

A Healthy Future

Walkability Through Community Design



Fit Families

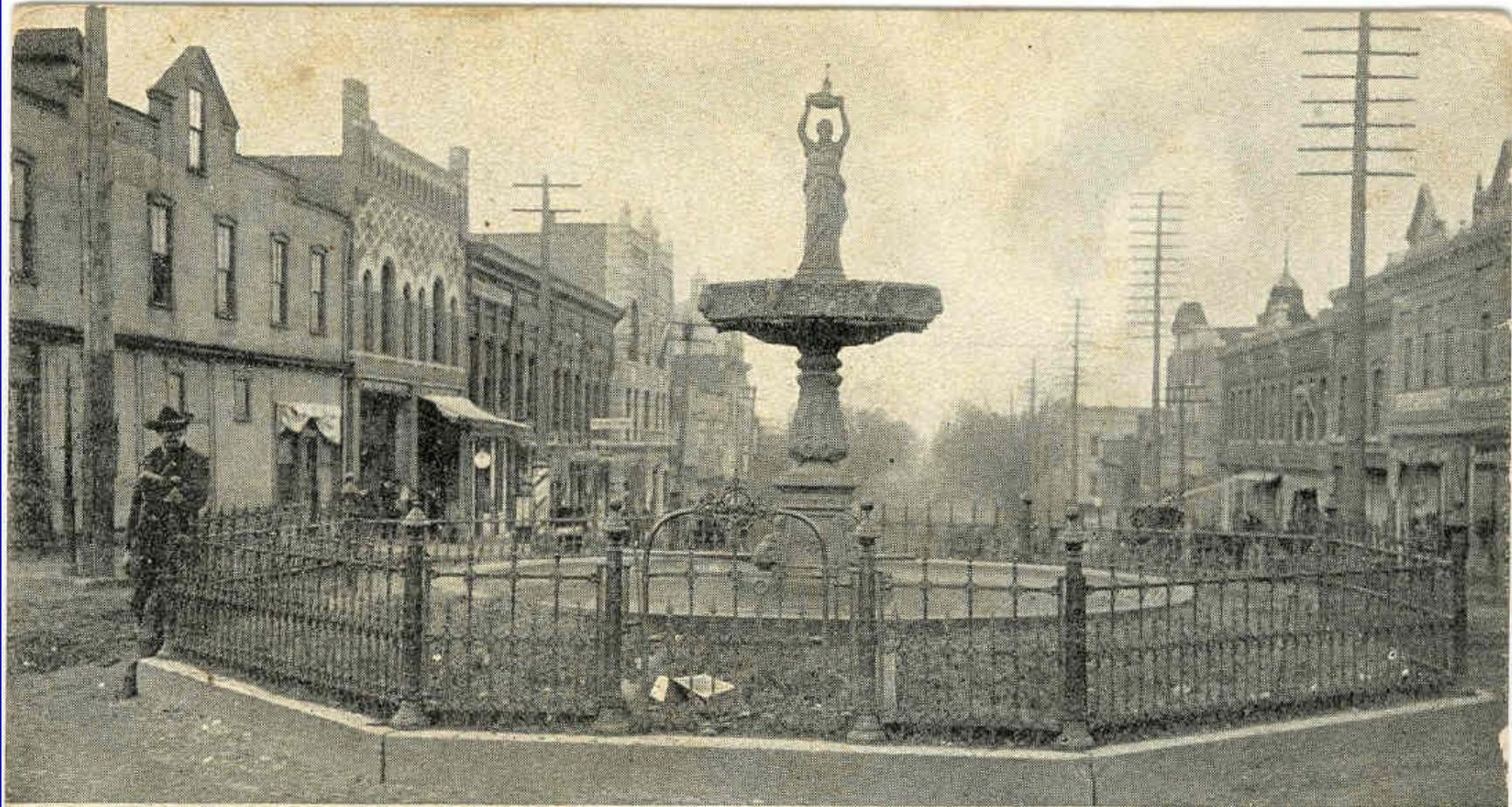
North Carolina

October 18, 2004

- Joe Morris, AICP
Planning & CD Manager
jmorr@salisburync.gov 704-638-5324
- Dan Mikkelsen, PE
Land Management & Development Director
dmikk@salisburync.gov 704-638-5206

Presentation Format:

- Background information
- Salisbury Vision 2020 Comprehensive Plan
- Examples of Walkable Infrastructure

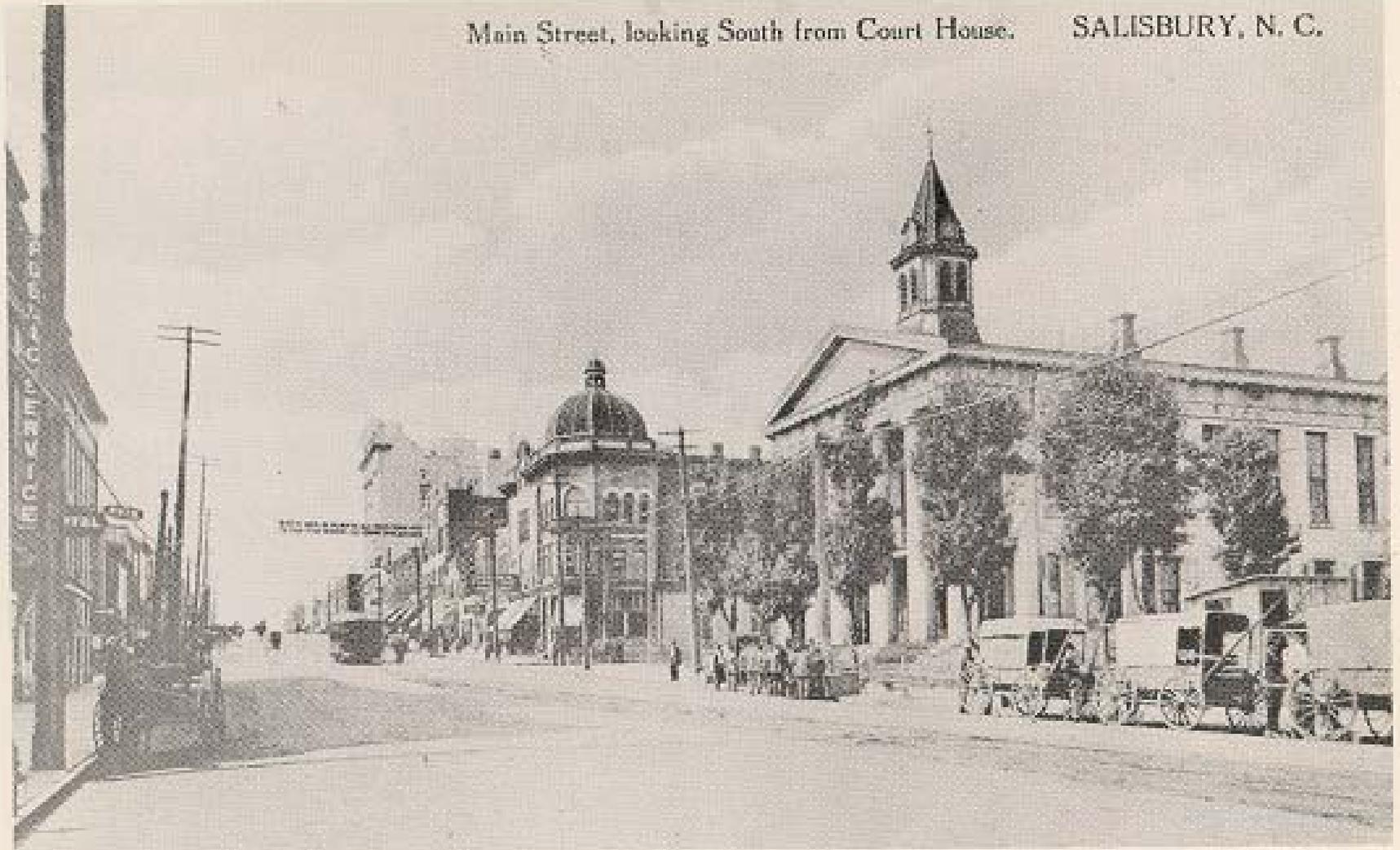


The Fountain, Salisbury, N. C.

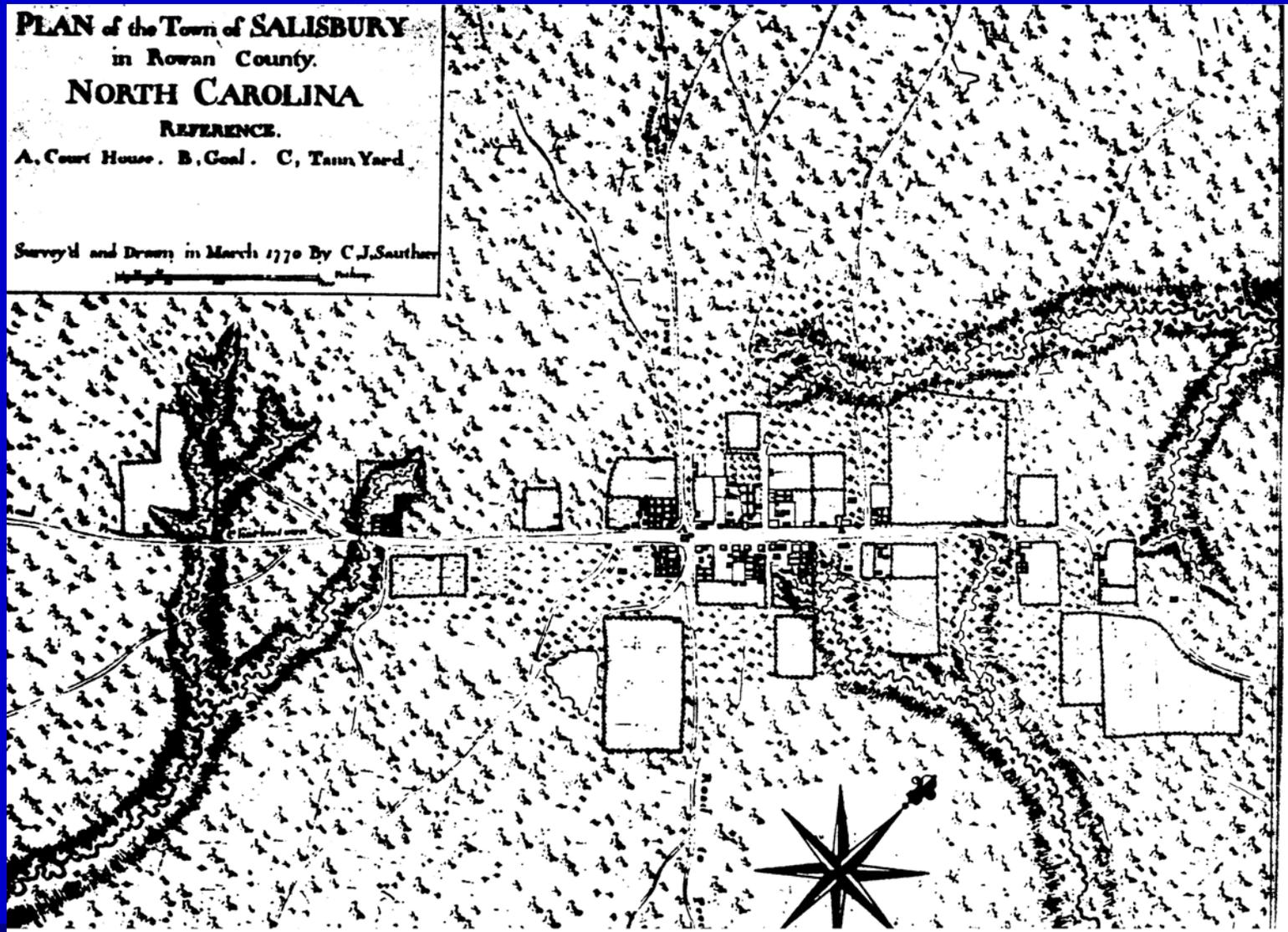
J. & M. OTTENHEIMER, BALTO. MD.

Main Street, looking South from Court House.

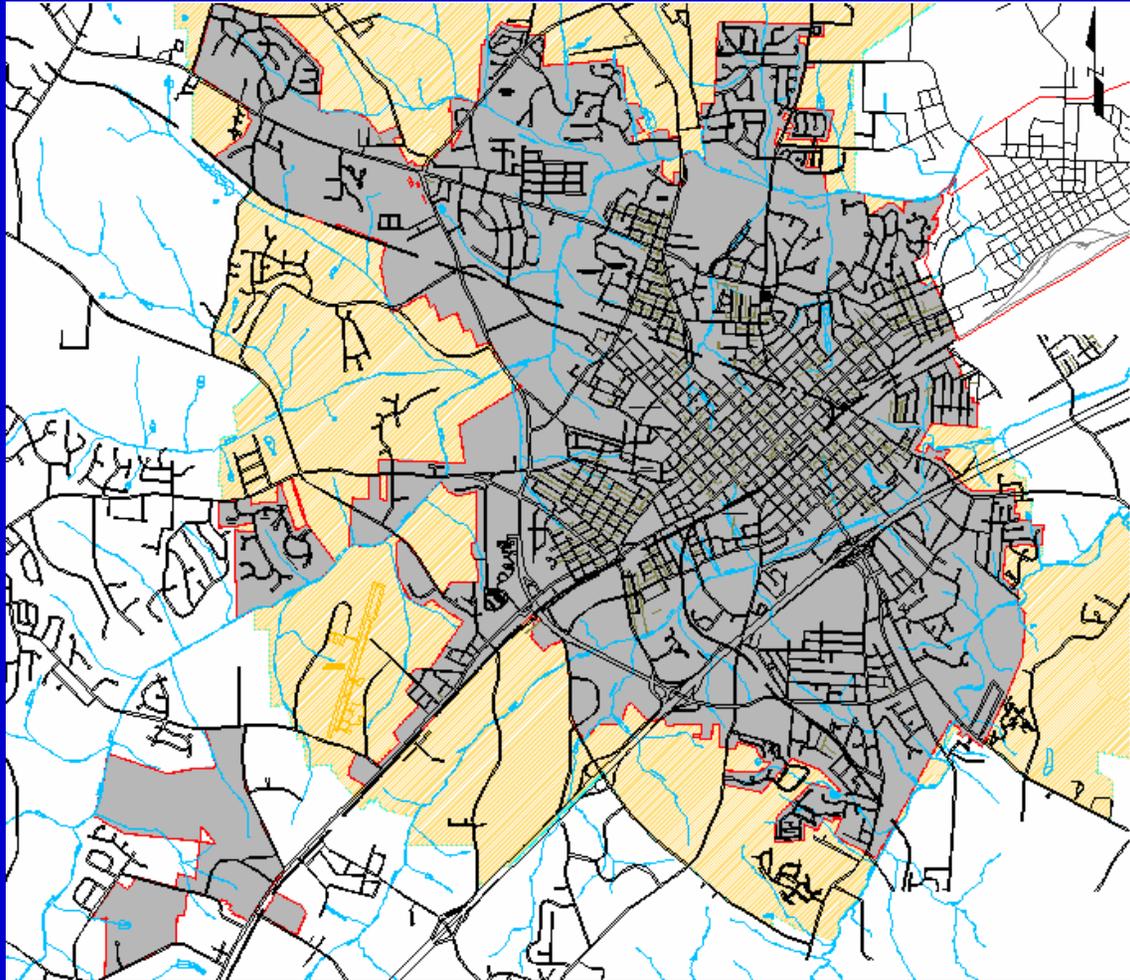
SALISBURY, N. C.



The Historic Pattern ~1780



The historic pattern - 2004



- 28,000 population
- 19 square miles
- 10 National Register Historic Districts
- NC Main Street participant

The Vision 2020 Planning Process

- Comprehensive - 20 year planning horizon.
- Driven by a citizen's Task Force.
- 31 Month Duration with 5 Educational Programs, 14 Committee Meetings and 4 Public Forums
- Involved hundreds of Salisbury Citizens.
- 7 Major Sections -147 Specific policies.



The Vision:

An Idealized View
as Seen by Our Citizens



Getting Around

We see a community with "full-service streets" in which cars and pedestrians, bicyclists and buses are equally at home. We see streets with ample sidewalks, large trees reaching over the street, and attractive pedestrian-scaled streetlights. We see well-planned neighborhoods, designed to encourage walking from home to work, from home to the corner store, or from home to the transit stop.



Small Town Character and Community Identity

We see Salisbury as a distinct urban enclave, bordered in several directions by farms, open fields, and woodlands. As we approach the city limits, we note the dramatic change in character from the rural countryside to the urban streetscape (landscaped central median, overarching street trees, attractive streetlights) of Salisbury. We appreciate the architecture that is unique to Salisbury, free of the plastic, fast food franchise architecture prevalent in so many other communities.



Community appearance

We see a community of clean, tree-lined streets, subtle commercial signage, and buildings of architectural distinction nestled amidst well cared for landscaping. We see smaller parking areas with cars tucked behind landscaped walls and hedges or parked to the rear of buildings. East Innes Street has been transformed into a grand, landscaped boulevard from the I-85 interchange to the downtown. Jake Alexander Boulevard has been developed in similar grand fashion.



Historic preservation

We see the entire community, from school-aged children to senior citizens, with a keen appreciation for Salisbury's rich history. There is constant attention and energy being poured into the city's historic buildings and other historic resources. We see Salisbury as a model for the state and nation, drawing visitors from far and wide to experience a living, growing community immersed in an historic setting.



Neighborhoods

We see safe, secure, peaceful, and well cared for neighborhoods in every part of the city, with streets free of litter, manicured lawns and lush gardens. We see freshly painted homes with neighbors greeting neighbors on sidewalks and front porch swings. We see families pushing baby carriages to nearby parks. We see children riding their bikes to the neighborhood corner store for a loaf of bread or a Saturday afternoon ice cream.



Parks, recreation and open space

We see large community parks, smaller neighborhood parks, and tiny pocket parks well distributed throughout the community. Larger community parks have clusters of playing fields for organized athletic leagues. Smaller neighborhood parks have multi-purpose fields for informal athletic events as well as areas for unstructured play. We see parks convenient to neighborhoods as well as to office workers during their lunch hour.



Greenways

We see a system of interconnected greenways adjoining area streams, intermingled with the urban fabric of Salisbury and stretching into the countryside. We see a system of short and long loops, designed for hiking and biking, which connect an array of schools, parks, nature preserves, and neighborhoods.



Environmental quality

We see a community with clean air, made possible by less dependence upon the automobile, and the recruitment of environmentally compatible industry. Compared to other communities, we see more people walking and biking or taking the bus. Our city is designed to cause less traffic congestion and require shorter commutes. We have less storm water runoff and pollution in our streams due to our smaller, landscaped parking areas and compact two and three story commercial areas.



Ordinance Revisions:

- Sidewalks on both sides of all new streets
- 600' maximum cul-de-sac length
- 800' maximum distance between intersections on residential streets

Proposed Land Development Ordinance:

- Faster review and approvals
- Mixed-use development zones
- Higher density
- Better design and architecture
- Connected streets
- Connected commercial parking lots
- Bike/Ped. plan for new developments

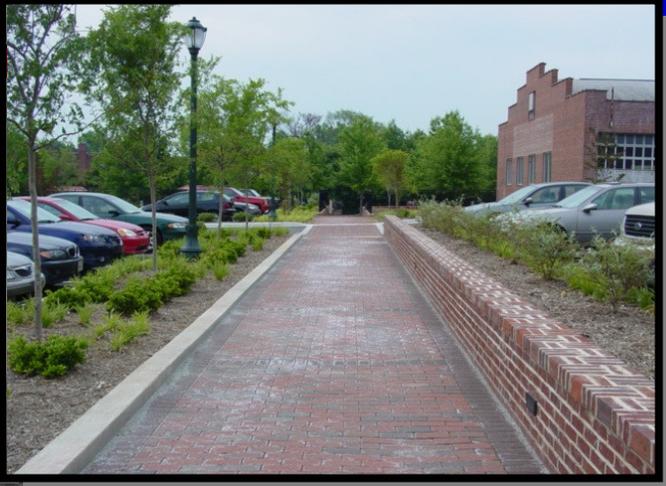
Walkable Infrastructure Examples



Mid Block Pedestrian Access







Streetscape Improvements

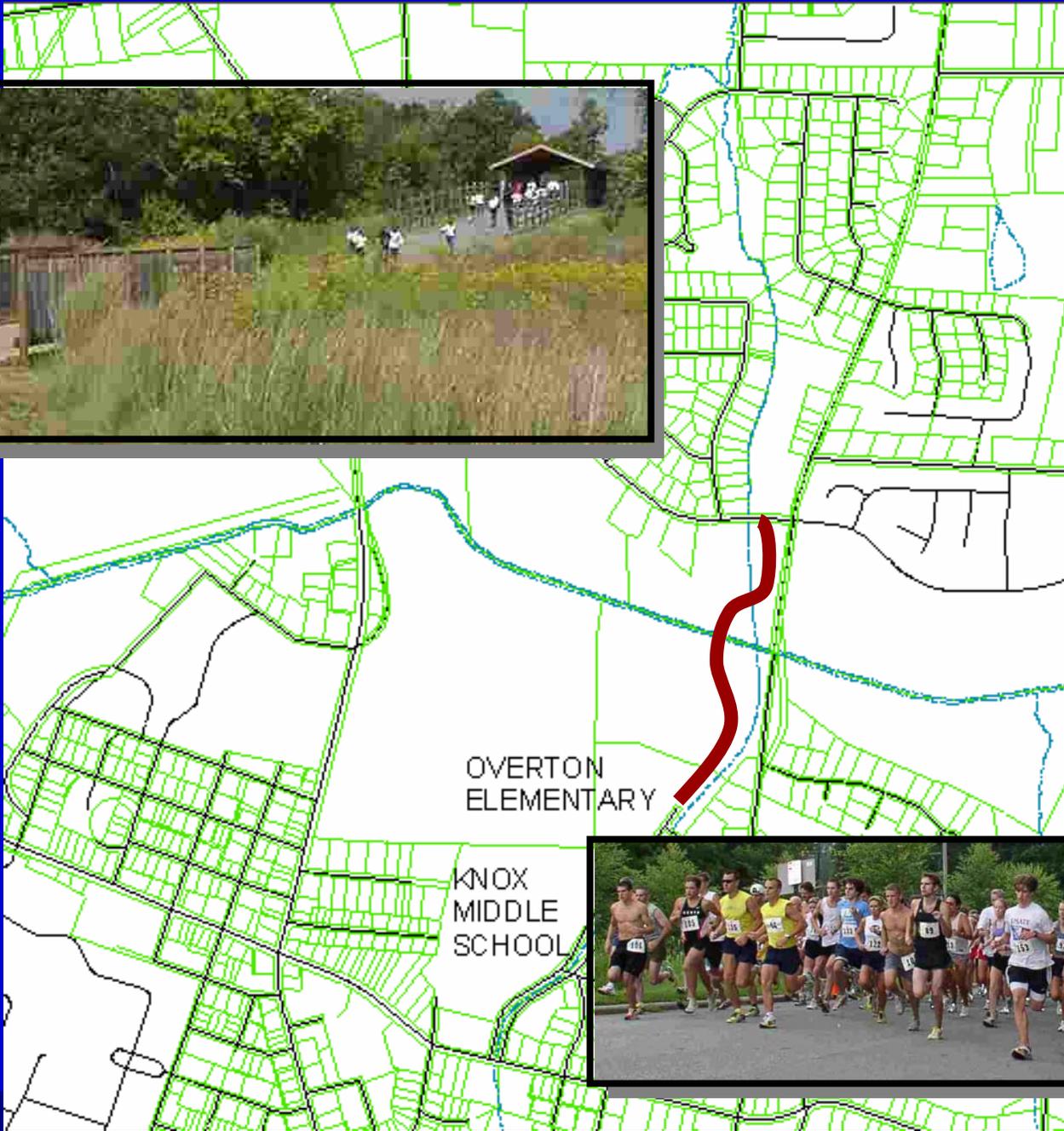


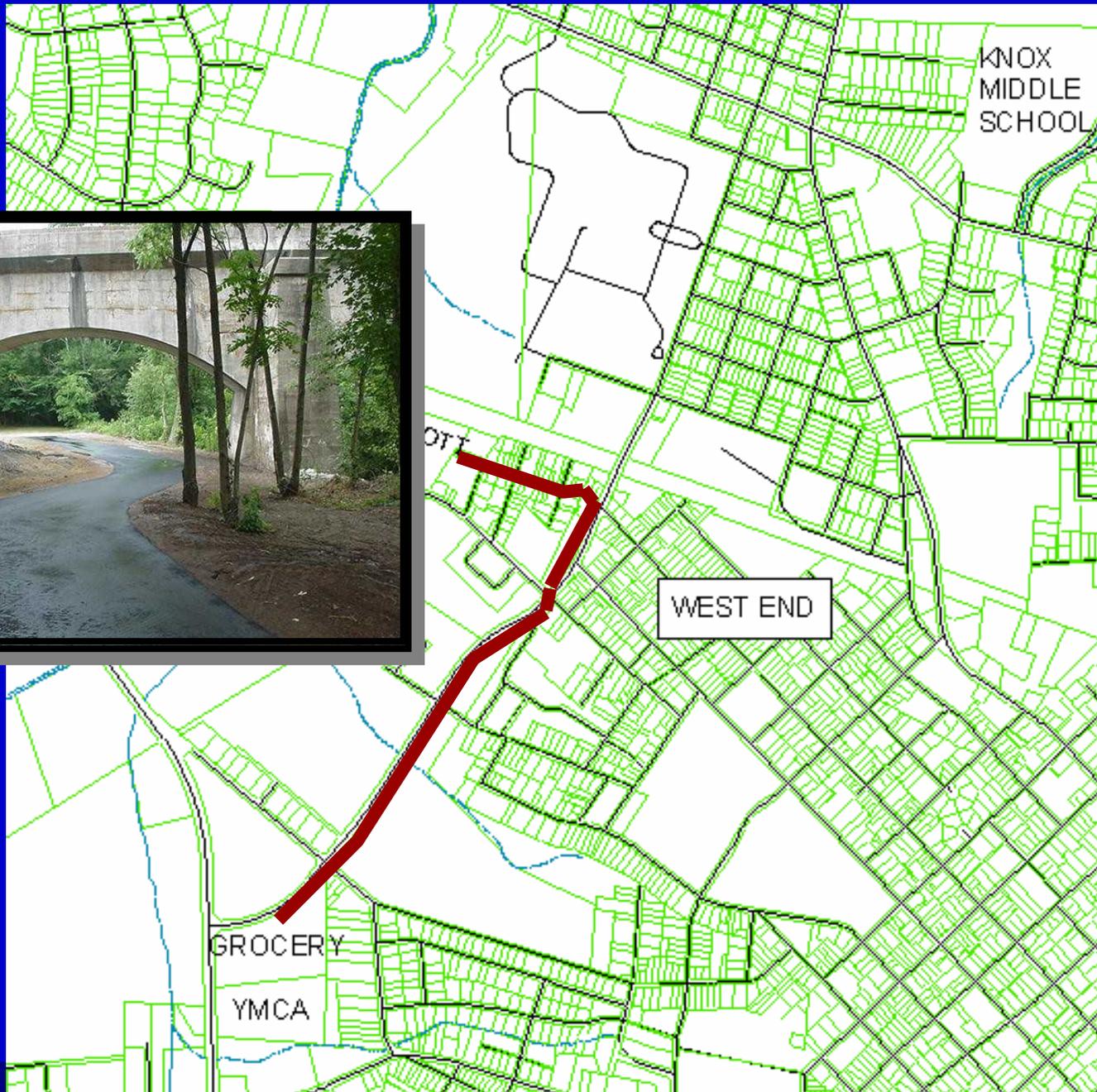
Urban Infill Development



Downtown Farmer's Market







Sidewalks

- 30/70 % Participation on highway projects
 - US 52 @ I-85
 - US 70
- NCDOT Grants
 - State system, curb, gutter, sidewalk, R/W
- HUD
 - \$50,000 per year
 - Qualifying Neighborhoods
- All new road construction

Wish List:

- Permanent funding source for Sidewalks and Greenways
- Upgrade bus service to a “white collar” service
- Include municipal involvement in public school site selection/districting