Transportation is a key tool in shaping the built environment. The vitality of Trinity’s Old Town hinges on how well it is positioned to create the highest quality “place” and take advantage of market forces to realize an ultimate sustainable vision for the future. The plan developed at the charrette demonstrates that Trinity’s Old Town can be a place where people work, shop, play, and recreate. As part of that Vision, a transportation framework has been developed to support and enable that Vision to be realized. The needs of all of types of travelers will be met and balanced, and a balance among modes is envisioned as part of the Plan. The transportation system and land uses are intrinsically linked in a Plan such as this, and the success of the Old Town hinges on how well the transportation framework is integrated.

The community of Trinity is well-positioned within the region and is well-served by regional transportation facilities. Convenient access to two interchanges with I-85 (at Hopewell Church Road and Finch Farm Road) allows for residents of Trinity and others to access the community. NC 62 serves as the de facto “Main Street” for Trinity, although the cross section, speed, and character do not suggest a Town roadway. The current roadway through Trinity incorporates the same rural design elements (open drainage, no sidewalk or bicycle facilities, and high travel speeds) as the decidedly rural segments north and south of the Town’s activity center. 2007 traffic volumes on NC 62 are less than 50% of the roadway’s capacity according to data collected by the High Point MPO. Therefore, excess capacity exists to accommodate a significant amount of future growth before additional capacity would be warranted. Roadways internal to the City also incorporate open drainage and limited sidewalk, requiring most pedestrians to walk on the edge or shoulder of the road. The current types of roads in Trinity contribute to a rural character of the community.

Trinity is also served in the east-west directions by Hopewell Church Road/Surrett Road on the south side of the community and on the north side by Sealy Drive/Trinity Road. Both roadways form a connection between I-85 and the community of High Point to the north. These two corridors are also characterized by light industrial land uses such as minor manufacturing and warehousing. There is currently a pre-environmental study underway to develop a recommendation for expanding Surrett Road from two to four lanes to address future traffic congestion and safety concerns. Although a cross section has been recommended for the entire corridor between I-85 in Trinity and the interchange with Business 85 in High Point, no funding exists for the

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design, right-of-way acquisition, or construction of the project. Additionally, the High Point MPO traffic data for the NC 62 corridor also shows that volumes on the southern segment of Surrett Road in Trinity do not exceed 50% of its capacity whereas North of Trinity, where Surrett Road interchanges with I-85 Business in High Point, there are more significant traffic volumes and operational issues. As a result, it is anticipated that this widening of Surrett Road is beyond a ten year time-frame for implementation.

Trinity is served by on-call para-transit service provided by the Regional Coordinated Area Transportation Systems (RCATS) which provides a door-to-door service with advance reservation. The nearest fixed route service by the Piedmont Authority for Regional Transportation (PART) is located in Archdale on I-85 at Highway 311. A park-and-ride lot has been approved by the North Carolina Department of Transportation IN Trinity on Finch Farm Road near Highway 62.

The vistas offered by the topography, ponds, and floodplain areas in Trinity make walking and cycling attractive modes of travel around the community, not just in a recreational sense but also for commuting to work, school, shopping, or other activities. Trinity currently has an adopted greenway plan generally designating trails concurrent with sewer utility easements. The City acquires public access easements simultaneously with utility easements in conformance with the plan. Archdale also has a comprehensive greenway plan, and coordination between the two communities is continuing to insure a seamless connection between the two systems. As stated previously, sidewalks are discontinuous within the Old Town, and nonexistent elsewhere. Walking and biking paths will be critical in the future to provide non-motorized linkages between the greenway system and the community.
GA 1.0 | TRANSPORTATION RECOMMENDATIONS
During the course of the design charrette, the design team focused on various strategies and initiatives to create a sense of place and community for the Old Town. The transportation network and recommendations were developed collaboratively with the design team and community stakeholders to support and enable the Vision for the Old Town. Specific recommendations for transportation in Trinity are summarized below, and illustrated graphically on page 58.

GA 1.1 Retrofit and construct roads in Trinity to be “complete streets.” During the charrette, residents expressed their desire to preserve the small town feel of Trinity and enhance the sense of community. The Old Town Plan provides an opportunity to develop the road network as a community resource that is safe, livable, and welcoming to everyone. Trinity has the opportunity to introduce a network of “complete streets” with bicycle and pedestrian amenities connecting with its core area. Complete streets are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists of all ages and abilities. Complete Streets also facilitate the movement of people from the greenways that are planned for Trinity to neighborhoods and the Center City by enhancing safety for all modes of travel, both motorized and non-motorized. This type of smart and sustainable transportation network has proven time and time again to create the highest quality “place,” and is one of the guiding principles that were used while collaboratively developing the transportation framework to enable the Old Town Vision.

New sidewalk and bicycle lanes on existing roadway facilities can be established by retrofitting roadways through road and lane diets, in which excess pavement or right-of-way width can be reclaimed to provide these facilities. Specific roadways that are envisioned to be retrofitted as Complete Streets include the following:

- NC 62/“Main Street” [$$] [C] [3-5]
- Surratt Drive [$$] [C] [6-10]
- Sealy Drive/Trinity Road [$$] [C] [3-5]
- Meadowbrook Road/Trinity High School Drive [$$] [C] [3-5]
- Braxton Craven Road [$$] [C] [11+]

Cross sections for the facilities above can be found on pages 60-61.

GA 1.2 Establish an ordinance requiring the introduction of pedestrian and bicycle amenities as part of all new roadway connections in Trinity. As part of the implementation of the Old Town Plan, new roadway connections and road network elements will be introduced in Trinity. It is recommended that an ordinance be established requiring that all new roadway connections be designed as “complete streets” with pedestrian and bicycle amenities. [Code]

GA 1.3 Realign offset intersections of Meadowbrook Road and Trinity High School Drive with NC 62 as a normal four-leg intersection. The current configuration of the intersection of NC 62 and Meadowbrook Drive/Trinity High School Drive is an offset T-intersection. Traditionally, small towns have an intersection of “Main and Main” which forms the nexus of the community. Residents and stakeholders expressed a desire to create a community node at this location while addressing the safety and operations of the offset intersection. Several design alternatives were evaluated during the charrette with the ultimate design being a simple realignment of Meadowbrook Road to connect with Trinity High School Drive, as shown below. Trinity residents expressed a preference for this design because of the traffic safety
five: getting around

and operational benefits of a single traffic signal and
the creation of a single “100% corner” at the Village Center. [$$] [C] [3-5]

GA 1.4 Provide enhanced connectivity within the
community for all modes of travel by introducing new
roadway segments linking NC 62, the planned greenway
trail, and the Surrett Drive corridor. Connectivity is an
important consideration in planning a sustainable
community. The transportation network developed
as part of the Vision Plan will knit the Old Town
together. During the charrette, residents expressed
the desire for new roadway segments linking NC 62,
the planned greenway trail, and the Surrett Drive
corridor, as illustrated on page 58. A connected
network of streets and paths that serves motorized and
non-motorized modes of transportation provides easy
connections between residential areas, community
facilities, and businesses making them closer together
and accessible by walking and bicycling. The network
of street and pathway types can affect the amount of
vehicular travel on each street, the comfort and safety
of pedestrian and bicycle travel along and across the
street, the success of abutting land uses, and the quality of community life. Multiple
street and pathway choices have several benefits, including: dispersing local traffic
across the entire system; providing much-needed connectivity between activity
centers; and reducing the impact of vehicles on the community environment. More
routes provide more mobility choices for local trips by all modes, thus encouraging
non-motorized travel and reducing overall vehicle-miles traveled (VMT). [Code]

GA 1.5 Improve the safety and operational efficiency along Surrett Drive within the city limits
with a two lane cross section with a 25 mph design speed, landscaped center medians
with turn bays, shared use bicycle and pedestrian pathway, swale, and landscaping.
Context-sensitive design philosophy can be utilized to create a smart and sustainable
transportation network for Trinity that blends holistically with the landscape,
environment, and surrounding community. Consistent with the purpose and
need statement of the Environmental Impact Assessment for the Surrett Drive
Improvements Feasibility Study, the design objective is to improve the safety and
operational characteristics of the roadway and secure the right of way to support
future traffic scenarios. Through the City of Trinity, current traffic volumes (2007)
number about 7,200 vehicles per day on Surrett Drive, correlating to a use of
about 50% of the available roadway capacity afforded by the existing two-lane cross
section. Volumes at the north end of the corridor (in High Point at I-85 Business)
are currently and projected to be much higher than those within the area of Trinity.
While future volumes on the north end of the corridor may warrant consideration
of four travel lanes, on the south end within Trinity the objectives of safety and
operational enhancement can likely be accommodated far into the future with a
two lane section that provides turn lanes at critical intersections and a policy of
consolidating and eliminating frequent driveway access through development and
redevelopment of the corridor.
In keeping with the goals and objectives of creating a connected, multi-modal system of complete streets and pathways within Trinity, the recommended right of way of the current concept can be best used as a community amenity toward achieving the goals and objectives of the Vision Plan while still meeting the traffic and safety objectives of the current Surrett Road study. As illustrated on page 61, the context sensitive design alternative includes 25 mph design speed, landscaped center medians with turn bays, shared use bicycle and pedestrian pathway, swale, and landscaping. In this way, the right of way is secured should there be a long term desire to develop Surrett Drive into a four lane arterial but, the right of way is used as a gateway and park-like amenity in the interim, geared toward the multi-modal objectives of the Trinity Vision Plan. [$$] [C] [6-10]

GA 1.6 Establish NC 62 as the Main Street of the Village Center, complete with 25 mph speed, 16 foot pedestrian walkway with tree wells and on-street parking where the commercial core is fronting; 35 mph speed, 5 foot sidewalks and a tree-planted landscape strip on either end of the commercial core between Surrett Road and Trinity Road/Sealy Road, bicycle pathway connections and bicycle lanes; and 11 foot travel lanes throughout. Rename NC 62 as “Main Street” within Trinity City Limits. During the charrette, residents expressed the desire to put transportation infrastructure in place that preserves the local character and adds to the sense of community, effectively creating a Main Street along NC 62 that supports the desired Village Center Vision. Residents articulated a desire for contextual clues in roadway design that alert motorists where the “highway” ends and the “Main Street” begins. Residents said that they would like the new Main Street to serve all modes of transportation to create an accessible community gathering place for pedestrians, cyclists and drivers.

As illustrated in the typical section on page 60, through the Village Center in the vicinity of NC 62 at Meadowbrook Road, the Main Street includes a 25 mph speed, 16 foot pedestrian walkway with tree wells, parallel parking, bicycle pathway, and 11 foot travel lanes. This proposed cross section is expected to accommodate future traffic volumes in the range of 15,000 vehicles per day. On either end of this urban roadway section, a change in character of the roadway from its current rural highway typology to a section with continuous sidewalks, a planted parkway strip on either side, and bicycle lanes as shown on page 60; this section would have a speed limit of 35 mph and would extend from the Village Center outward to Surrett Road and Trinity Road/Sealy Road. It is anticipated that the proposed changes in speed limit would only require an additional 90 seconds of travel time for a vehicle traveling at free-flow speed between Surrett Road and Trinity Road/Sealy Road. Given the traffic volumes (2007) for the NC 62 corridor of 6,100 vehicles per day, the planned addition of new, connected road network elements around Old Town, and that trips will be made by walking and cycling, the planned cross section for the Old Town area is expected to be more than adequate even if a significant amount of growth occurs within Trinity in the future. [$$] [C] [6-10]

GA 1.7 Introduce a single-lane roundabout at the intersection of Trinity Road and Braxton Craven Road to facilitate access and provide a landmark announcing the gateway into Trinity. The introduction of a single-lane roundabout is recommended at the intersection of Trinity Road and Braxton Craven Road to provide a gateway into the City of Trinity from the south. The roundabout is a means of providing a contextual message to motorists that they are entering a new, more urban place in which non-motorized traffic such as pedestrians and bicycles can be expected. The roundabout provides a transition between the higher speed environment that exists towards the City of Archdale and I-85 to the low speed, community environment within
the Village Center, as well as the creation of a significant gateway that would pull the presence of the Village Center out to Trinity Road. Roundabouts are a proven technique to facilitate traffic flow and reduce delay. A single-lane roundabout is expected to perform well in this location given the balanced traffic volumes (2007) of 2,300 vehicles per day on Braxton Craven Road and 3,600 vehicles per day on this section of Trinity Road. The proposed roundabout should be designed such that it will not interfere with the existing railroad right-of-way.

Should an interchange ever be constructed at I-85 and Trinity Road, as proposed in the High Point Metropolitan Planning Organization’s 2035 Long Range Transportation Plan, this roundabout becomes even more crucial as a gateway into the Downtown area, as discussed below. [$$] [C] [11+]

GA 1.8 Preserve the integrity of the Old Town and surrounding community-oriented transportation network as part of planning efforts for a new I-85 Interchange at Trinity Road. Trinity is conveniently located along the I-85 corridor. The quality regional transportation system can provide a strong foundation for an attractive, economically viable, and sustainable area to support all types of development and commerce. The High Point Metropolitan Planning Organization’s 2035 Long Range Transportation Plan outlines a strategy for the introduction of a future I-85 interchange at Trinity Road. With careful planning, the new interchange has the potential to provide a convenient backdoor for industrial access along the Trinity corridor. However, for sustained livability in the area, there is value in undertaking careful planning to preserve the integrity of the Old Town and surrounding community transportation network as part of any new interchange design. One way to do this is to recognize the importance of the Trinity Road/Braxton Craven Road connection into the Village Center as a doorway into Trinity, and to plan for an identity for the Village Center along this corridor, such as the gateway roundabout described in the previous discussion. [$] [O] [11+]

GA 1.9 Work together with the High Point Metropolitan Planning Organization and North Carolina Department of Transportation to support regional connectivity enhancements at the perimeter of the community, such as the Trinity Road/Sealy Drive connection to Middle Point Road & the proposed interchange at Trinity Road and I-85. Regional connectivity is an important component of a healthy economy. Alternative route choices disperse traffic across the entire system and support reliable travel times for goods movement. During incidents, traffic is able to use suitable routes rather than generating traffic congestion and safety concerns on local roads. It has been proven that an interconnected roadway network coupled with a smart growth strategy of mixed land uses can facilitate development while actually reducing motor vehicle travel demands and VMT.

As shown in Chapter 6, the Vision Plan integrates various development and redevelopment scenarios with opportunities to create new roadway connections and routes, as well as to emphasize the greenway system that the City is currently undertaking. It is recommended that the City work with both the High Point MPO and NCDOT on an ongoing basis to not only take advantage of opportunities to provide new and enhanced network, but to do it in a context-sensitive manner that embraces the principles of complete streets.

An initiative associated with Trinity Road is the proposed realignment of the Trinity Road/Sealy Road/NC 62 intersection at the eastern edge of the City. This opportunity to remove the current offset configuration would not only enhance the
traffic operational characteristics of this area, but would also provide a normalized
intersection with four distinct corners as an eastern Gateway into the City. This
intersection would also afford the opportunity to provide the transition to the
transitional cross section with sidewalks on both sides, street lighting, and other
amenities for the beginning of “Main Street Trinity.” Care should be taken to
provide a constrained cross section in the area between the Museum and the railroad
tracks so that the roadway does not impact the existing building. Lane widths
should be minimized through this area, and turn lanes for the intersection should
not begin until after clearing the constrained area.

The proposed I-85 Interchange at Trinity Road is included in the long-range
planning efforts of the High Point MPO and is supported by the City of Archdale.
For Trinity, the new interchange would mean an additional access point for residents
and visitors, and for commercial traffic associated with industry along Trinity
Road/Sealy Road. As the industrial development parcels along Trinity Road are
larger in scale and likely to attract a different clientele than those along Hopewell
Church Road/Surrett Drive at the adjacent interchange location, it does not appear
that the construction of the interchange would have a detrimental effect on the
viability of the businesses along Surrett Drive. Furthermore, if Trinity is proactive
in constructing a gateway at Braxton Craven Road concurrent with the construction
of the interchange, it would create an additional “door” into Old Town Trinity for
visitors from I-85 North. [S] [O] [11+]

Congestion Management Map for High Point Urban Area
COMBINED TRANSPORTATION PLAN FOR THE OLD TOWN AREA
LEGEN

Greenways

Key Intersections

New Connections

Local Street 25 Mph

Local Street 35 Mph

Regional Connector

TRANSPORTATION NETWORK FOR THE VILLAGE CENTER

1/4 Mile 5 Minute Walk

59
five: getting around

▲ PROPOSED MAIN STREET (NC 62) SECTION OUTSIDE OF THE VILLAGE CENTER

▲ PROPOSED MAIN STREET (NC 62) SECTION IN THE VILLAGE CENTER
PLANT VIEW OF SURRETT DRIVE IMPROVEMENTS

PROPOSED SECTION FOR SURRETT DRIVE

* Reduction in student count at HS from 1408 to 709 results in daily traffic reduction of approximately 1,200 vehicles.
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