

Project Prioritization

This section identifies the high priority projects recommended in the Plan. The Project Steering Committee and staff identified priority projects based on Town priorities, public input, and on-going bikeway and greenway development goals. Priority projects are described in cross sections and concepts. Criteria used to determine the priority projects are:

- Connections to local destinations, such as downtown and parks
 - Connections to existing trails, including the proposed Emerald Necklace greenway loop
 - Near-term feasibility, such as facilities implemented through proposed or on-going projects or roadways slated for resurfacing
 - Existing bicycle demand, as evidenced through the public involvement process of this Plan
- *Multi-use Path Connection to Jetton Park:* The Town of Cornelius has undertaken has recommended a bicycle and pedestrian connection to Jetton Park in previous studies, including the recently adopted Park and Recreation Master Plan Update. This connection would be a spur in the Emerald Necklace greenway loop.
 - *Westmoreland Road Bridge Path:* The Town of Cornelius is completing a corridor study for the McDowell Creek Greenway on the north side of Westmoreland Road. A pathway along the bridge would provide a connection to existing pathways and greenways and be part of a near-term connection for the Emerald Necklace greenway loop and provide a safe bicycle and pedestrian connection to schools and other destinations on either side of the I-77 corridor.

In consideration of these criteria, all recommended bicycle boulevard/neighborhood routes are priority projects of this Plan. Bicycle boulevards are relatively easy to implement in that they use existing roads and pavement width and incur minimal associated costs. Additionally, a bicycle boulevard network serves as an encouragement tool for spurring increased bicycling activity among cyclists of all abilities and ages. By prioritizing bicycle boulevard development as an initial step in Plan implementation, Cornelius will broaden the base of public support for bicycle friendly efforts.

Several larger projects offer near-term potential for implementation and reflect community priorities. These projects are considered priorities of this Plan, as well:

Based on research, analysis and public input in the preparation of this Plan, the entire proposed bikeway network has evidenced merit. All proposed projects play an important role in completing the vision of the bikeway network and should be considered mid- to long-term projects.

PRIORITY BIKEWAY RECOMMENDATIONS

The cross sections on the following pages indicate high priority roadways, with proposed retrofit solutions. Unless otherwise noted, the proposed sections refer to long term implementation solutions and will require additional coordination and design. Refer to the Design Guidelines in Appendix B for more details about best practices for implementation.

N. Main Street/NC 115 (between Catawba Ave. and Potts St.)

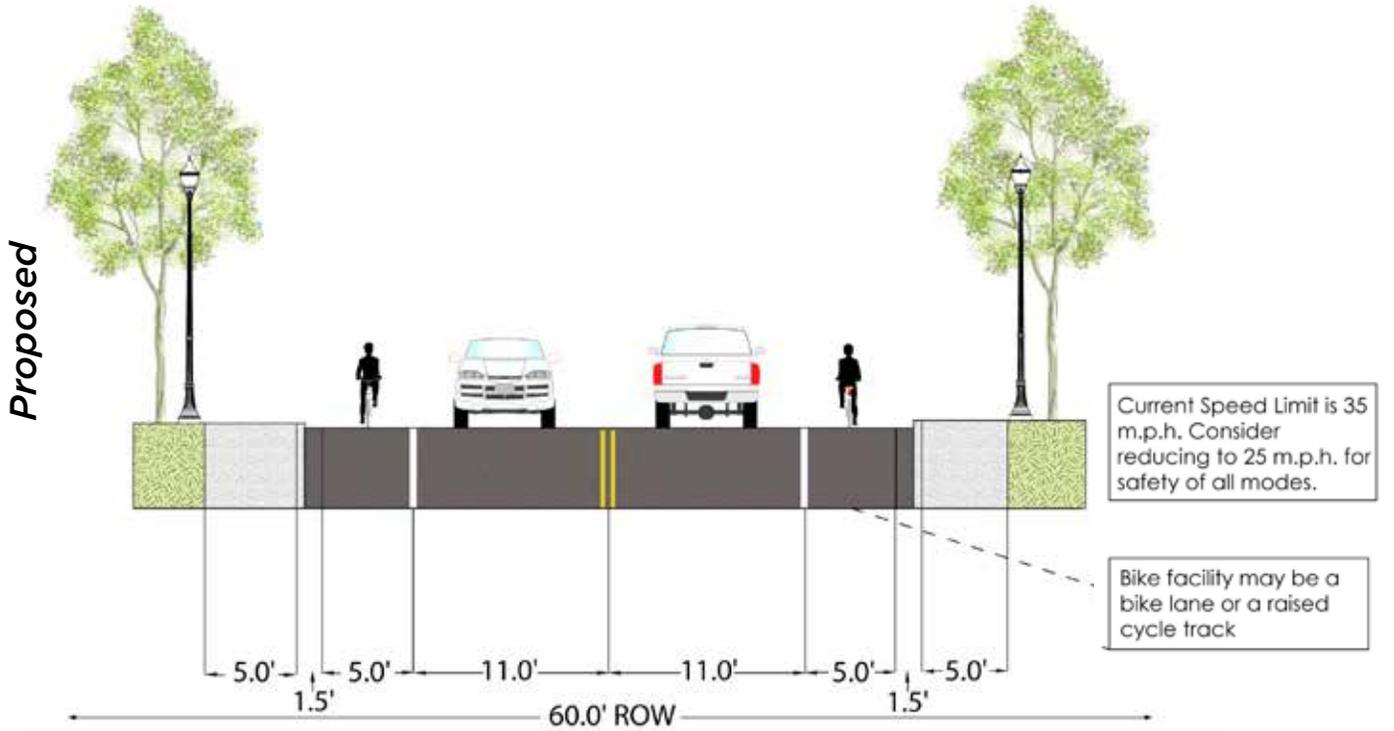
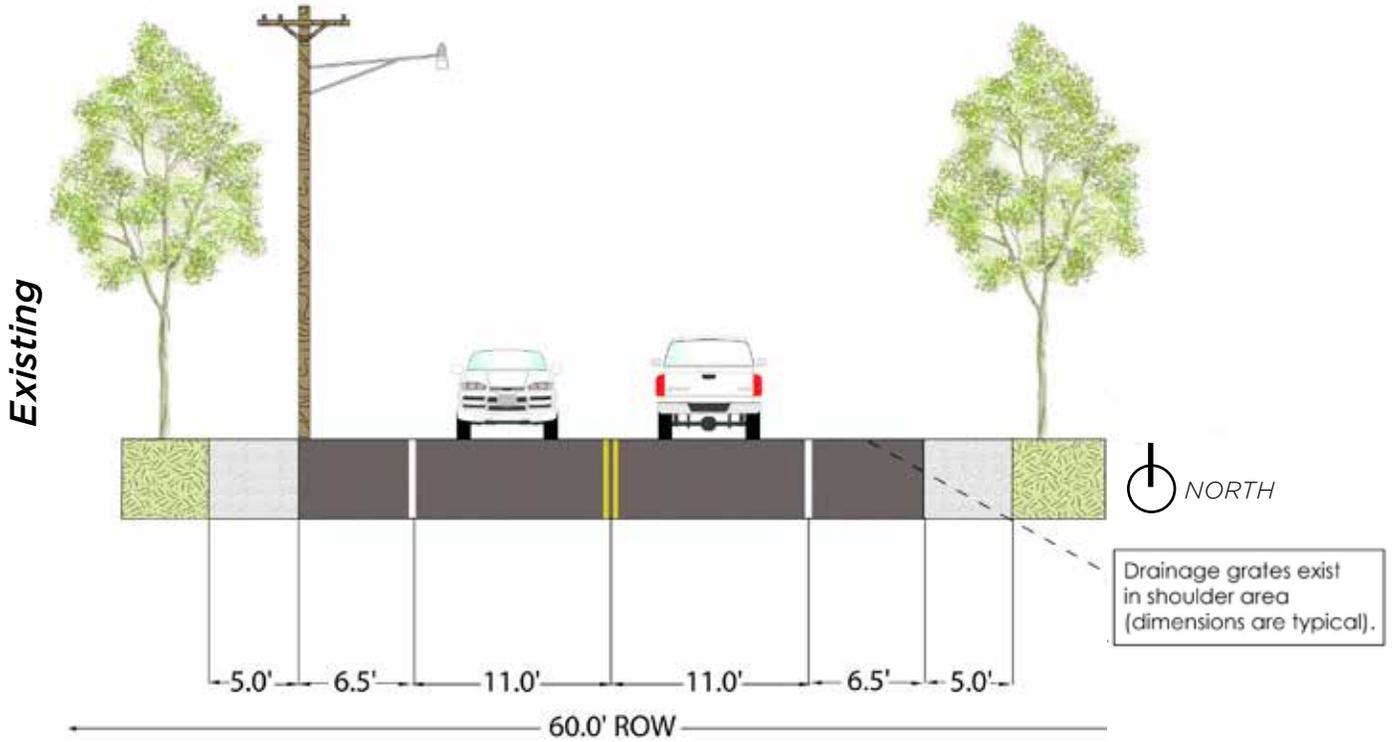


Figure 3.12. Main Street/NC 115 Reconfiguration Concept

Washam Potts Road (between NC 115 and Bailey Road)

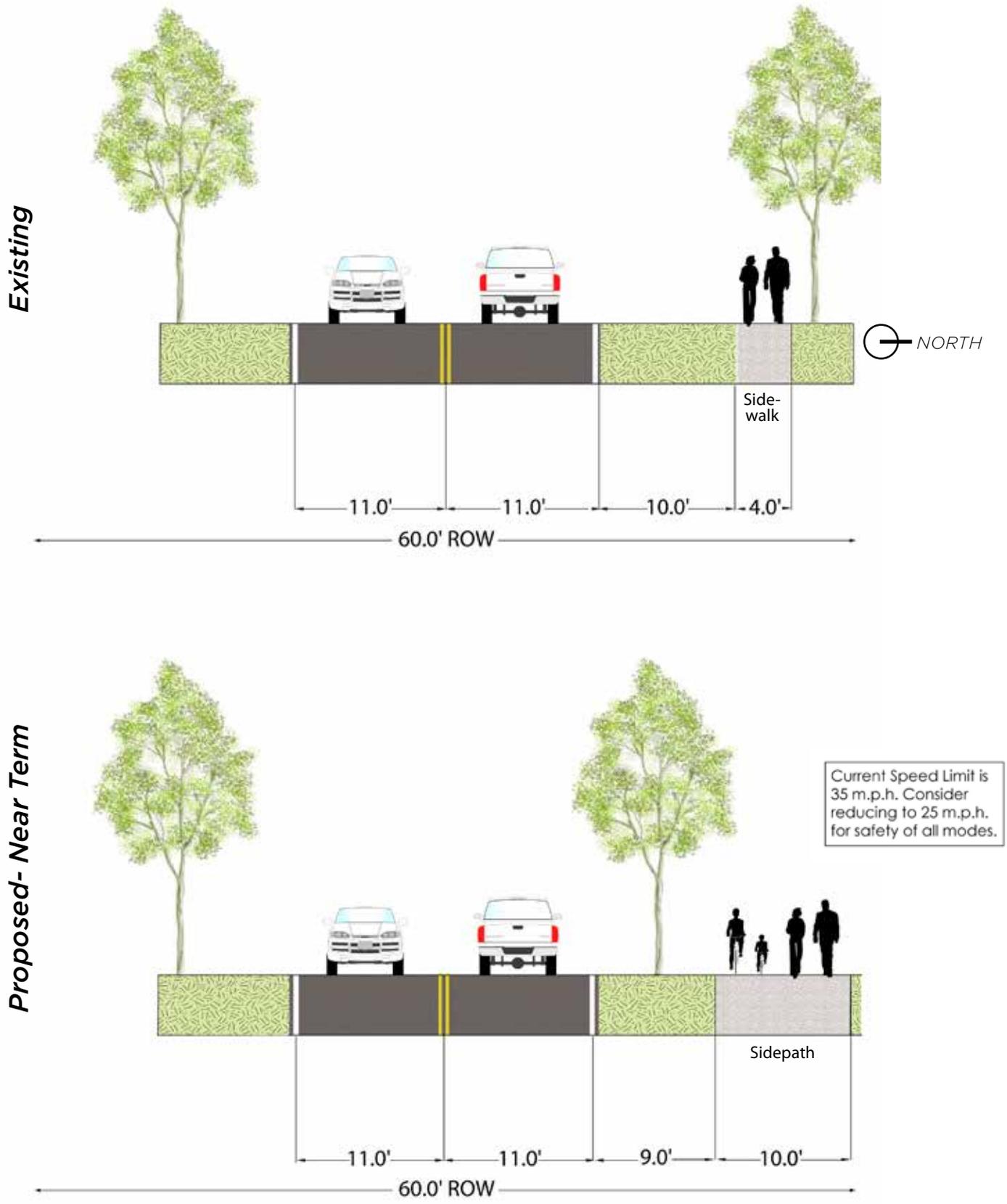


Figure 3.13. Washam Potts Road Near Term Proposed Sidepath

Washam Potts Road (between NC 115 and Bailey Road)

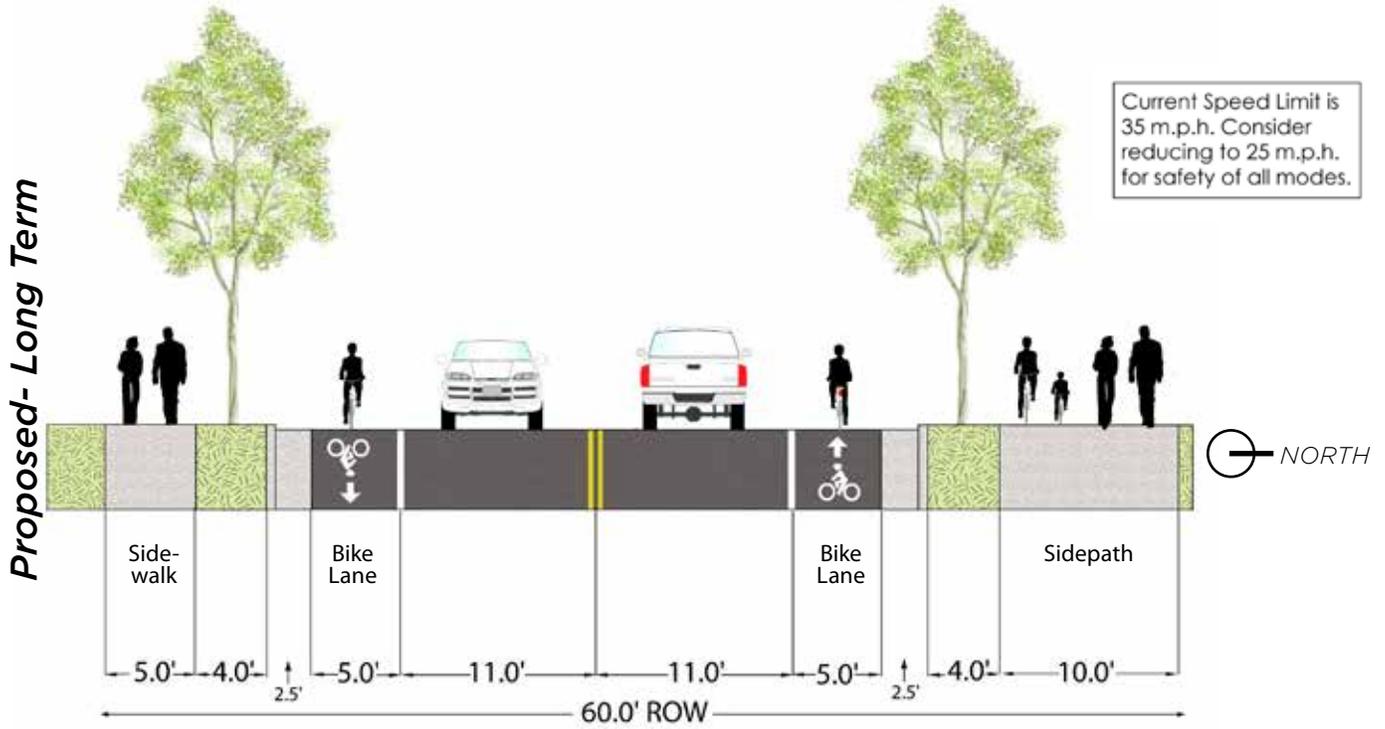


Figure 3.14. Washam Potts Long-Term Reconfiguration Concept with Bicycle Lanes and Sidepath

Bailey Road (between NC 115 and Mayes Road)

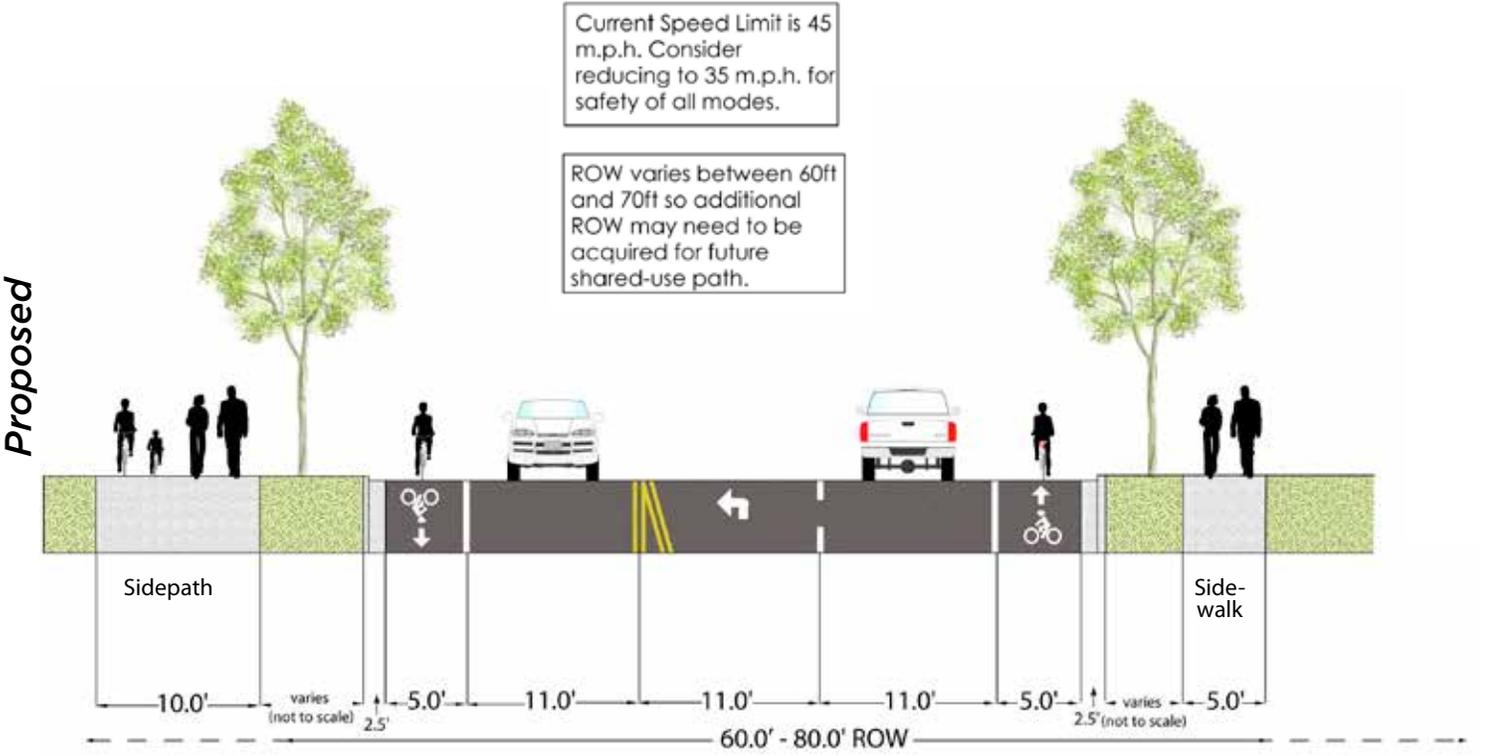
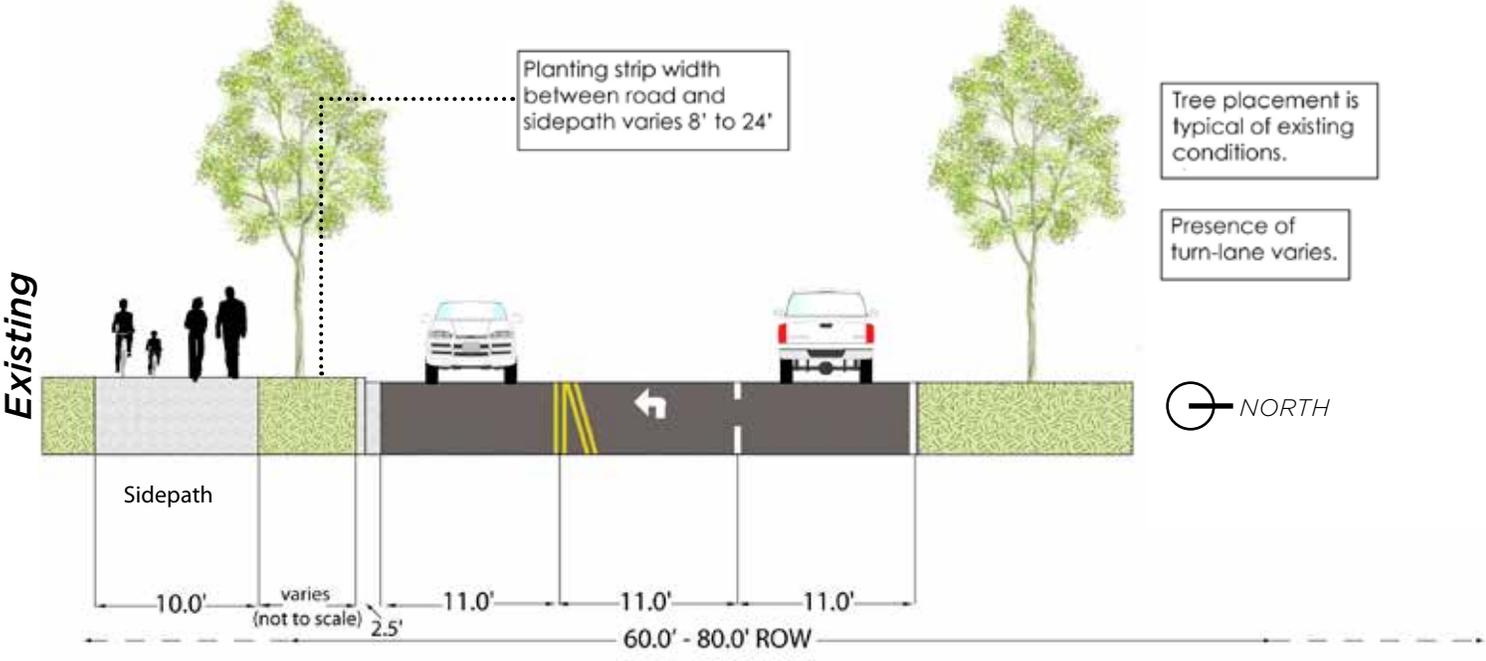


Figure 3.15. Bailey Road Reconfiguration Concept- East of NC 115

Bailey Road (between NC 21 and NC 115- including extension past Poole Place)

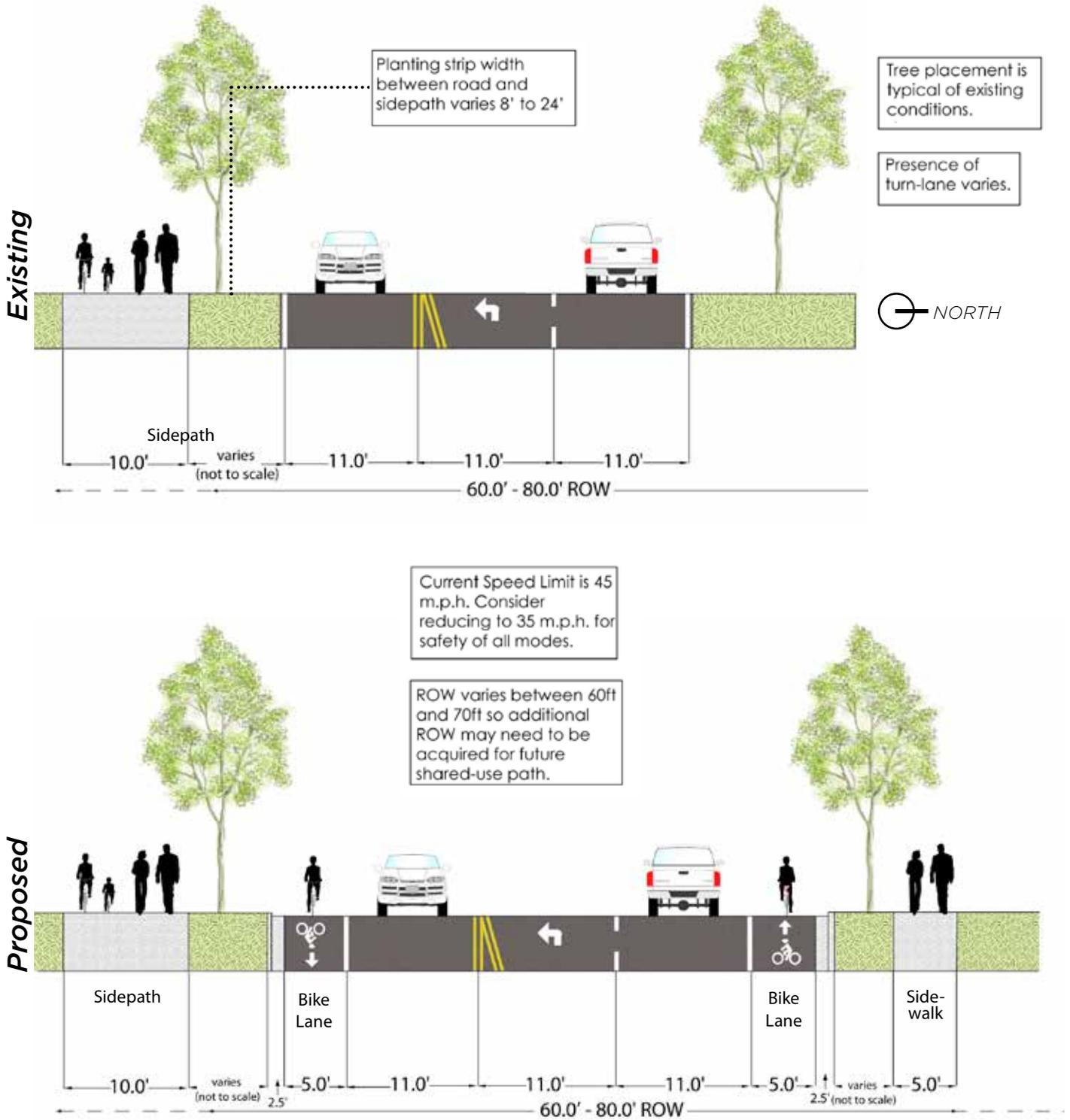
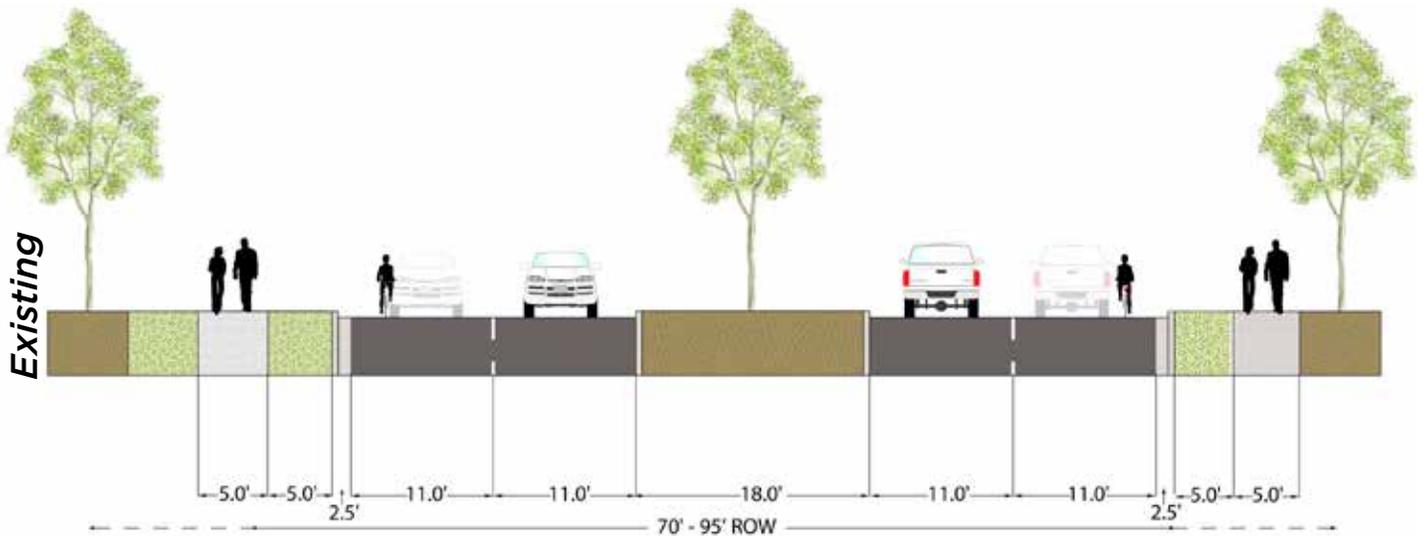


Figure 3.16. Bailey Road Reconfiguration Concept- West of NC 115



Figure 3.17. Bailey Road Reconfiguration Concept in Oakhurst with mid-block crossing and Bicycle Lanes

Jetton Road (between West Catawba Ave. and John Connor Rd.)



Speed Limit is 45 m.p.h. from West Catawba Ave. to Peninsula Shores Dr., and 35 m.p.h. west of Peninsula Shores Dr.

Presence of sidewalk on both sides of road varies.

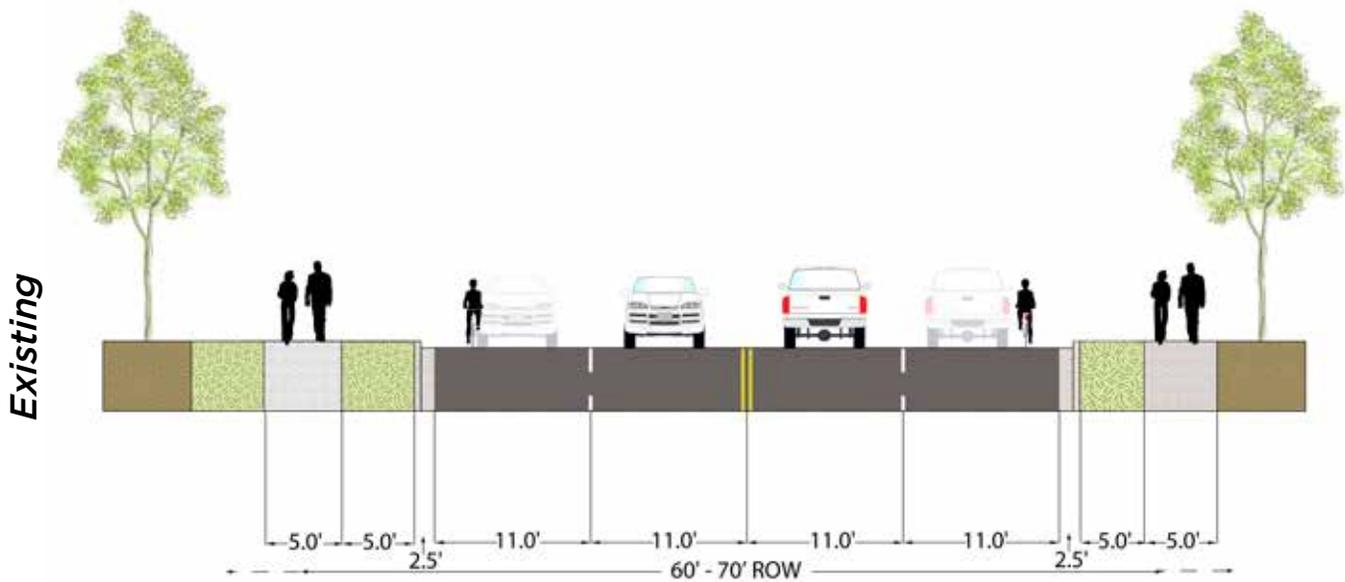
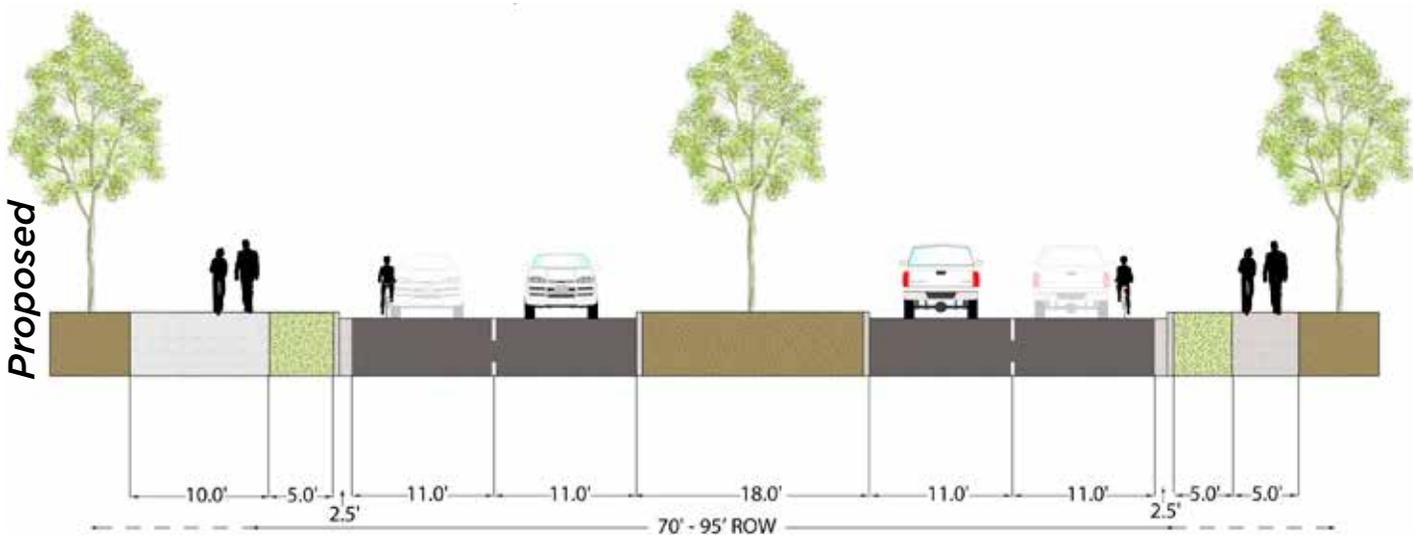


Figure 3.18. Jetton Road Existing divided 4-lane and undivided 4-lane Configuration

Jetton Road (between West Catawba Ave. and John Connor Rd.)



Side of road with sidepath will vary. Plan is already approved as part of the Town of Cornelius Comprehensive Parks and Greenways Master Plan.

Consider reducing speed limit to 35 m.p.h. for entire length of road for safety of all users

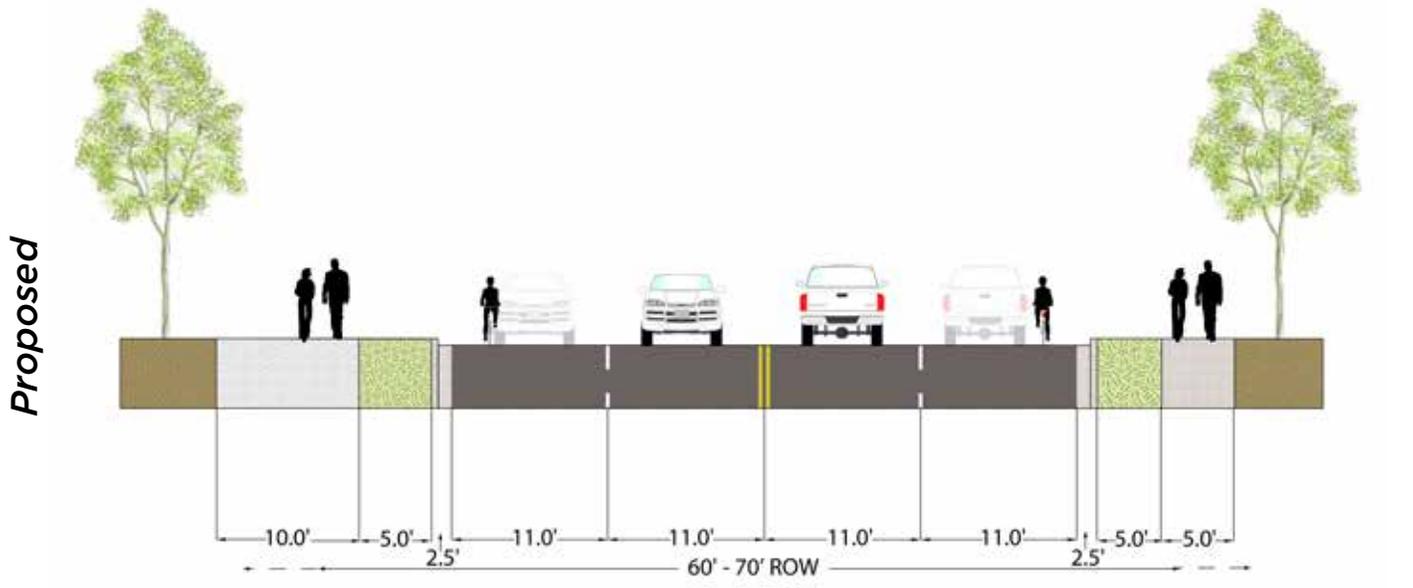


Figure 3.19 Jetton Road Reconfiguration Concept with Sidepath. This is recommended from Catawba Ave. to Jetton Park in the near term, and eventually to John Connor Rd.

Jetton Road Extension (between W. Catawba Ave. and One Norman Dr.)

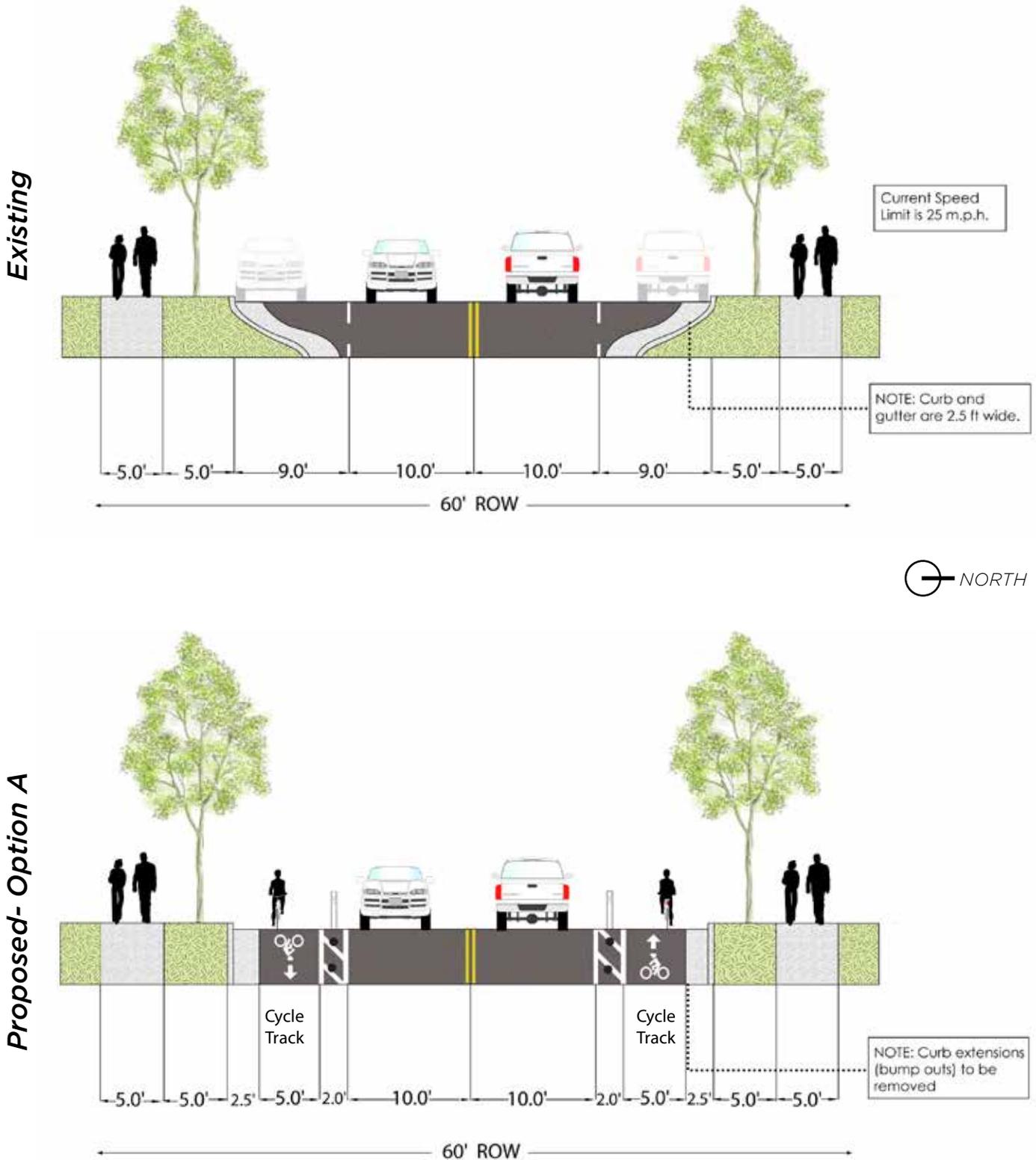


Figure 3.20. Jetton Road Extension existing undivided 2-lane with parking to proposed 2-lane Reconfiguration Concept- Option A with Protected Bicycle Lanes

Jetton Road Extension (between W. Catawba Ave. and One Norman Dr.)

Proposed- Option B

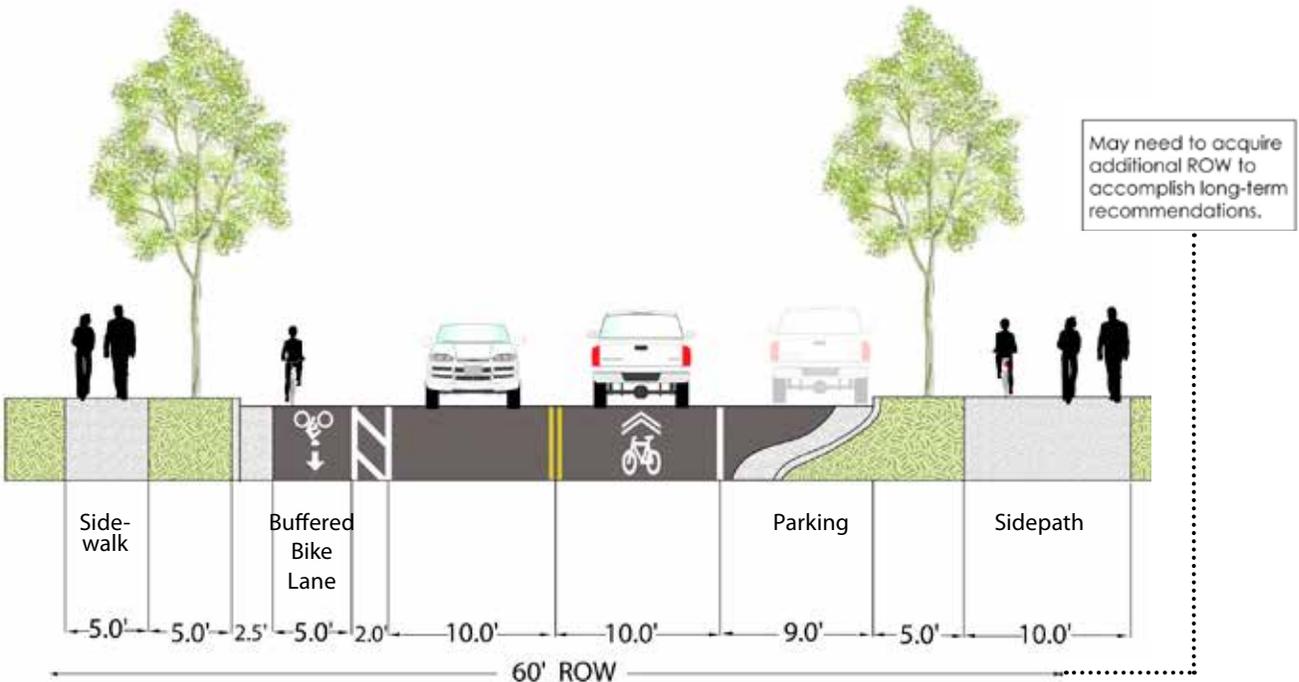
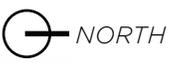


FIGURE 3.21. JETTON ROAD EXTENSION RECONFIGURATION CONCEPT - OPTION B WITH SIDE PATH, ONE-WAY PROTECTED BICYCLE LANE, AND 1 PARKING LANE



Proposed- Option C

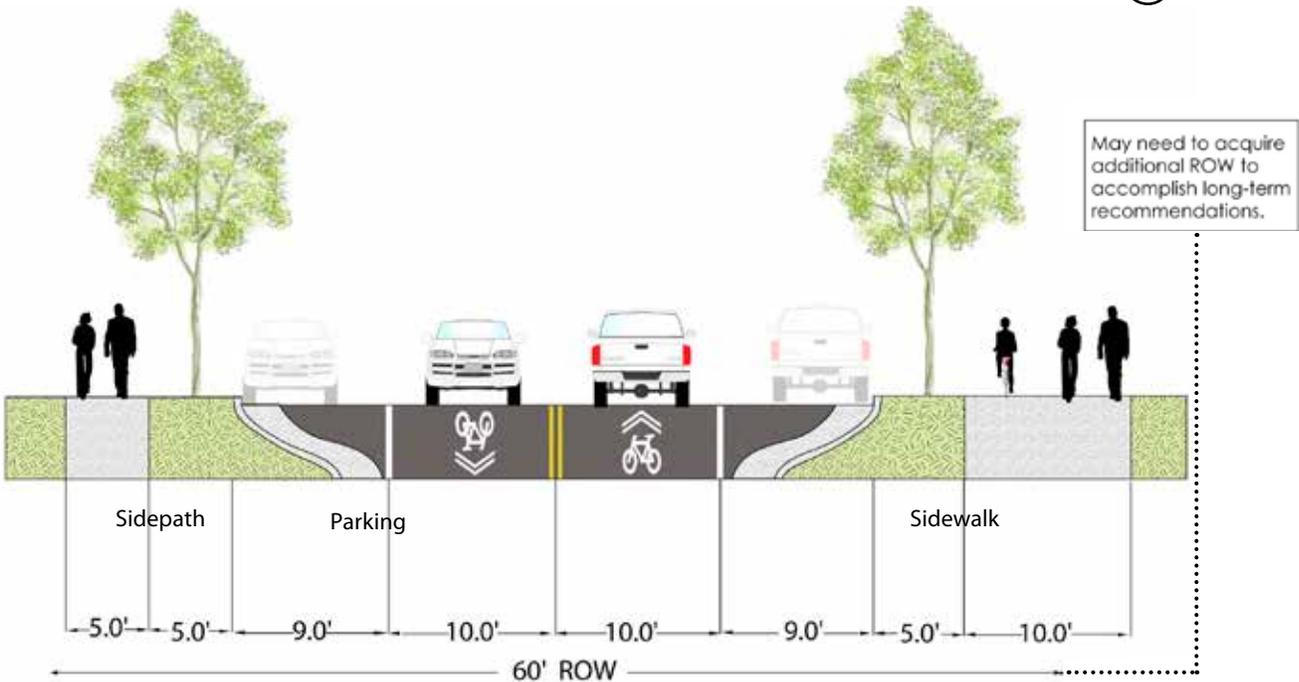


Figure 3.22. Jetton Road Extension Reconfiguration Concept- Option C with Sidepath and Shared-Lane Markings

Liverpool Parkway (between W. Catawba Ave. and Sefton Park Rd.)

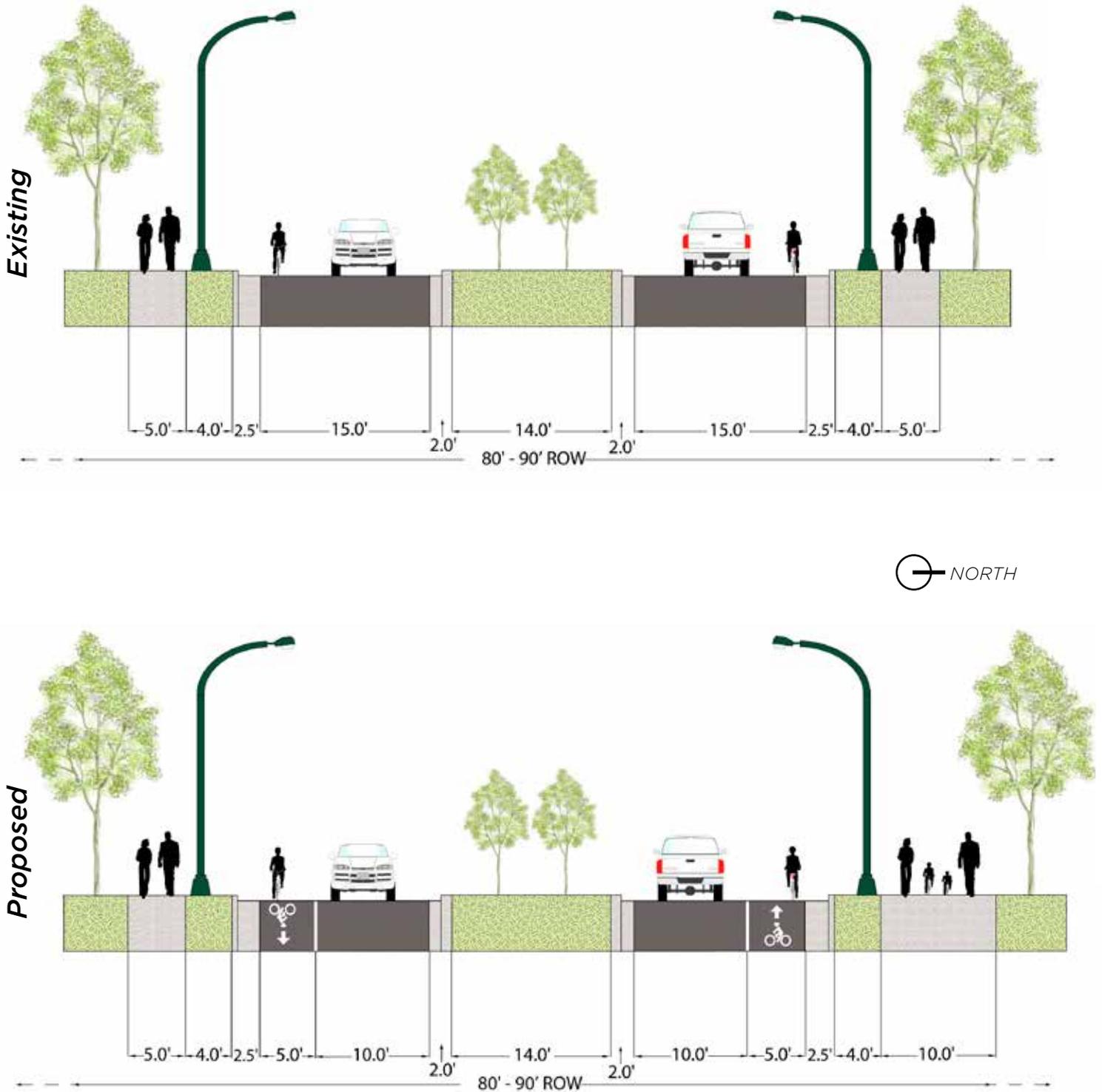


Figure 3.23. Liverpool Parkway existing divided 2-lane to proposed 2-lane Reconfiguration Concept with Bicycle Lanes and Sidepath

Statesville Road (between Westmoreland Rd. and Northcross Center Ct.)

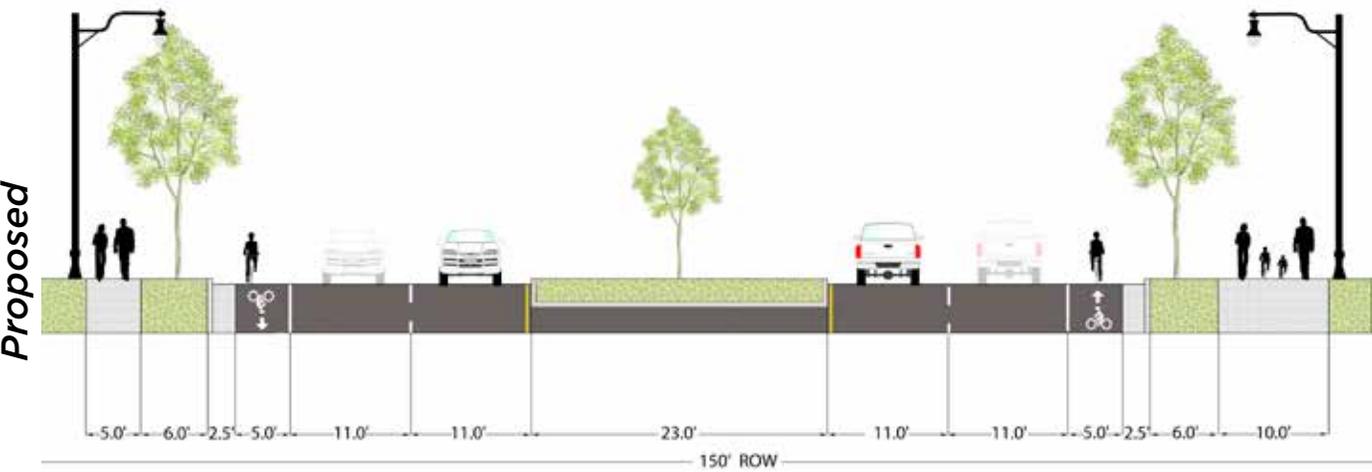
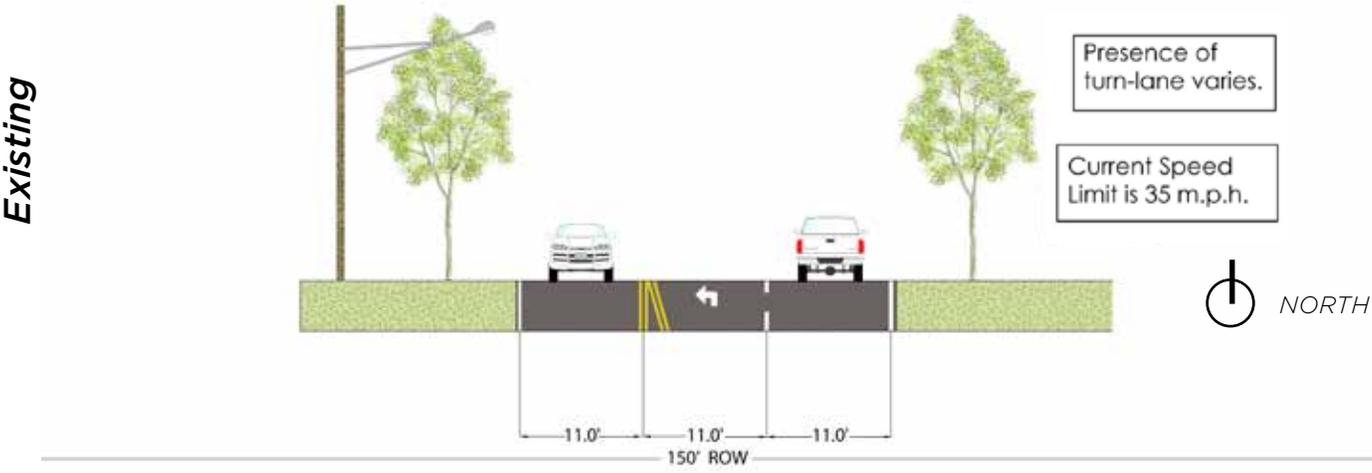


Figure 3.24. Statesville Road existing undivided 2-lane Road with Turning Lane and proposed Reconfiguration Concept with Sidepath, Sidewalk, and Bike Lanes

Westmoreland Road Bridge over I-77 Existing

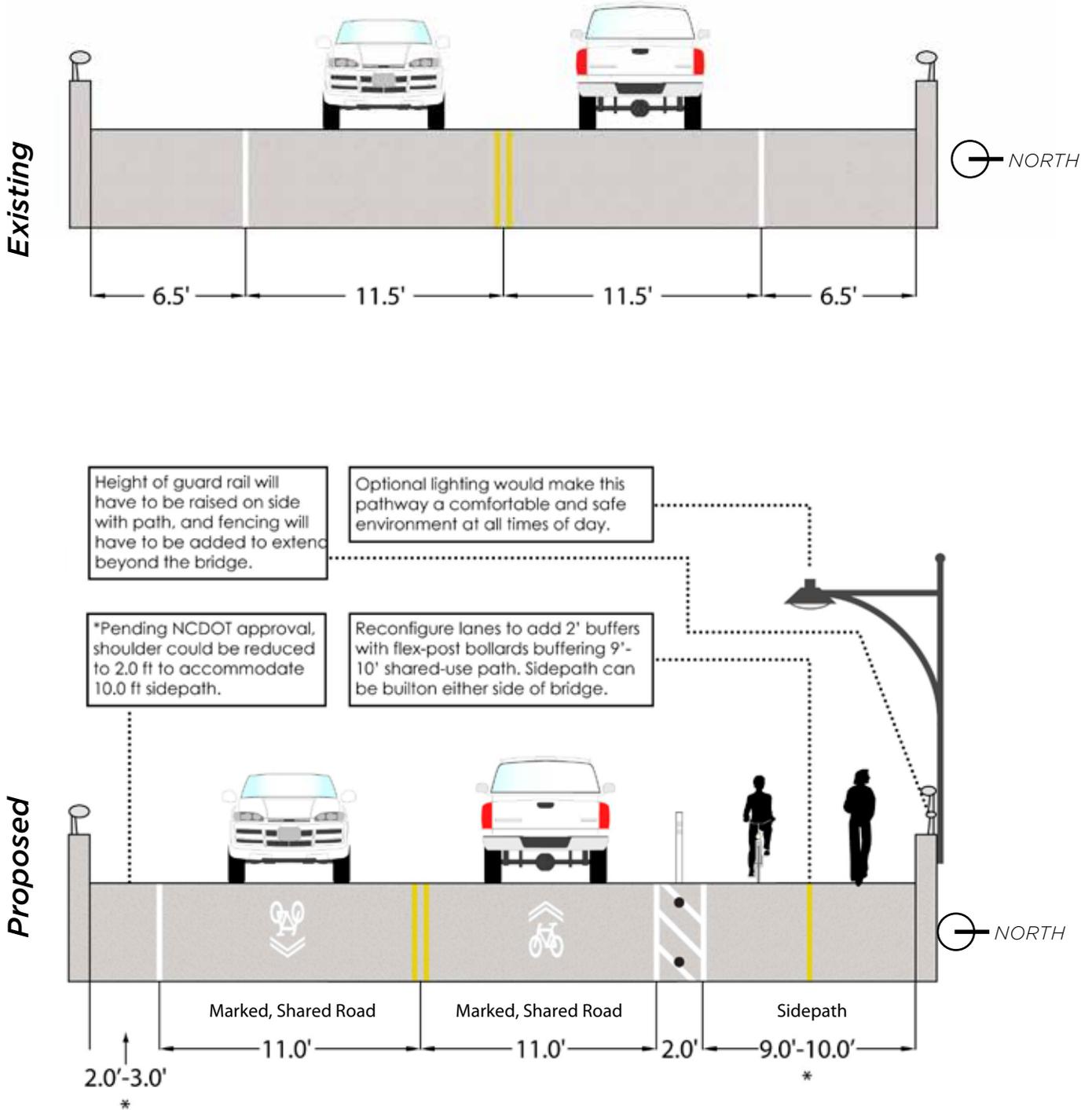
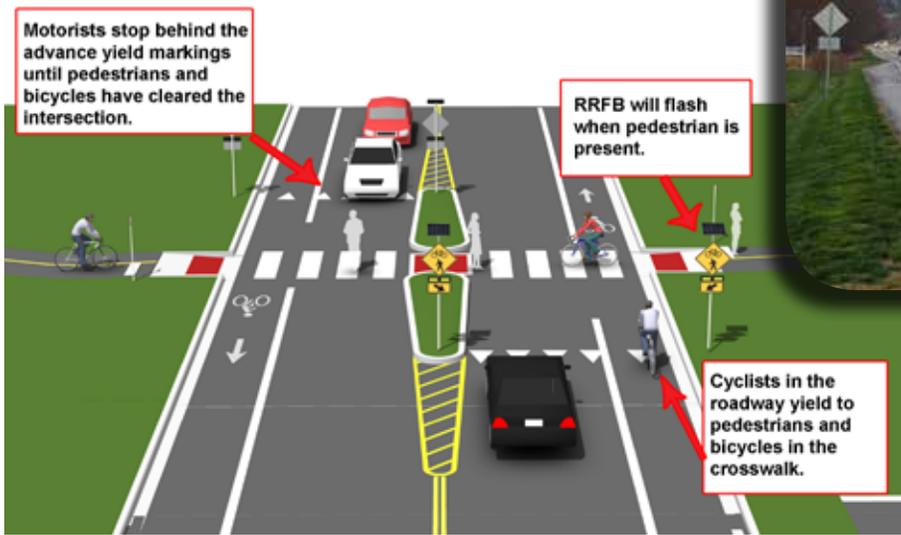


Figure 3.25. Westmoreland Road bridge Reconfiguration Concept includes a 2-way Sidepath

Westmoreland Road Greenway
Crossing Options



Above: Existing conditions on Westmoreland Road, looking east toward the I-77 bridge.

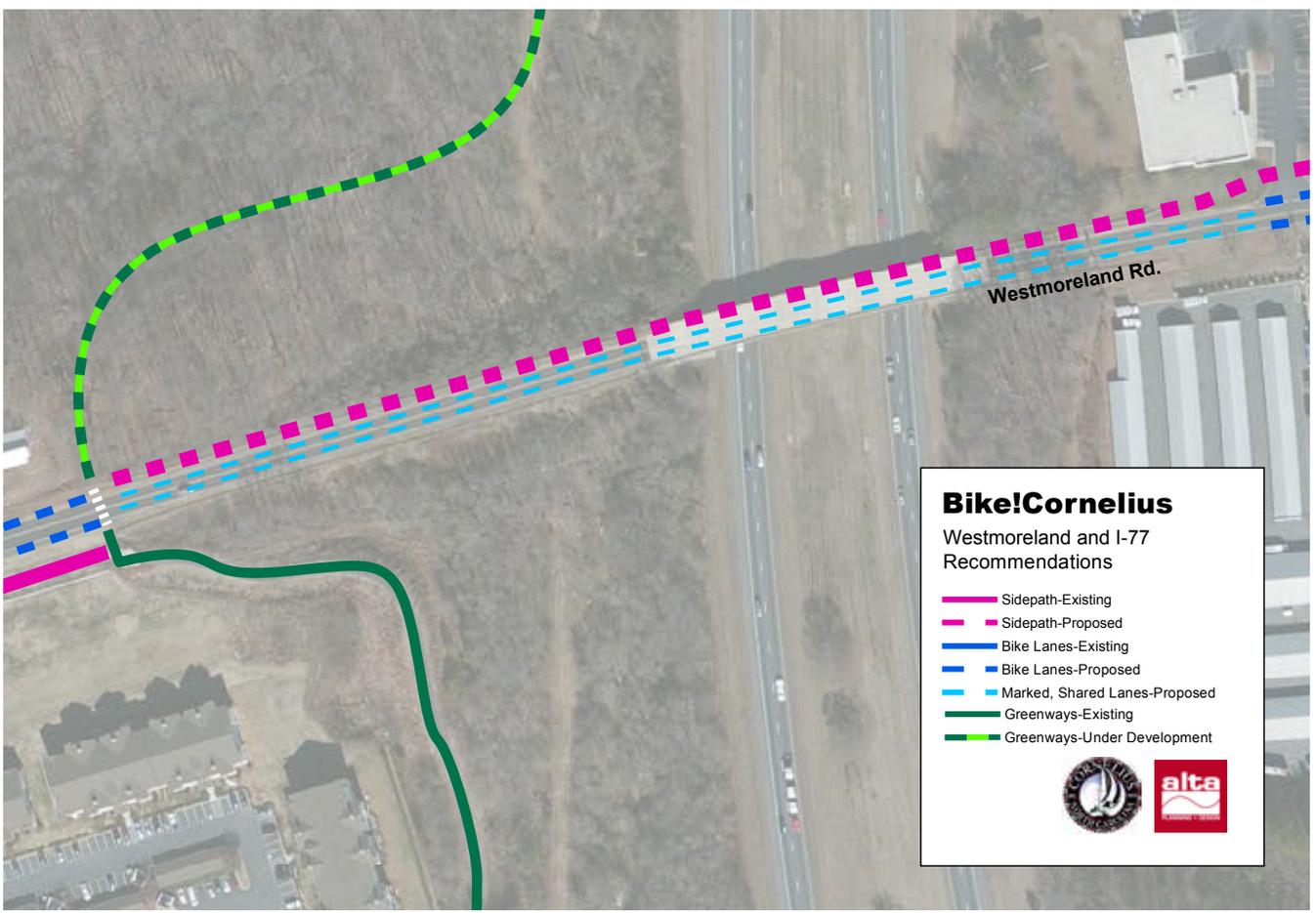


Figure 3.26. Existing View and Proposed Schematic Plan View of Westmoreland bridge Reconfiguration and Sidepath

Westmoreland Road (between W. Catawba Ave. and Amberwood Glen Rd.)

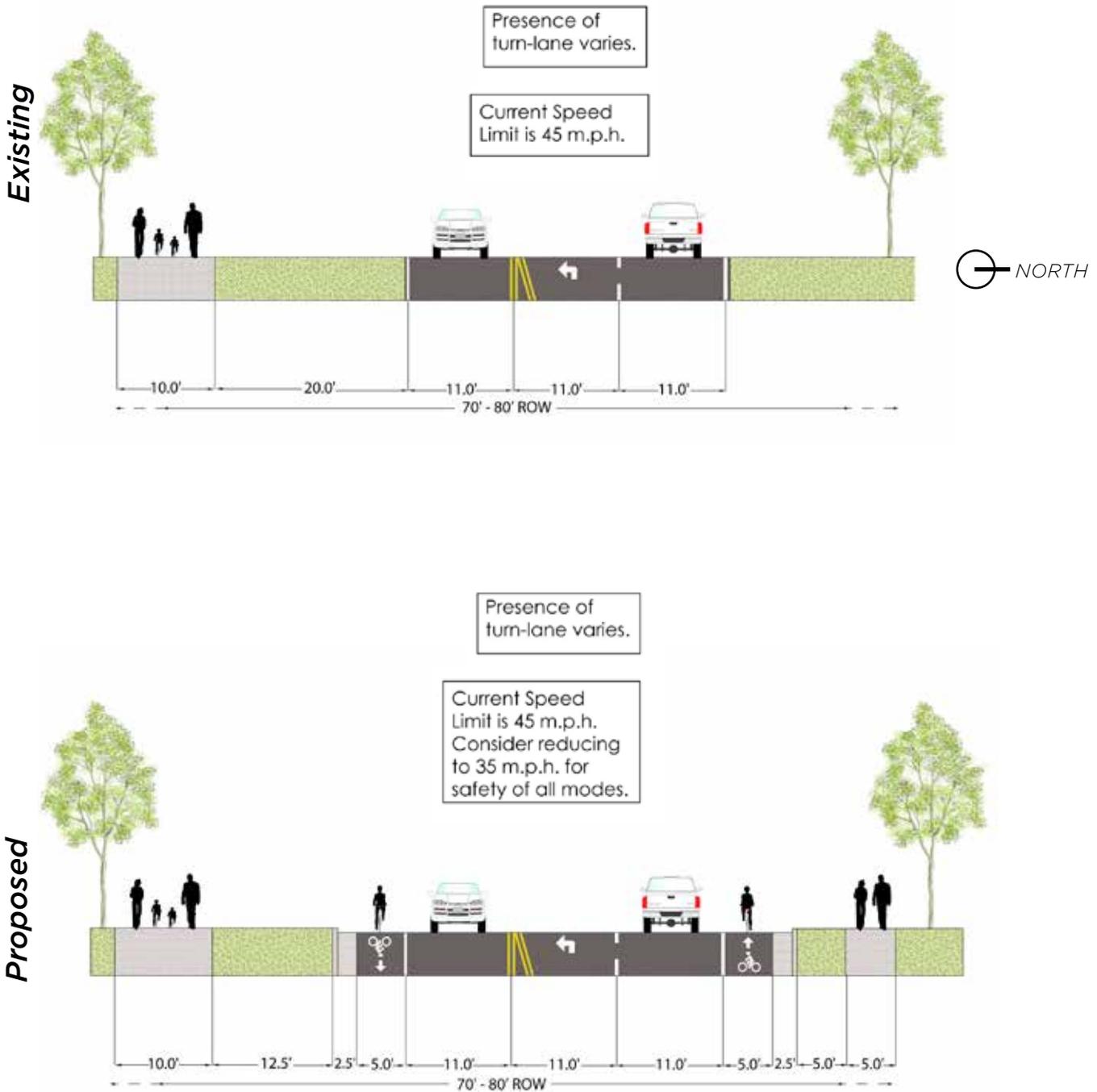
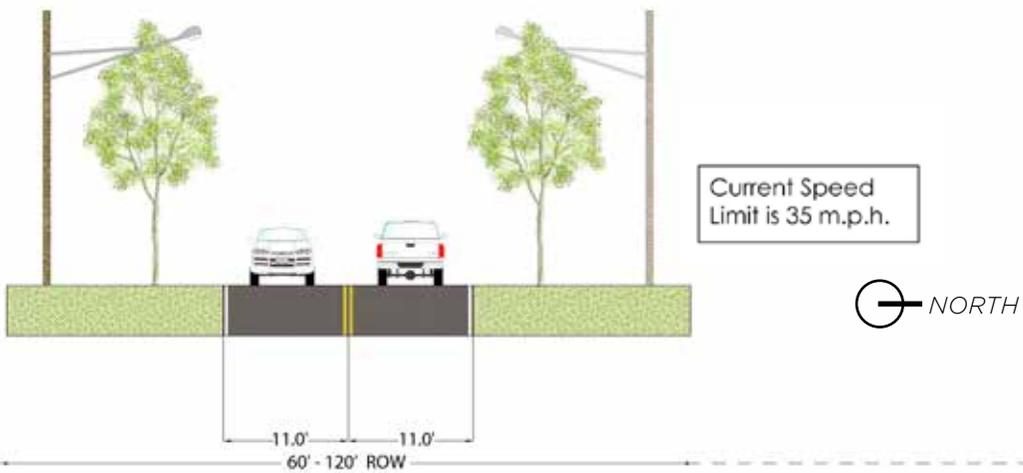


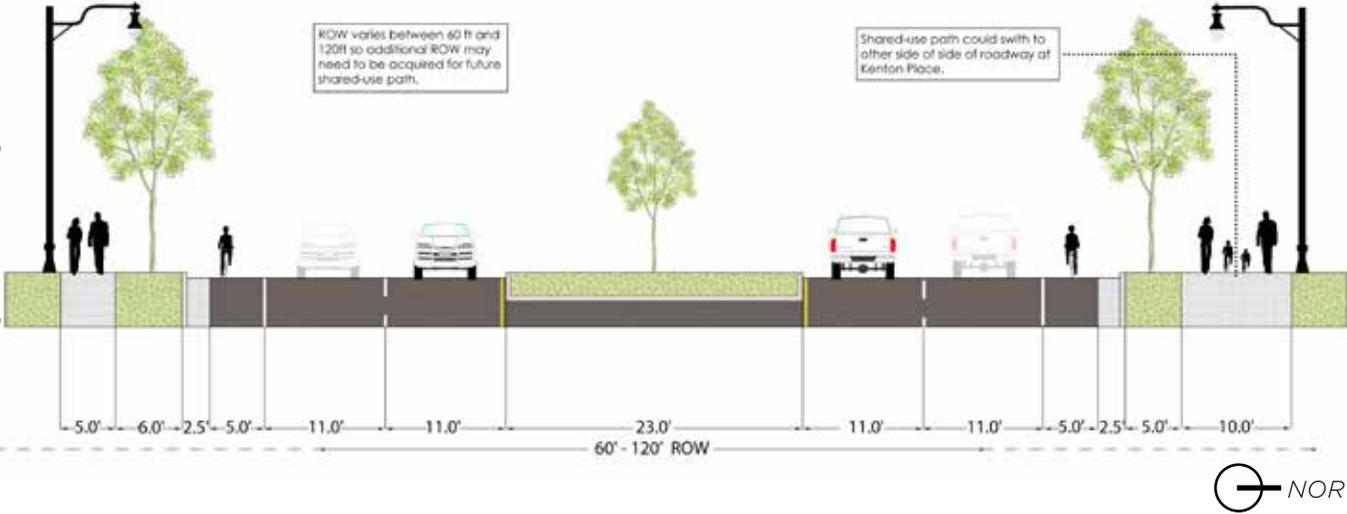
Figure 3.27. Westmoreland Road existing undivided 2-lane road with Turning Lane and proposed Reconfiguration Concept with Sidepath, Sidewalk, and Bike Lanes

West Catawba Avenue (between Magnolia Estates Dr. and Sam Furr Rd.)

Existing



Proposed- Option A



Proposed- Option B

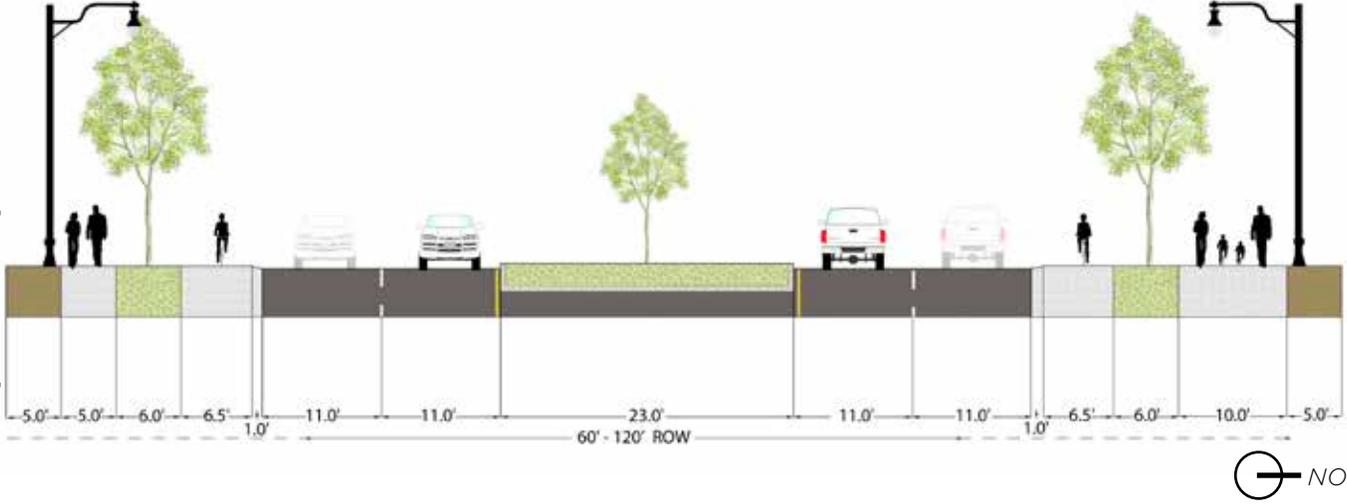


Figure 3.28. West Catawba Avenue Super Street Reconfiguration Concept

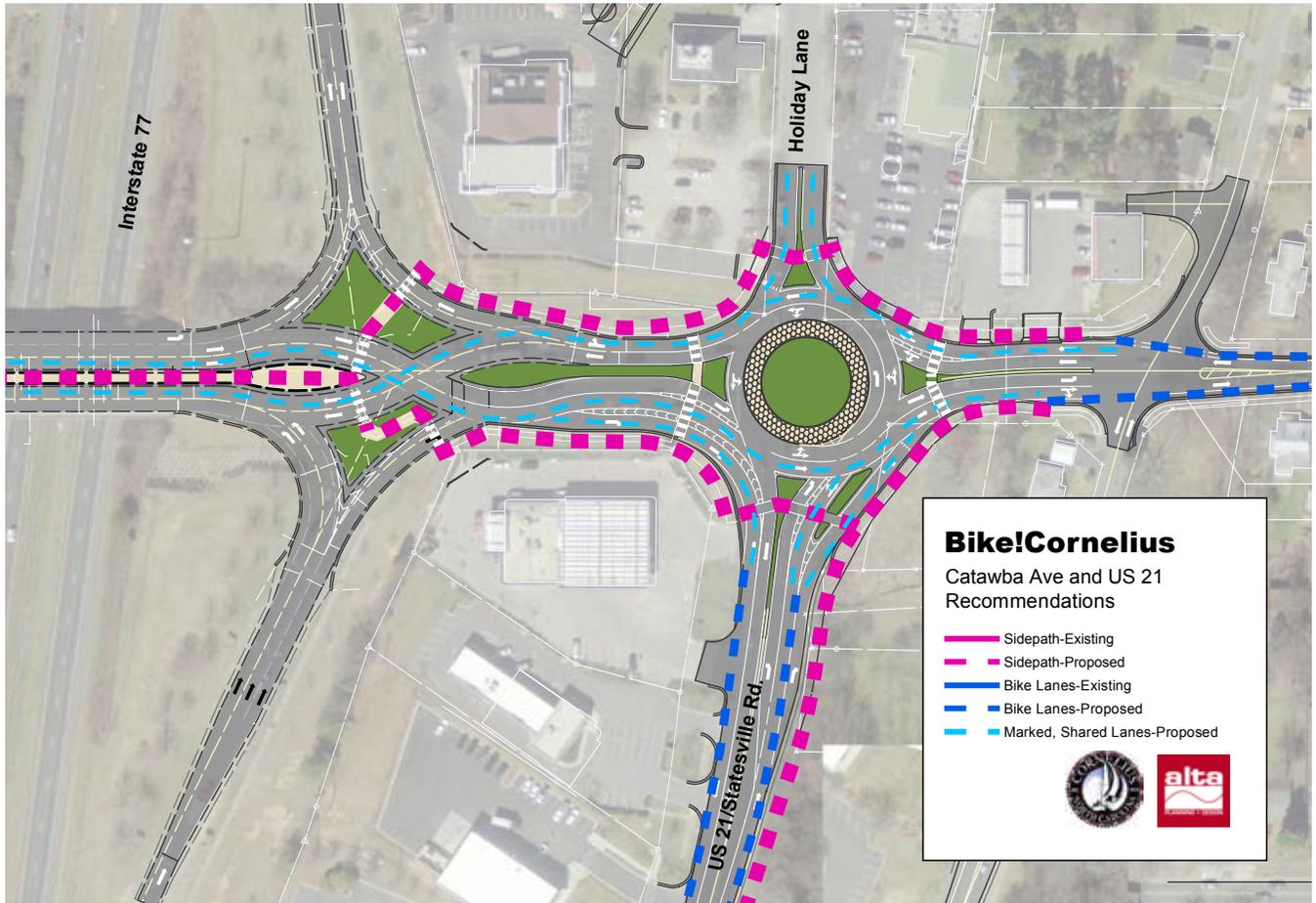


Figure 3.29 Catawba Avenue and Statesville Road/US 21 Intersection Recommendations

Catawba Avenue (between Meridian Street and Oak Street)

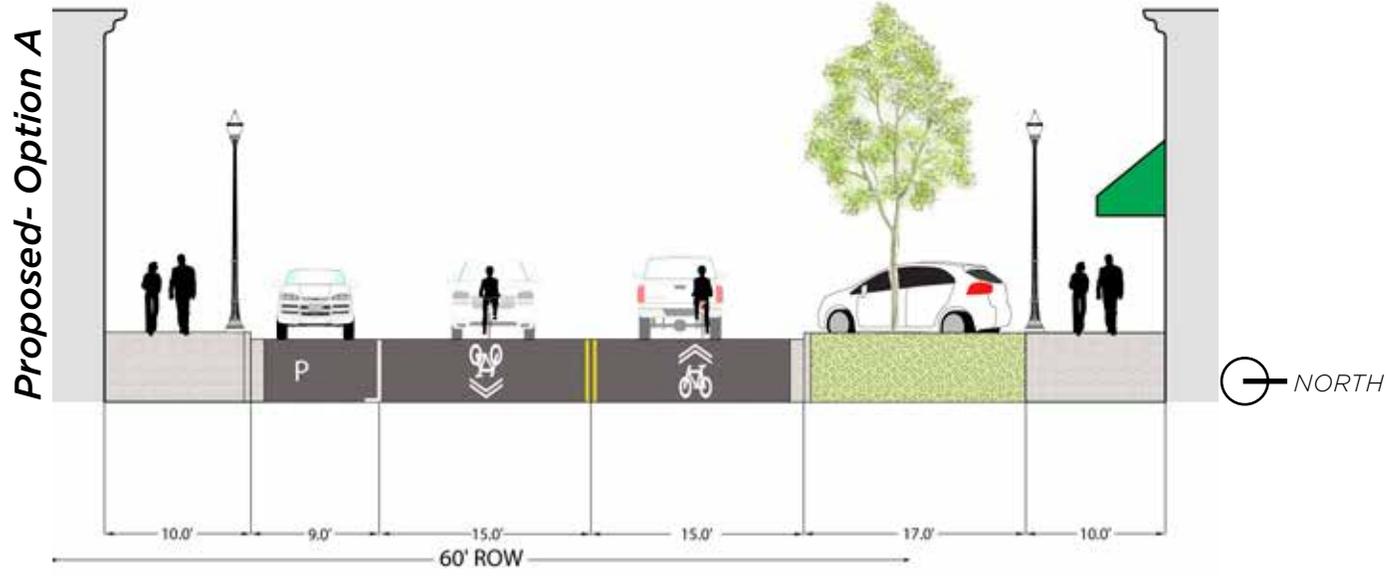
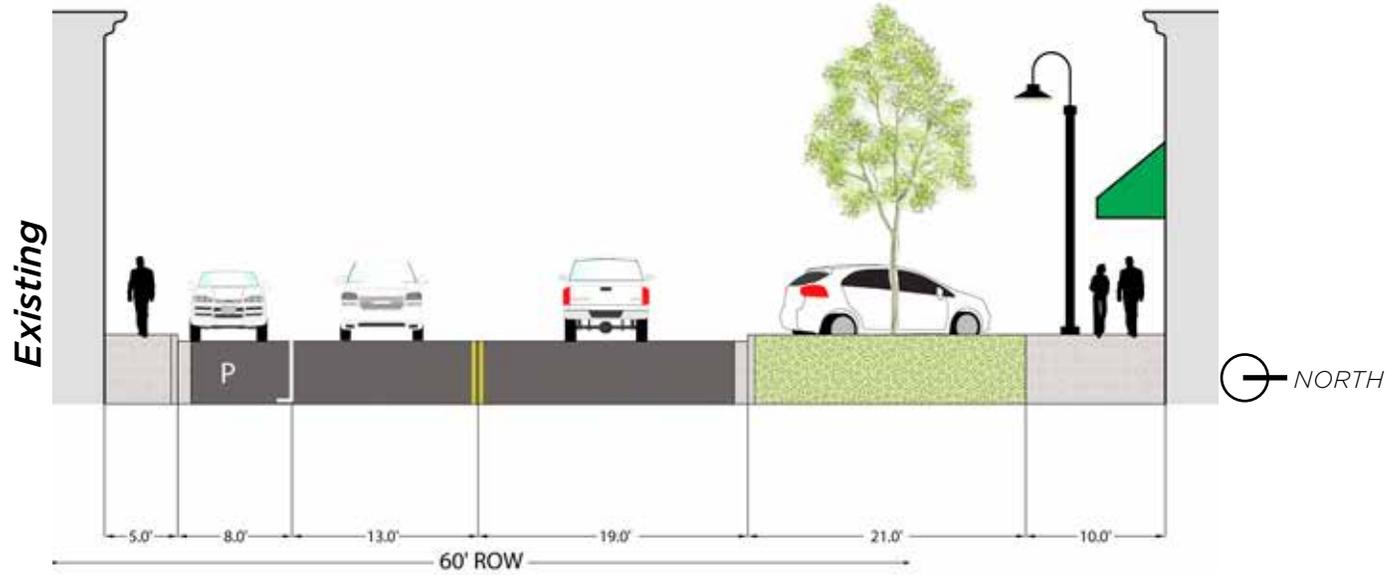


Figure 3.30. Catawba Commercial District Reconfiguration Concept with expanded Sidewalk, Shared-Lane Markings and reverse angled parking

Catawba Avenue (between Meridian Street and Oak Street)

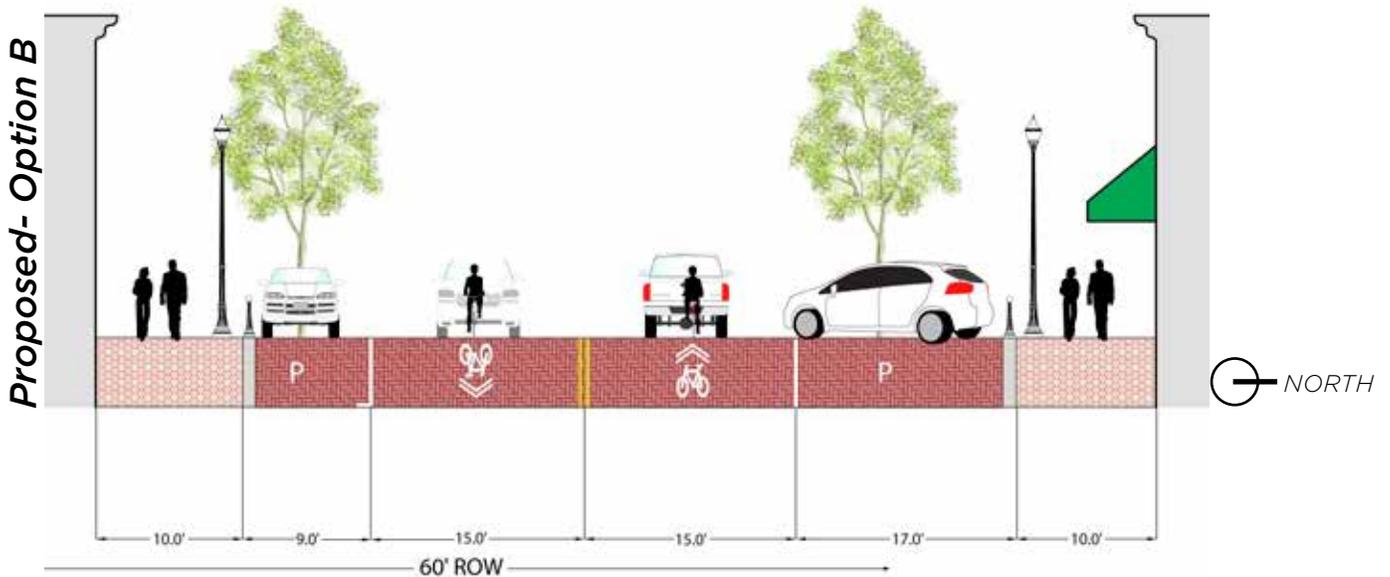


Figure 3.31. Catawba Commercial District Reconfiguration Concept with Festival Street, including level street and Sidewalk, specialty paving, Shared-Lane Markings, and reverse angle parking

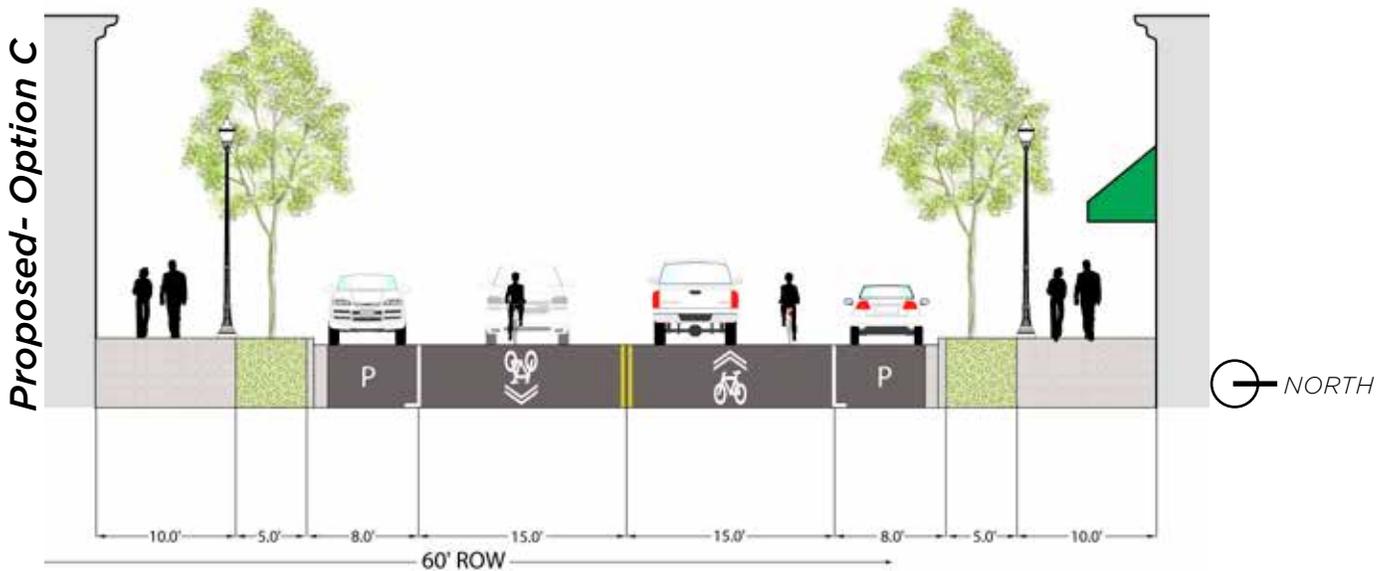


Figure 3.32. Catawba Commercial District Reconfiguration Concept with expanded Sidewalk, Shared-Lane Markings and 2-way parallel parking



Source: Ramblin' with Chuck and Pam Blog

Festival Street Precedent: Wall Street in Asheville, NC.



Source: John GreenfieldBlog

Festival Street Precedent: River Street in Batavia, IL