



## 7.1. IDENTIFICATION OF PROJECTS

Section 4 illustrates six “*Pedestrian Oriented Development Districts*,” each representing an area small enough to realistically walk and which contains some of the essential elements of a community including housing, shopping, businesses, and schools. Districts would develop according to the local market, possibly as a fully functioning mixed-use community, a neighborhood with scattered small businesses, or as a business or activity center.

**Map 4** provides an overall view of proposed projects, and more detailed maps are presented in **Appendix F**. **Appendix G** shows each of these project descriptions in a table, ranked according to a prioritization method described below, and sorted as being a High Priority Project, a Mid Range Project, or a Long-Range Project. Their specific locations, dimensions, and costs (for High Priority and Mid-Range Projects) were also tabulated. Long Range Projects, by request of the City, were not costed-out in this table because of future uncertainties with costs and implementation opportunities.

## 7.2. PRIORITIZATION OF PROJECTS

A project prioritization methodology is an important tool through which the City can determine where to focus its efforts on the development of pedestrian facilities. A methodology was developed to objectively compare the attributes of proposed projects. This methodology is used to prioritize projects as part of this plan, and in the future, the City can use the same methodology to reassess its priorities and consider new projects.

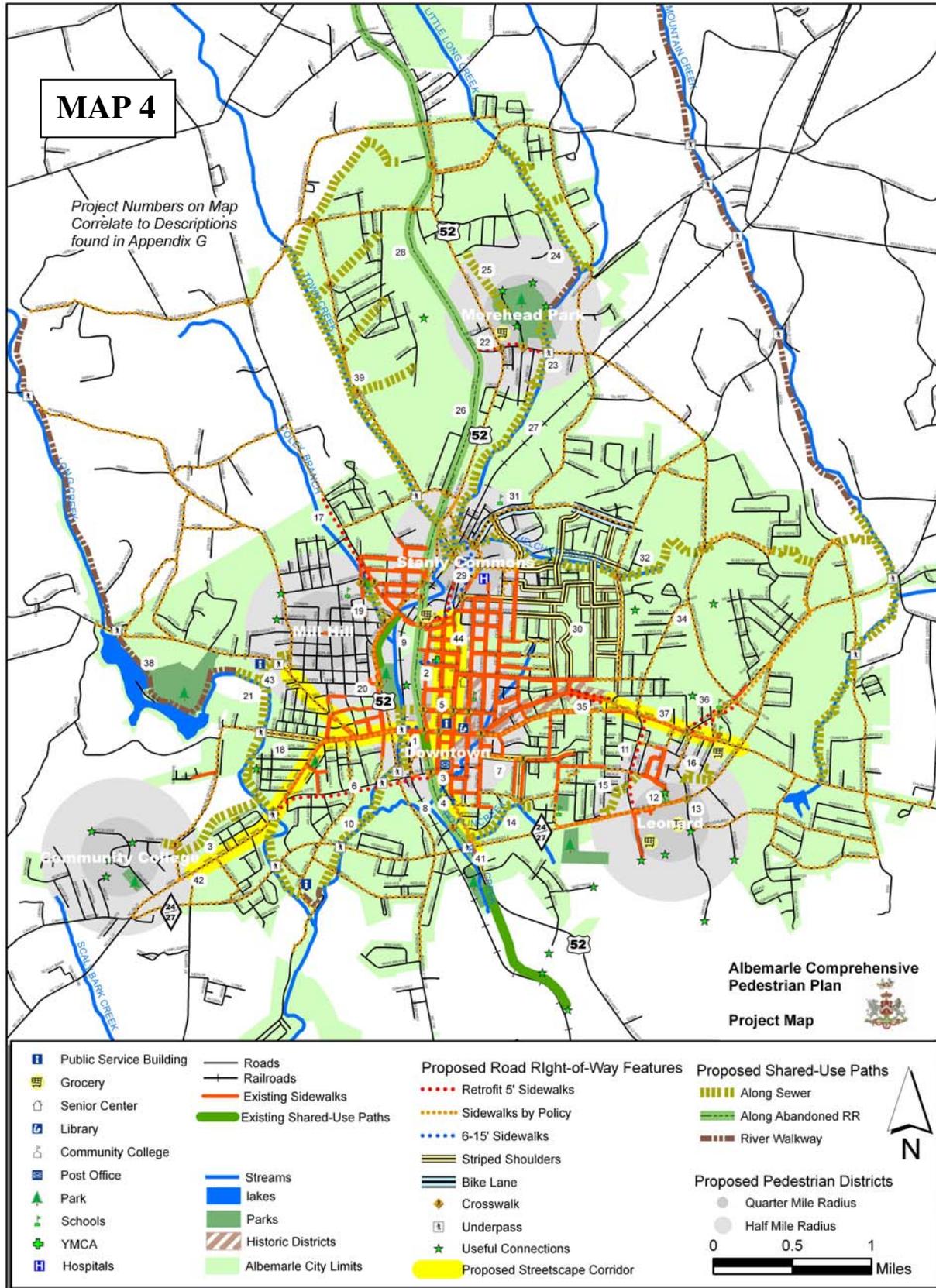
### Prioritization Methodology

To compare the merits of each project, a scoring system is used to assign “points” to each proposed project. Points are assigned according to ten specific criteria, as described below. Projects are assigned points in each category based on how well the project meets each criterion. A higher number of points indicates a “better” project.

The total number of points across all criteria indicates each project’s final score. The maximum score for a project is 100 points, based on a scale of 0-10 points for each of the ten criteria. All criteria are weighted equally.



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Suggested criteria are based on three major elements: connectivity, safety, and ease of implementation. Specific criteria are defined for each of these three areas:

### Connectivity

1. Provides access to major destinations such as shopping/business, schools/community centers, homes, public/social services, or recreation/entertainment (10 points maximum)
2. Provides obvious access to special groups such as the youth, elderly, low-income residents, the disabled (10 points maximum)
3. The project is already used by the community as a social trail or connection (10 points maximum)
4. Closes gaps in or improves existing facilities (10 points maximum)

### Safety

5. Improves safety for the special groups mentioned in number 2 above (10 points maximum)
6. Improves an existing known safety issue (10 points maximum)
7. Improves routes with high levels of vehicular traffic or provides alternate routes (10 points maximum)

### Ease of Implementation

8. The project is already in consideration by the City or a development (10 points maximum)
9. Project is supported by officials or by the public (10 points maximum)
10. The project can be implemented at a reasonable cost without extensive right-of-way acquisition or intensive design features (10 points maximum)

After the scores of all the projects have been tallied, some projects may have identical scores. In this case, the City of Albemarle can determine which project should be ranked ahead of the other based on its knowledge of what project will best fit the needs and cost considerations of the City.

### Application of Methodology

Each project was rated based on the criteria described above and with the point-values described below in **Table 2**. Summary information is presented in the Implementation Plan in Section 9, and raw scores assigned to each project are detailed in Appendix G. Although this methodology is intended to objectively compare the qualities of individual projects, there is some inherent subjectivity in assigning the number of points in each category. The methodology used in scoring for each of the categories is described below.



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**Table 2**  
**Ranking Criteria for Projects**  
**100 points Total**

**Bold** conditions are individually tallied  
*Italicized* condition is recorded as the total score

<b>Provides Access to Major Destinations (10 pts.)</b>	<b>Shopping / Business (2)</b>	<b>Schools / Community Centers (2)</b>	<b>Homes (2)</b>	<b>Public / Social Services (2)</b>	<b>Recreation / Entertainment (2)</b>
<b>Provides Obvious Access to Special Groups (10 pts.)</b>	<b>Youth (2)</b>	<b>Elderly (2)</b>	<b>Low-Income (2)</b>	<b>Disabled (2)</b>	<b>All Others (2)</b>
<b>Project is an Existing Social Connection (10 pts.)</b>	<i>Yes, Very Popular (10)</i>	<i>Existing (8)</i>	<i>Potential (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Closes Gaps in or Improves Existing Facilities (10 pts.)</b>	<i>Definitely (10)</i>	<i>Significantly (8)</i>	<i>Modestly (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Improves Safety for Special Groups (10 pts.)</b>	<b>Youth (2)</b>	<b>Elderly (2)</b>	<b>Low-Income (2)</b>	<b>Disabled (2)</b>	<b>All Others (2)</b>
<b>Improves an Existing Known Safety Issue (10 pts.)</b>	<i>Definitely (10)</i>	<i>Significantly (8)</i>	<i>Modestly (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Improves Routes with High Vehicular Traffic or Provides Alternate Routes (10 pts.)</b>	<i>Definitely (10)</i>	<i>Significantly (8)</i>	<i>Modestly (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Project Already in Consideration (10 pts.)</b>	<i>Yes (10)</i>	<i>Most Likely (8)</i>	<i>Potentially (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Potential or Existing Political or Public Support for Project (10 pts.)</b>	<i>Yes (10)</i>	<i>Significant (8)</i>	<i>Modest (6)</i>	<i>Unknown (4)</i>	<i>No (2)</i>
<b>Cost (10 pts.)</b>	<i>Desirable (10)</i>	<i>Standard (8)</i>	<i>Modest (6)</i>	<i>Acceptable (4)</i>	<i>Excessive (2)</i>

## Grouping of Projects

To help identify the most beneficial projects as determined through this prioritization methodology, those receiving a score of 70 or higher out of 100 possible points are identified as “high priority” projects. All projects presented in this plan have merit and should be pursued; however, the identification of a subset of “high priority” projects will enable City officials to focus their efforts on the early implementation of a few infrastructure projects in the short term that will make significant improvements to the pedestrian environment in the near future. Projects that received a score in the 60s were considered “mid-range” projects that have the possibility of climbing to high priority level in future re-rankings of pedestrian projects when the existing conditions change. Projects that realistically have little chance of implementation in the near future are categorized as “long-term” projects and scored less than 60 out of 100 possible points. The City of Albemarle chose not to rank some projects that were considered to be not possible until well into the future. However, these projects always have the outside possibility of being built with the help of policies that require projects identified in this plan to be constructed as part of adjoining developments or roadways.

## Reconsideration of Priorities

The projects included in this plan have been prioritized based on current conditions. However, conditions affecting these proposed projects are constantly changing – as time passes, new projects may be proposed, currently proposed projects may no longer be feasible, and completion of some projects may impact the viability of other projects. For these reasons, it is



suggested that the City of Albemarle, through a proposed bicycle / pedestrian advisory committee, update the prioritized project list every two years based on changing conditions. Projects may be added to or deleted from the overall list, and the prioritization of specific projects may change based on new developments, a change in public support, construction of connecting facilities or new destinations, or other factors potentially affecting project implementation. Funding opportunities for these projects are listed in **Appendix H**.

### 7.3. PROPOSED HIGH PRIORITY PROJECTS

**Table 3** below shows a brief summary of the fifteen high priority projects by order of ranking. The project number correlates to the number found on Map 4 and in Appendix G. Each of these fifteen priority projects are described below by order of their ranking.

Table 3

Rank	Proj #	Description of Improvement	Roadway / Location
1	5	Countdown signal & crosswalks	At all intersections within 1/4 mile from City Hall
2	4	6-15' sidewalk	1st St. from Old Charlotte Rd. to East Park Avenue
3	11	5' sidewalk	Leonard Ave. from Main St. to Hwy. 24/27 Bypass
4	12	10' paved upland shared-use path with appropriate lighting and crossing considerations	Social trail from Inger Street terminus to Highway 24/27 Bypass
5	13	Countdown signal & crosswalks	24/27 and Henson Street
6	7	Striped shoulders for traffic calming	Martin Luther King Jr. Dr. from 4th St. to Colston St.
7	15	10' paved lowland shared-use path with pedestrian-scaled lighting	On sewer line social trail from Inger St. to Arey Ave.
8	9	10' paved upland shared-use path including appropriate road crossings	Abandoned rail line from current rail trail to Snuggs Street
9	37	Streetscape/sidewalks/landscaping/crosswalks	Main Street & Pee Dee Ave. from Ridge St. to 24/27
10	36	5' sidewalk including appropriate road crossings	Both sides of Badin Road to middle school and continue on one side to the NE Connector
11	30	Striped shoulders for traffic calming including appropriate neighborhood crosswalks	Throughout neighborhoods in between 2nd Street, Ridge St., Park Ridge Rd., and Montgomery Ave.
12	17	5' sidewalk including appropriate crosswalks	Salisbury Ave. from Watts St. to McKee St.
13	19	10' paved lowland shared-use path including appropriate road crossings	On Sewer Line (Coley Branch) from the existing path to Montgomery Park Greenway
14	44	Streetscape/sidewalks/landscaping/crosswalks	1st and 2nd Streets from Salisbury Ave. to US 52
15	6	5' sidewalk	Old Charlotte Road from 1st St. to Main St.

#### Priority 1. Countdown Pedestrian Signals Downtown (Project Number 5 in Appendix G)

Countdown pedestrian signals with appropriate high-visibility marked crosswalks should be incorporated into every signalized intersection within ¼ mile of City Hall. This includes an estimated eight intersections.

#### Priority 2. Sidewalk on First Street Downtown (Project Number 4 in Appendix G)

Sidewalks wider than the standard 5 feet are recommended on Albemarle's downtown streets to accommodate the potential higher volumes of pedestrian traffic. Widths of 6 to 15 foot wide sidewalks are appropriate, depending on available right-of-way and the expected pedestrian traffic. Five-foot sidewalks are generally accepted to be sufficient to allow two people to walk



side by side, therefore, ten foot sidewalks would be suggested to allow two people walking side by side to pass two other people walking side-by side. These sidewalks should eventually be built on both sides of every road within ¼ mile of City Hall that does not currently have sidewalks.

The City of Albemarle identified First Street from Old Charlotte Road to where South Second Street and East Park Avenue intersects with First Street to be a priority segment of needed sidewalk, which will serve a soup kitchen, homes, and numerous businesses.

### Priority 3. Sidewalk on Leonard Avenue (Project Number 11 in Appendix G)

If proper right-of-way exists or if the homeowners are in support of giving up an easement for this project, a five foot wide sidewalk should be built on Leonard Avenue from Main Street to the 24/27 Bypass. A high-visibility crosswalk with a countdown signal should be installed at the corner of Main Street and Leonard Avenue. A countdown signal currently exists at Leonard & NC 24/27 but does not display the walk signal and countdown unless activated by the push-button. The signal should be reconfigured to display the countdown with every green-light cycle for motorized traffic and be marked with high-visibility pavement markings.

### Priority 4. Safe Path Connecting Inger Street with NC 24/27 Bypass (Project Number 12 in Appendix G)

A ten foot wide paved shared-use path should be constructed on the current “social trail” from the terminus of Inger Street to Highway 24/27 Bypass. This path would require some grading and concern for slope, and include pedestrian scale lighting for security and safety. The highest concern for this area is where this location meets NC 24/27 Bypass. There is currently no signalized intersection here, but it is a common crossing point for locals. At this point, the City wishes to enhance the sidewalk on the north side of NC 24/27 to entice pedestrians to cross at the signalized intersections at Leonard Avenue or Henson Street. If this technique does not work, a study should be done to determine the safety and feasibility of a crossing opportunity between Leonard Avenue and Henson Street. This may include a traditional signalized intersection, a pedestrian-only crossing signal, or an overpass.

### Priority 5. Countdown Pedestrian Signals at Henson Street & NC 24/27 Bypass (Project Number 13 in Appendix G)

The signalized intersection at NC 24/27 Bypass and Henson Street should receive a countdown pedestrian crosswalk with high-visibility pavement markings.

### Priority 6. Striped Shoulders for Traffic Calming on Dr. Martin Luther King Jr. Drive (Project Number 7 in Appendix G)

The lanes on Dr. Martin Luther King Jr. Drive should be striped to give the road 10-foot lanes. Currently, a sidewalk exists on one side of this road, but traffic speeds and the popularity of this route for pedestrians and basic level bicyclists create the need for safer streets for all users. This lane width reduction would slow vehicles to a more reasonable and safe speed while giving pedestrians a buffer from traffic and a safer walking environment.



**Priority 7. Safe Path Connecting Inger Street with Arey Avenue (Project Number 15 in Appendix G)**

A ten foot wide shared-use path should be completed on the sewer easement that connects Inger Street to Arey Avenue. Proper pedestrian lighting might be necessary in some sections for safety and security.

**Priority 8. Continue Current Rail Trail to Snuggs Street (Project Number 9 in Appendix G)**

A ten foot wide shared-use path should be completed on the abandoned rail bed between the current rail trail north to Snuggs Street. Proper mid-block crosswalks must be included with this project at each road crossing, with a particular crossing concern at US 52.

**Priority 9. East Main Street Streetscape Project (Project Number 37 in Appendix G)**

Streetscape improvements on Pee Dee Avenue and Main Street to the NC 24/27 Bypass are recommended to attract appropriate businesses to this historic roadway. Wide sidewalks, marked midblock crosswalks every 300-500 feet, pedestrian refuge islands, appropriate lighting, ADA compliant improvements, signage, and landscaping could create a pedestrian corridor that may attract a desired market of restaurants, entertainment, shopping, and residential units.

Project Number 35 recommends a continuation of the sidewalks on Pee Dee Avenue and Main Street to this streetscape project. Currently, project Number 35 ranked as a mid-term project because of the necessary work on East Main Street and Badin Road. However, this project may be done in conjunction with the streetscape project on Main Street. A five foot sidewalk is recommended on both sides of Pee Dee Avenue where it ends near Tenth Street to Ridge Street, also on Main Street from Morrow Avenue to Pee Dee Avenue.

**Priority 10. Sidewalks along Badin Road (Project Number 36 in Appendix G)**

A five foot sidewalk is recommended on both sides of Badin Road from Main Street to Parkway/Albemarle Middle School. The current street width is wide enough to accommodate the sidewalks and travel lanes, and can be narrowed with a new curb and gutter. New sidewalks and planting strips can be created on both sides of the roadway from Main Street to the middle school. Depending on future development prospects, a sidewalk should be extended to the Northeast Connector and possibly further northeast as necessary to serve future development. A crosswalk with proper high-visibility markings is recommended on the corner of Main Street and Badin Road. The absence of a signal here makes this a challenging task, but one that could be successful with a good crossing guard program. A signed and marked crosswalk is necessary in front of the middle school near the intersection of Parkway Drive and Badin Road.

**Priority 11. Striped Shoulders for Traffic Calming on Wide Neighborhood Roads North of Downtown (Project Number 30 in Appendix G)**

Thirty foot wide neighborhood roads are common in the neighborhoods that surround the hospital, but most of these roadways east of 6<sup>th</sup> Street do not have sidewalks. Creating 10 foot wide travel lanes (maximum) by striping shoulders on most of the roads east of 6<sup>th</sup> Street and



north of Montgomery Avenue will provide some traffic calming in these neighborhoods. Roadways that are recommended for this striping include but are not limited to Yadkin, Tenth, Avondale, Eleventh, East, Tenth, Cannon, McGill, Cardinal, Ninth, Smith, Lauras, Eighth, Hawthorn, Colonial, Sixth, Melchor, and Pineview. Posted speed limits should also be set at 20-25 miles per hour on these roads (with 20 MPH being preferred), and future traffic calming such as roundabouts, signage, chicanes, or traffic enforcement should be considered. Proper crosswalk markings are recommended at the corners of Yadkin Street and 2<sup>nd</sup> Street and at Sixth Street and Park Ridge Road.

### Priority 12. Sidewalk on Salisbury Avenue (Project Number 17 in Appendix G)

A five foot sidewalk is recommended on Salisbury Avenue from Watts Street to McKee Street. This road has numerous homes with limited setback, fast traffic, and little right-of-way. To create a sidewalk here, some additional easements may need to be acquired. Midblock crosswalks with signs and high-visibility markings are recommended at each end of the existing path that connects Salisbury Avenue with Carolina Avenue.

### Priority 13. Path from Elementary School to Montgomery Park Greenway (Project Number 19 in Appendix G)

A ten foot wide paved shared-use path is recommended from the existing path connecting Salisbury Avenue and Carolina Avenue to the existing Montgomery Park Greenway. A safe and appropriate crossing either with a signalized intersection or an underpass needs to be included to safely transfer users from one path to the other.

### Priority 14. Streetscape along 1<sup>st</sup> and 2<sup>nd</sup> Streets Downtown (Project Number 44 in Appendix G)

The City is considering the creation of several “Gateways” into and out of Albemarle to provide a message to motorists that they are approaching a city core filled with character and history. These Gateways will also serve the pedestrian because of the inclusion of wide sidewalks, marked midblock crosswalks every 300-500 feet, pedestrian refuge islands, appropriate lighting, ADA compliant improvements, signage, and landscaping. These amenities could create a pedestrian corridor that may attract a desired market of restaurants, entertainment, shopping, and residential units.

### Priority 15. Sidewalk on Old Charlotte Road (Project Number 6 in Appendix G)

A five foot wide sidewalk should be built on Old Charlotte Road from First Street to Main Street. The width currently exists inside the roadway to include vehicle travel lanes, staggered on-street parking, a five foot sidewalk, and possibly a few feet of planting strip. Narrowing the road width by bringing in one curb line would make this possible. If sidewalks are not feasible for economic reasons, narrowing the roadway width by restriping its alignment in a chicane-like manner with bicycle lanes, staggered on-street parking on alternate sides of the roadway, and a 2-3 foot buffer strip between the bike lane and the parked cars might provide a traffic calming solution.