to prioritize the Plan's goals on a scale of one to six (with one being the highest priority). The Walk Mount Airy Plan recognizes that all of the Plan's goals are important; however, understanding the community's priorities helps evaluate and assess the recommendations. A lower average score indicates higher priority.



Challenges and Opportunities

- Existing Infrastructure
 - Existing Sidewalks
 - Existing Shared Use Paths
- Challenges
- Opportunities
- Greenway Access
 - Existing



Participants identified connections from sidewalks and trails to greenways, parks, and schools as the biggest opportunity.

Many comments related to challenges described pedestrian safety near and around key destinations.

What Do You Love About Walking In Mount Airy?

In the first public workshop, participants were asked to write down one word regarding what they love about walking in Mount Airy. A summary word cloud is provided below.



What Would You Change About Walking in Mount Airy?

Similarly, participants were asked to write down one word about what they would change regarding walking in Mount Airy. A summary word cloud is provided below.



WORKSHOP 2 | VERIFYING RECOMMENDATIONS

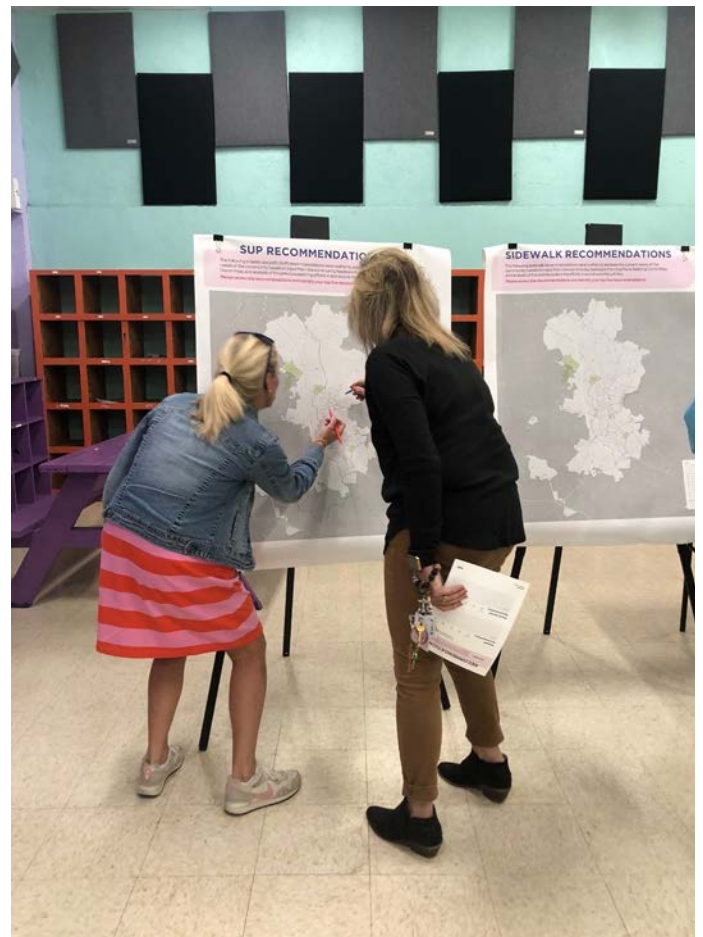
The second public workshop took place in October 2022. The workshop featured the Plan's draft recommendations for sidewalks, shared use paths, and intersections. The recommendations were created leveraging previous planning efforts, public input from the first workshop, and technical expertise and guidance provided by the Plan's Steering Committee. During the workshop, participants were asked to identify their top five sidewalk and shared use path recommendations. Feedback generated from the public workshop fed directly into the Plan's prioritization process.

A summary of the workshop can be found below.

45+ Participants

35+ Individual Data Points

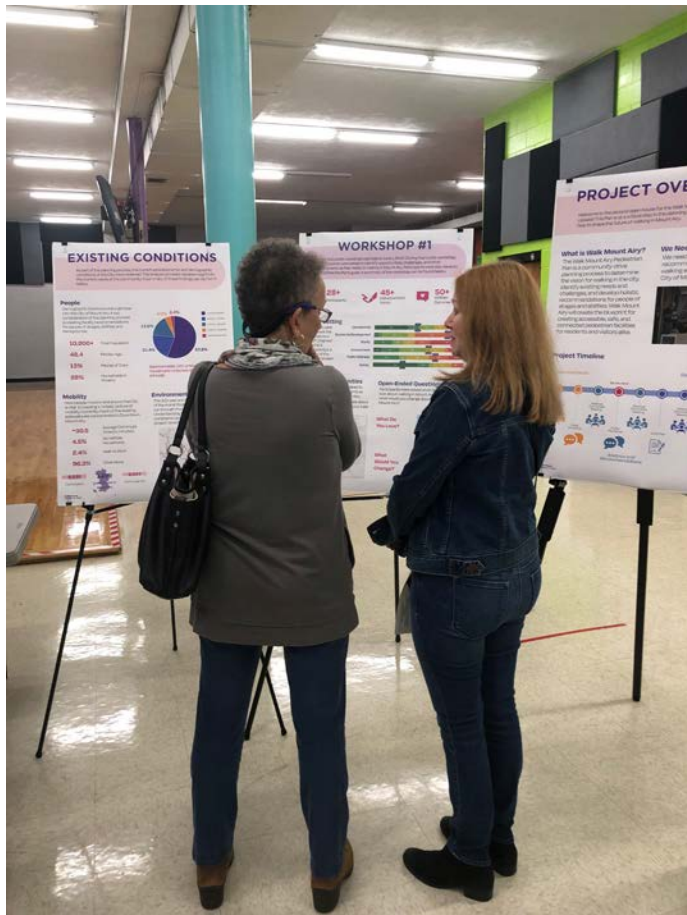
10+ Written Comments



Steering Committee

The Plan's Steering Committee provided guidance and acted as a decision-making body at critical points during the Plan's development. The Committee was comprised of local staff and experts, including representatives from the City of Mount Airy, Surry County, and NCDOT. There also were several passionate citizen representatives advocating for enhanced walking facilities. The roles of the Steering Committee included:

- Acting as a conduit for community organizations to provide a voice during the planning process.
- Assisting with the development of the Walk Mount Airy Pedestrian Plan.
- Providing feedback on the Plan's elements throughout the process.
- Providing local insight and local context.



MEETING OVERVIEWS

The Plan's Steering Committee met three times over the course of the Plan's development.

The project kick off meeting was held in February 2022. The purpose of the meeting was to brief City staff on the overall project and timeline.

The second Steering Committee meeting was held in June 2022. The committee members were introduced to the planning process for pedestrian plans. The main activity for the Steering Committee was to identify strengths, challenges, opportunities, risks, and expectations as they relate to walking in Mount Airy.

The third meeting was held in July 2022. An analysis of the existing demographic data, public engagement summary, and previous plan review was presented. The draft sidewalk, shared use path, and intersections were verified with Committee members.

The final meeting, held in January 2023, included a presentation of the final draft plan. The Committee members were encouraged to provide comments before the NCDOT review and subsequent adoption meeting.



walk!

Mount Airy

04

FACILITY

RECOMMENDATIONS

Facility Recommendations

FACILITY TYPES

The following chapter highlights the recommended corridor improvement projects, including sidewalks, shared use paths, and intersection projects. After the draft recommendations were developed, the public vetted and provided input on the draft. The recommendations identified in this chapter represent the culmination of all outreach efforts, the findings from the existing conditions analysis, and feedback from City staff and the Plan's Steering Committee.

Facility Types

The following recommendations are divided into three facility types: sidewalk, multi-use pathways, and pedestrian crossings or intersection improvements. On the following pages, each of the three facility types has a dedicated section that includes a project table and map.



SIDEWALKS

A sidewalk is a paved pathway for pedestrians, on one or both sides of an existing roadway.

- Filling gaps will provide connectivity between key destinations and neighborhoods.
- Creating continuous pathways at both sides of an intersection.



SHARED USE PATH

A shared use path—or multi-use path—is a facility that may be used by pedestrians, bicyclists, and other non-motorized users. They are typically separated from the road by a physical barrier or an open space.

- Protecting pedestrians and cyclists from drivers will create safer facilities for users.
- Creating additional connections to augment the pedestrian network.



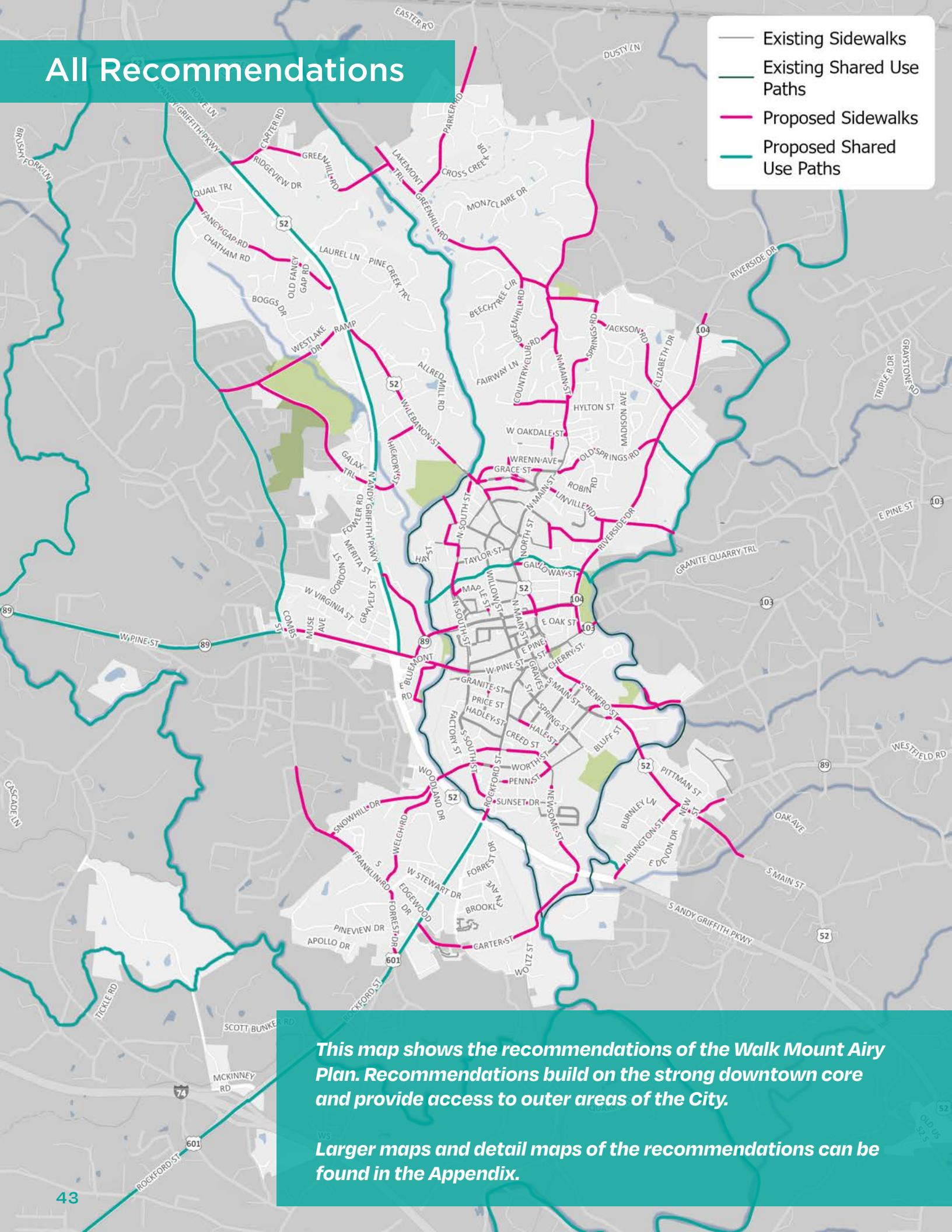
PEDESTRIAN CROSSING

A pedestrian crossing improvement enhances a pedestrian's safety, visibility, and accessibility at an intersection.

- Adding high visibility crosswalks, ADA ramps, [curb extensions](#), and pedestrian refuge islands where appropriate.
- Including pedestrian pushbuttons, [leading pedestrian intervals](#), and considering right-on-red restrictions.
- Creating continuous, safe pathways at both sides of the intersection.

All Recommendations

- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Sidewalks
- Proposed Shared Use Paths

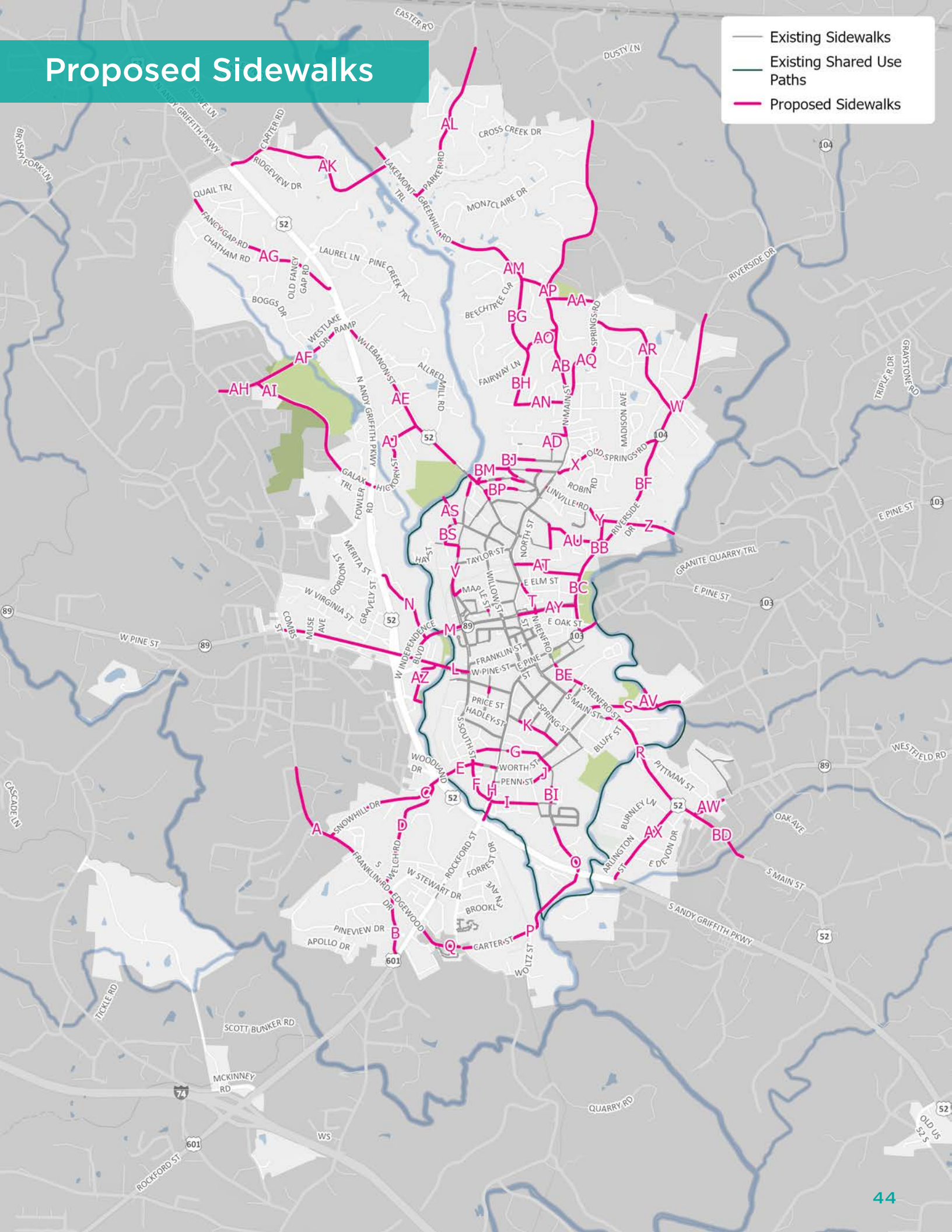


This map shows the recommendations of the Walk Mount Airy Plan. Recommendations build on the strong downtown core and provide access to outer areas of the City.

Larger maps and detail maps of the recommendations can be found in the Appendix.

Proposed Sidewalks

- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Sidewalks



Sidewalks

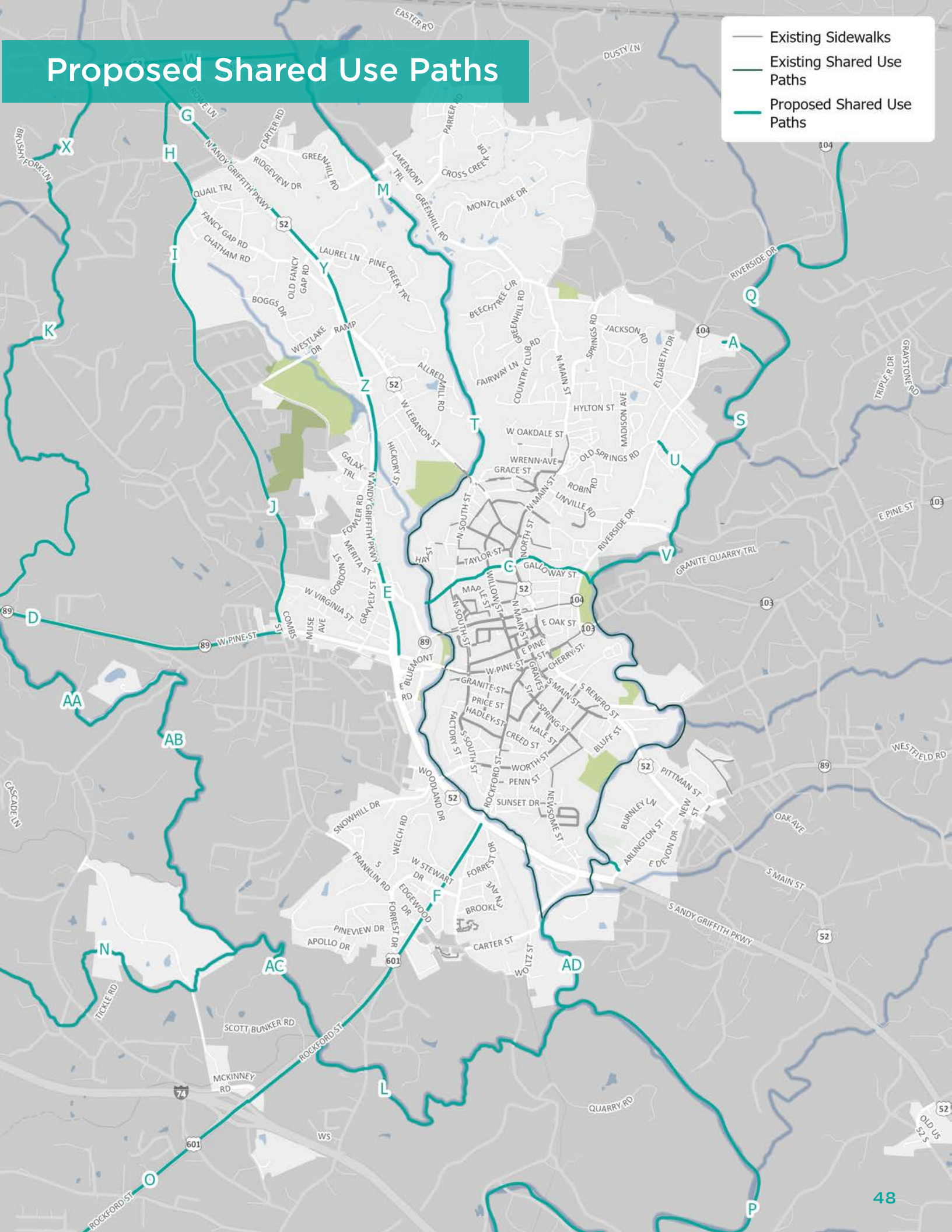
ID	NAME	FROM	TO	LENGTH (MILES)
A	Franklin Road	Franklin Elementary	Forrest Drive	1.03
B	Forrest Drive	Franklin Road	Rockford Street (US-601)	0.39
C	Snowhill Drive	Franklin Road	Andy Griffith Parkway (US-52)	0.77
D	Welch Road	Snowhill Drive	Franklin Road	0.75
E	Worth Street	Andy Griffith Parkway (US 52)	Rockford Street	0.32
F	South Street	Haymore Street	Rockford Street	0.30
G	Haymore Street	South Street	Rockford Street	0.46
H	Rockford Street	Penn Street	Andy Griffith Pkwy (US-52)	0.21
I	Sunset Drive	Rockford Street	Banner Street	0.28
J	Penn Street	Rockford Street	Newsome Street	0.31
K	Hale Street	Church Street	Worth Street	0.27
L	Pine Street (NC-89)	Franklin Road	South Street	1.18
M	Independence Boulevard (NC-89)	Pine Street	South Street	0.37
N	Frederick Street	Andy Griffith Pkwy (US-52)	Independence Boulevard (NC-89)	0.50
O	Newsome Street	Austin Drive	Andy Griffith Parkway (US-52)	0.31
P	Carter Street	Park Drive	Andy Griffith Parkway (US-52)	0.91
Q	Edgewood Drive	Rockford Street (US-601)	Park Drive	0.31
R	Renfro Street/Main Street (Business US-52)	Worth Street/Barbour Street	Arlington Street	0.85
S	Hamburg Street	Main Street	Ararat River/Greenway	0.44
T	Renfro Street (Business US-52)	Elm Street	Nations Street	0.21
U	Pine Street (NC-103)	Riverside Drive	Ararat River	0.10
V	South Street	Hay Street	Maple Street	0.25
W	Riverside Drive (NC-104)	Autumn Lane	Old Springs Road/ Technology Lane	0.86
X	Old Springs Road	Main Street	Riverside Drive (NC-104)	0.71
Y	Linville Road	Main Street	Riverside Drive (NC-104)	0.53
Z	Linville Road	Riverside Drive (NC-104)	Greenway/Ararat River	0.32
AA	Jones School Road	Main Street	Springs Road	0.29

ID	NAME	FROM	TO	LENGTH (MILES)
AB	Main Street	Jones School Road	Oakdale Street	0.86
AC	Oakdale Street	Five Oaks Trail	Main Street	0.09
AD	Five Oaks Trail	Oakdale Street	Fairview Avenue	0.09
AE	Lebanon Street (Business US 52)	Andy Griffith Parkway (US-52)	Veteran's Park	1.05
AF	Westlake Drive	Galax Trail	Andy Griffith Parkway (US-52)	0.63
AG	Fancy Gap Road	Franklin Road	Andy Griffith Parkway (US-52)	1.03
AH	Westlake Drive	Franklin Road	Galax Trail	0.24
AI	Galax Trail	Westlake Drive	Andy Griffith Parkway (US-52)	1.01
AJ	Hickory Street	Andy Griffith Parkway (US-52)	Lebanon Street (Business US-52)	0.61
AK	Greenhill Road	Andy Griffith Parkway (US-52)	Lakemont Trail	1.31
AL	Parker Road	City Limits	Greenhill Road	1.00
AM	Greenhill Road	Lakemont Trail	Main Street	1.33
AN	Country Club Road	Mount Airy Country Club	Main Street	0.33
AO	Country Club Road	Greenhill Road	Main Street	0.22
AP	Wards Gap Road	Crossingham Road/City Limits	Jones School Road	1.26
AQ	Springs Road	Jones School Road	Main Street	0.67
AR	Jackson Road	Springs Road	Riverside Drive (NC-104)	0.86
AS	Mount Airy High School	Lovills Creek	Orchard Street	0.18
AT	Galloway Street	Renfrow Street	Riverside Drive	0.44
AU	Poplar Street, Woodruff Street, and Sydnor Street	Lebanon Street/Poplar Street	Linville Road/Sydnor Street	0.62
AV	Hamburg Street	Greenway	Mount Airy Middle School	0.29
AW	NC-89	Main Street (Business US-52)	Diamond Street	0.21
AX	Arlington Street	Andy Griffith Parkway (US-52)	Main Street (Business US-52)	0.59
AY	Independence Boulevard (NC-89)	Main Street	Riverside Drive (NC-104)	0.36
AZ	Bluemont Road	Pine Street	Parrish Lane	0.33
BB	Riverside Drive (NC-104)	Linville Road	Galloway Street	0.40
BC	Riverside Drive (NC-104)	Galloway Street	Pine Street	0.33

ID	NAME	FROM	TO	LENGTH (MILES)
BD	Main Street (Business US-52)	Arlington Street	Old Buck Shoals Road	0.52
BE	Renfro Street (Business US-52)	Cherry Street	Worth Street	0.42
BF	Riverside Drive (NC-104)	Old Springs Road	Linville Road	0.56
BG	Greenhill Road	Beechtree Circle	Country Club Road	0.47
BH	Country Club Road	Greenhill Road	Mount Airy Country Club	0.34
BI	Newsome Street	Surry Machine and Fabrication	Sunset Drive	0.09
BJ	Wrenn Avenue	Grace Street	218 Wrenn Avenue	0.22
BK	Park Avenue	Existing sidewalk	Existing sidewalk	0.14
BL	Grace Street	216 Grace Street	Crescent Drive	0.09
BM	Grace Street	Lebanon Street (Business US-52)	Wrenn Avenue	0.24
BN	Marion Street	Lebanon Street (Business US-52)	Charles Street	0.08
BO	Lebanon Street (Business US-52)	Lovil Creek	Grace Street	0.07
BP	Howard Street	Lebanon Street (Business US-52)	Charles Street	0.20
BQ	Lebanon Street (Business US-52)	Howard Street	Mitchell Street	0.05
BR	South Street	Lebanon Street (Business US-52)	Olivia Avenue	0.08
BS	Hay Street/Orchard Street	Mount Airy High School	South Street	0.19
BT	Marshall Street	Granite Street	Roberts Road	0.03
BU	Maple Street	South Street	Pippin Street	0.12
BV	Wilson Street	Main Street	Renfro Street (Business US-52)	0.03
BW	Renfro Street (Business US-52)	Surry Bank & Trust	Pine Street (NC-103)	0.06

Proposed Shared Use Paths

- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Shared Use Paths



Shared Use Paths

ID	NAME	FROM	TO	LENGTH (MILES)
A	Granite City Greenway	Jones School	Granite City Greenway Extension	0.32
B	Connection to Arlington Street	Granite City Greenway	Arlington Street	0.08
C	Proposed Rail Trail	Granite City Greenway (Lovills Creek)	Granite City Greenway (Riverside Park)	1.16
D	NC-89	Cedar Knoll Drive	Franklin Road	1.86
E	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Pine Street (NC-89)	1.06
F	Rockford Street (US-601)	Andy Griffith Parkway (US-52)	Interstate-74	2.51
G	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Greenhill Road	0.82
H	Fancy Gap Road	Andy Griffith Parkway (US-52)	Franklin Road	0.66
I	Franklin Road	Fancy Gap Road	Westlake Drive	1.28
J	Franklin Road	Westlake Drive	Pine Street (NC-89)	1.59
K	Pauls Creek	Miller Road	Pine Street (NC-89)	3.90
L	Stewart Creek	Rockford Street (US-601)	Proposed Ararat River Greenway	2.78
M	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road	2.45
N	Beech Creek/Jackson Creek	Proposed Stewart Creek Greenway	Fisher River	7.76
O	US-601	Interstate-74	Smith Road	2.89
P	Ararat River	Proposed Stewart Creek Greenway	Fisher River	9.76
Q	Granite City Greenway Extension	Virginia Border	Jones School	3.39
R	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road	0.03
S	Granite City Greenway Extension	Technology Drive	Jones School	1.02
T	Granite City Greenway Extension	Near Allred Mill Road	Lebanon Street (Business US-52)	0.69
U	Technology Drive	Riverside Drive (NC-104)	Granite City Greenway	0.30
V	Granite City Greenway Extension	Riverside Park	Technology Drive	1.10
W	Proposed Northern Greenway Link	Proposed Brushy Fork Greenway	Granite City Greenway Extension	1.29

ID	NAME	FROM	TO	LENGTH (MILES)
X	Brushy Fork	Proposed Northern Greenway Link	Miller Road	1.07
Y	Andy Griffith Parkway (US-52)	Greenhill Road	Westlake Drive	1.24
Z	Andy Griffith Parkway (US-52)	Westlake Drive	Galax Trail/Hickory Street	1.02
AA	Stewarts Creek	NC-89	Red Brush Road	1.90
AB	Stewarts Creek	Red Brush Road	Proposed Beech Creek Greenway	2.39
AC	Stewarts Creek	Proposed Beech Creek Greenway	Rockford Street (US-601)	1.12
AD	Ararat River	Granite City Greenway	Proposed Stewarts Creek Greenway	0.78

SUP RECOMMENDATIONS

The following shared-use path (SUP) recommendations were crafted to address the current needs of the community based on input from the community, feedback from the Plans Steering Committee, and analysis of the previous planning efforts in and around Mount Airy. Please review the recommendations and identify your top five recommendations.



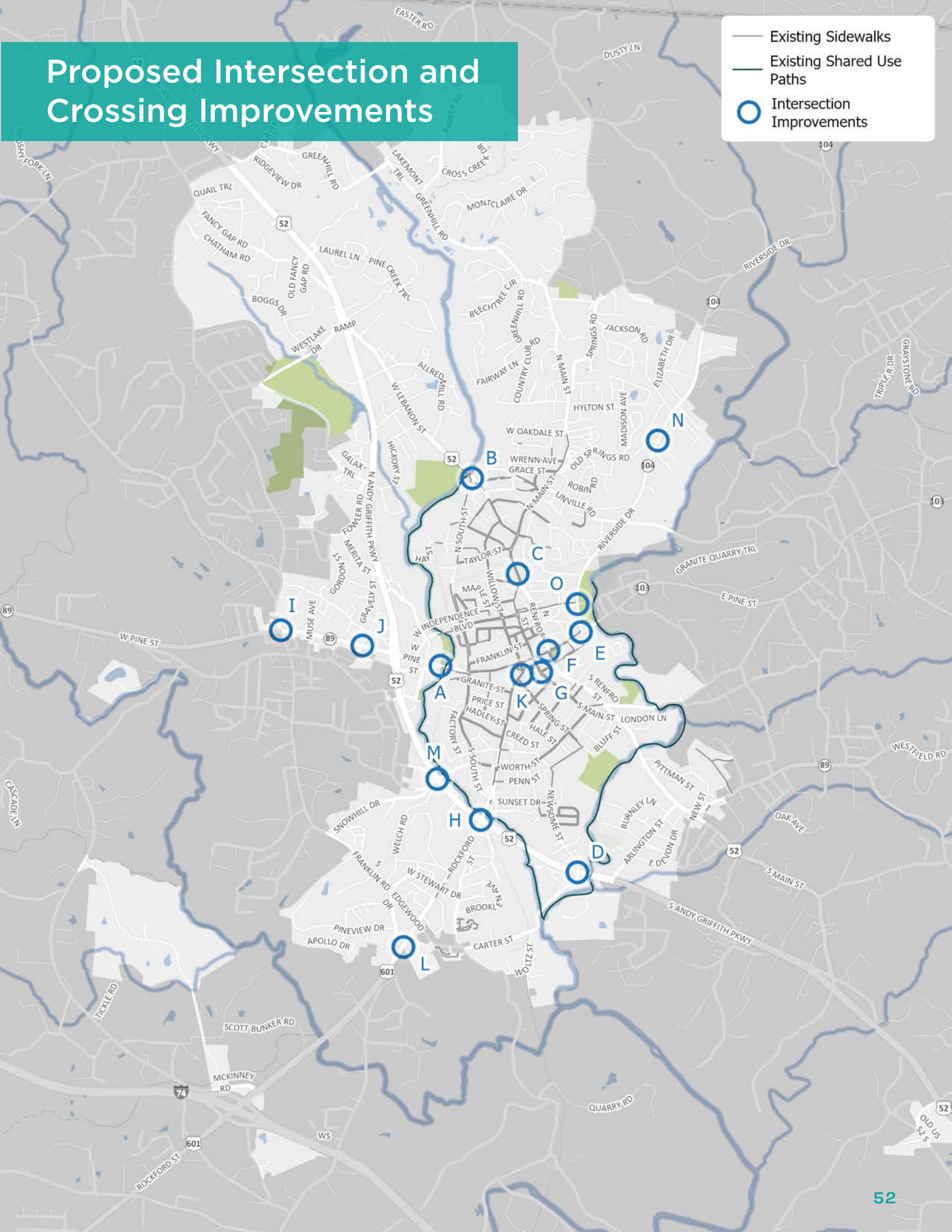
SIDEWALK RECOMMENDATIONS

The following sidewalk recommendations were crafted to address the current needs of the community based on input from the community, feedback from the Plans Steering Committee, and analysis of the previous planning efforts in and around Mount Airy. Please review the recommendations and identify your top five recommendations.



Proposed Intersection and Crossing Improvements

- Existing Sidewalks
- Existing Shared Use Paths
- Intersection Improvements



Intersections and Crossings

ID	NAME
A	Pine Street at Emily B. Taylor Greenway
B	Lebanon Street at Grace Street
C	Main Street at First Baptist
D	Newsome Street/Carter Street at US-52
E	Pine Street at Riverside Drive
F	Pine Street at Renfro Street
G	Main Street at City Hall/Cherry Street Park
H	US-52 at Rockford Street
I	Pine Street at Franklin Road
J	Pine Street at Beasley Street
K	Graves Street at Rockford Street
L	Rockford Street at Walmart Entrance
M	Snowhill Drive/Worth Street at Andy Griffith Parkway
N	Old Springs Road/Technology Lane at Riverside Drive
O	Independence Boulevard at Riverside Drive

Without safe crossings, roadways and intersections often act as obstacles to pedestrians rather than connections.

The intersections and crossings shown in the map were identified as priorities for improvement, alongside the existing and proposed sidewalk network and shared use paths, based on nearby destinations, important connections, or its prioritization in a prior plan.

However, the City should take every available opportunity to improve pedestrian connectivity and safety at intersections and crossings, including those not on this list. The list to the right includes five types of improvements that Mount Airy can consider to help safety and access for pedestrians at intersections and crossings across the City.

When improving intersections for pedestrian safety, look to include these improvements:

PEDESTRIAN CROSSING IMPROVEMENTS

High visibility crosswalks; ADA ramps; curb extensions; pedestrian refuge islands.

SIGNAL IMPROVEMENTS

Pedestrian pushbuttons; Leading pedestrian phase; Pedestrian countdown; Right-on-red restrictions.

PEDESTRIAN BEACONS

Applied at non-signalized intersections to enhance the visibility of pedestrians and bicyclists crossing mid-block or at marked crosswalks.

SAFE RAILROAD CROSSINGS

Various treatments to provide accessible pavement markings and textures.

CONNECTIVITY IMPROVEMENTS

Creating continuous pathways at both sides of intersections.

THESE STEPS HELP IMPROVE:



Pedestrian Safety



Visibility



Accessibility



Crossing Distances

Facility Recommendations

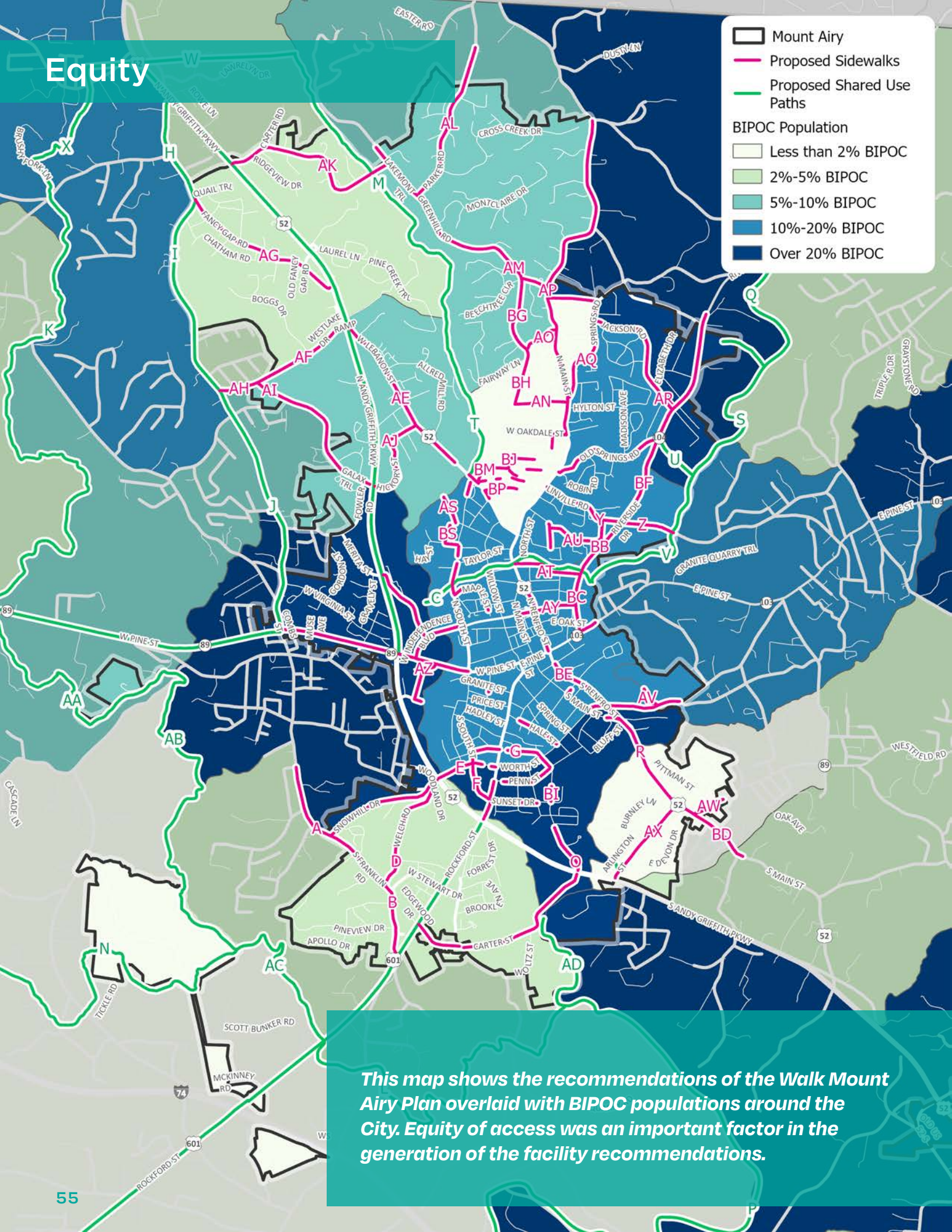
EQUITY

One of the goals of Walk Mount Airy is to promote equity in the development and prioritization of pedestrian recommendations. The recommendations of this Plan are intentionally crafted to serve historically disadvantaged populations. Historically, areas with large non-white populations or high poverty level have often experienced underinvestment particularly in infrastructure, which includes sidewalks and greenways. A community without safe places to walk creates a variety of barriers for vulnerable populations. Generally, the lack of infrastructure can keep people from being active and healthy, limit job opportunities, and increase the risk of injury or death along a corridor. While the impacts of pedestrian infrastructure go beyond basic convenience, mobility choices can help uplift struggling communities and promote safe access for all people.

Both demand—based on the need and ability to get from one place to another—and equity of access to key destinations were factors considered in the Walk Mount Airy Plan’s recommendations. In doing so, the recommendations ensure that as new facilities and improvements are prioritized and added, a variety of people across the City can get the safe infrastructure they need regardless of their race, ethnicity, or income. The map on the following page overlays the Plan’s facility recommendations with a map of black, indigenous, and people of color (BIPOC) populations in and around the City as a way to validate the geographic and racial representation of the recommendations.



Equity



- Mount Airy
- Proposed Sidewalks
- Proposed Shared Use Paths

BIPOC Population

- Less than 2% BIPOC
- 2%-5% BIPOC
- 5%-10% BIPOC
- 10%-20% BIPOC
- Over 20% BIPOC

This map shows the recommendations of the Walk Mount Airy Plan overlaid with BIPOC populations around the City. Equity of access was an important factor in the generation of the facility recommendations.

Facility Recommendations

DEMONSTRATION CORRIDORS

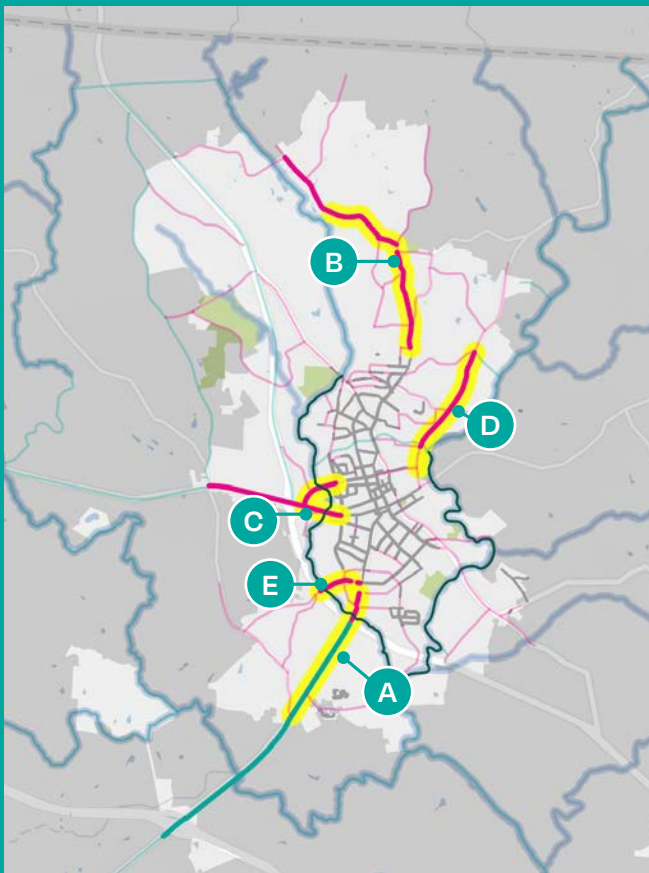
Demonstration Corridors

The Steering Committee selected five demonstration corridors to be analyzed in more detail. Several of these corridors include multiple project segments. Of the overall list of recommended multimodal projects, these demonstration projects are most likely to garner public support and are critical to achieving the vision of pedestrian mobility in Mount Airy.



COST ESTIMATES

The planning-level cost estimates listed for each demonstration corridor were developed using the 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool. This tool assesses a wide variety of factors and characteristics of a project to generate a cost estimate that includes design, right-of-way acquisition, utilities work, and construction. During the preliminary engineering phase of a project, a more accurate cost estimate should be created.



A Rockford Street (US 601)

B Main Street and Greenhill Road

C Pine Street (NC 89) and Independence Boulevard (NC 89)

D Riverside Drive (NC 104)

E Worth Street

Rockford Street (US-601)

Penn Street to City Boundary

RECOMMENDATION

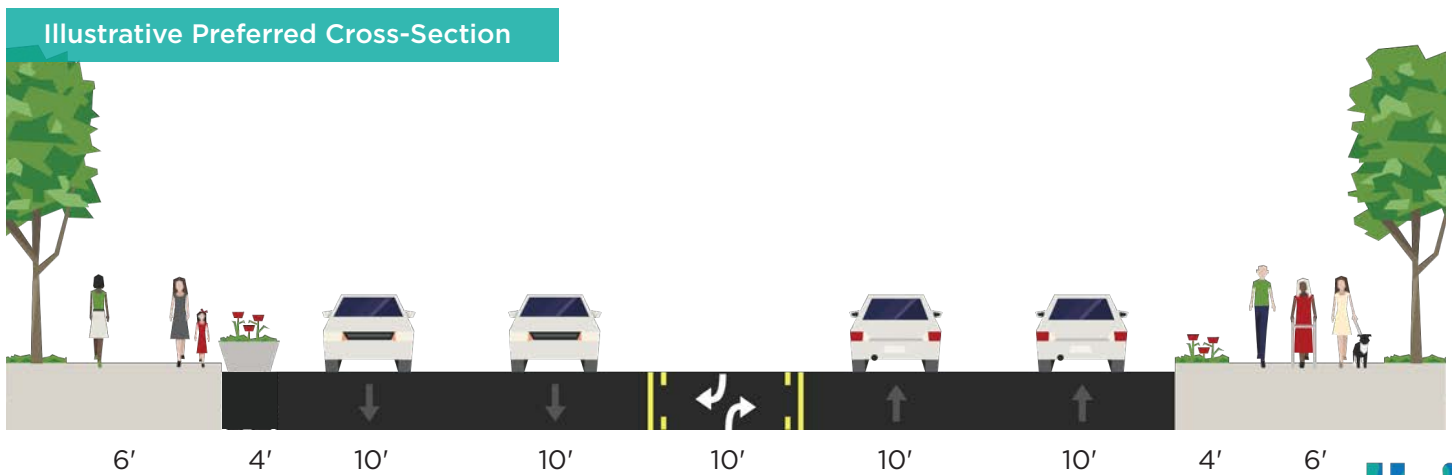
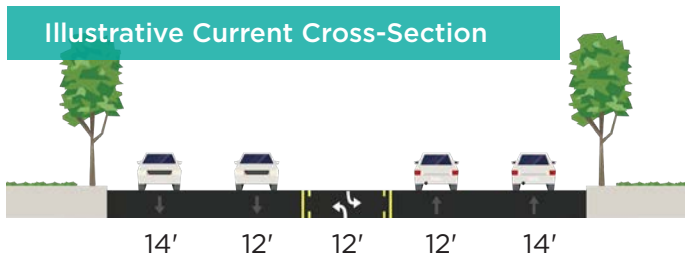
These segments connect downtown Mount Airy to key destinations south of the NC-52 Bypass. The new sidewalk connection north of NC-52 connects existing sidewalk near Northern Regional Hospital to the proposed shared use path segment.

CONSTRAINTS

South of NC-52, US-601 is a busy corridor with limited crossing opportunities for pedestrians. While a shared use path provides a separated facility, identifying strategic crossing opportunities for pedestrians will be vital.

CONSIDERATIONS

Pair intersection improvements with new construction of sidewalk or shared use path facilities.



Project Segments	Sidewalk H Shared Use Path F
Facility Type	Sidewalk and Shared Use Path
Cost Estimate*	\$9,785,000

Source: 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool.

Facility Recommendations

DEMONSTRATION CORRIDORS

Main Street and Greenhill Road

Greenhill Road to Oakdale Street

RECOMMENDATION

The identified project segments connect northern Mount Airy to the downtown core. These key connections provide access to Jones Elementary School. This critical north-south corridor provides a connection to a population that has a higher percentage of no-vehicle households.

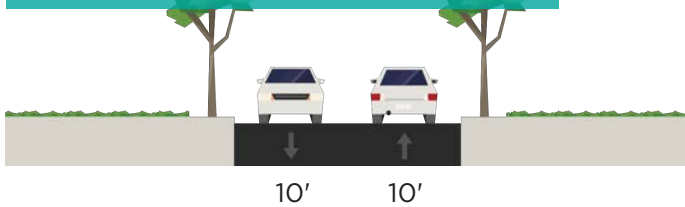
CONSTRAINTS

On portions of Greenhill Road, the environmental constraints may present challenges to construct sidewalk on both sides of the road.

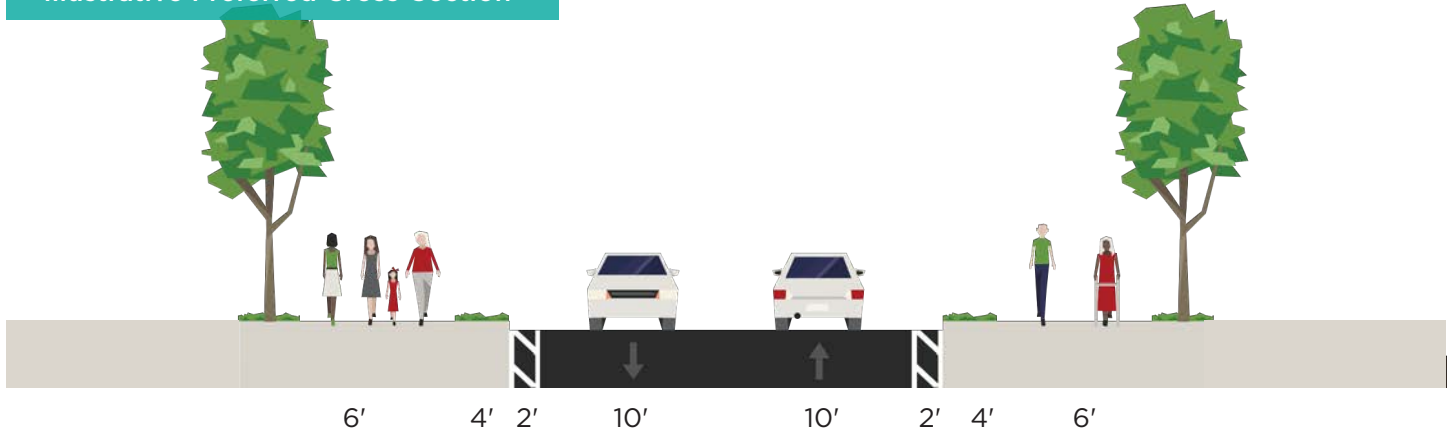
CONSIDERATIONS

Providing enough separation from vehicles to ensure safety should also be consideration along this corridor.

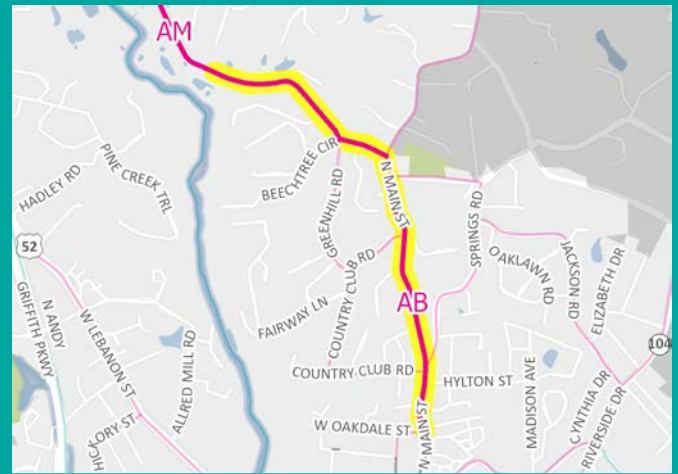
Illustrative Current Cross-Section



Illustrative Preferred Cross-Section



Project Segments Sidewalks AB & AM



Facility Type Sidewalk

Cost Estimate* \$4,685,000

Source: 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool.

Pine Street (NC-89) & Independence Boulevard (NC-89)

Franklin Road to South Street

RECOMMENDATION

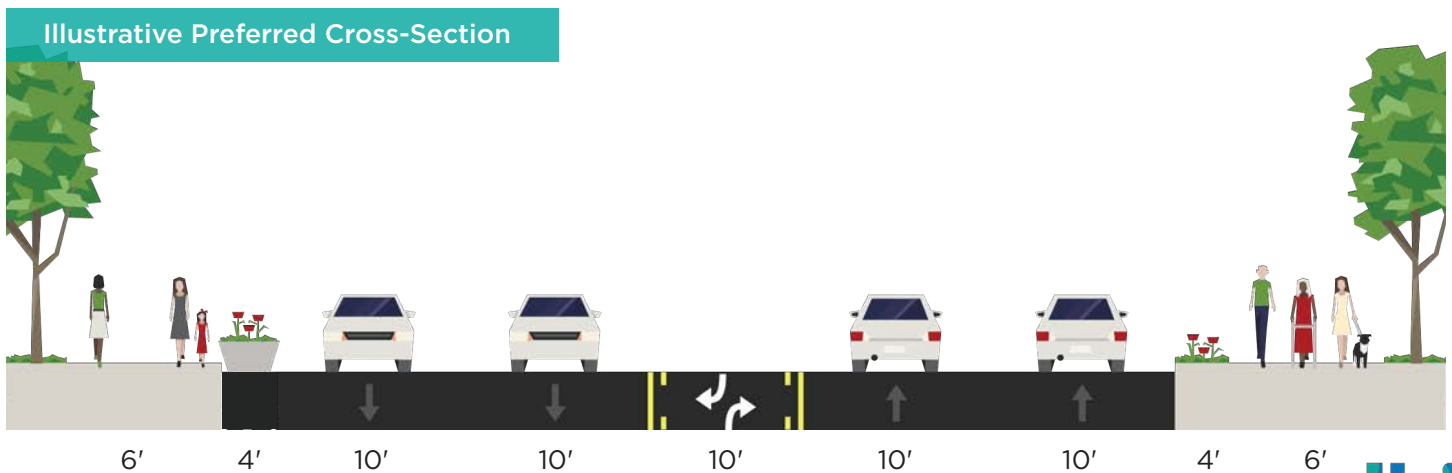
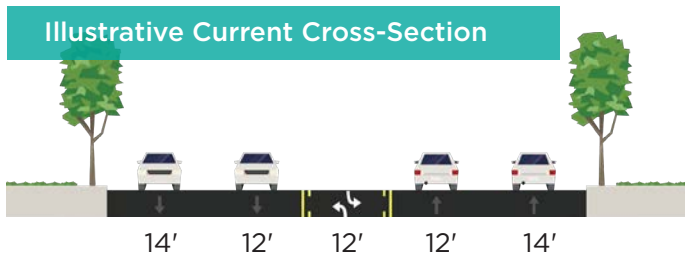
These sidewalk connections provide access along Pine Street and Independence Boulevard to existing greenway and Lowes Foods. This critical connection provides access from the core to western portions of the City.

CONSTRAINTS

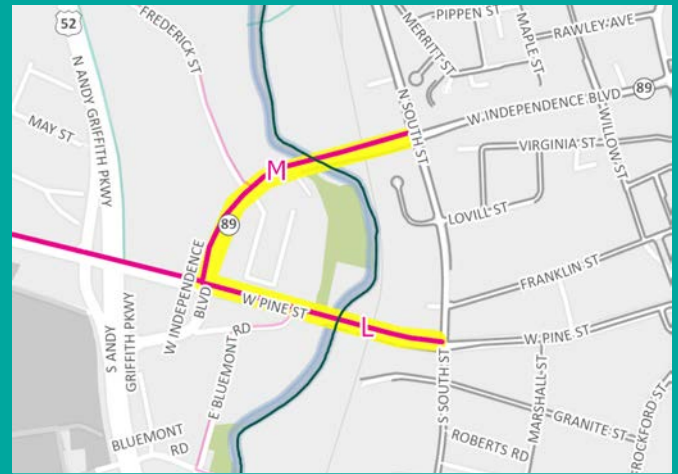
NC-89 is a busy roadway with a wide cross-section, which may deter pedestrians from feeling comfortable walking along or crossing the corridor.

CONSIDERATIONS

Consider pairing intersection recommendations during the construction of new sidewalk facilities along this corridor.



Project Segments Sidewalks L & M



Facility Type Sidewalk

Cost Estimate* \$7,635,000

Source: 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool.

Facility Recommendations

DEMONSTRATION CORRIDORS

Riverside Drive (NC-104)

Galloway Street to Old Springs Road

RECOMMENDATION

The pair of sidewalk connections enhance access along the NC-104 corridor. These segments connect existing sidewalk to northern Mount Airy. It also provides access to Riverside Park and other commercial properties along NC-104.

CONSTRAINTS

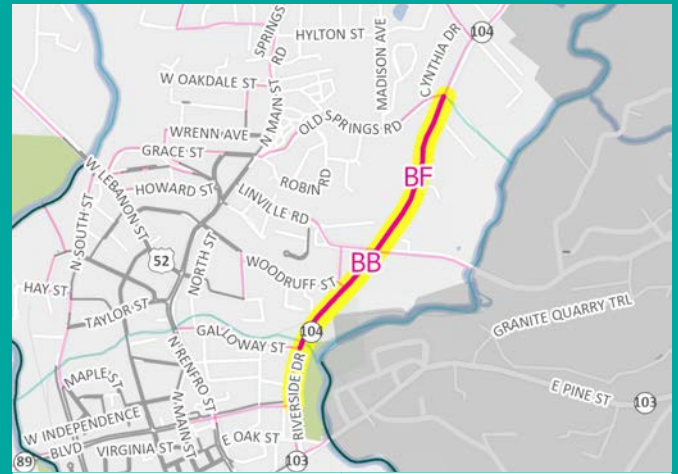
Near Kyle Street, there is an at-grade railroad crossing. Adequate measures should be taken to ensure safe pedestrian crossing at this location.

CONSIDERATIONS

Partnering with redevelopment projects along this corridor may help fund portions of sidewalk along this corridor.

Project Segments

Sidewalk BB & BF



Facility Type

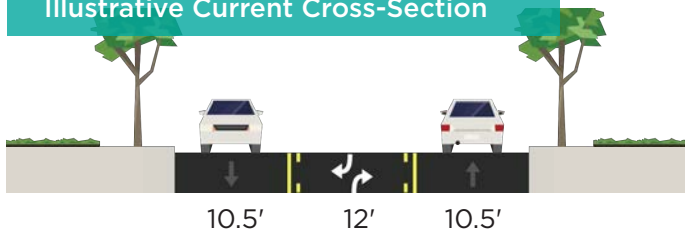
Sidewalk

Cost Estimate*

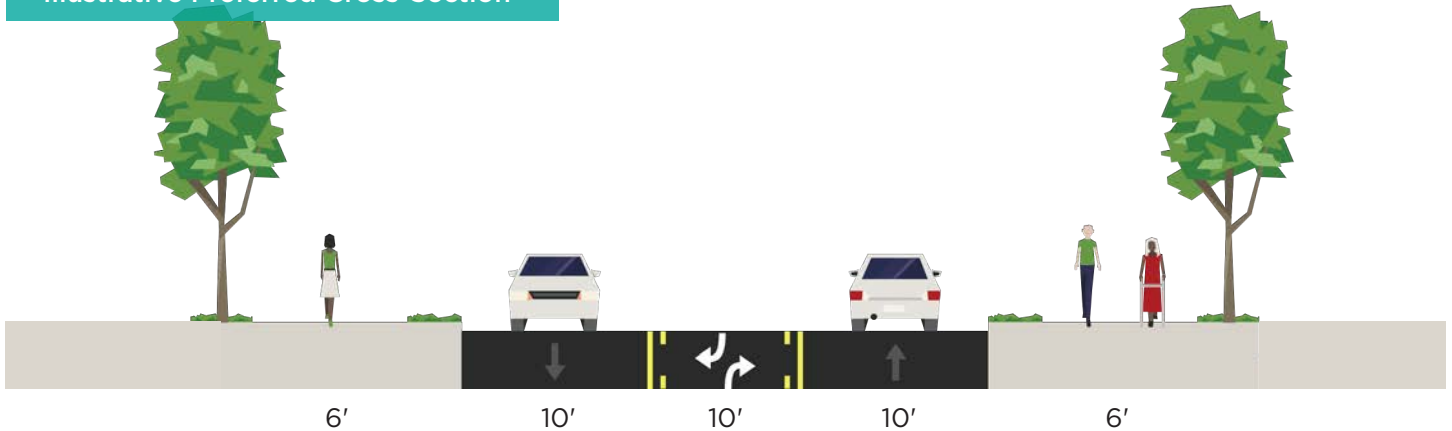
\$2,225,000

Source: 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool.

Illustrative Current Cross-Section



Illustrative Preferred Cross-Section



Worth Street

Andy Griffith Parkway (US-52) to Rockford Street

RECOMMENDATION

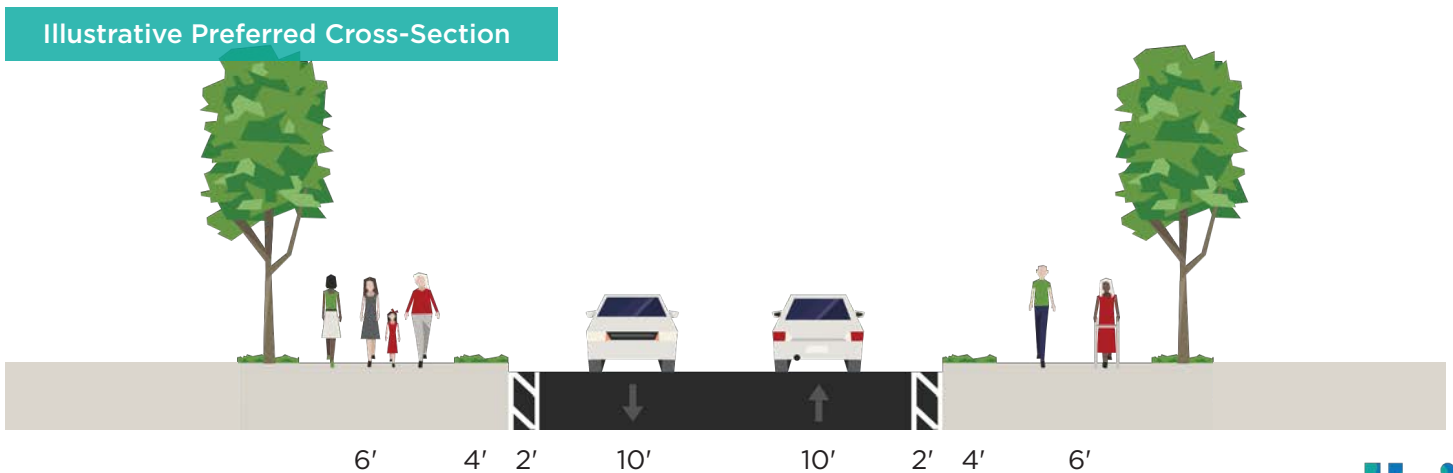
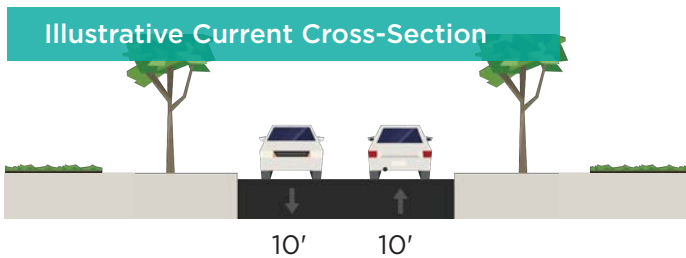
Create sidewalk and connection across US-52 to existing greenway. This recommendation provides sidewalk along the frontage of Norther Regional Hospital. The proposed sidewalk also connects residential areas with downtown Mount Airy.

CONSTRAINTS

West of Factory Street, there is an at-grade rail crossing. Ensuring proper safety measures to enhance safety is vital. Additionally, construction to widen the bridge to include pedestrian facilities will be costly.

CONSIDERATIONS

At South Street and Worth Street, consider pedestrian striping and other intersection improvements to promote safe crossing.



Project Segments	Sidewalk E
Facility Type	Sidewalk
Cost Estimate*	\$4,255,000

Source: 2019 NCDOT Bicycle-Pedestrian Cost Estimation Tool.

walk!
Mount Airy

05

PLAN

IMPLEMENTATION

Plan Implementation

PRIORITIZATION

In addition to the comprehensive analysis that aided in the development of facility recommendations, a quantitative process was created—specifically for Mount Airy—to help prioritize the Plan’s recommendations. The prioritization includes a detailed scoring process to evaluate each of the projects on a variety of criteria derived in part by public feedback. The goal of the prioritization process was to provide the City with a guide and timeline for project implementation as opposed to a strict ranking of projects, allowing the City flexibility for new opportunities.

PRIORITIZATION CRITERIA

Using a quantitative methodology, the linear project recommendations were sorted into three prioritization tiers: near-, mid-, and long-term. In general, near-term projects are identified to be completed (or initiated) prior to the mid- and long-term projects; however, the prioritization should be flexible to allow for opportunistic implementation due to changes in available resources, time, or public priorities.

NCDOT priorities for Strategic Transportation Prioritization (SPOT) methodology was the initial starting point for the Walk Mount Airy prioritization. With guidance from the Plan’s Steering Committee, the prioritization was modified to reflect community sentiment. By using a similar prioritization methodology to NCDOT, Walk Mount Airy can actively seek funding from the state, as these projects actively demonstrate they address state concerns.

ACCESSIBILITY & CONNECTIVITY

Access to key destinations and connectivity to the existing network. Projects received a point for connecting to existing sidewalks or shared use paths and a point for each destination with specified proximity.

30%

SAFETY

Creates a composite scoring by analyzing the number of crashes, crash severity, and incident involving a cyclists or pedestrian. Projects that were along dangerous corridors received higher scores.

30%

COST EFFECTIVENESS

A high-level cost estimate using NCDOT’s cost estimation tool. The combined total score of all prioritization criteria was divided by the cost estimate.

20%

PUBLIC INPUT

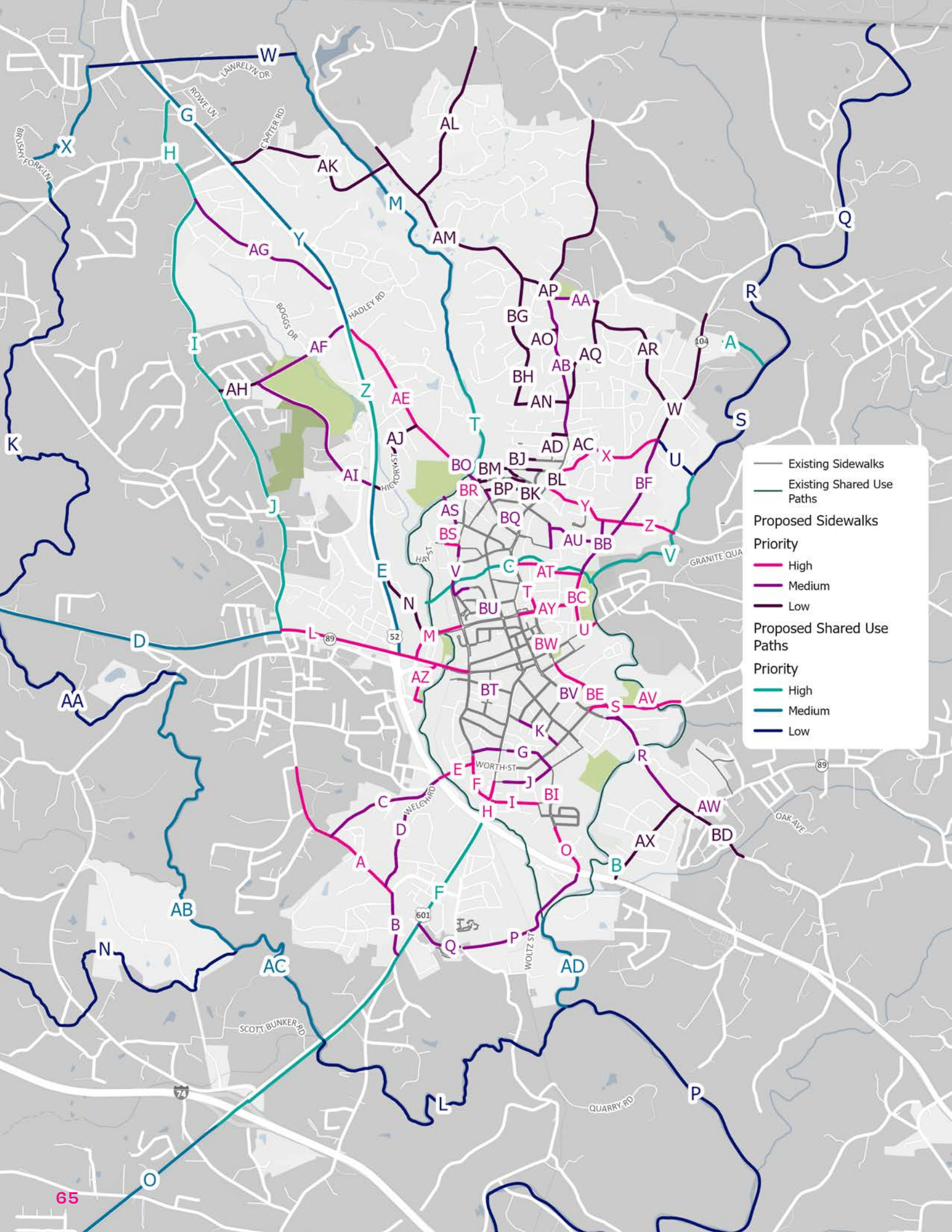
Using public feedback collected during public workshops, projects identified as top priorities received higher scores.

10%

DEMAND & DENSITY

A spatial analysis of demographic groups within a specified distance from project location. The projects with the highest score were assigned a score of one, with other projects scoring relative to the top scoring project.

10%



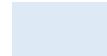
PROJECT RESULTS

The tables below show the sidewalk and shared-use pathway corridor recommendations in priority tiers. The projects were prioritized based on the evaluation criteria.

High Priority



Medium Priority



Low Priority



SIDEWALK PRIORITIZATION

ID	NAME	FROM	TO
E	Worth Street	Andy Griffith Parkway (US-52)	Rockford Street
F	South Street	Haymore Street	Rockford Street
H	Rockford Street	Penn Street	Andy Griffith Pkwy (US-52)
L	Pine Street (NC-89)	Franklin Road	South Street
M	Independence Boulevard (NC-89)	Pine Street	South Street
R	Renfro Street/Main Street (Business US-52)	Worth Street/Barbour Street	Arlington Street
S	Hamburg Street	Main Street	Ararat River/Greenway
T	Renfro Street (Business US-52)	Elm Street	Nations Street
U	Pine Street (NC-103)	Riverside Drive	Ararat River
X	Old Springs Road	Main Street	Riverside Drive (NC-104)
Y	Linville Road	Main Street	Riverside Drive (NC-104)
Z	Linville Road	Riverside Drive (NC-104)	Greenway/Ararat River
AB	Main Street	Jones School Road	Oakdale Street
AE	Lebanon Street (Business US-52)	Andy Griffith Parkway (US-52)	Veteran's Park
AF	Westlake Drive	Galax Trail	Andy Griffith Parkway (US-52)
AS	Mount Airy High School	Lovills Creek	Orchard Street
AV	Hamburg Street	Greenway	Mount Airy Middle School
AY	Independence Boulevard (NC-89)	Main Street	Riverside Drive (NC-104)
AZ	Bluemont Road	Pine Street	Parrish Lane
BC	Riverside Drive (NC-104)	Galloway Street	Pine Street
BE	Renfro Street (Business US-52)	Cherry Street	Worth Street
BO	Lebanon Street (Business US-52)	Lovills Creek	Grace Street
BR	South Street	Lebanon Street (Business US-52)	Olivia Avenue
BS	Hay Street/Orchard Street	Mount Airy High School	South Street
BW	Renfro Street (Business US-52)	Surry Bank & Trust	Pine Street (NC-103)
A	Franklin Road	Franklin Elementary	Forrest Drive
C	Snowhill Drive	Franklin Road	Andy Griffith Parkway (US-52)
D	Welch Road	Snowhill Drive	Franklin Road
G	Haymore Street	South Street	Rockford Street

ID	NAME	FROM	TO
I	Sunset Drive	Rockford Street	Banner Street
J	Penn Street	Rockford Street	Newsome Street
K	Hale Street	Church Street	Worth Street
O	Newsome Street	Austin Drive	Andy Griffith Parkway (US-52)
P	Carter Street	Park Drive	Andy Griffith Parkway (US-52)
V	South Street	Hay Street	Maple Street
AA	Jones School Road	Main Street	Springs Road
AI	Galax Trail	Westlake Drive	Andy Griffith Parkway (US-52)
AT	Galloway Street	Renfrow Street	Riverside Drive
AU	Poplar Street, Woodruff Street, and Sydnor Street	Lebanon Street/Poplar Street	Linville Road/Sydnor Street
AW	NC-89	Main Street (Business US-52)	Diamond Street
BB	Riverside Drive (NC-104)	Linville Road	Galloway Street
BF	Riverside Drive (NC-104)	Old Springs Road	Linville Road
BI	Newsome Street	Surry Machine and Fabrication	Sunset Drive
BL	Grace Street	216 Grace Street	Crescent Drive
BM	Grace Street	Lebanon Street (Business US-52)	Wrenn Avenue
BN	Marion Street	Lebanon Street (Business US-52)	Charles Street
BQ	Lebanon Street (Business US-52)	Howard Street	Mitchell Street
BT	Marshall Street	Granite Street	Roberts Road
BU	Maple Street	South Street	Pippin Street
BV	Wilson Street	Main Street	Renfro Street (Business US-52)
B	Forrest Drive	Franklin Road	Rockford Street (US-601)
N	Frederick Street	Andy Griffith Parkway (US-52)	Independence Boulevard (NC-89)
Q	Edgewood Drive	Rockford Street (US-601)	Park Drive
W	Riverside Drive (NC-104)	Autumn Lane	Old Springs Road/Technology Lane
AC	Oakdale Street	Five Oaks Trail	Main Street
AD	Five Oaks Trail	Oakdale Street	Fairview Avenue
AG	Fancy Gap Road	Franklin Road	Andy Griffith Parkway (US-52)
AH	Westlake Drive	Franklin Road	Galax Trail
AJ	Hickory Street	Andy Griffith Parkway (US-52)	Lebanon Street (Business US-52)
AK	Greenhill Road	Andy Griffith Parkway (US-52)	Lakemont Trail
AL	Parker Road	City Limits	Greenhill Road
AM	Greenhill Road	Lakemont Trail	Main Street

ID	NAME	FROM	TO
AN	Country Club Road	Mount Airy Country Club	Main Street
AO	Country Club Road	Greenhill Road	Main Street
AP	Wards Gap Road	Crossingham Road/City Limits	Jones School Road
AQ	Springs Road	Jones School Road	Main Street
AR	Jackson Road	Springs Road	Riverside Drive (NC-104)
AX	Arlington Street	Andy Griffith Parkway (US-52)	Main Street (Business US-52)
BD	Main Street (Business US-52)	Arlington Street	Old Buck Shoals Road
BG	Greenhill Road	Beechtree Circle	Country Club Road
BH	Country Club Road	Greenhill Road	Mount Airy Country Club
BJ	Wrenn Avenue	Grace Street	218 Wrenn Avenue
BK	Park Avenue	Existing sidewalk	Existing sidewalk
BP	Howard Street	Lebanon Street (Business US-52)	Charles Street

SHARED-USE PATH PRIORITIZATION

ID	NAME	FROM	TO
B	Connection to Arlington Street	Granite City Greenway	Arlington Street
A	Granite City Greenway	Jones School	Granite City Greenway Extension
C	Proposed Rail Trail	Granite City Greenway (Lovills Creek)	Granite City Greenway (Riverside Park)
F	Rockford Street (US-601)	Andy Griffith Parkway (US-52)	Interstate-74
H	Fancy Gap Road	Andy Griffith Parkway (US-52)	Franklin Road
I	Franklin Road	Fancy Gap Road	Westlake Drive
J	Franklin Road	Westlake Drive	Pine Street (NC-89)
T	Granite City Greenway Extension	Near Allred Mill Road	Lebanon Street (Business US-52)
V	Granite City Greenway Extension	Riverside Park	Technology Drive
Z	Andy Griffith Parkway (US-52)	Westlake Drive	Galax Trail/Hickory Street
AD	Ararat River	Granite City Greenway	Proposed Stewarts Creek Greenway
A	Granite City Greenway	Jones School	Granite City Greenway Extension
D	NC-89	Cedar Knoll Drive	Franklin Road
E	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Pine Street (NC-89)
G	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Greenhill Road
M	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road

ID	NAME	FROM	TO
O	US-601	Interstate-74	Smith Road
U	Technology Drive	Riverside Drive (NC-104)	Granite City Greenway
X	Brushy Fork	Proposed Northern Greenway Link	Miller Road
Y	Andy Griffith Parkway (US-52)	Greenhill Road	Westlake Drive
K	Pauls Creek	Miller Road	Pine Street (NC-89)
L	Stewart Creek	Rockford Street (US-601)	Proposed Ararat River Greenway
N	Beech Creek/Jackson Creek	Proposed Stewart Creek Greenway	Fisher River
P	Ararat River	Proposed Stewart Creek Greenway	Fisher River
Q	Granite City Greenway Extension	Virginia Border	Jones School
R	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road
S	Granite City Greenway Extension	Technology Drive	Jones School
W	Proposed Northern Greenway Link	Proposed Brushy Fork Greenway	Granite City Greenway Extension
AA	Stewarts Creek	NC-89	Red Brush Road
AB	Stewarts Creek	Red Brush Road	Proposed Beech Creek Greenway







Plan Implementation













ACTION TABLE

The key to successfully implementing the Walk Mount Airy Plan is dependent on the continuous dedication of City staff and officials, NCDOT, and the NWRPO. Through partnership between the City and regional partners, Mount Airy can pursue programmatic efforts to improving the active transportation network. The following action table helps establish the framework to move the recommendations from this Plan into design, construction, and implementation. The list of actions is extensive but not fully comprehensive; the City should consider new opportunities as they arise.

CHARACTERISTICS

Action requires different levels of resource allocation, including cost and time. While some actions have greater impact on walking conditions in Mount Airy, they might be more expensive or take longer to implement. For each policy or program, the cost, time, and impact are presented. This exercise illustrates the variety of tradeoffs that could be made.

Cost				How much will it cost to initiate and maintain this action?
	Less Cost		More Cost	
Time				How much time will be required to execute this action?
	Less Time		More Time	
Impact				How likely will this action make the community more walkable?
	Less Impact		More Impact	

Action	Cost	Time	Impact
Adopt Walk Mount Airy.	\$		
Update the City's UDO to require sidewalks as part of all new development.	\$ \$		
Identify a team dedicated to crafting an ADA Transition Plan.	\$ \$ \$		
Establish a data-driven process for determining priority projects each year.	\$ \$		
Use performance metrics to monitor the system over time. See NCDOT's performance metrics for potential examples.	\$		
Conduct a walk audit to determine high-risk areas along existing facilities where safety may be a concern.	\$ \$		

Action	Cost	Time	Impact
Identify intersections where low-cost improvements would provide major benefit.	\$		
Schedule regular coordination meetings with departments to discuss needs.	\$		
Make sure future roadway improvements include suitable pedestrian facilities in tandem with this Plan.	\$		
Adopt a local Complete Streets and Traffic Calming policy.	\$		
Become a Watch for Me NC partner community to receive education and marketing materials to support pedestrian safety.	\$		
Establish a safe routes to school (SRTS) task force.	\$		
Establish a stakeholder-based active transportation committee that can focus on safe and connected walking and biking, ADA, and other community mobility needs.	\$		
Establish a dedicated page on the City's website that can be used to publicize Walk Mount Airy.	\$		
Partner with existing safety campaigns and enforcement programs to increase driver awareness of pedestrians. (ex. Watch for Me NC)	\$ \$		
Organize events that encourage walking throughout the City through education and awareness.	\$ \$		
Include wayfinding signs to show destinations accessible by foot to each destination.	\$ \$		
Apply for regional, state, and federal grants to fund the installation of new pedestrian facilities.	\$		
Explore partnerships with developers and businesses to fund the installation of new pedestrian facilities.	\$		
Continue to monitor changes in project prioritization at the regional and state level.	\$		
Coordinate street design outside of the City's boundary to ensure consistency in design for all users.	\$		

Plan Implementation FUNDING

Plan implementation requires leveraging all available funding opportunities. The following section outlines the local, state, federal, or private funding sources that the City of Mount Airy should pursue. The categories of funding are outlined below.

Local



State



Federal



CAPITAL INVESTMENT PROGRAM

The City's annual budget in Fiscal Year (FY) 2022 - 2023 is approximately \$18 million. Annually, the Public Works Department receives a dedicated amount to rehabilitate sidewalks. The proposed budget for the Parks and Recreation Department is \$2 million. A portion of that funding will be used to construct the 1.2 mile extension of the Granite City Greenway. The projects and programs outlined by the Walk Mount Airy Plan can be included as a separate allocation in future years to dedicate funding to multimodal improvements. While the City's budget is limited, explicitly including pedestrian infrastructure or maintenance would create a dependable funding source for years to come.



POWELL BILL FUNDS

The [North Carolina State Street-Aid Program](#)—or the Powell Bill Program—provides funding for eligible municipalities based on the number and mileage of locally-maintained roadways. For FY 2022 - 2023, the City of Mount Airy estimates receiving \$389,000 in Powell Bill funding. While the primary function of the Powell Bill Program is to assist in funding local street resurfacing, these funds may also be used for the planning, construction, or maintenance of sidewalks, shared-use paths, and bike-ways. The Powell Bill funds may be pursued as a match for future updates of this Plan.



HIGHWAY MAINTENANCE IMPROVEMENT PROGRAM

The Highway Maintenance Improvement Program (HMIP) outlines NCDOT's 5-year maintenance plan for pavement resurfacing and road rehabilitation projects. The roadways scheduled for improvements under the HMIP are prime candidates to include pedestrian and bicycle improvements, if not already included. The City of Mount Airy should monitor projects on the HMIP and coordinate with local and regional NCDOT staff to coordinate improvements.



REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY GRANTS

Formerly known as the Better Utilizing Investment to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) grants, the [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) Grant](#) will award more than \$1.5 billion in grant projects in FY 2023. Projects eligible for a RAISE grant include capital and planning projects. A capital project could include intermodal projects, road or bridges, public transportation, or passenger rail and freight rail. Planning projects include planning, preparation, or design of eligible surface transportation projects. If projects are local in rural areas, up to 100% of the project cost may be funded by the grant. The City can coordinate with the County and other surrounding communities to identify eligible planning or construction projects and submit a formal application.



PRIVATE DEVELOPMENT

The City should consider updating its Comprehensive Plan. The Comprehensive Plan can encourage private developers to include pedestrian infrastructure during the development of site plans. This will allow the City to build the active transportation network without directly paying for those improvements. The infrastructure requirements could include both on- and off-street facilities, pedestrian benches, and lighting. This strategy could alleviate the constraint on the City's limited local funding sources.



PARKS AND RECREATION TRUST FUND

The [North Carolina Parks and Recreation Trust Fund \(PARTF\)](#) has been matching grants to local governments for parks, state park improvements, and public beach access. The grant requires a 50% match from the applicant. A local government can request a maximum of \$500,000 with each application. These funds can be used to build or improve facilities for public use or to acquire land for public parks. The PARTF can be used to improve the accessibility of existing facilities, which includes retrofitting them into compliance with current ADA standards.



NONPROFIT ORGANIZATIONS

Another potential funding sources for multimodal facilities are nonprofit organizations. Working with nonprofit organizations not only can create lasting local, regional, and national relationships, but also can identify new opportunities or sources of funding. Funds from nonprofit organizations have been used in communities to complete small-scale projects including wayfinding, pedestrian bench installation, and other improvements to existing facilities. Organizations can include local advocacy, healthcare, and other community groups.



STRATEGIC MOBILITY FORMULA

The [Strategic Transportation Investment Law](#) (2013) allocates funding using the Strategic Mobility Formula. The formula is a performance-based, data-driven process that prioritizes projects for state and federal funding. This formula is used to inform NCDOT's State Transportation Improvement Plan (STIP). The STIP is updated every 2 years. The City can coordinate with regional and state partners to submit pedestrian projects for prioritization and funding.



TRANSPORTATION BONDS

A transportation bond generates revenue from a tax increase on property value. In the state of North Carolina, a bond referendum must be approved by the local council and then voted on residents. The funds generated from the transportation bonds can be used towards sidewalk, bicycle, or roadway projects.



INCIDENTAL PROJECTS

Some pedestrian safety and bicycle accommodations can be realized by being included in NCDOT scheduled highway improvement projects along the same route. These are considered "incidental projects" since the improvement is incidental to the highway project. The City should monitor NCDOT projects and coordinate with local and regional NCDOT staff to coordinate improvements.

Conclusion

With the completion of this Plan, we, the City of Mount Airy, are memorializing the importance of providing safe and accessible pedestrian facilities throughout our community. The people of Mount Airy heavily rely on active modes of transportation. Without a public transportation network, the community is dependent on active transportation or person vehicles. Those without access or with limited access rely on safe, connected facilities to access basic good and services. The recommendations outlined in this Plan provide residents and visitors alike with connections to the local community and access to destinations throughout the region. An active transportation network contributes to a vibrant community that continuously aims to improve safety, health, economy, environment, and quality of life. Through the dedication and commitment of City staff and community members, and with this Plan as a guide and tool for advocacy, the City of Mount Airy can continue to provide a safe, accessible, and connected mobility system for residents of all ages and abilities.

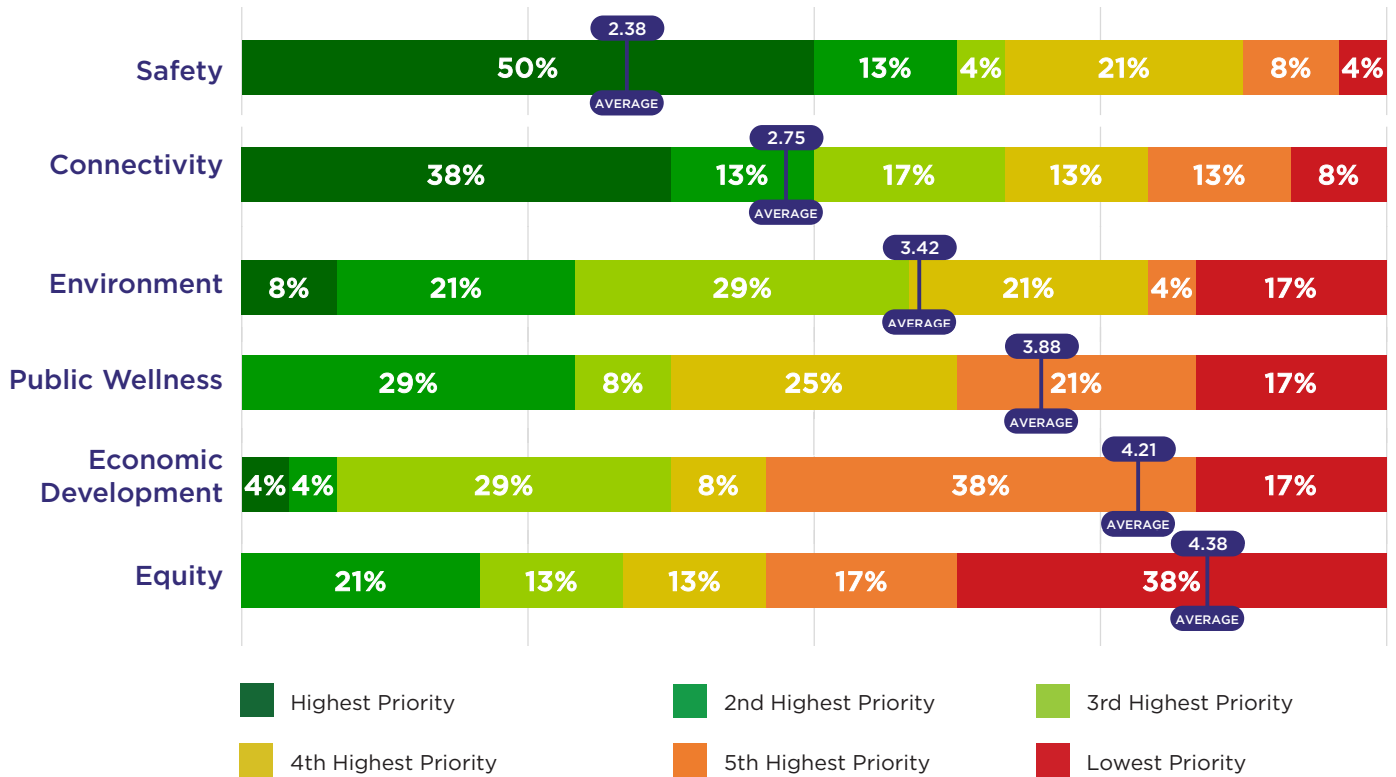
APPENDIX

Appendix

PUBLIC WORKSHOPS

Public Workshop 1- Priority Setting Results

This graphic shows the more complete results of the priority setting exercise from the first public workshop in detail, including specific percentages.





ONE WORD

Instructions

1. Ask a friend with something you would like to say to you and ask them to write it down on the board.
2. Remove the card from the board.

ONE WORD	ONE WORD	ONE WORD	ONE WORD	ONE WORD
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ONE WORD				
<input type="checkbox"/>				
ONE WORD				
<input type="checkbox"/>				





Appendix

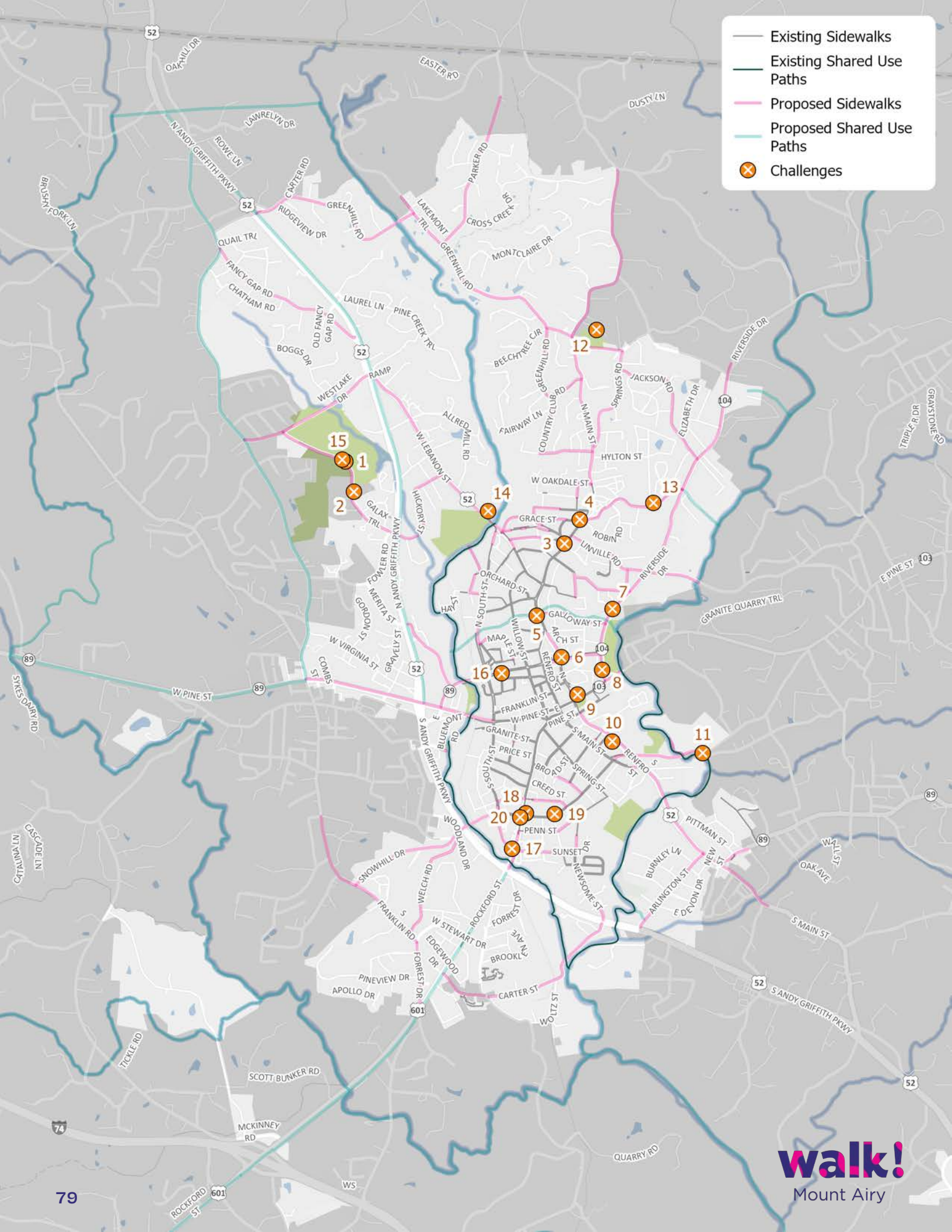
PUBLIC WORKSHOPS

Public Workshop 1- Challenges

This table and map is the complete list of specific challenges participants identified and their locations on the map. The map also overlays the challenges specified with the recommendations to illustrate where the recommendations address some of the comments received.

ID	COMMENT
1	Security in parking area and [during] games/ activities
2	Deep drop offs no guard rail
3	Improve wheel chair accessibility on sidewalks (increase width/ even-ness)
4	Lighting (dark at night)
5	Improved crosswalk
6	Lack of signage and warning lights to warn drivers to yield to pedestrians
7	Lack of traffic light and pedestrian crossing lights and crosswalks
8	Lack of crosswalks, walkways, and ped crossing lights
9	Lack of [signage] and warning lights to warn drivers of pedestrians
10	Access to High School
11	No safe walking access that is also lit to MAMS
12	<i>[No Comment]</i>
13	With a K-12 [school] on this street
14	<i>[No Comment]</i>
15	<i>[No Comment]</i>
16	<i>[No Comment]</i>
17	<i>[No Comment]</i>
18	<i>[No Comment]</i>
19	<i>[No Comment]</i>
20	<i>[No Comment]</i>

-  Existing Sidewalks
-  Existing Shared Use Paths
-  Proposed Sidewalks
-  Proposed Shared Use Paths
-  Challenges



Appendix

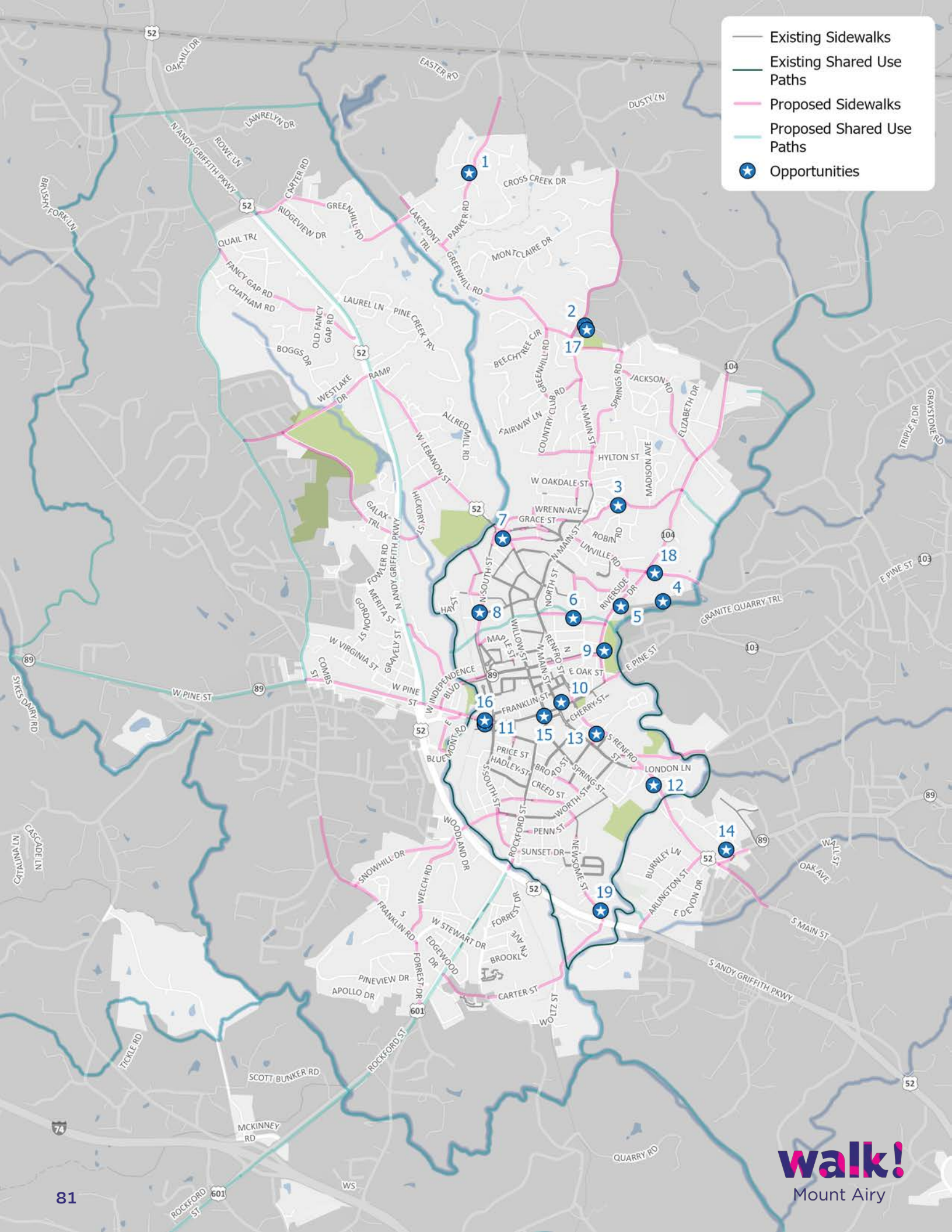
PUBLIC WORKSHOPS

Public Workshop 1- Opportunities

This table and map is the complete list of specific opportunities participants identified and their locations on the map. The map also overlays the opportunities specified with the recommendations to illustrate where the recommendations address some of the comments received.

ID	COMMENT
1	Northern Greenway Connector
2	Greenway extension
3	Sidewalk down Grace and Old Springs Rd could connect greenways
4	Create spur trail to granite quarry with observation area along abandoned railway
5	Loop trails
6	In town connection of greenway trail- "loop"
7	Improve sidewalks and expand along W. Lebanon St. to Veterans Park Greenway Access
8	Connect MATTS and MAMS more safely to downtown along Hamburg/South
9	Create pedestrian walkways and controlled intersections at E. Pine St. and Riverside Dr. and [Independence] Blvd. for access to Riverside Park
10	Expand sidewalks along Renfro St. and create crosswalks at intersect of Oak and Renfro St.
11	Sidewalk [access] to greenway on W. Pine St (Near Creekside Cinema)
12	Sidewalk expansion to greenway (S. Main St. To Chase N' Charli (restaurant))
13	Connect MAMSchool Safely to RYCC
14	<i>[No Comment]</i>
15	<i>[No Comment]</i>
16	<i>[No Comment]</i>
17	<i>[No Comment]</i>
18	<i>[No Comment]</i>
19	<i>[No Comment]</i>

-  Existing Sidewalks
-  Existing Shared Use Paths
-  Proposed Sidewalks
-  Proposed Shared Use Paths
-  Opportunities



Appendix

PUBLIC WORKSHOPS

Public Workshop 2- Overall Ratings of Recommendations

Workshop participants were asked to rate the sets of recommendations on a scale of 1 (poor) to 5 (excellent). This table shows the complete list of rankings and the overall average scores.

TYPE	1	2	3	4	5	TOTAL	AVERAGE
SIDEWALK	0	0	1	10	17	28	4.57
SHARED USE PATH	0	0	1	10	16	27	4.56

Public Workshop 2- Sidewalks Ranked in Top Five

This table is the complete list of sidewalk recommendations ranked by the number of times a workshop participant ranked a recommendation in their top five.

ID	NAME	FROM	TO	TIMES RANKED
T	Renfro Street (Business US-52)	Elm Street	Nations Street	9
AY	Independence Boulevard (NC-89)	Main Street	Riverside Drive (NC-104)	9
BM	Grace Street	Lebanon Street (Business US-52)	Wrenn Avenue	8
X	Old Springs Road	Main Street	Riverside Drive (NC-104)	7
BL	Grace Street	216 Grace Street	Crescent Drive	7
AE	Lebanon Street (Business US 52)	Andy Griffith Parkway (US-52)	Veteran's Park	6
BO	Lebanon Street (Business US-52)	Lovil Creek	Grace Street	6
W	Riverside Drive (NC-104)	Autumn Lane	Old Springs Road/ Technology Lane	5
BW	Renfro Street (Business US-52)	Surry Bank & Trust	Pine Street (NC-103)	5
S	Hamburg Street	Main Street	Ararat River/Greenway	4
BC	Riverside Drive (NC-104)	Galloway Street	Pine Street	4
BN	Marion Street	Lebanon Street (Business US-52)	Charles Street	4
L	Pine Street (NC-89)	Franklin Road	South Street	3
R	Renfro Street/Main Street (Business US-52)	Worth Street/Barbour Street	Arlington Street	3

ID	NAME	FROM	TO	TIMES RANKED
V	South Street	Hay Street	Maple Street	3
AF	Westlake Drive	Galax Trail	Andy Griffith Parkway (US-52)	3
AI	Galax Trail	Westlake Drive	Andy Griffith Parkway (US-52)	3
AJ	Hickory Street	Andy Griffith Parkway (US-52)	Lebanon Street (Business US-52)	3
BB	Riverside Drive (NC-104)	Linville Road	Galloway Street	3
BE	Renfro Street (Business US-52)	Cherry Street	Worth Street	3
BF	Riverside Drive (NC-104)	Old Springs Road	Linville Road	3
E	Worth Street	Andy Griffith Parkway (US 52)	Rockford Street	2
F	South Street	Haymore Street	Rockford Street	2
AB	Main Street	Jones School Road	Oakdale Street	2
AS	Mount Airy High School	Lovills Creek	Orchard Street	2
BH	Country Club Road	Greenhill Road	Mount Airy Country Club	2
M	Independence Boulevard (NC-89)	Pine Street	South Street	1
O	Newsome Street	Austin Drive	Andy Griffith Parkway (US-52)	1
P	Carter Street	Park Drive	Andy Griffith Parkway (US-52)	1
Q	Edgewood Drive	Rockford Street (US-601)	Park Drive	1
Y	Linville Road	Main Street	Riverside Drive (NC-104)	1
Z	Linville Road	Riverside Drive (NC-104)	Greenway/Ararat River	1
AA	Jones School Road	Main Street	Springs Road	1
AN	Country Club Road	Mount Airy Country Club	Main Street	1
AZ	Bluemont Road	Pine Street	Parrish Lane	1
BD	Main Street (Business US-52)	Arlington Street	Old Buck Shoals Road	1
BR	South Street	Lebanon Street (Business US-52)	Olivia Avenue	1
A	Franklin Road	Franklin Elementary	Forrest Drive	0
B	Forrest Drive	Franklin Road	Rockford Street (US-601)	0
C	Snowhill Drive	Franklin Road	Andy Griffith Parkway (US-52)	0
D	Welch Road	Snowhill Drive	Franklin Road	0
G	Haymore Street	South Street	Rockford Street	0
H	Rockford Street	Penn Street	Andy Griffith Pkwy (US-52)	0

ID	NAME	FROM	TO	TIMES RANKED
I	Sunset Drive	Rockford Street	Banner Street	0
J	Penn Street	Rockford Street	Newsome Street	0
K	Hale Street	Church Street	Worth Street	0
N	Frederick Street	Andy Griffith Pkwy (US-52)	Independence Boulevard (NC-89)	0
U	Pine Street (NC-103)	Riverside Drive	Ararat River	0
AC	Oakdale Street	Five Oaks Trail	Main Street	0
AD	Five Oaks Trail	Oakdale Street	Fairview Avenue	0
AG	Fancy Gap Road	Franklin Road	Andy Griffith Parkway (US-52)	0
AH	Westlake Drive	Franklin Road	Galax Trail	0
AK	Greenhill Road	Andy Griffith Parkway (US-52)	Lakemont Trail	0
AL	Parker Road	City Limits	Greenhill Road	0
AM	Greenhill Road	Lakemont Trail	Main Street	0
AO	Country Club Road	Greenhill Road	Main Street	0
AP	Wards Gap Road	Crossingham Road/City Limits	Jones School Road	0
AQ	Springs Road	Jones School Road	Main Street	0
AR	Jackson Road	Springs Road	Riverside Drive (NC-104)	0
AT	Galloway Street	Renfrow Street	Riverside Drive	0
AU	Poplar Street, Woodruff Street, and Sydnor Street	Lebanon Street/Poplar Street	Linville Road/Sydnor Street	0
AV	Hamburg Street	Greenway	Mount Airy Middle School	0
AW	NC-89	Main Street (Business US-52)	Diamond Street	0
AX	Arlington Street	Andy Griffith Parkway (US-52)	Main Street (Business US-52)	0
BG	Greenhill Road	Beechtree Circle	Country Club Road	0
BI	Newsome Street	Surry Machine and Fabrication	Sunset Drive	0
BJ	Wrenn Avenue	Grace Street	218 Wrenn Avenue	0
BK	Park Avenue	Existing sidewalk	Existing sidewalk	0
BP	Howard Street	Lebanon Street (Business US-52)	Charles Street	0
BQ	Lebanon Street (Business US-52)	Howard Street	Mitchell Street	0
BS	Hay Street/Orchard Street	Mount Airy High School	South Street	0
BT	Marshall Street	Granite Street	Roberts Road	0
BU	Maple Street	South Street	Pippin Street	0
BV	Wilson Street	Main Street	Renfro Street (Business US-52)	0

Public Workshop 2- Shared Use Paths Ranked in Top Five

This table is the complete list of shared use path recommendations ranked by the number of times a workshop participant ranked a recommendation in their top five.

ID	NAME	FROM	TO	TIMES RANKED
C	Proposed Rail Trail	Granite City Greenway (Lovills Creek)	Granite City Greenway (Riverside Park)	18
V	Granite City Greenway Extension	Riverside Park	Technology Drive	17
S	Granite City Greenway Extension	Technology Drive	Jones School	10
U	Technology Drive	Riverside Drive (NC-104)	Granite City Greenway	9
AD	Ararat River	Granite City Greenway	Proposed Stewarts Creek Greenway	9
T	Granite City Greenway Extension	Near Allred Mill Road	Lebanon Street (Business US-52)	8
A	Granite City Greenway	Jones School	Granite City Greenway Extension	7
F	Rockford Street (US-601)	Andy Griffith Parkway (US-52)	Interstate-74	7
P	Ararat River	Proposed Stewart Creek Greenway	Fisher River	5
Z	Andy Griffith Parkway (US-52)	Westlake Drive	Galax Trail/Hickory Street	5
E	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Pine Street (NC-89)	4
B	Connection to Arlington Street	Granite City Greenway	Arlington Street	3
G	Andy Griffith Parkway (US-52)	Galax Trail/Hickory Street	Greenhill Road	3
M	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road	3
L	Stewart Creek	Rockford Street (US-601)	Proposed Ararat River Greenway	2
O	US-601	Interstate-74	Smith Road	1
W	Proposed Northern Greenway Link	Proposed Brushy Fork Greenway	Granite City Greenway Extension	1
X	Brushy Fork	Proposed Northern Greenway Link	Miller Road	1
Y	Andy Griffith Parkway (US-52)	Greenhill Road	Westlake Drive	1
AA	Stewarts Creek	NC-89	Red Brush Road	1
D	NC-89	Cedar Knoll Drive	Franklin Road	0

ID	NAME	FROM	TO	TIMES RANKED
H	Fancy Gap Road	Andy Griffith Parkway (US-52)	Franklin Road	0
I	Franklin Road	Fancy Gap Road	Westlake Drive	0
J	Franklin Road	Westlake Drive	Pine Street (NC-89)	0
K	Pauls Creek	Miller Road	Pine Street (NC-89)	0
N	Beech Creek/Jackson Creek	Proposed Stewart Creek Greenway	Fisher River	0
Q	Granite City Greenway Extension	Virginia Border	Jones School	0
R	Granite City Greenway Extension	Proposed Northern Greenway Link	Near Allred Mill Road	0
AB	Stewarts Creek	Red Brush Road	Proposed Beech Creek Greenway	0
AC	Stewarts Creek	Proposed Beech Creek Greenway	Rockford Street (US-601)	0

OPPORTU

Instructions

Use a sticker to mark v
improvements to enh
This may include sidev
or greenway access.

● = opportunity



OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
21 IMPROVE SIDEWALKS + EXPAND ALONG W LEBANON ST TO VETERANS PARK GREENWAY ACCESS

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
9 CREATE SPUR TRAIL TO GRANITE QUARRY W/ OBSERVATION AREA ALONG ABANDONED RAILWAY

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
27 CREATE PEDESTRIAN WALKWAYS + CONTROLLED INTERSECTIONS AT E PINE ST + RIVERSIDE DR + INDEPENDENCE BLVD FOR ACCESS TO RIVERSIDE PARK

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
3 SIDEWALK ACCESS TO GREENWAY ON W PINE ST (NEAR CREEKSIDE CINEMA)

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
5 EXPAND SIDEWALKS ALONG RENOVO ST + CREATE CROSSWALKS AT INTERSECT OF OAK + RENOVO ST

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
59 Greenway extension

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
56 In the connection of greenway trail - 4' gap

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
52 Northern Greenway Connector

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
68 sidewalk Jan Grace and old springs rd could connect greenways

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
1 Market MATTS and MATTS more safely to downtown along Hanging/South Safety

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
7 Connect Mansfield Safety to ACE

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
65 SIDEWALK EXPANSION TO GREENWAY (S MAIN ST TO CHASE N' CHARLIE RESTAURANT)

OPPORTUNITY
Write your comment below and then write the number of this card on the sticker it corresponds to.
25 loop trails

☐ Mount Airy

walk!
Mount Airy

Appendix

COST ESTIMATES

Cost Estimates

The P6.0 Bicycle-Pedestrian Cost Estimation Tool was used to determine the planning-level cost estimates for all linear recommendations. More information on how to use the estimation tool can be found on NCDOT's website: <https://tinyurl.com/Bicycle-PedestrianTool>.

Step 1 | Enable content to edit spreadsheet

Step 2 | Proceed from the disclaimer

Step 3 | Choose a project type

Step 4 | Input the information about the project

Step 5 | Generate planning-level cost estimate

Step 6 | Print to PDF

The screenshot below is from the Quick Start Guide.

2019 BPCE Tool - Quick Start Guide

Main Input Form - Detailed View

Section A: Project Name: SECTION A, Start Over button.

Section B: Project Length: 10 feet, Project Location: 10 feet, Project Located on both Sides: YES, County: [Dropdown], City: [Dropdown], Surrounding Development Type: [Dropdown], Registered Historic District: YES/NO, Existing Ditch & Culvert within Project Area: YES/NO, Percentage of ROW Area Needed: [Dropdown], Project to Active Railroad Tracks or Railroad ROW: YES/NO, Existing Intersections: [Dropdown], Number of Existing Bridges: [Dropdown], Major Collector: [Dropdown], Local Road: [Dropdown], Signalized Intersections Crossed: [Dropdown], Number within Total Roadway Intersections: [Dropdown], Submitted by: [Text], Generate Cost button, Clear button.

Section C: Cost Estimate Summary

Cost Estimate Summary	Go to Calculation Tab	Print PDF
Total	SECTION C	
Design	\$ 0	
ROW	\$ 0	
Utilities	\$ 0	
Construction	\$ 0	

Section D: Enter Any Located Notes in the Box Below. SECTION D

Section E: Disclaimers

All calls are based on 2020 prices and cost components are rounded to the nearest \$5,000, with a minimum of \$5,000 per component. This tool assumes that 20% of the utilities located within the project area would need to be relocated.

This tool assumes established ROW conditions in market regions, and average and state specific ROW conditions. The ROW definition within the tool based on user inputs for project location. This location-based information is used in ROW, construction, and environmental mitigation calculations.

This tool assumes a project impact area for ROW and environmental mitigation calculations based on chosen ST, project type, project length, and project feet to width.

This tool is limited in accuracy to user inputs and the complexity of questions presented for each project. If the inputs are incorrect, the tool's accuracy will be diminished.

This tool does not estimate costs associated with the purchase or leasing of buildings within the ROW estimate calculations. It is assumed that projects would require land acquisition only.

Estimates for the construction of new and/or the modification of existing structures (bridges or tunnels) have been simplified to estimate an assumed sum of each structure based on the type of feature crosses and other factors. The construction of new and/or modification of existing structures can be exponentially complex based on project specifications. A separate feasibility study is highly recommended to assess the high variability associated with structure costs.

Section A:

- Optional information to identify the project can be entered here
- If selected, the "Start Over" Button will restart the BPCE Tool and take you back to the initial Start Here tab

Section B

- All numbered input fields are required questions that must be answered in order to generate a cost estimate
- The "Clear" button will clear all project data and should be selected only if needed
- The "Generate Cost" button will populate a cost estimate in the Cost Estimate Summary (Section C) when selected

Section C

- The "Cost Estimate Summary" provides the total cost of the project as a result of the four main cost components: Design, ROW, Utilities, and Construction
- If selected, the "Go to Calculation Tab" button will take the user to a view-only tab that provides information about factors being considered for cost estimation

Section D

- The user can use this section to enter any notes related to the project if needed

Section E

- Disclaimers provide information about assumptions to estimate cost based on user input



SNAPPY LUNCH
Coca-Cola

Coca-Cola

Greene
finance
corp.



SPRING
DOWNTOWN
Mount Airy

Snappy Lunch
Home of the Pork Chop Sandwich

BARBER
SHOP

Snappy Lunch
PLEASE

SNAPPY LUNCH

Appendix

DESIGN GUIDELINES

Design Guidelines

The general design guidelines for bicycle and pedestrian facilities are identified below. NCDOT adheres to these standards in addition to the Complete Streets guidelines.

Document	Source
Guide for Planning, Design, and Operations of Pedestrian Facilities	The American Association of State Highway Transportation Officials (AASHTO)
Special Report: Accessible Public Rights-of-Way Planning Design for Alterations	ACCESS Board
ADA and ABA Accessibility Guidelines	Architectural and Transportation Barriers Compliance Board
Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities	Federal Highway Administration (FHWA)
Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts	FHWA
Federal Highway Administration Bicycle and Pedestrian Planning, Program, and Project Development	FHWA
Manual on Uniform Traffic Control Devices (MUTCD) Parts 4E , 7 , 9	FHWA
Pursing Equity in Pedestrian and Bicycle Planning	FHWA
Small Town and Rural Multimodal Networks	FHWA
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach	Institute of Transportation Engineers (ITE) and Congress for the New Urbanism
Urban Street Design Guide	National Association of City Transportation Officials (NACTO)
2009 NC Supplement to MUTCD	North Carolina Department of Transportation (NCDOT)
Evaluating Temporary Accommodations for Pedestrians	NCDOT
Local Project Management Handbook	NCDOT
NCDOT Complete Streets	NCDOT
Roadway Design Manual	NCDOT
Statewide Pedestrian and Bicycle Plan	NCDOT
Traditional Neighborhood Development Guidelines	NCDOT
National Center for Safe Routes to School	NCDOT
National Partnerships for Safe Routes to School	NCDOT

Urban Street Design Guide

The National Association of City Transportation Officials (NACTO)'s [Urban Street Design Guide](https://nacto.org/publication/urban-street-design-guide/) provides detailed design resources for free that includes best practices for safe, walkable, and pedestrian-friendly street design. For the convenience of practitioners, staff, and other readers, some key sections on designing streets and intersections for pedestrian safety are linked directly below.

STREET DESIGN ELEMENTS

<https://nacto.org/publication/urban-street-design-guide/street-design-elements/>

Streets have to balance a variety of mobility and activity needs within a limited space. Aspects like the speed a road was designed for and how wide sidewalks are can have major impacts on pedestrian safety and overall walkability.

The section linked above includes guidelines for lane and sidewalk widths, as well as information on other interventions such as curb extensions and speed bumps designed to make streets safer and more pedestrian-friendly, including when there is limited space to work with.

INTERSECTION DESIGN ELEMENTS

<https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/>

Intersection design is an extremely important part of pedestrian safety as one of the key points where cars and pedestrians interact. The physical design of an intersection can have significant impacts on visibility, speed, and accessibility, while signal timing can impact conflicts between cars and people.

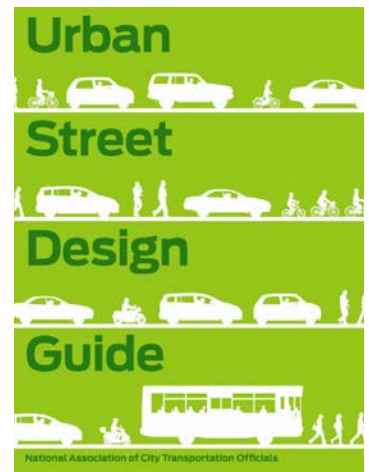
The section linked above includes best practices for crosswalk design, curb extensions and accessible curb cuts, turning radii, signalization, and more.

SPEED REDUCTION MECHANISMS

<https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>

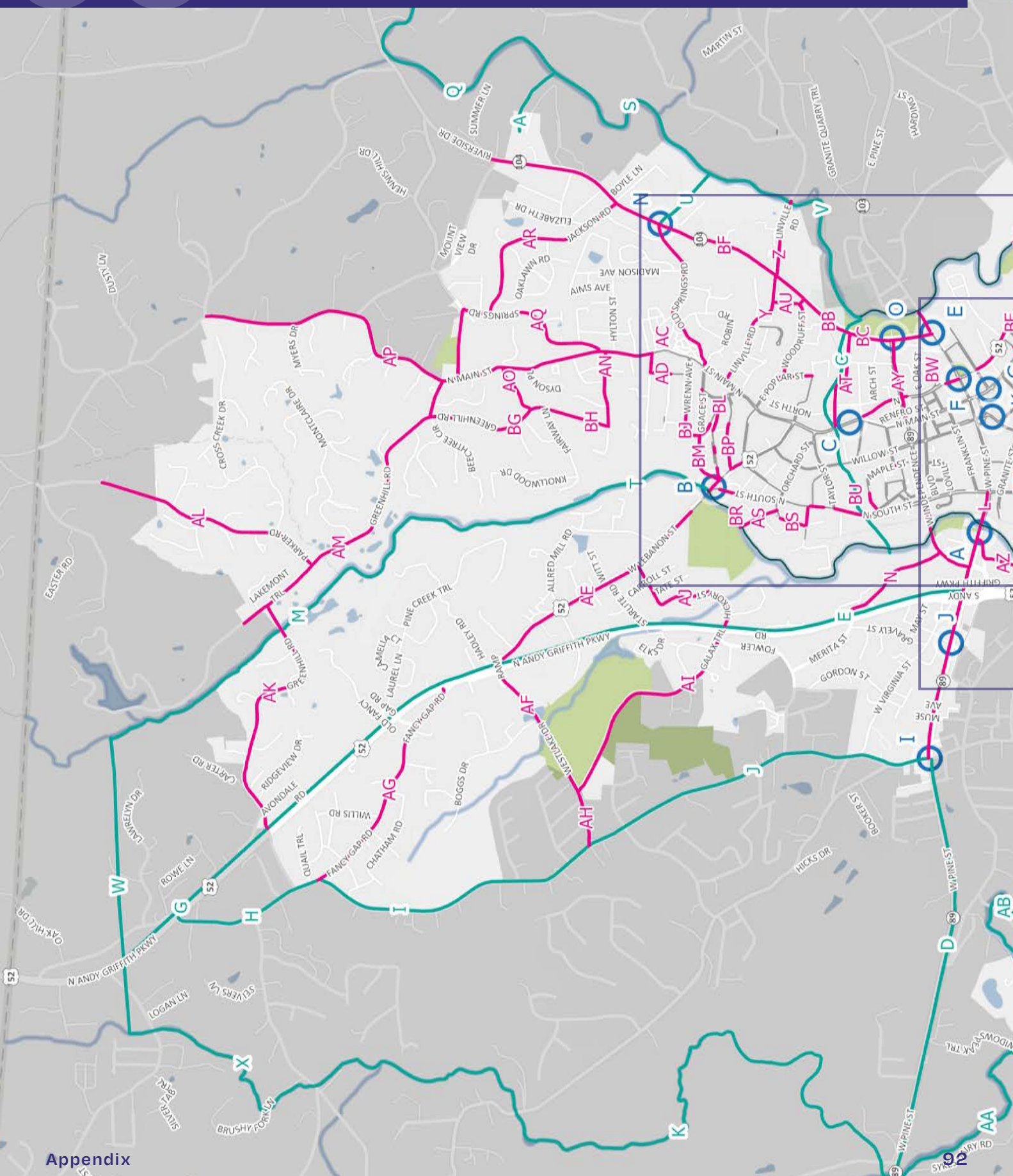
Speed is a major factor in traffic deaths and pedestrian safety. Higher speeds are more likely to cause traffic fatalities. Per NACTO, A person hit by a car traveling at 35 miles per hour is five times more likely to die than a person hit by a car traveling at 20 miles per hour.

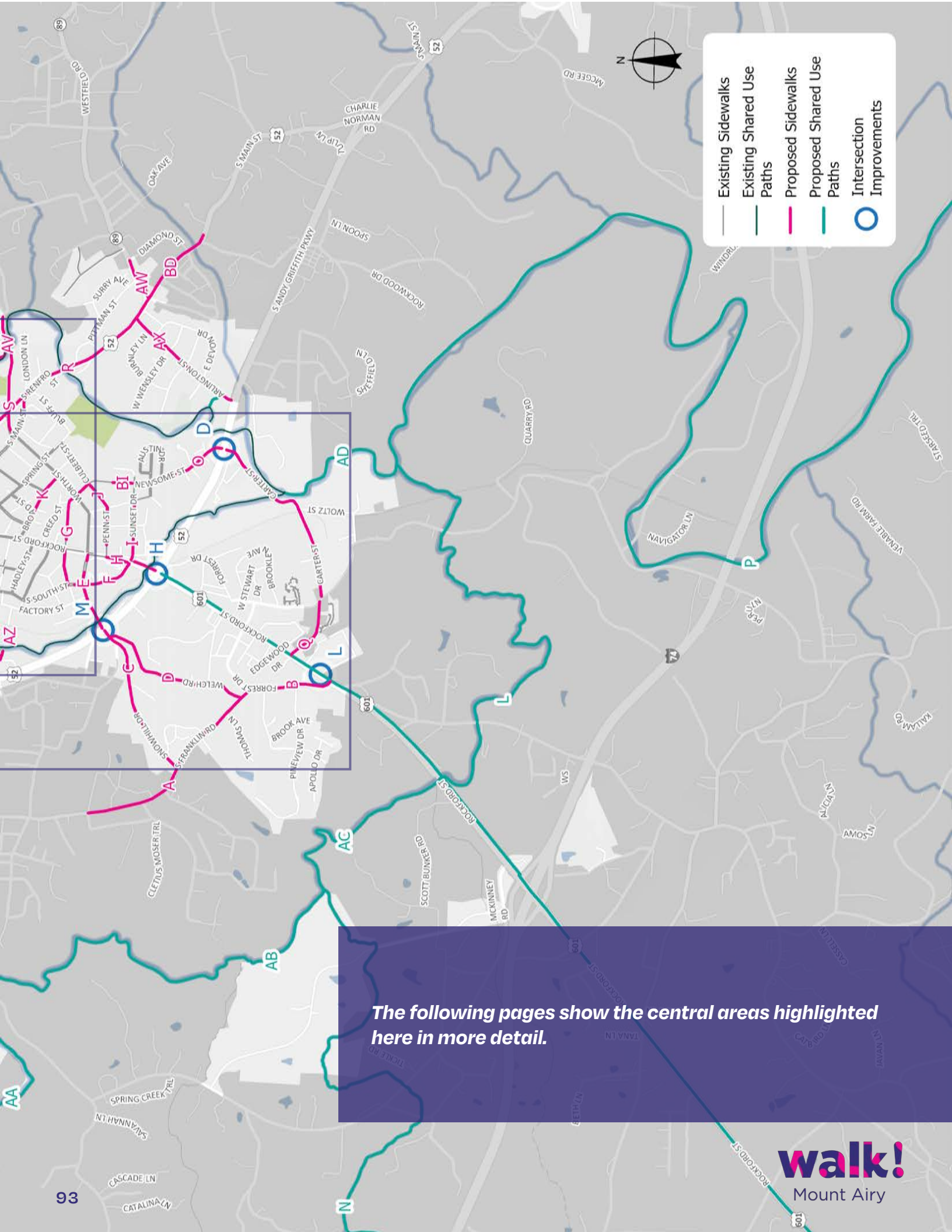
Considering this, speed reduction (sometimes referred to as traffic calming) can be an important part of improving pedestrian safety. The section linked above includes information on speed reduction and traffic calming methods, such as speed bumps, roundabouts, chicanes, on-street parking, and use of narrowed sightlines.



Source: NACTO Urban Street Design Guide.

Appendix RECOMMENDATION MAPS



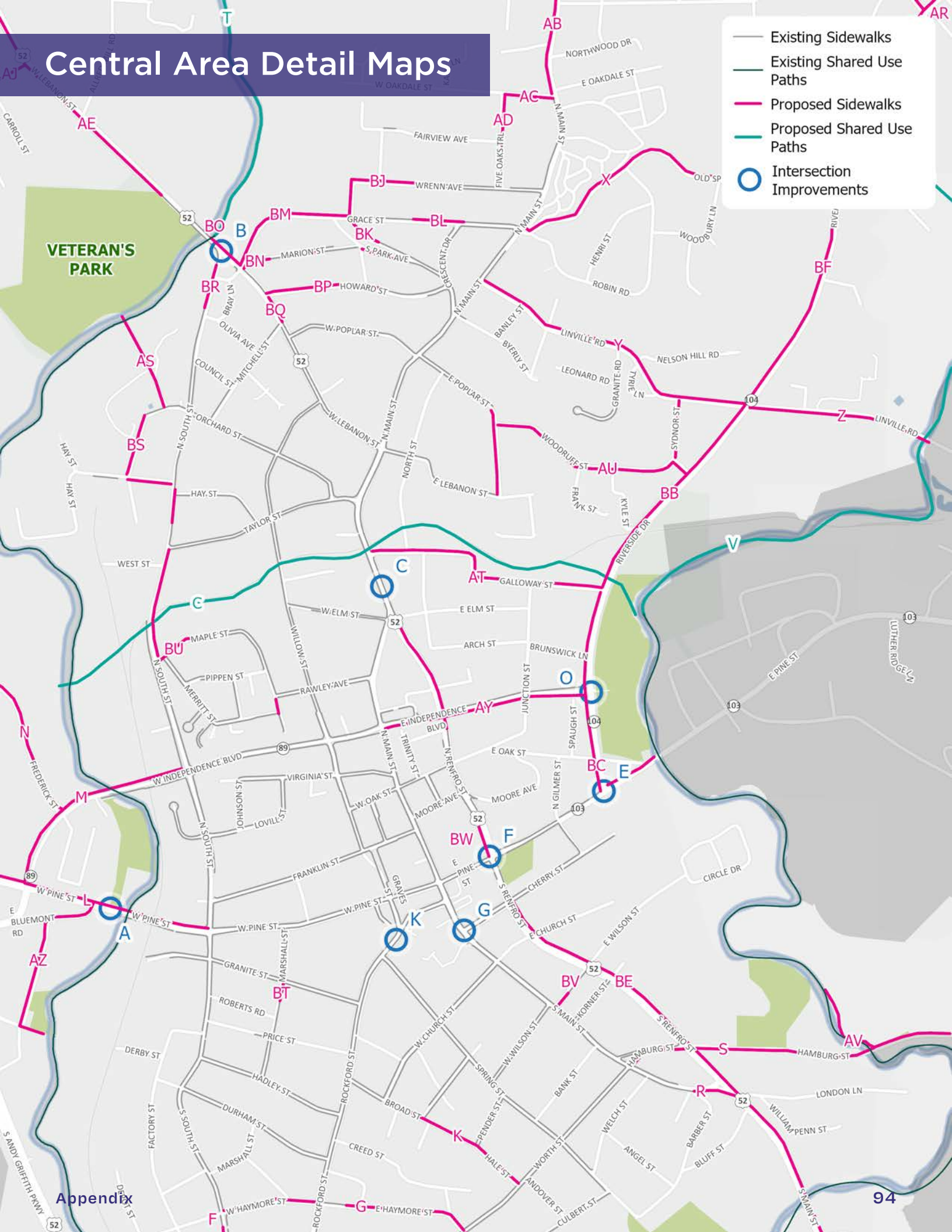


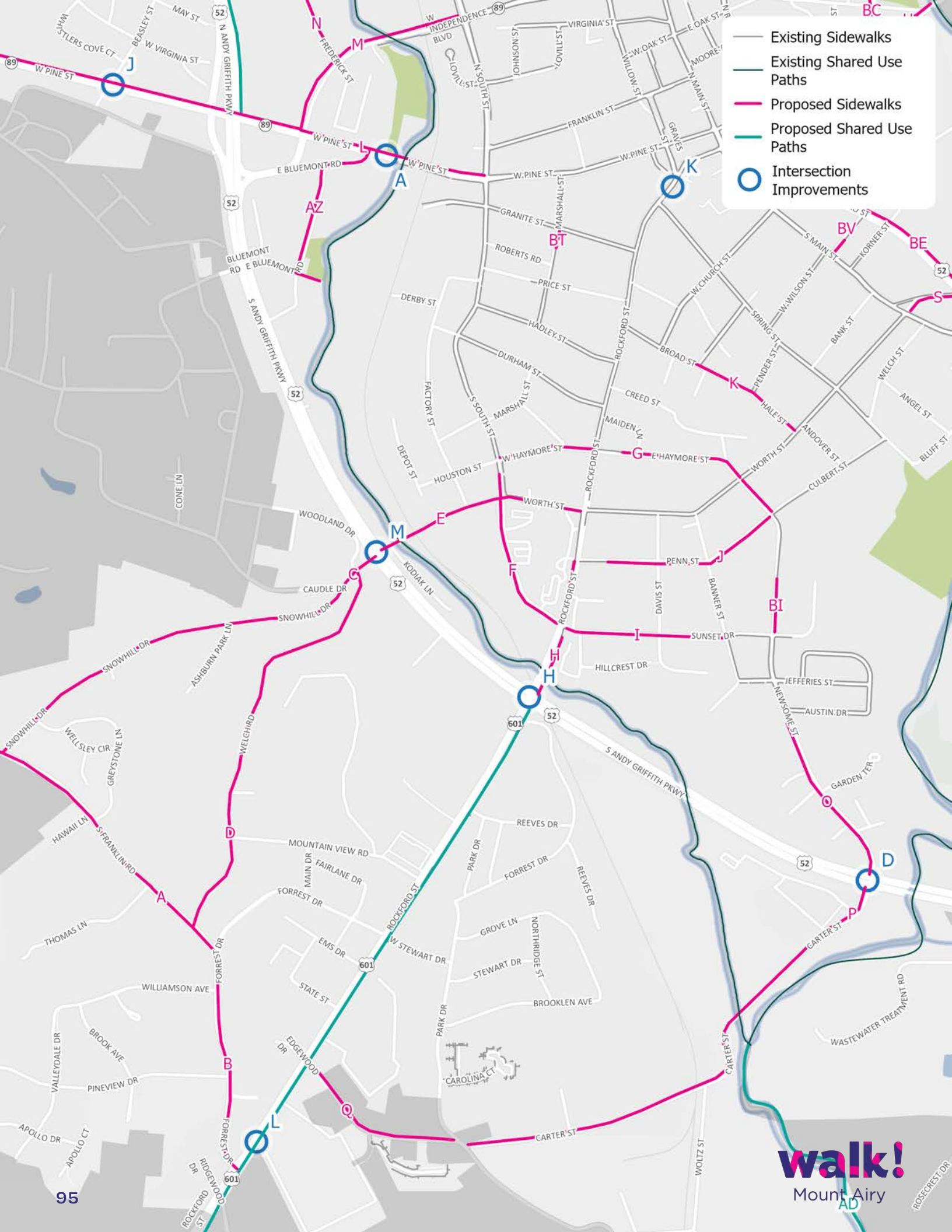
Existing Sidewalks
 Existing Shared Use Paths
 Proposed Sidewalks
 Proposed Shared Use Paths
 Intersection Improvements

The following pages show the central areas highlighted here in more detail.

Central Area Detail Maps

- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Sidewalks
- Proposed Shared Use Paths
- Intersection Improvements





- Existing Sidewalks
- Existing Shared Use Paths
- Proposed Sidewalks
- Proposed Shared Use Paths
- Intersection Improvements

walk!
Mount Airy