

6.0 Phase 2 Proposed Transportation Improvements

The future roadway improvements and traffic pattern modifications that are being proposed as part of the Phase 2 Plan are intended to support the transportation and growth management goals and objectives stated in the Legacy Comprehensive Plan for the City of Winston-Salem. These transportation improvements will accommodate the future mobility needs as identified in the 2030 capacity analyses conducted for the major roadways and intersections in the area (see Section 7.0 of this document) as well as provide for better circulation patterns and street connectivity throughout the Phase 2 study area.

One of the important transportation goals stated in the Legacy Plan is to provide:

A balanced and sustainable transportation system that links highways, transit, greenways, bikeways and sidewalks into a seamless transportation network that provides choices for people's travel needs.

The objectives developed to support this goal in the Legacy Plan include the following:

Objective 1: Transit Supportive Land Use Patterns and Design

Promote land use patterns and transit-oriented design standards that support public transit, walking and bicycling and reduce the number and length of automobile trips.

Objective 2: Streets and Highways

Develop a first class street and highway network, which meets the short and long term needs and aspirations of Winston-Salem and Forsyth County.

Objective 3: Street Design

Design streets and highways that are safe, efficiently and effectively move vehicular traffic, accommodate pedestrians and bicyclists and have minimum negative environmental impacts.

Objective 4: Rail Transportation

Develop a long-range plan for the establishment of a commuter rail system.

Objective 5: Public Transportation

Expand public transportation into a county-wide transit system of buses, van pools, car pools and special population transit services that is efficient, convenient, safe and cost-effective.

Based on the analysis of the existing and future travel conditions on the freeways and major and minor thoroughfares within the Phase 2 study area, various transportation improvements are proposed for the transportation system in this area which are listed in Table 6-1 and shown in Figure 6-1. The following sections discuss the types and locations of the recommended improvements to the freeways, major and minor thoroughfares and local streets in the study area.

6.1 Proposed Improvements for US 52 Corridor and Major Thoroughfares

The reconstruction of the US 52 corridor as proposed in the earlier Phase 1 Plan would provide for a new facility that meets interstate highway standards and provides the increased traffic capacity needed to meet the forecasted travel demand for the year 2025. The widening of US 52 to a six-lane freeway will reduce congestion and greatly increase safety of travel along the corridor.

Within the Phase 2 study area, US 52 is planned to be a six-lane facility with auxiliary lanes in both directions between Business I-40 and Martin Luther King, Jr. Drive, and the highway would be realigned to the west to improve the horizontal geometrics. Interchange access would be consolidated with full interchanges provided at the (future) Salem Creek Connector (replacing the existing interchange at Diggs Boulevard and Vargrave Street), Business I-40, and Martin Luther King, Jr. Drive. The existing interchange of US 52 at Stadium Drive would be removed. The existing interchange of US 52 and Third Street would remain a partial diamond having two braided ramps with Business I-40 to eliminate weaving segments on US 52. The half-diamond interchange at Fifth Street would be removed.

The interchange of US 52 at Martin Luther King, Jr. Drive was proposed in the Phase 1 Plan to be reconstructed as a full diamond replacing the existing half partial cloverleaf interchange. However, based on the revised traffic volume projections for the year 2030 and the projected increase in future travel demand in the area of the future Research Park Boulevard and its proposed intersection with Martin Luther King, Jr. Drive, it is recommended that the interchange of US 52 at Martin Luther King, Jr. Drive be reconstructed as a single-point urban diamond to accommodate the projected 2030 traffic volumes. The proposed modification of this interchange is shown in Figure 6-1.

As stated in the Phase 1 Plan, the proposed upgrading of US 52 to interstate design standards including the reconfiguration of interchanges and associated linkages to local roadways, and the overall economic growth anticipated for the area will result in enhanced land use development and redevelopment along the US 52 corridor.

With respect to connectivity of the major cross streets along the US 52 corridor within the Phase 2 study area, east-west connections would be maintained at Stadium Drive, Third Street, Fourth Street, Fifth Street, and Martin Luther King, Jr. Drive. However, the Greyhound Court bridge that currently crosses over US 52 would be removed to improve sight distances on the reconstructed US 52 freeway. The proposed Salem Creek Connector would be a new major thoroughfare providing an east-west connection between Martin Luther King, Jr. Drive and Business I-40 in the vicinity of the planned expansion of the Piedmont Triad Research Park west of US 52.

The Business I-40 corridor within the Phase 2 study area is planned for rehabilitation and re-design, however, it would remain a four-lane freeway facility. The primary modifications to this facility would be the elimination of some of the closely spaced entrance and exits ramps along the downtown portion of the highway in order to improve traffic flow and safety of travel in this area. The highway improvements to this segment of Business I-40 as proposed in this Phase 2 study include reducing the number of weaving segments by elimination of several of the entrance and exit ramps within the downtown area and construction of a westbound frontage road connecting Main Street to Liberty Street and Cherry Street.

6.2 Proposed Traffic Circulation and Street Connectivity Plan

One of the major elements of the Phase 2 Plan is to identify transportation improvements needed to improve the capacity, circulation and connectivity of the major and minor thoroughfares, and local street system within the Phase 2 study area for the year 2030. These modifications involve changes in the number of lanes and direction of travel on several of the major and minor thoroughfares as well as new connections and intersections of several local streets within the study area. There are also roadway improvements proposed at various intersections of freeway ramps and local streets to accommodate the forecasted 2030 travel demand. These proposed roadway improvements are summarized below and presented in greater detail in Table 6-1 and Figure 6-1.

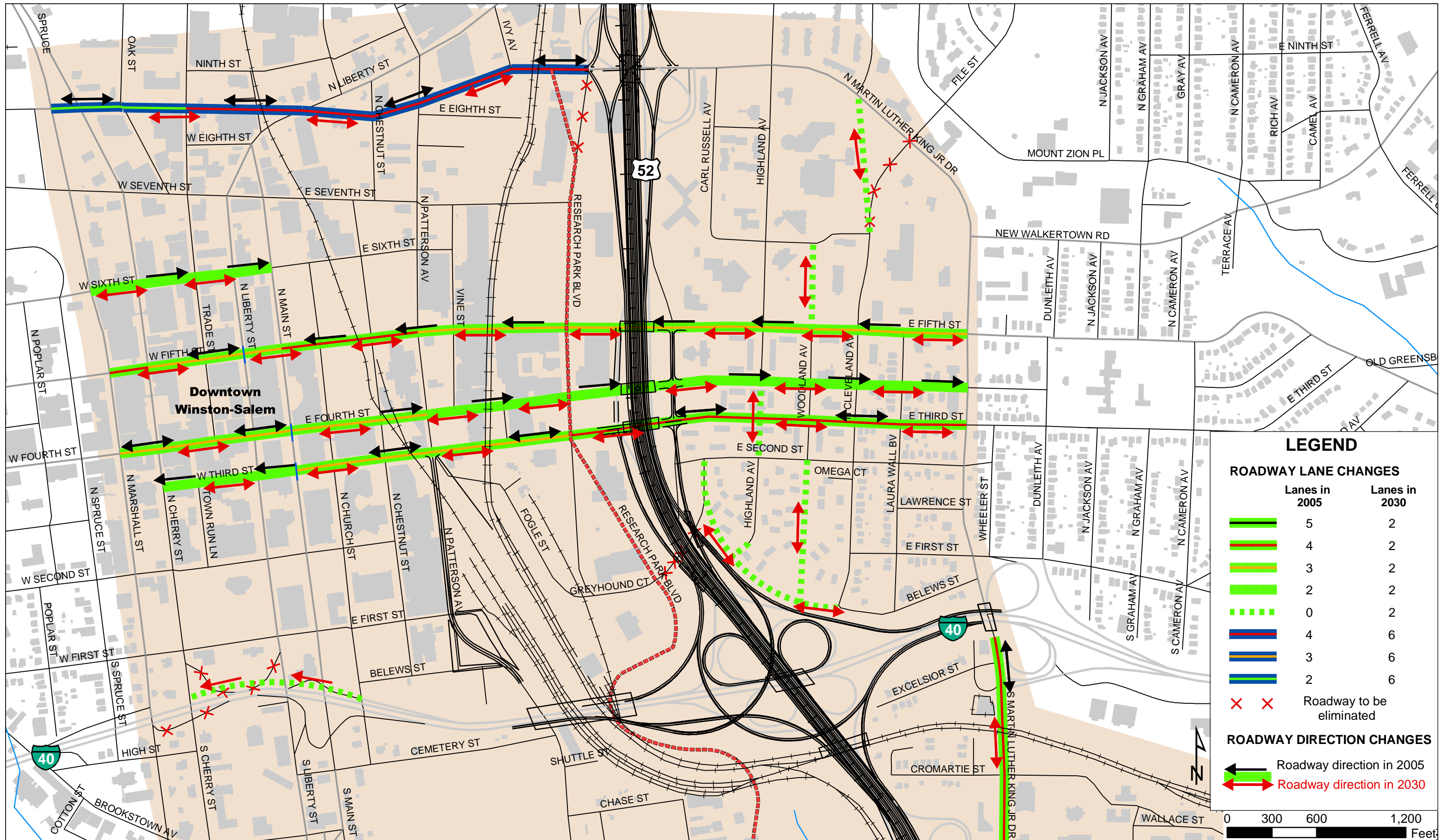
Stadium Drive is proposed to be reconstructed as a two-way, two-lane pedestrian/bicycle/transit oriented corridor connecting the colleges and universities located east and west of US 52, thereby providing a safer environment for pedestrian, bicycle and transit travel along this minor thoroughfare. Stadium Drive is designated as a potential streetcar route for the Winston-Salem area and its current interchange with US 52 is planned for removal as part of the Phase 1 improvements for the US 52 corridor.

The proposed modifications to Third, Fourth and Fifth Streets within the Phase 2 study area would create a signature pedestrian oriented bridge crossing(s) of US 52 that provides a more inviting linkage between east and west sides of the freeway and enhanced connections between neighborhoods and support services to the central business district and Piedmont Triad Research Park activities and employment centers. The goals would be to re-unite areas of the City with more pedestrian and transit-friendly street environments by providing two-way travel on these roadways, sidewalks, and possibly a greenway/park connection between Third and Fourth Streets.

The proposed changes to Martin Luther King, Jr. Drive would create a signature gateway at the reconstructed interchange of Martin Luther King, Jr. Drive and US 52 which provides improved access to East Winston and the proposed mixed use developments on the north side of downtown and the Piedmont Triad Research Park. These improvements would also create a continuous parkway setting along Martin Luther King, Jr. Drive (which already exists along some portions of the roadway) and would accommodate potential streetcar service in the future. The southern portion of this roadway would become a more pedestrian and transit oriented streetscape through the WSSU campus.

The portion of East Winston in the Phase 2 study area has a significant amount of underdeveloped land and is seen as a unique opportunity for expansion of activities associated with downtown Winston-Salem and the Piedmont Triangle Research Park. In addition, if the potential commuter rail service being considered is implemented, there would be the opportunity for more intensive mixed-use and transit-oriented development in the vicinity of Martin Luther King, Jr. Drive and the Norfolk Southern rail corridor where a commuter rail station is proposed to be located. This could become a major activity center for the East Winston area.

Part of the proposed roadway changes within the East Winston area would result in a new street and block plan that would connect vacant and underdeveloped parcels in this area. The proposed local street changes are intended to enhance accessibility between adjacent neighborhoods and facilitate better circulation patterns, relieve congestion on major thoroughfares, and promote redevelopment of the area. These improvements will also create linkages between various land uses and a more pedestrian friendly environment.



LEGEND

ROADWAY LANE CHANGES

	Lanes in 2005	Lanes in 2030
	5	2
	4	2
	3	2
	2	2
	0	2
	4	6
	3	6
	2	6

Roadway to be eliminated

ROADWAY DIRECTION CHANGES

Roadway direction in 2005
 Roadway direction in 2030

0 300 600 1,200 Feet

