

5.0 Transportation Plan Initiatives

The following section reviews existing transportation plans for the Winston-Salem area that provide guidance on the future transportation planning goals for the Phase 2 study area. The recommendations that pertain to the study area and the US 52 corridor in particular, are summarized below. These plans provide a basis for the Phase 2 transportation improvement recommendations presented in Section 7.0 of this document. Figure 5-1 shows the proposed transportation facilities for the Phase 2 study area that are summarized in the following sections.

5.1 2030 Winston-Salem Urban Area Long Range Transportation Plan

5.1.1 Overview

The *2030 Winston-Salem Urban Area Long Range Transportation Plan* (LRTP) provides a vision of the future Winston-Salem area transportation system and offers guidance on present decision-making to best meet future needs. With the new expansion of the Winston Salem Urban Area beyond Forsyth County, this plan includes the goals and recommendations of the urban area's various land use and transportation plans. The 2030 LRTP establishes the context for the transportation planning process and uses existing growth trends in the Winston-Salem Urban Area to define goals and objectives for the future transportation system. This plan guides local decision-making in all aspects of transportation planning and providing for long-range mobility needs of the region.

5.1.2 2030 Long Range Transportation Plan Recommendations

This section identifies the recommendations contained in the *2030 Winston-Salem Urban Area Long Range Transportation Plan* (LRTP) that are of particular importance to the Phase 2 study area. The 2030 LRTP identifies proposed transportation system improvements and gives a general timeline in which the projects should be completed as listed in Table 5-1. This section also reviews the more general recommendations made by the 2030 LRTP regarding pedestrian, bicycle, and public transportation facilities.

2004 Roadway Completion Goals

The realignment of the South Main Street and Waughtown Street intersection provides a roundabout at the intersection of South Main Street and Salem Avenue. This project has been completed.

2005-2014 Roadway Completion Goals

US 52 between Interstate 74 and Interstate 40 has been identified as part of Strategic Highway Corridor Number 30 by the Statewide Transportation Plan. Along with Business I-40, US 52 has high levels of congestion during morning and afternoon peak hours. Due to deteriorating travel conditions, the 2030 LRTP recommends that the section of US 52 between Interstate 40 and Patterson Avenue be upgraded and reconstructed as a six-lane highway during the 2005 to 2014 time period. The eastern portion of the **Salem Creek Connector (E)** between Vargrave Street and Martin Luther King, Jr. Drive would be realigned and widened to a 0.4-mile, four-lane collector roadway.

The **Martin Luther King, Jr. Drive Extension** between Trade Street and Northwest Boulevard would become a newly constructed 1.0-mile, two-lane local roadway.

The **Research Park Boulevard** between the Salem Creek Connector and Martin Luther King, Jr. Drive would become a newly constructed 1.0-mile, four-lane local roadway.

The **Patterson Avenue Extension** between Third Street and the Research Park Boulevard would become a newly constructed 0.4-mile, four-lane local roadway.

2015-2020 Roadway Completion Goals

The western portion of the **Salem Creek Connector (W)** between Vargrave Street and Salem Avenue would become a newly completed 0.5-mile, four-lane, divided local roadway.

2021-2030 Roadway Completion Goals

The 2030 LRTP indicates that no projects are planned between 2021 and 2030 within the Phase 2 study area.

Table 5-1. 2030 Winston-Salem Long-Range Transportation Plan Project Goals

Timeframe	STIP Number	Project Description	Project Location	Project Length (miles)	Federal Functional Class
2004	U-2926	Roundabout at Main St and Salem Ave. and Intersection Realignment	South Main Street, Waughtown Street, Alder Street and Salem Avenue	0.4	Collector
2005-2014	U-2925	Salem Creek Connector (E) realignment and widening to 4-lane thoroughfare	Salem Avenue to MLK, Jr. Drive	1.0	Collector
2005-2014	U-2826B/A	US 52 Widen and upgrade roadway and interchanges from 4 to 6 lanes	I-40 to Patterson Avenue	12.0	Freeway
2005-2014		MLK, Jr. Drive Extension New 4-lane divided	Trade Street to Northwest Boulevard	1.0	Local
2005-2014		Research Park Boulevard New 4-lane roadway	Salem Creek Connector to MLK, Jr. Drive	1.0	Local
2005-2014		Patterson Avenue Extension New 4-lane roadway	Third Street to Research Park Boulevard	0.4	Local
2015-2020	U-2925	Salem Creek Connector (W) Widen to 4-lane divided with portion on new location	Vargrave Street to Salem Avenue	1.0	Local

Pedestrian Facilities Plan

The 2030 LRTP recommends that the Winston-Salem Urban Area improve accessibility for pedestrians and provide a viable alternative to automobile use. The 2030 LRTP emphasizes the greenway system, part of which is already located in the Phase 2 study area, as an important component to Winston-Salem's

pedestrian network. The majority of Winston-Salem's pedestrian planning efforts focused on a pedestrian plan that will gather better data on existing sidewalks using Global Positioning System (GPS) technology.

Bicycle Facilities Plan

The 2030 LRTP strives to promote safe and healthy bicycle use for both transportation and recreation. A system of bicycle routes located along existing roadways has been identified, portions of which are located within the Phase 2 study area. The Greenway plan will play a major part in the plan for recreational bicycle riding in Winston-Salem.

Public Transportation Plan

The Winston-Salem Transit Authority (WSTA) operates a fixed route system of scheduled buses; many of these routes serve the Phase 2 study area. WSTA also provides a para-transit service called Trans-AID. The Winston-Salem Transportation Center is the major transit facility for the local bus system and is located in downtown Winston-Salem within the Phase 2 study area.

The Piedmont Authority for Regional Transportation (PART) has become the primary authority responsible for regional public transportation in the Piedmont Triad region. PART provides regional bus service between the cities of Winston-Salem, Greensboro, and High Point. PART has also teamed with the North Carolina Department of Transportation to offer bus shuttle service between Winston-Salem and High Point, providing Winston-Salem residents with a connection to the Amtrak routes stopping in High Point.

5.2 Winston-Salem/Forsyth County Urban Area Thoroughfare Plan

5.2.1 Overview

The Thoroughfare Plan Technical Report, prepared by the Winston-Salem DOT in 2002, provides guidance on developing the urban street system in a way that manages traffic demands. This report, which was updated in 2005, strives to improve the operational efficiency and system efficiency of the Winston-Salem roadway network. This report classifies roadways as *freeways*, *major thoroughfares*, *minor thoroughfares*, or *local access streets* according to their roles in the roadway network. This report makes recommendations for improvements to the existing thoroughfare system. While these recommendations are not financially constrained, they provide the basis for financially constrained decisions on future transportation investment and land use trends.

5.2.2 Thoroughfare Plan Recommendations

The Thoroughfare Plan identifies several recommended improvements to the roadway system in the Phase 2 study area as listed below.

Freeways/Expressways

US 52 is the proposed Interstate 74 corridor and experiences high levels of congestion especially during the peak travel periods. The Thoroughfare Plan recommends that US 52 be widened to eight lanes between the proposed Northern Beltway and Interstate 40, including the downtown area. North of the proposed Northern Beltway (and the study area), the plan recommends US 52 be upgraded to six lanes.

The Thoroughfare Plan recommends safety improvements for **Business I-40 (US 421)** within the Phase 2 study area. Upon completion of the proposed Northern Beltway, Business I-40 is recommended to be reconstructed as a six-lane freeway.

Major Thoroughfares

The following major thoroughfares are located within the Phase 2 study area and are recommended for improvement in the Thoroughfare Plan. (Some roadways are mentioned as both major and minor thoroughfares because they include sections with different classifications.)

Cherry Street is proposed to be upgraded to a three-lane roadway with bicycle and pedestrian accommodation.

Liberty Street is recommended to be enhanced between downtown Winston-Salem and the Smith Reynolds Airport due to high traffic volumes.

Martin Luther King, Jr. Drive/Eighth Street Extension is recommended as a four-lane divided roadway with pedestrian sidewalks and bicycle accommodations. This section connects University Parkway with Cherry/Marshall Streets and US 52, serving regional traffic and acting as a community gateway.

Research Park Boulevard is recommended as a four-lane roadway (divided? with sidewalks?) that will connect the proposed Salem Creek Connector to the end of Linden Street and will function as a major thoroughfare through the Planned Piedmont Triad Research Park.

Salem Avenue is recommended as a three-lane roadway with bicycle and pedestrian accommodation.

Salem Creek Connector is recommended as a four-lane divided roadway connecting Martin Luther King, Jr. Drive to Salem Avenue and will function as a major thoroughfare.

The Thoroughfare Plan describes the following roadways (listed alphabetically) as adequate until 2025 with the inclusion of sidewalks and Transportation System Management (TSM) improvements.

- Fifth Street (east)
- Fourth Street (east)
- Liberty Street
- Main Street
- Marshall Street (north)
- Martin Luther King, Jr. Drive (north)
- Old Salem Bypass
- Second Street
- Sixth Street
- Waughtown Street

Minor Thoroughfares

The following minor thoroughfares are located within the Phase 2 study area and are recommended for improvement in the Thoroughfare Plan. (Some roadways are mentioned as both major and minor thoroughfares because they include sections with different classifications.)

Patterson Avenue is recommended to be widened to three-lanes with bicycle and pedestrian accommodation.

The Thoroughfare Plan describes the following roadways (listed alphabetically) as adequate until 2025 with the inclusion of sidewalks and Transportation System Management (TSM) improvements.

- Academy Street
- Brookstown Avenue
- Cemetery Street
- Church Street
- Cleveland Avenue
- Fifth Street (west)
- First Street
- Fourth Street (west)
- High Street
- Linden Street
- Marshall Street (south)
- Martin Luther King, Jr. Drive (south)
- Patterson Avenue
- Second Street
- Seventh Street
- Sixth Street
- Stadium Drive (Winston-Salem)
- Third Street
- Trade Street
- Vargrave Street

5.3 North Carolina State Transportation Improvement Program (STIP)

One of the State Transportation Improvement projects listed in the North Carolina Department of Transportation 2004 – 2010 Transportation Improvement Program that is not listed in the current 2030 Winston-Salem Urban Area LRTP is the plans for pavement rehabilitation and safety improvements for a 6.9 mile segment of Business I-40 between I-40 Bypass and US 158 (T.I.P. No. U-2827). Construction is scheduled for 2011 as part of the National Highway System program.

An interim improvements study is also being conducted by the NCDOT for the US 52 facility which will specify the types of roadway improvements that could be made prior to the upgrading of the facility to interstate design standards.

5.4 Piedmont Authority for Regional Transportation Studies

The **Triad Major Investment Study** (MIS) examined the needs for public transportation improvements in the Piedmont Triad. Primary travel corridors were identified that could support major transit service and meet regional travel needs. Of the four general commuter rail corridors identified, two provide service to downtown Winston-Salem: a corridor extending from Burlington to Clemmons and a corridor from High Point to Winston-Salem. The corridors propose to use existing rail lines managed by freight rail providers. Within the study area, the commuter rail line is proposed to enter Winston-Salem from the east along Norfolk-Southern Railroad's K-line. Two commuter rail stations are proposed to be located within the

Phase 2 study area: one located along Martin Luther King, Jr. Drive south of Business I-40 (US 421) and another located downtown near the intersection of Fourth Street and Chestnut Streets.

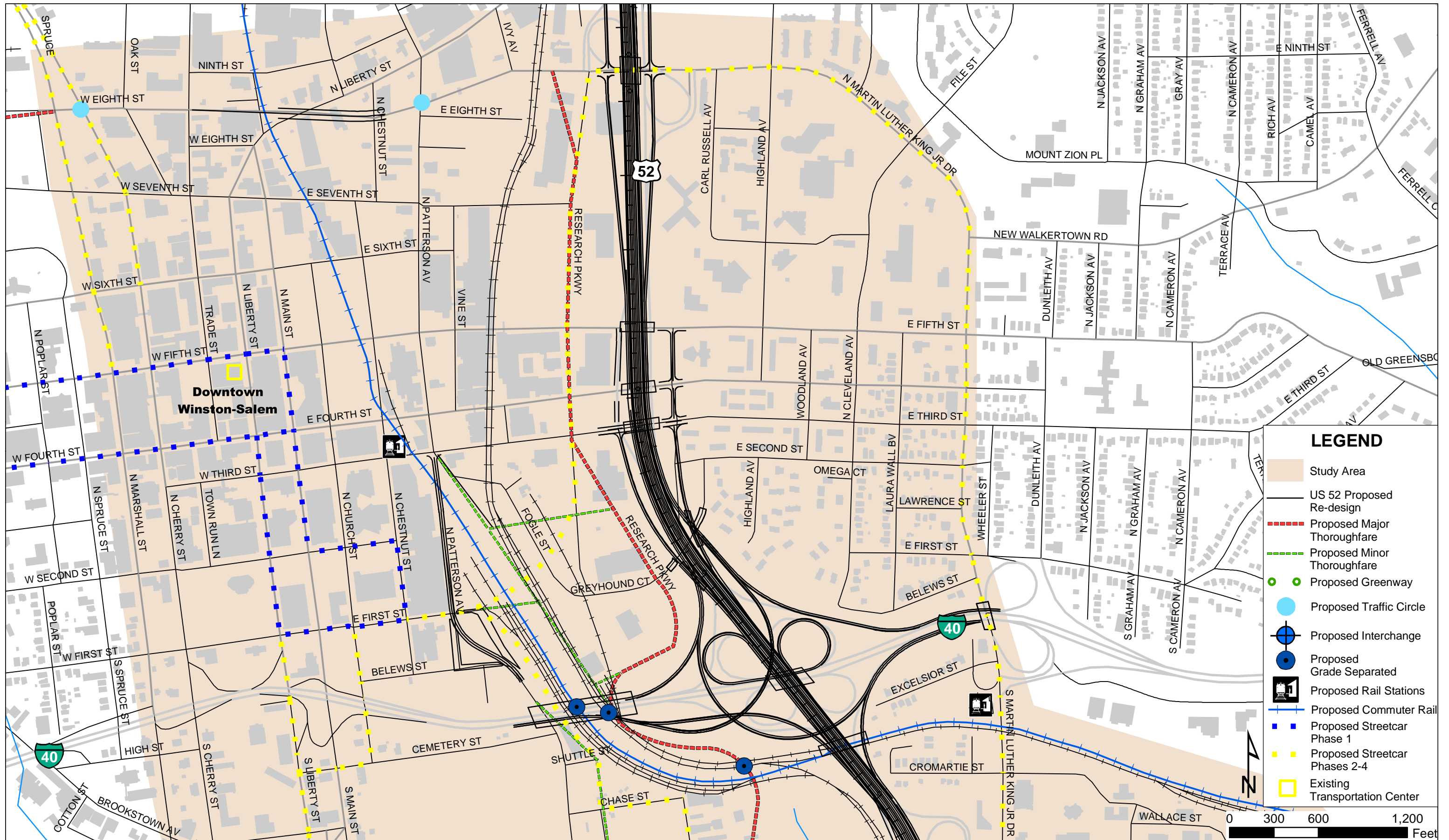
The **Triad Transportation Alternatives Study** is the second phase of the earlier MIS and is expected to be completed in 2005. The study evaluates the feasibility of alternative commuter rail alignments and service options within the Piedmont Triad region as mentioned above.

The **Southeast High-Speed Rail Corridor** is an initiative whose goal is to extend high-speed rail service along the Amtrak Northeast corridor between Richmond, Raleigh, Charlotte, Greenville, Spartanburg, Atlanta, Macon, Savannah, and Jacksonville. This project is being directed by the North Carolina Department of Transportation and does not currently propose direct service to Winston-Salem.

The **Triad Intercity Rail Study** reviewed the feasibility of providing intercity rail service across North Carolina between Raleigh, Salisbury, and Asheville. The PART research focused on the feasibility of including Winston-Salem as part of the passenger rail network. This study is considered to be of a lesser priority than other rail service options currently being evaluated.

5.5 Streetcar Feasibility Study

A streetcar feasibility study is currently being conducted for Winston-Salem in which potential streetcar service and routes are being evaluated for the downtown area and surrounding communities. The study analyzes potential routes that would serve various destinations within the Phase 2 study area. The first phase of the streetcar system would be built in downtown Winston-Salem, running east-west along Fourth Street and Fifth Street, and running north-south along Main Street and Liberty Street. A later phase would include a circular route that follows Linden Street, Martin Luther King, Jr. Drive, Stadium Drive and Linden Street. The completed streetcar system would also include a route that travels along Waughtown Street near the North Carolina School of the Arts, and along Old Salem Road and Liberty Street into downtown Winston-Salem.



LEGEND

- Study Area
- US 52 Proposed Re-design
- Proposed Major Thoroughfare
- Proposed Minor Thoroughfare
- Proposed Greenway
- Proposed Traffic Circle
- Proposed Interchange
- Proposed Grade Separated
- Proposed Rail Stations
- Proposed Commuter Rail
- Proposed Streetcar Phase 1
- Proposed Streetcar Phases 2-4
- Existing Transportation Center

