

Town of Rural Hall Bicycle and Pedestrian Facilities Plan

Garden Spot of the World



Prepared by:

**The City of Winston-Salem Department of Transportation
City-County Planning Board**

**Adopted April, 2001
By the Town of Rural Hall**

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Introduction

The Town of Rural Hall is a small, attractive community located north of and abutting the municipal limits of the City of Winston-Salem. Like most rural communities in North Carolina, the town's transportation system consists primarily of a few major thoroughfares, an extensive network of residential subdivision streets, and a couple of railroad lines which provide service to nearby industries. Relatively few bicycle and pedestrian facilities exist for the safe movement of citizens in the town and connecting to other destinations in Winston-Salem and Forsyth County.

Purpose of the Study

The purpose of this study is to develop a bicycle and pedestrian facilities plan for the Town of Rural Hall. While the focus of this study is to develop recommendations for improving/constructing bicycle and pedestrian facilities along the Bethania-Rural Hall Road (NC 65) and the University Parkway/Broad Street (NC 66) corridors, the entire community was analyzed for possible opportunities to enhance bicycling and walking.

The primary goal of this study is to guide the Town of Rural Hall and its citizens in the development of a comprehensive system of bicycle and pedestrian facilities that meet the short- and long-range needs of the community. The ultimate goal of this study is to create a friendly and attractive community environment that is not only accessible by car, but by all citizens whether on foot or on bicycle.

The study is organized into three (3) main sections: 1) a review and analysis of the town's existing transportation system, with particular emphasis on existing bicycle and pedestrian facilities, 2) recommendations to improve both NC 65 and NC 66, and to enhance bicycling and pedestrian movements, and 3) a proposed phasing plan with cost estimates.

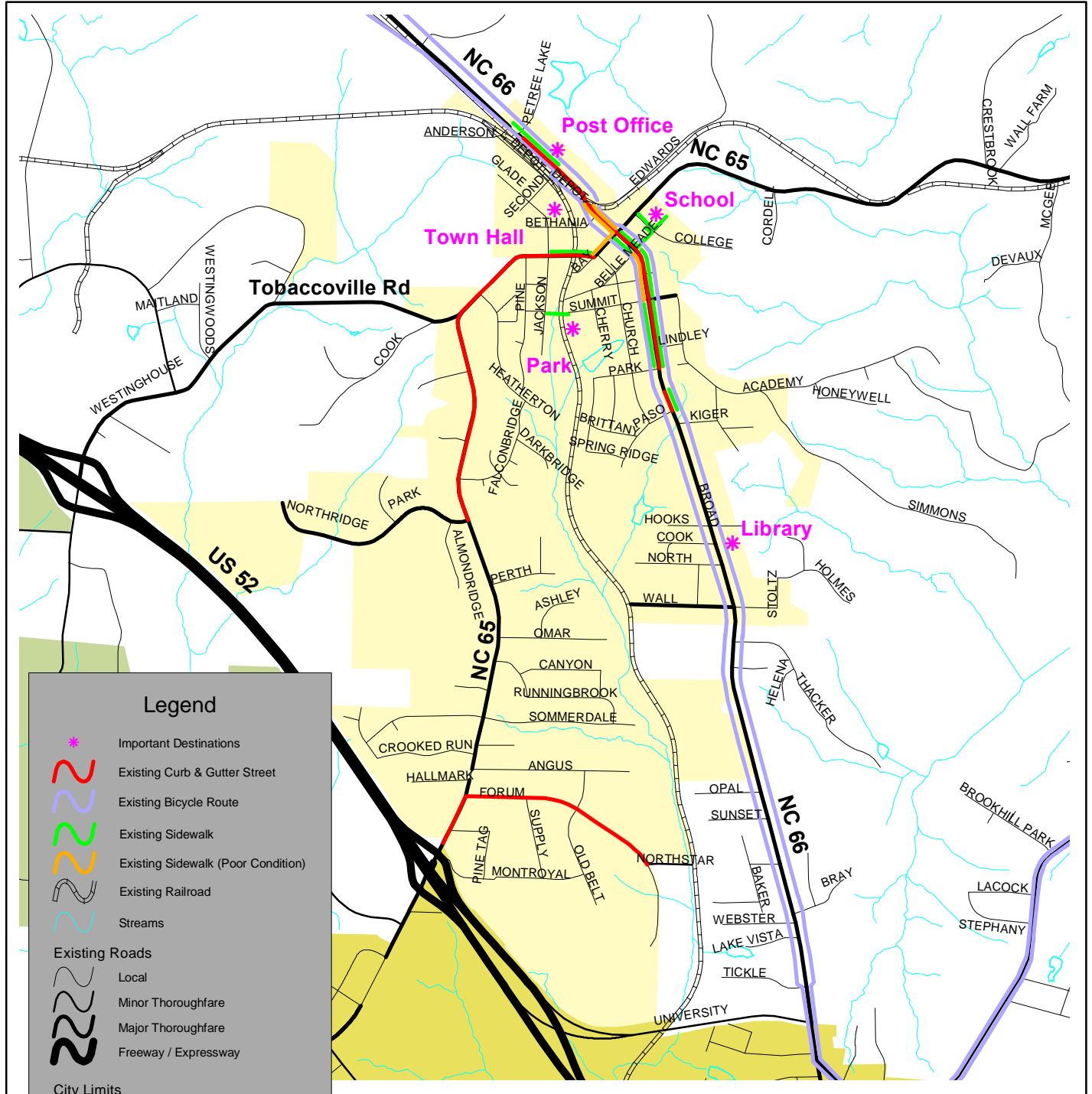
1. Existing Transportation System

The Town of Rural Hall's street and highway system is the predominant element of the town's transportation system (See Figure 1). Rural Hall has primarily developed along two major thoroughfares (NC 65 and NC 66) which cross in the northern portion of town. Numerous other minor thoroughfares, residential collector and other local streets connect and feed vehicular traffic to NC 65 and NC 66 for circulation in and around the community. US 52 is the western boundary to the town, and it provides access into the town at the NC 65 and Westinghouse Road interchanges.

Very few streets connect between NC 65 and NC 66 due to a number of important factors: a) topographical constraints - the hilly terrain and major creeks make it difficult to build connecting streets, 2) two railroad lines, the Norfolk Southern and the Yadkin Valley, meet and cross on the northern edge of town, and create a number of physical

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Figure 1 - Existing Conditions



and institutional barriers, and 3) the town's development patterns offer few opportunities to provide connections. As a result, virtually all traffic movements in town (vehicular, bicycle and pedestrian) must use portions of either NC 65 or NC 66, or both.

Bethania-Rural Hall Road (NC 65)

Bethania-Rural Hall Road (NC 65) is a major thoroughfare that connects between the Town of Bethania, the northern portion of Winston-Salem, the Town of Rural Hall, and southern Stokes County. The road provides major traffic service for the community carrying approximately 7,700-16,000 vehicles per day (VPD) west of NC 66, and approximately 5,300 VPD east of NC 66. The traffic counts are from 1998 data provided by the North Carolina Department of Transportation (NCDOT).

NC 65, from US 52 north to Forum Parkway has been widened to a four (4) lane facility with curb-and-gutter installed on the east side of the road. From Forum Parkway north to Northridge Park Drive, the NCDOT recently widened the road to three (3) lanes without curb-and-gutter on 60 feet of right-of-way. From Northridge Park Drive north to the bridge over the Norfolk Southern railroad tracks, NCDOT continued the widening of NC 65 to three (3) lanes but added curb-and-gutter on both sides of the road. The remaining segments of NC 65 in the town, from the railroad bridge east across the NC 66 intersection to the town's eastern limit, is a standard two (2) lane road without curb-and-gutter and approximately 60 feet of right-of-way.

University Parkway/Broad Street (NC 66)

University Parkway/Broad Street (NC 66) is a major thoroughfare that connects Stokes County, the Town of Rural Hall, the northern portion of Winston-Salem, the Towns of Walkertown and Kernersville, and southeastern Forsyth County, ending at the US 311 interchange north of the City of High Point. The road provides major traffic service for the community carrying 10,000-12,000 VPD in 1998.

NC 66, from the Stokes County line to the northern town limit, is a standard two (2) lane road without curb-and-gutter, and has approximately 60 feet of right-of-way. From the town's northern limit south to Park Street, NC 66 has been widened to a three (3) lane road with curb-and-gutter in several phases over the years. From Park Street south to the City of Winston-Salem and the future location of the Northern Beltway interchange, the road is once again a standard two (2) lane cross-section without curb-and-gutter.

Sidewalks and other Pedestrian Facilities

The sidewalks and other pedestrian facilities in the town are concentrated in the core of the community (See Figures 1 and 4). Most of the sidewalks have been built along NC 65 and NC 66. The older segments of sidewalks, built in front of the town's historic

homes and commercial structures, are typically narrow in width (2-4 feet) and are located away from the edge of the road. Many are in need of repair and/or widening to a standard five (5) foot width. The most recent sidewalks have been built to the back of the curb without any landscaping or planting strip in between. Some of the sidewalks at intersections have been rebuilt to meet the requirements of the Americans with Disabilities Act (ADA) design standards, but many of them have not.

On NC 65, a sidewalk was constructed on the north side of the road, from Glade Street east over the railroad bridge to the Church Street intersection when the bridge was rebuilt. The bridge was not constructed with a sidewalk on the south side of the road. Short segments of old, narrow sidewalk exist on the north side of the road, from Church Street east to the NC 66 intersection. No sidewalks exist on NC 65 east of NC 66.

Access to the Rural Hall Elementary School has been provided by sidewalks on the east side of College Street and on the north side of Washington Street. Also, a short segment of sidewalk is on the west side of College Street. In general, these sidewalks are in good condition, and serve the school adequately.

On NC 66, sidewalks have been installed on both sides of the road, from the Yadkin Valley Railroad tracks south to Park Street. Some of the older segments of sidewalk are below the grade of the road, suffer from poor storm drainage, and are not particularly safe or attractive. Short segments of sidewalk also exist on the east side of NC 66, from the Post Office north to Anderson Street, and south of Park Street for approximately one block.

The only other segment of sidewalk that exists in the Town of Rural Hall is at the western end of Summit Street. The sidewalk crosses the Norfolk Southern Railroad tracks at grade and ends at the Jackson Street intersection. The sidewalk provides valuable pedestrian access across the railroad tracks, linking the residential neighborhoods west of the tracks to the Town's only park and adjoining neighborhoods. The sidewalk, which was built on the side of a steep embankment, includes a series of cascading steps and landings. Safety is a major concern as citizens must climb the poorly constructed steps, and then make a safe crossing of the railroad tracks with very limited visibility. No lighting is provided near the steps.

Bicycle Routes and Greenways

The only designated bicycle route in the Town of Rural Hall is the Stokes County Connector (Route 20) which follows NC 66 from Winston-Salem to Stokes County (See Figure 1). The bicycle route is an on-street path where cyclists must share the road with a large volume of traffic traveling at high speeds. Numerous driveways and intersections add to the danger of this route.

No other public on-street or off-street bicycle routes or greenways exist in or adjacent to the town's municipal limits.

2. Recommendations

Thoroughfares

Several existing and proposed major streets and highways in the Town of Rural Hall are designated as thoroughfares on the Winston-Salem/Forsyth County Thoroughfare Plan map. Thoroughfares, by their design and function, are the principal roads in the town which move high volumes of traffic to freeways and other thoroughfares (for example, US 52, and in the future, the proposed Northern Beltway), and provide access to major activity and employment centers and other important destinations (for example, shopping centers, schools, business parks, and town centers, etc.). Therefore, thoroughfares in the Town of Rural Hall should be considered as "corridors of movement" for all types of traffic, including bicycle and pedestrian traffic. Below are a series of recommendations to fulfill this vision. The recommendations are also shown in Figure 2.

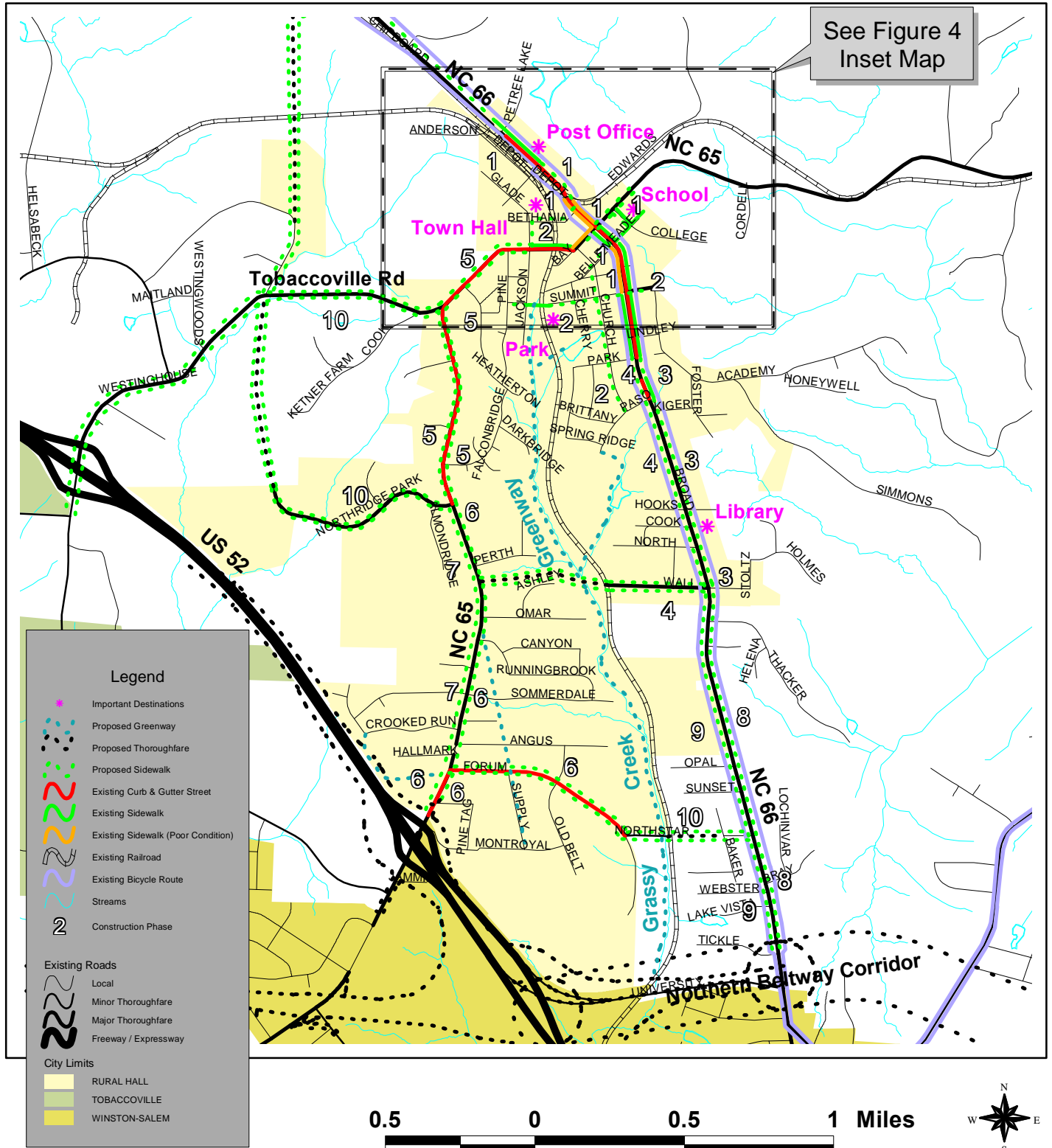
- < All existing and proposed thoroughfares (with the exception of freeways) must have sidewalks on both sides of the road in the road's right-of-way or in established access easements along the road. Exceptions can be made where there are safety or unusual engineering factors involved. Figures 3A and 3B show the recommended cross-sections for each of the thoroughfare plan streets described below.
- < All existing and proposed thoroughfares must have sidewalks that are at least five (5) feet in width with at least five (5) feet of landscaping between the edge of the road pavement and the sidewalk (See Figures 3A and 3B).
- < All land development petitions (re-zoning, subdivision, final development plans, building permits, etc.) in the town's municipal limits fronting existing and proposed thoroughfares shall be required to dedicate the appropriate right-of-way or access easements and to widen/improve the road to the specific recommendations identified below.

Bethania-Rural Hall Road (NC 65)

Bethania-Rural Hall Road (NC 65), from US 52 to the University Parkway/Broad Street (NC 66) intersection is identified in the Fiscal Year 2002-2008 Metropolitan Transportation Improvement Program (MTIP) (Project U-2730) as a "widening" project. As described earlier in the Existing Conditions section, NC 65 was widened from US 52 to the Glade Street intersection during the first phase of this project. The second phase of this project is classified as an "unfunded project" and currently has no

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Figure 2 - Recommended Plan



timetable for implementation. The scope of this MTIP project should be amended to include the segment of NC 65, from NC 66 to the eastern town limit. The recommended future improvements for NC 65 should be as follows:

NC 65, from US 52 to Forum Parkway, should be widened to a four (4) lane road with turn lanes and a landscaped median or a traditional five (5) lane cross-section with curb-and-gutter. NC 65 should have sidewalks on both sides of the road and wide outside lanes to accommodate bicycle traffic.

From Forum Parkway to Northridge Park Drive, NC 65 should remain as a three (3) lane cross-section and be improved with curb-and-gutter and sidewalks and wide outside lanes to accommodate bicycle traffic. This section of road should be widened to a four (4) lane road with turn lanes and a landscaped median or a traditional five (5) lane cross-section with curb-and-gutter **only** if the adjoining large tracts of agricultural or residential zoned land is re-zoned and developed in non-residential uses.

From Northridge Park Drive to Glade Street, NC 65 is of adequate width to handle the projected traffic demands and should not be widened further. Additional widening will cause significant damage to adjoining structures and properties along the road. Sidewalks on both sides of the road are needed.

From Glade Street to Church Street, NC 65 has also been widened sufficiently. However, the horizontal curve on NC 65 at the Bay Street and Church Street intersections should be realigned to improve safety and address the problem of tractor trailers and other large wheel-base vehicles from being forced to cross the centerline of the road in order to make the curve adequately. A sidewalk already exists on the north side of the road. A sidewalk should not be built on the south side of NC 65 due to the steep grades adjoining the road, and the inadequate width of adding a sidewalk to the bridge over the Norfolk Southern Railroad tracks.

From Church Street to the eastern town limit, NC 65 should be widened to a wide two (2) lane road with curb-and-gutter, and sidewalks on both sides of the road. Designated left- turn lanes should be provided at the NC 66 intersection.

University Parkway/Broad Street (NC 66)

Broad Street (NC 66), from the Stokes County line to the northern town limit, should be widened to a wide two (2) lane ribbon paved road with a sidewalk installed on the east side of the road only. The Norfolk Southern Railroad tracks are on the west side of NC 66 and run parallel to the road. Installation of a sidewalk on the west side of NC 66 is not recommended.

From the northern town limit to Park Street, the road has been widened adequately to a three (3) lane facility with curb-and-gutter. New and/or improved sidewalk should be

built on the east side of NC 66 only. Two sets of railroad tracks from the Norfolk Southern Railroad and the Yadkin Valley Railroad meet and cross on the west side of NC 66 and run parallel to the road. Installation of a sidewalk on the west side of NC 66 is not recommended. However, instead of a sidewalk, a separate off-street bicycle trail should be built between the road and the row of attractive Bradford pear trees near the railroad tracks. The bicycle trail should follow Second Street one block to Depot Street, and then follow Depot Street back to NC 66. From Bethania Street to Park Street, improvements are needed to several sections of sidewalk and are detailed below in the phasing plan.

NC 66, from Park Street to Wallasey Road is also identified in the Fiscal Year 2002-2008 Metropolitan Transportation Improvement Program (MTIP) (Project U-3457) as a “widening” project. The proposed MTIP project is classified as an “unfunded project” and has no timetable for completion. It is recommended that the MTIP project be formally defined as a three (3) lane widening with sidewalks and bicycle accommodations. Also, the scope of the project should be modified to extend the project from Wallasey Road south to the future interchange of the Northern Beltway. NCDOT will re-evaluate the original feasibility study to confirm the future improvements proposed for the road. A portion of the original MTIP project, from Washington Street to Park Street, has already been widened to three (3) lanes with curb-and-gutter and sidewalks on both sides of the road.

Other Thoroughfares

Tobaccoville Road, Westinghouse Road, Forum Parkway and the Forum Parkway Connector, Northridge Park Drive, the Rural Hall Loop, and the Wall Street Extension are other existing and proposed thoroughfares where sidewalks should be built on both sides of the road.

Residential Streets

Sidewalks should be built on at least one side of each residential collector and local street in the Town of Rural Hall to provide safe access from residential neighborhoods to the town hall, Covington Park, Rural Hall Elementary School, businesses, United States Post Office and the thoroughfares described above.

The residential streets where sidewalks should be built as a part of this plan include:

- < The south side of Summit Street, from Academy Street to the end of Summit Street at the Norfolk Southern Railroad tracks.
- < To improve safety and pedestrian connectivity, access over the Norfolk Southern Railroad tracks should be improved. Several opportunities exist along the railroad tracks near Covington Park. The current crossing at the western end of

Summit Street could be improved to provide a new pedestrian bridge over the Norfolk Southern Railroad tracks, to Jackson Street. Access could also be provided further south near the northern or southern boundary to the park. A separate study is needed to further develop this project.

- < Continuing on the south side of Summit Street, from Jackson Avenue to Pine Street.
- < The west side of Church Street, from Bellemead Street to Park Street in front of Covington Park.
- < The north side of Bellemead Street, from Summit Street to NC 66. This segment of Bellemead Street connects with Washington Street east of NC 66. A lot of children use this street (with the aid of a crossing guard) for access to and from the school.
- < The east side of Glade Street, from NC 65 to Bethania Street. The north side of Bethania Street, from Glade Street to the existing town hall, and to NC 66.
- < The north side of Second Street from NC 66 to Depot Street, and the west side of Depot Street from Second Street to NC 66.

Greenways

Greenways should be built to provide bicycle and pedestrian access to several neighborhoods in the Town of Rural Hall. The greenways should be paved paths at least ten (10) feet in width and constructed on right-of-ways or access easements acquired by the Town of Rural Hall. The following greenways are recommended:

- < As a part of the City-County Planning Board's countywide greenway plan, a greenway is proposed along Grassy Creek, from the Summit Street pedestrian bridge south to the proposed greenway along Mill Creek in Winston-Salem. A separate detailed study of the greenway's location and design is needed.
- < An additional greenway connection should be built from Covington Park to the proposed Grassy Creek Greenway via the existing western gate and access point across the railroad tracks. Other possible branches of the greenway should also be built connecting to the end of Paso and Jackson Streets. Since the Town of Rural Hall owns property along the Norfolk Southern Railroad tracks and Grassy Creek, it is possible to begin planning for the greenway in those areas first.
- < Build a greenway from either Crooked Run Road or Hallmark Drive to the rear of the shopping center's parking lot on the west side of NC 65. This will provide

improved access to neighborhood services from those neighborhoods immediately to the north of the shopping center. This trail could follow the existing sewer right-of-way and possibly some of the right-of-way of US 52.

- < Along an existing Duke Power right-of-way, from NC 65 to Montroyal Road. This off-road trail would allow for safer pedestrian access to the rear of an existing shopping center, into the Forum Parkway industrial park and via sidewalk connections within the industrial park connect to the proposed greenway.
- < Construct a greenway trail from Norvasa Street between Pine Tag Road and Supply Road (pvt) to provide a connection in the vicinity of the rear of the shopping center.

3. Phasing Plan and Cost Estimates

The plan recommends that bicycle and pedestrian improvements be made in ten (10) phases in a cost effective and efficient manner (See Figure 2). The plan includes an estimated cost of construction for each phase in 2001 dollars (See Table 1); however, the cost of additional right-of-way and/or easements are **not** included in this plan. The following outline explains each phase, the estimated cost and reason for it's strategic location in the implementation plan.

	Proposed	Repair					
Phase	Sidewalk	Sidewalk	Cost of proposed	Cost of proposed	Greenway	Cost of proposed	Total
	(Feet)	(Feet)	repair @ \$15/ft.	Sidewalk @ \$20/ft.	(Feet)	Greenway @ \$50/ft.	Cost
1	5280	2110		105,600	0	0	
2	4650	0		93,000	0	0	
3	4220	0		84,400	0	0	
4	8448	0		168,960	0	0	
5	11200	0		224,000	0	0	
6	10770	0		215,400	0	0	
7	4750	0		95,000	0	0	
8	6340	0		126,800	0	0	
9	6340	0		126,800	0	0	
10	54384	0		1,087,680	0	0	
Total Area	61460	2110			19800		
Total Cost			32,000	2,327,640		990,000	3,349,640

Table 1 - Cost Estimates

Phase I

Phase I is in the heart of the Town of Rural Hall. This phase is primarily along the NC 66 corridor, from Park Street to the northern town limit (See Figure 4). As described earlier, most of the existing sidewalks and other pedestrian facilities are located in the historic core of the town. The adopted "Downtown Preservation and Revitalization Strategy for Rural Hall" recommends the creation of a pedestrian friendly business center. The core should be preserved, and the businesses, homes and future reinvestment in the community should begin here.

- A. From Summit Street to Court Street and from Park Street to Bellemead Street

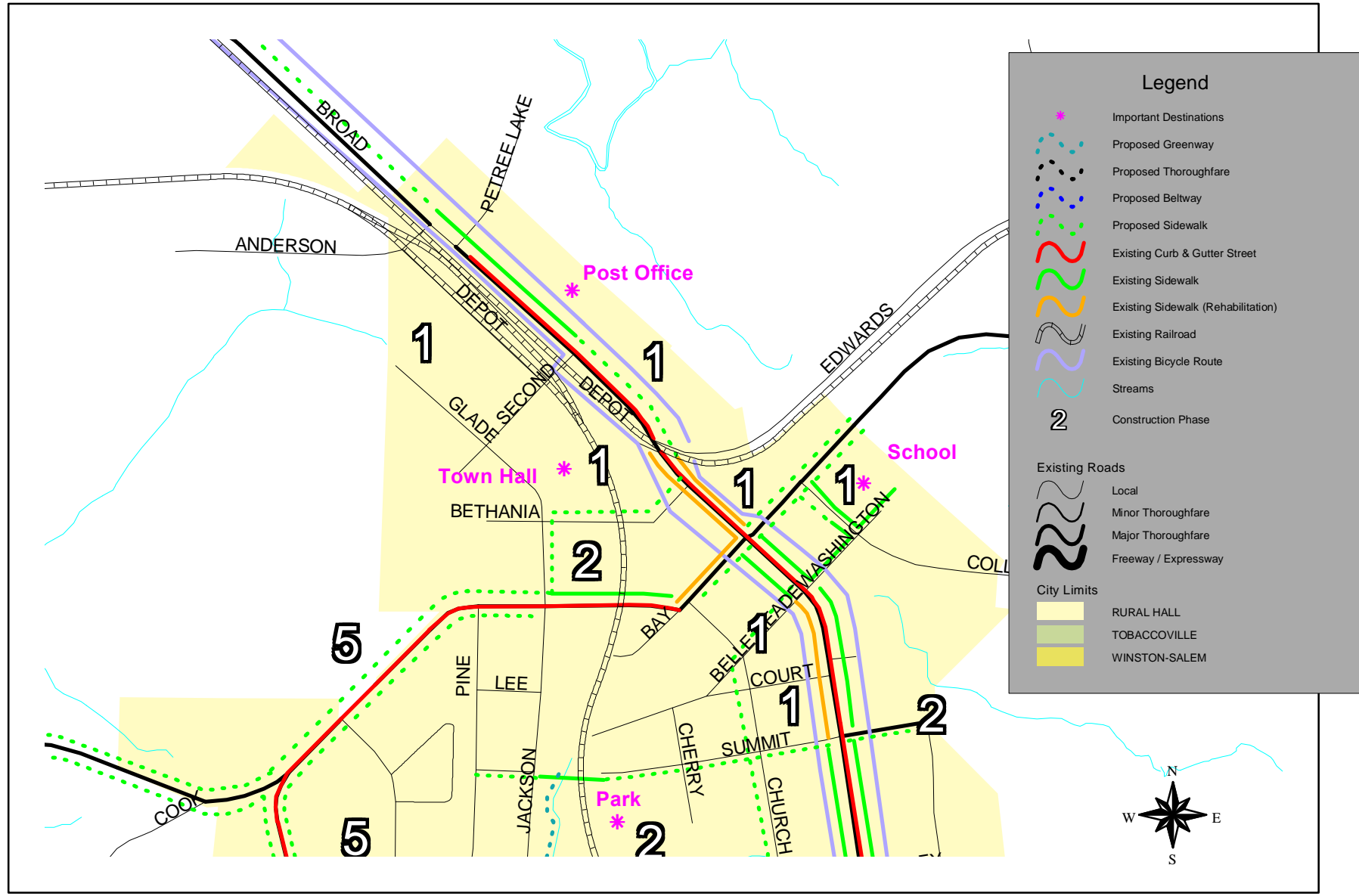
On the west side of NC 66, the sidewalk system for these segments is not complete. Maintenance is needed in this area and in some locations the sidewalk needs to be replaced to make it safer and easier to use. Also, it is recommended that additional sidewalks be constructed to connect both ends of the downtown area.

- B. From Bellemead Street to the US Post Office

On the east side of NC 66, install new sidewalk where gaps exist. Where sidewalk currently exists, widen and replace the substandard sections.

Town of Rural Hall Bicycle and Pedestrian Facilities Plan

Figure 4 - Recommended Plan, Downtown Inset



Legend

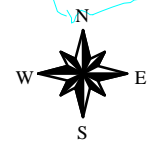
- * Important Destinations
- ⋯ Proposed Greenway
- ⋯ Proposed Thoroughfare
- ⋯ Proposed Beltway
- ⋯ Proposed Sidewalk
- Existing Curb & Gutter Street
- Existing Sidewalk
- Existing Sidewalk (Rehabilitation)
- - - Existing Railroad
- Existing Bicycle Route
- Streams
- 2** Construction Phase

Existing Roads

- Local
- Minor Thoroughfare
- Major Thoroughfare
- Freeway / Expressway

City Limits

- RURAL HALL
- TOBACCOVILLE
- WINSTON-SALEM



C. From Anderson Street to Second Street

On the west side of NC 66, build a combined use off-road pedestrian/bicycle trail between the Bradford Pear Trees and Depot Street. This will allow both the pedestrian and bicyclist to put greater distance between themselves and vehicular traffic, especially truck traffic, which may be entering the highway.

D. On Second Street and Depot Street

In conjunction with the off-road trail above in C, sidewalks should be built along Second Street, from NC 66 to Depot Street and along Depot Street, from Second Street to the existing sidewalk which fronts along the existing businesses. This will provide for a much safer crossing of the railroad tracks than at the intersection of Broad Street with Depot Street at the railroad tracks. It will also give the pedestrian and bicyclist greater access to the businesses in downtown.

Along the NC 65 corridor, these are the recommendations for Phase I:

E. From the Norfolk Southern Railroad bridge to the Eastern Town Limit

On the north side of NC 65, replace deficient segments of sidewalk and install new segments of sidewalk.

F. From Church Street to the Eastern Town Limit

On the south side of NC 65, new sidewalk should be installed.

The cost to implement Phase I is estimated at \$105,600.

Phase II

This is the heart of the older residential community in downtown, as well as, the area surrounding Town Hall. Preservation of this older established neighborhood is very important. Most of the neighborhood streets are narrow, requiring traffic to move slowly, and pay particular attention to pedestrians and bicycle traffic. Phase II recommends installing sidewalks on several local streets to improve pedestrian access, safety and to increase neighborhood connectivity (See Figure 4).

A. Summit Street (West)

From NC 66 to the Norfolk Southern Railroad tracks, build a sidewalk on the south side of the street. Until a new pedestrian bridge over the

railroad tracks is completed, the existing series of steps and landings on both sides of the track should be reconstructed. From Jackson Street to Pine Street, the sidewalk should continue on the south side of Summit Street. This will enhance access to Covington Park and better connect neighborhoods divided by the railroad tracks.

B. Summit Street (East)

From NC 66 to Academy Street, install a sidewalk along the south side of the road. This will improve pedestrian access from the east side of downtown's residential neighborhoods to the core area of downtown, as well as to Covington Park west of NC 66.

C. Church Street

From Paso Street to Bellemead Street, install a sidewalk on the west side of the street. As the primary entrance to Covington Park, an opportunity exists to enhance the appearance of this segment of sidewalk with additional street lights, benches, landscaping, and other amenities.

D. Bellemead Street

From Church Street to NC 66, construct a sidewalk on the north side of the street to provide a safe connection for pedestrians accessing the downtown area, and for school children accessing Rural Hall Elementary School.

E. Glade Street and Bethania Street

From NC 65 to Bethania Street install a sidewalk on the east side of Glade Street. On Bethania Street, from Glade Street to Town Hall and on to NC 66, install a sidewalk on the north side of the street. This series of pedestrian improvements will enhance access to the current Town Hall and maintenance facility. Improved pedestrian access for the homes in this area of town, as well as to Town Hall is needed.

The cost to implement Phase II is estimated at \$93,000.

Phase III

Phase III is on NC 66 from Park Street to the southern town limit. This phase installs a new sidewalk on the east side of the road only. The sidewalk would provide a safe

connection for all citizens, particularly school children wanting to walk to the Rural Hall branch library. The sidewalk would also improve access to existing businesses, churches, community facilities and other services in the area.

The cost to implement Phase III is estimated at \$84,400.

Phase IV

Phase IV includes two (2) separate projects on NC 66 and Wall Street in the southern part of Rural Hall.

A. NC 66

From the southern town limit north to Park Street, install a sidewalk on the west side of the street.

B. Wall Street

From NC 66 to the end of the street, install sidewalks on both sides of the street.

The cost to implement Phase IV is estimated at \$168,960.

Phase V

Phase V is on the widened section of NC 65, from Northridge Park Drive to Glade Street. This phase installs sidewalks on both sides of the road. This will provide pedestrian access to restaurants, Town Hall, downtown, and neighborhood stores from the numerous single-family and multi-family residential neighborhoods.

The cost to implement Phase V is estimated at \$224,000.

Phase VI

With Phase V in place, Phase VI provides a direct connection from residential neighborhoods on the east side of NC 65 to the Forum 52 industrial park, shopping centers and numerous other businesses and restaurants near the US 52 interchange. Several segments are recommended for this phase.

A. NC 65 (East Side Only)

From Northridge Park Drive to US 52, install sidewalk on the east side of

the road to serve residential neighborhood pedestrian traffic. Pedestrian signals should be considered for the NC 65/Forum Parkway intersection.

B. NC 65 (West Side Only)

From Forum Parkway south to the last driveway of the Village Square Shopping Center, install sidewalk on the west side of the road.

C. Forum Parkway

From NC 65 to North Star Drive, install sidewalk on both sides of the road. This will provide safe pedestrian access for employees of the industrial park to nearby restaurants and services.

The cost to implement Phase VI is estimated at \$215,400.

Phase VII

Phase VII completes the installation of sidewalk on NC 65. From Northridge Park Drive to Forum Parkway install sidewalk on the west side of the road. This will connect both industrial parks and residential neighborhoods to nearby services safely and conveniently.

The cost to implement Phase VII is estimated at \$95,000.

Phase VIII

Phase VIII is on NC 66, from the proposed Northern Beltway interchange to the current southern town limit, install a sidewalk on the east side of the road.

The cost to implement Phase VIII is estimated at \$126,800.

Phase IX

Phase IX completes the installation of sidewalk on NC 66. From the proposed Northern Beltway interchange to the southern town limit, install sidewalk on the west side of the road.

The cost to implement Phase IX is also estimated at \$126,800.

Both Phases VIII and IX would connect Rural Hall to Winston-Salem via sidewalk and improve pedestrian crossings at the proposed Northern Beltway interchange and along University Parkway. This series of sidewalk would improve access to the Rural Hall Branch Library and points further north to downtown.

Phase X

Sidewalks should be installed on all of the other existing and proposed Thoroughfare Plan streets in the Town of Rural Hall as funding allows. These streets include Tobacconville Road, Westinghouse Road, Forum Parkway and the Forum Parkway Connector (on existing Cross Baptist Church Road), Northridge Park Drive, the Rural Hall Loop, and the Wall Street Extension.

The cost to implement Phase is estimated at \$1,087,680.

Summary

As stated in the Introduction, this plan is being prepared for the benefit of the current and future citizens of the Town of Rural Hall to promote, enhance and improve the safety of pedestrian and bicyclists in the area. The recommendations and phasing of the plan are designed to improve accessibility for everyone within the town and nearby residents of Forsyth County. All costs shown are estimated and are subject to change over time.

Implementation

It must be stated that this is a long range pedestrian and bicycle plan. All future projects undertaken within the Town Limits or anticipated future town limits should adhere to the recommendations of the plan, as well as, provide for sidewalks and bicycle lane widths if a widening is deemed necessary. All elements of the plan become effective upon the date of adoption of the plan by the Rural Hall Town Council.

Appendix