

Appendix G:

Existing and Prior Plans Summary

Winston–Salem MPO Existing Plans Summary

The Winston-Salem MPO includes Forsyth, Davidson, Davie, and Stokes Counties. Cities and towns within the MPO include Bermuda Run, Clemmons, Greensboro, High Point, Kernersville, King, Lewisville, Midway, Mocksville, Rural Hall, Tobaccoville, Walkertown, and Winston Salem. Plans focused on transportation and mobility from these jurisdictions are summarized below.

Bermuda Run

Bermuda Run Comprehensive Plan (update 2017)

The Bermuda Run Comprehensive Plan (update 2017) includes the possibility of a large, mixed-use development on 120 acres of undeveloped land southwest of the US 158/NC 801 intersection. The plan also identifies development opportunities for a boutique hotel near the WinMock Dairy/Kinderton Village and a business center with a mix of office, flex space, and light manufacturing west of NC 801 between I-40 and US 158. A multi-use path, called the Blue Heron Trail is planned and funded for construction along US 158 between Kinderton Village and the soccer complex.

Clemmons

Clemmons Comprehensive Plan (2019)

The Clemmons Comprehensive Plan is a long-range plan used as a blueprint for the Village toward 2040. Through public engagement, existing plans, and existing conditions, the plan identified four themes. The highest ranked theme is transportation and linear parks. Explicit recommendations within this theme include sidewalks, bike paths, and greenways. Within the Village the theme highlights the need for reduced congestion, increased safety, and improvement connectivity.

Transportation issues and proposed improvements follow those identified in the Clemmons Village Transportation Plan. Proposed roadway projects include improving I-40 through downtown and into Winston-Salem, adding a northern beltway, widening segments of a north-south connector, and adding three minor thoroughfares. Proposed active transportation projects include adding sidewalk along Lewisville-Clemmons Road, installing north-south multi-use paths east and west of downtown, and creating signed bike routes within the village. The Piedmont Authority for Regional Transportation (PART) connects to the Clemmons Medical Plaza during the Business 40 closure – it is recommended PART service is continued and expanded.

Peace Haven Road/Styers Ferry Road Connector Study (2018)

The Peace Haven Road/Styers Ferry Road Connector Study identifies options for a road addition connecting Peace Haven Road and Styers Ferry Road. The proposed corridor seeks to meet east-west connectivity demands from Clemmons to western Forsyth and parts of Winston Salem. Three alternatives were designed with the preferred option combining elements of two alternatives. The preferred alternative is a total of 3.6 miles, using 1.89 miles of existing road, and 1.71 miles of new road. Sidewalk and bikes lanes would be added to 1.22-miles of an existing portion.

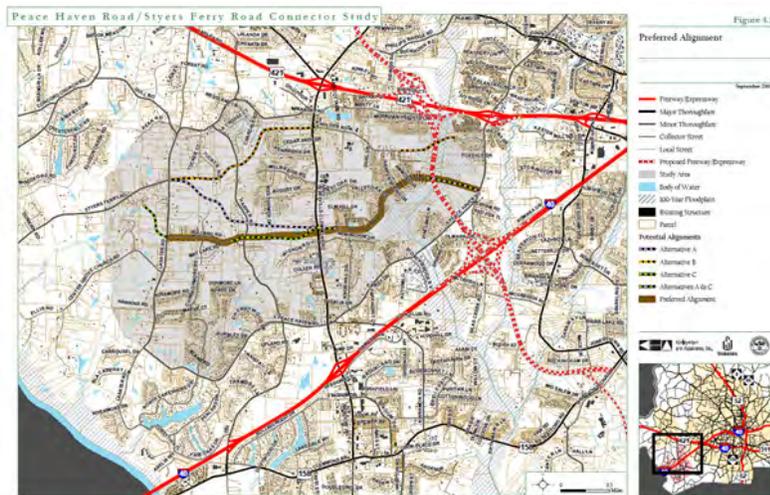


Figure 1: Peace Haven Road Styers Ferry Road Connector - Preferred Design

Davidson County

Davidson County Blueway Plan

The Davidson County Blueway Plan outlines waterway access sites along the Yadkin River and lakes in Davidson County. Waterway access sites include public boat ramps, paddle access locations, and public fishing areas. The plan includes an inventory of 14 current sites, sites in need of improvements, and 13 potential new access sites.

Davidson County Master Greenway Plan

The Davidson County Master Greenway Plan outlines two pilot projects for implementation. The first greenway project consists of the two-phase Abbots Creek Greenway. The greenway will run from Lake Thom-A-Lex to The Lexington Water Treatment Plant with the second phase picking up from the Old Landfill to Finch Park, with a gap in between the two portions with an unidentified phase portion. The second project is the Yadkin River “Blueway” Pilot project, which consists of proposed river access locations for recreational maritime use, such as kayaking or paddle boarding.

Davidson County Transportation Plan (2011)

The Davidson County Transportation Plan outlines improvement recommendations for highway, public transit, bicycle, and pedestrian mobility. Highway widening is recommended for segments along I-85/US 29-52-70, US 64, NC 8 (Lexington), NC 8 (South), NC 49, NC 109, NC 150, East 10th Avenue, East Center Street, Hargrave Road, South Main Street, and Old US 52 (SR 3010). Highway upgrades for segments of Business I-85/US 29-70 and Business I-85/US 29-70 are included. A new southwestern connector, U-2545, and extension are recommended between South Main Street to Fairview Drive.

Two fixed-routes bus routes are recommended; one route connecting north Lexington to southwest Lexington and the hospital, and another route connecting northwest and south Lexington. The inner-city circular is recommended to connect with the proposed intermodal connector and the proposed Amtrak train stop.

The CTP endorses seven county and connector bicycle routes from the 2005 Regional Bicycle Study. Sidewalks are recommended within Lexington, Denton, Tyro and Welcome.

Davidson County Land Development Plan (2009)

The Davidson County Land Development Plan includes a transportation section outlining recommendation improvements and policies. Project recommendations include widening segments of Highway 8, NC Highway 109, and NC Highway 150. Transportation policies in the plan look to improve connectivity of the area, address air quality issues, improve automobile alternatives, increase safety, and expand the airport.

Davie County

Davie County Land Use Plan (2019)

The Davie County Land Use Plan provides a summary of transportation conditions in Davie County. The plan stresses the multimodal and regional connectivity of the county. Current and future considerations per mode include freight, bicycle and pedestrian, aviation, rail, and transit. Specific improvements include a proposed interchange added at I-40 and Juney Beauchamp Road and US 601 which will both facilitate better freight access. The plan also references aesthetic improvements at gateways and intersections.

Davie County Comprehensive Transportation Plan

The Davie County CTP covers recommended improvements throughout Davie County. There are two primary roadway projects and other mode projects recommended. The first primary project is to widen US 158 to 3-lanes with a center turn lane and bicycle and pedestrian facilities, from Farmington Road to US 64/US 601. The second primary roadway recommendation is to widen US 601 (and include center left turn lane and bicycle and pedestrian facilities) to 3-lanes from Liberty Church Road to Main Church Road, to 5-lanes from Main Church Road to Fairfield Roach, and to 3-lanes from Fairfield Road to NC 801.

Other project recommendations include a proposed US 64 bypass south of Mocksville, and improvements along I-40, and major thoroughfares such as NC 801, US 64, and US 158. Multi-use paths are recommended around Mocksville and connecting southward toward Cooleemee. Pedestrian facilities such as sidewalks, multi-use paths, and off-road trails are recommended within Mocksville, Cooleemee, and the South Yadkin River. No new bus or rail facilities are recommended.

Davie Country Transportation Alternatives Feasibility Study (2016)

The Davie County Transportation Alternatives Feasibility Study identifies alternative scenarios that would support mobility of eastern Davie County as growing population demands from nearby areas add pressure to the current transportation network. The area houses a growing number of warehouses, light manufacturing, and distribution centers, but freight truck access is limited, and commuter traffic can hinder freight deliver schedules. Through an interchange feasibility study three locations were identified along I-40 as candidates for a new interchange. Additionally, the following interchanges or intersections were recommended for improvement: NC 801 and US 158 (a roundabout proposed), I-40 at Farmington Road (roundabouts at both eastbound and westbound ramps), and US 158 at Baltimore Road (signalized intersection or roundabout).

Greensboro

Greensboro Comprehensive Plan (2003)

The Greensboro Comprehensive Plan highlights goals for Greensboro to achieve by 2025. Within the transportation section, goals include maintaining a safe and efficient road network, developing a comprehensive pedestrian and bicycle network, improving local transit, improving regional transit, creating a comprehensive parking strategy, and modifying development standards to better accommodate the connection between land use and transportation. The two largest proposed changes are the completion of the Urban Loop and a bus rapid transit system.

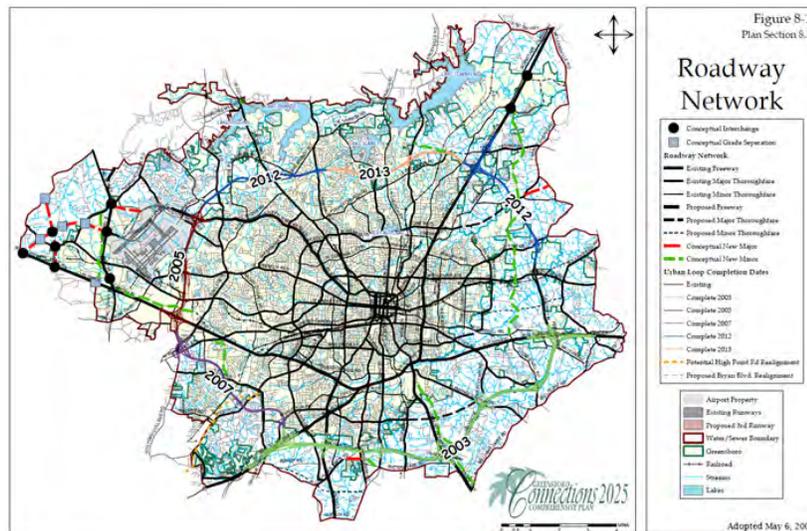


Figure 2: Greensboro Urban Loop

High Point

High Point Comprehensive Transportation Plan (2010)

The High Point Comprehensive Transportation Plan gives a snapshot of existing facilities, facilities in need of improvement, and recommended facilities for highways, bicycles, pedestrians, public transportation, and rail. CTP information is shared through a series of maps by mode. Highway recommendations include an extension of I-74 to the southeast, and new minor and major thoroughfares southwest and south of High Point. Bicycle and pedestrian recommendations have the most expansion across the High Point MPO, with a noticeable amount of recommended multi-use paths. Public transit and rail recommendations are confined to a corridor traveling southwest to northeast. A high-speed rail is proposed along this corridor, as well as, proposed bus routes connecting within the southwest region. A bus route extension from the Archdale Park and Ride and heading southeast is also recommended.

High Point Metropolitan Transportation Improvement Plan (2017)

The High Point Metropolitan Transportation Improvement Plan (2018 -2027) lists projects across the High Point MPO that are within the five-year work program (2018 – 2022) or in the development program (2023 – 2027). Project categories include interstate, rural, urban, bridge, congestion mitigation, enhancement, aviation, bike and pedestrian, public transportation, freight rail, passenger rail, mitigation, and highway safety

High Point Metropolitan Transportation Plan (2017)

The High Point Metropolitan Transportation Plan Update includes five new projects to be added to the MTP. The MTP and update includes thirty-five projects in total. Of the 35 projects, 22 incorporate lane or roadway widening, two of which include intersection upgrades. Four of the 22 widening projects incorporate bicycle and/or pedestrian facilities. Eleven of the 35 projects replace bridges, and the remaining two projects construct new or replace existing interchanges.

High Point Project Prioritization Process Plan (2018)

The High Point Project Prioritization Process Plan lists projects across the MPO that are ranked and scored as part of the state's Strategic Improvement Program law. Projects categories include aviation (1 scored project), bicycle and pedestrian (13 scored projects), highway (40 scored projects), and rail (8 scored projects).

High Point Downtown – Multi-modal Plan (2017)

The Downtown Multimodal Plan highlights six priority projects that would improve pedestrian and bicycle mobility in downtown High Point. The first proposed project is pedestrianizing main street by reducing travel lanes, adding landscaping and curb extensions, and adding angled parking. The second priority project would add gateway features to main street such as art and murals. The third proposed project is upgrading Elm Street with bike lanes, wider sidewalks, on-street parking, and street trees. Proposed project number four is installing a cross-town greenway connecting southern neighborhoods with High Point Station and High Point University. The fifth proposed project is a pedestrian esplanade along the downtown railroad. Downtown redevelopment is also recommended.

Kernersville

Kernersville Development Plan (2014)

The Kernersville Development Plan is an update to the original plan responding to the 1997 strategic plan - Kernersville 2020. The plan attempts to include all existing relevant plans such as the Transportation Capital Improvement Program, Land Use Plan, Thoroughfare & Street Plan, Parks & Recreation Master Plan, and the Pedestrian and Bike Plan. The Kernersville Development Plan also includes Goals, Development Potential, and Overlay Districts.

The Pedestrian & Bike Plan primarily addresses these facilities through proposed greenways, trails, and parkways. It is recommended these paths are placed in natural areas that are undevelopable.

Kernersville Thoroughfare & Street Plan (2017)

The Kernersville Thoroughfare & Street Plan is a map identifying the current transportation network and proposed interchanges, freeway, major and minor thoroughfares, and streets such as collector, industrial, marginal, and residential. Proposed items include four new interchanges, a freeway connecting I-74 to the northwest part of town, major thoroughfares connecting gaps in the northern loop around downtown, and minor thoroughfares and collector streets in the southeast region of town.

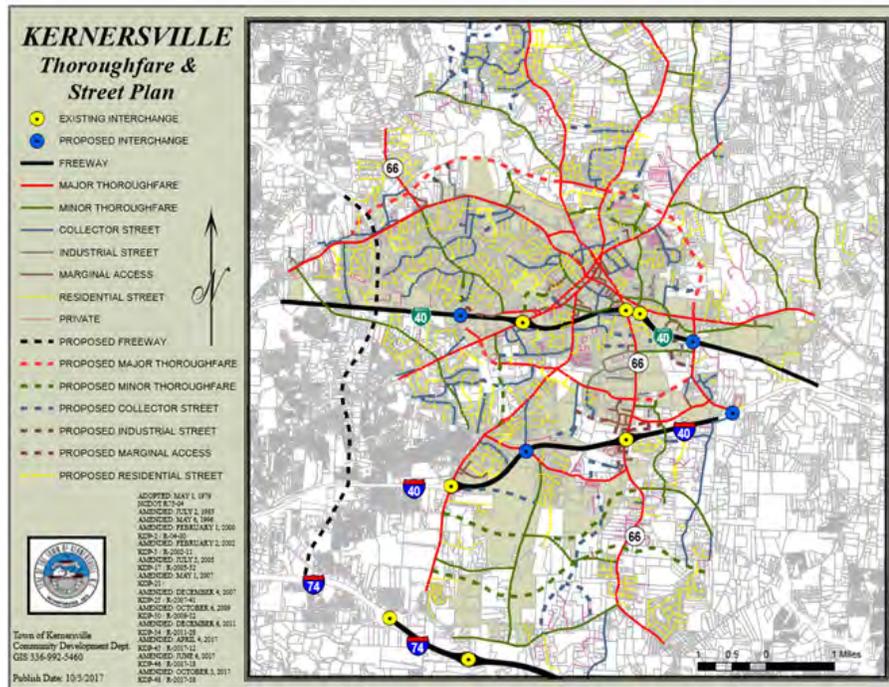


Figure 3: Kernersville Thoroughfare & Street Plan Map

Kernersville Transportation Study (2018)

The Kernersville Transportation Study takes a step back from implementing existing plans. As a transportation study it aims to assess the visions and needs of the community around transportation and access. As part of the Kernersville Transportation Plan, the study is phase one of three.

Through public engagement, citizens identified areas of the transportation network that were a strength, a weakness, or an opportunity. Goals from public engagement and the study indicated Kernersville wants transportation safety and security, mobility, multimodal options, to preserve culture and the environment through transportation, and a network that encourages local growth and development. Other goals include network preservation at the NCDOT and local level, as well as improving town gateways, streetscaping, and corridor.

Six example projects demonstrate how the vision and goals will be implemented. Proposed project examples include improving S. Main Street to the Business 40 interchange, connecting Union Cross Road to the intersection of Whicker Road and Masten Drive with a new north-south roadway, improving Bodenhamer

Street through downtown, and extending Glenn Hi Road east toward the NC 66/Bunker Hill Road intersection. The study also addresses the need for completing the downtown sidewalk network, implementing proposed greenways connecting residential neighborhoods to commercial and job centers, and continuing support of transit operations.

Kernersville Study Storymap (2018)

The Kernersville Study Storymap replicates the information listed in the Kernersville Transportation Study. As a storymap, visitors to the online map can click on results from public engagement events, proposed projects, and example projects. The interactive storymap allows users to read content about a location while gaining visual context about the project on the map. As mentioned in the Kernersville Transportation Study, the storymap highlights the vision and goals identified through public engagement events and the study about the Kernersville transportation network.

King

Stokes 2035 Comprehensive Plan (Draft) (2015)

The Stokes 2035 Comprehensive Plan is a draft that focuses on recommending policies and projects for Stokes County. Project proposals include adding an interchange at the intersection of Trinity Church Road and US-52, widen lanes and improve shoulders on Highways 311, 772, 704, 268, 66, 8, and 65, and improving pedestrian amenities and streetscaping in downtown Danbury, Walnut Cover, King and Meadows. Other recommendations include encouraging the use of public transit between Stokes County and Winston-Salem and enhancing partnerships in the transportation planning process.

Lewisville

Lewisville Comprehensive Plan (2015)

The Lewisville Comprehensive Plan addresses goals around improving the transportation network in Lewisville. The two primary goals are developing more bicycle and pedestrian facilities that follow Complete Street principles, and creating the Great Wagon Road, a road parallel to Shallowford Road. Potential Greenway routes have been identified as future potential projects.

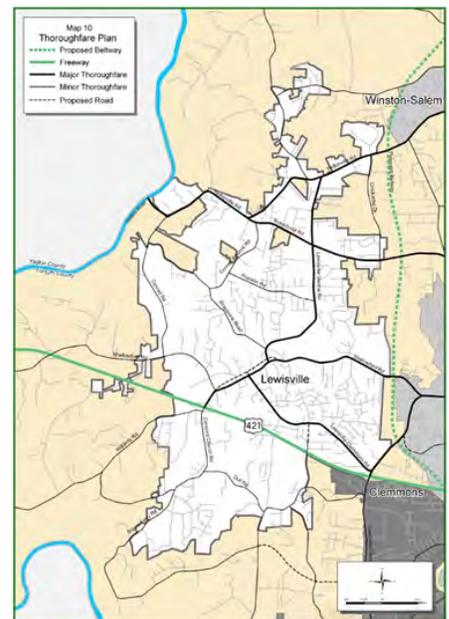


Figure 4: Lewisville Proposed Roads



Figure 5: Lewisville Feasible Greenways

Midway

Town of Midway Transportation Evaluation (2013)

The Town of Midway Transportation Evaluation plan gives an overview of proposed transportation improvements. Proposed changes were identified through community input, safety analysis, and planning and engineering work. Improvements are recommended for the following intersections: Gumtree Road at Old US 52, Hartman and David Smith Roads at US 52 ramp, and Hickory Tree Road at Old US 52. Network connections to improve east-west mobility in town are recommended. Reducing the right-of-way width at Hickory Tree Road as the gateway into town is also proposed.

Mocksville

Mocksville Comprehensive Plan – Draft (2019)

The Mocksville Comprehensive Plan is a draft plan outlining existing conditions and proposed vision and goals for Mocksville. In its draft format there are limited new proposed projects. A strategy within the plan is to develop a Transportation Plan for Mocksville that would include road improvements and maintenance plans, transit plans, and bicycle, pedestrian, and greenway trail plans. Within transportation existing conditions, the 2011 Mocksville Comprehensive Transportation Plan is listed which includes proposed projects such as widening areas of I-40, US-64, US-158, and US-601, installing a multi-use path along a segment of US-601 and adding a sidewalk along a segment of US-601.

Rural Hall

Northeast Area Plan - Town Of Lewisville (2017)

The Northeast Area Plan for the Town of Lewisville is a small area plan for a region in the northeast of Lewisville. Primarily focused on preparing the area for a future school, the plan proposes road improvements along Lewisville Vienna Road, Robinhood Road and connector streets just south of Robinhood Road. The plan also recommends a future greenway within the small area, creating a loop and connecting north-south toward downtown.

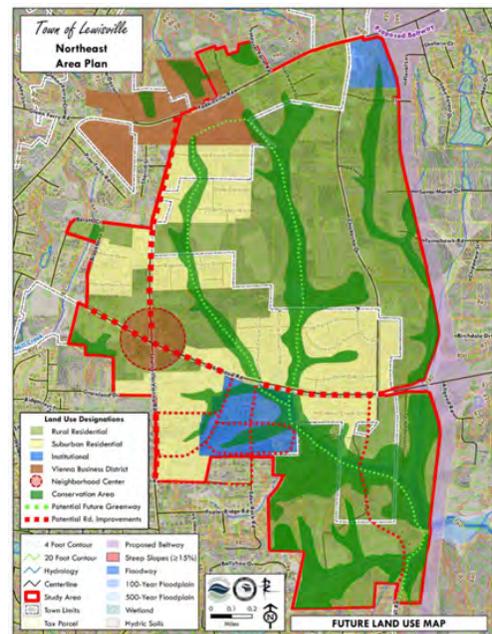


Figure 6: Lewisville Northeast Small Area Plan Proposed Road Improvements and Greenways

Rural Hall Area Plan Update (2016)

The Rural Hall Area Plan Update provides an overview of the small area in Forsyth County. The plan outlines current conditions and recommended changes for road, bridges, pedestrian and bicycle facilities, and greenways from the Forsyth County CTP. New roadways that are programmed as part of this plan include the Forum Parkway Connector from Forum Parkway to University Parkway, Northern Beltway and Interchange at US-52, and Northern Beltway from US 82 to NC 8 (Germanton Road). Roadway widenings and improvements include replacing the Northern Beltway US 52 Interchange with NC 65 (Bethania-Rural Hall Road) and improve its approaches and Widen NC 65 (Bethania-Rural Hall Road) to multiple lanes from US 52 to NC 66.

Pedestrian and bicycle improvements include adding five additional sidewalks, five new bicycle facilities, and three proposed greenways within the area. Recommended sidewalks have been identified on Lindley Street from NC 66 to Academy Street, NC 65 from NC 66 to town limits, NC 65 from Runningbrook Lane to Norvasa Street, Academy Street from Lindley Street to town limits, and Wall Street from Providence Manor Apartments to Broad Street. Bicycle facilities include on-road bicycle facilities, sidepaths, paved shoulders, and signed bicycle routes. The Grassy Fork Greenway Phase 1, Forum Trail, and Railroad Park greenways are all long-range facilities.

There is one growth corridor in the area. The University Parkway/Broad Street growth corridor is focused on urban/suburban style single-family residential form. There are two activity centers within the area: US 52/Bethania-Rural Hall Road Activity Center and Downtown Rural Hall Activity Center. The center will focus on redeveloping existing facilities with mixed-use and encouraging low-intensity commercial around pedestrian-friendly design elements. The Downtown Rural Hall Activity Center will focus on creating a more pedestrian friendly environment, historic preservation, and increasing light-commercial and shopping areas.

Tobaccoville

Tobaccoville Area Plan Update (2013)

The Tobaccoville Area Plan Update provides an overview of the small area in Forsyth County. The plan outlines current conditions and recommended changes for road, bridges, pedestrian and bicycle facilities, and greenways. New roadway projects are recommended for the Northern Beltway from South Stratford Road to US 52/I-74 and Spainhour Mill Road Extension from Doral Drive to Moore-RJR Drive. Two collector streets are proposed pending developer participation. US 52/I-74 roadway is to be upgraded to interstate standards to complete the I-74 corridor through the Piedmont Triad Region. The Spainhour Mill Road over the Little Yadkin River and Waller Road over Fries Creek were to be replaced with the US 52/I-74 bridge over Tobaccoville Road to be rehabilitated.

Pedestrian and bicycle improvements include adding additional sidewalks in activity centers and nine new bicycle facilities. Bicycle facilities include paved shoulders and on-road bikeway connectors. There are no greenways recommended for this area.

There are no identified growth corridors in this area, however there are four identified activity centers. These activity centers include: The Tobaccoville Village Center, Reynolda Road/Tobaccoville Road, Shore Road Industrial Center, and Moore Road Industrial Area. The former two activity centers are mixed use in nature with

a focus on bringing in commercial and office space and improving pedestrian connectivity. Industrial areas are primarily for business park layout developments with additional housing and commercial centers surrounding the development. Industrial areas will be more auto oriented than their activity center counterparts.

Tobaccoville Area Plan - Proposed Land Use (2013)

The Tobaccoville Area Plan – Proposed Land Use outlines future recommended land uses for Tobaccoville. The proposed beltway around Winston-Salem travels through this area plan. The land use plan proposes low-density residential along the proposed beltway.

Walkertown

Walkertown Area Plan Update (2014)

The Walkertown Area Plan Update provides an overview of the small area in Forsyth County. The plan outlines current conditions and recommended changes for road, bridges, pedestrian facilities, and greenways. Roadway widening projects are recommended for Reidsville Road from I-40 Business to Guilford County Line and NC 66 (Old Hollow Road) from US 158 (Reidsville Road) to Whitehall Village Lane (2015 completion). New roadways are recommended for the Northern Beltway from I-40 Business to US 158 and from I-74 to US 52, the Walkertown Bypass, and Williston Road Extension with six collector roads to be constructed based on developer participation.

Pedestrian and bicycle improvements include adding three additional sidewalks, no new bicycle facilities, three proposed greenways, and multiple greenway connectors within the area. Sidewalks are recommended on Sullivantown Road from Main Street to Depot Street, Old Belews Creek Road from Ramseur Drive to Gospel Light Church Road, and Darrow Road from Old Hollow Road to Reidsville Road. Proposed greenways include the Lowery Mill Creek, Martin Mill Creek, and Frazier Creek greenways. Projects are not anticipated to begin construction for at least ten to fifteen years.

There are no growth corridors within this area, however there are three identified activity centers. These activity centers include: Walkertown Town Center, US 158/NC 66, and Old Belews Creek Road. Development within these centers focuses on mixed use, commercial, and low-density housing. The Walkertown Town Center activity center calls for improved pedestrian environments whereas the other two appear to be more auto oriented.

Winston-Salem

West Suburban Area Plan Update (2018)

The West Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, and greenways. Roadway widening projects include Meadowlark Drive from Country Club Road to Robinhood Road. Roadway improvements include Jonestown Road to upgrade the interchange at US 421 and to construct sidewalks from US 421 to Country Club Road on Jonestown Road. New roadways include the Northern Beltway from Robinhood Road/Meadowlark Drive to NC 67/Reynolda Road and from US 421 to Robinhood Road. Interchange improvements include the US 421 interchange and approaches with Northern Beltway and US

421/S. Peace Haven Road Interchange with Northern Beltway. Bridge replacements will occur on Country Club Road over Silas Creek Parkway, Robinhood Road over Silas Creek Parkway, and Yadkinville Road over Muddy Creek.

Pedestrian and bicycle improvements include adding five additional sidewalks, 17 new bicycle facilities, eight proposed greenways, and three greenway connectors within the area. Bicycle facilities include bike lanes, sidepaths, on-road bikeway connectors, and paved shoulders. Muddy Creek Greenway Phases 2, 3, and 5A are listed as Tier 1, programmed, and Tier 2, respectively.

Growth corridors in this area include: Country Club Road, Robinhood Road, Silas Creek Parkway, Reynolda Road, and Shallowford Road. These growth corridors are ripe for development with either urban or suburban form with a focus on commercial, office, and multifamily uses. The plan identifies seven activity centers: Robinhood Village, Country Club Road/Meadowlark Drive, Sherwood Forest, Harper Hill Commons, Reynolda Road/Fairlawn Drive, Gordon Manor, and Yadkinville Road/Transou Road. Recommendations along these corridors include streetscape improvements, bicycle and pedestrian facilities, modifying development standards to be pedestrian-oriented, and generating a mix of land uses.

Winston-Salem Downtown Plan (2013)

The Downtown Plan identifies goals for improved mobility within downtown Winston-Salem. Priorities for the downtown plan are walkability and managing traffic diversion during the Business I-40 closure. Crosswalks and walking lanes are recommended, as well as streetscape enhancements. Completing projects such as Research Park Boulevard, reconstructing the downtown interchanges along US-52, the Salem Creek connector, and the MLK extension are recommended. Constructing the Creative Corridors bridge and converting W. Third street from one-way to two-way is recommended.

Adding bike racks and a repair station, constructing two bicycle and pedestrian paths, installing bicycle lanes, and investing in a bikeshare program are proposed in the plan. Parking proposals include wrapping parking decks at ground level, discouraging more or new surface lots, encouraging shared parking methods, and improving wayfinding. Studying a potential Urban Circulator or streetcar is suggested.

Winston-Salem East/ Northeast Area Plan Update (2015)

The East/Northeast Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for streets, highways, pedestrian and bicycle facilities, greenways, and public transit. Street and highway recommendations include widening Reidsville Road/US 158 from Old Greensboro Road to NC 66 from two/three to four lanes, widening US 52 from the proposed Northern Beltway to I-40 from four to six lanes, and building a new four-lane expressway connecting Business 40/US 421 to US 311.

Sidewalks are recommended for all thoroughfare and collector streets, except freeways and expressways. Five greenways are proposed within the area. Bicycle lanes with bond funding identification are recommended on six streets. Growth corridors, 311 and New Walkertown Road to MLK and N Liberty Street, are expected

to see increased development. Streetscape improvements, bicycle and pedestrian facilities, and modifying development standards to increase mixture of land uses are recommended along these corridors. A potential streetcar/circulator is proposed to connect Wake Forest Baptist Medical Center from the west to Winston-Salem State University on the east.

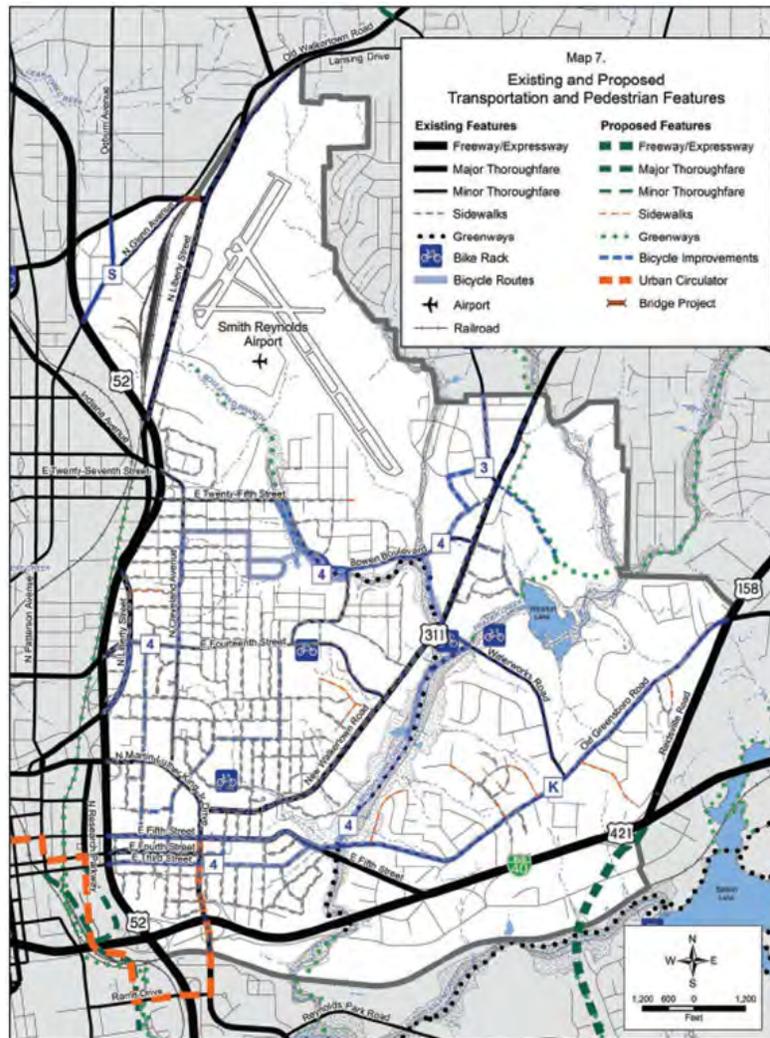


Figure 7: WS N/NE Small Area Plan Recommendations

Winston-Salem North Central Area Plan Update (2015)

The North Central Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for streets, highways, pedestrian and bicycle facilities, and greenways. Street and highway recommendations include the MLK Drive extension and the Reynolda Road Connector.

A new sidewalk to connect University Parkway and Twentieth Street is recommended, as a worn path

demonstrates the demand for the connection. Four greenways and one greenway connector are proposed within the area. Bicycle lanes are proposed on seven streets. Growth corridors, Coliseum Drive, University Parkway, N Liberty Street, and N Patterson Avenue are ripe for improvement. Streetscape improvements, bicycle and pedestrian facilities, modifying development standards to be pedestrian-oriented, and developing activity centers are recommended along these corridors.

Winston-Salem Northwest Area Plan (2017)

The Northwest Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for streets, highways, pedestrian and bicycle facilities, and greenways. Street and highway recommendations include replacing the following bridges: West First Street, County Club Road, and Robinhood Road. A proposal to widen the following roads to add pedestrian and bicycle facilities include, Silas Street Parkway, South Stratford Road, and North Stratford Road. Building the Reynolda Road Connector is also recommended.

Sidewalks are recommended for all thoroughfare and collector streets, except freeways and expressways, including four sidewalk projects. Two greenways and two greenway connectors are proposed within the area. Bicycle lanes or shared lane markings are proposed on nine streets. A sidewalk, multi-use path, and greenway have also been proposed within or connecting to Wake Forest University's campus.

Winston-Salem South Central Area Plan Update (2014)

The South Central Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for streets, highways, pedestrian and bicycle facilities, and public transit. Street and highway recommendations include Business 40 improvements, widening US 52, the MLK extension, and building the Salem Creek Connector to connect Winston-Salem State University to Wake Forest Innovation Quarter. Glade Street Bridge and S Broad Street Bridge are recommended for replacement.

The Peters Creek Parkway corridor is proposed for improvement. Proposed changes include lane reduction, adding bicycle and pedestrian facilities, modifying development standards to be creative and flexible, and intensify concentrated development with retrofitting and infill. A potential streetcar/circulator is proposed to connect Wake Forest Baptist Medical Center from the west to Winston-Salem State University on the east.

The Business 40 multipath is the largest pedestrian recommendation. Sidewalks are recommended for all thoroughfare and collector streets, except freeways and expressways, including ten sidewalk projects. Three greenways have been proposed in the area. Bicycle lanes have been recommended for 10 street segments.

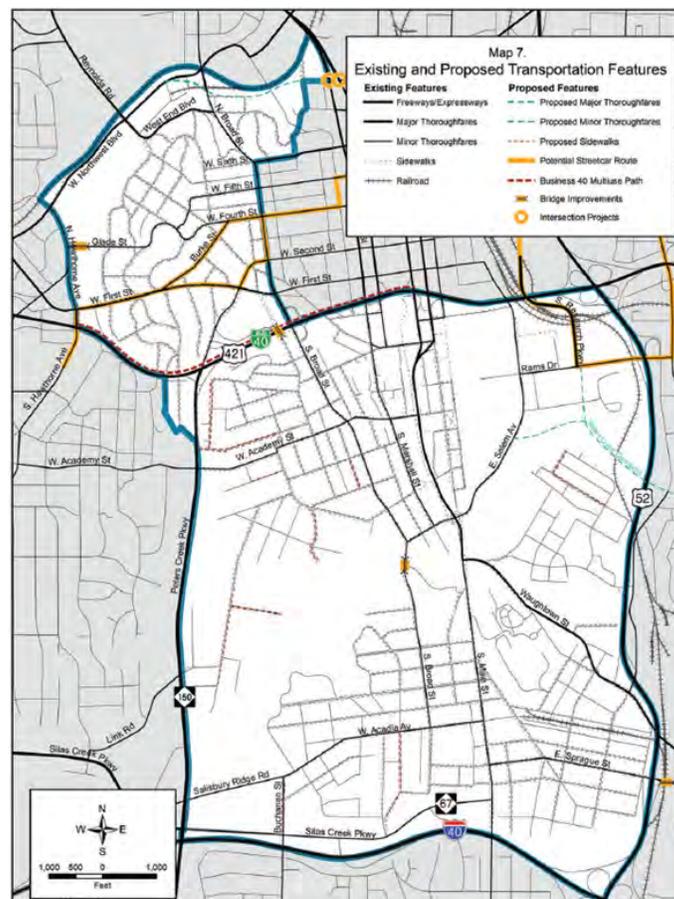


Figure 6: WS South Central Transportation Recommendations

Winston-Salem Southeast Area Plan Update (2013)

The Southeast Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, and greenways. Road widening is recommended for US 52 from Rams Drive to Akron Drive, and US 52 from I-40 to Northern Beltway. The Salem Creek Connector and the I-74 connector are recommended new roads. The Reynolds Park Road Bridge and Sprague Street Bridge are recommended for replacement.

Sidewalks are recommended for all thoroughfare and collector streets, except freeways and expressways, including twenty sidewalk projects. Two greenways have been proposed in the area. Bicycle lanes have been recommended for four street segments.

Winston-Salem Southwest Area Plan Update (2016)

The Southwest Area Plan update provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, greenways, and public transit. The plan states that NCDOT will replace the Salisbury Ridge Road Bridge. The plan recommends enhancements along Peters Creek Parkway Corridor, with superstreet design, four travel lanes, roundabouts, sidewalks, multiuse paths, and landscaping.

Pedestrian improvements include enhancing the Safe Routes to School program with three sidewalk projects. The plan recommends following the listed improvements in the Cloverdale Avenue Pedestrian Design Study.

The largest pedestrian improvement is the future Business 40 multiuse path. Sidewalks are recommended for all thoroughfare and collector streets, except freeways and expressways, including ten sidewalk projects. One greenway has been proposed in the area. Bicycle lanes have been recommended for six street segments.

Growth corridors, Silas Creek Parkway, Peters Creek Parkway, and Stratford Road are ripe for improvement. Streetscape improvements, bicycle and pedestrian facilities, modifying development standards to be pedestrian-oriented, and generate a mix of land uses are recommended along these corridors. A potential streetcar/circulator is proposed to connect Wake Forest Baptist Medical Center from the west to Winston-Salem State University on the east. The proposal of a potential future light rail connecting Forsyth and Guilford Counties is listed in the plan.

North Suburban Area Plan (2014)

The North Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for road, pedestrian and bicycle facilities, and greenways. The plan identifies widening Hanes Mill Road to multi-lanes, widen and upgrade roadway and interchanges for US 52, widen University Parkway, and realign Motor Road to North Point Boulevard. Additional new roadway construction includes the Western and Eastern Beltways plus the Sweetbriar Road extension.

Pedestrian and bicycle improvements include adding seven additional sidewalks, five new bicycle lanes, and four proposed greenways within the area. The Mill Creek Greenway North is a Tier 2 priority project, with the other three projects listed as Tier 3.

The plan calls for the creation of mixed-use developments and activity centers. Mixed-use areas will be centered at University Parkway and Home Road and Silas Creek Parkway at Fairlawn Drive. New activity centers will include the Reynolda/Fairlawn area and the University/Hanes Mill area.

Northeast Suburban Area Plan (2017)

The Northeast Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges pedestrian and bicycle facilities, and greenways. Roadway widening is recommended for US 52 from Clemmons Road to the Northern Beltway and US 158 from US 421/B-40 to Belews Creek Road. New roads to be constructed include the Northern Beltway, Beeson Dairy Road Extension from Old Belews Creek to Reidsville Road, Hanes Mill Road Extension to Old Rural Hall Road, Westmoreland Drive Extension to Novack Street, Tulip Drive Extension to Northampton Drive, Gaither Road Extension to Walkertown-Guthrie Road, Kittering Lane Extension to Blaine Street, and Brown Street Extension to Davis Road. Several Bridges will be replaced including Akron Drive over Norfolk Southern Railroad, Old Greensboro Road NE over Salem Creek/Lowery Mill Creek, and Old Greensboro Road over Norfolk Southern Railroad.

Pedestrian and bicycle improvements include adding two additional sidewalks, two new bicycle lanes, six shared lane marking routes, and four proposed greenways within the area.

Growth corridors along New Walkertown Road east and west of Northampton Drive are designed for residential use, primarily single family residential. Two activity centers are planned: Old Rural Hall Road/Baux Mountain Road and Ogburn Station. These locations will encourage pedestrian usage through sidewalks, crosswalks, and connections and improve transit stops with shelters or benches.

South Suburban Area Plan (2017)

The South Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, and greenways. Roadway widening is recommended for US 52 from Clemmonsville Road to Winston-Salem Northern Beltway. Interchange modifications of I-40/US 311 are recommended at NC 109 (Thomasville Road). New Roadways include Ebert Road- Stratford Road Connector and the Southern Beltway. Thomasville Road/NC 109 will be widened from south of I-85 Business in Thomasville to I-40/US 331 in Winston-Salem, with a bypass of Wallburg. Bridges to be replaced include Salisbury Ridge Road over Peters Creek Parkway and Silas Creek Parkway over Salem Creek.

Pedestrian and bicycle improvements include adding six sidewalks from a previous bond, ten new bicycle facilities, and four proposed greenways within the area. The Salem Creek Greenway Extension will encompass Marketplace Mall to Forsyth Tech as a Tier 1 Priority project.

Growth corridors include Silas Creek Parkway, Peters Creek Parkway, and Thomas Ville Road. All growth corridors look to develop new commercial, office, and multifamily uses with a suburban form. Peters Creek Parkway also seeks to develop new single-family housing while Thomasville Road looks to develop large-lot rural residential. There are five activity centers that are recommended, including: Peters Creek, Oliver's Crossing, West Clemmonsville Road/South Main Street, West Clemmonsville Road/Old Salisbury Road, and West Clemmonsville Road/Ebert Road.

Southeast Forsyth County Area Plan Update (2013)

The Southeast Forsyth County Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian facilities, and greenways. New roadway construction is recommended for the Winston-Salem Southern Beltway, North-South Airport Connector, Glenn Hi Road Extension, NC 66-Skeet Club Road Connector, and 10 collector streets (based on developer participation). Roadway widening is recommended for Union Cross Road from Wallburg Road to Sedge Garden Road (completion 2014). Additional improvements include enhancing intersections on Gumtree Road with Sawmill Road and Reid Road and replace the bridge on High Point Road over Abbotts Creek.

Pedestrian and bicycle improvements include adding sidewalks in activity centers, no new bicycle facilities, and three proposed long-range greenways within the area. Greenway feasibility studies will be conducted along Abbotts Creek, West Fork of the Deep River, and Fiddlers Creek.

There are no growth corridors within this area, however there are four identified activity centers. These activity centers include: Union Cross Road/I-40, Union Cross Road/High Point Road, Horneytown Rod/High Point Road,

and NC 66/Old Salem Road activity centers. These activity centers are large, ranging from 10 acres to 530 acres in size. The smallest, Horneytown Road/High Point Road activity center recommends commercial and institutional uses. NC 66/Old Salem Road calls for mixed use and low density residential. The other two call for a wide mixing of zoning uses.

Southeast Suburban Area Plan Update (2016)

The Southeast Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, and greenways. New roadway construction is recommended for the Northern Beltway and Thomasville Road. Roadway widening is already completed for Union Cross Road and Gumtree Road. The US 311 Connector project will be a four-lane expressway from the interchange at Business 40/US 421 and US 158 to the interchange at I-40 and I-74. The project is just outside the study area, but will have an impact on area residents.

There are no bicycle or pedestrian facilities recommended for this area, however four greenways have been proposed. Sidewalks are recommended for all thoroughfares and collector streets, except for freeways and expressways. The Piedmont Regional Greenway Trail will connect Salem Lake Trail to Hastings Hill Road and construction was slated to begin in 2017-2018.

Growth corridors in this area include Kernersville Road between Linville Road and Sedge Garden Road and Thomasville Road between Willard Road and Baden Road. Both are to develop new commercial, office, and multifamily uses with a suburban form. Thomasville Road should also develop large-lot rural residential forms. Recommended activity centers include Union Cross Road/Sedge Garden Road and Kernersville Road/I-74 Beltway. Areas should be pedestrian friendly with mix of commercial and office use for Union Cross/Sedge Garden and retail, office, and residential for Kernersville Road/I-74 Beltway.

Southwest Suburban Area Plan Update (2015)

The Southwest Suburban Area Plan provides an overview of the small area in Winston-Salem. The plan outlines current conditions and recommended changes for roads, bridges, pedestrian and bicycle facilities, and greenways. New roadway construction includes: Idols Road Extension from existing Idols Road to South Stratford Road, Western Beltway from US 52 to I-40 and I-40 to South Stratford Road, Northern Beltway from terminus of current Northern Beltway to Western Section at South Stratford Road, Ebert Road – Stratford Connector, and Peace Haven – Styers Ferry Connector. New interchange will occur on the Western Beltway at US 421 with Peace Haven Road.

Pedestrian and bicycle improvements include adding ten sidewalks, one new bicycle lane, several general bicycle improvements, and six proposed greenways within the area. Additional bicycle improvements include upgrading roads to include sidepaths or shoulders, improve bicycle signage, and improve street intersections. Little Creek Greenway Phase 2A is a Tier 2 project and will extend Little Creek Greenway from Atwood Rod to Somerset Drive.

Growth corridors in this area include the South Stratford Road corridor between Hanes Mall Boulevard and

West Clemmons Road. This area is to develop new commercial, office, and multifamily uses in suburban form and large-lot residential form between West Clemmons Road and the western boundary of the area. There are four activity centers in this area: South Stratford Road, Hanes Mall Boulevard, Hillcrest/Somerset Drive, and West Clemmons Road/Ebert Road. Streetscape improvements, bicycle and pedestrian facilities, modifying development standards to be pedestrian-oriented, and generate a mix of land uses are recommended along these corridors. A mixed-use development at South Stratford Road/Burke Mill Road is recommended for commercial and multifamily use.

Winston-Salem Urban Area Comprehensive Transportation Plan (2012)

The Winston-Salem Urban Area CTP covers recommended improvements throughout the urban region of Winston-Salem and nearby jurisdictions. Four primary projects are highlighted: construct a 3-lane road from Carver School Road to Motor Road and widen Motor Road to 3-lanes to Baux Mountain Road, construct a 3-lane road with bicycle and pedestrian facilities from Williams Road to the Great Wagon Road, construct a 4-lane divided road with bicycle and pedestrian facilities from NC 150 to Piney Road, and widen University Parkway to a 6-lane expressway from North Point Boulevard to US 52 and widen University Parkway to a 6-lane boulevard from US 52 to Hanes Mill Road.

Other project recommendations include a freeway loop around the metropolitan area, and a few expressway segments east and southeast of downtown. Bus routes connecting further out from downtown are proposed. Regarding rail, a fixed guideway is recommended along the current southwest-northeast rail line. A high-speed rail is recommended along the south to northeast rail line. Multi-use trails are recommended throughout the planning area, but primarily east, south, and west of downtown. Multi-use paths serve pedestrians, but further pedestrian amenities such as sidewalks are recommended throughout the urban planning area.

2012-2018 Metro Transportation Plan

Smith Reynolds Airport Master Plan (2012)

The Smith Reynolds Airport Master Plan identifies deficiencies at the current airport, and expected growth demand. As the airport is expected to see increased demand and the facilities need improvement, three alternative scenarios are presented. The preferred development alternative is a blend of two scenarios that include building three large hangers, an automobile parking lot, developing land for t-hangers and box hangers, and improving access with a new access road. The new access 1.75-mile access road would be two-lanes and connect Lansing Drive toward Conrad Street. Noise, emissions, and environmental impacts as a result of the preferred alternative are discussed.

Transit Plans

Regionalization in the Piedmont Triad in North Carolina – 2003

Regionalization of transit systems in the Triad has long been a top priority to promote cooperation and coordination. As a result, the transit agencies decided to move their fixed route and demand response scheduling software into to a single database. This allowed the Triad transit systems to be more reliable and

customer friendly.

Piedmont Triad Seamless Mobility Study - 2008

The Piedmont Triad Seamless Mobility Study provided a review of all participating area transit services and identified opportunities for consolidation, coordination, and communication amongst agencies. A suite of long-range transit concept plan recommendations was created including consolidation of functions, regional branding, new regional funding, and increased transit service.

WSUAMPO Public Transportation – Human Services Transportation Plan – 2010

The Winston-Salem Urban Area MPO developed a coordinated public transportation-human services transportation plan for all FTA human services transportation programs. The plan coordinates transportation resources provided by multiple federal programs that improve transportation services for persons with disabilities, older adults, and people with lower incomes.

Regional Transit Development Plan (RTDP) - 2010

The Piedmont Authority for Regional Transportation (PART) led the Regional Transit Development Plan (RTDP) in 2010 to explore a transit vision for 2025 in Forsyth and Guilford Counties. The RTDP includes a Transit Development Plan, Strategic Corridor Analysis, Financial Plans, and Public Outreach. The scope of Forsyth County recommendations includes service enhancements, new routes and extensions, transit emphasis corridors, Piedmont Gold Line BRT, Streetcar in downtown Winston-Salem, and capital improvements. The maps below illustrate some of the recommended routes for Forsyth County-TEC stands for Transit Emphasis Corridors.

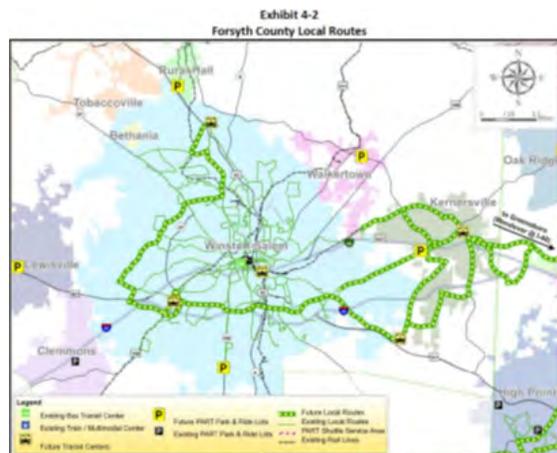
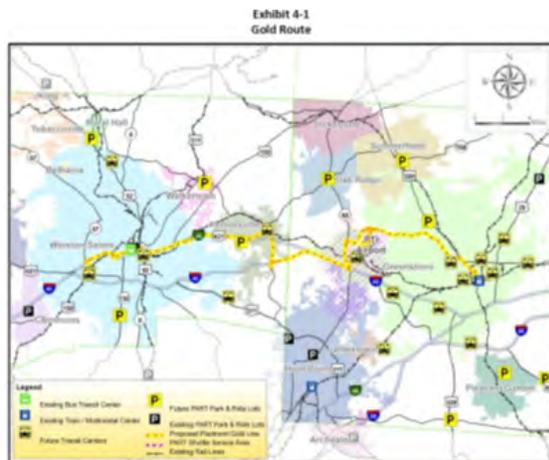




Exhibit 4-4
Forsyth County TEC



Transit Emphasis Corridors (WSTA)					
Route	Operating Hours	Days of Service	Service Frequency	Daily Bus Hours	Notes
Hanes Mall to Downtown	6am-8pm	Mon.-Fri.	30 min. peak, 60 min. non-peak	15 hours	Service supplementing local routes along corridor.
		Sat.-Sun.	60 min.	10.5 hours	
Wake Forest University to	6am-8pm	Mon.-Fri.	30 min. peak, 60 min. non-peak	20 hours	Service supplementing local routes along corridor.
		Sat.-Sun.	60 min.	14 hours	
Peters Creek to Downtown	6am-8pm	Mon.-Fri.	30 min. peak, 60 min. non-peak	15 hours	Service supplementing local routes along corridor.
		Sat.-Sun.	60 min.	10.5 hours	
Liberty to Downtown	6am-8pm	Mon.-Fri.	30 min. peak, 60 min. non-peak	10 hours	Service supplementing local routes along corridor from Akron Rd
		Sat.-Sun.	60 min.	7 hours	

Winston-Salem Urban Circulator Study - 2014

The City of Winston-Salem has long considered implementing an urban circulator, a streetcar or enhanced bus, since the Winston-Salem 2006 Streetcar Feasibility Study. The Winston-Salem Urban Circulator Study developed and evaluated alternatives for an urban circulator and selected a preferred alternative. The study identified streetcar as the preferred mode and identified a preferred east-west alignment connecting Wake Forest University Baptist Medical Center, Downtown, and Winston-Salem State University.

Winston-Salem Bus Stop Improvement Study – 2015

The goal of the Winston-Salem Bus Stop Improvement Study was to create a standard for future bus stops system wide while improving efficiency, rider experience, and accessibility.

PART Express Proposed Service Changes – Implementation Scheduled for August 2020

PART is planning to undergo service changes in August of 2020 due to the reopening of Business 40, performance concerns, public comments, and expiration of CMAQ funds. Affected routes within the study area include Route 6 – Surry County, Route 17 – Kernersville Express, and Route 28 – West Forsyth Express.

Bicycle, Pedestrian and Greenways Plans

Winston-Salem Comprehensive Bicycle Master Plan

The Winston-Salem Comprehensive Bicycle Master Plan calls for 415 miles of bicycle network consisting of shared use paths, dedicated bike lanes, bicycle boulevards, and protected cycle tracks. The plan identified 17 priority routes that have various levels of completion and facility types (Figure 9). Bicycle routes identified as high priority provide an opportunity to make bus route connections, encouraging multimodal transportation, and make use of connecting various destinations including job centers, educational, and recreational activity centers. The plan also calls for an extensive bike boulevard network to connect the prioritized projects and various other neighborhoods within the city. A regional rail transit stop is to be established on South Stratford Road between Hanes Mall Boulevard and Silas Creek Parkway.



Figure 9: Winston-Salem Bicycle Master Plan - Priority Routes

Connect Davie Greenway Master Plan

The Connect Davie Greenway Master Plan provides a broad summary of recommendations for greenway improvements throughout Davie County. The plan calls for Bermuda Run to create the Lakeside Greenway north of I-40, Farmington to create three greenways with parallel equestrian routes along the Dutchman, Bryant, and Cedar Creek floodplains, the implementation of the GreenRing 3-phase greenway around Mocksville, and the Town Greenway and Northern Loop Greenway within Cooleemee.

High Point Regional Bike Plan Draft

The High Point MPO Regional Bike Plan highlights fifteen priority bicycle projects throughout the region. Projects typically consist of shared use paths, bike lanes, and (un)signed bike routes. The W. Lexington and Friendship-Ledford Rd state bike route NC 2B connect the two MPOs. Further, the Yadkin River proposed unpaved shared use trail could connect the two MPOs. NC150 north of US 64 is scheduled for widening as part of U-5902A with recommended sidepaths that would serve as a Segway. Lastly, the NC 10WS state bike route would serve as another point of transfer between the two MPOs. None of the projects that link the MPOs are part of the priority bicycle projects.

High Point Pedestrian Plan

The City of High Point Pedestrian Plan details a series of proposed and programmed sidewalk and greenway facilities within the city. There are no interregional significant plans within this study that would affect the WSUAMPO.