Cross Sections
Developed to display feasibility of various improvements:
- Multi-use path (10 feet)
- Sidewalks (6 feet)
- Medians (30 feet south, 20 feet north)
- Lane width (12 feet with 4-foot bike lanes)
- Landscape borders (width varies)

Roadway Amenities Provided
- Enhanced sidewalks
- Enhanced crosswalks
- Accommodation for mid-block U-turns
- Mid-block signalized pedestrian crossings
- Transit stops
- Neighborhood connections

Proposed Peter’s Creek Parkway – 4 Lane Section (from Silas Creek to Project Mid-Point)

Typical Section B

Typical Section D

Objective
Provide infrastructure improvements in the Peters Creek Parkway Corridor that will improve aesthetics and neighborhood connectivity in an effort to promote redevelopment of adjacent land uses.
- Prepare a conceptual plan of proposed improvements.
- Coordinate with the Peters Creek Parkway Initiative (PCCI), affected property owners, area neighborhoods, and NCDOT.
- Plan should be compatible with Creative Corridors Guidelines.

Basis
Southwest Area Plan adopted by Winston-Salem City Council.
- Encourage Neighborhood and Community Activity Centers (ex: Ardmore Village).
- Include landscaping, pedestrian lighting, street trees, sidewalks, on-street parking, sidewalks.
- Facilitate walking, bicycling, use of public transportation.
- Encourage mixed-use development.
- Provide better pedestrian safety.
- Protect and preserve historic significance of area.

Purpose of Project
Enhance the Peters Creek Parkway corridor by providing landscaping, improved pedestrian facilities (i.e. sidewalks and pathways), accommodation for bicycles and transit. Maintain a level of traffic service that will accommodate commuters while considering the urban, neighborhood business district context.

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Designated Bike Lane
Enhanced Transit Strip
Signalized Crosswalk

Study Area

Study Area Plan

Idea from Southwest Area Plan
Study Phase
The study team is underway on the following activities:

- Conduct traffic studies that will determine the feasibility of reducing the number of lanes to provide space in the existing right of way for the improvements described above.
- Prepare conceptual designs for a roadway that will provide sidewalks (both sides), a multiuse path, pedestrian-friendly intersections, landscaped medians and borders and connections into adjacent neighborhoods.
- Effectively interact with the PCCI, neighborhoods, businesses, NCDDOT, commuters, other stakeholders and the general public. Obtain input that will accurately reflect local and regional preferences.

Outreach Activities
- Kickoff Presentation Visioning meeting with stakeholders (November 2011)
- Coordination with Peters Creek Parkway Initiative (PCCI)
- Stakeholders working session to review preliminary ideas and concepts (February 2012)
- Presentations to Winston-Salem MPO committees
- Coordination with NCDOT regarding traffic studies and interchange designs at I-40B
- Public Information Workshop (June 2012)
- Small Group meetings TBD as requested.

Results of Traffic Studies
- Measured Average Daily Traffic volumes have not increased over the past 10 years (measured growth is 0%).
- Traffic forecasts for this project assume 1% growth in traffic volumes per year— an increase from 25,000 vehicles per day (vpd) to 32,500 vehicles per day, a 30% increase overall.

<table>
<thead>
<tr>
<th>Summary of Existing and Future Corridor Traffic Service Performance</th>
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<tbody>
<tr>
<td>Traffic Volume</td>
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<tr>
<td>----------------</td>
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<tr>
<td>Existing 6-lanes (2009)</td>
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<tr>
<td>Proposed 4-lanes (2009)</td>
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<tr>
<td>2035 4-lanes (1% Growth)</td>
</tr>
</tbody>
</table>

A four-lane roadway with roundabouts and/or conventional intersections will result in reduced roadway capacity and increased delay.
- Travel time in the corridor from Silas Creek Parkway to Business I-40 could increase from four minutes to nearly six minutes (Corridor Level of Service E/F).
- Four-lane superstreet concepts provide traffic capacity similar to existing roadway.
- Business I-40 interchange will be a controlling factor.

Conceptual Designs
- Existing right of way [200 feet south, 120 feet north].
  Project must fit in existing right of way.
- Four lane urban roadway designs are proposed. Posted speed may be 35 miles per hour.
- Superstreet designs are shown for three currently signalized intersections (see conceptual plans).
- Roundabout alternatives are shown at Link Road and at Academy Street.
- Reduced roadway width creates opportunity for pedestrians and multimodal uses.
- Roadway shifted east of center to accommodate multiuse path on west side.

Study Considered:
- 6 lanes vs 4 lanes
- Vehicular mobility vs. bicycle and pedestrian emphasis.
- Conventional intersections vs. superstreets vs. roundabouts.
- Provision of bike lanes or greenways or both, where possible.
- Sidewalks or greenways or both, where possible.
- Wide medians or wide borders (primarily an issue in the north segment).
- Transit facilities (location, provision of pull-outs).

PHOTOS:
1. Public Meeting
2. Public Meeting
3. Stakeholder Ideas
4. Superstreet Example
5. Roundabout Concept
6. Multi-use Path