X. RECOMMENDATIONS

As stated in the Steering Committee Meeting #6 summary, Alternative A was selected to be the Preliminary Preferred Alternative for this study. However because of comments received throughout this feasibility study, it was suggested that it may be necessary to study the existing facilities along Northwest Boulevard to determine if there are any feasible improvements along the corridor that would satisfy the Purpose and Need of the project. The committee agreed that extending the study to include the Northwest Boulevard corridor should be performed. Based on the Preliminary Preferred Alternative A, the following improvements are recommended:

**Martin Luther King, Jr. Drive / Cherry Street**
- Prohibit eastbound left turns at Cherry Street
- Construct a northbound left-turn lane with 100 ft of storage
- Enhance signal timing to accommodate for the projected 2035 traffic

**Martin Luther King, Jr. Drive / Marshall Street**
- Prohibit westbound left turns at Marshall Street
- Construct an eastbound right-turn lane with 100 ft of storage
- Construct a southbound left-turn lane with 200 ft of storage
- Construct a southbound right-turn lane with 100 ft of storage
- Enhance signal timing to accommodate for the projected 2035 traffic

At the time of this study, a detailed study is being performed to review the conversion of the one-way pairs of Cherry Street and Marshall Street to two-way operations. This study will also address the Martin Luther King, Jr. Drive intersections with Cherry Street and Marshall Street.

**Martin Luther King, Jr. Drive / Buxton Street**
- Construct a shared left / through / right turn lane for all approaches

**Northwest Boulevard / Thurmond Street / Broad Street**
- Realign the Northwest Boulevard / Thurmond Street / Broad Street intersection to the north

**Martin Luther King Jr. Drive / Broad Street**
- Construct southbound left-turn lane with 50 ft of storage
- Construct an eastbound left-turn lane with 200 ft of storage
- Construct a northbound left-turn lane with 50 ft of storage
- Construct a westbound left-turn lane with 200 ft of storage
- Signalize intersection

**Broad Street / West End Boulevard / 7th Street**
- Reconfigure intersection to allow the major free flow movement along Broad Street traveling north-south. West End Boulevard and 7th Street would be stop controlled

**West End Boulevard / Reynolda Road**
- Construct a single lane roundabout
**Martin Luther King, Jr. Drive Extension**
- Two-way, two-lane median divided roadway with 100 ft right-of-way to allow for future widening for a 4-lane median divided roadway

**Reynolda Road / Northwest Boulevard**
- Enhance signal timing to accommodate for the projected 2035 traffic

A half scale conceptual design of the Preliminary Preferred Alternative is illustrated in Figures 15A – 15E.

**XI. CONCLUSIONS**

This study examined the feasibility of constructing a major east-west connector road by extending the existing Martin Luther King, Jr. Drive westward from Trade Street to Northwest Boulevard in order to enhance the east-west connectivity in the study vicinity.

Three (3) alternatives were studied in detail and Alternative A was chosen as the preliminary preferred alternative for this study. A future study to enhance the existing Northwest Boulevard corridor will be performed and compared to Alternative A.

The proposed Martin Luther King, Jr. Drive Extension is a key factor in achieving the City of Winston-Salem’s vision for enhanced east-west connectivity. Based on the results of the environmental screening, no project stopping issues or constraints were identified.

**XII. REFERENCES**


