

Key Recommendations

Prepare Detailed Land Use and Activity Center Plans

- Prepare a series of detailed area plans for all of Forsyth County. Develop design guidelines for the development of Activity Centers, Urban Boulevards and Transit Stations.
- Target a program of public investment to provide public services and facilities, street appearance improvements and other amenities at Activity Centers, Transit Stations, along designated Urban Boulevards and in selected neighborhoods in the Urban Neighborhoods Area.

Preservation of Farmland, Open Space and Rural Character

- Prepare and adopt Open Space subdivision regulations for inclusion in the *Unified Development Ordinances*.
- Seek additional grants and explore other sources of funding for the Forsyth County Farmland Preservation Program.

Promote Infill Development

- Prepare an infill design manual in consultation with neighborhood groups and developers that contains design techniques for reducing potential incompatibilities of higher density and mixed use infill projects.
- Seek State approval to create a local property tax credit incentive program to stimulate infill development.

Balanced Growth

- Develop incentives for development and target public investment in public services, facilities and amenities in slower growth areas in the eastern and southern parts of Forsyth County and targeted redevelopment areas in eastern Winston-Salem.

Comprehensive Plan Adoption and Review

- Elected officials, the Transportation Advisory Committee and the City-County Utilities Commission should review and adopt the Growth Management Plan as part of the comprehensive plan.
- Prepare an annual report on community efforts and progress in implementing the plan.

**The Legacy Citizens Steering Committee
has guided the development of this plan.**

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Transportation Alternatives

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

Traffic congestion on our streets and highways is a growing concern in our community. Why is traffic increasing and what can be done to alleviate it? We are all driving more and driving greater distances than ever before because of the way our communities have been designed and built. Scattered, sprawling suburban development, built at low densities and spreading ever farther into the countryside has been our preferred development pattern for at least 50 years. When combined with zoning ordinances that require separation of employment locations and shopping and services from residential areas, the result is more and longer trips and an almost total dependence on the automobile for most of us. Alternative transportation choices (taking transit, bicycling, or walking) are given little emphasis in current suburban developments and aren't viable choices for most trips.



Our spread-out development patterns and increasing dependence on the automobile has its price. More cars on the road mean lost time and productivity, more accidents and increased air pollution. Dispersed growth and changed travel patterns make it harder for our public transit system to provide good service, attract riders and remain efficient. More cars require new roads and the widening and maintenance of existing roads at a cost that we may no longer be able to afford. Ultimately our traffic problems reduce the quality of life in our community. We are beginning to realize that we cannot pave our way out of our congestion dilemma. Laying more asphalt may just mean that the congestion is two lanes wider!

Key Recommendations

Streets and Highways

- Complete a county wide transportation plan.
- Design streets and highways to accommodate public transportation, bicycles and pedestrians as well as cars.

Land Use Patterns

- Develop neighborhoods, transportation corridors and activity centers that support the type, design, density, and mix of uses that facilitate walking, bicycling and the use of public transportation.

Rail Transportation

- Undertake a feasibility study of rail transit as an element of public transportation at the local and regional levels. Look specifically at the potential for a passenger rail line from Greensboro through Winston-Salem to Asheville.

Public Transportation

- Ensure that capital improvement programs, bond initiatives and budgets give priority to the allocation of funds for bus and future rail transit facilities.

Bicycle and Pedestrian Transportation

- Complete and implement a County Bikeway and Pedestrian Plan.
- Integrate consideration of bicycle and pedestrian travel into every level of community planning -- transportation, community development, recreation, school siting, transit, etc.