

APPLICATION INFORMATION

Applicant Data

Legal Name: City of Salisbury

Contact Person: Wendy Brindle, City Engineer

Address: Physical: 132 North Main St
Mailing: PO Box 479

City, State, Zip: Salisbury, North Carolina 28144

Telephone: 704-638-5201

Fax: N/A

E-mail: wbrin@salisburync.gov

Project Information

Project Name: Downtown Salisbury Main Street Project

Project Location: Main Street from Kerr Street to Horah Street, Salisbury, NC

MTIP ID: N/A

Total Project Cost: \$9,283,444

Requested STBG Funds: \$7,426,755

Brief Project Description:

City Council adopted the Downtown Salisbury Main Street Plan on March 16, 2021. Shortly after plan adoption the City implemented Phase 1, a transitional striping plan, in partnership with NCDOT's Main Street (US 29) resurfacing. In addition, \$650,000 is dedicated in the current budget for construction level design and engineering documents of the full plan, consisting of 17 blocks. The requested STBGP-DA funding will utilize the plan to provide the construction build-out of six blocks in the heart of downtown, from Kerr Street on the north end to Horah Street on the south end.

PROJECT EVALUATION CRITERIA

1- Project Needs / Goals and Objectives

As the county seat of Rowan County, Salisbury has long been an economic, civic and cultural center of the area. The county is experiencing welcome and rapid economic growth, which greatly affects Downtown Salisbury as well. With more and more people coming to Salisbury to live, for work and recreation, it is essential that Salisbury adapt to the present and prepare for the future in all areas, including necessary infrastructure improvements. To help prepare, City Council adopted the Downtown Salisbury Main Street Plan in March 2021. Drawing widespread community support, the conceptual master plan for Main Street (US 29) aims at improving safety, attracting tourism and economic investment, and retaining small businesses.

Once complete, the project reshapes the core corridor of Main Street as it reforms it into a walkable streetscape that supports economic growth and retains our small town charm. The master plan envisions:

- Converting a four-lane undivided highway into a three-lane cross section to enhance safety;
- Adding additional on-street parking to support small businesses;
- Creating “bump-out” areas to allow for outdoor dining and shorter pedestrian crossing distances;
- Upgrading sidewalks with new street lighting, trash receptacles, trees and other features to make downtown more attractive and vibrant;
- Replacing aged lighting, mast-arms and underground wiring to meet current standards;
- Updating storm sewer infrastructure; and
- Replacing aged water and sewer utilities, including lead water supply lines to individual buildings

Investing in streetscape and infrastructure enhancements on Main Street will also increase property values, generate increases in property tax and sales tax revenues, and lead to greater opportunities for small businesses to employ more people. We estimate that an infrastructure investment of \$10 million will leverage over \$60,000,000 in private investment within the six block core of Main Street alone, and contribute an estimated \$5,500,000 in property tax revenues to the city and county budget over a 10-year period. We anticipate the impact of the streetscape and infrastructure project to reach beyond the immediate blocks, spurring investment across downtown and multiplying the economic impact.

Salisbury prides itself on leaning into its descriptor, *historic*. And while Historic Salisbury is identified by our classic architecture and pride in our past, our city is looking to the future. Our goals for the outcome of the Downtown Salisbury Main Street project are multifaceted. Of the highest priority are our efforts to use this project to incentivize private investment in the downtown, attract visitors, increase jobs and opportunities for current and future residents, increase property tax revenue, and most importantly, continue to improve the quality of life for those who choose to call Salisbury their community.

2- Promotes Safety and Security

A capacity analysis was conducted by NV5 Engineers and Consultants in December 2019 to evaluate options for consideration in the master plan, and the Executive Summary is attached. The study indicated spare capacity to the design year of 2040, with no effect on delays. Based on this data, NV5 recommended converting the four-lane undivided roadway to a three-lane cross-section consisting of two through lanes and a center two-way left-turn lane (TWLTL). The inclusion of the TWLTL is expected to reduce crashes by 19-47%.

Furthermore, the elimination of a lane of travel allows for parking spaces to be of sufficient length, eliminating large vehicles protruding into a travel lane. Furthermore, each end of the project provides sufficient width to accommodate bicycle lanes, with sharrows added through town where width is not available. The construction will further enhance safety with the addition of bump-outs at intersections, reducing the crossing width for pedestrians at intersections.

3- Documented Project/Program Support

A Resolution of Support is being presented to City Council on Tuesday, September 6, 2022. A copy of the Resolution is included. This Resolution includes a commitment by the City to provide a 20% local match and to administer the project thru to completion. In addition to the Resolution of Support, letters of support are included from Downtown Salisbury, Inc., Rowan Chamber of Commerce and Rowan County Tourism Development Authority

4- Proximity to Existing /Planned Traffic Generators

The project is in the heart of downtown, less than one mile from I-85 Exit 76. Downtown Salisbury is the home of 31 eating and drinking establishments (including two breweries), over 50 retail businesses and 174 residential units. Downtown also boasts Bell Tower Green, a \$12 million destination park that hosts concerts, community events and daily use. In addition, there are three downtown theaters (The Norvell Theater, the Meroney Theater and Lee Street Theater), the Railwalk Arts District with a local farmers market, and the Salisbury Symphony Orchestra.

Additionally, a \$22 million rehabilitation of the historic Empire Hotel is planned, and will utilize 94,000 square feet to create a boutique hotel, restaurant and retail space, and residential units. The Main Street Project provides crucial public incentive towards making this investment a success.

5- Quantifiable measures for congestion thru innovative or multimodal approaches.

The project will provide positive impacts by reducing emissions in an area currently deemed as maintenance status for air quality. It is assumed that the ADT of the adjacent roadway where improvements are planned will be reduced with improved walkability. Because of the small impact to quantifiable vehicle miles, this was not converted to a monetized value. However, the improvements will provide a qualitative impact for both citizens and visitors to the area.

In addition, the first phase of the plan has provided the ability to accommodate left-turns at the square from Main Street onto Innes Street, improving flow of traffic and reducing trips around the block to head either east or west.

6- Connectivity measures for linking other modes of transportation

The Downtown Main Street Plan provides improved areas for bus stops within the downtown, and the proposed improvements are located only a block and a half from the Salisbury Transit transfer site and the Historic Salisbury Depot, which accommodates 10 passenger trains per day (5 each direction), with plans for service expansion in 2024-2025. The plan also incorporates either bicycle lanes or sharrows, depending on location, to enhance cyclist usability and safety. The full implementation of the plan will further enhance pedestrian safety by shortening crossing distances with bump-outs at intersections, and consideration of other measures, such as leading pedestrian intervals at key intersections, making it safer and easier for visitors to leave their cars and navigate downtown as pedestrians.

BONUS POINTS

A. Funding - (% points additional above 20%)

The Resolution adopted by the Salisbury City Council confirms the City of Salisbury commitment to the 20% obligation to achieve project completion. In addition, the City has already invested funds to provide the striping plan implemented as phase 1, and currently have \$650,000 budgeted for engineering design plans for the full 17-block area to begin this fiscal year.

B. Geographic equality – serving less than 20,000

Although the City of Salisbury has a population of over 20,000, the project lies within an Opportunity Zone and is classified as an Area of Persistent Poverty

C. Innovation – New and innovative service concepts improving access and mobility.

The City is already in coordination with Duke Energy concerning innovations in street lighting and provision of upgraded mast arms for traffic signals. The use of Leading Pedestrian Intervals is being explored to improve pedestrian safety. In addition, EV charging stations will be included at strategic locations.

D. Progress – Shovel ready - complete preliminary design, permitting, etc.

The design phase of the project is currently budgeted by the City, and the RFQ for design is in progress. The City anticipates consultant selection by January 2023. The design of the project will identify and acquire necessary permits, including those from the North Carolina Department of Transportation (NCDOT), the Historic Preservation Commission (HPC), the NC State Historic Preservation Office (SHPO) and other local, state and federal agencies. With this schedule, the construction documents for the six blocks for which funding is requested will be ready for bid by spring 2024.

Attachments:

- Project Overview Sheet
- Project Estimate
- Council Resolution for STBGP-DA Grant
- Letters of Support
- NV5 Executive Summary
- Master Plan Designs from Kerr Street to Horah Street (6 blocks)
- Concept Renderings
- Accident Data
- On-Street Parking Data

Downtown Salisbury Main Street Project



*Reshaping Salisbury's
historic Main Street into a walkable destination for economic growth
that retains our small town charm.*

Benefits of the project include:

- » Incentivizing over **\$60 million** private investment in the next 5- years, including the historic Empire Hotel.
- » Attracting visitors and boosting tourism related jobs and revenues.
- » Creating opportunity for over **200 new jobs** at small businesses.
- » Improving the community's image as a livable place to raise families
- » Increasing property tax revenues by over **\$5.5 million** over a 10-year time frame.



Project elements include:

- » Converting a four-lane undivided highway into a three-lane cross section to **enhance safety**;
- » Adding additional on-street parking to **support small businesses**;
- » Creating outdoor dining areas to allow **economic resiliency** during public health emergencies;
- » Upgrading sidewalks with new lighting, trees and other features to make a more **attractive and vibrant atmosphere**.
- » **Updating aging infrastructure**, including storm sewers and lead water supply lines.

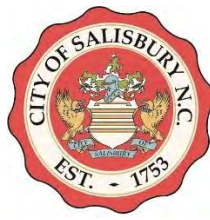
Surface Transportation Block Grant Funds

The City of Salisbury requests Surface Transportation Block Grant Fund support from the CRMPO to construct the first 6-block phase of streetscape and infrastructure enhancements on Main Street (Hwy. 29) from Kerr Street to Horah Street.



Estimate for Typical Block in
Core Downtown Area
Salisbury, NC

| Item | Quantity | Units | Cost | Subtotal |
|---|----------|-------|--------------|--------------------------|
| Mobilization (avg for single block) | | 1 LS | \$60,000.00 | \$60,000.00 |
| Traffic Control (avg for single block) | | 1 LS | \$25,000.00 | \$25,000.00 |
| Concrete (4" base for pavers) | 2045 | SY | \$82.00 | \$167,690.00 |
| Concrete Driveway (6") | 8 | SY | \$126.00 | \$1,008.00 |
| Handicap Ramps | 8 | Each | \$2,500.00 | \$20,000.00 |
| Brick/Pavers | 18400 | SF | \$25.00 | \$460,000.00 |
| Granite Curb | 1300 | LF | \$42.84 | \$55,692.00 |
| Pavement Demo | 825 | SY | \$9.30 | \$7,672.50 |
| Asphalt Surface Course | 456 | TN | \$130.00 | \$59,280.00 |
| Milling 2" | 3800 | SY | \$1.50 | \$5,700.00 |
| Striping | 1 | LS | \$5,000.00 | \$5,000.00 |
| Benches | 4 | EA | \$900.00 | \$3,600.00 |
| Table & Chairs | 4 | EA | \$1,400.00 | \$5,600.00 |
| Trash Receptacles | 6 | EA | \$550.00 | \$3,300.00 |
| Tree Pits | 21 | EA | \$3,500.00 | \$73,500.00 |
| Trees | 21 | EA | \$350.00 | \$7,350.00 |
| Water/Sewer Upgrades (estimate from SRU) | 1 | LS | \$250,000.00 | \$250,000.00 |
| Duke Energy Streetlights (Highway) | 2 | EA | \$2,100.00 | \$4,200.00 |
| Duke Energy Streetlights (Ped Scale) | 3 | EA | \$4,400.00 | \$13,200.00 |
| Duke Energy Underground Upgrades | 1 | LS | \$25,000.00 | \$25,000.00 |
| Double Mast Arms (Traffic Signal) | 2 | EA | \$35,000.00 | \$70,000.00 |
| Total for One Block | | | | \$ 1,237,792.50 |
| Total for SIX Blocks | | | | \$ 7,426,755.00 |
| 20% Contingency | | | | \$ 1,485,351.00 |
| TOTAL CONSTRUCTION COSTS | | | | \$ 8,912,106.00 |
| Design (In progress City funded. NOT INCLUDED IN GRANT REQUEST) | | | | \$ 650,000.00 |
| CEI (25% of construction cost) | | | | \$ 371,337.75 |
| TOTAL PROJECT BUDGET FOR CONSTRUCTION PHASE | | | | \$ 9,283,443.75 |
| LOCAL MATCH | | | | \$ (1,856,688.75) |
| GRANT REQUEST AMOUNT | | | | \$ 7,426,755.00 |



RESOLUTION SUPPORTING DOWNTOWN SALISBURY MAIN STREET PROJECT

WHEREAS, on December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law. The FAST Act changed the Surface Transportation Program (STP) name to the Surface Transportation Block Grant Program (STBGP) and amended the provisions contained in 23 USC 133, and from the STBGP funds apportioned to each state for the state's entire Federal-aid system, a portion of the FAST Act allocates STBGP funds directly to any Metropolitan Planning Organization (MPO) that is designated as a Transportation Management Area (TMA); and

WHEREAS, as a TMA, the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) receives a direct allocation of STBGP funding annually, which is referred to as Surface Transportation Block Grant Program Direct Attributable (STBGP-DA) funds; and

WHEREAS, the CRMPO has an adopted competitive process to determine which projects are funded; and

WHEREAS, the City of Salisbury is requesting funds for the next phase of streetscape and infrastructure enhancements on Main Street; and

WHEREAS, the City of Salisbury adopted a concept plan for 17 blocks of Main Street and are in the process of developing engineered design plans and specifications; and

WHEREAS, the requested funding will provide build-out of six blocks in the core downtown to improve safety, attract tourism and economic development, update infrastructure and retain small businesses; and

WHEREAS, the City of Salisbury will have invested about \$1 million in staff time and funds in the Downtown Main Street Project to implement Phase 1 and have the next phase ready for construction, and is committed to providing a 20% match to the awarded grant funds;

NOW THEREFORE, the City of Salisbury City Council supports the STBGP-DA application to construct the Downtown Salisbury Main Street improvements along Main Street (US 29) for a six-block section, between Kerr Street and Horah Street.

This the 6th day of September, 2022

Karen K. Alexander, Mayor

Kelly K. Baker, City Clerk



Chamber of Commerce

Be an original.

August 31, 2022

Cabarrus-Rowan Metropolitan Planning Organization
TCC Sub-Committee
57 Union Street South
Concord, NC 28025

To whom it may concern,

On behalf of the Rowan Chamber of Commerce and our 800 business members, we submit this letter of support for funding of the Downtown Salisbury Main Street project. Rowan County and Salisbury are experiencing amazing economic development in large-scale industry, small businesses, residents, and tourists, which is welcome, and long anticipated. The key for Salisbury to retain its historic small-town charm while embracing progressive change is to manage our growth responsibly and facilitate infrastructure improvements that match our vision and authenticity.

The Downtown Salisbury Main Street Plan is the holistic approach to improving the streetscape in our community, adopted by Salisbury City Council in March 2021. The first phase finished in September 2021 and was the re-striping portion of North and South Main Street through the city center, increasing the number of parking spaces and reducing to three lanes, to improve parking and walkability. The second phase of the plan re-envision Main Street with curb extensions, landscaping improvements, benches, planters, and other features to ensure Salisbury is an attractive destination for locals and tourists. This funding will allow for the design and construction portion of Phase Two of the Main Street project to begin, setting Salisbury up for the positive effect of this project will have on economic development and place-making.

Thanks for your attention to this project, and for seeing the benefit this will have for Downtown Salisbury and Rowan County. Please contact me if you require any additional information at (704) 633-4221 or espalding@rowanchamber.com

Sincerely,

Elaine Spalding

Elaine Spalding, CCE
President

Cabarrus-Rowan Metropolitan Planning Organization
TCC Sub-Committee
57 Union Street South
Concord, NC 28025



September 1, 2022

To whom it may concern,

It is with great pleasure I submit this letter of support for funding of the Downtown Salisbury Main Street project. Rowan County and Salisbury are experiencing amazing economic development in large-scale industry, small businesses, residents and tourists, which is welcome, and long-anticipated. The key for Salisbury to retain its historic small town charm while embracing progressive change is to manage our growth responsibly, and facilitate infrastructure improvements that match our vision and authenticity.

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Downtown Salisbury, Inc is thrilled to support this funding request, because the organization's mission is to enhance and manage development to make the district the economic, governmental, social and cultural center of Rowan County. Currently underway, the City of Salisbury Forward 2040 plan states "Dynamic downtowns are characterized by progress, change, and activity," highlighting the value Downtown Salisbury holds for the greater city and county community. The community-feedback driven goals for the downtown are to invest in and maintain attractive public realms, including streetscapes, increase and improve transportation options, support the development of a downtown neighborhood, support business development, encourage growth of cultural and community venues, and stimulate adaptive reuse projects. The Downtown Salisbury Main Street project serves each of these goals, and shows Salisbury's continued dedication to progress.

Thank you so much for your attention to this project, and for seeing the benefit this will have for Downtown Salisbury and Rowan County.

Much appreciated,

A handwritten signature in dark ink, appearing to read "Sada Stewart Troutman". The signature is stylized with a large, sweeping initial "S" and a long horizontal stroke extending to the right.

Sada Stewart Troutman
Downtown Salisbury Inc, Executive Director



Tourism Development Authority
North Carolina

Be an original.™

Cabarrus-Rowan Metropolitan Planning Organization
TCC Sub-Committee
57 Union Street South
Concord, NC 28025

September 1, 2022

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Downtown Salisbury is a critical component of the local tourism economy in Rowan County and its continued success and development is vital for long term growth. Continued investments in critical tourism and community infrastructure such as Downtown Salisbury are important steps towards fostering continued growth in the tourism sector of Rowan County's economy. For these reasons the Rowan County Tourism Development Authority supports funding for the Downtown Salisbury Main Street project.

The Downtown Salisbury Main Street Plan is the holistic approach to improving the streetscape in our community, adopted by Salisbury City Council in March 2021. The first phase finished in September 2021, and was the re-striping portion of North and South Main Street through the city center, increasing the number of parking spaces and reducing to three lanes, to improve parking and walkability. The second phase of the plan re-envision Main Street with curb extensions, landscaping improvements, benches, planters, and other features to ensure Salisbury is an attractive destination for locals and tourists. This funding will allow for the design and construction portion of Phase Two of the Main Street project to begin, setting Salisbury up for the positive effect of this project will have on economic development and place-making.

Thank you so much for your attention to this project, and for seeing the benefit this will have for Downtown Salisbury and Rowan County. We appreciate your hard work for all of us in this region of North Carolina!

With much appreciation,

A handwritten signature in cursive script that reads "James Meacham".

James Meacham
Chief Executive Officer

A. Executive Summary

The City of Salisbury has contracted with McAdams/NV5 to provide technical services relating to the traffic operations and design of the Main Street Corridor Improvements project. Main Street is located in downtown Salisbury and crosses multiple intersections. The project proposes to make capacity, pedestrian and bicycle improvements to the roadway within the current right-of-way. The analyses included in this memorandum provides an evaluation of the average weekday AM and PM peak hours under existing, future no build and proposed design concepts. Each alternative is compared based on several measures of effectiveness (MOEs): Intersection level of service (LOS), delay, and projected queue lengths. The purpose of this analysis is to determine the basic cross-section and intersection improvements required to obtain an acceptable level of service along the corridor in the design year (2040).

The study network includes the following intersections:

1. Main Street & Kerr Street
2. Main Street & Liberty Street
3. Main Street & Council Street
4. Main Street & Innes Street
5. Main Street & Fisher Street
6. Main Street & Bank Street
7. Main Street & Horah Street
8. Main Street & Monroe Street

Capacity Analysis

NCDOT provided 24-hour daily volumes along Main Street and the surrounding roads based on count station data. Those volumes were used to complete a mainline comparison of the design alternatives to determine the feasibility of alternatives. The system level analysis evaluates the existing four-lane alternative and proposed three-lane alternative. The analysis provides a qualitative evaluation of the roadway capacity. A level-of-service D was used as the operational standard. Based on the count data the volumes along Main Street vary from 3,300 vehicles per day at Monroe Street to as much as 8,000 vehicles per day at Innes Street. The results indicate that there is spare capacity along the roadway.

Table E1: Planning Level System Comparison

| Alternative | Cross Section | Posted Speed | Lane Widths | Maximum LOS D Volume ¹ | 2019 AADT ² |
|-------------|------------------|--------------|-------------|-----------------------------------|------------------------|
| Existing | 4 Lane Undivided | 25 mph | 11 foot | 21,400 | 3,300-8,000 |
| Proposed | 3 Lane Undivided | 25 mph | 12 foot | 12,700 | |

¹NCDOT LOS D Standards for System Level Planning data for Major Thoroughfare in the Piedmont region

²NCDOT Count Station, updated November 19, 2019. Average Annual Daily Traffic (AADT) shown in vehicles per day.

Peak hour turning movement counts were collected at the study area intersections for use in the AM and PM peak hour analyses. NV5 used the existing traffic data, existing geometric conditions, and signalization data to evaluate existing traffic operations along Main Street, within the project limits. Based on the capacity analysis results, the study area intersections operate at an overall LOS C or better under the existing four-lane roadway geometry. If the roadway were reduced to a three-lane facility, capacity analysis indicates that the intersections will continue to operate at LOS C or better.

Table E2: 2019 Capacity Analysis Summary

| Intersection | 4-Lane Alternative Level of Service | | 3-Lane Alternative Level of Service | |
|------------------------------|--|----|--|----|
| | AM | PM | AM | PM |
| Main Street & Kerr Street | C | C | C | C |
| Main Street & Liberty Street | B | B | B | B |
| Main Street & Council Street | A | A | A | A |
| Main Street & Innes Street | C | C | C | C |
| Main Street & Fisher Street | B | B | B | B |
| Main Street & Bank Street | A | B | A | B |
| Main Street & Horah Street | A | B | A | B |
| Main Street & Monroe Street | B | C | C | C |

Historic AADT volumes from NCDOT were used to select an appropriate growth rates for a 20 year design period. A two percent (2%) growth rate was applied to the existing traffic volumes to estimate 2040 design-year peak hour volumes. These traffic volumes were evaluated under the existing and proposed roadway geometry to determine future operations. Based on the capacity analysis results, the four-lane roadway will continue to operate at LOS C or better in the future. A three-lane roadway will provide adequate capacity to accommodate the future year volumes at a LOS D or better at all study area intersections.

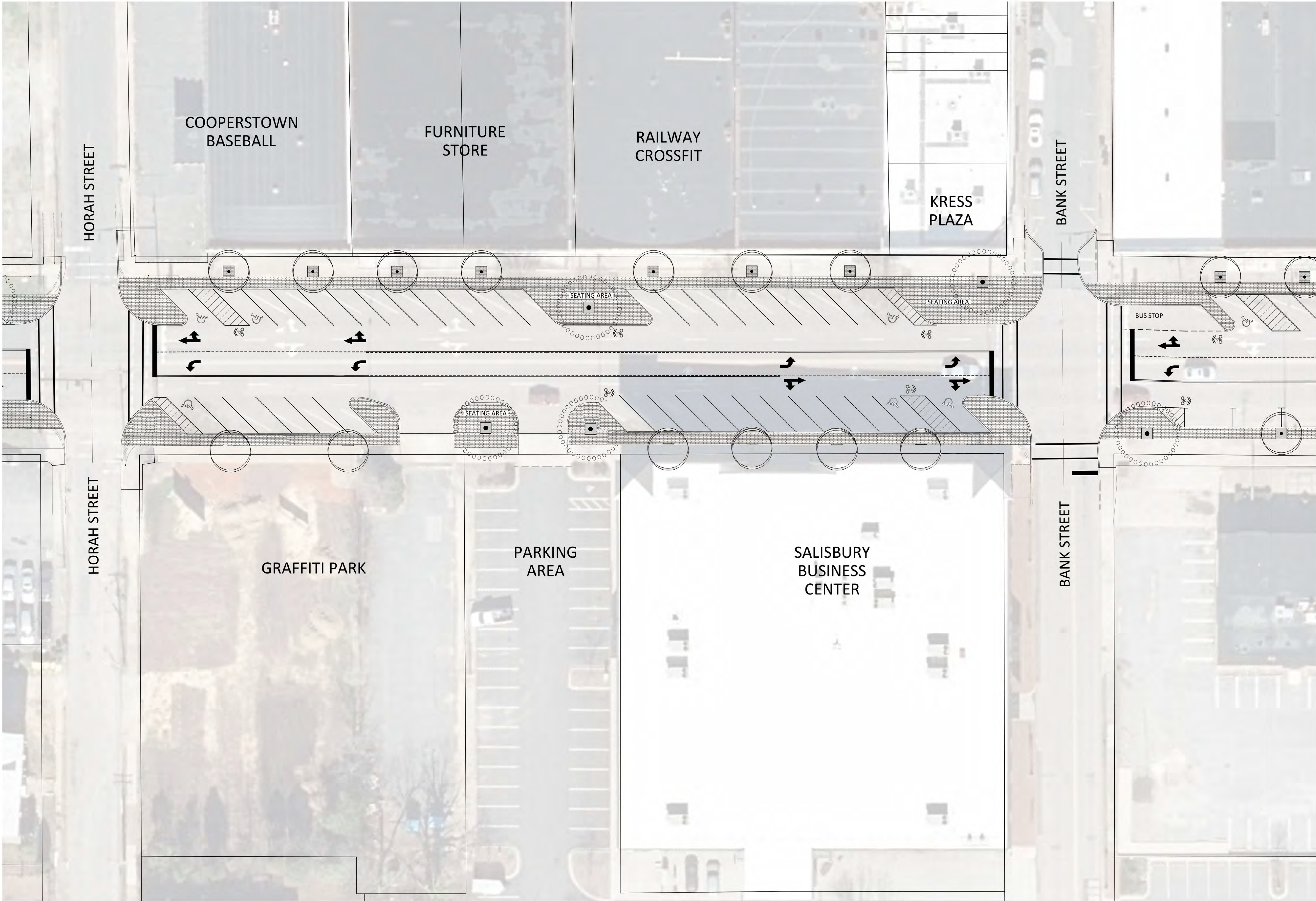
Table E3: 2040 Capacity Analysis Summary

| Intersection | 4-Lane Alternative Level of Service | | 3-Lane Alternative Level of Service | |
|------------------------------|--|----|--|----|
| | AM | PM | AM | PM |
| Main Street & Kerr Street | C | C | C | C |
| Main Street & Liberty Street | B | B | B | C |
| Main Street & Council Street | A | A | B | A |
| Main Street & Innes Street | C | C | C | D |
| Main Street & Fisher Street | B | B | B | B |
| Main Street & Bank Street | A | B | A | B |
| Main Street & Horah Street | A | B | A | B |
| Main Street & Monroe Street | B | C | C | C |

Recommendations

Based on the capacity analysis results, we recommend converting the existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL). The three-lane roadway will provide adequate capacity to accommodate the existing and future year volumes at an acceptable level-of-service.

The inclusion of the TWLTL is an effective safety countermeasure, which has been shown to be reduce crashes by 19-47%. The roadway configuration will also provide an opportunity to install a pedestrian crossing island at the intersection of Main Street & Innes Street. Left turns are currently restricted on all approaches at this intersection; however, existing traffic counts indicate that drivers still make the prohibited left turn movements. In order to ensure compliance, we recommend a pedestrian island be installed on the north and southbound approaches of Main Street. The island should be the width of the center turn lane. This will provide a visual indicator to drivers that left turns are prohibited at the intersection. It will also provide a refuge area for pedestrians accessing nearby businesses. Pedestrian Crossing islands are an effective safety countermeasure, reducing pedestrian crashes by 56%.



McAdams

The John R. McAdams Company, Inc.
3430 Toringdon Way
Suite 110
Charlotte, NC 28277
phone 704. 527. 0800
fax 919. 361. 2269
license number: C-0293, C-187

www.mcadamsco.com

OWNER

CITY OF SALISBURY
217 SOUTH MAIN STREET
SALISBURY, NORTH CAROLINA 28144
PHONE: 704. 638. 5242



**DOWNTOWN SALISBURY
MAIN STREET PLAN**
MASTERPLAN
MAIN STREET
SALISBURY, NORTH CAROLINA 28144



REVISIONS

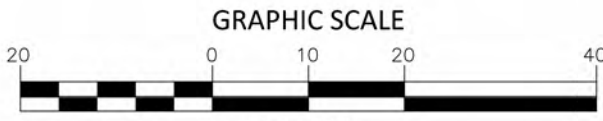
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|-----|------------|--------------------------------|
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| 2 | 09.11.2020 | REVISED NCDOT HYBRID ALIGNMENT |
| 3 | 09.28.2020 | REVISED HYBRID ALIGNMENT |
| 4 | 11.06.2020 | REVISED HYBRID ALIGNMENT |
| 5 | 02.22.2021 | REVISED PER PUBLIC INPUT |

PLAN INFORMATION

| | |
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| FILENAME | COS19010-S5 |
| CHECKED BY | DLL |
| DRAWN BY | KML |
| SCALE | 1" = 20' |
| DATE | 03. 30. 2020 |

SHEET

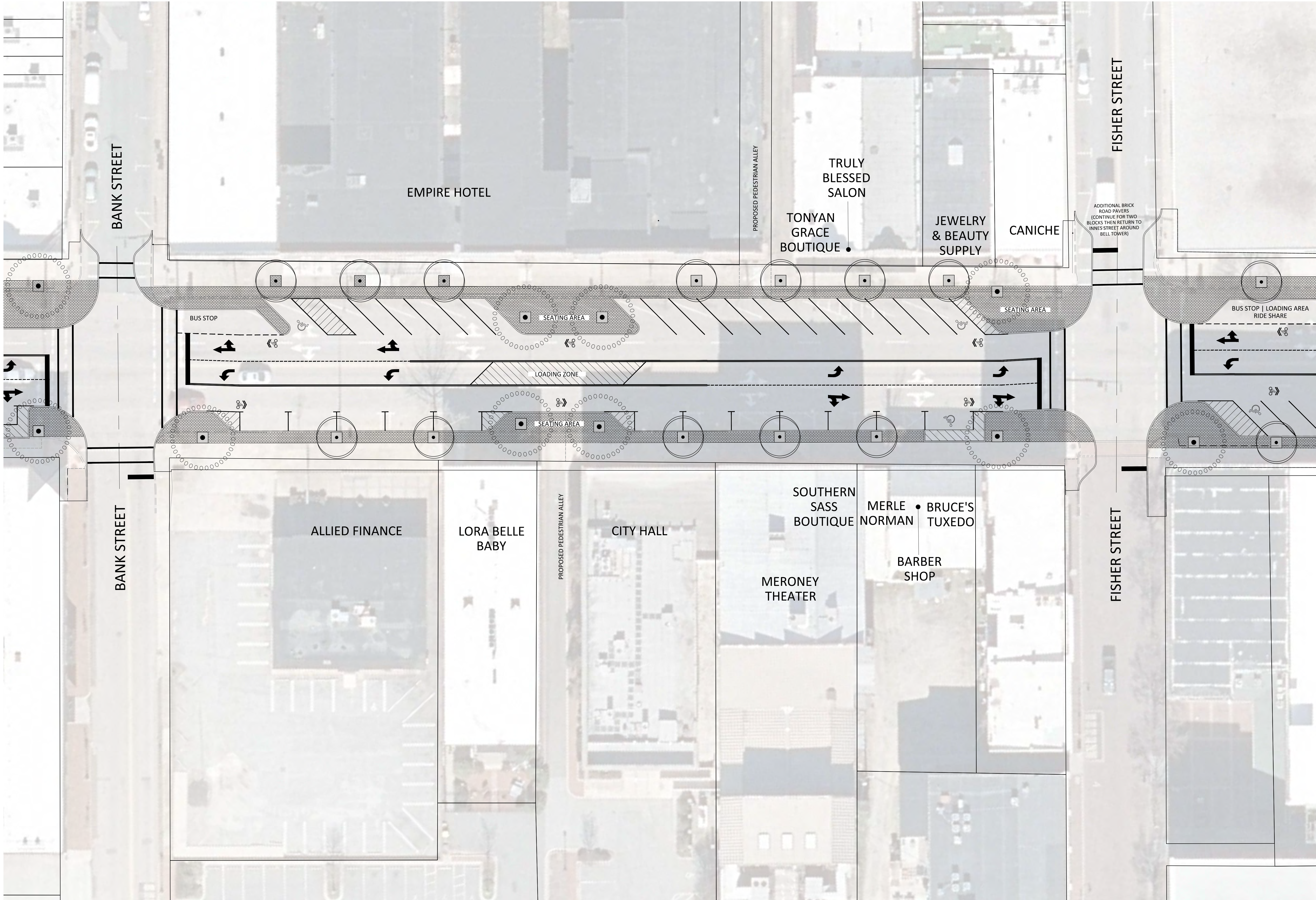
**HORAH ST -
BANK ST
LS.07**



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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McADAMS
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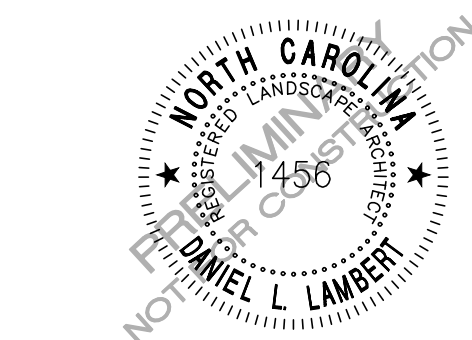
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**DOWNTOWN SALISBURY
MAIN STREET PLAN**

**MASTERPLAN
MAIN STREET**

SALISBURY, NORTH CAROLINA 28144



REVISIONS

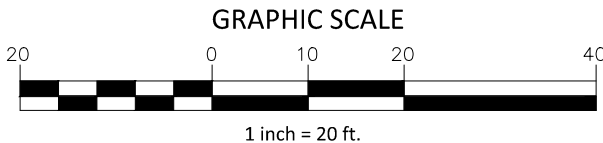
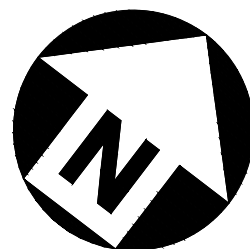
| NO. | DATE | DESCRIPTION |
|-----|------------|---------------------------------|
| 1 | 07.28.2020 | NC DOT ALIGNMENT |
| 2 | 09.11.2020 | REVISED NC DOT HYBRID ALIGNMENT |
| 3 | 09.28.2020 | REVISED HYBRID ALIGNMENT |
| 4 | 11.06.2020 | REVISED HYBRID ALIGNMENT |
| 5 | 02.22.2021 | REVISED PER PUBLIC INPUT |

PLAN INFORMATION

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|-------------|--------------|
| PROJECT NO. | COS-19010 |
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| CHECKED BY | DLL |
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| DATE | 03. 30. 2020 |

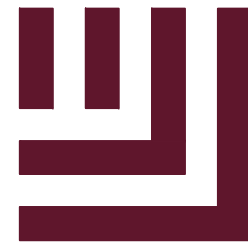
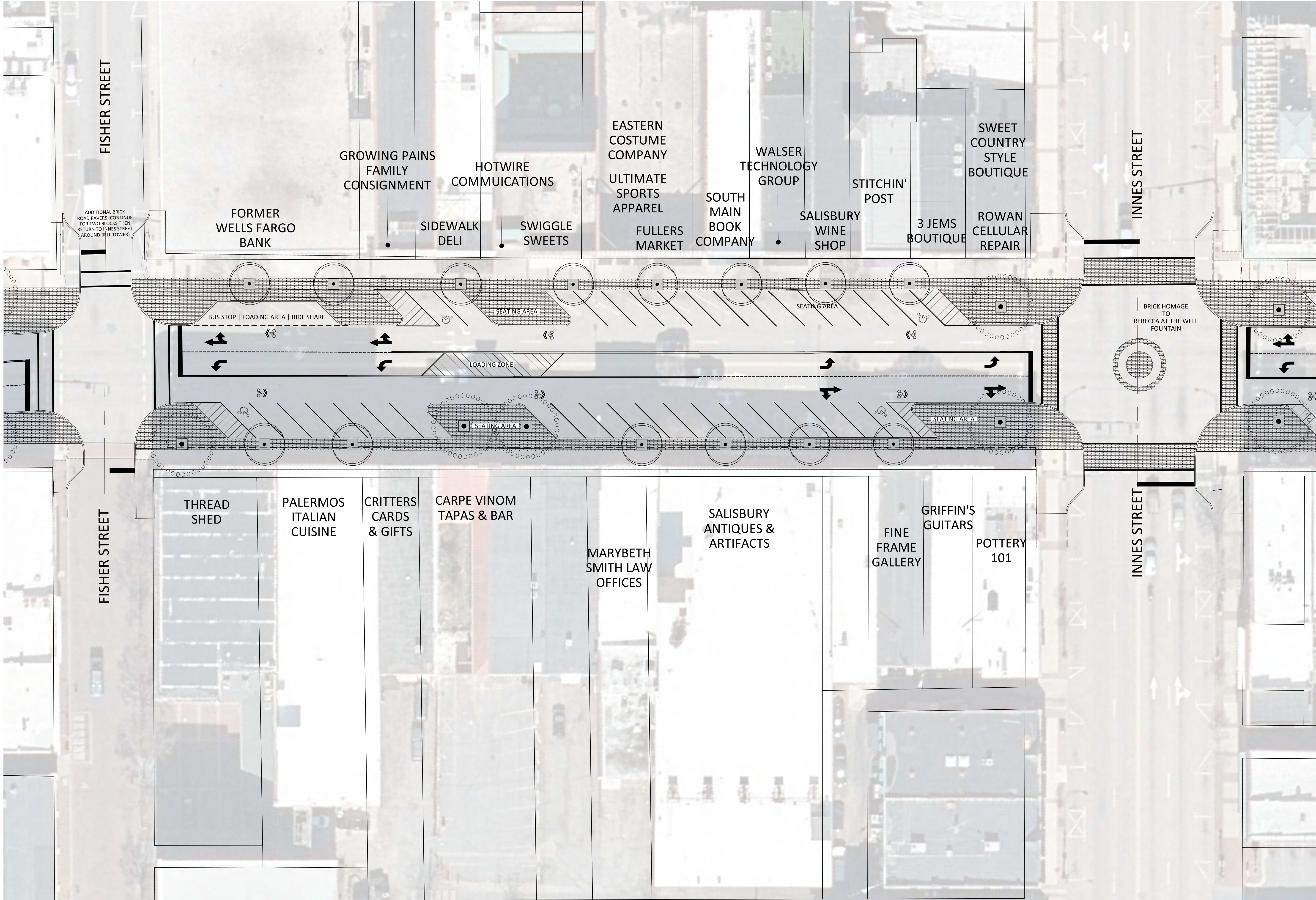
SHEET

**BANK ST -
FISHER ST**
LS.08



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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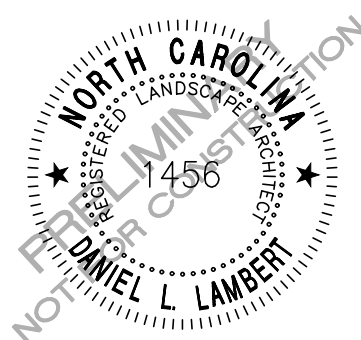
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CITY OF SALISBURY
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PHONE: 704. 638. 5242



DOWNTOWN SALISBURY
MAIN STREET PLAN
MASTERPLAN
MAIN STREET
SALISBURY, NORTH CAROLINA 28144



REVISIONS

| NO. | DATE | |
|-----|------------|---------------------------------|
| 1 | 07.28.2020 | NC DOT ALIGNMENT |
| 2 | 09.11.2020 | REVISED NC DOT HYBRID ALIGNMENT |
| 3 | 09.28.2020 | REVISED HYBRID ALIGNMENT |
| 4 | 11.06.2020 | REVISED HYBRID ALIGNMENT |
| 5 | 02.22.2021 | REVISED PER PUBLIC INPUT |

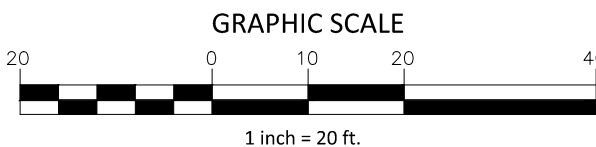
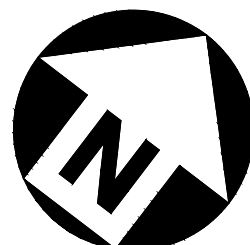
PLAN INFORMATION

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| PROJECT NO. | COS-19010 |
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| DATE | 03. 30. 2020 |

SHEET

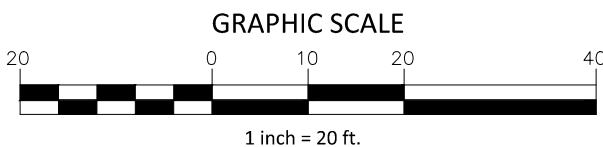
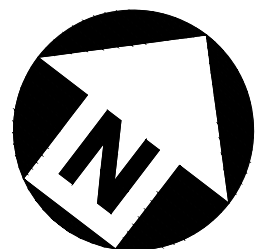
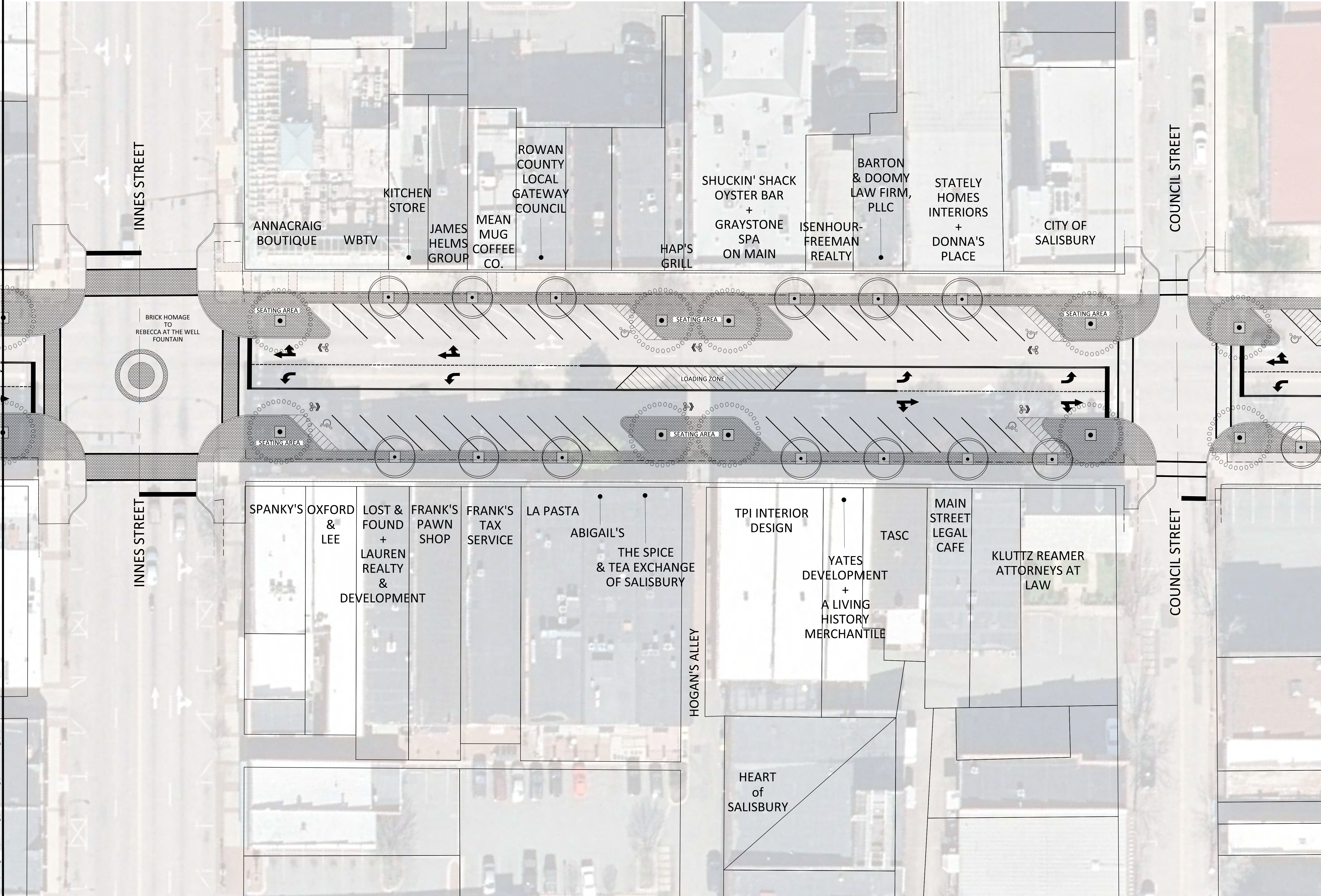
FISHER ST -
INNES ST

LS.09

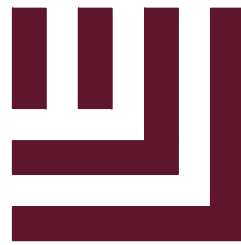


PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

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PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION



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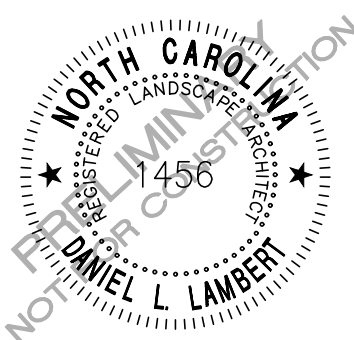
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DOWNTOWN SALISBURY
MAIN STREET PLAN
MASTERPLAN
MAIN STREET
SALISBURY, NORTH CAROLINA 28144



REVISIONS

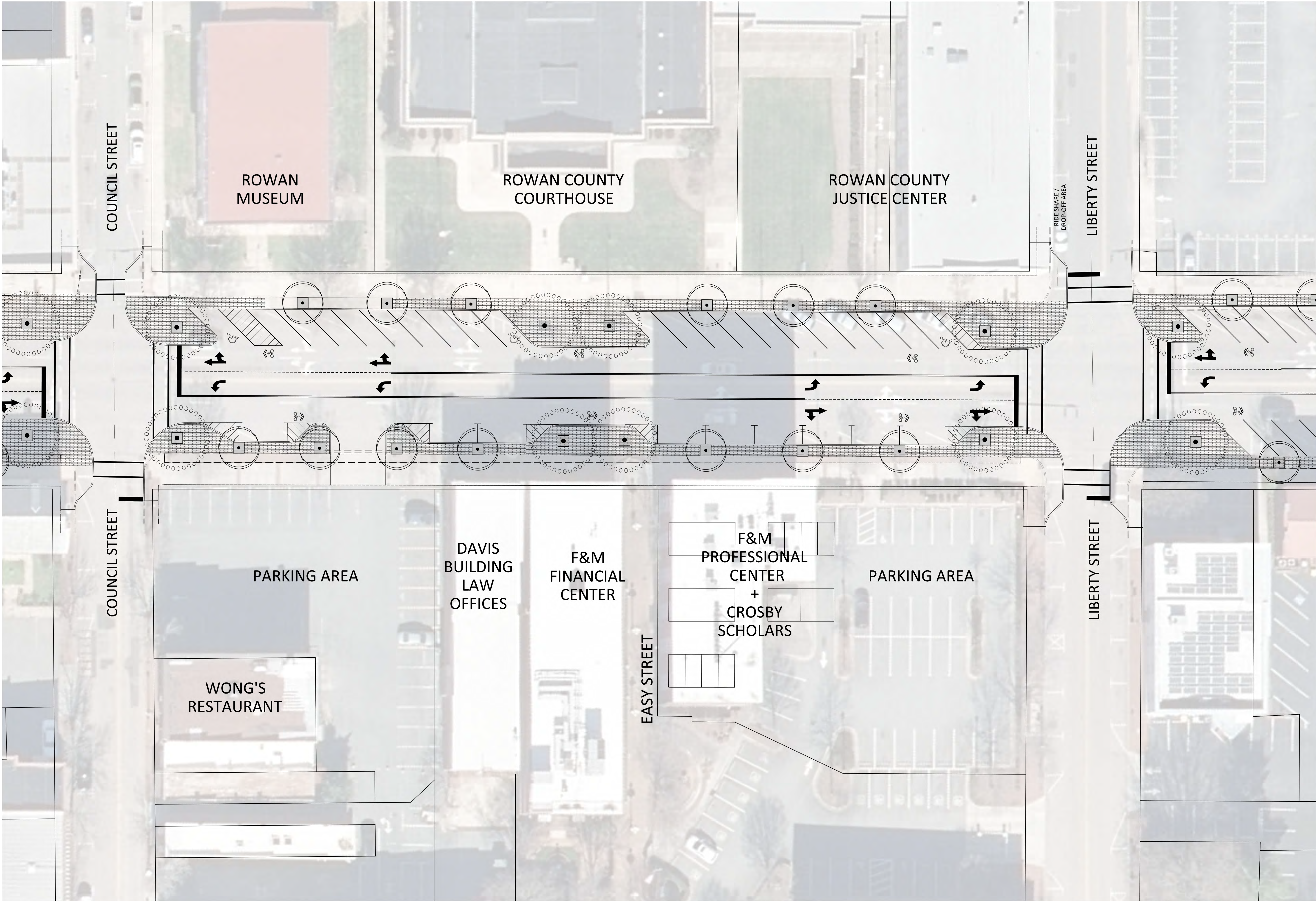
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PLAN INFORMATION

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| PROJECT NO. | COS-19010 |
| FILENAME | COS19010-55 |
| CHECKED BY | DLL |
| DRAWN BY | KML |
| SCALE | 1" = 20' |
| DATE | 03. 30. 2020 |

SHEET

INNES ST -
COUNCIL ST
LS.10



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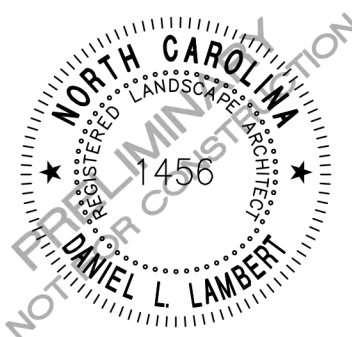
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DOWNTOWN SALISBURY
MAIN STREET PLAN
MASTERPLAN
MAIN STREET
SALISBURY, NORTH CAROLINA 28144



REVISIONS

| NO. | DATE | |
|-----|------------|--------------------------------|
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| 2 | 09.11.2020 | REVISED NCDOT HYBRID ALIGNMENT |
| 3 | 09.28.2020 | REVISED HYBRID ALIGNMENT |
| 4 | 11.06.2020 | REVISED HYBRID ALIGNMENT |
| 5 | 02.22.2021 | REVISED PER PUBLIC INPUT |

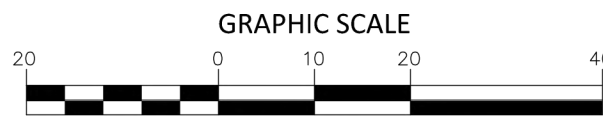
PLAN INFORMATION

| | |
|-------------|--------------|
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| FILENAME | COS19010-S5 |
| CHECKED BY | DLL |
| DRAWN BY | KML |
| SCALE | 1" = 20' |
| DATE | 03. 30. 2020 |

SHEET

COUNCIL ST -
LIBERTY ST

LS.11



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3. Methods/Study design of military

**DOWNTOWN SALISBURY
MAIN STREET PLAN**
MASTERPLAN
MAIN STREET
SALISBURY, NORTH CAROLINA 28144



| NO. | DATE | |
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| 3 | 09.28.2020 | REVISED HYBRID ALIGNMENT |
| 4 | 11.06.2020 | REVISED HYBRID ALIGNMENT |
| 5 | 02.22.2021 | REVISED PER PUBLIC INPUT |

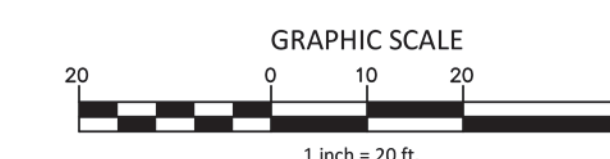
PLAN INFORMATION

| | |
|-------------|--------------|
| PROJECT NO. | COS-19010 |
| FILENAME | COS19010-S5 |
| CHECKED BY | DLL |
| DRAWN BY | KML |
| SCALE | 1" = 20' |
| DATE | 03. 30. 2020 |

SHEET

LIBERTY ST -
KERR ST

LS.12



PRELIMINARY DRAWING - NOT RELEASED FOR CONSTRUCTION

Streetscape Concept Plan



Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

PLAN RENDERINGS

Character Perspective (Example: Looking South at Fisher Intersection)



Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

PLAN RENDERINGS

Character Perspective (Example: Looking South at Innes Intersection)



Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

PLAN RENDERINGS

Fisher to Innes



Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

PLAN RENDERINGS

Bank to Fisher



Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

PLAN RENDERINGS

Liberty to Kerr

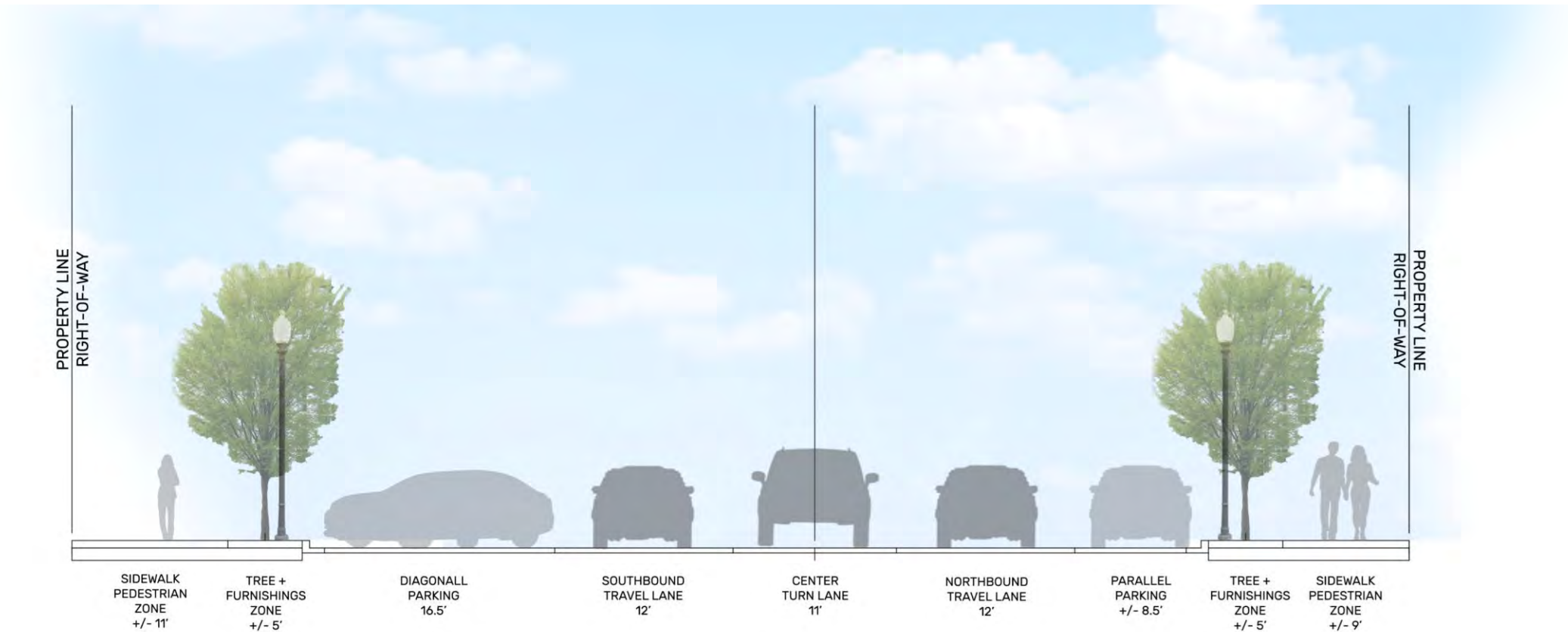


Concept Plan

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN
Proposed Transitional Striping Plan and Streetscape Plan

PLAN RENDERINGS

Cross-Section (Example: Bank to Fisher)



DIAGONAL PARKING ONE SIDE + PARALLEL PARKING ONE SIDE

(BANK STREET TO FISHER STREET EXAMPLE)

+/- 90' RIGHT-OF-WAY WIDTH

Brief History of Project

CITY of SALISBURY:
DOWNTOWN MAIN STREET PLAN

Public Feedback



Photo credit: Natalie Anderson, Salisbury Post

- Ten (10) formal presentations to various community groups
- Forty (40) small group or one-on-one meetings
- Three (3) on-street outdoor/in-person events
- Canvassing of eighty-five (85) establishments to raise awareness
- Online, interactive map for people to leave comments/suggestions
- Posts and articles via social media, the Lamplighter, the Salisbury Post

Accident Data

Figure 3: Crash Map

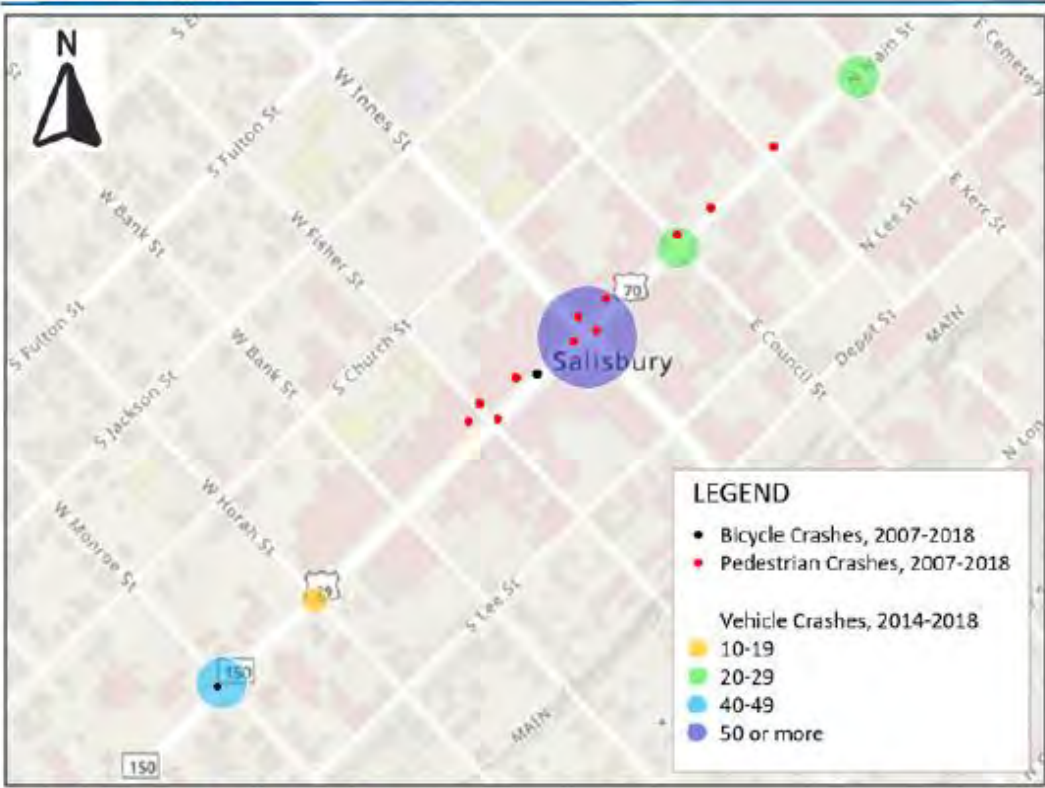


Table 2: Main Street Crash Analysis Summary

| Intersection ¹ | Crash Type ² | | | | |
|---------------------------|-------------------------|-----|---------|------------|-------|
| | Vehicle | | Bicycle | Pedestrian | TOTAL |
| | Injury | PDO | | | |
| Kerr Street | 7 | 18 | - | - | 25 |
| Liberty Street | - | - | - | - | - |
| Council Street | 5 | 19 | - | 1 | 25 |
| Innes Street | 13 | 60 | - | 5 | 78 |
| Fisher Street | - | - | - | - | - |
| Bank Street | - | - | - | - | - |
| Horah Street | 5 | 6 | - | - | 11 |
| Monroe Street | 13 | 31 | 1 | - | 45 |
| TOTAL | 43 | 134 | 1 | 6 | 184 |

¹ Includes crashes reported at a specific intersection or within 200 feet of any approach.
² NCDOT Traffic Safety Unit Crash Data; Vehicles 2014-2018, Bikes/Pedestrians 2007-2018.

| trafficaccidentdata2020 selection | | | | | |
|-----------------------------------|------------|-----------|------------------------|--------|----------------------------|
| ACCI_ID | TA_DATE_D | STREETNBR | STREET | INNEAR | Full Address |
| 38361 | 1/14/2020 | 100 | E INNES ST/N MAIN ST | I | 100 E INNES ST/N MAIN ST |
| 38388 | 1/16/2020 | 299 | N MAIN ST/E LIBERTY ST | I | 299 N MAIN ST/E LIBERTY ST |
| 40025 | 1/22/2021 | 100 | E INNES ST/S MAIN ST | I | 100 E INNES ST/S MAIN ST |
| 38336 | 1/3/2020 | 299 | N MAIN ST/E LIBERTY ST | I | 299 N MAIN ST/E LIBERTY ST |
| 39516 | 10/13/2020 | 199 | N MAIN ST/W COUNCIL ST | I | 199 N MAIN ST/W COUNCIL ST |
| 39540 | 10/18/2020 | 100 | E INNES ST/N MAIN ST | I | 100 E INNES ST/N MAIN ST |
| 39468 | 10/5/2020 | 100 | N MAIN ST/E INNES ST | I | 100 N MAIN ST/E INNES ST |
| 39745 | 11/24/2020 | 299 | N MAIN ST/W LIBERTY ST | I | 299 N MAIN ST/W LIBERTY ST |
| 39636 | 11/5/2020 | 299 | N MAIN ST/W LIBERTY ST | I | 299 N MAIN ST/W LIBERTY ST |
| 39847 | 12/15/2020 | 100 | W LIBERTY ST/N MAIN ST | I | 100 W LIBERTY ST/N MAIN ST |
| 39867 | 12/17/2020 | 100 | E FISHER ST/S MAIN ST | I | 100 E FISHER ST/S MAIN ST |
| 39882 | 12/18/2020 | 100 | E INNES ST/N MAIN ST | I | 100 E INNES ST/N MAIN ST |
| 40058 | 2/1/2021 | 299 | N MAIN ST/E LIBERTY ST | I | 299 N MAIN ST/E LIBERTY ST |
| 40067 | 2/1/2021 | 299 | N MAIN ST/E LIBERTY ST | | 299 N MAIN ST/E LIBERTY ST |
| 40105 | 2/11/2021 | 100 | E INNES ST/S MAIN ST | I | 100 E INNES ST/S MAIN ST |
| 38512 | 2/12/2020 | 100 | W INNES ST/S MAIN ST | I | 100 W INNES ST/S MAIN ST |
| 38525 | 2/13/2020 | 00 | N MAIN ST/E INNES ST | | 100 N MAIN ST/E INNES ST |
| 38586 | 2/22/2020 | 299 | S MAIN ST/W BANK ST | I | 299 S MAIN ST/W BANK ST |
| 38482 | 2/3/2020 | 126 | N MAIN ST | I | 126 N MAIN ST |
| 38638 | 3/10/2020 | 100 | W INNES ST/S MAIN ST | I | 100 W INNES ST/S MAIN ST |
| 38719 | 3/30/2020 | 100 | E INNES ST/S MAIN ST | I | 100 E INNES ST/S MAIN ST |
| 38624 | 3/5/2020 | 100 | S MAIN ST/E INNES ST | I | 100 S MAIN ST/E INNES ST |
| 38758 | 4/13/2020 | 100 | W FISHER ST/S MAIN ST | I | 100 W FISHER ST/S MAIN ST |
| 38906 | 5/19/2020 | 199 | N MAIN ST/E COUNCIL ST | I | 199 N MAIN ST/E COUNCIL ST |
| 38918 | 5/22/2020 | 199 | S MAIN ST/E FISHER ST | I | 199 S MAIN ST/E FISHER ST |
| 38951 | 6/1/2020 | 100 | W FISHER ST/S MAIN ST | I | 100 W FISHER ST/S MAIN ST |
| 39036 | 6/22/2020 | 299 | N MAIN ST/W LIBERTY ST | I | 299 N MAIN ST/W LIBERTY ST |
| 39162 | 7/22/2020 | 100 | W FISHER ST/S MAIN ST | I | 100 W FISHER ST/S MAIN ST |
| 39356 | 9/12/2020 | 199 | S MAIN ST/E FISHER ST | I | 199 S MAIN ST/E FISHER ST |
| 39358 | 9/13/2020 | 100 | E INNES ST/S MAIN ST | I | 100 E INNES ST/S MAIN ST |

Parking

CITY of SALISBURY: DOWNTOWN MAIN STREET PLAN

Parking Numbers Per Block

| Stretch | Existing | Dec. Draft Plan | Striping Plan | Concept Plan |
|---------------------------------------|------------|-----------------|---------------|----------------|
| Lafayette to Franklin | 0 | 0 | 0 | 3 |
| Franklin to Cemetery | 5 | 5 | 0 | 5 |
| Cemetery to Kerr | 4 | 4 | 4 | 8 |
| Kerr to Liberty | 31 | 23 | 40 | 34 |
| Liberty to Council | 29 | 24 | 39 | 30 |
| Council to Innes | 38 | 38 | 56 | 41 |
| Innes to Fisher | 39 | 29 | 50 | 35 / 40 |
| Fisher to Bank | 26 | 32 | 37 | 31 |
| Bank to Horah | 27 | 30 | 46 | 31 |
| Horah to Monroe | 0 | 13 | 13 | 13 |
| Monroe to Military | 0 | 0 | 0 | 0 |
| Military to Thomas | 0 | 0 | 0 | 0 |
| Thomas to Knox | 0 | 0 | 0 | 0 |
| Knox to McCubbins | 0 | 0 | 0 | 0 |
| McCubbins to Chestnut | 0 | 0 | 0 | 0 |
| Total On-Street Parking Spaces | 199 | 198 | 285 | 231/236 |