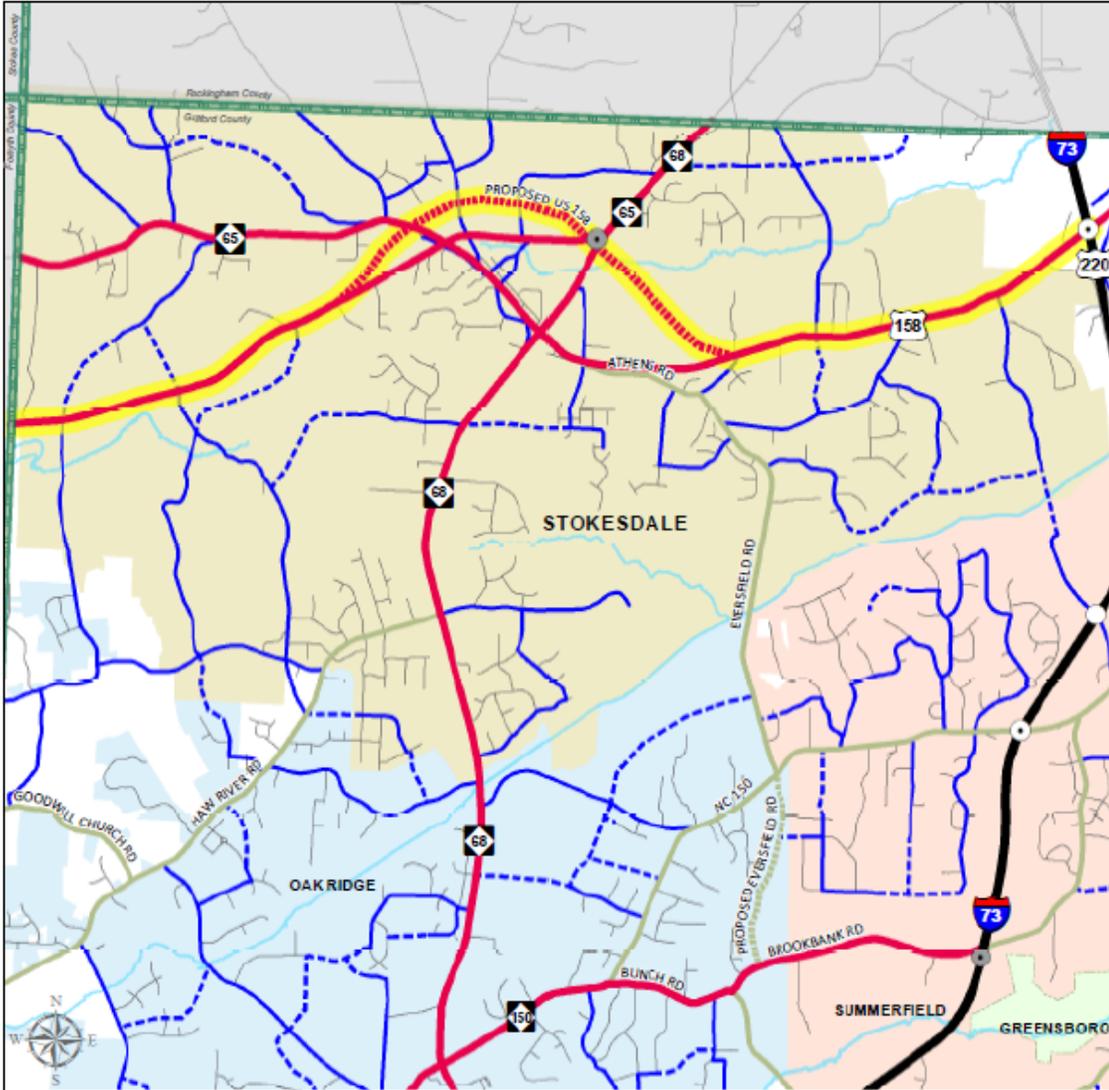


Thoroughfare and Collector Street Plan Amendment: US 158 Stokesdale Bypass



May 8, 2024

Greensboro
Oak Ridge
Pleasant Garden
Sedalia
Stokesdale
Summerfield
Guilford County



Thoroughfare & Collector Street Plan Amendment

Executive Summary

This document recommends an amendment to remove the US 158 Stokesdale Bypass from the Thoroughfare and Collector Street Plan. The bypass route was established in 2016 during the alternatives analysis phase of environmental document (approved 2018) for NCDOT project R-2577C to widen US 158 between Anthony Road and US 220 in Stokesdale. Based on that, the alignment was included in the consolidated Thoroughfare and Collector Plan adopted by the MPO in May 2023.

The Stokesdale Town Council, Guilford County Planning Board, and area property owners and residents have requested the MPO reevaluate the need for the bypass and if appropriate remove it from the Thoroughfare and Collector Plan. MPO has reviewed the matter via technical evaluation of current and expected future traffic, assessment of the project's performance in the NCDOT prioritization funding competition to date, consideration of relative cost to benefit, and comments and other input provided by interested persons and entities. Review findings are that the US 158 Stokesdale Bypass is unwarranted by area traffic, is prohibitively expensive relative to the benefits, and will not be a competitive contender for future funding in the years ahead. Roadway safety, operational, and capacity improvements on existing area roadways in a manner consistent provide a cost effective and appropriate alternative strategy for addressing future area roadway needs.

Staff Recommendations

Staff recommends removal of US 158 Stokesdale Bypass from the Thoroughfare and Collector Plan because:

- roadway build-scenario analysis mobility improvements are marginal compared to no-build scenario;
- prohibitively high-cost (R-2577C cost estimate: \$123,000,000) compared to marginal benefits make project a cost-ineffective and infeasible strategy for addressing area traffic needs;
- cost-ineffective projects with high price tags but only marginal benefits have no path to funding under NCDOT's STI prioritization process;
- 60% of commenters supported bypass removal. 40% who favored retaining bypass cited concerns over future traffic, however as documented herein, lower cost improvements on existing roadways would provide a similar or greater level of mobility in a more economical way.

It is further recommended that the MPO and NCDOT continue to partner together to identify and implement further needed roadway safety, operational, and capacity improvements on existing area roadways on an ongoing basis including through the pending 2050 Metropolitan Transportation Plan development process and future updates, the Highway Safety Improvement Program, and the NCDOT Strategic Transportation Investments prioritization process. NCDOT Project R-5823, conceived of in part as an alternative to a US 158 Stokesdale Bypass, exemplifies this strategy by improving NC 65 and NC 68 in the Stokesdale area through a series of intersection, safety, and operational improvements with construction currently scheduled in FY 2026

Thoroughfare & Collector Street Plan Amendment

Documentation of Review & Findings

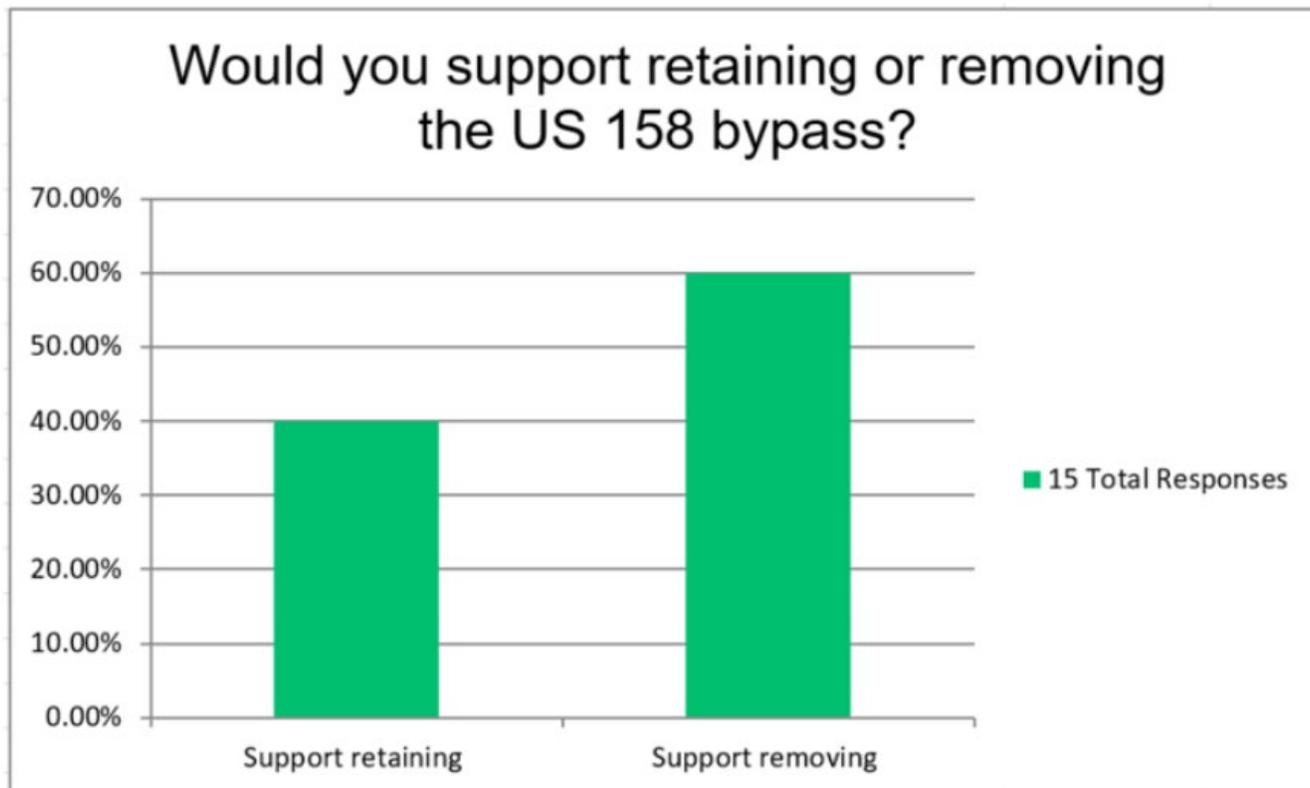
The MPO evaluation of the need for the bypass and its potential removal from the Thoroughfare and Collector Plan included a multi-part process including consultation with NCDOT and member agencies, analysis of traffic and future funding potential, review of project history, and public involvement.

Consultation with NCDOT and TCC member agencies

MPO staff and NCDOT consulted on the matter on multiple occasions starting in early through March 2024. Staff coordinated with Guilford County as well. This included a Thoroughfare & Collector Plan presentation to Guilford County Planning Board in September 2023. After that meeting Guilford County requested the MPO review and address the Stokesdale Bypass issue and fully resolve it before bringing the plan back for consideration for adoption by the County. Significant consultation was held with the Town of Stokesdale also, culminating in participation alongside NCDOT staff at the March 14 Town Council meeting where the matter was discussed in detail. Finally, staff consulted TCC and TAC about the upcoming item at the March 2024 meeting.

Public Input

A 30 day public review period was held from April 1 through April 30, 2024. A total of 15 public comments were received via email and Survey Monkey. **Please go to Appendix A for a full summary of survey responses and all written comments received along with MPO responses. .**



Thoroughfare & Collector Street Plan Amendment

Staff Analysis

Traffic Analysis & Funding Competitiveness Summary

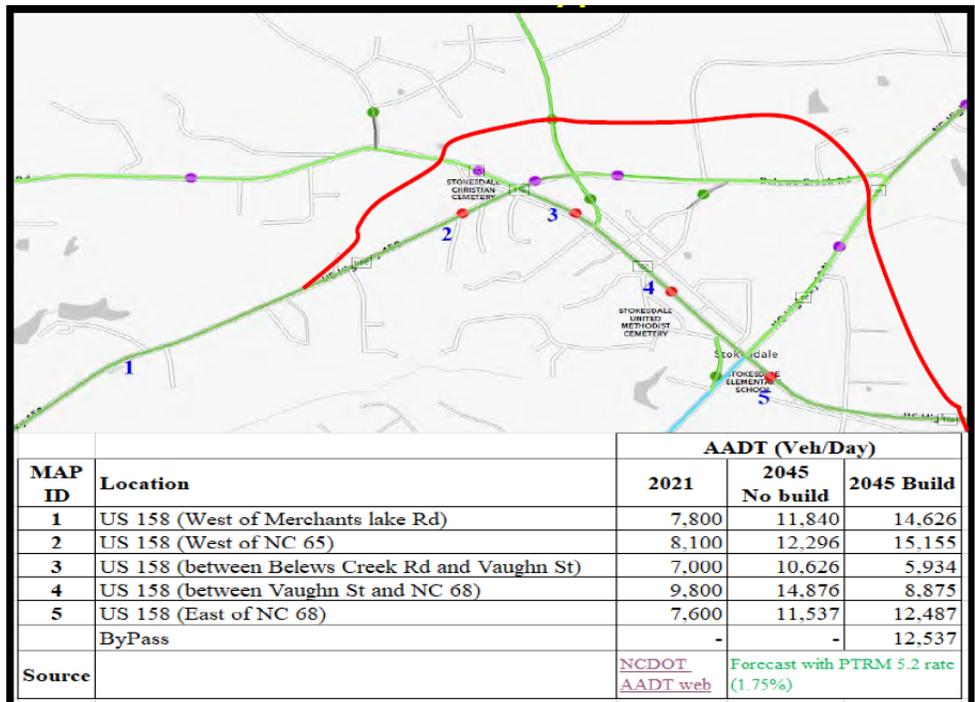
Staff performed high-level analysis using the regional travel demand model and historic traffic volumes. The analysis considered socioeconomic factors (housing, employment), effects on regional travel patterns overall, and effects on future traffic flow volumes in the project area. The analysis compared no-build and build scenarios to assess traffic volumes and travel patterns with and without the project. The build scenario showed marginal (minor) mobility improvements compared with the no-build scenario.

Staff assessed cost effectiveness in a qualitative manner using available information sources. First, given that R-2577C cost is estimated at \$123,000,000 and the benefits compared to a no-build scenario are marginal in nature, the project would be highly cost-ineffective, meaning lower cost operational and intersection improvements on existing roadways would provide a similar or greater level of mobility in a more economical and realistic way. Secondly, staff reviewed data from NCDOT's prioritization tool to corroborate this assessment. The project has consistently scored on the lower end of the Statewide and Regional roadway mobility funding competitions, putting it clearly out of range of being a contender for obtaining funding.

Traffic Analysis Details

The MPO carried out an independent high-level analysis using the regional travel demand model and historical traffic volumes. This analysis included an examination of socioeconomic factors including population, household, and employment data, along with an evaluation of their influence on overall regional travel patterns and projected traffic flow volumes within the project area. Historical traffic volume data spanning from 2017 to 2021 was examined, revealing a slight decrease in recent years. By leveraging the latest Average Annual Daily Traffic (AADT) data from 2021 and utilizing the regional travel demand model (2017 - 2045), two scenarios were forecasted for traffic patterns: one without any construction (no-build) and the other incorporating the proposed project (build). Growth rates were derived from segments within the project area, utilizing outputs from the regional travel demand model. A growth rate of 1.75% was applied in the forecasting process.

Figure 1 illustrates traffic volume count stations (NCDOT), while the accompanying table presents the 2021 AADT and the forecast results for both no-build and build scenarios. The build scenario for the roadway demonstrated minor mobility enhancements in comparison to the no-build scenario albeit accompanied by an increase in traffic volume on US 158 due to induced demand from increase roadway capacity.



Thoroughfare & Collector Street Plan Amendment

Cost Effectiveness Review

Staff assessed cost effectiveness in a qualitative manner using available information sources. This included a review of results from NCDOT STI Prioritization Processes for the period 2009 through the present day. **Table 1** indicates R-2577C results. Please note, the evaluation scale is on a 0-100 basis. Variations in scoring between rounds reflect ongoing refinements to the methodology and data sources, as well as the pool of competing projects in the system.

Table 1. R-2577C Prioritization Scoring Results, 2009-2021

Round	Statewide Tier Results (out of 100)
P 1.0	39.27
P 2.0	N/A
P 3.0	19.39
P 4.0	26.75
P 5.0	43.31
P 6.0	54.34

R-2577 Project History

Project History Summary

The 2045 Metropolitan Transportation Plan (MTP) lists R-2577C in the 2045 horizon year. The 2024-2033 MTIP and STIP list the project in unfunded status because it is a subsection of R-2577 of which the A section is funded for construction in FY 2026. Recent estimates using the NCDOT Prioritization cost estimation tool indicate a cost of \$123,633,000 (slightly higher than indicated in current TIP). R-2577A and B are in Forsyth County and are therefore included in the Winston-Salem MPO MTP rather than the GUAMPO MTP.

Project History Details

NCDOT started worked on project R-2577 15-20 years ago. In those days, the entirety of US 158 between Winston-Salem and its easternmost terminus near the coast was on a short list of projects eligible for a large pot of dedicated funding under the Intrastate System established under the 1989 Act establishing the current State Highway Trust Fund. However, in 2013 the Strategic Transportation Investment (STI) Act established the Strategic Mobility Formula. Under STI, the same the State Highway Trust Fund revenues previously dedicated to Urban Loops and the Intrastate System became available for a wide range of potential improvements. Under the STI process needs-based data-driven scoring define base line need, and local input points applied by MPOs, RPOs, and NCDOT Divisions are applied to set final rankings. The ranked results are used to select projects for funding under the State Transportation Improvement Program (STIP). STI removed the dedicated funding for Intrastate roadways, meaning potential projects such as R-2577 would have to compete for funding, and would only be implemented if competitive against other projects statewide and in the area.

The first Public Meeting for R-2577 in Stokesdale was April 10, 2012. Work on the environmental document began with NCDOT and Merger Team years prior to the Public Meeting. The first Public Meetings introduced the study area and alternate alignments. The Merger Team, representatives from NCDOT, all permitting agencies and two MPOs, met at decision set points in development of the environmental document and project, beginning with Purpose and Need to final project alignment and environmental document. The last public meeting was October 26, 2017 which showed the proposed right-of-way and roadway configuration as a superstreet. The environmental document was completed December 13, 2018 identifying three segments for R-2577: **A** North of I-40 Bus / US 421 to Belews Creek Road; **B** Belews Creek Road to Anthony Road; **C** Anthony Road to I-73 / US 220. It defined the purpose and need statement as *to improve the traffic carrying capacity and level of service along US 158, within the project limits*. However, the traffic forecast developed as part of this study showed that the R-2577C would carry close to 12, 600 average annual daily

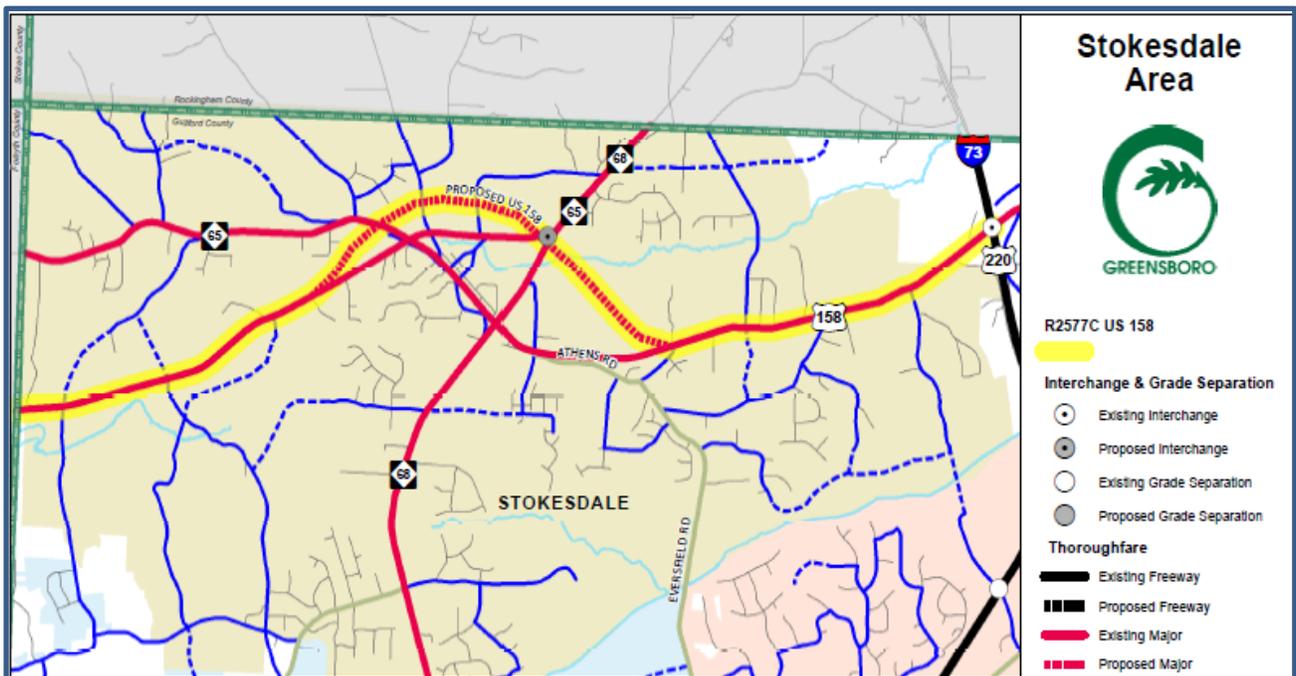
Thoroughfare & Collector Street Plan Amendment

traffic in 2045. This traffic level is well within the traffic capacity threshold of two-lane roadways.

R-2577C US 158 Stokesdale Bypass and MPO/ Local Plans

The federally required **2045 Metropolitan Transportation Plan (MTP)** was adopted December 9, 2020. An update is due by December 2025. The 2045 MTP identifies projects expected for construction through the year 2045. Project R-2577C is currently listed in 2045. The MTP update may either remove R-2577C from the plan altogether for move it to the Illustrative List of unscheduled projects, depending on which course better serves the interest of R-2577A, scheduled for construction in FY 2026, and R-2577B, believed to be a contender for funding in the mid to long-term. The state required Comprehensive Transportation Plan will be updated at the same time and manner consistent with the MTP.

The Thoroughfare and Collector Street Plan is a MPO developed plan used by the MPO in consultation with MPO area jurisdictions as the basis for development ordinance requirements for roadway improvements, right-of-way dedications and similar considerations. This is a locally oriented document rather than a federally-required or state-required one. Removing the US 158 Stokesdale Bypass from the Thoroughfare and Collector Plan will in no way effect the prospects of R-2577A and B to proceed.



Thoroughfare & Collector Street Plan Amendment

Staff Recommendations

Staff recommendation is to remove the US 158 Stokesdale Bypass from the Thoroughfare and Collector Plan because:

- the roadway build scenario analysis showed minor mobility improvements compared with the no-build scenario;
- the prohibitively high cost (current R-2577C cost estimate is \$123,000,000) compared to the marginal benefits of the project make it a highly cost-ineffective and infeasible strategy for addressing area traffic needs;
- cost-ineffective projects with high price tags but only marginal benefits have no path to funding under NCDOT's STI prioritization process;
- 60% of commenters supported the bypass removal. The 40% who favored its retention cited concerns over future traffic. As documented in this document, lower cost operational and intersection improvements on existing roadways would provide a similar or greater level of mobility in a more economical way.

It is further recommended that the MPO and NCDOT continue to partner together to identify and implement further needed roadway safety, operational, and capacity improvements on existing area roadways on an ongoing basis including through Metropolitan Transportation Plan review and updates, the Highway Safety Improvement Program, and the NCDOT Strategic Transportation Investments prioritization process. NCDOT Project R-5823, conceived of in part as an alternative to a US 158 Stokesdale Bypass, exemplifies this strategy by improving NC 65 and NC 68 in the Stokesdale area through a series of intersection, safety, and operational improvements with construction currently scheduled in FY 2026.

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Appendix A

Appendix A

Public Outreach Summary

The Draft Thoroughfare and Collector Street Plan Amendment to remove the US 158 Bypass was made available for public comment from April 1 to 30, 2024. The public outreach campaign notified interested persons, organizations, and other entities of the draft plan under consideration and the opportunity to provide comments directly or via a twelve-question web survey hosted on Survey Monkey. This effort yielded fifteen responses (12 from the survey, 3 from email) that offer a diverse range of perspectives and insights about the bypass.

In addition MPO staff, along with NCDOT representatives, attended a meeting of the Stokesdale Town Council Meeting on March 14. The purpose of the meeting was for Town officials and residents and other interested parties to learn about, discuss, and consider the merits of the planned US 158 Bypass and its removal from the MPO Thoroughfare and Collector Plan and the draft Town of Stokesdale Thoroughfare and Collector Plan for future Town consideration of adoption. That meeting had been publicized to Stokesdale residents by the Town of Stokesdale using its regular meeting notification procedures. The agenda and draft minutes for that meeting is attached the end of the appendix. This summary does not endeavor to summarize those proceedings except to say that the Town welcomed the public review period and MPO consideration of the pros and cons of the currently planned US 158 Stokesdale Bypass and final determination of how to proceed see enclosed draft meeting minutes for more information. The MPO did not hold an additional public meeting after determining that this meeting provided ample opportunity for interested and affected persons to learn about and discuss the matter.

This document includes (1) a summary of public comments received; (2) documentation of how the comment opportunity was publicized.

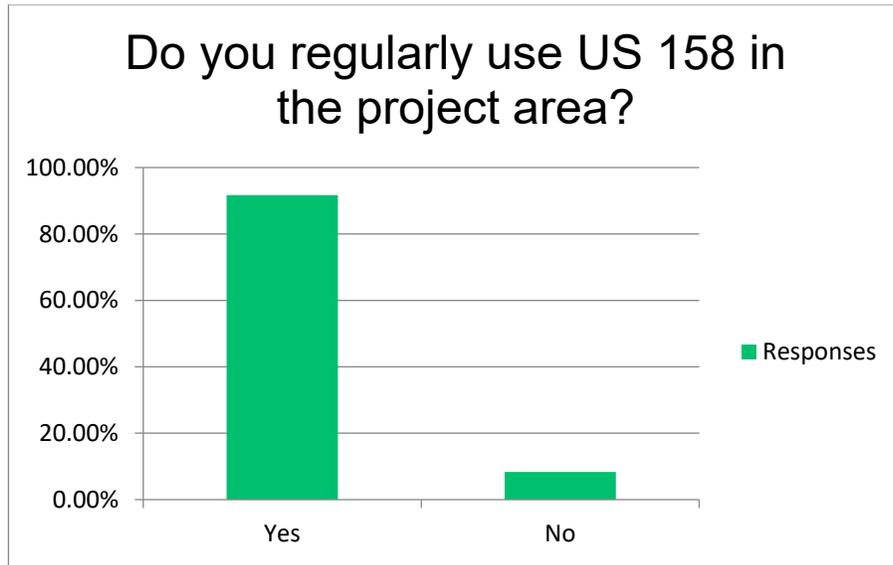
Public Comment Summary

Sixty percent of respondents concurred with removing the bypass from the Thoroughfare and Collector Street Plan. This result reinforces the MPO staff and NCDOT recommendation to remove the US 158 Stokesdale Bypass from the Thoroughfare and Collector Plan

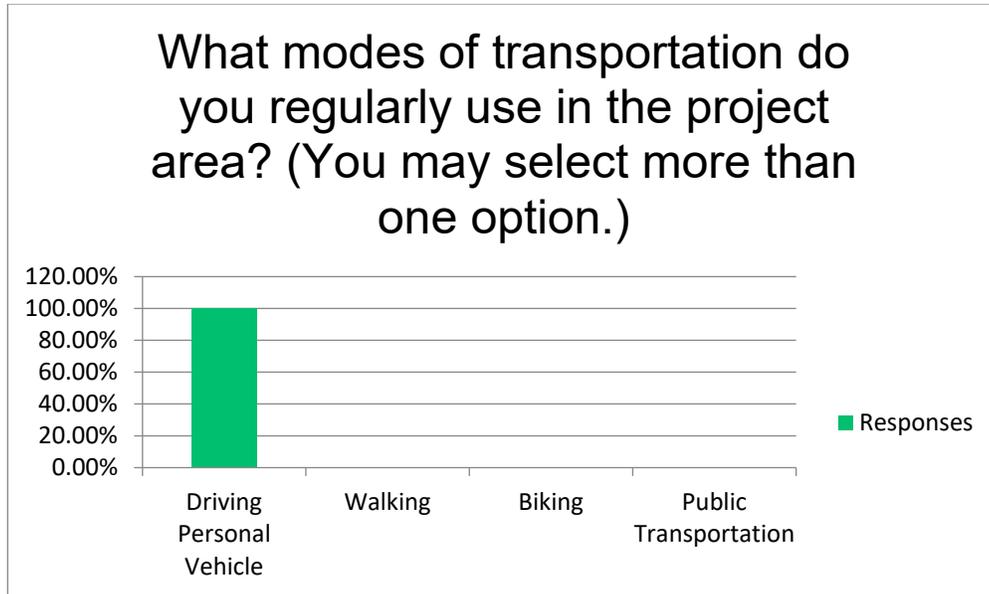
Below are the survey response(s). Note that responses received by email are presented in question 5 with an asterisk (*).

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

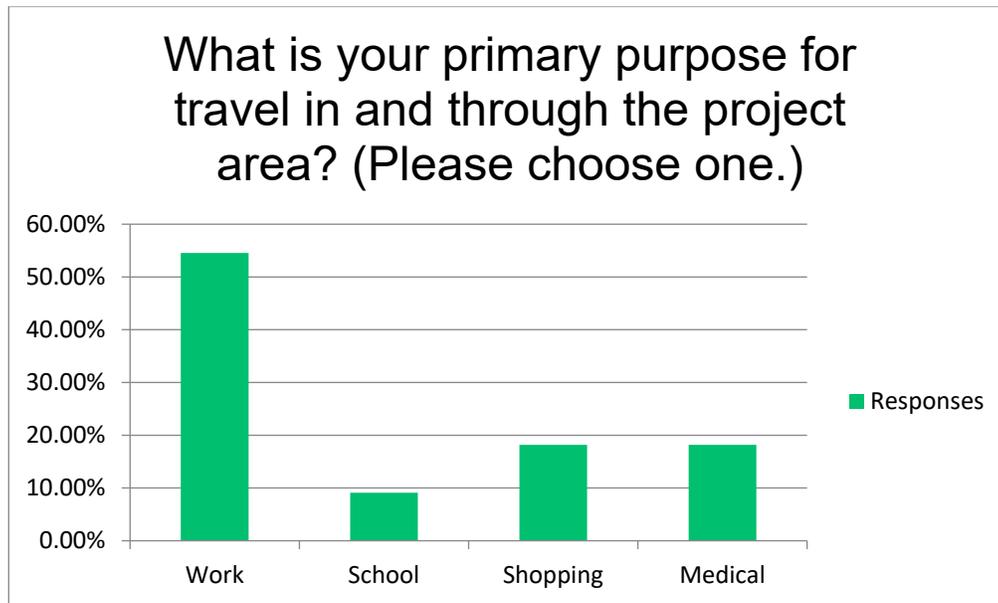
Question 1.



Question 2.



Question 3.



Question 4 - What are your thoughts on current and future congestion in the project area?

Comments concerned about congestion in the project corridor:

C1. It's only going to get worse.

C2. Current congestion isn't too bad most of the time BUT with developers building houses on every wide spot in the road we are only a few years from this being a major headache.

C3. Congestion is not getting any better. We need to place necessary roads to better prepare for the future.

C4. This area will get busier in the future

C5. Kernersville and Stokesdale are growing and US 158 widening is needed to lessen congestion, increase safety and create more economic development in the area.



MPO Response: Thank you for your comments. As development in the area and traffic volumes on area roadways increase, the MPO will work with NCDOT, the Town of Stokesdale, and Guilford County to identify and develop cost effective improvements to the existing street network measures to address congestion and safety issues as they emerge.

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

Comments not concerned about congestion in the project corridor:

C6. Not too bad. Can be handled by existing roads with improvements in future.

C7. Congestion is not that bad.

C8. No need for a bypass around Stokesdale. Traffic is not excessive and is in fact less since new interstate road opened

C9. I believe there is congestion during the school year at Stokesdale Elementary and 158. However, this is only twice a day (and the school has asked parents to enter the area from a different road rather than stay lined up (backed up) on 158. I live off 158 and turn right onto the road every work day around 6:20. I do not have to wait to turn onto 158. I cannot comment on future congestion, not knowing enough on development plans.

C10. New connector from 68 to 220 has helped congestion

C11. Bypass is NOT needed...spend money on existing intersections to make safer and more efficient. Install stop light at Hwy 158 and Angel Pardue Road



MPO Response: Thank you for your comments. MPO and NCDOT analysis agree that current and foreseeable congestion levels do not warrant a multilane widening or a multilane US 158 bypass. The future focus will be on developing appropriate, cost effective responses to area traffic and safety issues in a manner consistent with community needs and preferences.

Question 5 - Do you think the US 158 widening and bypass are needed in the future? How much weight should be given to the cost of the projects versus the benefits to residents?

Comments in support of the Stokesdale Bypass:

C1. Yes, there should be weight. Everyone weights out cost and benefit to everything we buy. Maybe look at risk as well as benefit. I've seen bad accidents. You can't put a price on a life...

C2. This area is seeing large scale development so a road system ahead of congestion would be welcome.

C3. Yes. It is needed. It's already dangerous pulling into 158. I understand placing weight, however safety for drivers don't need weight. I remember 158 being shut down because someone lost their life. There no weight for that!

C4. Bypass needed along 158 from I-73 in Stokesdale to Winston Salem, but needs to be away from areas with high population and houses.

C5. Yes, the US 158 widening and bypass is needed. The Kernersville-Stokesdale area needs better roads to

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

handle growth, cost should not factor into the decision. Perhaps a local sales tax of 1% could help raise funds for the project.



MPO Response: Thank you for your comments. MPO staff and NCDOT analysis found the benefits to motorized traffic flow in the area would be relatively small when compared against the substantial cost of the Stokesdale Bypass. Operational improvements will be a more cost effective and feasible strategy. This finding is substantiated by the fact that NCDOT prioritization process results over the last ten years make it clear that it is highly improbable that the US 158 Stokesdale Bypass would ever score highly enough to be funded given its extremely high cost and relatively low benefits.

Comments opposed to the Stokesdale Bypass:

C6. After very thoughtful consideration and memories of living in Stokesdale 50 yrs ago, I feel that a bypass around the town would harm rather be a help to businesses. My interest would be in widening the existing road (Hwy 158). Residents along Hwy 158 may be concerned about the fast moving traffic, also a big problem. I look forward to hearing about any changes.*

C7. Not at all. It's not needed and would be a costly boondoggle.

C8. No. I think it is disenfranchising landowners and taking their property.

C9. I doubt it will ever be needed.

C10. I do not know. I do feel the cost is entirely too high for the benefits to residents.

C11. No. Cost vs benefit is extremely important.

C12. Not need. Cost well exceeds any benefit as well as it will destroy land

C13. Remove the future planned project Part C from the existing plans to bypass downtown Stokesdale.*

C14. I am pleased to hear that the above action is not going to happen. I have lived in Stokesdale, very close to the US 158 and have seen no need for any widening. The traffic does not warrant an expenditure of funds for this area of this road. Traffic moves along well and since I 73/ 220 have lightened the traffic load, I believe you are making the correct decision.*

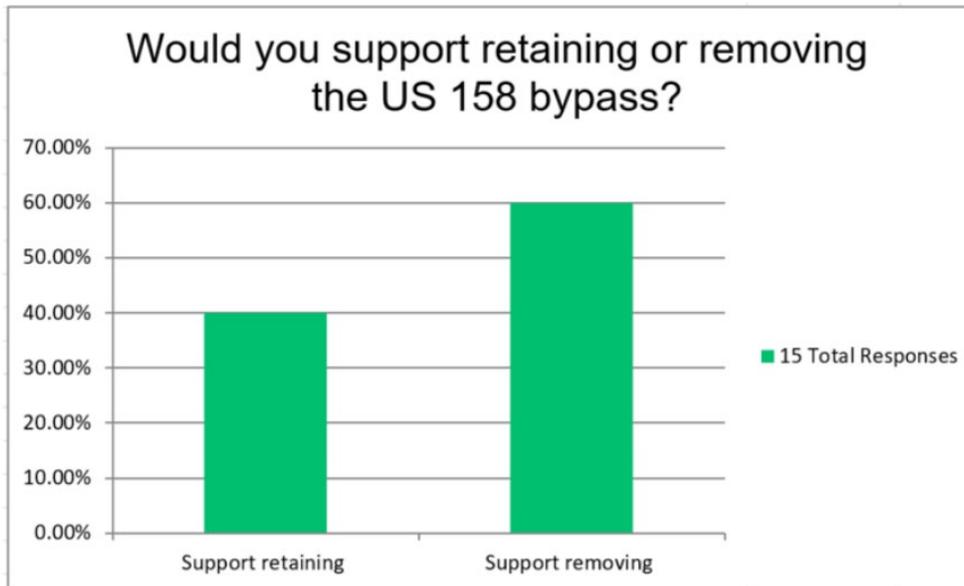
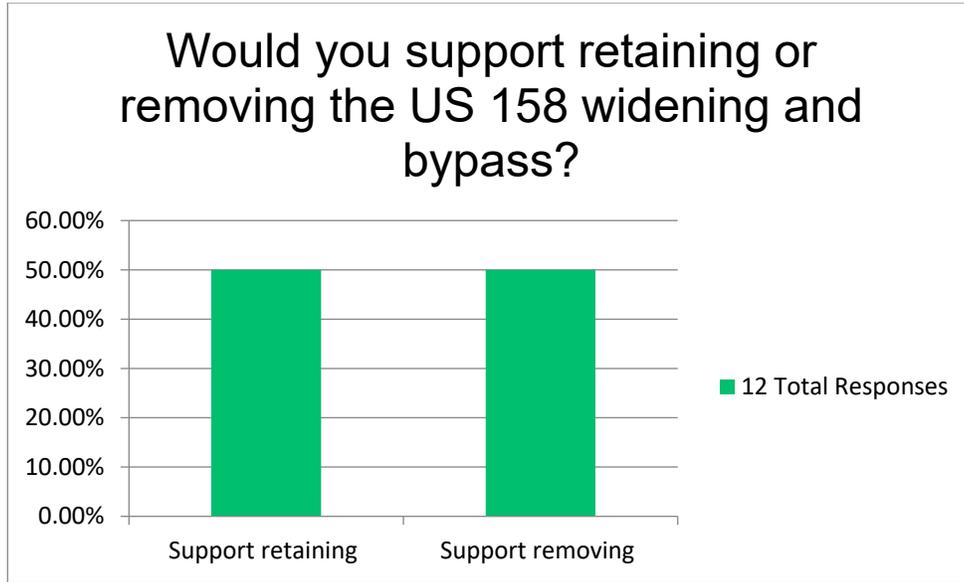


MPO Response: Thank you for your comments. The MPO concurs that the expected benefits would not justify the high costs of the US 158 Bypass. Current NCDOT cost estimates put the cost of R-2577C (which includes the Stokesdale Bypass at \$123 million. Meanwhile, recent NCDOT analysis of potential widening of NC 65 and NC 68, an alternate route around US 158 through the core of Stokesdale, would not warrant

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

four lane widening by 2045, and that instead a series of intersection and safety improvements will be more appropriate. These improvements, which NCDOT conceived in part as a potential alternative to a Stokesdale Bypass are currently scheduled for construction in FY 2026.

Question 6.



Question 7 – Please share any remaining comments you have regarding this amendment?

C1. Please remove the bypass.

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

C2. More work needs to be done contacting landowners before adding projects like this to the map. Otherwise, the act of drawing roads over private lands violates the takings clause of the constitution.

C3. Please keep this project on its current timeline. It will help now and in the future.

C4. Money should be spent more wisely...

C5. I would like to see this project to remain on schedule.

C6. Too many large trucks are using 158, including dump trucks from the rock quarry nearby. They are using side roads which is dangerous.

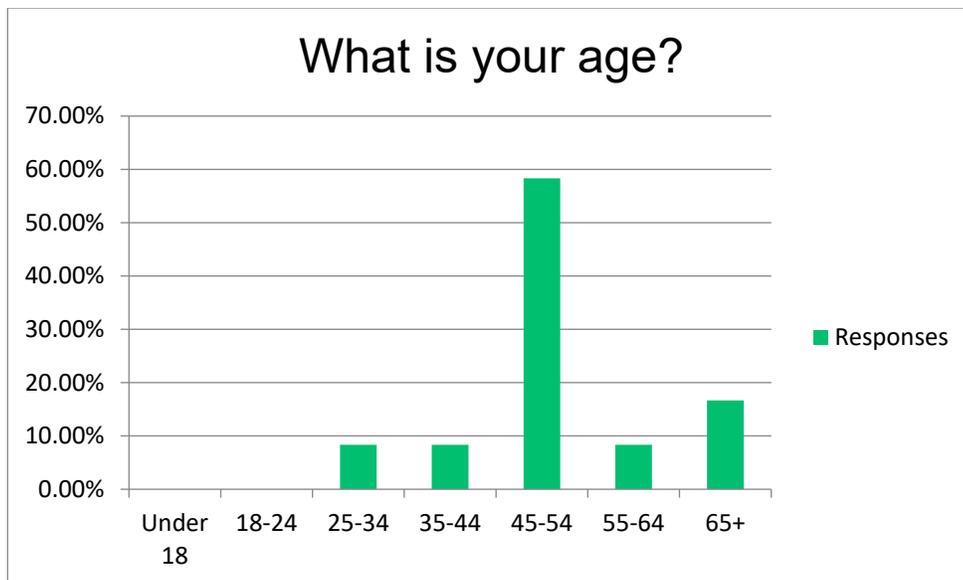
C7. New connector from 68 to 220 has helped congestion.



MPO Response: Thank you. The MPO works with NCDOT and member agencies such as the Town of Stokesdale and Guilford County to identify and submit potentially viable transportation projects for consideration for the MPO Metropolitan Transportation Plan and the NCDOT STI Prioritization process used to select projects for funding in the Transportation Improvement Program. Please visit the MPO website Prioritization 7.0 page for more information.

Also, regarding the concern about dump trucks on side streets we recommend contacting Town Officials of NCDOT Division 7 to a review of the issue.

Question 8.



Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

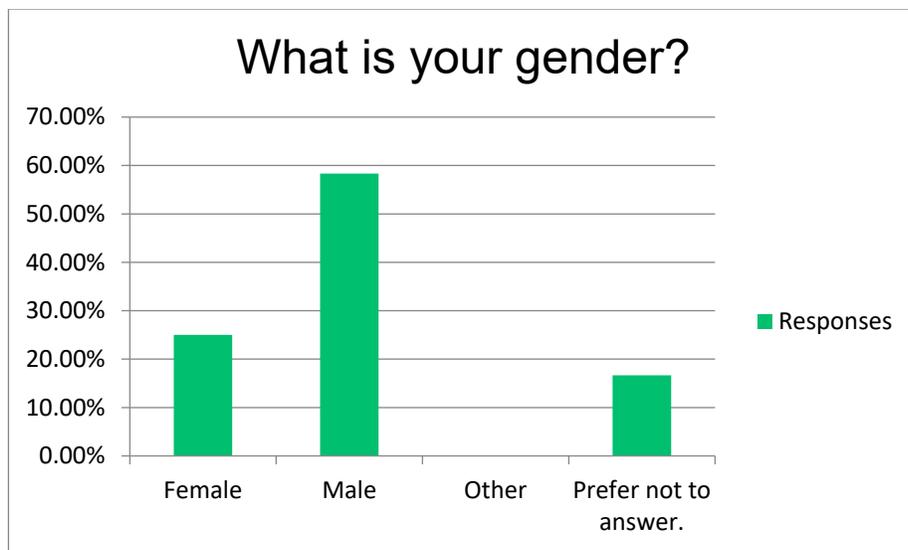
Question 9 - What is your home zip code?

Six residents reported living in 27357. One resident each lived in 27403, 27235, 27284, 27051, and 27009.

Question 10 - What is your work/school zip code?

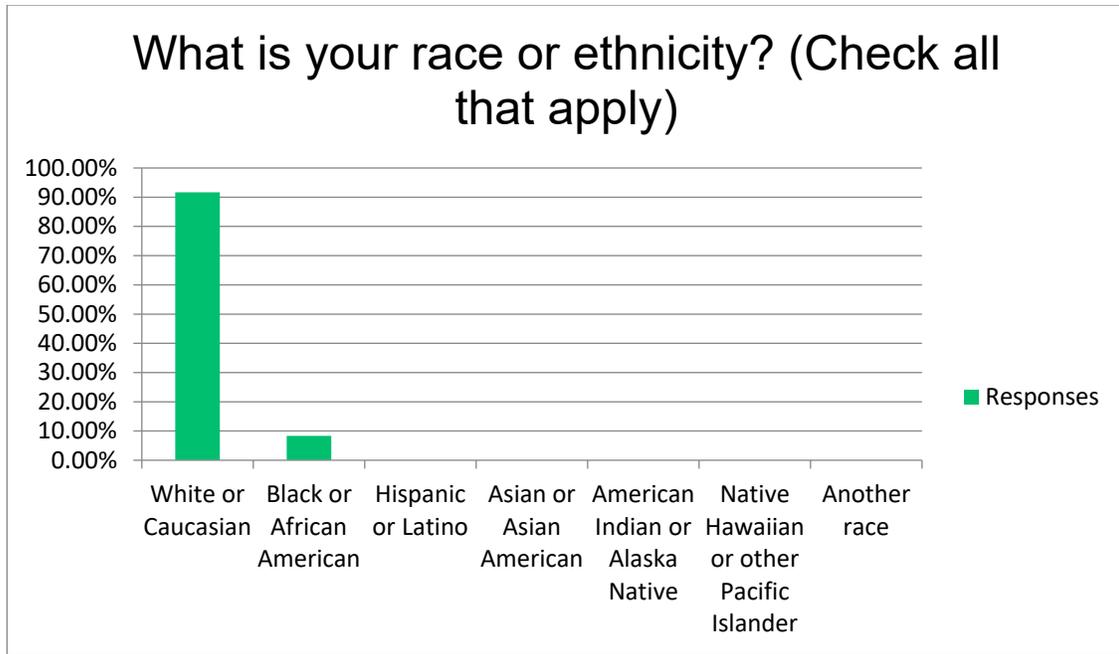
Four residents reported working or going to school in 27357, and two reported 27410 and 27320. One resident each reported 27402, 27265, 27408, and 27285.

Question 11 – What is your gender?



Question 12 – What is your race/ethnicity?

Thoroughfare & Collector Street Plan Amendment: US 158 Bypass



Public Outreach Materials

Figure 1. Press release distributed to MPO area media outlets



GREENSBORO

**CITY OF GREENSBORO
FOR IMMEDIATE RELEASE**

Contact: Lydia McIntyre
Phone: 336-373-3117

MPO Seeks Public Comment on Proposed Change to Future Planned US 158 Widening and Bypass

GREENSBORO, NC (April 1) – The Greensboro Urban Area Metropolitan Planning Organization (MPO) is seeking public comment on a proposed amendment and revisions to the Thoroughfare and Collector Street Plan. The amendment would remove a planned widening and construction of a bypass for US 158 between Piney Grove Road and I-73/US 220 in Stokesdale. Members of the public have until April 30 at 5 pm to submit their comments in writing. The public may comment during a public hearing at the May 8 virtual meeting of the MPO Transportation Advisory Committee by signing up [here](#).

The Draft Thoroughfare and Collector Street Plan Amendment is available for review online at www.guamppo.org. Send comments to Engineering Supervisor Lydia McIntyre via [survey](#), [email](#), fax to 336-412-6171, or by mail to PO Box 3136, Greensboro, NC, 27402-3136.

The Thouroughfare and Collector Street Plan is designed to balance future development with future planned roadways.

The proposed US 158 widening and bypass was proposed to divert increasing traffic from the Town of Stokesdale. The MPO is seeking input on whether to retain or remove the future planned project.

The Greensboro Urban Area Metropolitan Planning Organization (MPO) manages the federally required transportation planning process for the area's highway, transit, bicycle and pedestrian facilities.

The Greensboro metropolitan planning area includes the City of Greensboro, the majority of unincorporated Guilford County, and the towns of Oak Ridge, Pleasant Garden, Sedalia, Stokesdale, and Summerfield.

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Thoroughfare & Collector Street Plan Amendment: US 158 Bypass

Figure 2. Emails were distributed to the various MPO distribution lists including a broad based list of interested parties. Town of Stokesdale also helped get the word out.

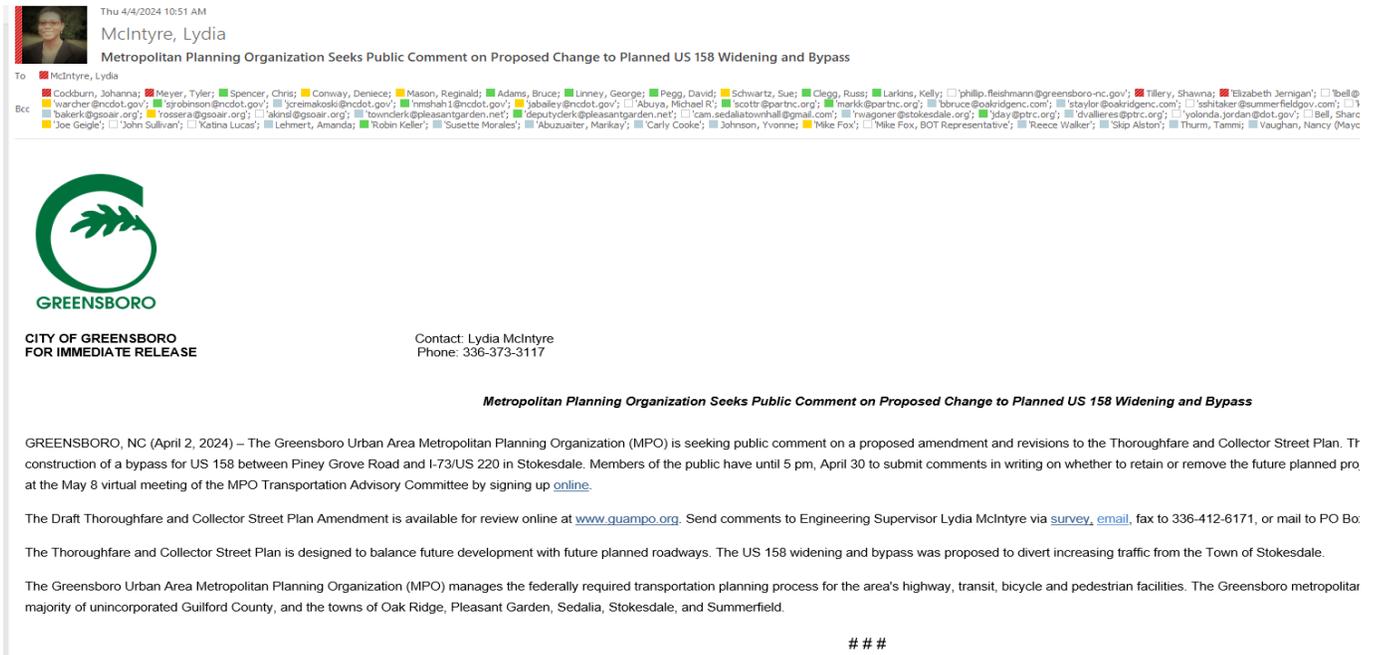


Figure 3: Draft meeting minutes, Stokesdale Town Council March 14, 2024



DRAFT MINUTES
TOWN OF STOKESDALE
TOWN COUNCIL
REGULAR MEETING
8325 ANGEL-PARDUE ROAD
STOKESDALE, NC 27357
MARCH 14, 2024 AT 7:00 PM

OLD BUSINESS ITEMS:

12. Discussion of proposed 2023 Thoroughfare and Collectors Street Plan by the Stokesdale Town Council, the North Carolina Department of Transportation (NCDOT), and the Greensboro Urban Area Metropolitan Planning Organization (GUAMPO). *(Requested during the February 08, 2024, regular Town Council meeting)*

Mayor Pro Tem Foy of Stokesdale led a discussion, highlighting the 2023 Comprehensive Transportation Plan by the Metropolitan Planning Organization (MPO). Concerns were raised regarding the inclusion of the northern route of the US Highway 158 Bypass in Stokesdale. Mayor Pro Tem Foy emphasized the need for a unified stance from the North Carolina Department of Transportation (NCDOT) before the Town Council could approve the plan.

Brian Ketner, representing NCDOT, addressed the council, acknowledging their concerns and explaining recent communications regarding the proposed Thoroughfare and Collectors Street Plan. He outlined the history of the R-2577 project, its sections, and the criteria for project prioritization under the Strategic Mobility Formula. Ketner clarified that the traffic projections did not justify the need for a northern bypass by 2045, citing ample capacity on existing roads.

Options for the Town Council regarding the R-2577 project were presented, emphasizing the importance of informed decision-making. Councilman Landreth sought clarification on the Council's authority over the project, which was confirmed by Ketner, given the Town's membership in the MPO.

Transportation Planner Craig McKinney provided insights from GUAMPO, **indicating a public survey to gauge opinions on the US Highway 158 Bypass**. He stressed the importance of cost-benefit analysis in project funding decisions.

Concerns were expressed by Councilman Landreth for property owners affected by the project. McKinney assured the council of ongoing efforts to reconsider the proposed plan, awaiting survey results for updated recommendations.

Attorney Amanda Hodiern represented impacted property owners and advocated for reconsideration of the Thoroughfare and Collectors Street Plan. She detailed the process of plan adoption and highlighted the potential removal of the northern bypass based on traffic data. Hodiern clarified the MPO's role and confirmed ongoing discussions to amend the plan.

In conclusion, Mayor Pro Tem Foy commended the representatives for their input and emphasized the need for thorough consideration before adopting the proposed plan. Discussions will continue pending survey results and further recommendations.

**RESOLUTION AMENDING THE GREENSBORO MPO AREA THOROUGHFARE
AND COLLECTOR STREET PLAN: US 158 STOKESDALE BYPASS**

A motion was made by Tammi Thurm and seconded by Mike Fox for adoption of the following resolution, which upon being put to a vote was duly adopted.

WHEREAS, the Transportation Advisory Committee has reviewed the current Thoroughfare and Collector Plan, adopted May 10, 2023 and has determined that an amendment is needed to remove the currently planned US 158 Stokesdale Bypass alignment to appropriately guide future development of the street and highway system in the town of Stokesdale and northwest Guilford County area; AND

WHEREAS, the Town of Stokesdale, the Guilford County Planning Board, and area residents and property owners had requested MPO consideration of and action on this change; AND

WHEREAS, MPO and NCDOT analysis found the benefits to motorized traffic flow in the area of the planned bypass would be minor and would not justify the prohibitively high cost of construction; and that improvements to existing roadways will be a more cost effective and feasible strategy; AND

WHEREAS, NCDOT Project R-5823, conceived of in part as an alternative to a US 158 Stokesdale Bypass, will exemplify this strategy by improving NC 65 and NC 68 in the Stokesdale area through a series of intersection, safety, and operational improvements with construction currently scheduled in FY 2026; AND

WHEREAS, the MPO and NCDOT will continue to partner together to identify and implement further needed roadway safety, operational, and capacity improvements on existing area roadways on an ongoing basis including through Metropolitan Transportation Plan review and updates, the Highway Safety Improvement Program, and the NCDOT Strategic Transportation Investments prioritization process; AND

WHEREAS, the Transportation Advisory Committee has provided for a thirty day public comment period, sent staff to a Stokesdale Town Council meeting to discuss the matter, and solicited the public for comments via surveys and other means; AND

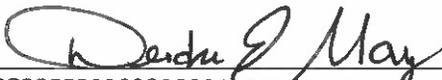
NOW THEREFORE, be it resolved by the Greensboro Urban Area Transportation Advisory Committee to amend the Thoroughfare Plan and Collector Street Plan dated May 10, 2023, to remove the US 158 Stokesdale Bypass alignment on this the day May 8, 2024.

I, Marikay Abuzuaiter, TAC Chair,
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this day, May 8, 2024.


Chair, Transportation Advisory Committee

Subscribed and sworn to me on this day, May 8, 2024.


Notary Public DEIDRE E MAY
NOTARY PUBLIC
Guilford County
North Carolina
My Commission Expires 03/07/2028

My commission expires _____