



ROLESVILLE MOVES

Comprehensive Transportation Plan Update



EXISTING CONDITIONS REPORT

June 1, 2020





TOWN OF ROLESVILLE

Introduction

The Town of Rolesville's 2020 Community Transportation Plan (CTP) serves as an update of its 2002 Community Transportation Plan. Since 2002, the Town has experienced significant population growth. The initial steps of the planning process serve a framework for the planning process by exploring the current context of the transportation network, environmental factors, demographic shifts, and operational factors of the Town in order to plan for long-term growth and development over the next twenty-five years.

Purpose

The Existing Conditions Report is intended to provide a snapshot of the current conditions related to mobility and safety within the Town of Rolesville. This document is a preliminary step in the creation of the Community Transportation Plan, which will act as the framework for identifying and prioritizing current and future planning decisions. The geographic information systems (GIS) data within this document was provided by the Town of Rolesville, the North Carolina Department of Transportation (NCDOT), and the Capital Area Metropolitan Planning Organization (CAMPO) unless otherwise stated.

The Existing Conditions Report contains the following subjects as they relate to mobility, accessibility, and safety in the Town of Rolesville:

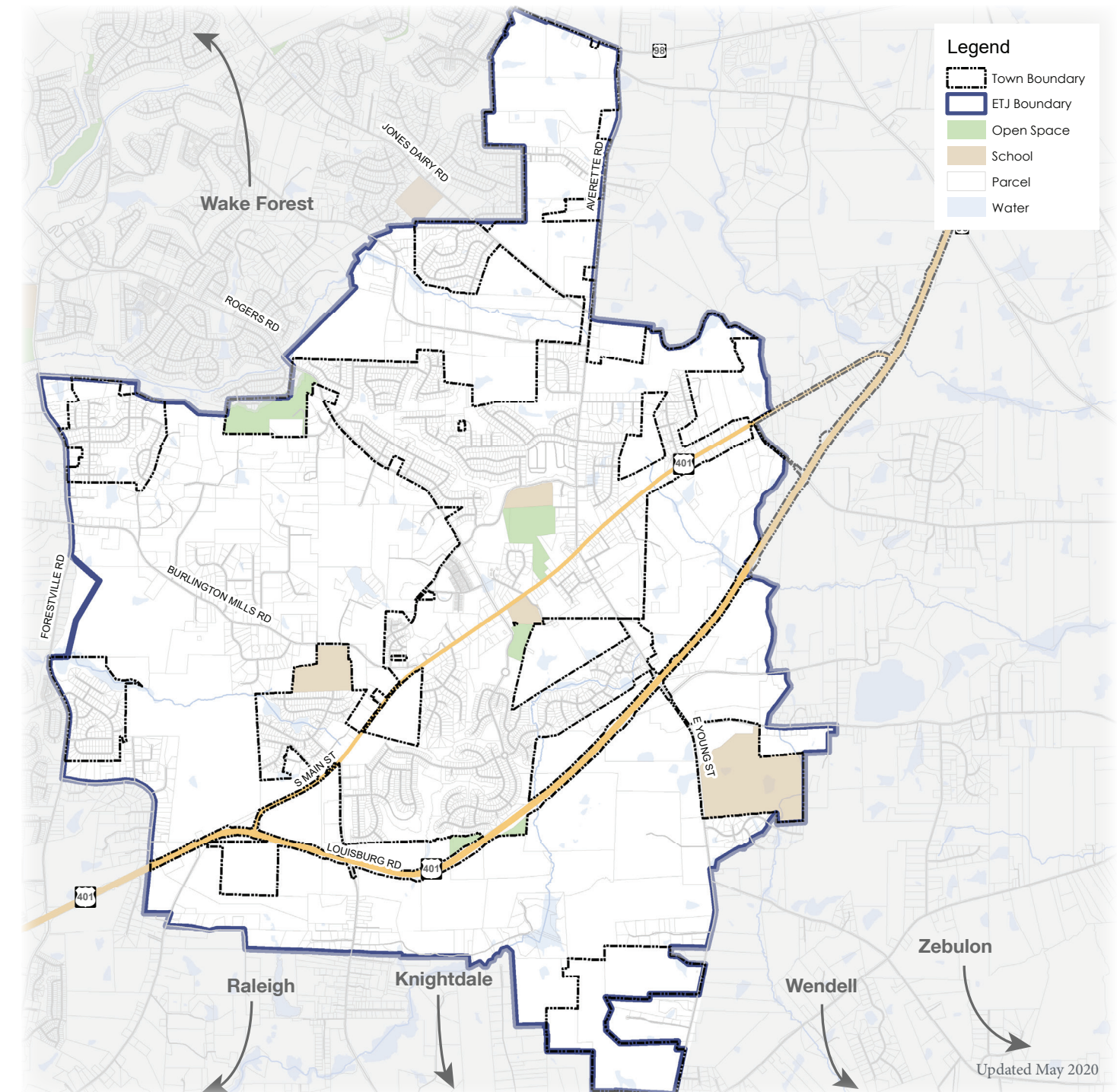
- Demographics
- Mobility
- Previous Plan Review



Study Area

The Town of Rolesville is located in the northeastern portion of Wake County off of US 401. The town is near the City of Raleigh and the Towns of Wake Forest, Zebulon, Knightdale, and Wendell. Despite being close to several large municipalities, Rolesville is also near several scenic recreation areas including the Heritage East Greenway, the Sanford Creek Greenway, and the Mill Bridge Nature Park. The Town of Rolesville retains an intimate, rural community feel while enjoying the proximity benefits of more densely populated areas.

Since the Town of Rolesville is one of the fastest growing towns in North Carolina, planning for the next twenty-five years will be a crucial step towards guiding the direction of land development and the transportation network.



1



Demographics and Travel Patterns

Understanding the demographic profile and traffic patterns of the community are essential when considering multimodal transportation in the Town of Rolesville. This section utilizes the 2018 American Community Survey (ACS) 5-year estimates from the U.S. Census Bureau to analyze relevant data for the community. This data helps to identify the needs of the community to appropriately recommend projects for the Community Transportation Plan.

At a Glance

The Town of Rolesville is one of the oldest and fastest growing towns in North Carolina. The population of Rolesville has risen significantly since 2000. The town's fast growing population is well-educated and less than 5% of its population lives below the poverty line. As the table below indicates, the Town of Rolesville has a slightly higher minority population than the state of North Carolina. The town's minority population is reflective of Wake County's minority population. The Town of Rolesville has a higher median income and longer average commute time than both the county and state. Understanding the shifting demographics and economic profile will help establish the baseline for future planning decisions.

Demographics	Town of Rolesville	Wake County	North Carolina
Population (2018)	6,957	1,046,558	10,383,620
Percent Below Poverty Level	3.0%	8.4%	14.0%
Percent Minority	35.6%	35.9%	31.6%
Percent Over 65	9.9%	11.6%	16.3%
Median Household Income	\$114,107	\$79,970	\$53,855
Average Commute Time (minutes)	32.6	25.5	24.8

Commute to Work



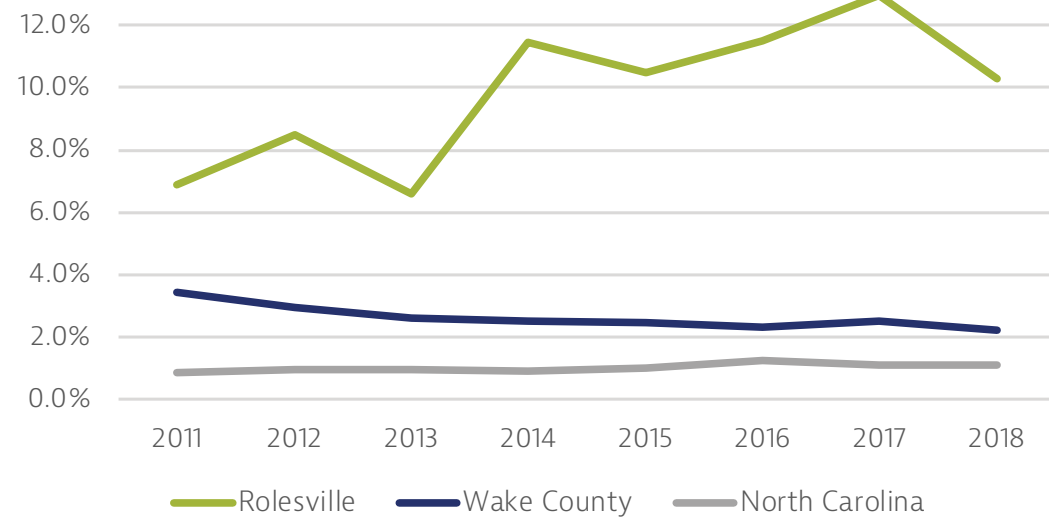
Mode Split to Work





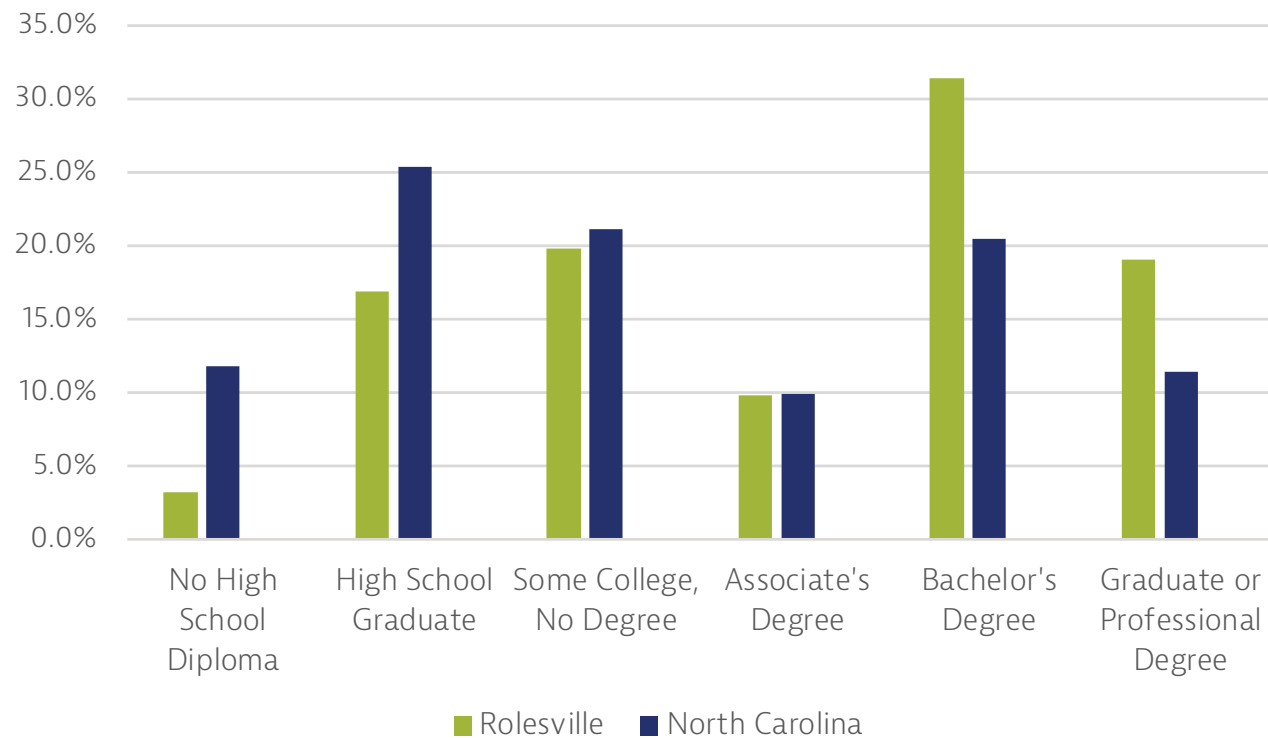
The Town of Rolesville is one of the fastest growing towns in the state of North Carolina. The town grew 8% faster than Wake County and North Carolina combined in 2018 alone. Since 2011, Rolesville has grown significantly.

Between 2017 and 2018, the growth rate was 10.3%.



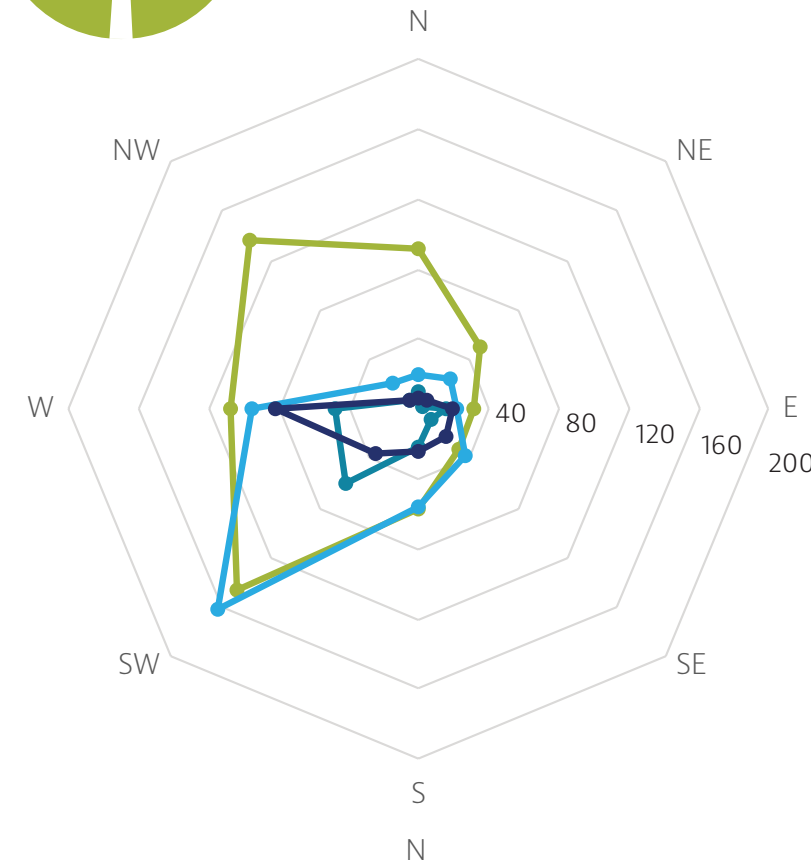
The percentage of residents who receive a High School diploma or higher degree is around 97%, which is 5% higher than Wake County and almost 10% higher than North Carolina. Approximately one third of Rolesville's population has a bachelor's degree.

The Town of Rolesville has a highly educated population.



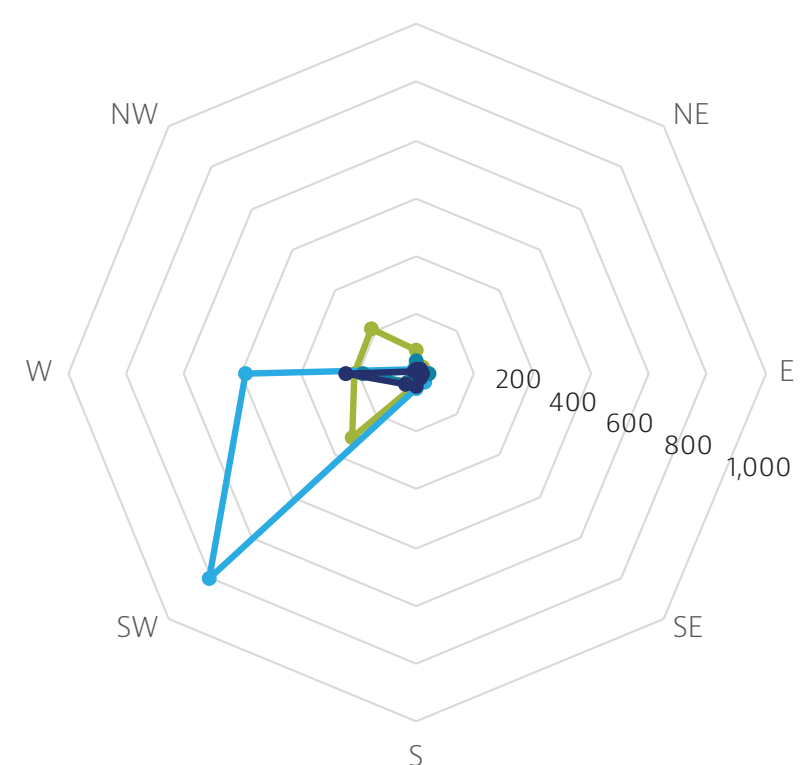
The radar graphs below show the direction of travel from work to home and from home to work. From work to home shows where Rolesville residents go to for work. From home to work shows where people who work in Rolesville live.

Work to Home. Rolesville residents predominantly travel southwest and west for work.



Source: OntheMap 2017

Home to Work. Workers of Rolesville travel primarily from the southwest.

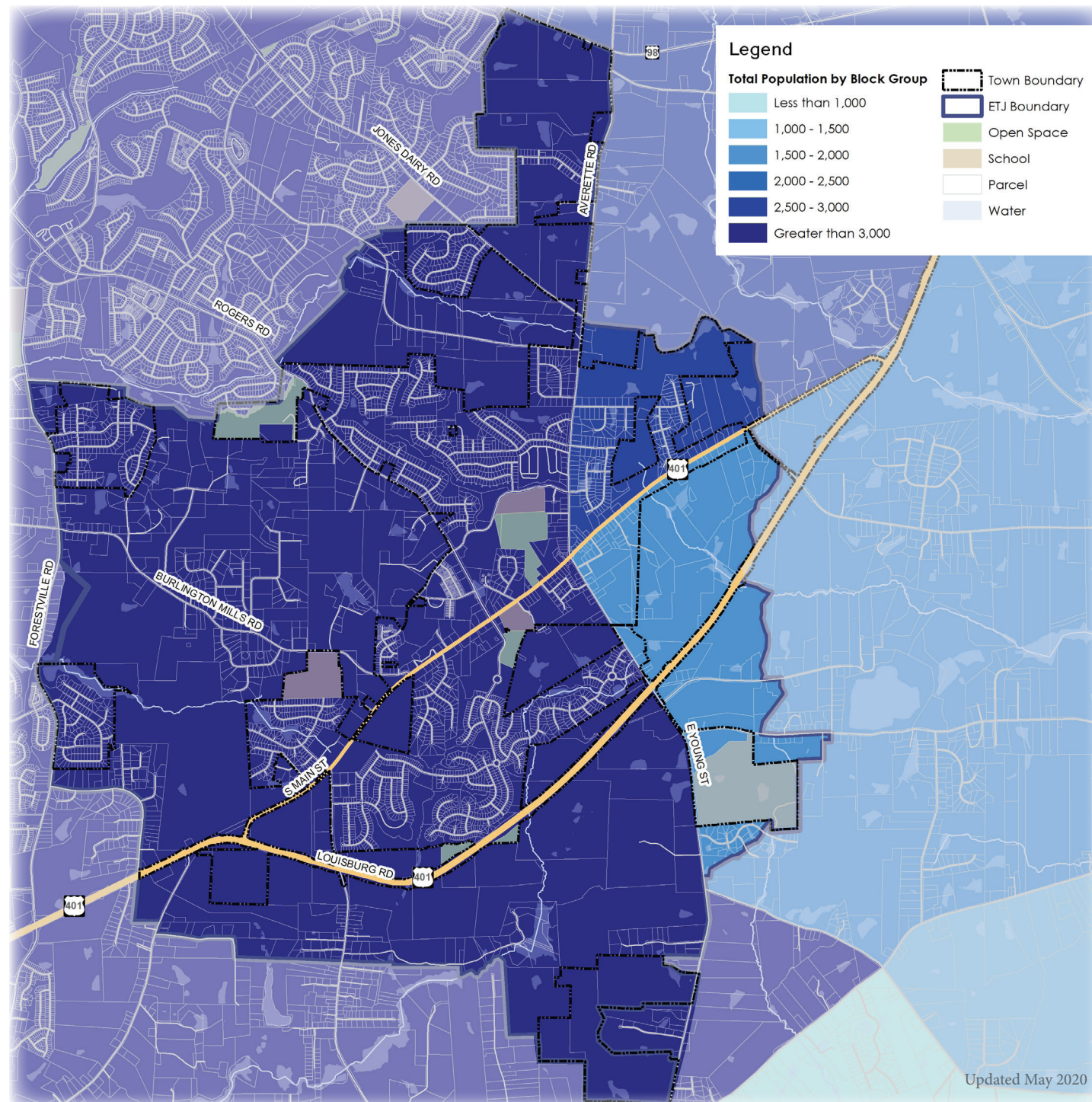


Source: OntheMap 2017

Total Population

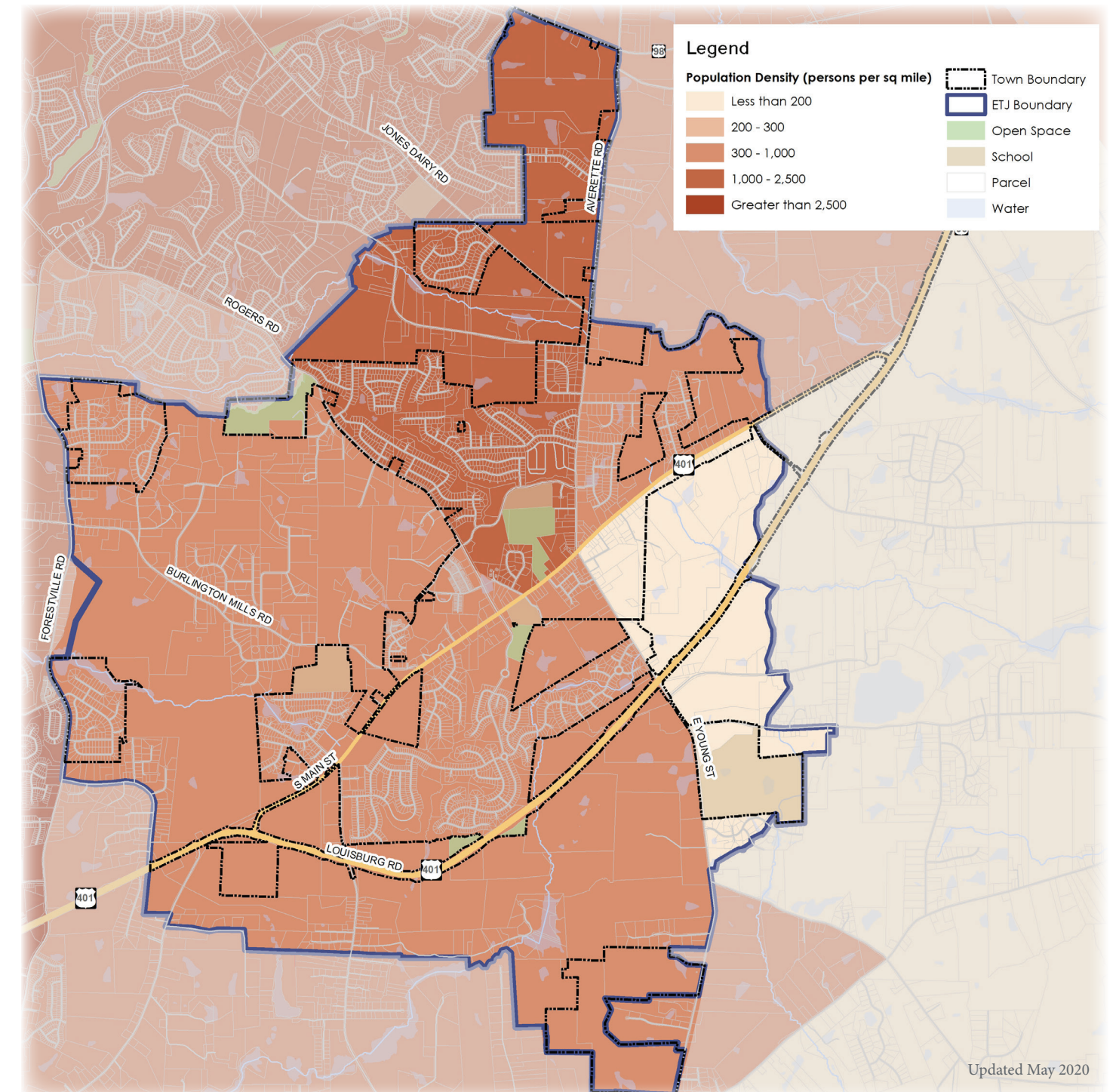
The figure below shows the population of Rolesville by census block group. The Town of Rolesville has seen dramatic increases of population since 2010. The population increased from 3,289 people to 6,957 people between 2010 and 2018. The population in the town is more concentrated on the west side where there are several large neighborhoods including Villages of Rolesville, Granite Falls, Hampton Pointe, and Terrell Plantation.

In the surrounding area to the northeast, larger populations can be found living in between the Town of Rolesville and Town of Wake Forest.



Population Density

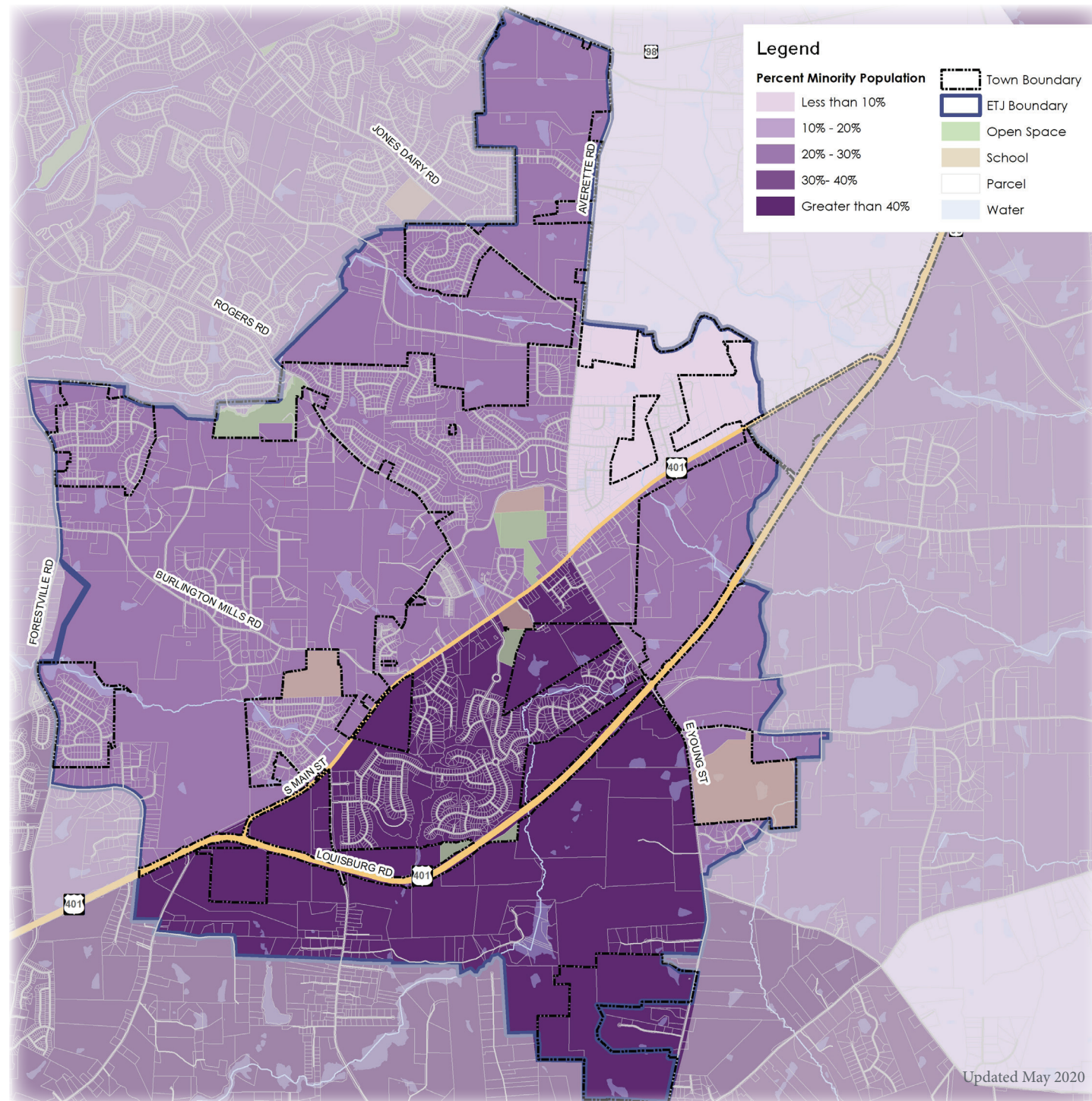
The figure below shows the population density by census block group. The figure indicates that the population is more heavily concentrated north of US 401. Similar to the distribution of population, the density is more concentrated on the western portion of the town. Even though the population may increase, the density will not necessarily do so as most of the housing in Rolesville is single-family residential housing units. The town may choose to consider multi-family housing options as the population increases, which could increase the population density and allow for more people to live in Rolesville.



Race & Ethnicity

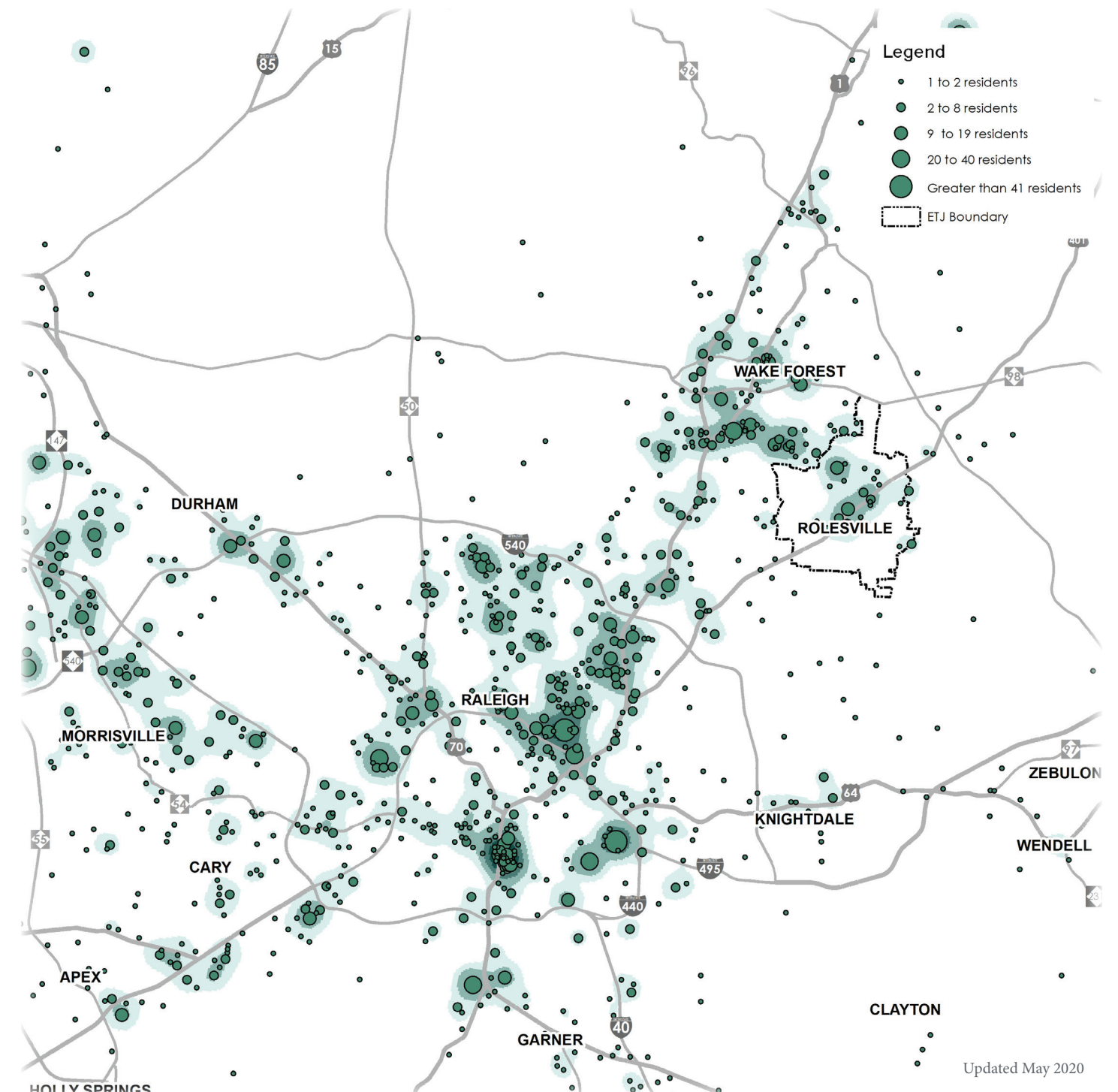
The minority population in the Town of Rolesville is approximately 35.6%. The largest minority group are African Americans, who make up approximately 22.9% of the population. Asians make up 3.1% of the total population and 5.5% of the population identifies as two or more races. The total Hispanic population of any race in the town is 5.2%, 4.1% of which identify as Mexican. Since 2010, the minority population has hovered around 30%, which is relatively similar to both Wake County and the state of North Carolina.

The figure below shows the distribution of racial and ethnic minorities by census block groups below according to the American Community Survey (ACS) 2018 estimations.



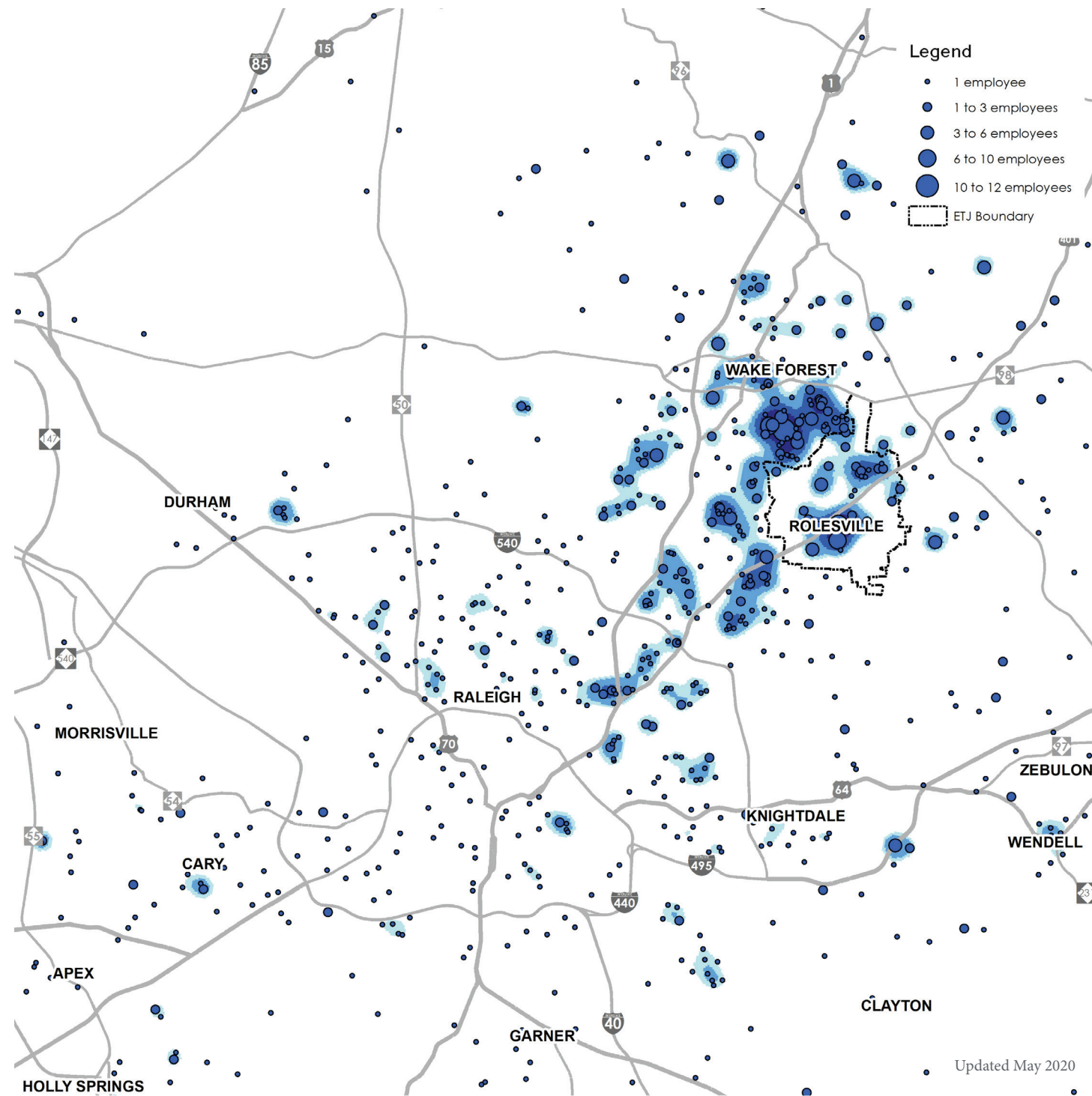
Commutes from Home to Work

Like the radar graph, the figure below shows the direction of travel from work to home. The majority of Rolesville residents work between 10 to 24 miles away. The majority of these commuters travel west and southwest for work. This indicates that most Rolesville residents work somewhere in Wake County, most likely Wake Forest or Raleigh. There are approximately 4,000 commuters leaving Rolesville and the ETJ boundary to go to work.



Commutes from Work to Home

The figure below shows where the people who work in Rolesville live. The largest number of people who work in Rolesville live less than 10 miles away. Like the commuters from home to work, these commuters travel from the southwest and west. Less than 1,500 commuters come into the Rolesville area to work.



2

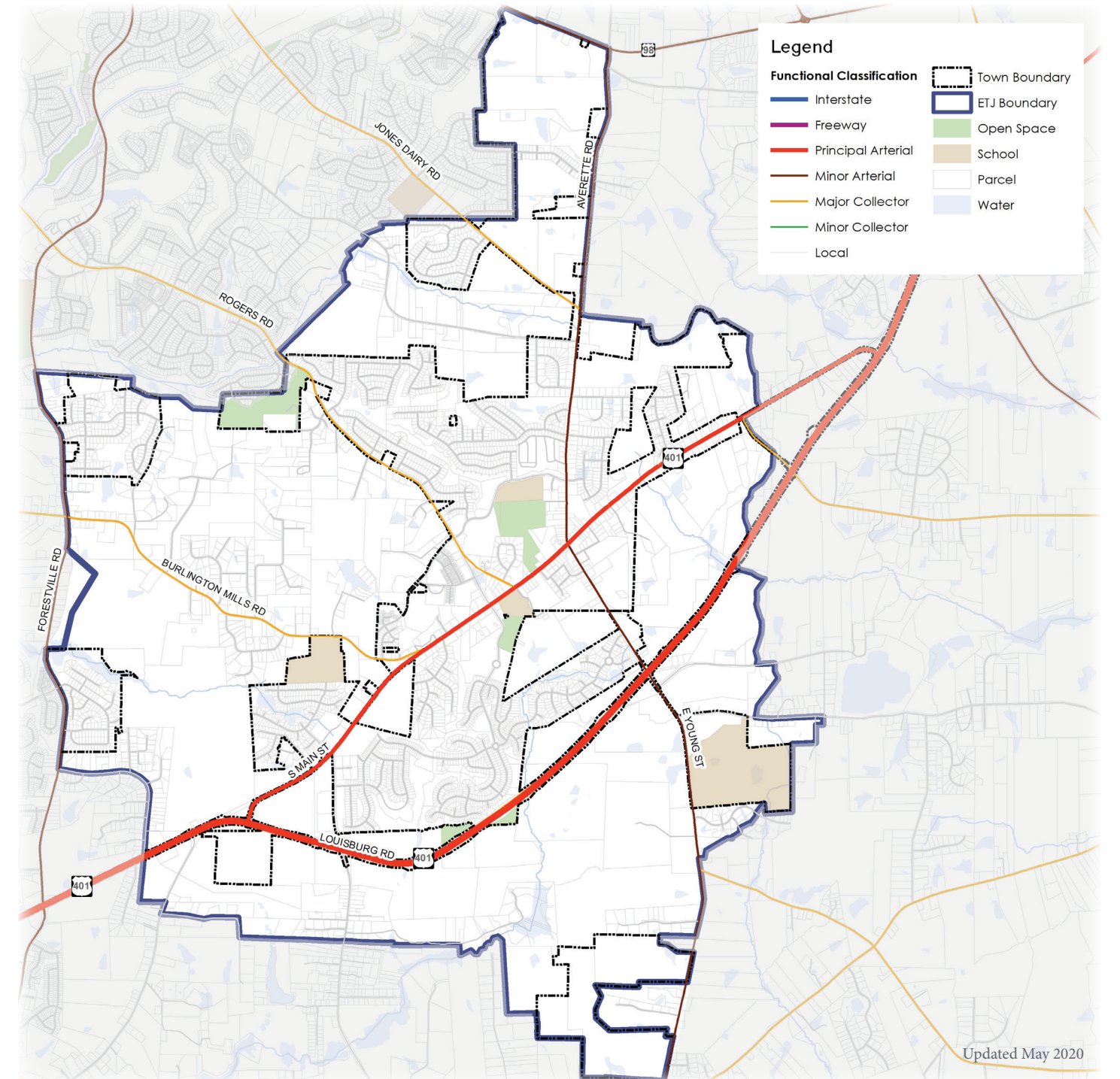


Mobility

The mobility chapter analyzes the current conditions of the transportation network. This chapter aims to provide the context that will shape and inform future recommendations for the Community Transportation Plan. The mobility chapter considers roadway, bicycle, and pedestrian facilities in and around the Town of Rolesville.

Functional Classification

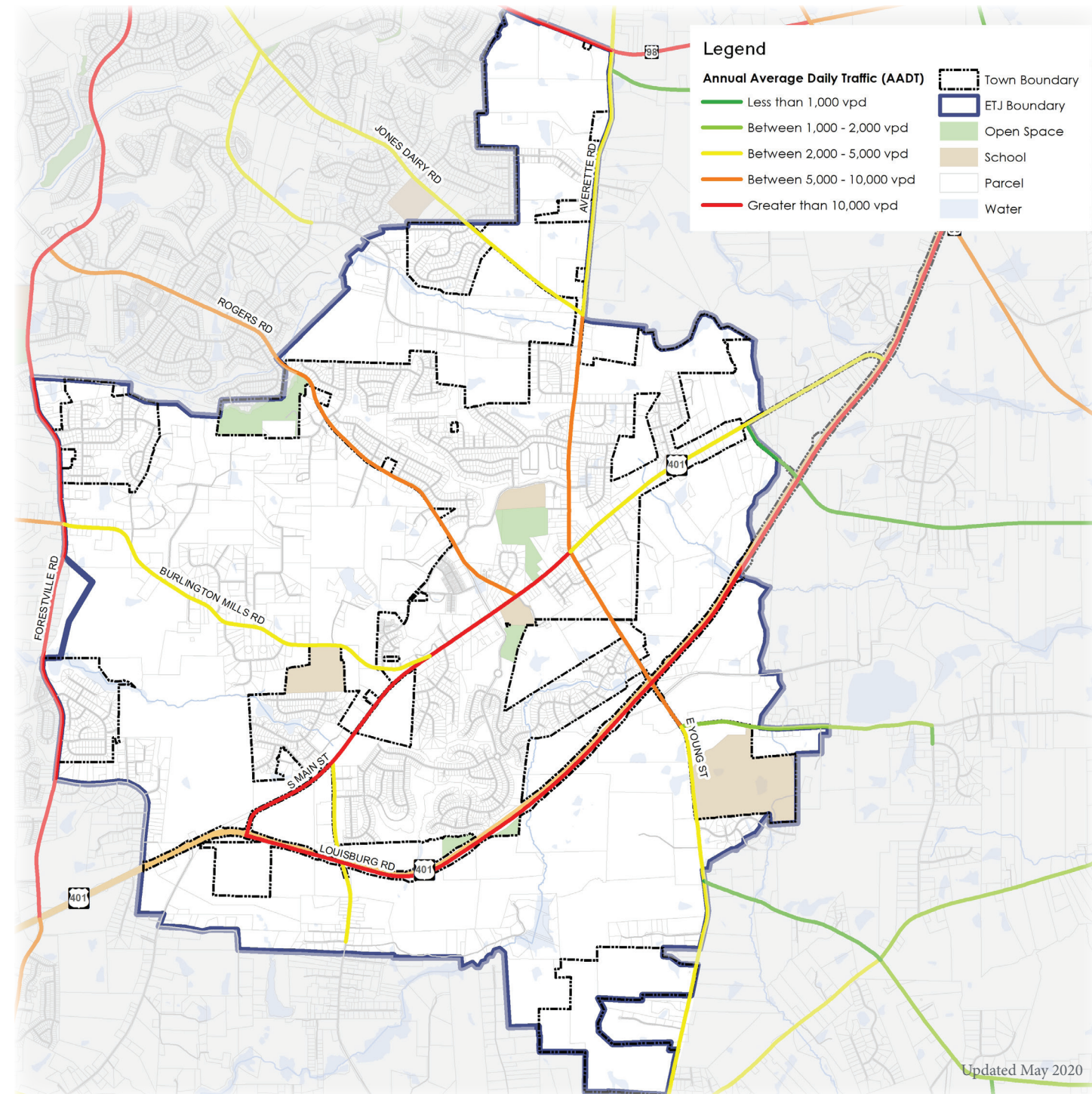
The functional classification system is defined by the Federal Highway Administration (FHWA). The classification system is used to designate characteristics of the roadways into general hierarchies that describe the relationship between mobility and accessibility. Understanding the various roles that roadways play is crucial when considering transportation recommendations as they should enhance land use designations and mobility throughout the study area. There are two principal arterials that run through the Town of Rolesville. Those principal arterials are Main Street (US 401) and the Rolesville Bypass (also US 401 or Louisburg Road). Both are supported by a network of minor arterials and major collectors like Young Street, Jones Dairy Road, and Averette Road. The roadway functional classifications for NCDOT-maintained roadways within the study area are shown below.



Annual Average Daily Traffic (AADT) 2018

The two main corridors that run through the Town of Rolesville are Main Street and the Rolesville Bypass, which have between 11,000 to 16,500 vehicles daily. Other major corridors with large volumes of vehicular traffic include Young Street, Averette Road, and Jones Dairy Road. In 2018, Young Street had approximately 7,900 vehicles daily, Averette Road had 3,300 vehicles per day, and Jones-Dairy Road had 5,000 vehicles per day. Other highly traveled roads just outside of the Extraterritorial Jurisdiction (ETJ) boundary include Rogers Road with 9,800 vehicles per day and Wait Avenue with 15,000 vehicles per day.

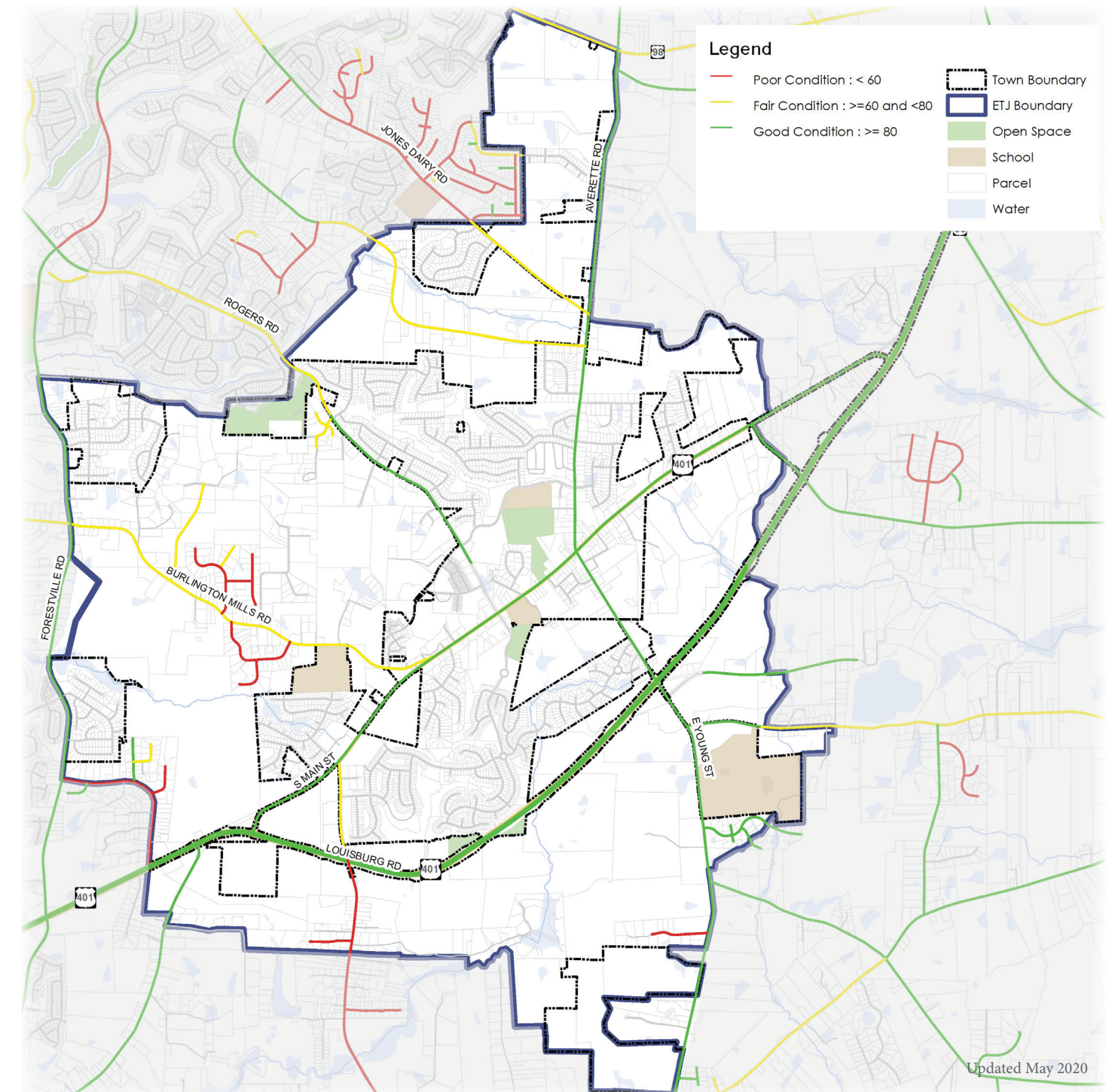
Notably, AADT is available only for NCDOT-maintained roadways.



Existing Pavement Quality

The North Carolina Department of Transportation rates roadways on eight characteristics. These characteristics include alligator cracking, traverse, rutting, raveling, oxidation and weathering, bleeding, ride quality, and patching. While the principal arterials which carry the majority of traffic are in good condition, there are several roads in the study area that are in poor condition. The roads with poor condition ratings are primarily in residential areas with the one exception being Jonesville Road. Several roads are in fair condition including Jones-Dairy Road, Burlington Mills Road, and Chalk Road.

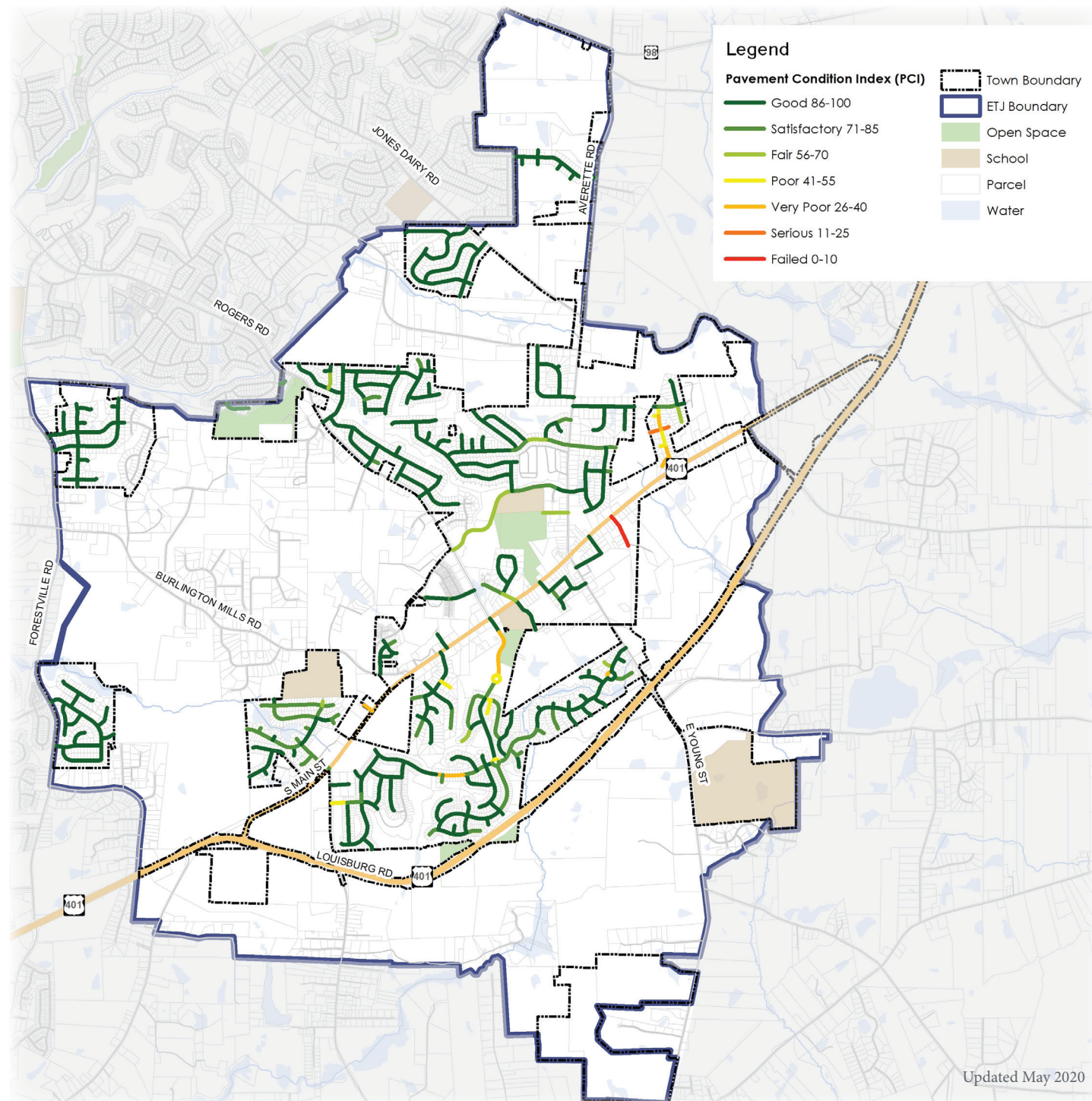
Notably, data for pavement quality is available only for NCDOT-maintained roadways.



Existing Pavement Condition

In 2019, the Town of Rolesville completed a Pavement Condition Assessment. The report rated each street on properties including pavement type, curb and gutter type as well as street width, asphalt distresses, alligator cracking, and other distressed conditions. Pavement Condition Index (PCI) scores were generated and categorized into seven categories. The assessment found that the average PCI rating in the Town of Rolesville was 89.78 out of 100, which is categorized as "Good."

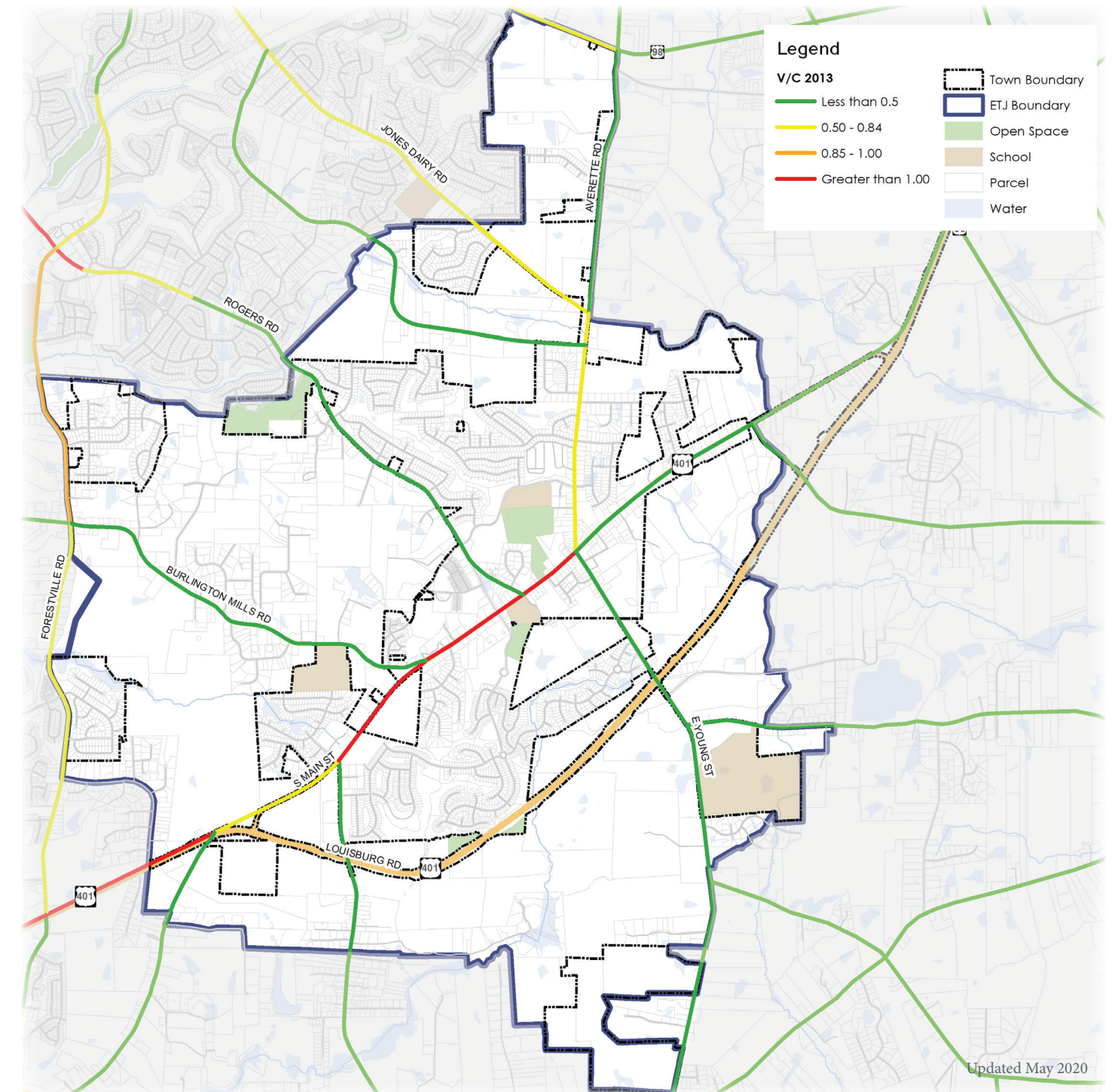
The figure below shows approximately 32 miles of the street network within the Town boundary.



Volume to Capacity Ratio (V/C) 2013

The volume to capacity ratio is a measure of the quantity of vehicles traveling on a road and the actual amount of vehicles a road can handle. Using the Triangle Regional Model the volume and capacity ratio shows which roads are under, at, or over capacity. A road with a volume capacity ratio greater than 1.00 is over capacity. The range between 0.85 and 1.00 is at capacity and a capacity less than 0.84 is considered under capacity. The only road within the ETJ boundary that was over capacity in 2013 was US 401.

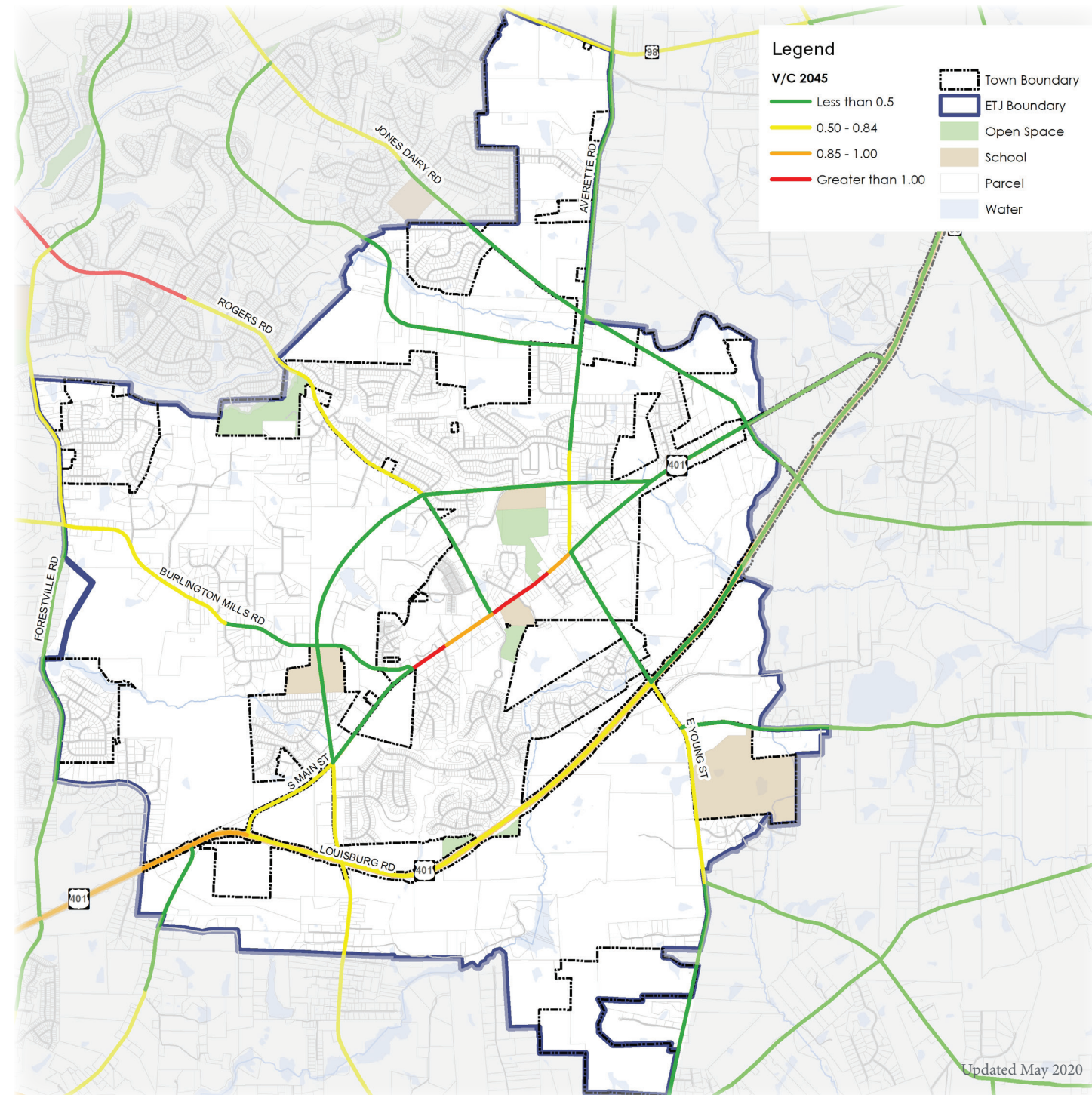
The figure below shows the volume to capacity ratio for 2013. Please note, the volume to capacity ratio is only available for those roadways contained within the Triangle Regional Model.



Volume to Capacity Ratio (V/C) 2045

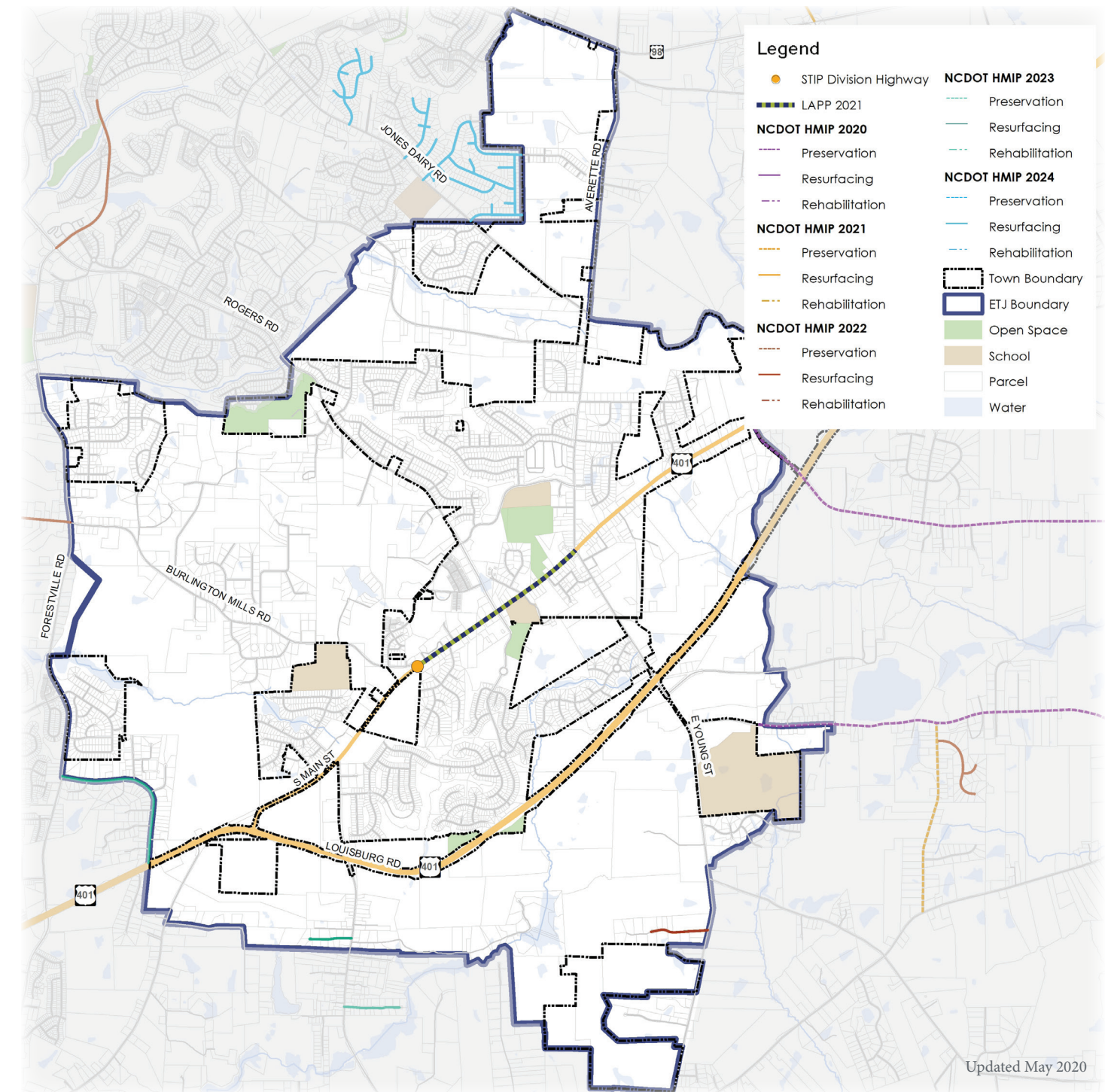
Similar to the 2013 V/C ratio map, this map shows the anticipated capacity for the year 2045. Again, the volume to capacity ratio shows which roads are over capacity. Segments of US 401 (Main Street) are over capacity between Young Street and Burlington Mills Road with volume to capacity ratios between 1.01 and 1.04. US 401 (Louisburg Road) is not quite at capacity, with a volume capacity ratio of 0.52.

Please note, the volume to capacity ratio is only available for those roadways contained within the Triangle Regional Model.



Funded Projects

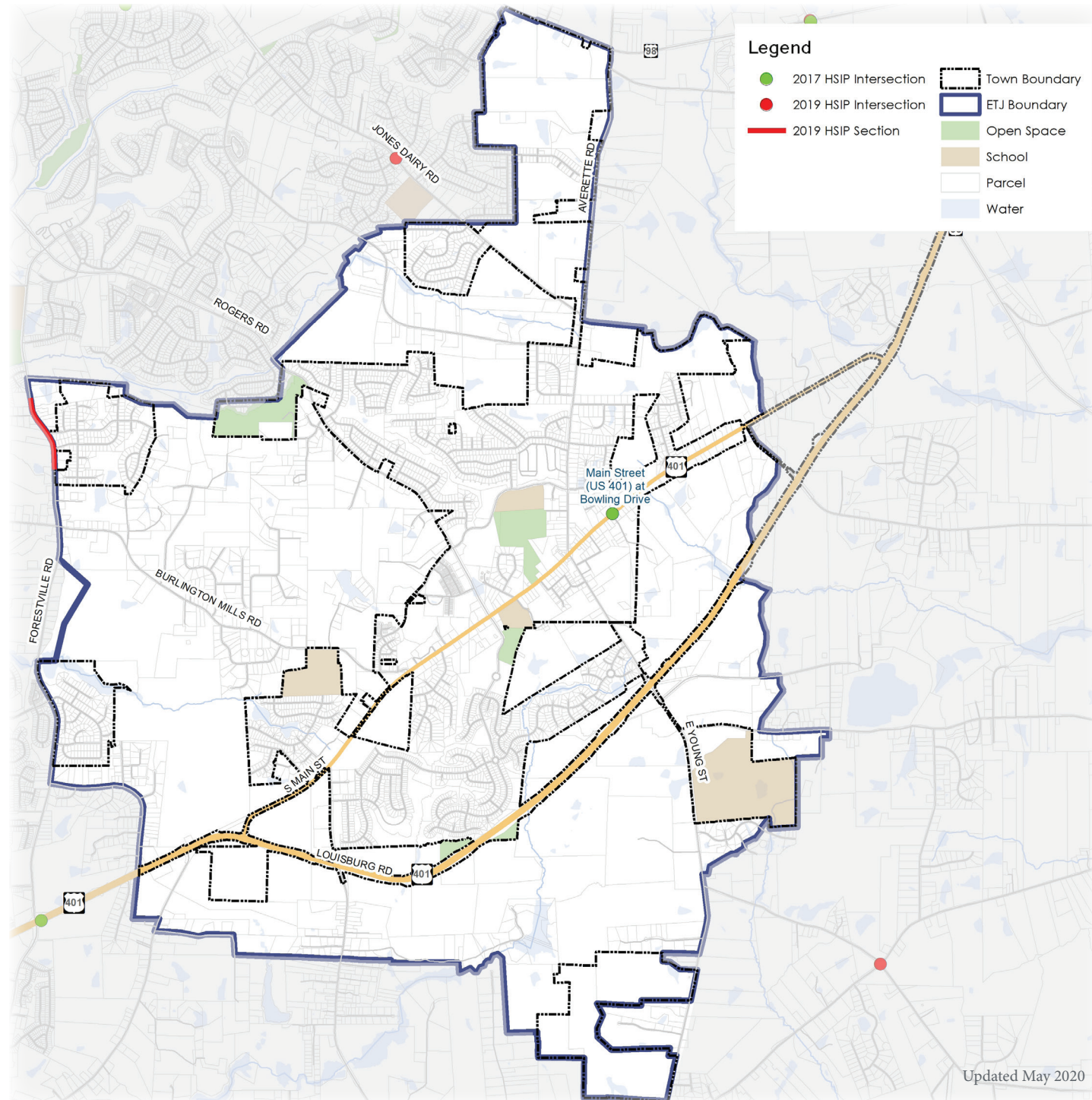
The figure below shows committed or funded projects that are currently planned in and around the Town of Rolesville. The Highway Maintenance Improvement Program (HMIP) is a five-year maintenance plan that identifies projects that include resurfacing, rehabilitation, and preservation. The largest projects in the surrounding area of Rolesville are microsurfacing treatments on Pulley Town Road and Quarry Road for plan year 2020. The Town of Rolesville will benefit from the HMIP projects in surrounding areas. Rolesville also has the Main Street Corridor project funded through the Locally Administered Projects Program (LAPP). The project connects existing sidewalks and greenways. There is one State Improvement Transportation Program (STIP) project for 2020-2029 in the ETJ boundary at US 401 (Main Street) and Burlington Mills Road.



HSIP

The Highway Safety Improvement Program (HSIP) identifies safety concerns throughout the state. The program is structured to identify locations that can be categorized as potentially hazardous (PH) locations. These locations are then analyzed to see how effective treatment may reduce the number of traffic accidents, injuries, and fatalities on certain roads and/or intersections. These projects are prioritized according to a benefit to cost ratio reduction analysis. Once approved, these project become a part of the STIP.

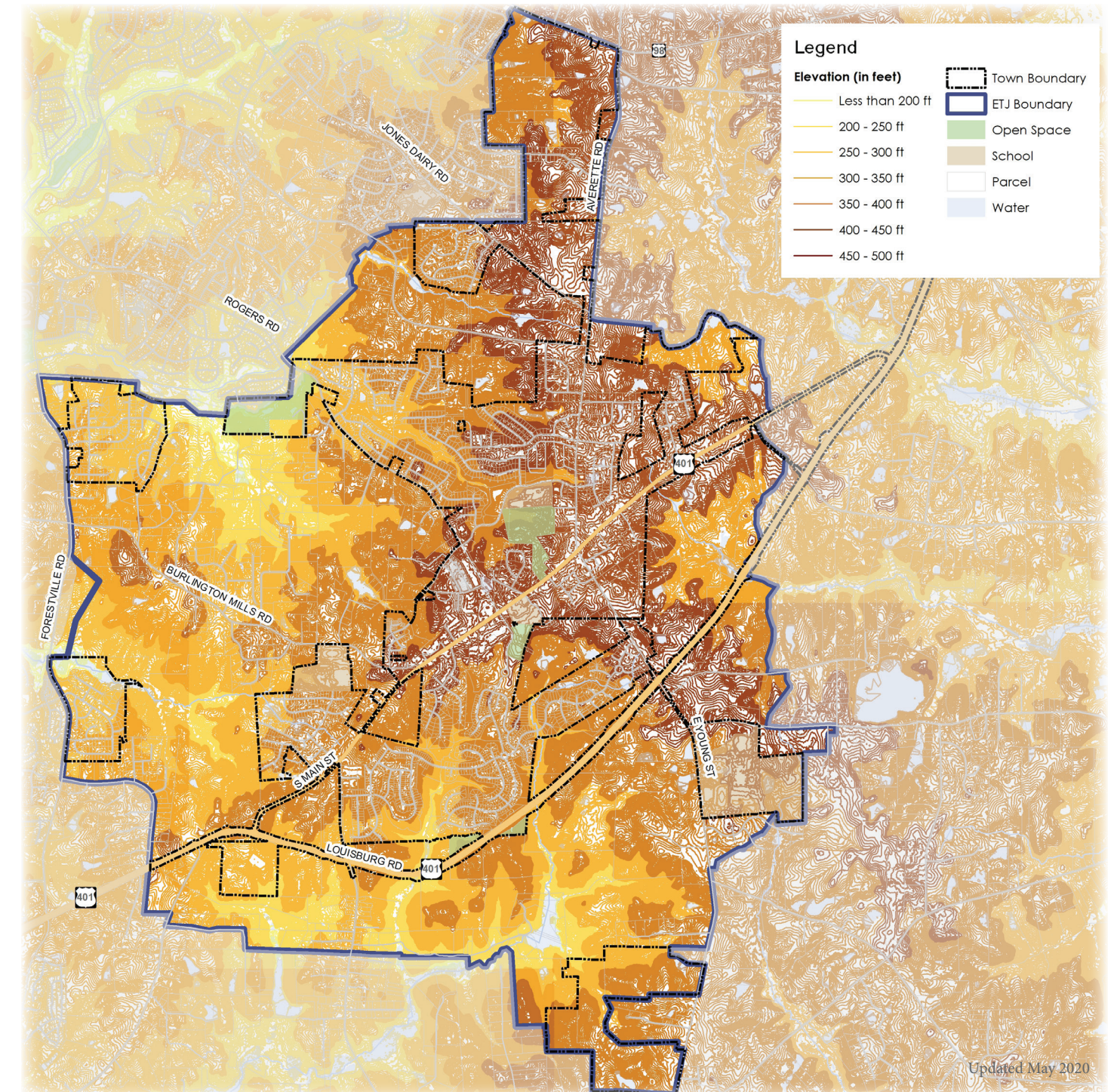
The HSIP data is available from 2015 to 2019; however, the HSIP projects near or in the Town of Rolesville are from 2017 and 2019.



Topography

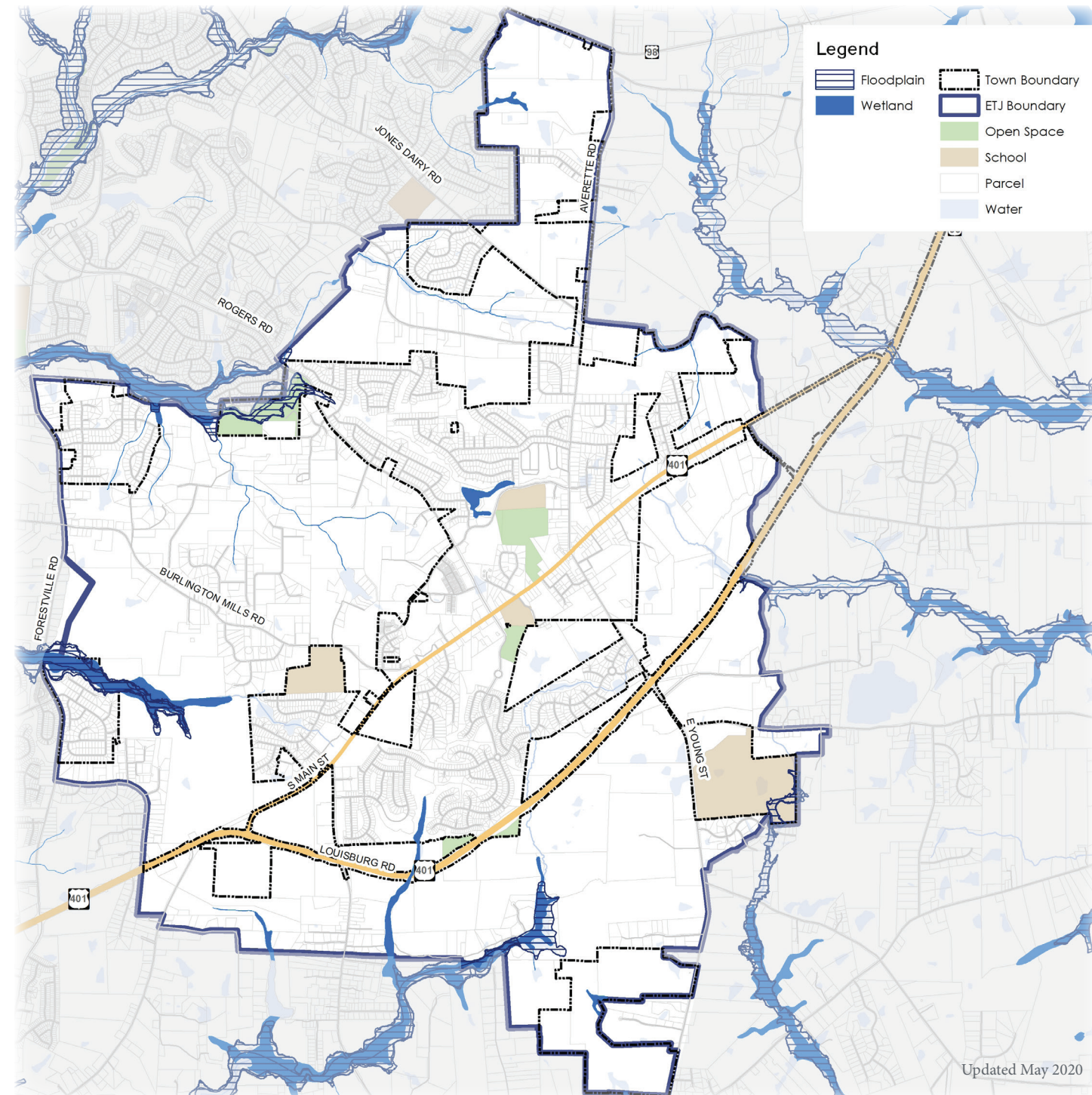
Topography is an important feature in the Town of Rolesville. The elevation contours are crucial when considering both land development and transportation planning and engineering. The figure below shows the 50 foot increments throughout the town. Topography, in tandem with other environmental features, can present certain developmental challenges. The figure shows higher elevations in the north; however, there are areas in the ETJ where the elevation changes more rapidly to the east.

This topographic information was provided by Wake County.



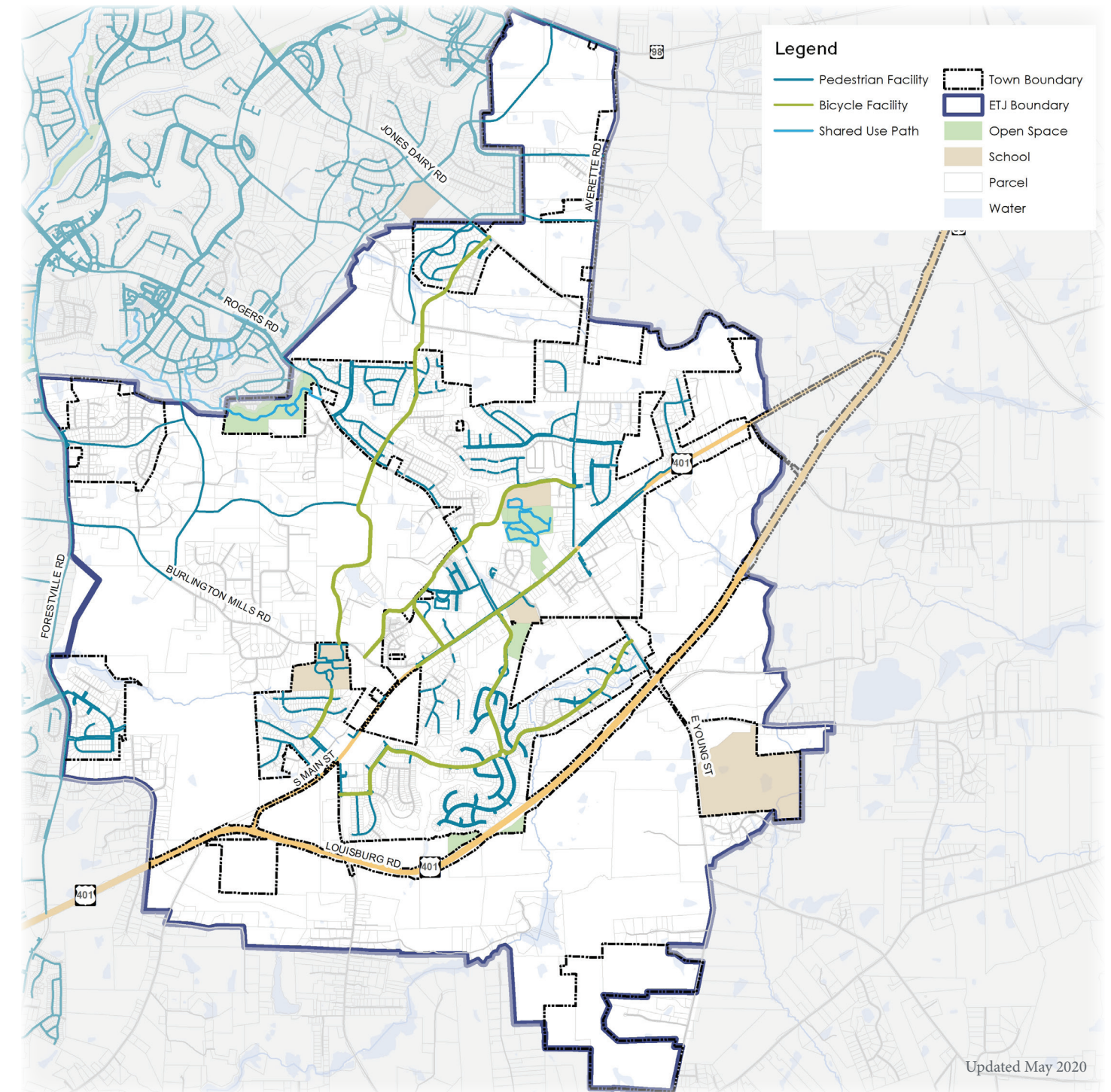
Environmental Conditions

There are several environmental considerations that may impact growth and development around the Town of Rolesville including floodplains and wetlands. Floodplains are the most prominent environmental feature and the impact of 100-year flooding could have notable damage on property and infrastructure. Understanding how environmental features impact the development and maintenance of facilities is crucial for transportation planning. While the 100-year floodplain will have long-term impacts, the current footprint of wetlands has an immediate impact on development and construction. Considering these features is an opportunity to balance environmental stewardship and private-public development.



Active Transportation

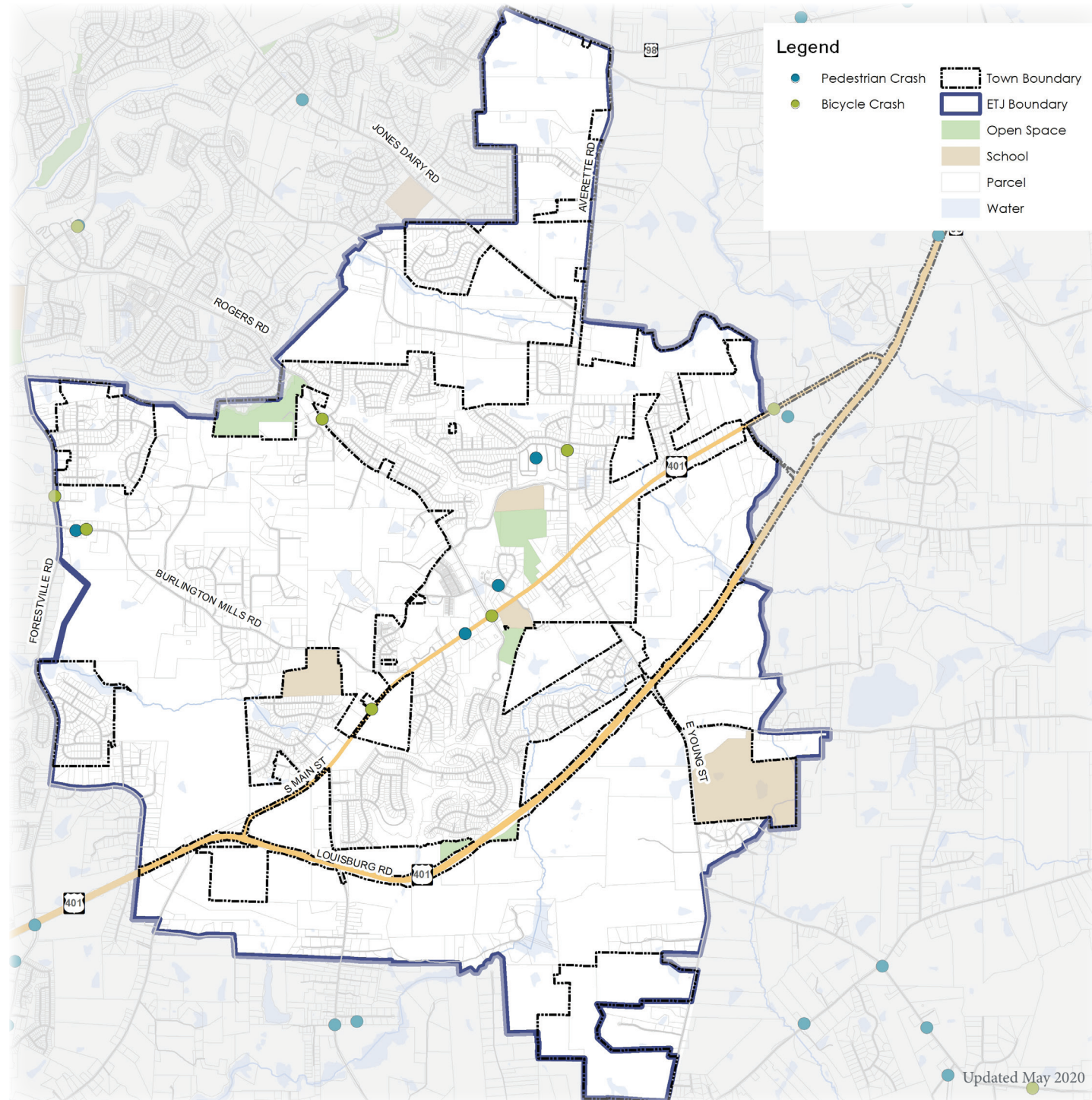
Since the Comprehensive Bicycle Plan was completed in 2013, the bicycle and pedestrian networks have significantly expanded throughout and around the Town of Rolesville. The pedestrian facilities are well-connected and concentrated primarily around residential areas. In addition to the expansive pedestrian network, there are approximately 12 miles of bicycle facilities throughout the boundary that include sharrows and bicycle lanes. However, the most expansive network for non-vehicular transportation around the Town of Rolesville are the shared-use pathways. The figure below shows the active transportation network for bicycles and pedestrians.



Bicycle and Pedestrian Crashes

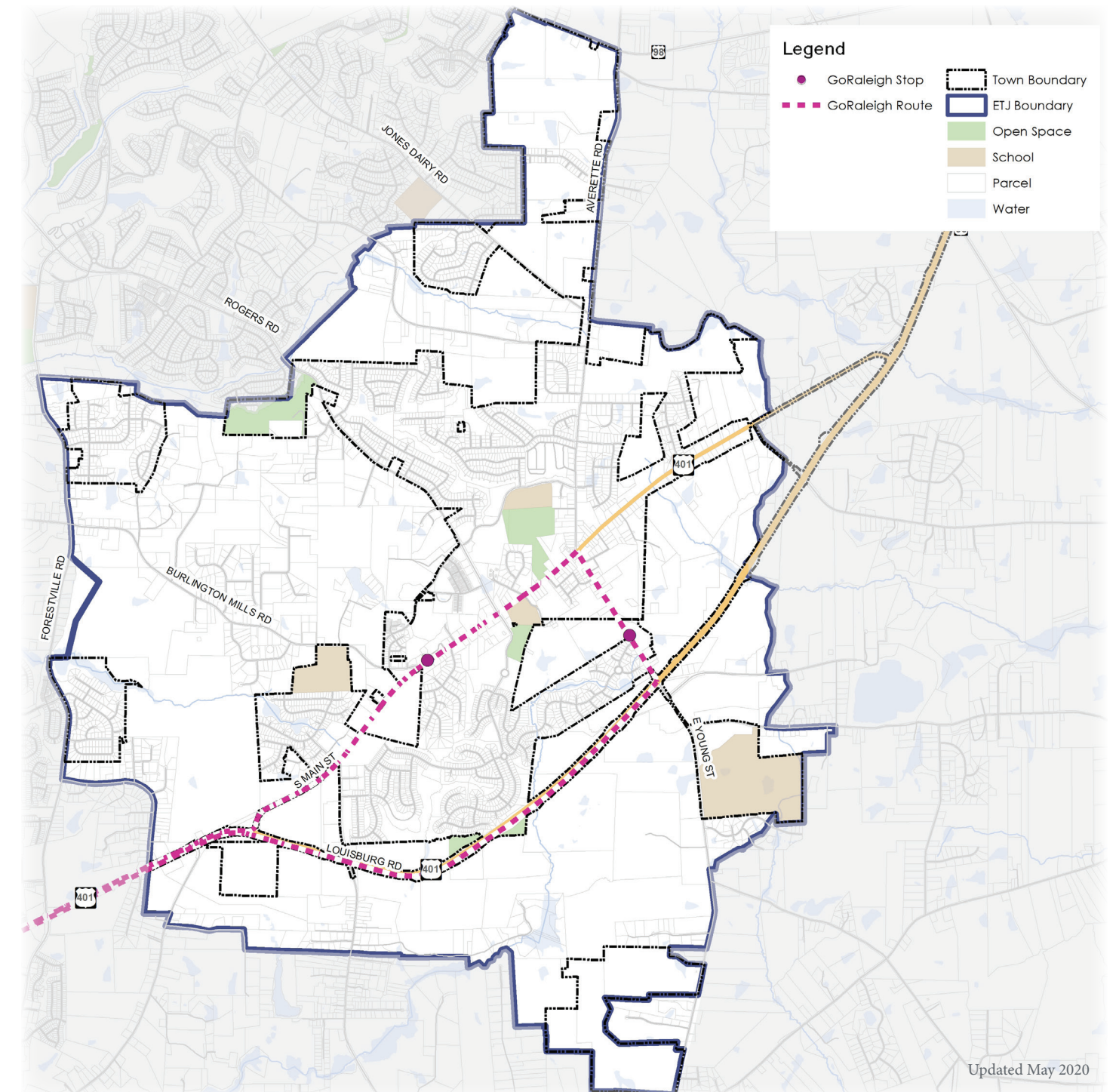
The Town of Rolesville has not had many bicycle and or pedestrian crashes. Over a 12 year period, there were four pedestrian crashes within the ETJ boundary. One pedestrian crash off South Main Street resulted death. During this time period, there were five bicycle crashes within the ETJ boundary. None of bicycle crashes recorded resulted in serious injury or death. Three of the five bicycle crashes were at sign-controlled intersections. All crashes were distributed throughout residential and commercial areas of the Town.

The bicycle and pedestrian crash data was recorded by NCDOT between 2007 and 2018.



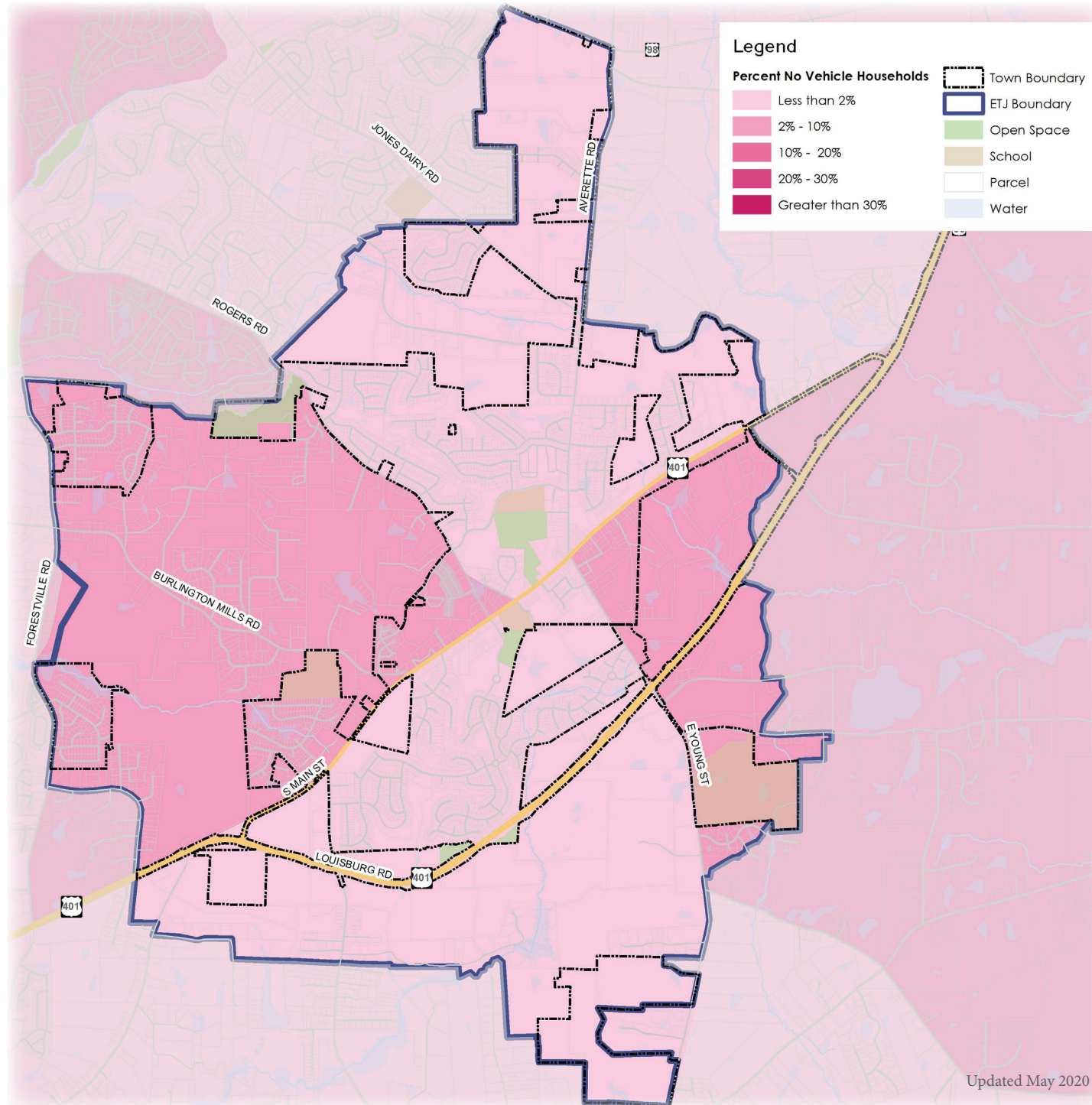
Transit

The Town of Rolesville is serviced by GoRaleigh. The Roleville Express (Route 401X) travels from the Main Street in Rolesville to the Triangle Town Center in Raleigh. Route 401X runs from 6:15 am to 8:15 am and 4:55 pm to 6:55 pm Monday through Friday. The transit service aims to service commuters coming to and from the Town of Rolesville. By connecting the Town of Rolesville to the GoRaleigh network, it provides another mode of transportation to and from the town. Future considerations for expanding the network are currently being explored through the Wake Transit Plan's Community Funding Area Plans.



No Vehicle Households

The figure below shows the percentages of households that do not have access to a vehicle by census block group. The area with a higher percentage of households that do not have access to a vehicle are just outside of the Town of Rolesville boundary on the west side. Approximately 5% of households in this block group do not have access to a vehicle. The total number of households in the block group that do not have access to a vehicle is 70 households. The majority of households in the ETJ have access to one or more vehicles.

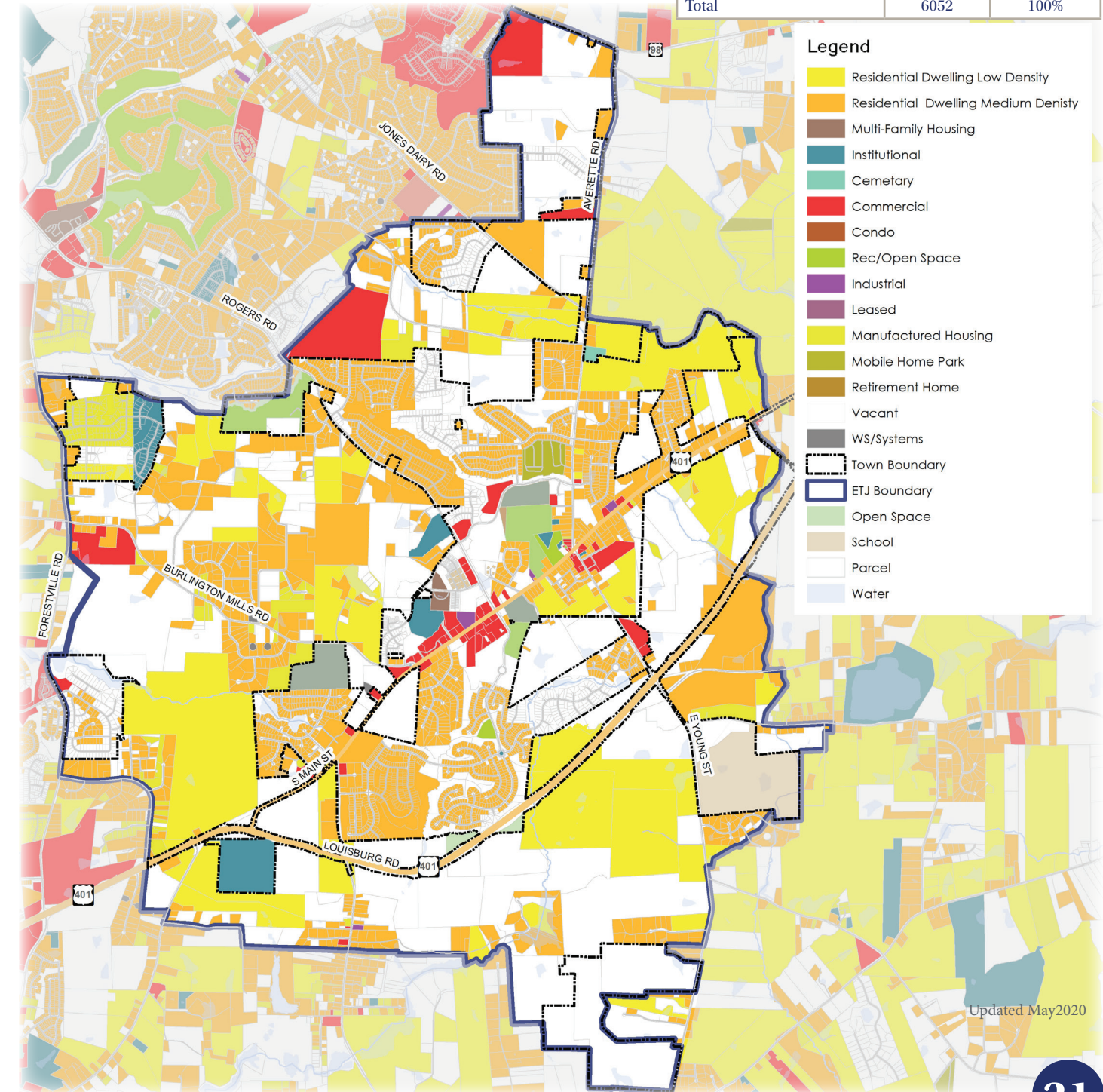


Existing Land Use

The existing land uses in the Town of Rolesville can be seen below. The majority of the Town of Rolesville's land is classified as residential or vacant. The combined residential land use including manufactured housing, low-density residential, and medium-density residential consists of approximately 46%. The vacant land use is appropriately 47% of the existing land use.

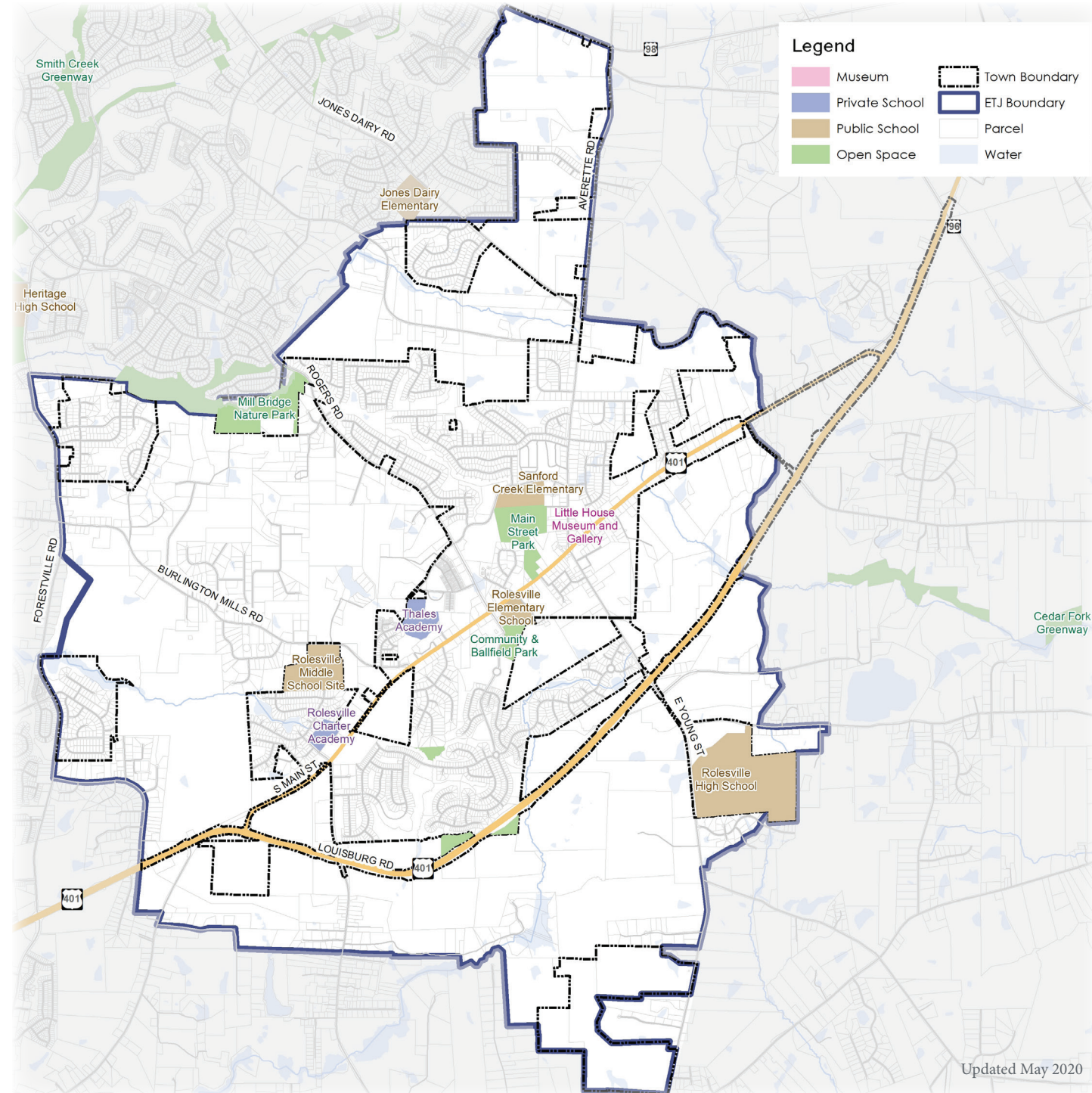
Classification	Acreage	Percent
Commercial	169	2.79%
Industrial	7.5	0.10%
Institutional	17.1	0.30%
Manufactured Housing	113.3	1.87%
Multi-Family	147	2.40%
Other	57.9	1.0%
Public/Private Open Space	71.5	1.2%
Residential Low-Density	1146	18.9%
Residential Medium-Density	1514	25.0%
Vacant	2806	46.4%
Total	6052	100%

Rolesville is currently updating its Unified Development Ordinance (UDO). The town's land uses will need to be consistent with the updated UDO once completed.



Key Destinations

The key destinations around the Town of Rolesville include schools, parks, and open space. The Town of Rolesville has four public schools and two private schools within the Town's boundary. There are two parks—the Community & Battlefield Park and the Main Street Park—in the heart of Downtown. Other local attractions include the Little House Museum and Gallery, the Granite Falls Swim & Athletic Club, and places of worship. Noting the connections between the key destinations will help inform the transportation recommendations. Providing accessibility and multimodal options will enhance the ability of pedestrians, drivers, and cyclists alike reach their desired destination.



3



Previous Plan Review

It is crucial to leverage the existing work that has been previously conducted. This section analyzes planning efforts at the town, county, and regional level that all contain relevant recommendations for the development of the Community Transportation Plan. All of the recommendations listed are summarized from their respective documents.

2002 Rolesville Community Transportation Plan

The 2002 Rolesville Community Transportation Plan outlined the vision and goals, existing conditions, policy directives, and issues facing the Town of Rolesville. The 2002 CTP discusses the relationship between transportation planning and land use development. Despite being over fifteen-years old, the relationship between zoning and land used to support transportation is relevant but needs to be updated. The CTP discusses the desire to limit the number of dead-ended streets and require sidewalks on one side of all collector streets in its Thoroughfare Plan map. The Community Transportation Plan sought to recommend improvements to contribute to the convenience and safety of all pedestrians in the Town of Rolesville.

The Community Transportation Plan focused on recommendations along two major corridors, Young Street and Main Street. Traffic analysis was used to determine the level of service (LOS) and peak hour traffic for commute times in the morning and afternoon. The plan showed renderings of proposed cross sections with four-lane undivided roads, dedicated turning lanes for left turns, and two-lane undivided roads. All renderings had proposed sidewalks on both sides. Although outdated, there are relevant recommendations that support the town's vision of maintaining a safe and community-oriented place to live and work.

Relevant Recommendations

- Young Street. Restriping pavement on Young Street to provide one-lane travel in each direction with one left-turn lane, and on-street parking as necessary.
- Young Street. Replacing traffic signals with roundabouts at intersections where roundabouts may be warranted.
- Main Street. Reconstructing Main Street to a pedestrian-friendly corridor. Recommends creating 12-foot-wide with 8-foot planted buffers. The cross section would include standard 6-foot sidewalks along both sides of Main Street.
- Main Street. Consider streetscaping that includes enhanced pedestrian lighting and resilient vegetation within planted buffers.



Comprehensive Bicycle Plan (2013)

The Comprehensive Bicycle Plan analyzed the current bicycle network in the Town of Rolesville in 2013. The plan aimed to encourage biking around town by considering a variety of facility types including dedicated bicycle lanes, sharrows, and multiuse pathways. The recommendations focused on integrating bicycle infrastructure while also maintaining the rural charm of the town. A major consideration was how new development will be a key driver in how and where bicycle and pedestrian infrastructure is created in the coming years. The town's policies and ordinance help to guide this new development.

Relevant Recommendations

- Connect streets and other bicycle facilities together to create a holistic network that includes schools, parks, shopping centers, and residences.
- Widen the Main Street/Louisburg Road/US 401 corridor cross-section to accommodate sharrows and sidewalks.
- Create better off-road facilities like greenways and soft trails.
- Create better on-road facilities such as bicycle lanes, wide outside lanes, and paved shoulders.
- Enhance safety by educating all mode-users on how to share the road.

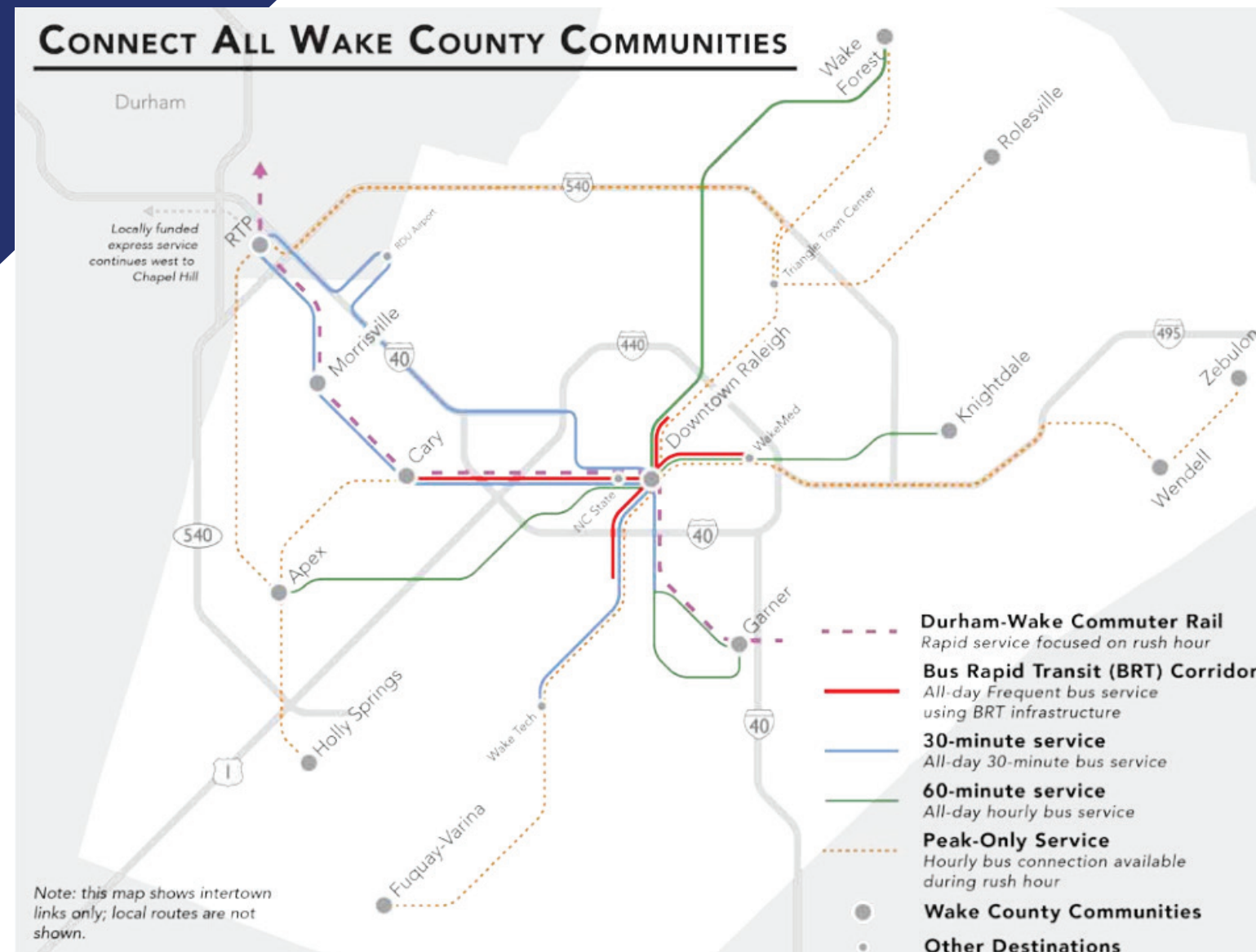


Wake County Transit Plan (2016)

The Wake County Transit Plan identified the need to enhance transit services as congestion worsens and populations continue to grow throughout the county. The Transit Plan aimed to connect communities by providing frequent and reliable services while also enhancing the accessibility across all of Wake County. The plan connects all twelve Wake County municipalities with services to Raleigh-Durham International Airport (RDU), the Research Triangle Park (RTP), and Durham, North Carolina.

Relevant Recommendations

- Route Improvements and Expansions. GoRaleigh will include a new bus route (Route 401) that will connect Rolesville with Triangle Town Center during the weekday peak hours between 6 am - 9 am and 4 pm - 7 pm. This went into operation in 2020.
- Connecting the County. Expanding the county network will allow Rolesville residence to more freely move around the county as a whole via public transit.

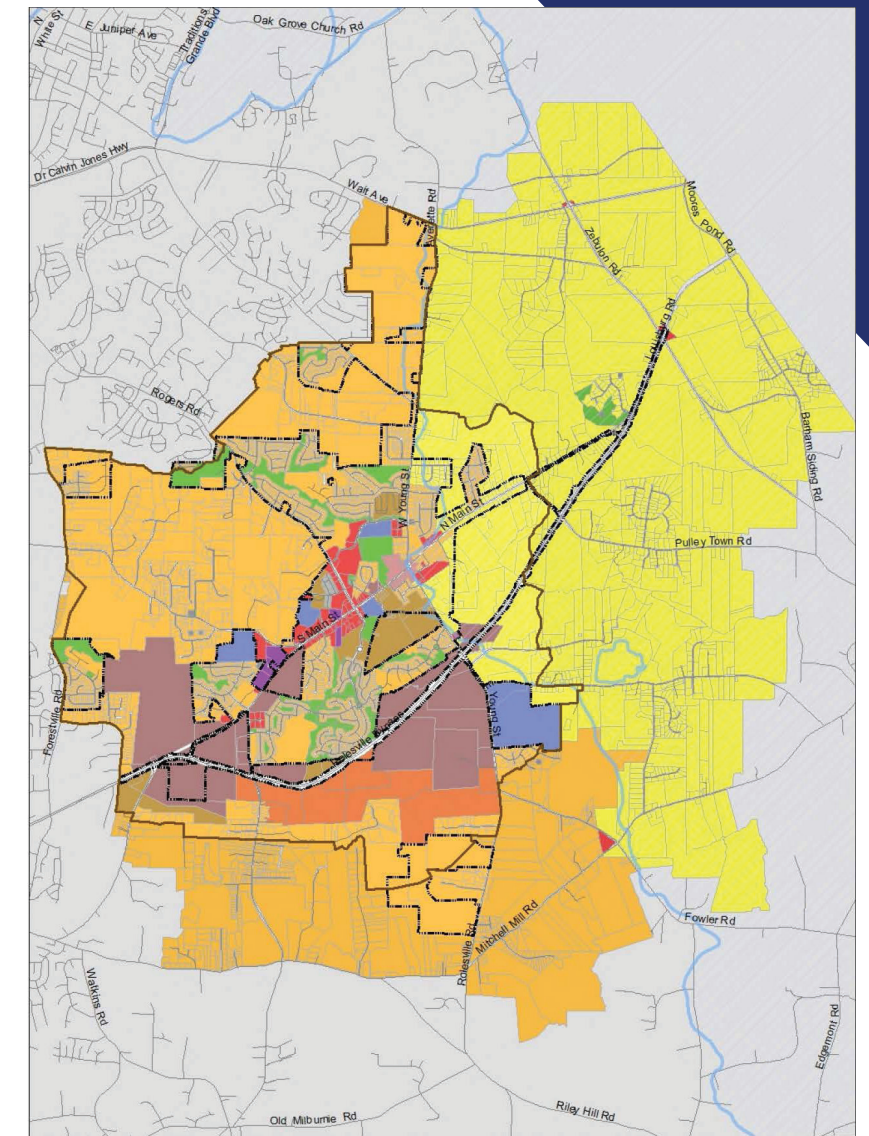


2017 Rolesville Comprehensive Plan & Future Land Use Map

The Rolesville Comprehensive Plan outlines the framework to direct growth and development in order to create a well-connected, community-oriented town. The Comprehensive Plan recommends enhancing and establishing a multimodal network that can improve safety and mobility for all transportation users including pedestrians, cyclists, transit users, and drivers. The Comprehensive Plan identifies Main Street as a primer corridor for commercial, office, and light industrial development. Additional strategies and recommendations aim to preserve the sense of rural community while capitalizing on the assets the Town of Rolesville can offer developers.

Relevant Recommendations

- Create a close-knit system of secondary streets. By maintaining secondary streets, greenspace is preserved while also creating street patterns that facilitate walkable environments for visitors and residents alike.
- Celebrate Downtown. The plan states that redevelopment will be guided by mixed-use development codes that will be able to draw retail and a diverse variety of housing options. In tandem, multimodal options will be provided to help facilitate growth along the Main Street corridor.
- Adopt a resolution and policy that supports the idea of Complete Streets town wide. Updating portions of the Comprehensive Plan to reflect NCDOT's Complete Streets Policy (2019) will only enhance the Community Transportation Plan's efforts to incorporate pedestrians, cyclists, and transit riders.



Rolesville: Future Land Use Map



0 0.5 1 Miles

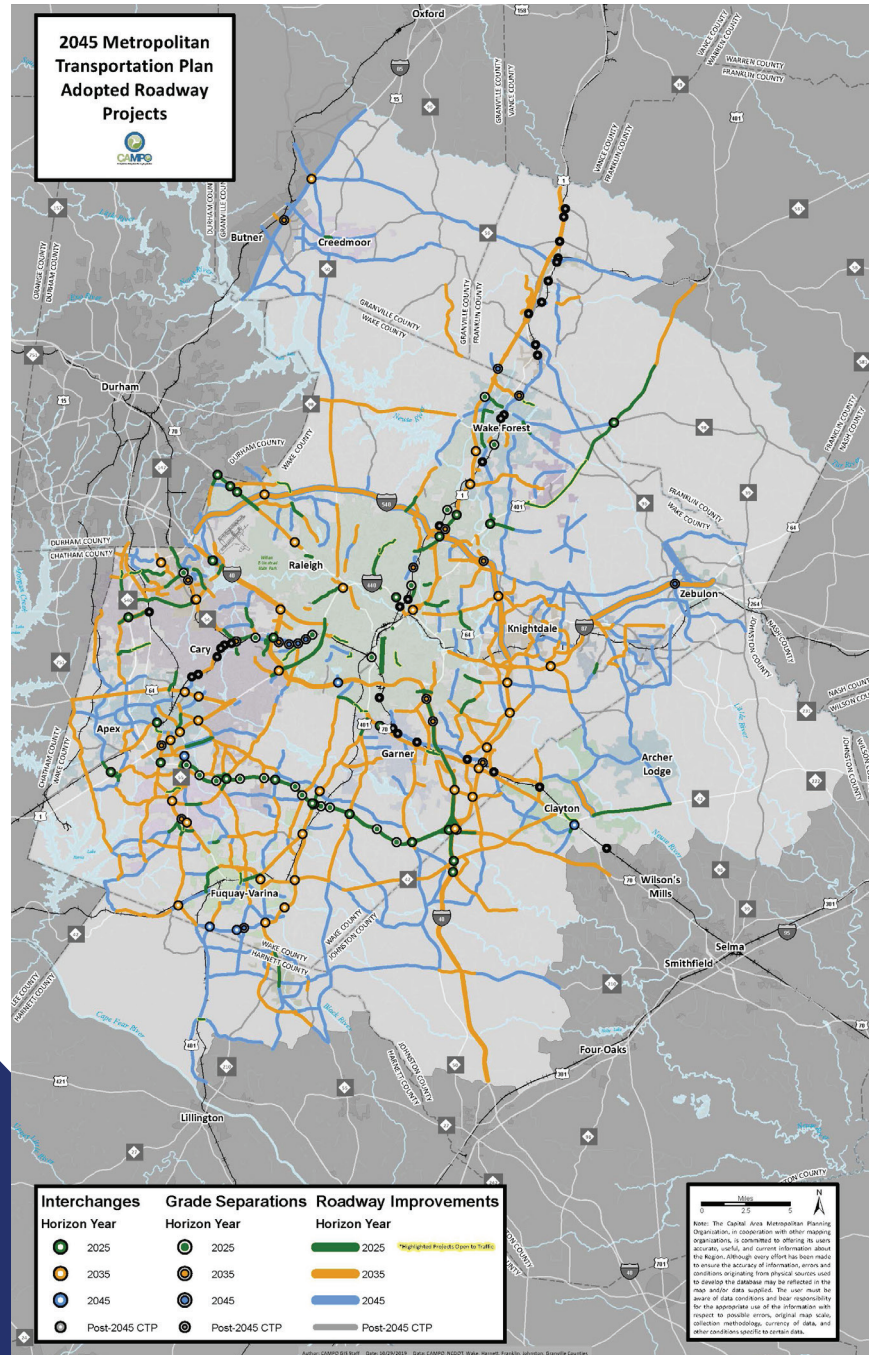
CAMPO Connect 2045

The Research Triangle Region’s Metropolitan Transportation Plan—Connect 2045—acts as the guiding document for future planning decisions and investments related to roadways, bicycle facilities, transit services, and pedestrian facilities for both the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). Connect 2045 considers the work conducted by both CAMPO and DCHC MPO in order to compile the shifting needs and growing demographics across the region. This effort focuses on regionally significant transportation projects that span across multiple county jurisdictions.

Using forecast modeling, Connect 2045 identifies the trends, needs, and deficiencies across the region to determine how to plan and fund projects until planning horizon 2045.

Relevant Recommendations

- The Northeast Area Study. CAMPO initiated the Northeast Area Study to identify sustainable transportation strategies for growing communities. These recommendations include roadway, bicycle, pedestrian, and transit projects.
- US 401. The proposed recommendation on US 401 bypass (Lousiburg Road) will be widened from two to four lanes to accommodate large volumes of traffic. Through LAPP, US 401 (Main Street) will include bicycle and pedestrian corridor improvements.
- Jones Dairy Road Extension. The project would widen the existing two lanes to four lanes from Chalk Road to US 401.
- NC 98. The plan proposes widening NC 98 to a four-lane major thoroughfare between Jones Dairy Road and US 401.
- Burlington Mills Road. The MTP proposes a widening of Burlington Mills Road to four-lane major thoroughfare from US 1 to US 401.
- Peebles Road Extension. The new location project is a proposed two-lane minor thoroughfare from Jonesville Road to Main Street (US 401) north of Bowling Drive.



CAMPO NC 98 Corridor Study (2018)

The NC 98 Corridor Study was commissioned to study the segment of NC 98 from US 70 in Durham County to US 401 in Franklin County. The study analyzed the impacts of a rapidly growing population on the transportation network by considering mobility and safety for all users. In addition to transportation considerations, the corridor study sought to capture how the shifting demographics would impact surrounding development and market conditions. The NC 98 Corridor Study identified priorities to suggest the appropriate phased implementation strategy that would guide development along the corridor.

Relevant Recommendations

- Long Term Improvements. The recommendations include widening NC 98 from Jones Dairy Road to US 401 to four lanes.
- Proposed Intersection Treatment. At the intersection of Wait Avenue and Jones Dairy Road, the proposed improvement include adding a signalized traffic measure. A road diet was also considered, but ultimately dismissed after public input.



Figure 38: Proposed intersection treatment at Jones Dairy Road.

98 CORRIDOR STUDY
 NC CAMPO • DCHC MPO • NCDOT

North Carolina Capital Area Metropolitan Planning Organization,
 Durham Chapel Hill Metropolitan Planning Organization
 & North Carolina Department of Transportation

NC 98 CORRIDOR STUDY



Main Street Vision Plan (2018)

The Main Street Vision Plan establishes a set of objectives that are specific and quantifiable to work towards the community's goals. The plan identifies three zones along Main Street (US 401): the suburban fringe, village core, and rural transition. The zones identify the potential growth strategies appropriate for each type as shifting demographics impact the Town of Rolesville and Wake County. The plan identified numerous mobility recommendations including proposed typical sections, intersection improvements, and active transportation recommendations. The recommendations included an implementation plan with associated cost estimates. The Vision Plan considers the future growth with existing needs to create a holistic action plan to address land use and transportation issues.

Relevant Recommendations

- **Modal Choices.** New sidewalk connections, multi-use pathways, and dedicated bicycle lanes should be added where possible to ensure active transportation along the corridor.
- **Safety for All Users.** Identify key locations along the corridor to recommend pedestrian crossing flashers, refuge islands, or mid-blocks.
- **Access Management and Enhance Connectivity.** Consolidate driveways and parking lots to preserve access to existing development and retail while also protecting pedestrians and bicyclists.
- **Supportive Surrounding Land Uses.** Consider the beautification of paved or planted medians and create consistent signage around the corridor.
- **Support Quality Redevelopment.** Leverage new sidewalks, bicycle lanes, and multi-use pathway connections to create a means of active transportation along the corridor.

ripe & firm analysis

A ripe and firm analysis was conducted on all parcels in the study area. To complete this analysis, a subjective windshield survey looked at each parcel and the development that currently occupies it. Individual parcels are classified into one of three categories: firm, opportunity, or ripe. This analysis is used to identify areas both likely and unlikely to change. Often, there are areas that are not clearly one or the other, and those are identified simply as opportunities.

FIRM

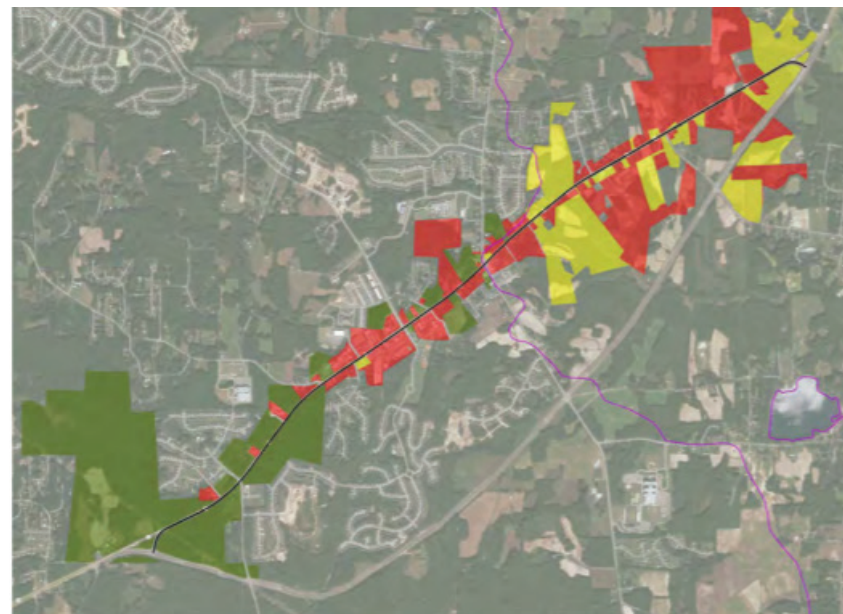
- Existing buildings with historic character and architectural significance
- Churches, schools, government buildings
- Residential properties currently occupied with structures in decent condition

OPPORTUNITY

- Underutilized property, but currently occupied
 - Current use may work but the building and/or site needs a face-lift
 - Current building/site is of value but the use needs to change to become additive to a vibrant, walkable community
- Oversized parking lot

RIPE

- Vacant parcel
- Property currently for sale
- Building is dilapidated to the point of no repair



LEGEND

- Ripe
- Opportunity
- Firm

