

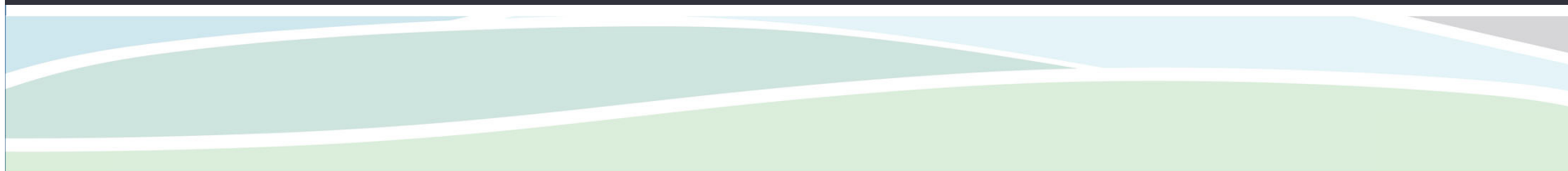


Western Piedmont
Council of Governments

Creative Regional Solutions Since 1968

Bethlehem Community Plan

October 25, 2018





Strengths:

- Utility Infrastructure future (6)
- Highway 127 Project (4)
- Proximity to Lake Hickory (3)
- Proximity to I-40 and Hickory
- Low taxes (2)
- Highly educated population
- Room to grow (1)
- Close knit community
- Recreational opportunities
- Alcohol sales (4)
- Low crime rate
- Commercial corridor (future)
- Fire department
- Faith community
- Good schools
- Post office
- Library



Weaknesses:

- Diversity (1)
- Lack of significant industrial base
- Lack of recreational parks (1)
- Proximity to Hickory
- Lack of retail (6)
- Lack of technology infrastructure
- Lack of low market housing
- Lack of current sewer infrastructure (1)
- Lack of municipal structure
- Highway 127
- Lack of destination (3)
- Hickory addresses



Opportunities:

- Vacant land
- Vacant buildings (2)
- 127 widening project (5)
- Sewer infrastructure (9)
- Branding/destination (4)
- Highly educated population
- Splash Park (3)
- Park/recreation opportunities (3)
- Whittenburg access (1)
- Proximity to lake/marinas



Threats:

- Big box retail
- Hickory (1)
- Older population (3)
- Declining workforce
- Consolidation of school system
- Loss of young population (1)



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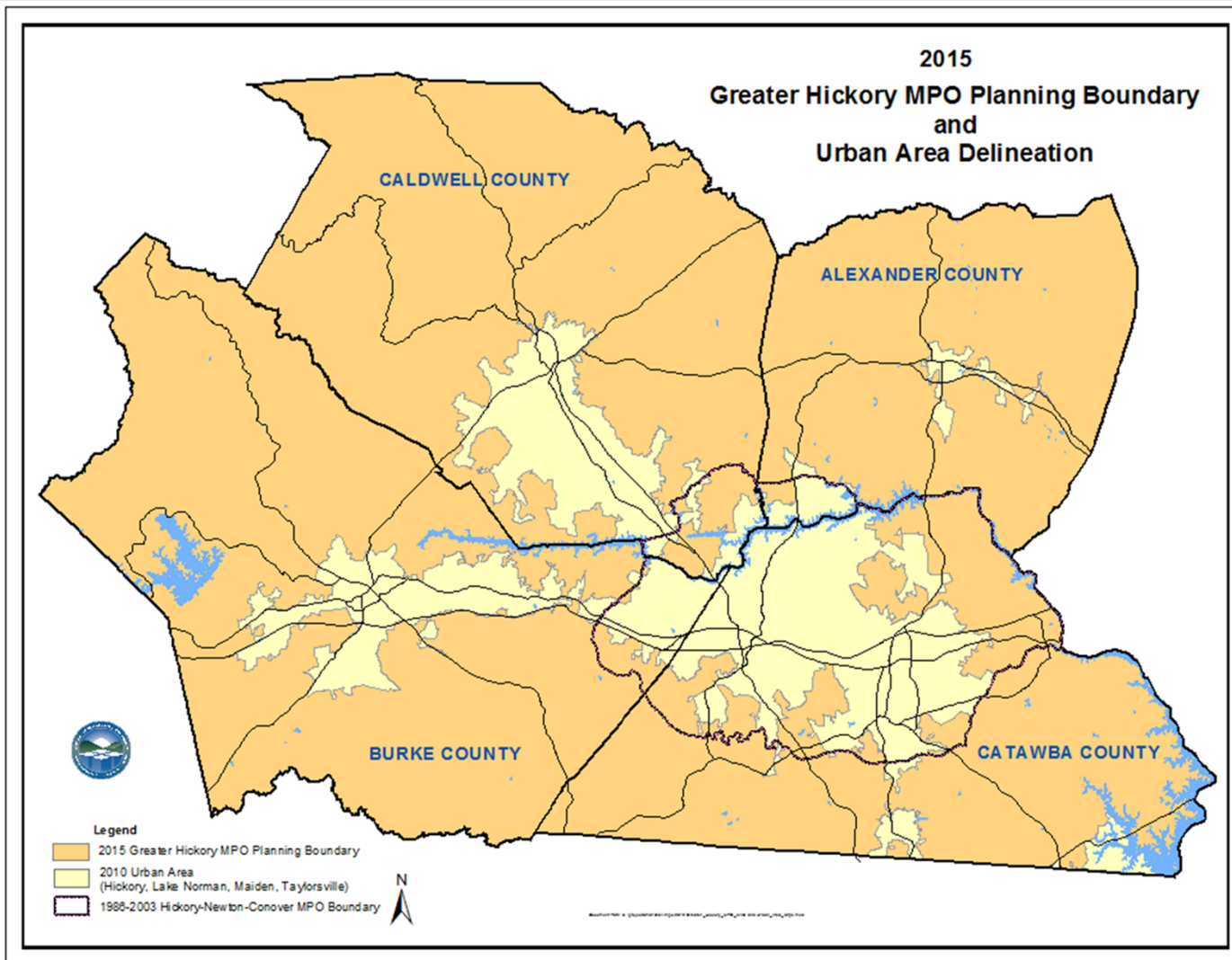
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Transportation – Alexander County



What is a Metropolitan Planning Organization (MPO)?

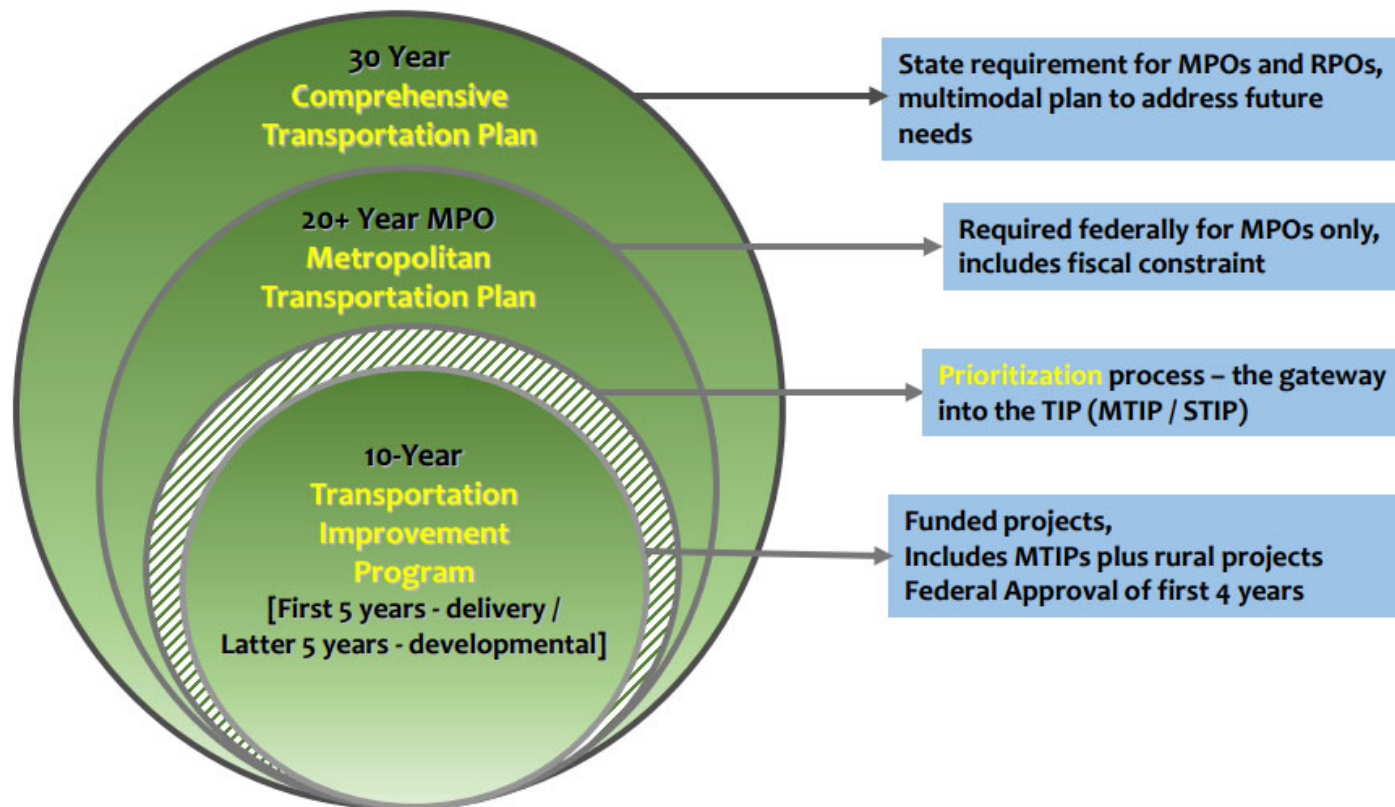
- MPO is a federal process to conduct local transportation planning in urbanized areas
- The MPO process is required in urbanized areas over 50,000 in population
- The MPO makes transportation decisions in urbanized areas to meet requirements established by the federal government



Who makes decisions for the MPO?

- All decisions of the MPO are made by Transportation Advisory Committee (TAC)
- TAC: The policy-making body made up of elected officials from each of the member governments, and the Board of Transportation
- Technical Coordinating Committee (TCC): is a staff level committee that provides recommendations to the TAC regarding transportation decisions

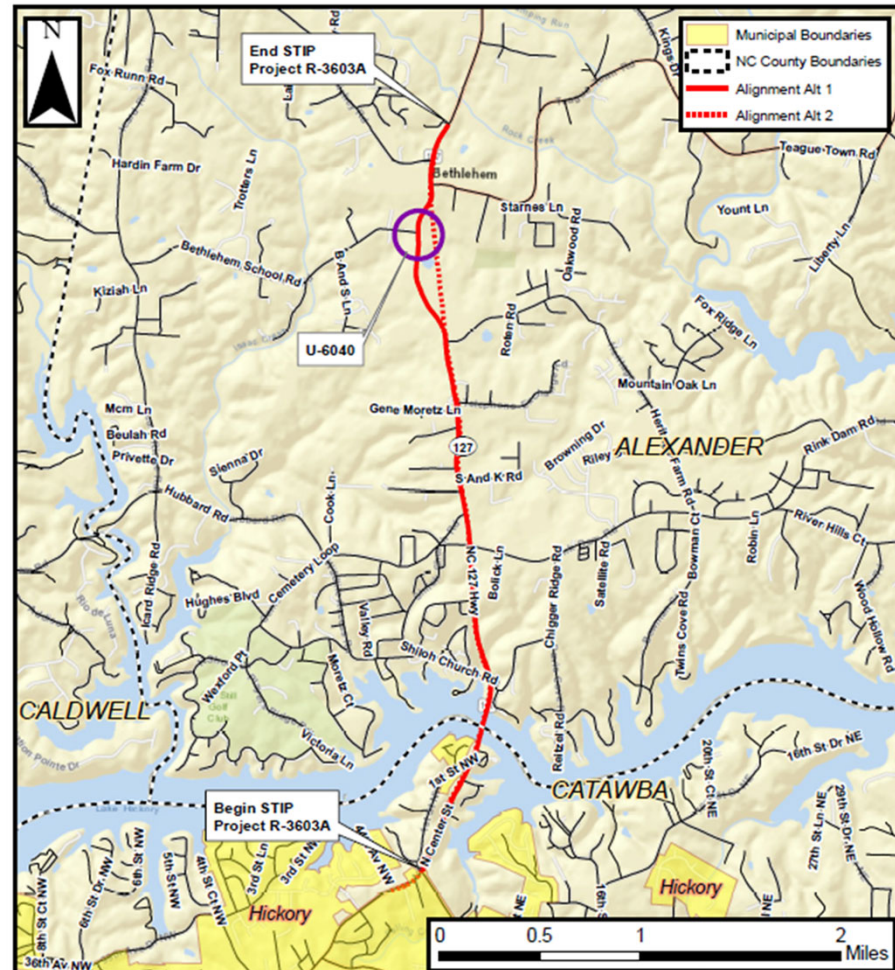
CTP>MTP>Prioritization>STIP/MTIP



Funded Projects :

R-3603A:

- Cloninger Mill to Richey Road
- Right-of-way: 2021
- Construction: 2023
- Upgrade existing facility to four-lanes divided between Cloninger Mill Road (SR 1400) and Richey Road (SR 1156)
- 2017 traffic volumes range from 19,000 – 5,700 vpd along the project area (11,000 up to Telephone Exchange Road)



Purpose and Need of 3603A/NC 127 Project:

- NC 127 is projected to be near or overcapacity in Bethlehem by 2045
- Key route between Alexander and Catawba Counties
- Proposed pedestrian and bicycle facilities
- Additional bridge – 15 mile detour with each maintenance
- June 1, 2011 through May 31, 2016: 202 reported crashes in the project area during this period

Funded Projects:

- **NC 127 / Bethlehem School Road (SR 1146)** – STIP project U-6040 adds a turn lane to NC 127. Right-of-way is currently programmed in 2021 and construction in 2023. Volume: 11000-5700 vpd

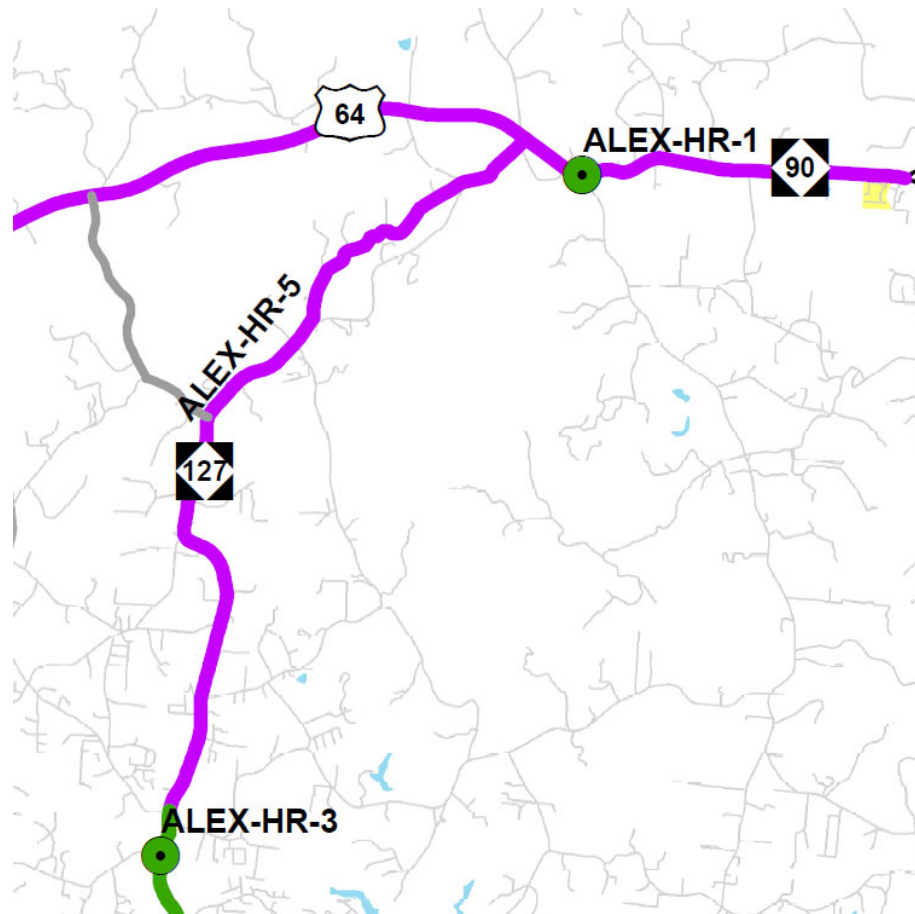


Funded Projects:

- **US 64 / Church Road (SR 1124)** – STIP project U-6041 adds left turn lanes to US 64. Right-of-way is programmed for 2021 and construction for 2023. Traffic Volumes: 8,300 – 7,800 vpd
- **NC 16 / County Home Road (SR 1609)** – STIP project R-5762 adds turn lanes to NC 16. Right-of-way is programmed in 2018 and construction in 2019. Traffic Volumes: 13,000 – 9,500 vpd
- **NC 16** – STIP project R-2403A modernizes two-lane facility from the Catawba River to US 64. Traffic Volumes: 14,000 vpd. Will be included in 2020-2029 STIP.

Potential Future Projects:

- **3603B: NC 127** – STIP project R-3603B modernizes existing two-lane facility between Richey Road (SR 1156) and US 64 / NC 90. Traffic Volumes: 5,700 – 4,000 vpd

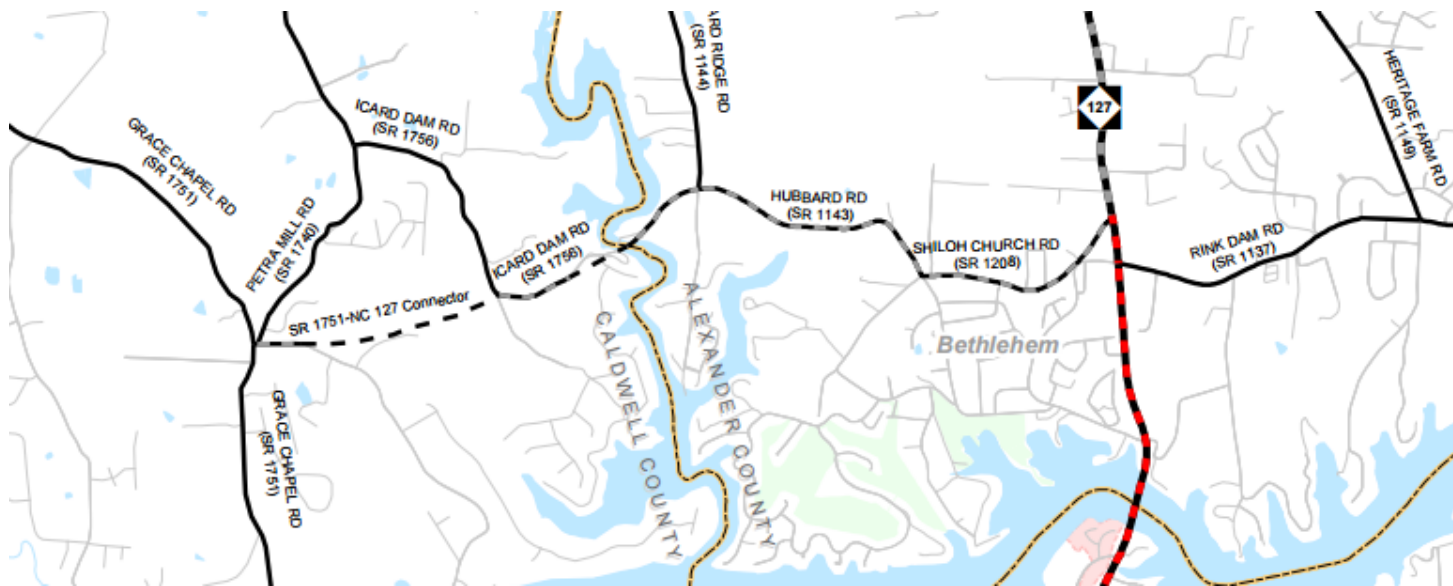


Potential Future Projects:

- **US 64 / NC 90** - STIP project R-2550 upgrades roadway from NC 18 in Lenoir to west of Three Forks Road (SR 1313) in Taylorsville.
- **NC 16**- STIP project R-2403B modernizes NC 16 from US 64 in Taylorsville to the Wilkes County line by adding 4-foot paved shoulders and left-turn lanes at select locations.
- **Sulphur Springs Road (SR 1001)** – Upgrade road from NC 90 to Lackey Road (SR 1503).

Potential Future Projects:

- **Hubbard Road (SR 1143) / Shiloh Church Road (SR 1208)** – STIP project R-2918 modernizes these state roads with some new location from NC 127 to Grace Chapel Road (SR 1751).



Potential Future Projects:

- **Caldwell Pond Road (SR 1165) and Antioch Church Road (SR 1002)** – Modernize existing two-lane facility between US 64 / NC 90 and NC 127. Realign the intersection of SR 1165 and SR 1002 to create a continuous route and widen SR 1002 to a minimum of 24 ft.

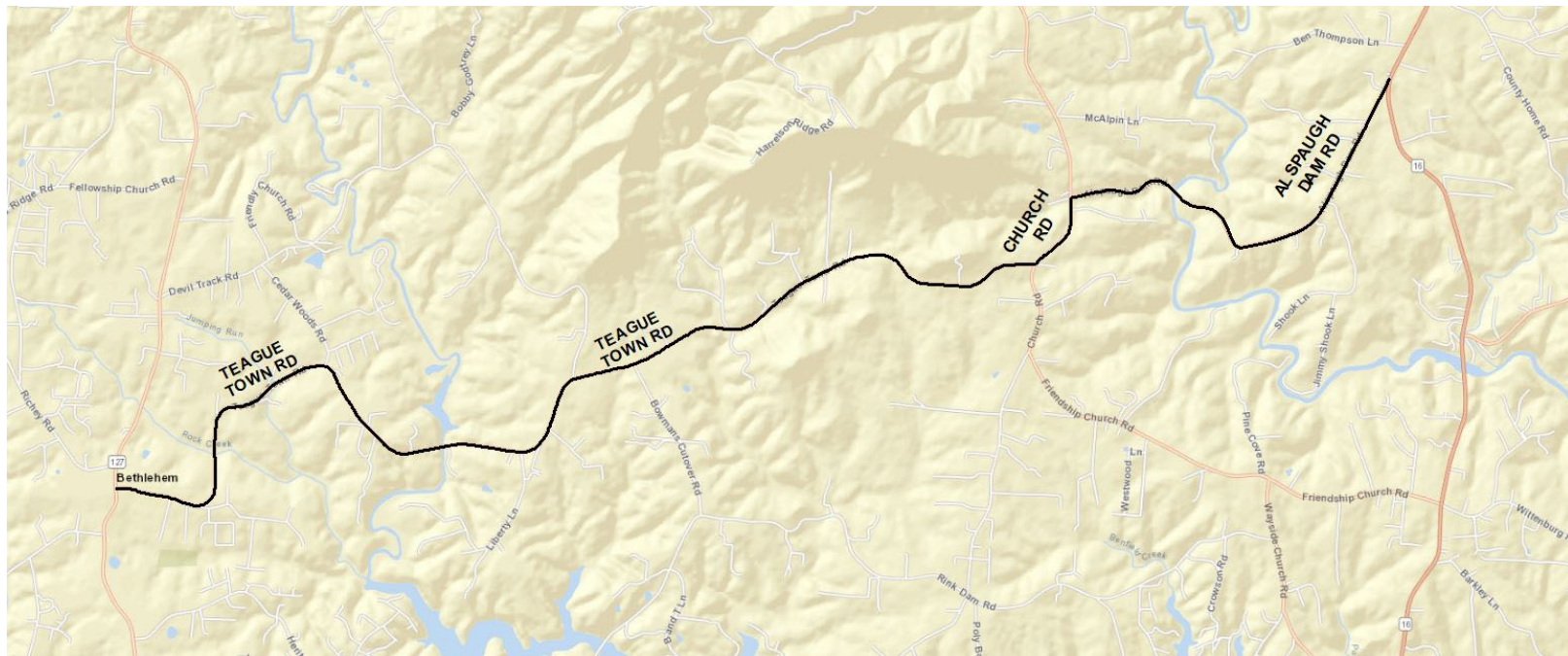
Potential Future Projects:

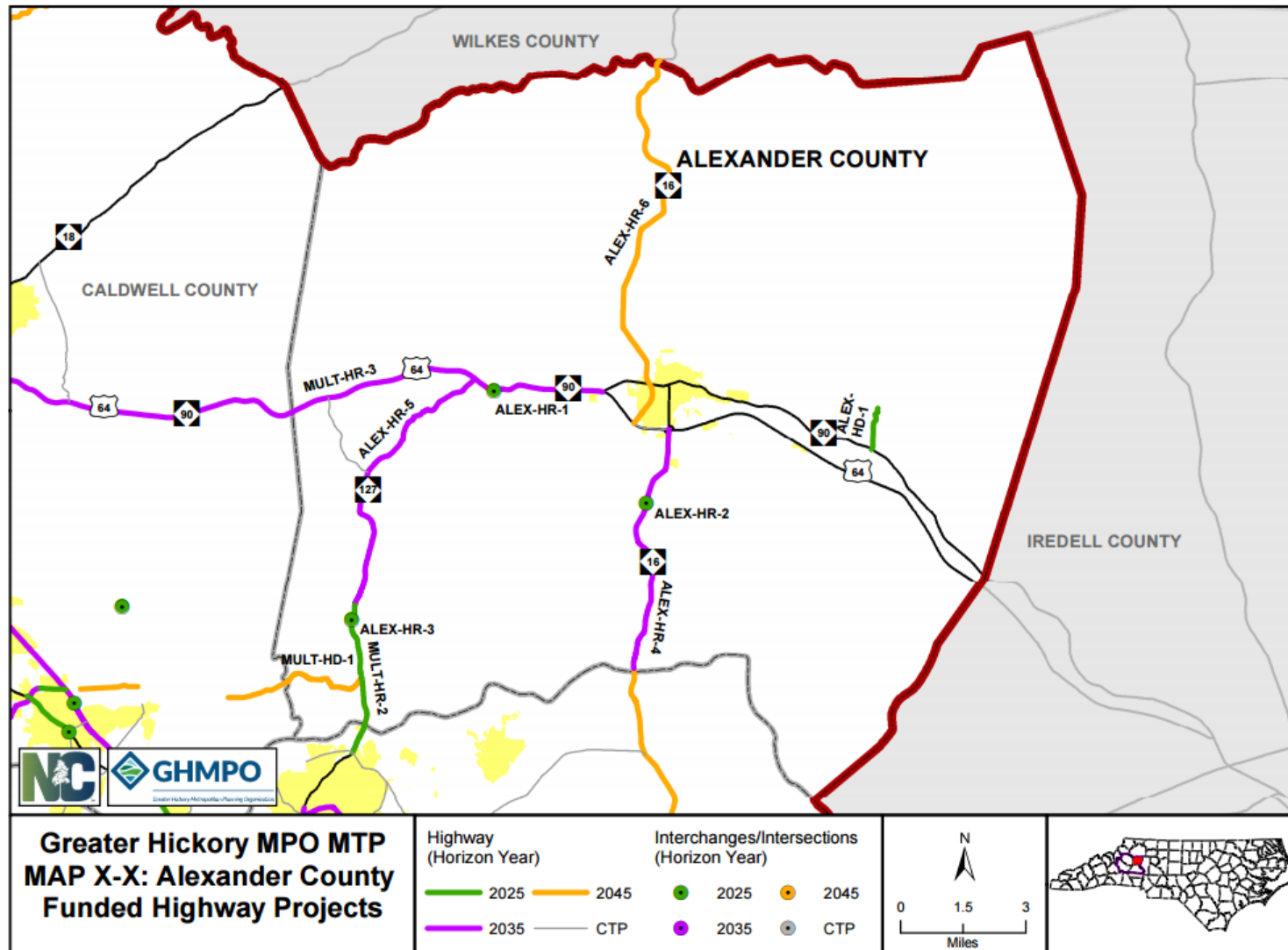
- **Rink Dam Road (SR 1137) and Friendship Church Rd (SR 1134)** – Modernize existing two-lane facilities between NC 16 and NC 127.



Potential Future Projects:

- **Teague Town Road, Church Road, and Alspaugh Dam Road** – Modernize existing two-lane facilities between NC 16 and NC 127.





Area Plan Considerations

Three major categories:

Corridor Planning

- Design of the transportation network and its performance

Site Planning

- Site- and Building-specific issues such as density, scale, building orientation, and site circulation

Design Standards

- Design matters including parking, setbacks, lighting, and drainage, among others

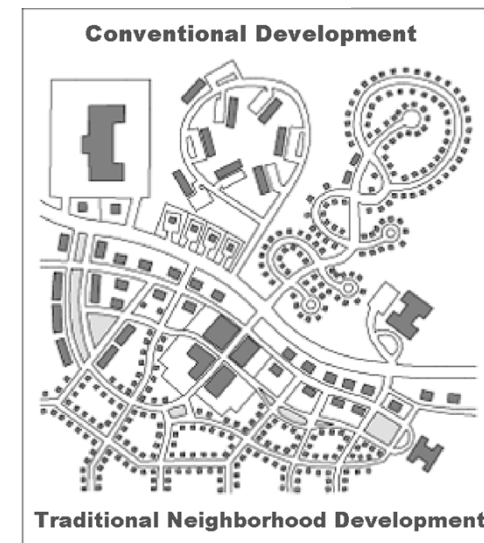
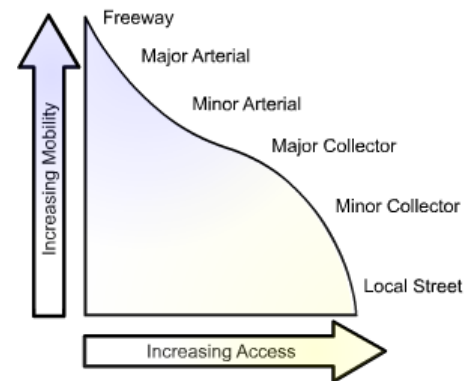
Corridor Planning

Performance considerations include:

- Design Speed
- Functional Classification
- Level of Service
- Safety

Network considerations include:

- Street Hierarchy and Typology
- Street Connectivity
- Multimodal Network



Site Planning and Design Standards

Site Planning

- Density and Scale
- Building Orientation
- Land Uses and Mixture
- Circulation

Design Standards

- Driveways
- Cross Access
- Parking
- Setbacks
- Frontage Improvements
- Storm Water
- Universal Design

