

Appendix B

NETWORK PRIORITIZATION

B.1 Methodology

The Pedestrian Network for the Town of Wake Forest is outlined in Chapter 4. This expansive network of facilities will likely be implemented incrementally. Development will occur piece by piece, in a coordinated effort between the Town of Wake Forest, surrounding communities, and other local and state government bodies. This appendix describes how the recommended facilities in the Pedestrian Network are prioritized.

The following factors guided the prioritization of individual segments of the Pedestrian Network and were derived from input and desires specified by the citizens of Wake Forest and the Pedestrian Plan Steering Committee:

- Safety concerns in areas with higher concentrations of motorist-pedestrian interaction
- Connectivity and coverage between neighborhoods and existing facilities
- Accessibility
- Proximity to pedestrian attractors and destinations, such as schools and historic sites
- Access to natural areas, parks and greenways
- Regional connections to surrounding communities

Lower-priority projects are in areas where the trip attractors will likely serve fewer pedestrians, on roadways that are not scheduled for regular transportation improvements, and in locations discouraged by committee and public input or where safety is not as large of a concern. However it should be noted that if an opportunity arises (through Municipal or State Roadway Projects, Land Development Requirements,



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State Highway Participation, etc.) for the completion of an identified facility improvement, that opportunity should be taken regardless of its rank in the priority matrix.

B.2 Facility Phasing

The Pedestrian Network Prioritization Index divides recommended pedestrian facility segments into the following three categories: short-term, medium-term, and long-term. In general, short-term projects should be completed within the next 3 years, medium-term should be completed within 4-7 years, and long-term should be completed within 8-10 years. A complete Prioritization Index of all pedestrian projects is provided at the end of this appendix.

In addition to the short-term, medium-term, and long-term project phasing, Greenways, Inc. has created a list of top-priority action items that should receive immediate attention. These are specific improvements and changes that will facilitate an immediate increase in safety and a timely and orderly start to completing the short-term and medium-term project phases.



B.3 Top 20 Priority Projects

The following road segments listed in the chart below are top priorities and should be addressed immediately. Action steps should be taken to expand or upgrade facilities on these road segments to adhere to the definition of a Pedestrian Corridor prescribed in Chapter 4 and conform to the design guidelines outlined in Chapter 5.

Road Segment	Starting	Ending
North Main Street	North Avenue	Harris Road
Durham Road	Capital Blvd. (US-1)	North Wingate Street
North White Street	Roosevelt Road	Flaherty Park
North Avenue	Start	End
Roosevelt Road	Front Street	Wait Avenue
Rogers Road	Forestville Road	South Main Street
South Main Street	South Avenue	Holding Avenue
Cedar Road	North Main Street	Railroad Tracks
North Franklin Street	NC 98 Bypass	Wait Avenue
Front Street	Start	End
Heritage Lake Road	Rogers Road	Heritage Heights
South Avenue	Start	End
South Wingate Street	Holding Avenue	Stadium Drive
Spring Street	North White Street	Taylor Street
Wait Avenue	Allen Road	Roosevelt Road
Rogers Road	ETJ	Forestville Road
Stadium Drive	North Wingate Street	Capital Blvd.
North Wingate Street	Stadium Drive	Chestnut Street
Rock Spring Road	Stadium Drive	Juniper Avenue
South Main Street	Holding Avenue	Rogers Road



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B.4 Pedestrian Network Prioritization Index

The Pedestrian Network Prioritization Index is an essential tool that provides the Town of Wake Forest with a detailed breakdown of the priority score of each roadway segment in the Pedestrian Network and the factors that determined that score. Road segments were broken into logical geographic segments when a specific road segment extended across a significant distance, such as Capital Boulevard or Main Street. Thirteen categories, with weighted values ranging from 1-3 points, constituted the highest possible score of 30.

The Prioritization Matrix is included in its entirety on the following pages.

