

II. Recommendations

The 2012 Surry County CTP is shown in Figure 1. This chapter presents recommendations for each mode of transportation in Surry County.

Unaddressed Deficiencies

The following deficiency (see SURR0002-H) was identified during the development of the CTP, but remains unaddressed. US 601 is projected to be over capacity by 2040 from US 52 to Forrest Drive (SR 1365). The CTP project proposal for this project was to convert the existing five-lane major thoroughfare into a four-lane divided boulevard with a raised median and turn bays at major intersections. During the public hearing, citizens were opposed to the median on US 601 from US 52 to Forrest Drive (SR 1365). The Mount Airy Board of Commissioners adopted the Surry County CTP “with the amendment that the City recognizes the need for a review of the five-lane portion of Highway 601 from US 52 to Forrest Drive (SR 1365), but the design portion should be considered at a later date.”

Implementation

The CTP is based on the projected growth for the planning area. It is possible that actual growth patterns will differ from those logically anticipated. As a result, it may be necessary to accelerate or delay the implementation of some recommendations found within this plan. Some portions of the plan may require revisions in order to accommodate unexpected changes in development. Therefore, any changes made to one element of the CTP should be consistent with the other elements.

Initiative for implementing the CTP rests predominately with the policy boards and citizens of the county and its municipalities. As transportation needs throughout the State exceed available funding, it is imperative that the local planning area aggressively pursue funding for priority projects. Projects should be prioritized locally and submitted to the Northwest Piedmont RPO for regional prioritization and submittal to NCDOT. Refer to Appendix A for contact information on funding. Local governments may use the CTP to guide development and protect corridors for the recommended projects. It is critical that NCDOT and local government coordinate on relevant land development reviews and all transportation projects to ensure proper implementation of the CTP. Local governments and the North Carolina Department of Transportation share the responsibility for access management and the planning, design and construction of the recommended projects.

Prior to implementing projects from the CTP, additional analysis will be necessary to meet the National Environmental Policy Act (NEPA) or the North Carolina (or State) Environmental Policy Act (SEPA). This CTP may be used to provide information in the NEPA/SEPA process. The following pages contain problem statements for each recommendation, organized by CTP modal element.

CTP Project Proposal

Project Description & Overview

The proposed project (Local ID: SURR0001-H) is to widen US 601 from a two-lane facility to a four-lane boulevard from south of I-74 to East Atkins Street (SR 1100). The proposed improvements to US 601 will alleviate congestion between Mount Airy and Dobson. The CTP recommendation would provide a LOS D or better along this section of US 601.

Relationship to Land Use Plans

The 2006 Surry County Land Use Plan 2015 indicates this currently rural area will remain fairly rural in the nature, with the exception of anticipated commercial growth along US 601. Land use control along this corridor is split between Dobson and Surry County. The area along the corridor, between Mount Airy and Dobson has limited potential for commercial nodes at major intersections. Primarily residential development is expected to occur along this corridor.

Linkages to Other Plans and Proposed Project History

Surry County developed the I-74/US 601 Small Area Plan in 2003, which was also included in the 2006 Surry County Land Use Plan 2015. This plan proposed the expansion of this two-lane facility to a four-lane, divided, controlled access facility due to close proximity to existing and planned commercial and residential developments.

The 1998 Mount Airy Thoroughfare Plan first recommended the improvement of US 601 to a multi-lane facility.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, parts of the project are within the critical water supply watershed. The project also crosses the Fisher River.

Multimodal Considerations

There CTP includes recommendations for adding transit service along US 601 between Dobson and Mount Airy.

Public/ Stakeholder Involvement

US 601 was identified as a congested route in the goals and objective survey conducted for the CTP. Additionally 49% of respondents identified US 601 as a road on which they would like improved access.

Identified Problem

US 601 is projected to be over capacity by 2040 from US 52 to Forrest Drive (SR 1365).

The primary purpose of this project is to accommodate projected traffic volumes between US 52 and Forrest Drive (SR 1365) in order to achieve a LOS D on the facility.

Justification of Need

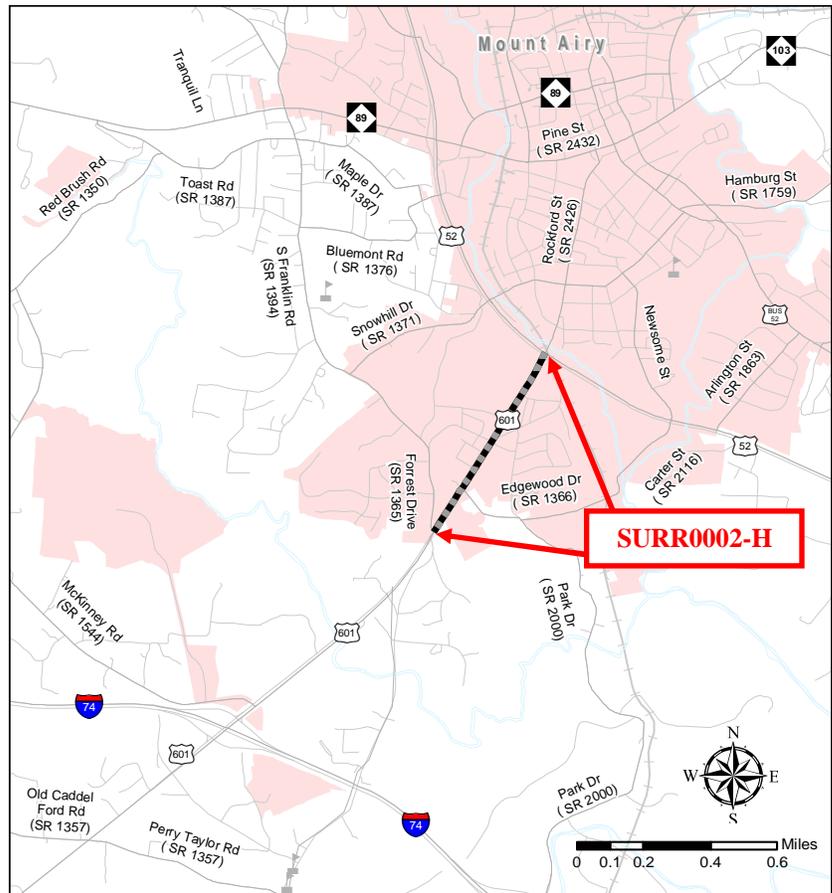
US 601 is a major north-south corridor in Surry County, connecting Mount Airy with rural areas in the county. The facility is a vital connection in moving people and goods from US 52 in Mount Airy to I-74.

US 601 is currently a five-lane major thoroughfare with 12-foot lanes and a center left-turn lane from US 52 to Forrest Drive (SR 1365) and a four-lane divided boulevard with 12-foot lanes from Forrest Drive (SR 1365) to south of I-74. It is part of the regional tier of the NC Multimodal Investment Network (NCMIN). Regional tier facilities connect major population centers and have a mix of functions. Some regional tier facilities, including US 601, can be viewed as serving statewide transportation needs, but is equally important to a particular region of the state and also provide some land access.

US 601 from US 52 to Forrest Drive (SR 1365) is projected to be over capacity by 2040 based on providing a LOS D. Annual Average Daily Traffic (AADT) on US 601 is projected to increase from 25,000 vehicles per day (vpd) in 2010 to 37,000 vpd in 2040, compared to a LOS D capacity of 32,400 vpd.

Community Vision and Problem History

The US 601 corridor is the primary connection between Mount Airy, the county’s largest municipality, and Dobson, the county seat. As such, locals expect moderate growth into the future. In addition, the corridor provides access to the south central portion of rural Surry



County. The 1998 Mount Airy Thoroughfare Plan first identified the deficiency along the corridor.

CTP Project Proposal

Project Description

The proposed project (Local ID: SURR0002-H) is to study alternative solutions to accommodate projected traffic volumes on US 601 from US 52 to Forrest Drive (SR 1365).

The original CTP recommendation to address this deficiency was to convert the existing five-lane major thoroughfare into a four-lane divided boulevard with a raised median and turn bays at major intersections. During the public involvement process, concerns arose in regard to the removal of the center turn lane from US 601. Ultimately, the Mount Airy Board of Commissioners recognized the identified deficiency on US 601, but adopted the CTP with this portion of US 601 remaining classified as major thoroughfare. The Board indicated that it would seek further study of this corridor through the Northwest Piedmont RPO.

Additionally, during the most recent three year period, the intersections of US 601/US 52 and US 601/Forrest Drive have each experienced twelve crashes. The average severity index at these locations was 15.48 and 4.70, respectively, and was above the state's 4.37 average for the same period. The predominant crash types at these locations were rear end and angle. Improvements along this facility are needed to relieve congestion and improve safety.

Relationship to Land Use Plans

Currently, land use along this section of US 601 is mainly commercial. Wal-Mart, an auto dealership, restaurants and other businesses are located along this section of US 601. The 2006 Surry County Land Use Plan 2015 indicates commercial growth will continue along this section of US 601.

Linkages to Other Plans and Proposed Project History

This deficiency was first identified in the 1998 Mount Airy Thoroughfare Plan. However, there was no improvement recommended in that plan. As such this is the first time any improvement has been proposed on a transportation plan.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, parts of the project are within the critical water supply watershed. Additionally, water and sewer pipes are located along this facility.

Multi-modal Considerations

The CTP includes recommendations for public transportation and pedestrian facilities in Surry County. There are recommendations for adding transit service along US 601 between Dobson and Mount Airy. There are recommended improvements for sidewalks on this segment of US 601 from Edgewood Drive (SR 1366) to Reeves Drive.

Public/ Stakeholder Involvement

US 601 was identified as a congested route in the goals and objective survey. During the public hearing for the CTP, two citizens spoke in opposition to the median on US 601 from US 52 to Forrest Drive (SR 1365). The citizens were concerned that the raised median would limit access to the businesses. The Mount Airy Board of Commissioners adopted the Surry County CTP “with the amendment that the City recognizes the need for a review of the five-lane portion of Highway 601 from US 52 to Forrest Drive (SR 1365), but the design portion should be considered at a later date.”

Identified Problem

NC 89 is projected to be near or over capacity by 2040 from west of Tranquil Lane to Maple Hollow Road (SR 1395). The primary purpose of this project is to relieve congestion on the existing facility such that a minimum of Level of Service (LOS) D can be achieved.

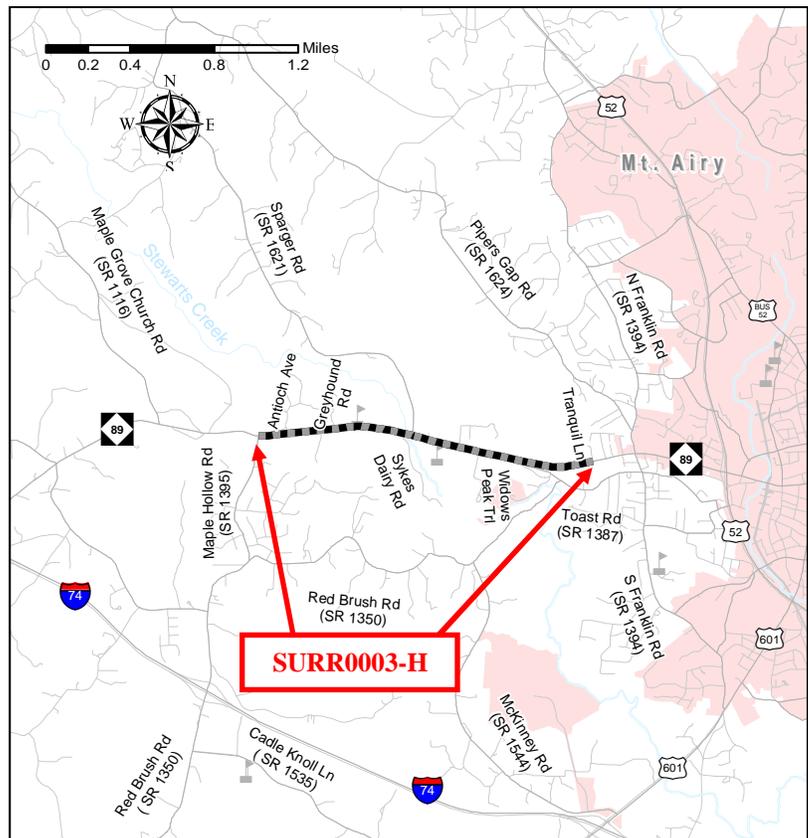
Justification of Need

NC 89 is a major east-west corridor in Surry County, connecting Mount Airy with the rural areas in the county. NC 89 is a four-lane undivided major thoroughfare with 12-foot lanes from S Franklin Road (SR 1394) to west of Tranquil Lane. NC 89 is a two-lane major thoroughfare with 12-foot lanes from west of Tranquil Lane to Widow Peak Trail. This facility continues as a three-lane major thoroughfare with 12-foot lane from Widow Peak Trail to Greyhound Road, and two-lane major thoroughfare with 12-foot lane from Greyhound Road to Antioch Avenue. NC 89 is a three-lane major thoroughfare with 12-foot lane from Antioch Avenue to Maple Hollow Road (SR 1395). It is part of the regional tier of the NC Multimodal Investment Network (NCMIN). Regional tier facilities connect major population centers and have a mix of functions, including providing some land access.

By 2040 the facility is projected to be near or over capacity based on providing a LOS D. Annual Average Daily Traffic (AADT) on NC 89 is expected to increase in range from 11,200 to 13,200 vehicles per day (vpd) in 2010 to 15,100 to 17,500 vpd in 2040, compared to a LOS D capacity of 15,800 vpd.

Community Vision and Problem History

Due to the close proximity and direct connection of NC 89 to I-74 & I-77, locals expect moderate growth along this corridor into the future. In 2003 Surry County developed the I-77/ I-74/ NC 89 Small Area Plan, which recommended maintaining an attractive, safe, and welcoming atmosphere for the traveling public along the NC 89 corridor. The 1998 Mount Airy Thoroughfare Plan first identified the capacity deficiency along this corridor.



CTP Project Proposal

Project Description

The proposed project (Local ID: SURR0003-H) is to improve the existing two-lane facility to a three-lane major thoroughfare with a center left-turn lane from Tranquil Lane to Maple Hollow Road (SR 1395). The proposed improvements to NC 89 will help to reduce congestion and improve mobility into and within Mount Airy.

Relationship to Land Use Plans

Currently, land use along this section of NC 89 is mainly a mixture of commercial and residential developments. In addition, there are two schools along this section of NC 89. The 2006 Surry County Land Use Plan 2015 indicates commercial and residential growth to continue along NC 89. Numerous parcels within this area are currently zoned for industrial land uses.

Linkages to Other Plans and Proposed Project History

This deficiency was first identified in the 1998 Mount Airy Thoroughfare Plan. However, a different solution was proposed to address this problem. The 1998 thoroughfare plan recommended a loop system around the city. It is the first time this improvement has been proposed on a transportation plan.

Multimodal Considerations

There are no additional modes associated with the proposed project.

Natural & Human Environmental Context

Based on a planning level environmental assessment using available GIS data, the proposed project is within the critical water supply watershed and crosses Stewarts Creek. Additionally, there are two schools, North Surry High School and J Sam Gentry Middle School., located along this portion of NC 89.

Public/ Stakeholder Involvement

No significant issues associated with this project were identified during the public/stakeholder involvement process.

US 52 Upgrade, Local ID: SURR0004-H

US 52 (Future I-74), from I-74 south of Mount Airy to Stokes County, does not meet the future mobility and connectivity needs in central North Carolina.

This facility is intended to provide mobility in Surry County and, ultimately, connectivity within North Carolina and into Virginia via the I-73/74 corridor. US 52 is part of the Strategic Highway Corridor Vision (SHC) Plan¹ adopted by NCDOT on September 2, 2004. The existing four-lane divided facility is recommended to be upgraded to the freeway standards.

Based on a planning level environmental assessment using available GIS data, the proposed project is within the target local watershed and a small portion near Stokes County is within the water supply watershed area. Additionally, the Pilot Mountain State Park, which is a significant natural heritage area, is adjacent to US 52 and has direct access to US 52 via an interchange.

The 2002 Surry County Thoroughfare Plan did not include any recommendations for this facility.

NC 268 (Key Street) Widening Local ID: SURR0005-H

NC 268 (Key Street) from Denny Street to US 52 Bypass (SR 1856) is expected to be near or over capacity by 2040. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum Level of Service "D" can be achieved.

NC 268 (Key Street) provides access to downtown Pilot Mountain. This facility is a 2-lane major thoroughfare with 12 foot lanes and has many driveways, both residential and commercial. Annual Average Daily Traffic (AADT) on NC 268 (Key Street) is projected to increase in range from 10,500 to 12,000 vehicles per day (vpd) in 2010 to 12,900 to 14,800 vpd in 2040, compared to a LOS D capacity of 13,800 vpd.

The proposed project is to widen the existing two-lane major thoroughfare to a three-lane major thoroughfare with a center left-turn lane from Denny Street to US 52 Bypass (SR1856).

Based on a planning level environmental assessment using available GIS data, the proposed project is within the target local watershed and has water and sewer pipes along the facility.

The 1998 Pilot Mountain Thoroughfare Plan recommended widening this facility to a three to five lane facility.

Holly Springs Road (SR 1627) Relocation, TIP No: R-5309

Holly Springs Road (SR 1627) connects the Mount Airy-Surry County Airport to US 52. Holly Springs Road (SR 1627) is a two-lane minor thoroughfare with 12 foot lanes. The proposed project (TIP R-5309) is to relocate Holly Springs Road (SR 1627) north of its existing location from Janice Drive to Cottage Drive to accommodate a Mount Airy-Surry County Airport runway extension. Holly Springs Road (SR 1627) relocation is scheduled for construction in FY2012. For more information about this project, please contact the NCDOT Division 11 Engineer.

¹ For more information on SHC, go to: <http://www.ncdot.gov/doh/preconstruct/tpb/SHC/>

South Main St (US 52 Business) Widening Local ID: SURR0006-H

South Main Street (US 52 Business) from Renfro Street to Westfield Road (NC 89) is expected to be near capacity by 2040. The primary purpose of this project is to relieve congestion on the existing facility such that a minimum Level of Service “D” can be achieved.

South Main Street (US 52 Business) provides access to downtown Mount Airy. This facility is a two-lane major thoroughfare with 12 foot lanes and has many driveways, both residential and commercial. Annual Average Daily Traffic (AADT) on South Main Street (US 52 Business) is projected to increase from 11,000 vehicles per day (vpd) in 2010 to 12,400 vpd in 2040, compared to a LOS D capacity of 13,800 vpd.

The proposed project is to widen the existing two-lane major thoroughfare to a three-lane major thoroughfare with a center left-turn lane from Renfro Street to Westfield Road (NC 89).

Based on a planning level environmental assessment using available GIS data, the proposed project is within the target local watershed and has water and sewer pipes along portions of the proposed project. Additionally, the proposed project crosses the Ararat River.

The 1998 Mount Airy Thoroughfare Plan recommended widening this facility to three lanes.

Minor Widening Projects:

The following routes are recommended to be upgraded to two 12-foot lanes with paved shoulders to improve narrow lane widths and / or to accommodate bicycles.

- **SURR0007-H** US 21 from the Elkin Planning Area Boundary (PAB) to Wilkes County
- **SURR0008-H** US 601 from US 601 BUS (S Main Street) south of Dobson to Yadkin County
- **SURR0009-H** US 601 BUS (Old 601) north of Dobson from N Main Street to US 601
- **SURR0010-H** US 601 BUS (S Main Street) in Dobson from Rockford Road (SR 2221) to US 601
- **SURR0011-H** NC 18 from NC 89 to Alleghany County
- **SURR0012-H** NC 89 (Westfield Road) from US 52 BUS in Mt. Airy to Stokes County
- **SURR0013-H** NC 89 from I-77 to NC 18
- **SURR0014-H** NC 103 (E Pine Street) from Lovers Ln (SR 1753) to Virginia
- **SURR0015-H** NC 104 (Riverside Drive) from E Pine Street (NC 103) to Virginia
- **SURR0016-H** NC 268 from US 601 to Shoals Road (SR 2048)
- **SURR0017-H** NC 268 from N Key Street (NC 268) in Pilot Mountain to Stokes County
- **SURR0018-H** NC 268 from Twin Oaks Road (SR 1110) to Elkin PAB

PUBLIC TRANSPORTATION & RAIL

The 2010 PART Regional Transit Development Plan recommended that fixed-route bus services be developed. Two fixed bus routes were recommended to circulate throughout Mount Airy, Dobson and Elkin. The first route follows US 601 between Mount Airy and Dobson and will provide connection to Surry Community College. The route could serve as a circulator to PART's existing park and ride lot in Mount Airy, connecting to Route 6 – Surry County Express. The second route will connect Elkin and Dobson. The route would be a circulator to the proposed Elkin Park-and-Ride facility served by an extension of Route 13 – Yadkin County Express and the new Yadkin County NC-67 Express.

A transit center/ park-and-ride lot is recommended in Mount Airy that would serve as a hub for the Mount Airy- Dobson Circulator route, PART's express route, and Yadkin Valley community transit services.

BICYCLE

The 2005 Surry County Greenway Master Plan and 2004 Surry County Scenic Bikeway Plan identifies existing and recommended greenways and bicycle facilities throughout the county. On-road bicycle facilities that have been identified as needing improvements, as well as, recommended multi-use paths are shown on the Bicycle Map.

In accordance with the American Association of State Highway and Transportation Officials (AASHTO), roadways identified as bicycle routes should incorporate the following standards as roadway improvements are made and funding is available:

- Curb & gutter sections require at minimum 4-ft bike lanes or 14-ft wide outside lanes.
- Shoulder sections require a minimum 4-ft paved shoulder.
- All bridges along roadways where bike facilities are recommended shall be equipped with 54" railings.

Additionally, the following multi-use paths were recommended during the development of the CTP:

- **SURR0001-M** From Lola Lane (South of NC 268) along Black Mountain Road (SR 2097) to Pilot Mountain State Park.
- **SURR0002-M** From Hamlin Street along East Main Street (SR 1857) to Old Winston Road (SR 2051) to Black Mountain Road (SR 2097) Pilot Mountain State Park.

PEDESTRIAN

Mount Airy completed their Sidewalk Master Plan in 2000. These sidewalks are shown on the Pedestrian Map as existing sidewalks, sidewalks that need improvement or proposed sidewalks. Please refer to the 2000 Mount Airy Sidewalk Master Plan for additional information on these facilities. Additional facilities not included in the 2000 Mount Airy Sidewalk Master Plan that are recommended to have sidewalks for pedestrians are listed below:

Sidewalks- Recommended (Sidewalks needed on both sides of a facility)

- **SURR0015-H** NC 104 (Riverside Drive) from south of Kyle Street to Independence Boulevard (SR 1670)
- **SURR0001-P** Dogwood Road from Wrenn Avenue to Fairview Avenue
- **SURR0002-P** East Haymore Street from Maiden Lane to Worth Street (SR 1371)
- **SURR0003-P** East Poplar Street from 0.02 miles north of Woodruff Street to East Lebanon Street
- **SURR0004-P** Hale Street from Church Street to Worth Street (SR 1371)
- **SURR0005-P** Hay Street from North South Street to Orchard Street
- **SURR0006-P** Howard Street from US 52 Business (Lebanon Street) to Charles Street
- **SURR0007-P** Maple Street from Rawley Avenue to Merritt Street
- **SURR0013-P** McCargo Street from Franklin Street to Pine Street
- **SURR0008-P** Nations Street from Trinity Street to US 52 Business (Renfro Street)
- **SURR0009-P** North South Street (SR 1669) from Maple Street to Taylor Street
- **SURR0010-P** Orchard Street from Hay Street to 0.1 mile west of North South Street
- **SURR0011-P** Penn Street from 0.07 miles east of Rockford Street (SR 2426) to Newsome Street
- **SURR0012-P** Price Street from 0.05 miles east of Marshall Street to Rockford Street (SR 2426)

Sidewalks- Needs Improvement (Sidewalks needed on one side of a facility)

- **SURR0014-P** North Main Street from W Oakland Street to Grace Street
- **SURR0015-P** North South Street (SR 1669) from Franklin Street to Lovill Street (SR 2432)
- **SURR0016-P** North South Street (SR 1669) from W Independence Boulevard to Maple Street
- **SURR0017-P** North South Street (SR 1669) from Taylor Street to Orchard Street

The following facilities in Pilot Mountain are recommended to have sidewalks for pedestrians:

Sidewalks- Recommended (Sidewalks needed on both sides of a facility)

- **SURR0018-P** Davis Street from Main Street (SR 1857) to Pine Street
- **SURR0019-P** Dodson Street from NC 268 (Key Street) to Butler Street
- **SURR0020-P** Depot Street from NC 268 to Howard Street
- **SURR0021-P** Old Westfield Road (SR 1809) from West Main Street (SR 1857) to South of Jacks Trail
- **SURR0022-P** Pine Street from Stephens Street to Davis Street
- **SURR0023-P** Lynchburg Road from West Main Street (SR 1857) to Dodson Mill Road (SR 2049)
- **SURR0024-P** South Key Street from Butler Street to East of Barney Venable Road (SR 2099)
- **SURR0025-P** West Main Street (SR 1857) from East Surry High School Driveway to 0.3 miles east of Harris Farm Lane

Sidewalks- Needs Improvement (Sidewalks needed on one side of a facility)

- **SURR0026-P** Butler Street from Dodson Street to NC 268 (Key Street)
- **SURR0027-P** Depot Street from Howard Street to Main Street (SR 1857)
- **SURR0028-P** Dodson Mill Road (SR 2049) from Lynchburg Road to West Main Street (SR 1857)
- **SURR0029-P** Friends Street from Main Street (SR 1857) to 0.14 miles on Friends Street
- **SURR0030-P** East Main Street (SR 1857) from Carson Street (SR 1837) to Hamlin Street
- **SURR0031-P** West Main Street (SR 1857) from East Surry High School Driveway to 0.02 miles west of Old Westfield Road (SR 1809)
- **SURR0032-P** Marion Street from Stephens Street to Depot Street
- **SURR0033-P** Lynchburg Road from Dodson Mill Road (SR 2049) to Pine Street

The following facilities in Dobson are recommended to have sidewalks for pedestrians:

Sidewalks- Recommended (Sidewalks needed on both sides of a facility)

- **SURR0034-P** US 601 Business (Main Street) from north of College Circe (SR 1201) to south of College Place Avenue
- **SURR0035-P** Adams Street from College Circle Drive (SR 1201) to James Street

- **SURR0036-P** College Circle Drive (SR 1201) (South) from US 601 Business to Adams Street
- **SURR0037-P** Cooper Street from James Street to W Atkins Street (SR 1100)
- **SURR0038-P** Crutchfield Street from Bluemont Street to 0.04 miles north of Woltz Street
- **SURR0039-P** James Street from S Crutchfield Street to Cooper Street
- **SURR0040-P** Spoon Street from Adams Street to Us 601 Business
- **SURR0041-P** White Street from Kapp Street (SR 1001) to Atkins Street (SR 1100)

Sidewalks-Needs Improvement (Sidewalks needed on one side of a facility)

- **SURR0042-P** US 601 Business (North Main Street) from Lelia Lane to Bluemont Street
- **SURR0043-P** US 601 Business (South Main Street) from E Atkins Street (SR 1100) to north of College Circle (SR 1201)
- **SURR0044-P** US 601 Business (South Main Street) from south of College Place Avenue to 0.1 mile south of College Place Avenue
- **SURR0045-P** Atkins Street (SR 1100) from Cooper Street to Hamby Road (SR 2248)
- **SURR0046-P** Bluemont Street from Crutchfield Street to US 601 Business (Main Street)
- **SURR0047-P** College Circle Drive (SR 1201) (North) from US 601 Business to Adams Street
- **SURR0048-P** Crutchfield Street from Kapp Street (SR 1001) to US 601 Business (Main Street)
- **SURR0049-P** Kapp Street (SR 1001) from 0.09 miles east of Royal Lane (SR 1521) to 0.06 miles west of Comer Street

The 2005 Surry County Greenway Master Plan identifies existing and recommended greenways for bicycles and pedestrians throughout the county. These facilities are shown on the Pedestrian Map as recommended multi-use paths. Additionally, the following multi-use paths were recommended during the development of the CTP:

- **SURR0001-M** From Lola Lane (South of NC 268) along Black Mountain Road (SR 2097) to Pilot Mountain State Park.
- **SURR0002-M** From Hamlin Street along East Main Street (SR 1857) to Old Winston Road (SR 2051) to Black Mountain Road (SR 2097) Pilot Mountain State Park.