

## REZ-25-03 - 625 Averette / PIN 1769086810 - V2

### Parks & Rec/Mobility Planning Comments

Please ensure that the plans are consistent with the Town's Greenway and Bike Plans:

Please add a sidepath on both Averette Rd and Jones Dairy Rd, as well as a bike lane on Averette Rd.



#### LEGEND

- Proposed Greeways
- Proposed Sidepaths
- Developer-Built Greenways (in development)
- Proposed Intersection Treatment



#### LEGEND

- Proposed Separated Bike Lanes
- Proposed Bike Lanes
- Proposed Bicycle Blvds
- Proposed Bicycle Intersection Treatment
- Proposed Greeways
- Proposed Sidepaths
- Developer-Built Greenways
- Proposed Greenway Intersection Treatment

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Roadway Characteristics:

**ROADWAY CHARACTERISTICS TABLE +  
ON-ROAD BICYCLE RECOMMENDATIONS**

ROAD NAME	TO	FROM	ROADWAY WIDTH	# TRAVEL LANES
W. YOUNG ST / AVERETTE RD	Main St	Wait Ave	26 - 46ft	2 - 3
JONES DAIRY RD	Averette Rd	Town Limits	20 - 42ft	2 - 3

AADT	SPEED LIMIT	CURB + GUTTER	RECOMMENDATION	INTERSECTION TREATMENTS
3,600 - 8,600	35 - 45mph	Partially	Sidepath (preferred long-term) & Bike Lanes	Through Bike Lanes, Bike Boxes, Crossing Markings
4,700	45mph	Partially	Sidepath	Crosswalks

Intersection treatments:

W. YOUNG / AVERETTE RD SIDEPATH	Crosswalks, RRFB
JONES DAIRY RD SIDEPATH	Crosswalks

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## 11. AVERETTE RD / W. YOUNG ST SIDEPATH

Averette Rd / W. Young St is a priority sidepath corridor as it provides connections between Downtown and residential neighborhoods in North Rolesville. This corridor serves as the main north-south arterial for pedestrians and bicyclists between Wait Ave and Main St, connecting proposed multi-modal facilities along Jones Dairy Rd, Chalk Rd, Perry Creek, Granite Falls Blvd. Bicycle lanes are also proposed along the corridor in the bicycle plan recommendations. For details on proposed bicycle facilities, reference *Rolesville Bikes*.

### EXISTING CONDITIONS



### PRIORITIZATION FACTORS

#### ACCESSIBILITY + CONNECTIVITY:

Connects to Main St, adjacent neighborhoods in North Rolesville, and proposed greenways and sidepaths along Main St, Chalk Rd, Jones Dairy, and Wait Ave.

#### REGIONAL CONNECTIVITY:

Connections to the proposed Perry Creek Greenway and Wait Ave Sidepath, which provide connections to greenway networks in Wake Forest and Wake County.

#### SAFETY:

Provides an off-road bicycle and pedestrian facility and improves intersections along W. Young St / Averette Rd.

#### EQUITY:

Provides a multimodal facility and access to shopping centers, employment centers, parks, and schools.

#### ENVIRONMENTAL PROTECTION:

Provides sustainable transportation options for those reaching destinations along the Averette Rd and W. Young St corridor.

### PROJECT SNAPSHOT

#### LOCATION:

Averette Rd from Wait Ave to Chalk Rd and W. Young from Chalk Rd to Main St

#### TOTAL LENGTH:

2.6 miles

#### FACILITY TYPE:

Sidepath

#### INTERSECTION TREATMENTS:

Averette Rd at Jones Dairy Rd: Crosswalks

W. Young at Chalk Rd and at Big Willow Way: Crosswalks

W. Young St at Granite Falls Blvd: Crosswalks and Rectangular Rapid Flashing Beacon (RRFB)  
W. Young St at Main St and Wait Ave: Crosswalks and Pedestrian Signal Heads

*Accessible curb ramps are required by the Americans with Disabilities Act (ADA) at all crosswalks.*

#### IMPLEMENTATION PARTNERS:

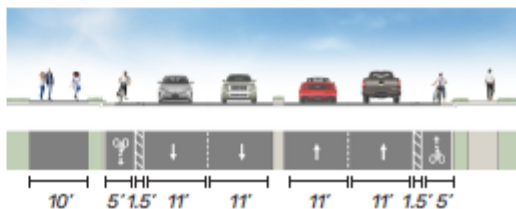
Town Rolesville Planning, Public Works, and Parks and Recreation Departments, NCDOT IMD, NCDOT Division 5, CAMPO

#### PLANNING LEVEL COST ESTIMATE:

\$5,640,000

*(The estimated planning level cost to construct the facility is provided in 2022 dollars. The estimate does not include costs for additional right-of-way acquisition or design).*

### PROPOSED TYPICAL CROSS SECTION





## DESIGN CONSIDERATIONS

Sidepath is proposed along the west side of W. Young and Averette Rd between Granite Falls Blvd and Wait Ave to provide connections to and from adjacent neighborhoods along W. Young St and Averette Rd. Utility corridors shift between each side of the corridor and may pose as a constraint.

Mitigate safety conflicts at street intersections and driveways along Averette Rd and W. Young St by incorporating the following design strategies for sidepath crossings:

- Where possible, reduce driveway frequencies.
- Design or improve existing intersections to reduce driver speeds and heighten awareness of sidepath users.
- Encourage lower speeds at sidepath approaches by use of signage and traffic calming measures.
- Provide clear assignment of right-of-way with signs and markings. Consider using an R10-15 *Right Turn Yield to Pedestrians* sign at street crossings with right turn interactions.

At the signalized intersections of Main St and Wait Ave, stripe high-visibility ladder, zebra, or continental crosswalk markings and install pedestrian signal heads and signage to ensure visibility of the sidepath crossing for all roadway users.

The proposed sidepath along Averette Rd will connect with the proposed sidepath along Wait Ave in Roleville and Wake Forest town limits. Ensure a seamless connection between both facilities.

Constrained segment - Cemetery along W. Young St south of Chalk Rd abuts the roadway, which constrains the width needed for multi-modal facilities in this area.

Sidepath is proposed along the east side of W. Young St between Main St and Granite Falls Blvd to avoid constraints of utilities located the west side of W. Young St.

Constrained segment - W. Young St transitions to a four-lane roadway at the intersection with Main St, which constrains the width needed for the sidepath up to the intersection.

## PROPOSED FACILITY RENDERING



## 7. AVERETTE RD / W. YOUNG ST SIDEPATH + BIKE LANES

Averette Rd / W. Young St is a priority bicycle corridor as it provides connections between Downtown and residential neighborhoods in North Rolesville. This corridor serves as the main north-south arterial for bicyclists and pedestrians between Wait Ave and Main St, connecting proposed multi-modal facilities along Jones Dairy Rd, Chalk Rd, Perry Creek, Granite Falls Blvd, and the bicycle boulevards proposed in Granite Falls, Granite Crest, Averette Farms, and the Preserve at Jones Dairy.

### EXISTING CONDITIONS



#### PRIORITIZATION FACTORS

##### ACCESSIBILITY + CONNECTIVITY:

Connects to Main St, adjacent neighborhoods in North Rolesville, and proposed bicycle facilities along Granite Falls Blvd, Chalk Rd, Jones Dairy, Wait Ave.

##### REGIONAL CONNECTIVITY:

Connections to the proposed Perry Creek Greenway and Wait Ave Sidepath, which provide connections to greenway networks in Wake Forest and Wake County.

##### SAFETY:

Provides an off-road facility and improves intersections along W. Young St / Averette Rd.

##### EQUITY:

Provides a dedicated bicycle facility and access to shopping centers, employment centers, parks, and schools.

##### PROJECT FEASIBILITY:

This project is proposed to be implemented with future NCDOT roadway enhancements of W. Young St / Averette Rd, which will reduce Town costs for bicycle and pedestrian facilities.

### PROJECT SNAPSHOT

#### LOCATION:

Averette Rd from Wait Ave to Chalk Rd and W. Young from Chalk Rd to Main St

#### TOTAL LENGTH:

2.6 miles

#### FACILITY TYPE:

Sidepath and Bike Lanes

If constraints arise during project development, the preferred, long-term facility is a sidepath.

#### INTERSECTION TREATMENTS:

Averette Rd at Jones Dairy Rd: Intersection Crossing Markings

W. Young at Chalk Rd, at Big Willow Way, and at Granite Falls Blvd: Intersection Crossing Markings

W. Young St at Main St: Through Bike Lane and Bike Boxes

*Striped green bicycle intersection crossing markings are proposed for each driveway and minor street crossing to alert motorists of bicyclists traveling in the bike lane across the intersection.*

#### IMPLEMENTATION PARTNERS:

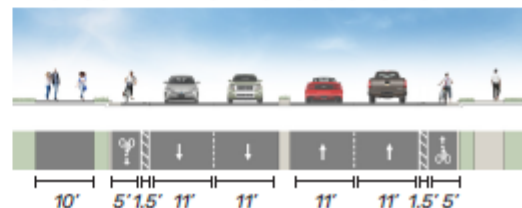
Town of Rolesville Planning, Public Works, and Parks and Recreation Departments, NCDOT IMD, NCDOT Division 5, CAMPO

#### PLANNING LEVEL COST ESTIMATE:

\$5,640,000 - Sidepath

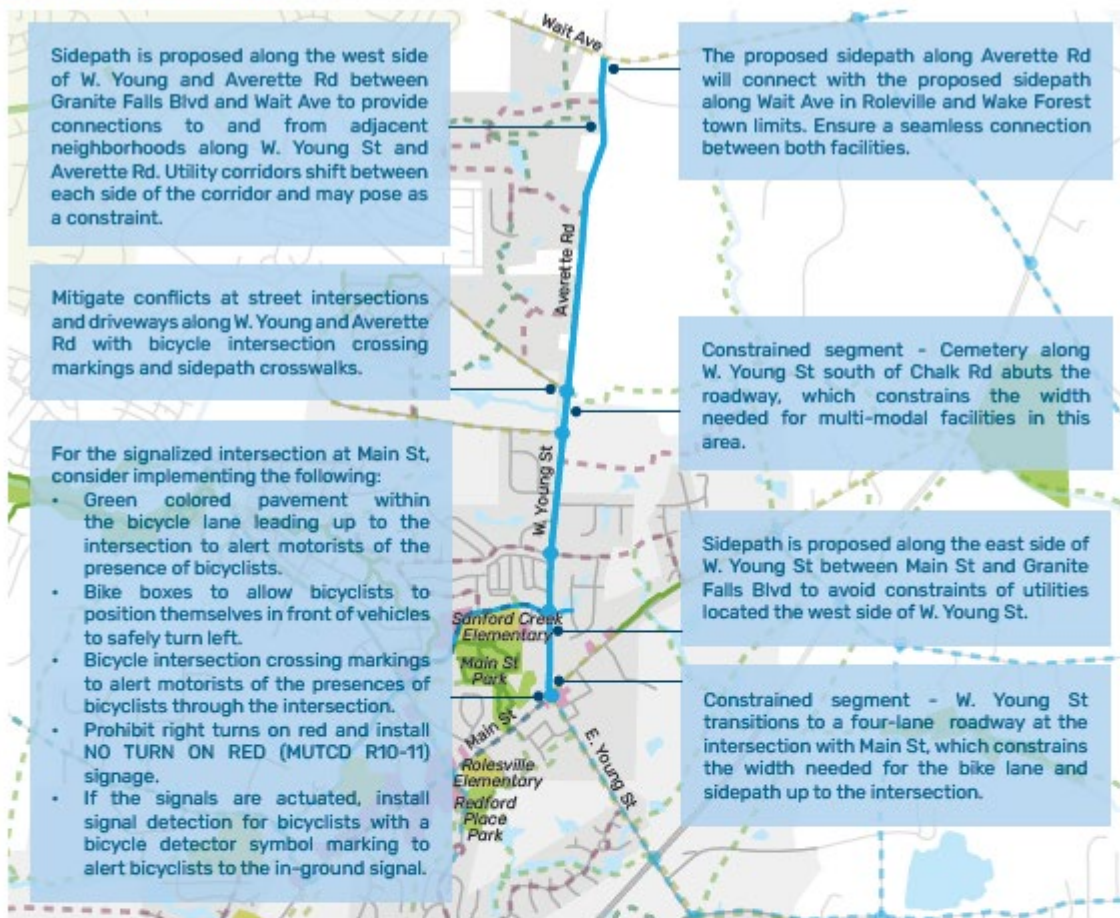
\$10,520,000 - Bike Lanes / Road Improvements  
*(The estimated planning level cost to construct the facility is provided in 2022 dollars. The estimate does not include costs for additional right-of-way acquisition or design).*

#### PROPOSED TYPICAL CROSS SECTION





## DESIGN CONSIDERATIONS



## PROPOSED FACILITY RENDERING

