Transportation

In Archdale, the primary mode of transportation is by personal automobile. The City has developed plans to increase opportunities for other transportation modes including walking and cycling, but does not currently have any plans to introduce public transportation. Rail transportation through Archdale serves industrial uses only. This section provides an inventory of the existing and proposed infrastructure for automotive, rail, pedestrian and bicycle transportation. In addition to the inventory it also identifies where improvements have been recommended in each area based on adopted plans.

Automotive Transportation

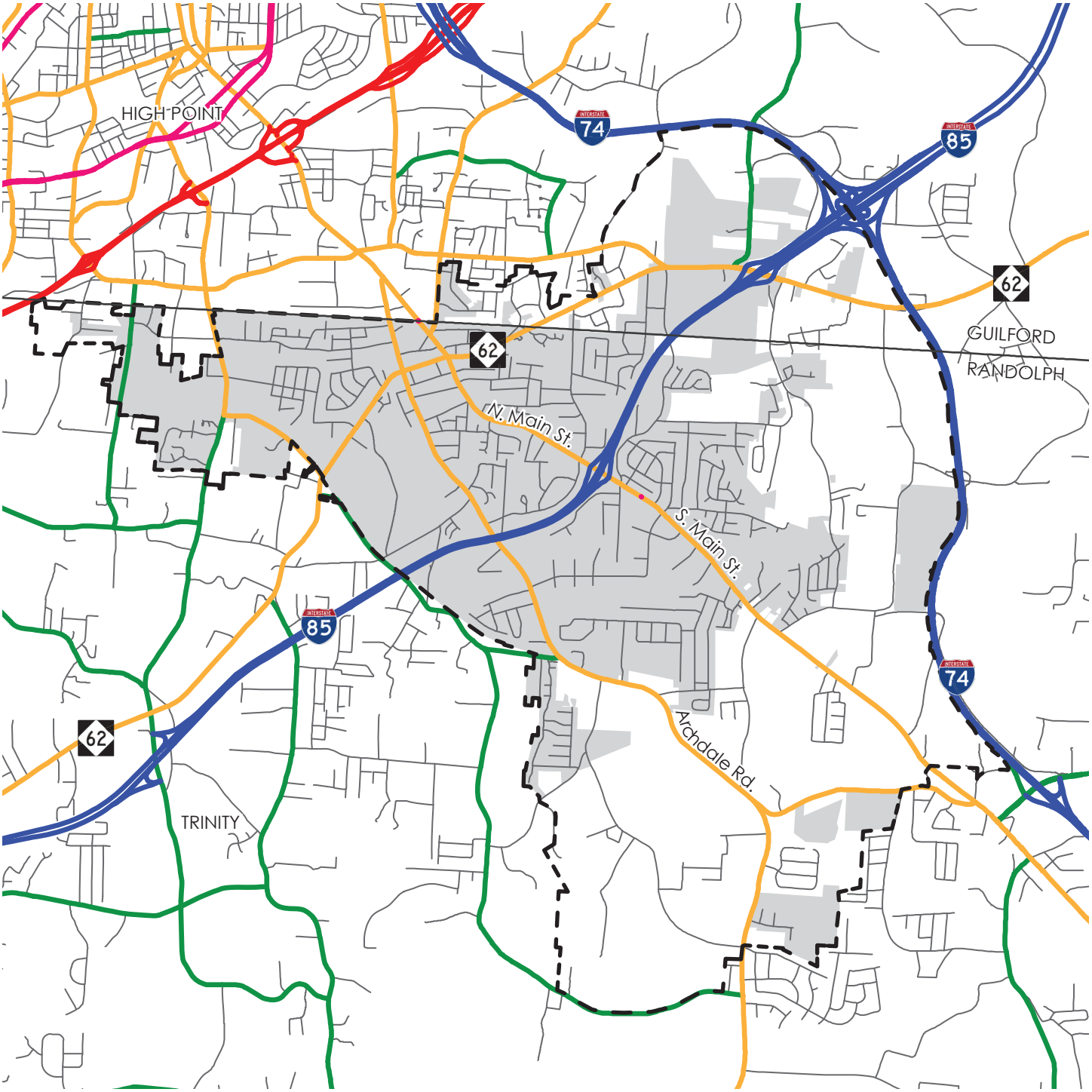
Automobile oriented transportation is the primary mode of travel within the City of Archdale. This mode of transportation is supported by an extensive network of streets, roads and highways as shown on Map B.21. The Roadway Functional Classification map identifies the roadway classifications of streets within the Study Area. As shown, there are two interstate highways (I-85 and I-74), as well as a number of minor arterials running through the Study Area. One observation of note regarding this map is that there are very few roadways identified as "collectors" within the City Limits of Archdale to support the movement of traffic from neighborhoods to the network of minor arterials that lead to the main regional highway network.

Map B.22 outlines the Average Annual Daily Traffic (AADT). Along Interstate 85, more than 60,000 vehicles pass through the Study Area every day, with approximately 5,000 exiting on to Main street form the Interstate. Approximately 20,000 vehicles per day travel along Main Street, with significant congestion during peak hours at the I-85 interchange and nearby intersections. The remaining arterials within the Study Area experience less than 10,000 vehicles per day. Map B.23 shows Average Annual Daily Truck Traffic (AADTT), with approximately1,000 trucks using Main Street each day. Both AADT and AADTT are broken out by roadway in Table B.16, below.

▼ TABLE B.16 AADT AND AADTT IN ARCHDALE 2017

	Average Daily Traffic Count	Average Daily Truck Traffic Count
I-85 North of Main St.	63,000	7,750
I-85 South of Main St.	64,000	7,890
N. Main St	19,000	790
S. Main St	20,000	1,090
U.S. 62 North of Main St.	5,500	570
U.S. 62 South of Main St.	7,000	260
U.S. 62 East of I-85	6,200	480
Archdale Rd. North of I-85	7,500	0
Archdale Rd South of I-85	9,000	0
Weant Rd.	1,700	0
Trinity Rd.	3,700	0

▼ MAP B.22 ROADWAY FUNCTIONAL CLASSIFICATIONS



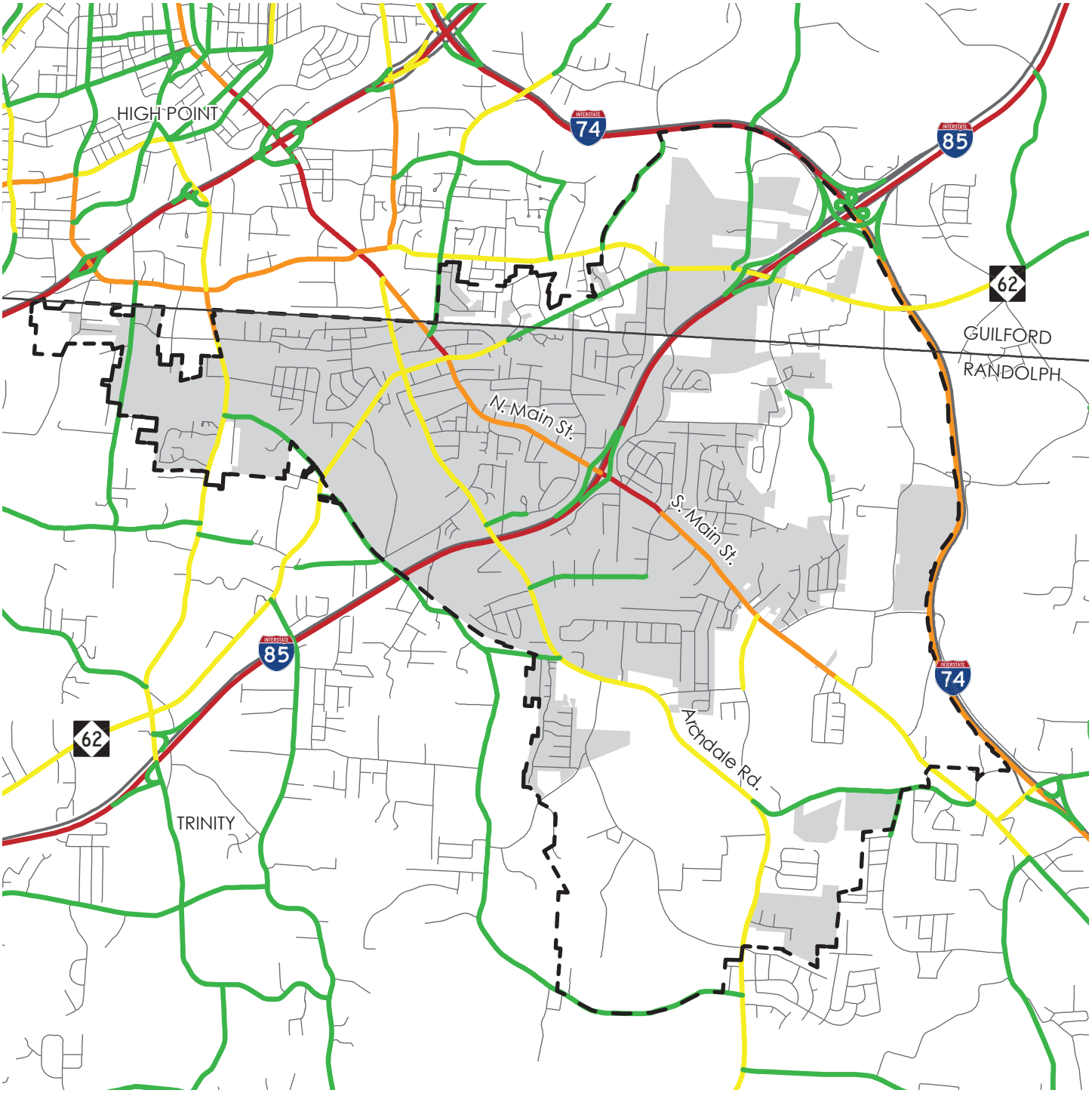
NCDOT Functional Classifications
- Interstate
- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Local Road

- Planning Area Boundary
- City Limits

N

1 Mile

▼ MAP B.23 AVERAGE ANNUAL DAILY TRAFFIC VOLUME



Average Daily Traffic Count 2017
- <5,000
- 5,000-10,000
- 10,000-20,000
- > 20,000

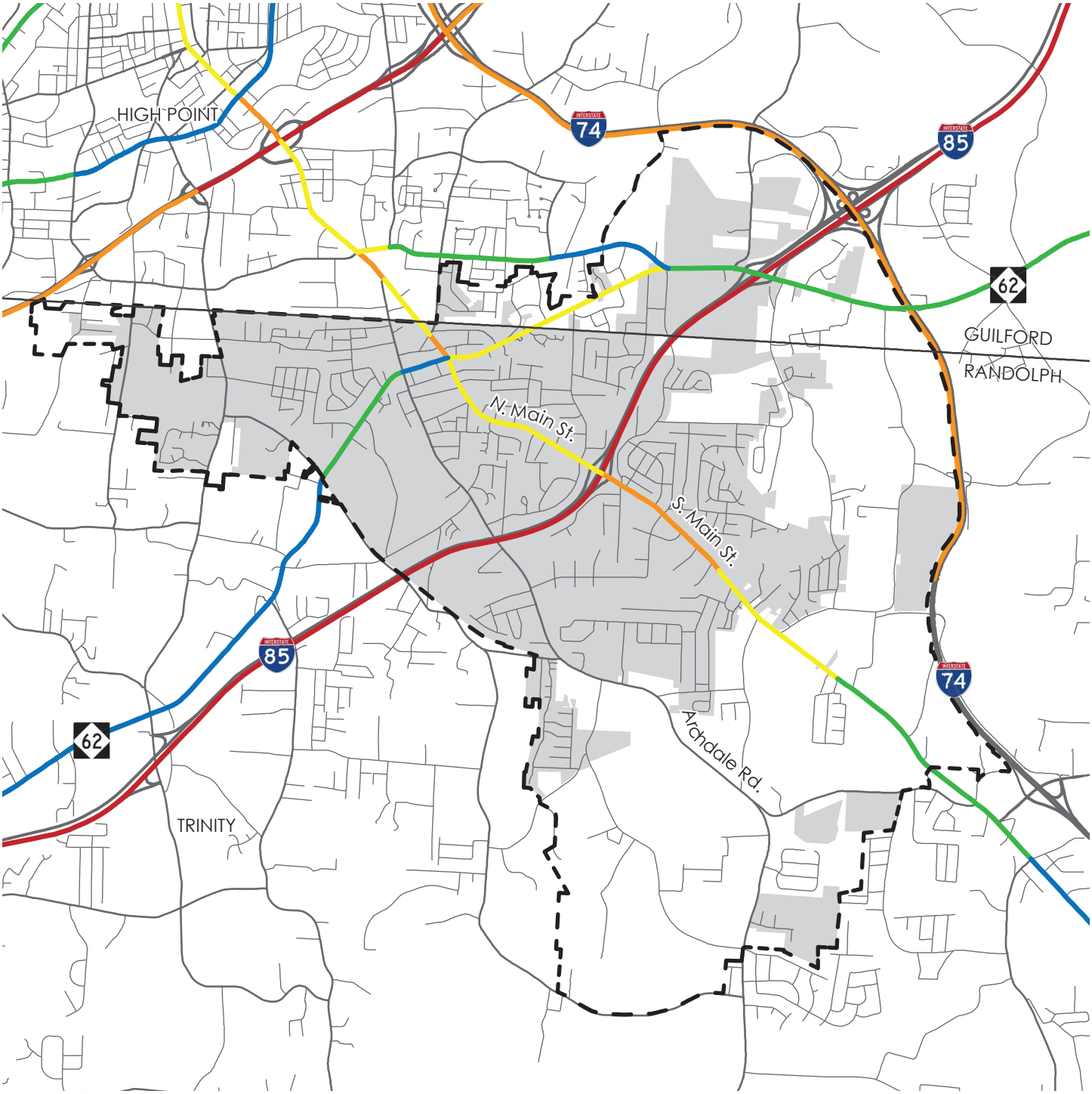
Planning Area Boundary

City Limits

N

1 Mile

▼ MAP B.24 AVERAGE ANNUAL DAILY TRUCK TRAFFIC VOLUME



Average Daily Truck Traffic Count 2017

- <250
- 250-500
- 500-1,000
- 1,000-2,500
- > 2,500

- Planning Area Boundary
- City Limits

N

1 Mile

Vehicle crash data is displayed on Map B.24. As shown on the map, the majority of accidents occur on Main Street, particularly around the Main / I-85 interchange and near the intersection of Main and NC 62. There are also a large volume of accidents around the NC 62 / I-85 interchange in the northern part of the City. Due to the heavy crash volume around the two previously mentioned I-85 interchanges, improvements are being developed to mitigate safety issues.

Map B.25 identifies transportation improvements that are planned to be constructed by NCDOT within the Study Area boundary. These improvements have been developed primarily to address capacity and safety issues on roads that were originally designed to handle rural traffic volume levels, but have transitioned into urban thoroughfares and arterial roads that now handle much larger volumes of traffic - particularly around Interstate 85.

Rail Facilities

Map B.26 shows the existing railway infrastructure and crossings within the Study Area. The rail line that travels through Archdale connects Asheboro to High Point and the main Norfolk Southern rail line that runs between Charlotte and Morehead City. Most of the at-grade rail crossings where the rail line physically crosses through the pavement of the road are along minor roadways in Archdale. However, there are at-grade crossings at busy intersections on both NC 62 and Archdale Road. While not heavily utilized, industrial rail sidings are in place or can potentially be constructed to serve future industrial customers.

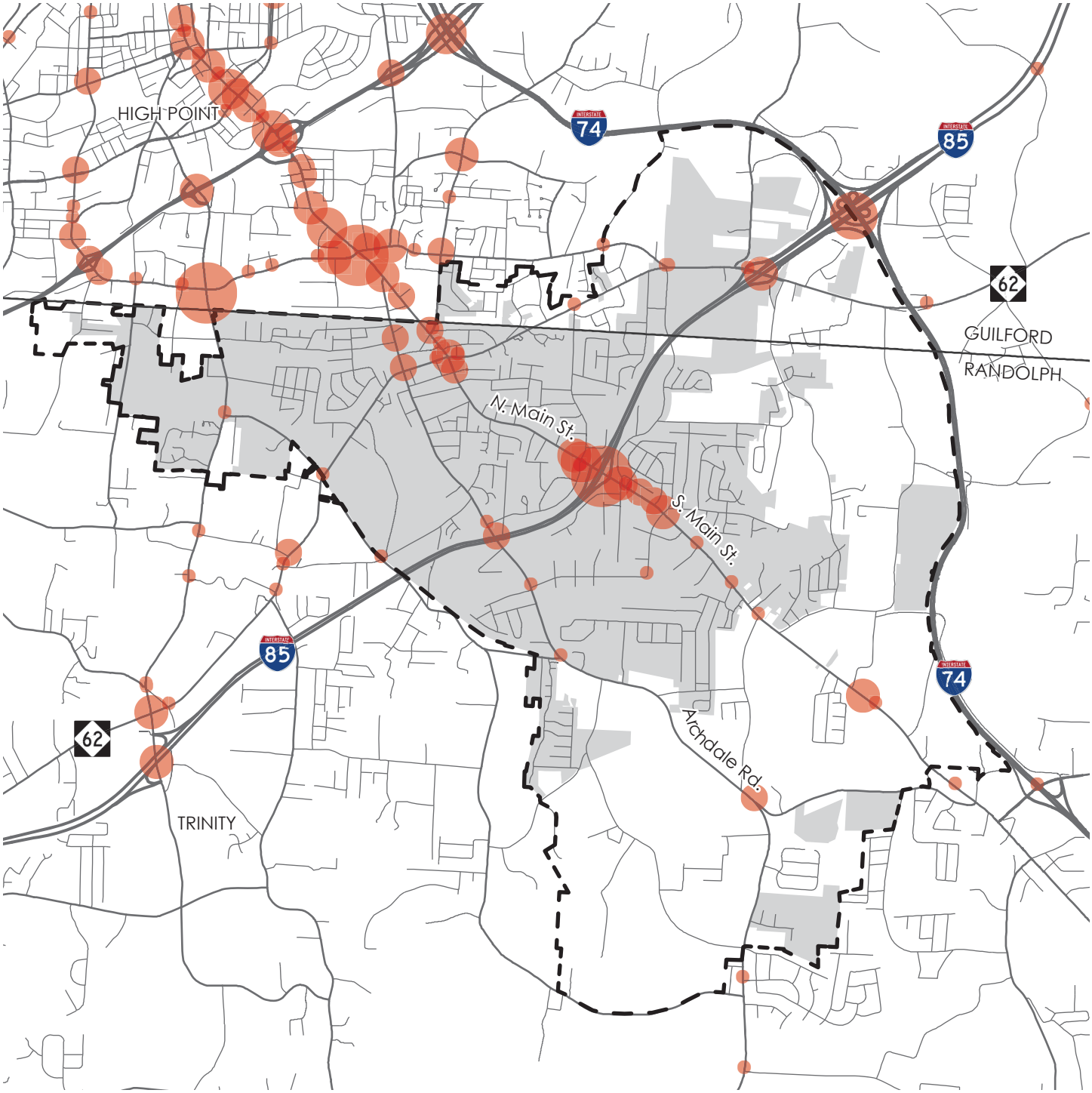
Pedestrian Transportation

Maps B.27 and B.28 detail existing and proposed pedestrian infrastructure from recently approved plans. While the existing pedestrian infrastructure is primarily concentrated along the southern portion of Main Street and around Creekside Park, there are a number of proposed sidewalks, shared use paths, and Safe Routes to School improvements included in adopted plans throughout the Study Area. Unfortunately, pedestrians sometimes come into conflict with vehicular traffic along the busy roadways in the City. From 2007 to 2017, there were a total of 24 pedestrian incidents, according to the most recently available NCDOT data. As shown on Map B.29, a significant number of the pedestrian crashes with vehicles have occurred along Main Street and NC 62. The adopted Pedestrian and Trails Master Plan provides a comprehensive set of recommendations to improve pedestrian safety in these more dangerous areas and throughout the City.

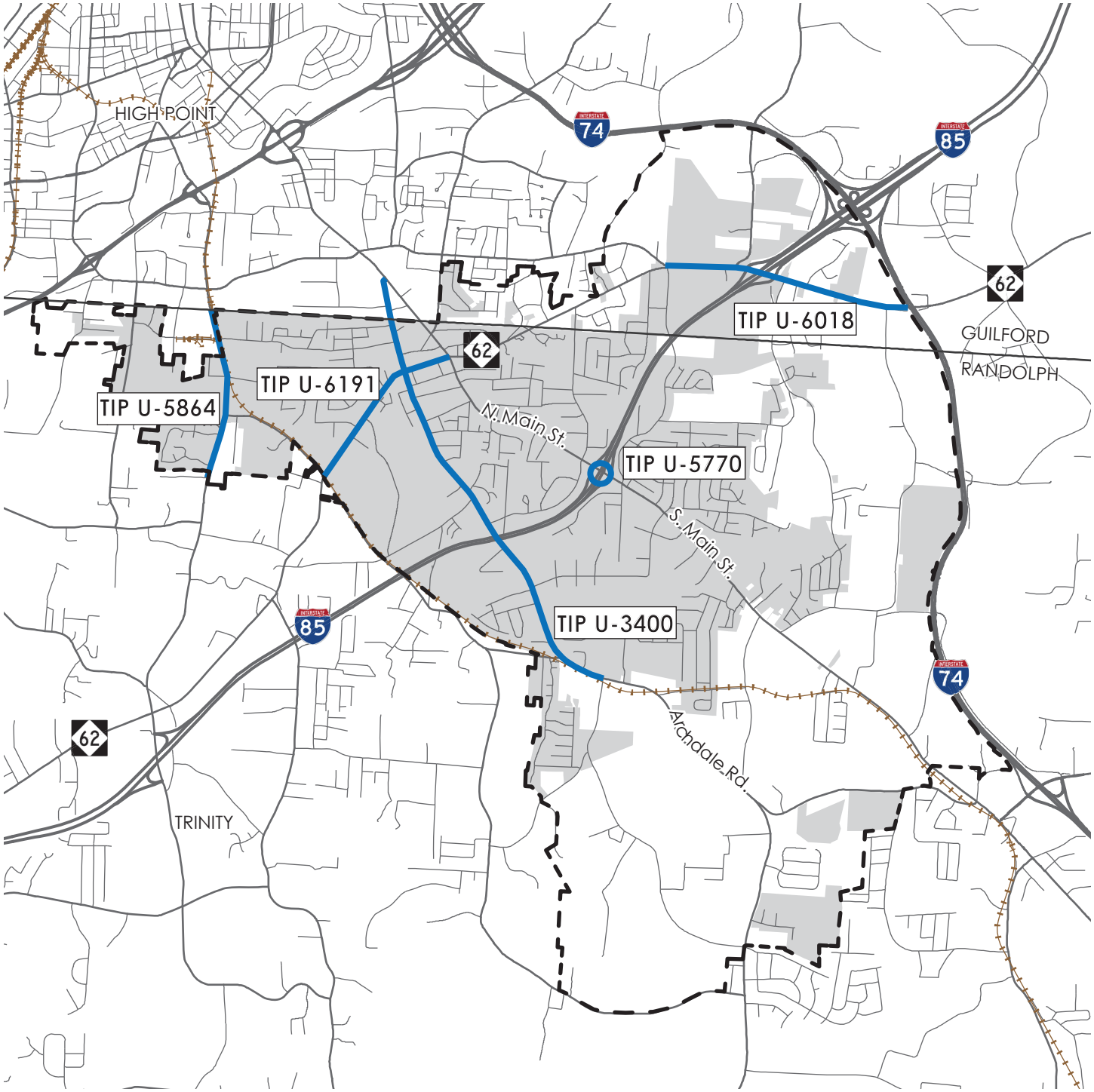
Bicycle Transportation

While not a major component of the existing transportation system, bicycle transportation can be accommodated on the planned shared use paths and trails that are recommended in the adopted Pedestrian and Trails Plan. Since 2007, there have been 9 bicycle collisions with vehicles in Archdale, much fewer than the number of pedestrian incidents with vehicles, but still significant given the observed lack of bicycling as a means of transportation. In general, residents are not frequently engaging in bicycling as an alternative mode of transportation; however, Archdale has several signed State Bicycle Routes in and around the City. The state-signed routes are primarily intended for tourism and recreational purposes (see Map B.30).

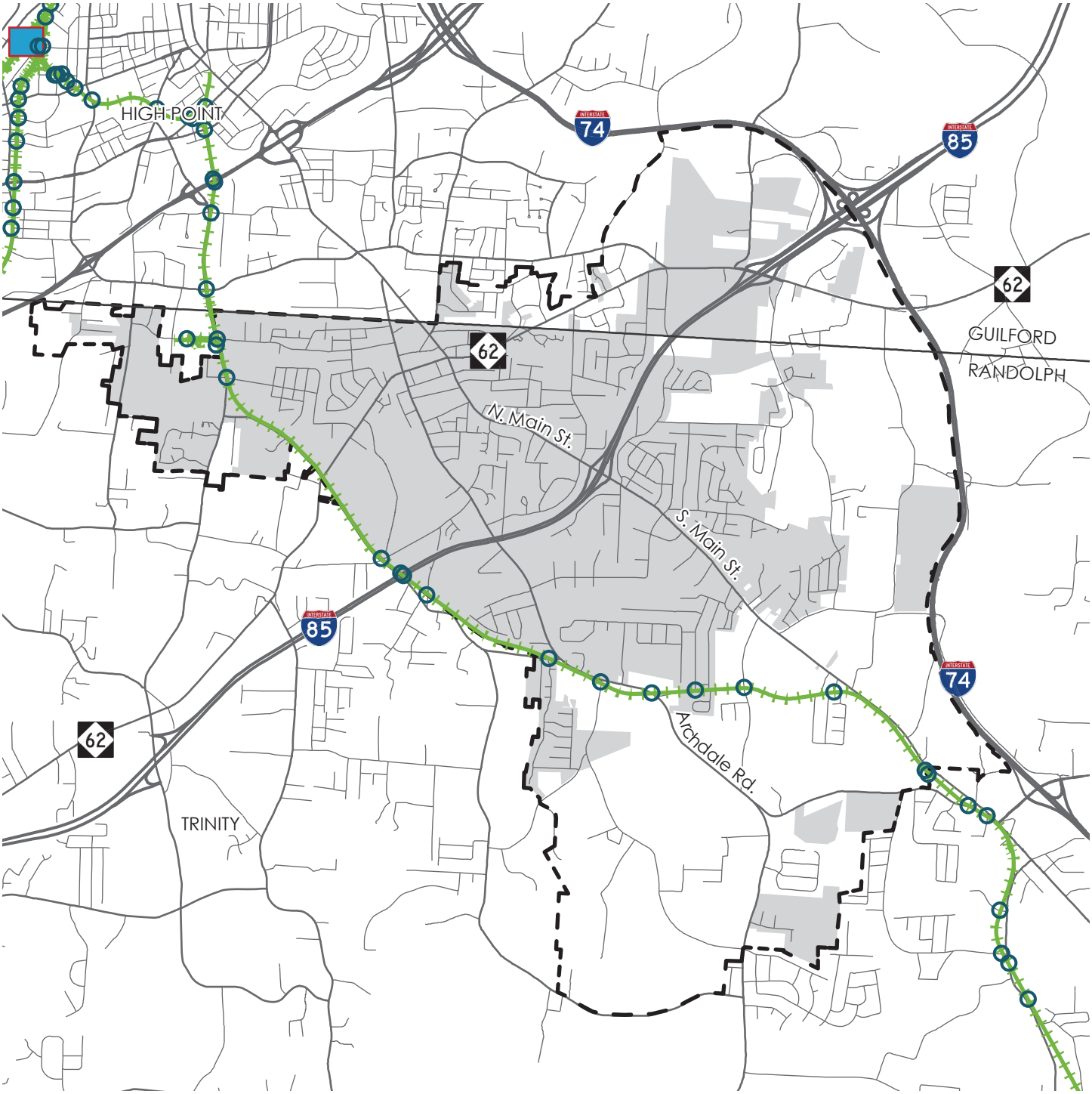
▼ MAP B.25 VEHICLE CRASHES



▼ MAP B.26 NCDOT TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS



▼ MAP B.27 RAIL FACILITIES



Rail Line

Railroad Crossing

Rail Yard (Norfolk Southern)

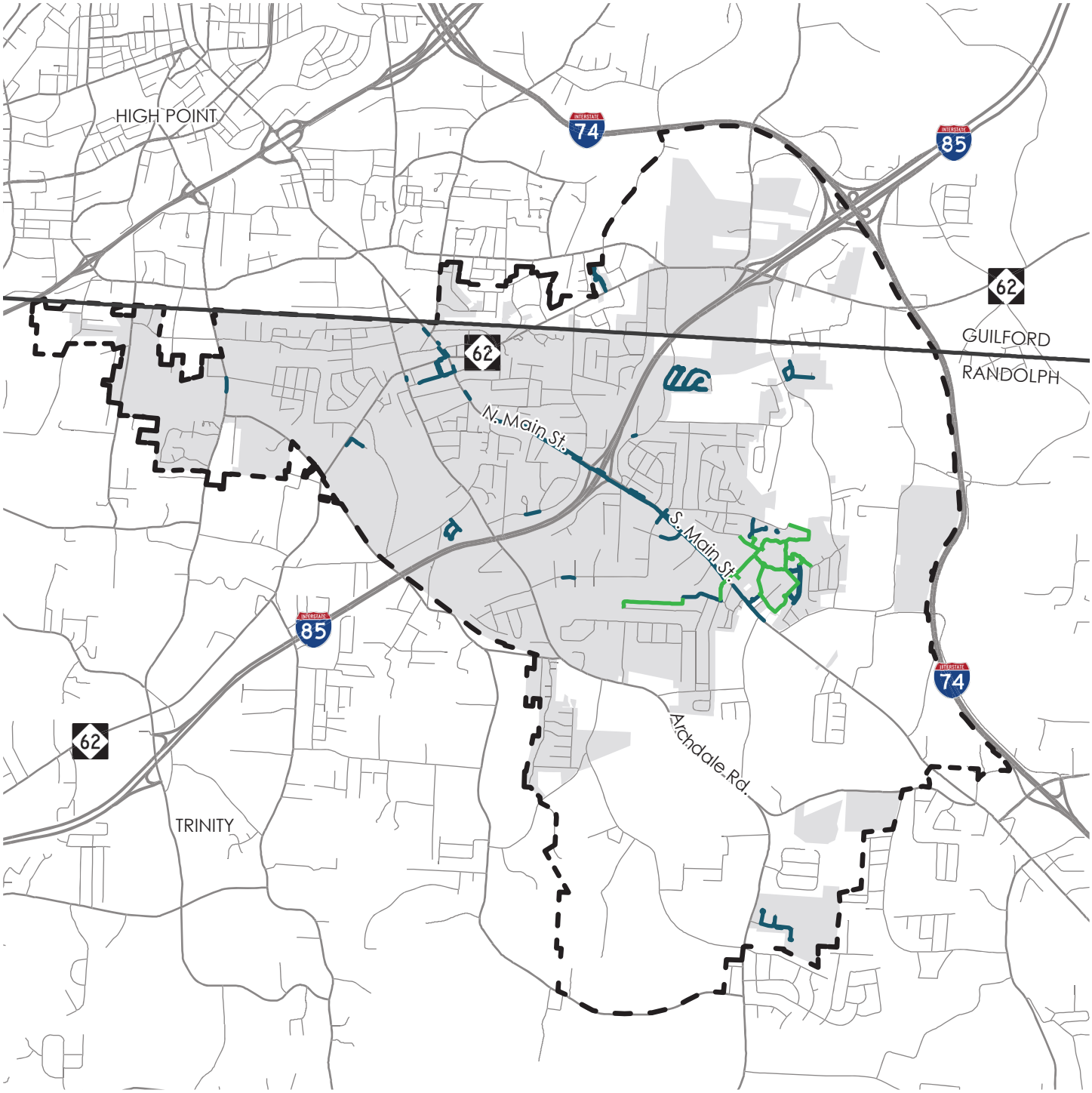
Planning Area Boundary

City Limits

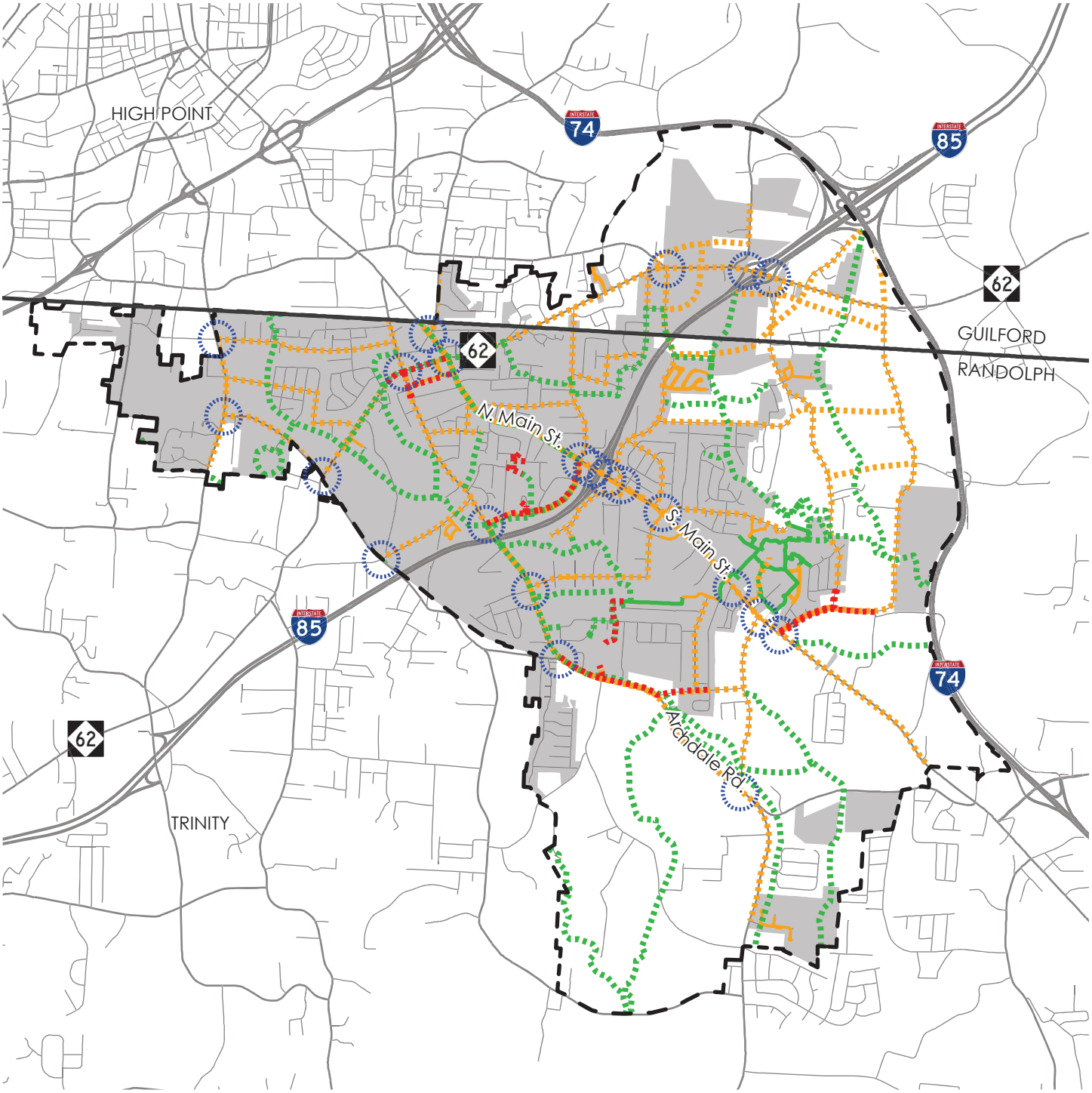
N

1 Mile

▼ MAP B.28 EXISTING PEDESTRIAN INFRASTRUCTURE



▼ MAP B.29 PEDESTRIAN AND TRAIL MASTER PLAN RECOMMENDATIONS

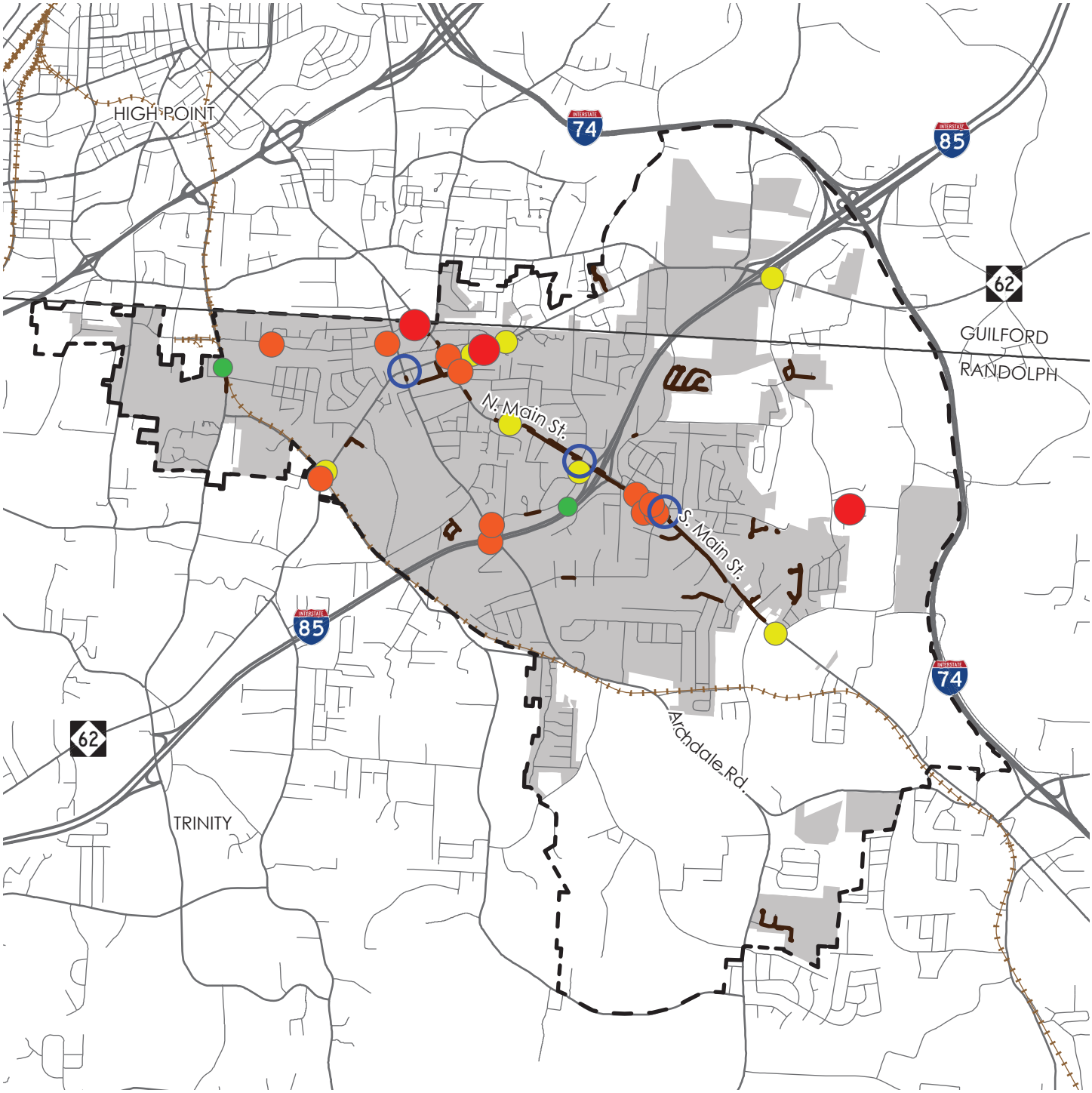


- Existing Sidewalks
- Proposed Sidewalk
- Existing Shared Use Path
- Proposed Shared Use Path
- Proposed Safe Route to School (SRTS) Improvements
- Proposed Pedestrian Intersection Improvements
- Planning Area Boundary
- City Limits

N

1 Mile

▼ MAP B.30 PEDESTRIAN CRASHES WITH VEHICLES



Pedestrian Crashes 2013 - 2017

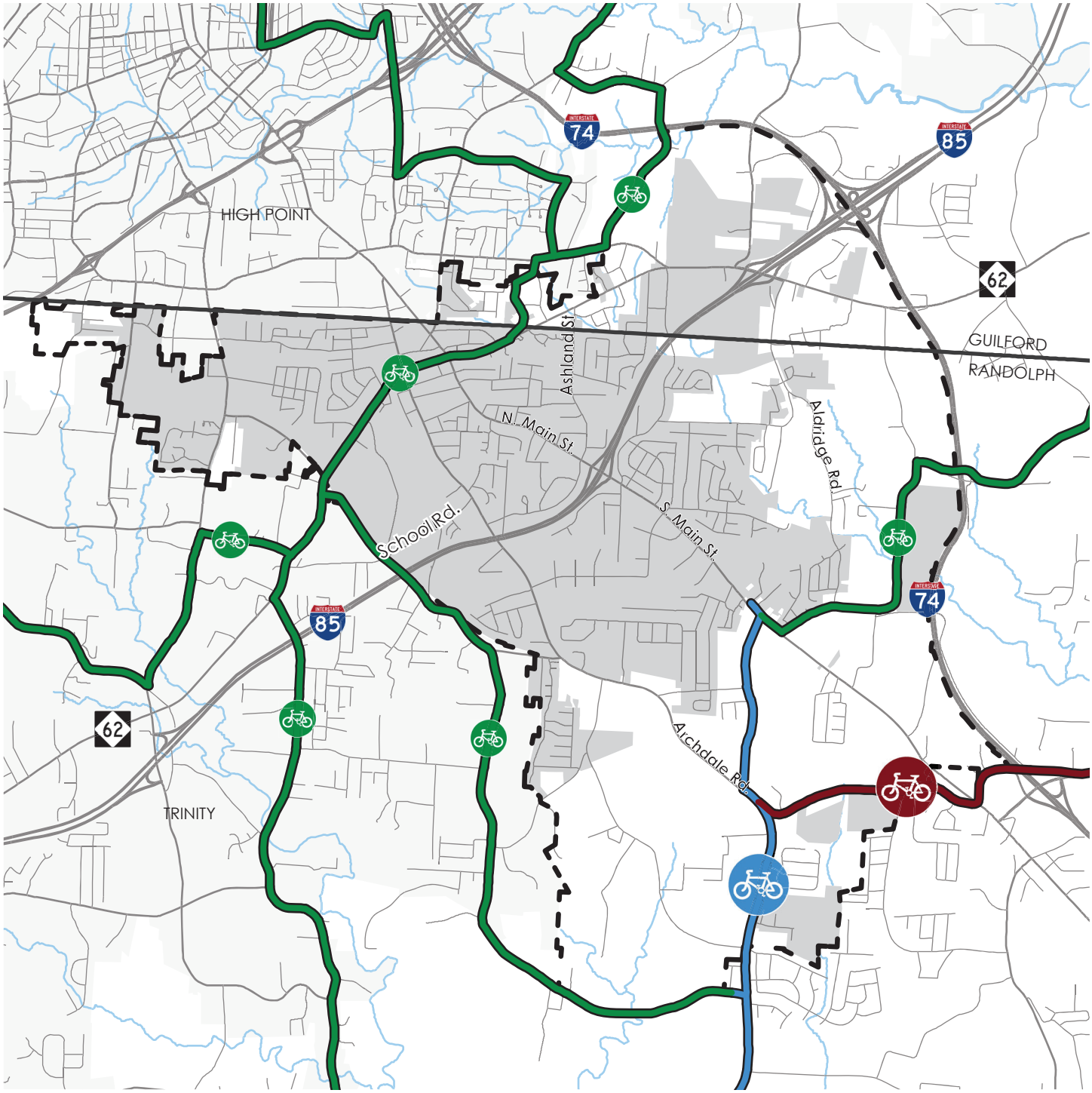
- Level A: Disabling Injury
- Level B: Evident Injury
- Level C: Possible Injury
- No Injury
- Intersections with Pedestrian Signals

- Planning Area Boundary
- Existing Sidewalks
- City Limits

N

1 Mile

▼ MAP B.31 STATE-SIGNED BICYCLE ROUTES



Land Use and Development

The existing and future use of land is influenced by a number of elements inventoried throughout this section of the Plan. However, policy decisions made by elected officials can often drive land use decisions that will impact such elements as infrastructure, schools and the environment. All of these factors influence each other and play an important role in setting the vision, goals and strategies of this Plan. The following section examines land use from a variety of data sources including land cover, change in land cover, density, and zoning within the Study Area. This section provides a base of information that will be utilized during the process to help establish the direction of land use and growth for the future.

Land Cover

The existing land cover inventory (Map B.31) displays land classifications in four categories: Developed, Cultivated, Natural, and Water. Most of the land that is classified as developed is within the City limits, centered around the major transportation routes throughout the City. "Undeveloped" land cover classes are generally located further away from the major transportation corridors. Map B.32 demonstrates the change that has occurred in the identified "developed" land cover classification between 2002 and 2018. As the map shows, the greatest concentration of new development in the Study Area has occurred south / east of the Interstate 85 corridor, although there has been fairly significant infill development in the older portions of the City as well.

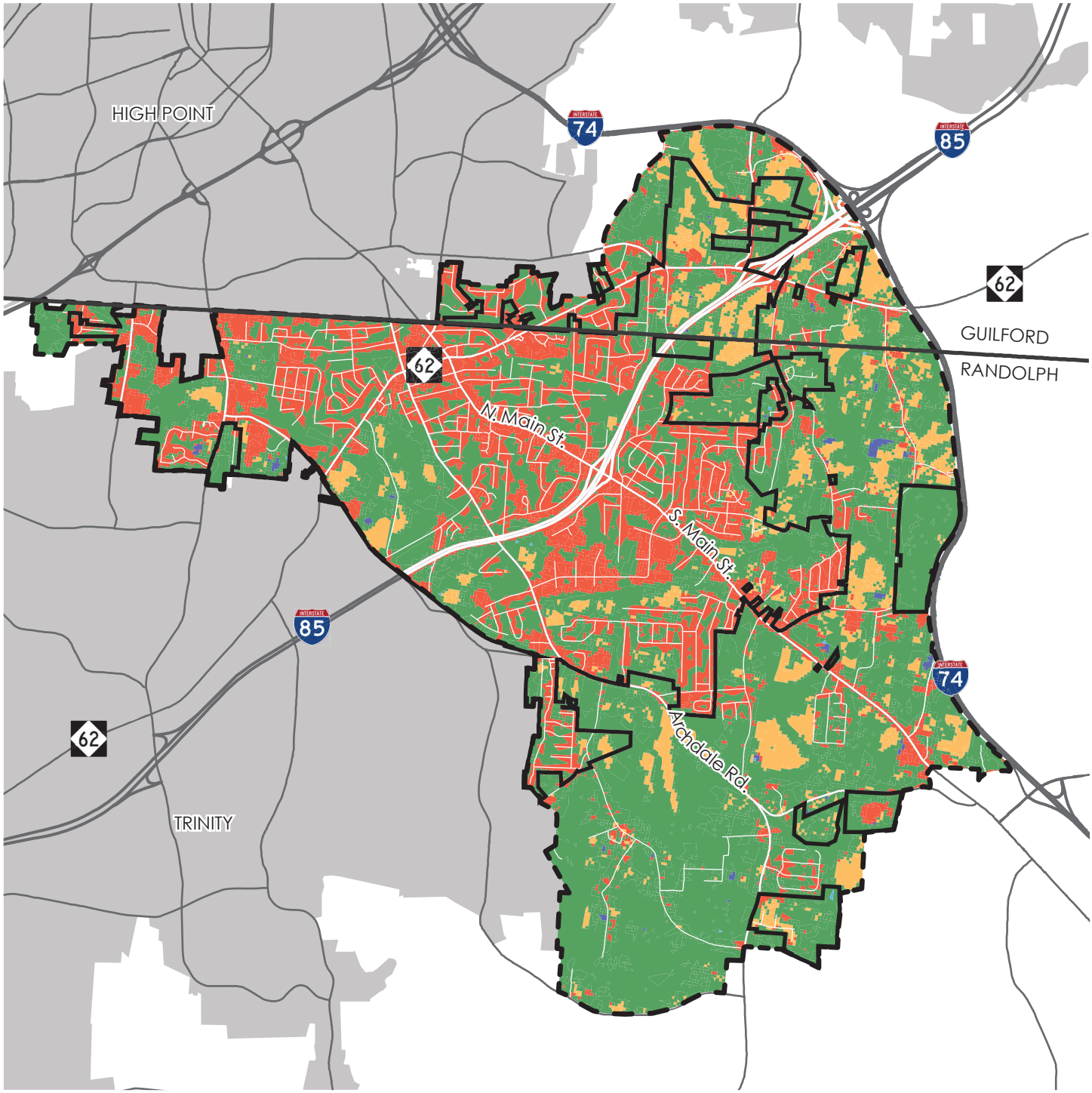
Land Subdivision Pattern

Similar to the land cover inventory, density is also an indicator of growth and development occurring within the Study Area. Map B.33 illustrates the parcel density within the Study Area, segmenting the area into parcels that are less than one acre, one to three acres, three to ten acres and greater than ten acres in size. As the maps shows, the more densely subdivided areas correspond closely with the developed land cover, while larger parcels tend to be found in the rural areas, as would be expected.

Zoning

In addition to the subdivision of property, one of the primary tools utilized by the City to guide growth, land use, and density is its Zoning Ordinance and associated map. The Zoning Ordinance establishes the formal guidance and regulations of land use, while the zoning map establishes districts where certain rules are applied and uses are allowed, according to the nature of the district (residential, commercial, industrial). The Zoning Ordinance and map work together to implement the City's vision for land use and growth throughout its planning and zoning jurisdiction (including a two-mile extraterritorial area in Randolph County). The City of Archdale's Zoning Ordinance establishes twelve (12) base zoning districts and two (2) special purpose districts. In Map B.34, the zoning districts were combined into similar categories to provide a generalized view of where residential, commercial, industrial, and office & institutional districts are located, while Map B.35 shows the unaggregated distribution of the specific districts.

▼ MAP B.32 LAND COVER



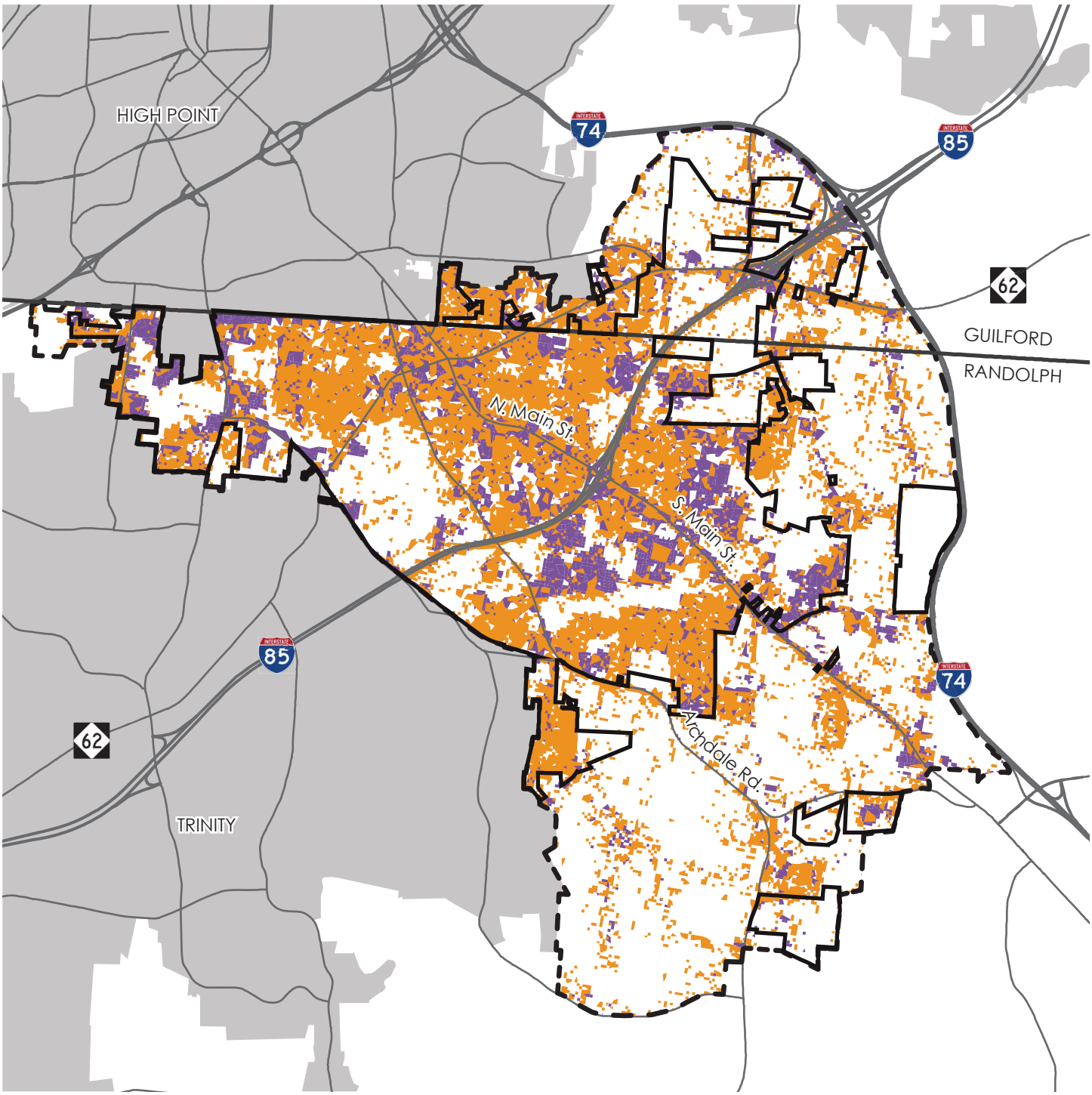
Developed
Cultivated
Natural
Water

Planning Area Boundary
City Boundary
Cities

N

1 Mile

▼ MAP B.33 CHANGE IN DEVELOPED LAND COVER 2002-2018



Developed Land Cover

2002

2018 (Growth)

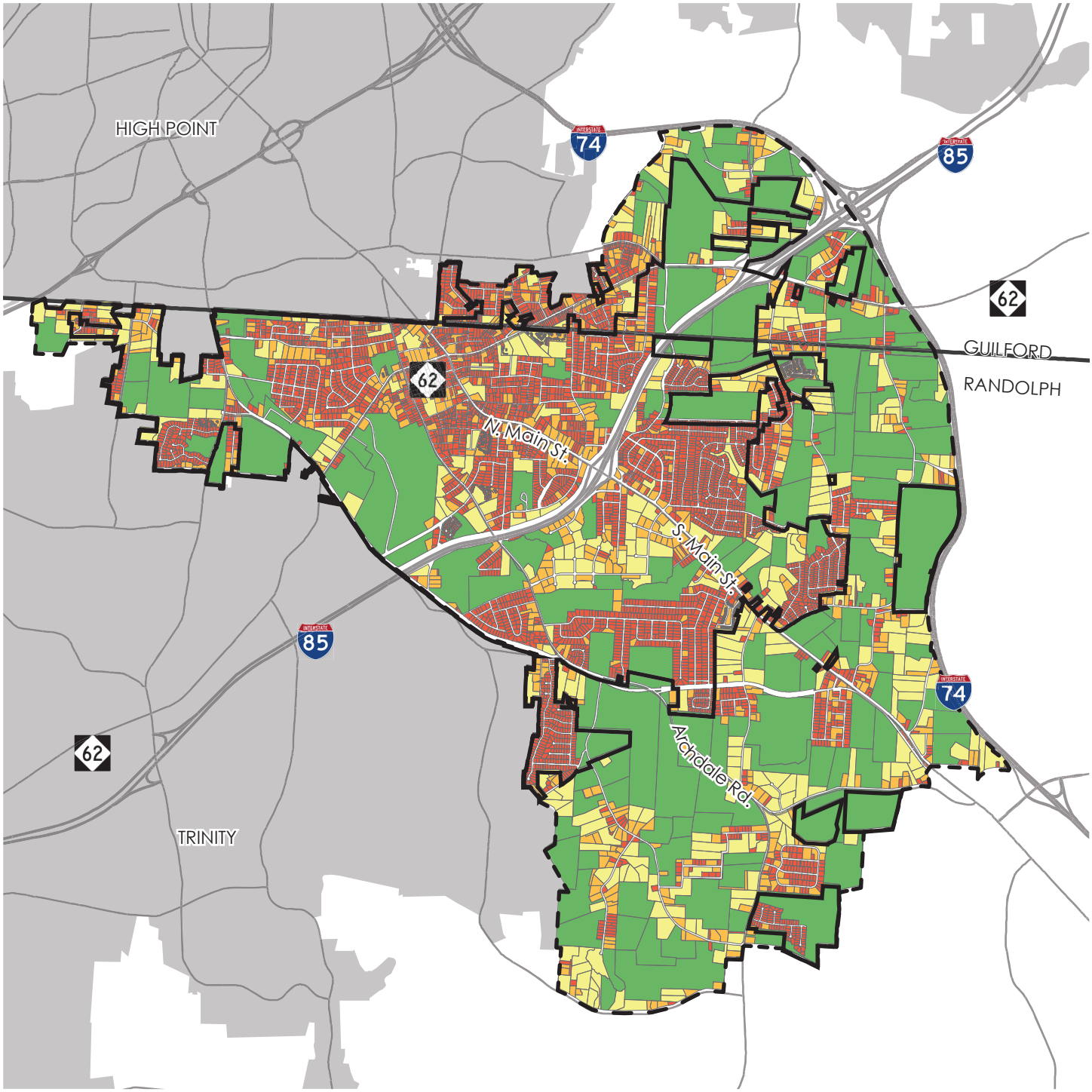
Planning Area Boundary

City Limits

N

1 Mile

▼ MAP B.34 PARCEL DENSITY



Less than 1 acre

1 to 3 acres

3 to 10 acres

More than 10 acres

Planning Area Boundary

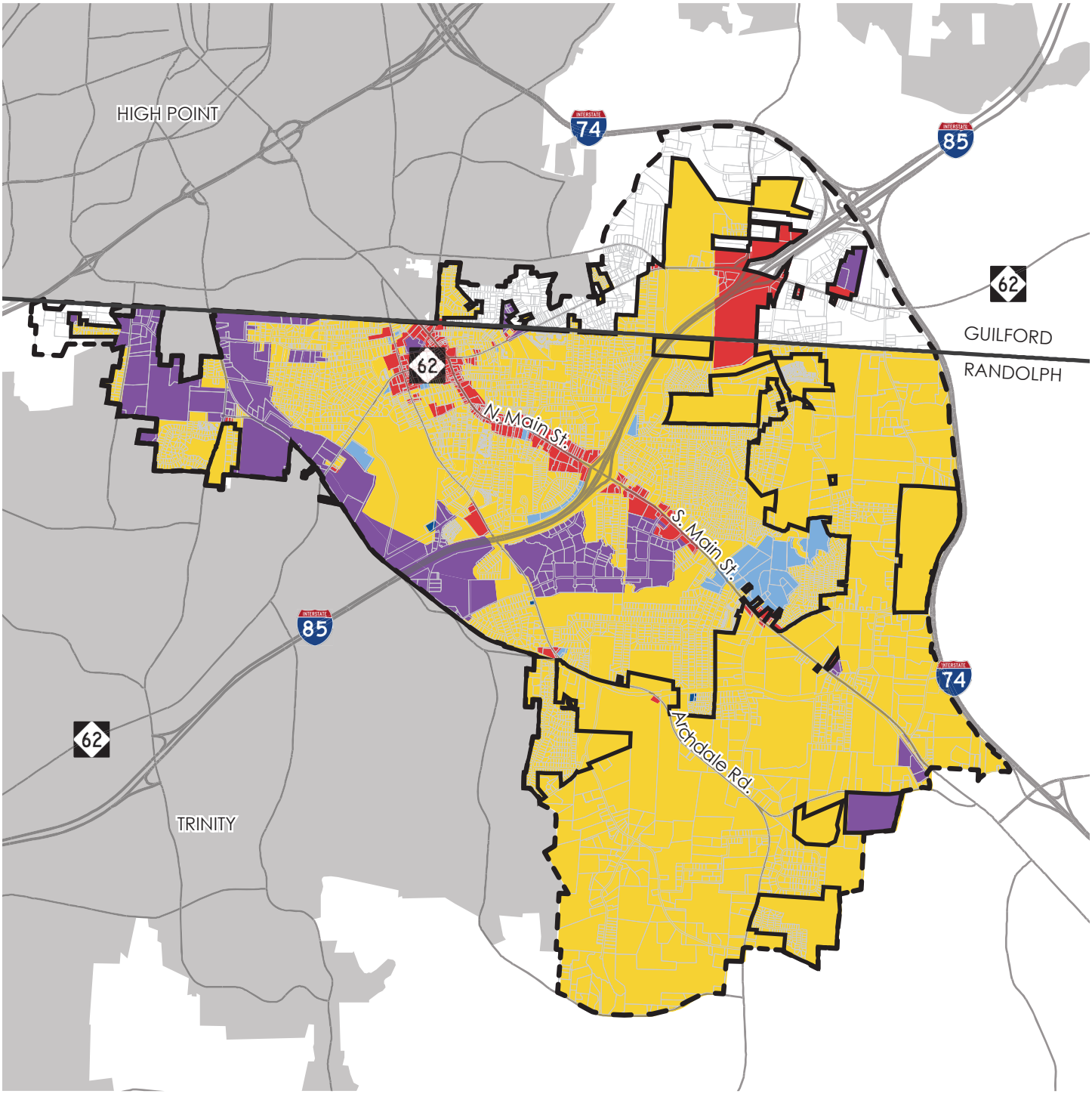
City Boundary

Cities

N

1 Mile

▼ MAP B.35 CURRENT GENERALIZED ZONING



Commercial Business

Residential

Industrial

Office and Institutional

Planning Area Boundary

City Boundary

Cities

N

1 Mile

▼ MAP B.36 CURRENT ZONING DISTRICTS