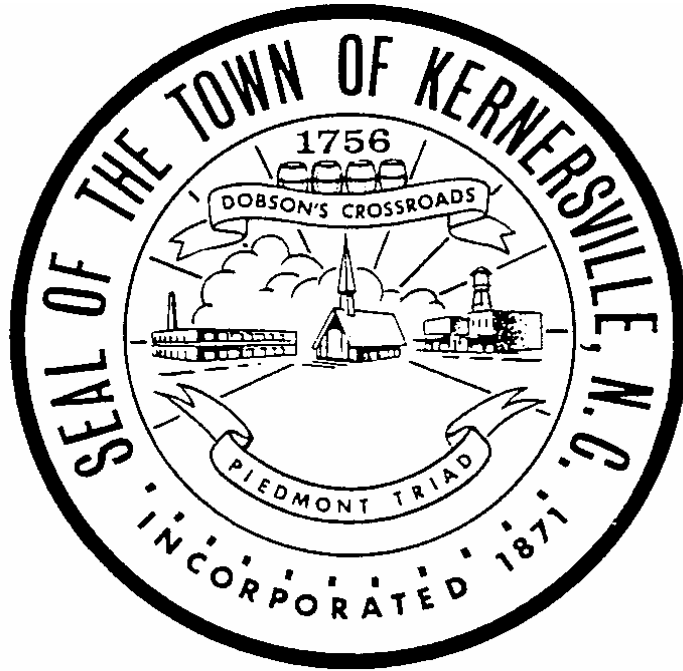


# TOWN OF KERNERSVILLE



## DEVELOPMENT PLAN AMENDMENT

### *Thoroughfare and Street Plan*

2001

## ***Preface***

*Transportation has always been an important part of Kernersville. The community was established at the crossroads of two major stagecoach routes. That intersection was known as Dobson Crossroads. The inter-colonial stage line was the main road. On June 2<sup>nd</sup>, 1791 George Washington's own diary states that he had breakfast "at one Dobson's" as he traveled a stage line from Salem to Greensboro.*

*Today the roads of Kernersville are still a crucial part of Kernersville. They not only provide transportation, but impact our tax rates, election of Alderman and relationships with neighbors. To maintain the roads in Kernersville as an efficient transportation system the Town of Kernersville must expend tax revenue on State and Town roads. Elected officials are faced with the difficult task of balancing the need for road improvements and maintaining a low tax rate. That struggle leads to policy decisions regarding annexation of property to share in road improvement costs. Another difficult decision making process is planning for the extension of roads through neighborhoods. With such complexity, a thorough planning process is crucial in assisting elected officials in their decision making.*



## Introduction

There are five clear phases of transportation development that have influenced the evolution and development pattern of Kernersville. The first phase grew out of the original stagecoach road pattern, which followed the ridgelines. The second phase was initiated by the railroads, which passed through Kernersville. The third phase began with the creation of the arterial highway system and ultimately the interstate system. The fourth phase was generated by the relocation of the Piedmont Triad Airport to its present site and the relocation of I-40. The fifth phase, which we are presently in, is the final build-out of the road system of Kernersville.

The *Thoroughfare and Street Plan* is a part of the transportation planning process in which the community decides on a street system. Once a street system is agreed upon, analysis of the system can take place to determine street improvements needs and cost estimates. The identification of needs and cost then allows the Board of Alderman to adopt a *Transportation Capital Improvement Plan* that establishes the expenditure amount of tax dollars for specific road improvement projects.

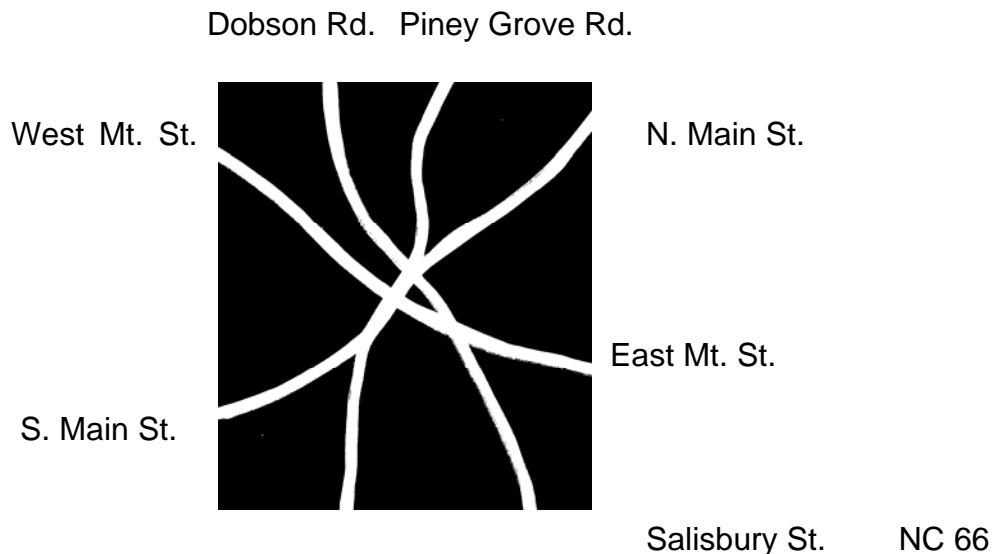
The *Thoroughfare and Street Plan Amendment* consists of this document and the *Thoroughfare and Street Plan* map. This document discusses the importance of connectivity and provides definitions on street classifications.

## Connectivity

During this final build-out phase of the street system, the major issue is “connectivity”. *Connectivity* is the practice of designing a street system that provides multiple street connections between designations. Multiple connections allows for the distribution of traffic rather than concentrating traffic.

Concentrating traffic causes traffic congestions and unnecessary expenditures of tax dollars for road improvements. The distributing of traffic allows for a more efficient use of existing roads thus improving traffic flow and saving tax dollars.

The development of our major roads from the early stagecoach routes, that followed the ridgelines, has contributed to poor connectivity within Kernersville. As the drawing below illustrates that the major road system is similar to spokes on a wheel.



In the past, the Town of Kernersville has approved rezoning and subdivision cases that went against the adopted *Thoroughfare and Street Plan*. Those decisions have contributed to the current traffic congestion.

The *Thoroughfare and Street Plan* map that accompany this document identify many of the last remaining hopes for improving Kernersville the *connectivity* of Kernersville street system. It is crucial that the Town of Kernersville realize that their decision today will establish the street system of the future.

# Street Classifications Definitions

## **Residential Cul-de-Sac**

A street which serves abutting residential land use and which terminates in a turnaround and originates at the intersection with another street. Other streets should not intersect onto this street classification segment.

## **Residential Street**

A street whose primary function is to serve the immediate adjoining residential land use. Primary design concerns are directed toward fostering a safe and pleasant environment to the residential community and convenience to the motoring public. Particular emphasis is placed on providing adequate stopping sight distance in order to protect pedestrians using the street.

## **Collector & Subcollector Street**

A street which collects traffic from intersecting streets and funnels it to a thoroughfare street. Collector streets are anticipated to carry 2,000 or more vehicles per day and sub-collectors are anticipated to carry 1,000-2,000 vehicles per day.

## **Marginal Access Street**

A street which serves traffic generated by land uses which is other than residential. Design should accommodate the vehicle type and quantity expected to use the facility. Marginal Access Streets are designed to provide primary or secondary access to properties in that other street classifications are deemed inappropriate. Marginal Access Streets may provide secondary access to commercial developments, multi-family developments, etc.. Marginal Access Streets may also provide primary access to Light-Industrial and commercial properties.

## **Commercial Street**

A street which serves traffic generated by land uses which is primarily commercial.

## **Industrial Cul-de-Sac Street**

A street which serves adjoining industrial land uses and terminates in a turnaround and originates at the intersection with another street. Other streets should not intersect onto this street segment. This street may require additional turn lanes at the street intersection.

## **Industrial Street**

A street which serves traffic generated by land uses which is primarily industrial.

## **Minor Thoroughfare**

A street which serves as a primary traffic artery of an urban area, serving the major centers of activity and carrying traffic between such centers at moderate speeds. Access to abutting property may be provided, however, the primary function is to carry traffic verses providing property access. The thoroughfare classifications also carries traffic between Major Thoroughfares. Access is primarily provided by at-grade intersections which may be signal controlled.

## **Major Thoroughfare**

A thoroughfare whose sole function is to carry large volumes of traffic safely and expediently through the urban area. Access onto the facility is controlled. Access should only be at intersections with other streets. Such intersections should be spaced at intervals which promote traffic progression with the absolute minimal delays incurred. The highest practical level of design should be incorporated into facilities of this classification.

## **Private Street**

Although not encouraged, private streets may be allowed in certain developments in accordance with the *Unified Development Ordinance*. Private streets should only be permitted in developments which are less than twenty (20) acres and serve land uses other than detached single-family residential dwellings.

## **Private Drive**

Private drives should be allowed in certain developments in accordance with the *Unified Development Ordinance*. Private drives should only be permitted in developments to provide access to parking lot(s) for two (2) or more principal buildings in a group housing (apartments, townhouses, condominiums, etc.) or other non single-family residential development.