

TABLE OF CONTENTS

3.0 COMMUNITY INVOLVEMENT ..... 3-2

3.1 Informing the Public ..... 3-2

    3.1.1 Public Meetings ..... 3-2

    3.1.2 Corridor Study Web Site ..... 3-2

    3.1.3 Newsletters ..... 3-2

3.2 Communicating with the Public ..... 3-3

    3.2.1 Voice Mail and E-Mail ..... 3-3

    3.2.2 One-on-One Interviews with Key Local Representatives ..... 3-3

    3.2.3 Fall 2002 Meetings and Workshops ..... 3-5

3.3 Steering Committee and Metropolitan Planning Organization Participation ..... 3-6

    3.3.1 Steering Committee ..... 3-6

    3.3.2 Metropolitan Planning Organization ..... 3-6

3.4 Other Endorsements ..... 3-6

    3.4.1 Winston-Salem/ Forsyth County Planning Board ..... 3-6

LIST OF TABLES

Table

3.1 Individual Interviews

### 3.0 COMMUNITY INVOLVEMENT

Improvements to the US 52 corridor should benefit to the maximum extent possible the communities that are affected by the roadway and its points of access. Therefore, the involvement of these communities is vital to the overall success of the project. In order to involve community leaders and representatives, the Project Team set out to develop a forum that would both keep the public informed and would gain input from the public at every step of the study.

#### 3.1 Informing the Public

The Project Team utilized several measures to inform the public of ongoing project activities. A web site was created to disseminate project information on a timely basis. A public meeting was held to introduce community members to the Project Team and the scope of the US 52 Land Use and Transportation Plan. Notices for the public meeting were sent to all residents within 1000 feet of the study corridor. Newsletters were sent to key community representatives and were also available for all attendees of the public meeting.

##### 3.1.1 Public Meetings

A series of public meetings were held to inform the general public about the project. The first meeting introduced the project to the public. The second meeting presented the alternative plans and the third meeting presented the selected alternative.

###### 3.1.1.1 First Public Meeting

The first public meeting was held January 29, 2002 to communicate to the public the existence and nature of the US 52 Land Use and Transportation Plan and its relationship to other projects occurring in the vicinity of the study corridor. Existing conditions information that had been collected and analyzed by the project team was also presented to the public at this time. The meeting was held at John F. Kennedy Middle School on Highland Avenue from 4:00 PM to 7:00 PM.



First Public Meeting - January 29, 2002

Meeting Notification by mail for key local representatives and property owners in the vicinity of the corridor preceded the meeting by several weeks. Postcards including a short description of the project and details regarding the public meeting time and location were sent to everyone on the mailing list. The key local representatives also received a newsletter containing a more thorough description of the US 52 Land Use and Transportation Plan, its relationship to other projects in the area, a study timeline, and study area map. These newsletters were also available for the general public at the meeting on January 29, 2002. Advertisements alerting the public of the meeting were placed in several media outlets.

###### 3.1.1.2 Second Public Meeting

Two Public meetings were held on Monday, November 4, 2002: the first from 3:00 PM to 5:00 PM at SciWorks and from 7:00 PM to 9:00 PM at the Anderson Center on Winston-Salem State University Campus. Invitations were mailed to approximately 3000 residents within 2000 feet of the Corridor and to community leaders and those who have attended other Corridor meetings. Approximately 100 people attended the meetings. The Project Team gave a presentation describing the proposed alternative plans followed by an informal discussion of the alternatives represented on presentation boards.



Second Public Meeting - November 4, 2002

The following comments were received:

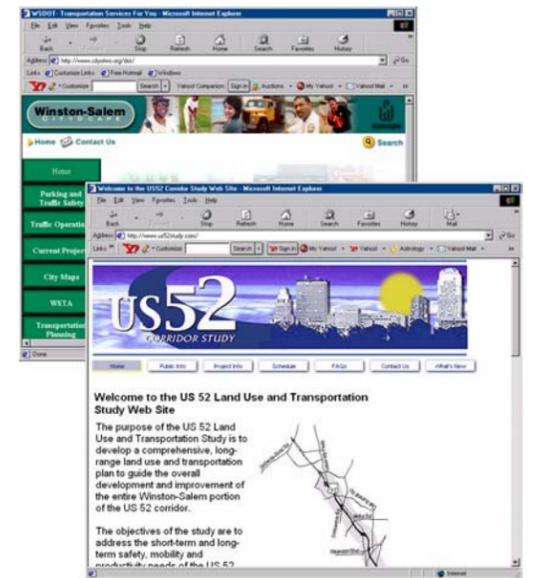
- Generally, all attending the meetings expressed a need to upgrade the corridor.
- The response to realigning US 52 in the vicinity of 27<sup>th</sup>/28<sup>th</sup> Streets is considered beneficial if it can occur concurrently with redevelopment of that segment of Liberty Street.
- Consolidating access at fewer interchanges which provide access to US 52 was viewed as an improvement to existing conditions. Providing interchange access at one additional location not shown on the plans was considered desirable; the addition interchange was proposed at US 52 and Waughtown Street in the southern portion of the corridor.
- Several residents of the Montview community did not oppose changes in access at the Akron Drive interchange.
- Improved access was considered to be very important to the Sara Lee representative who attended the meeting.
- Another attendee requested that the plan along Liberty Street include clubs and a bowling alley to bring life to the corridor.
- Concern about impacting the Sunnyside neighborhood was expressed. The Project Team will review methods of minimizing impacts south of Sprague Street.

###### 3.1.1.3 Third Public Meeting

The third and final public meeting was held on March 20, 2003 at the Winston-Salem City Hall. The presentation meeting was held in conjunction with the US 52 Transportation Advisory Committee (TAC) of the Winston-Salem/Forsyth County Metropolitan Planning Organization and was followed by a Public Open House meeting from 6:00 PM to 8:00 PM. Public meeting notices were mailed to approximately 3000 citizens within the project study area. The Project Team presented information regarding the Locally Preferred Alternative and a summary of the transportation and land use plans for the US 52 Corridor. Informational handouts were provided including the final project newsletter and maps of the proposed corridor improvements and development concepts. The comments received from the TAC representatives focused on project implementation and funding issues.

##### 3.1.2 Corridor Study Web Site

A web site was created as an electronic location for the public to retrieve information about the project. The Uniform Resource Locator (URL) for the site is <http://www.us52study.com>. The site contains a link for general public information that directs the interested party to past presentations by the Project Team and newsletters that have been published for the study. There is also a link to view the project schedule, which shows the anticipated timeline for project milestones and public involvement points in the process. Finally, there are links for Frequently Asked Questions and contact information for the public to use in contacting project participants.



Website at [www.us52study.com](http://www.us52study.com)

##### 3.1.3 Newsletters

Four Newsletters were printed and distributed at key milestones of the project. The first newsletter, printed in January 2002, introduced the project, described its purpose and established the need for the improvements to the US 52 corridor. The second newsletter, published in May 2002, summarized the results of the community interview process in which the Project Team learned about the corridor from key community leaders. The third newsletter, published in December 2002, described the alternative plans developed to improve US 52. A final newsletter, published in March 2003, details the selected alternative presented in the US 52 Land Use and Transportation Plan. Copies of the newsletters are included in the Appendix.



US 52 Newsletter

A newsletter mailing list with over 450 names was compiled that included key community leaders, participants of public meetings and workshops and all those who contacted the Project Team for information through the Web site e-mail address and voice mailbox.

### 3.2 Communicating with the Public

An important part of this project is to obtain feedback from the public on the proposed US 52 Corridor Plan. Because of the history of the corridor, any changes to the roadway can be perceived as either helping or hurting the surrounding communities. When US 52 was reconstructed as a grade-separated freeway in the 1950's and 1960's, it affected a number of low income and minority neighborhoods. In other areas, the roadway acts as a barrier, separating the lower income minority neighborhoods to the east of US 52 from the communities on the west side of the Corridor. In an effort to respond to the concerns of the minority and low-income communities and to prepare a plan that improves conditions along the corridor, the Project Team has involved the community in the decision-making process at every step of the way.

#### 3.2.1 Voice Mail and E-mail

The Project Team incorporated numerous avenues for the general public to communicate directly with the team members. As mentioned, the public meetings and web site served a dual purpose as forums for the public to provide feedback to the Project Team as well as opportunities for the public to be informed regarding the progress of the project. In addition, an e-mail address was made available for the public to communicate with team members at [comments@us52study.com](mailto:comments@us52study.com). Finally, a voice mailbox was created as another means for the public to communicate with the Project Team. The phone number to access this mailbox is (336) 722-2264.

#### 3.2.2 One-on-One Interviews with Key Local Representatives

The Project Team conducted one-on-one interviews with dozens of local representatives during March and April 2002. These representatives included elected and appointed officials, local business leaders, educational and religious leaders, neighborhood association coordinators, and other citizens with important roles in their communities. The following is a summary of the issues discussed in the interviews.

**Traffic and Safety Conditions.** Many of the respondents use US 52 on a frequent basis to travel between different parts of Winston-Salem. However, many also noted that they use alternative routes to varying degrees due to congestion and safety concerns on US 52.



One-on-One Interview

High levels of congestion were noted along certain segments of US 52 and it was felt that the many access ramps and large volume of trucks, contributed to the congestion. Numerous respondents concurred that the morning and evening peak periods experience congestion daily between Stadium Drive and Patterson Avenue. One respondent felt that the Hanes Mill exit ramp is quite congested due to the extensive commercial development adjacent to US 52.

Most of the respondents expressed concerns regarding safety in the corridor that are related to the combination of high traffic volumes, roadway characteristics, weaving areas, and frequent access ramps. Several respondents specifically pointed out their safety concerns with the weaving areas for the ramps at the interchange of US 52 with Business 40 and with 3<sup>rd</sup> Street/ 5<sup>th</sup> Street. Other ramps mentioned by the respondents include those at 25<sup>th</sup> Street, Stadium Drive, and Liberty Street. Multiple respondents also pointed out their concern over safety regarding the roadway curvature in the vicinity of the 25<sup>th</sup> Street access ramps.

Nearly all the respondents suggested improved access ramps, more lanes, and beltway completion as being important to the solution for the problems encountered on US 52. Some also mentioned straightening of the curves and improved shoulders as

**Table 3.1 Individual Interviews  
US 52 Land Use and Transportation Plan**

Name	Organization	Position	Date
Dunn, Nancy	NCDOT Board of Transportation	Member	3/25/2002
Larson, John	Old Salem, Inc.		3/25/2002
Plyler, David	Forsyth County Commission	Vice Chair	3/25/2002
McKinney, Brent	Piedmont Authority for Regional Transportation	Executive Director	3/26/2002
Williams, Larry	Town of Rural Hall Winston-Salem MPO & TAC	Mayor Chairman	3/26/2002
Morgan, Reid	Wake Forest University	Counsel	3/27/2002
Sadler, Mel	City/County Emergency Management	Director	3/25/2002
Tatum, William	Winston-Salem Chapter NAACP	President	3/25/2002
Bohland, Sandy	Winston-Salem Police Bike Patrol		3/25/2002
Connell, Scott	Winston-Salem Business, Inc.	Vice President	3/26/2002
Love, Mickey	Vulcan Materials	Sales Rep.	3/26/2002
Greason, Murray, Jr.	Womble, Carlyle, Sandridge & Rice	Attorney	4/2/2002
Wells, Bob	Forsyth Coalition for Responsible Growth		4/2/2002
Baughn, Michael	B/E Aerospace	Group Vice President	4/2/2002
Carter, Peggy	Sara Lee		4/3/2002
Shore, Ricky	Wachovia		4/3/2002
Reeves, W.H.	Carolina Steel	President	4/3/2002
Anderson, Leroy	Novant Health		4/3/2002
Leonard, Kevin	WS Police Traffic Department	Lieutenant	4/4/2002
Golding, Officer	WS Police Traffic Department	Sergeant	4/4/2002
Wallace, Hugh	Piedmont Hematology	Doctor	4/4/2002
Acree, Evelyn	Mechanics and Farmers Bank	Branch Manager	4/9/2002
Carter, James	Cartwood Construction		4/9/2002
Lartey, Seth	Goler Memorial AME Zion Church	Reverend	4/16/2002
Jamison, Nick	WS Park & Recreation Department	Director	3/28/2002
Davis, Inez	Neighborhood Alliance	President	3/27/2002
Davis, Carol		CDC Representative	4/10/2002
Barren, Loretta	City-County Planning Board	Principal Planner	3/27/2002
Anderson, Roger	Neighborhood Alliance	Vice-President	3/27/2002
Gung, Spencer, MCR	RJ Reynolds Tobacco	Representative	3/27/2002
Johnson, Maurice	Happy Hill CDC	Secretary	3/25/2002
Hunt, Judith	City-County Planning Board	Principal Planner	3/26/2002
Byrum, Mike & Nancy	Southside CDC	Director	3/26/2002
Elliott, Amy	Mallard Lakes Homeowners Association		3/27/2002
McCoy, James	Winston-Salem Chamber of Commerce	Director of Government Affairs	3/27/2002
Lett, Monica	Winston-Salem Housing and Neighborhood Development	Director	3/27/2002
Smith, Dee	Urban League	Executive Director	4/25/2002
Quintal, Jorge, PE	Winston-Salem State University	Facilities Director	3/25/2002

components of their desired improvement to US 52. Finally, a few respondents indicated that ramps should be removed and access to US 52 be restricted rather than increased.

**US 52 and Development.** The respondents concurred that the utility of, and access to, US 52 are fundamentally related to nearby development. Access to such an important transportation route as US 52 is viewed as critical to local development. However, the respondents also indicated that the roadway itself acts as a physical barrier restricting the cohesion between communities located on opposite sides, with concern noted that the widening of US 52 would further diminish cohesion. Two examples noted were the perceived disconnections between East Winston and downtown Winston-Salem and between the neighborhoods of Happy Hill and Skyline. Some respondents said that the improvements to Martin Luther King, Jr. Drive have helped to reconnect East Winston to downtown.



Team Visit to Urban League

Particularly notable was the importance several representatives placed on the relationship between US 52 access points and development immediately adjacent to these points. The term “gateway” often was used to identify the connection between US 52 access points and important nearby land uses. Respondents suggested that US 52 access points could become “gateways” for Winston-Salem State University, Wake Forest University, Old Salem, and the downtown area.

Many respondents felt that certain types of development in the vicinity should be targeted. Residential (single-family and multi-family), retail (specialty, and neighborhood, commercial), and mixed-use developments were those most supported by the remarks from the community. Others felt that it was also important to preserve the existing conditions by blending in any improvements to US 52. Some respondents felt that in-fill development was not well standardized or managed. Visual appearance was also an important general development concern for several respondents

with some simply desiring the clean-up of unsightly structures and others advocating development with an aesthetic or beautification component. Additional green space for pedestrian and bicycle usage was also requested.

Concern was also expressed over the negative aspects of development and the hindrances to spurring the correct type of development along the corridor. There was concern that improvements to US 52 could lead to the displacement of long-time residents. Respondents also were concerned that changes to US 52 could have unintended results such as increased traffic and unsightly development along the corridor. Another respondent mentioned that multi-use and high-density development in the urban core areas would need to be specifically encouraged through incentives due to the lower cost associated with urban fringe development.

The most frequently mentioned component of a vision for the US 52 corridor was that of unification, and the hope that in the future they hoped US 52 would not be the dividing line that it is today. Others described their vision of the corridor including a revitalization component or as having a more scenic quality. On the other hand, a few residents simply wanted US 52 to be a more efficient transportation alternative (including a transit component), the kind that could support resident mobility, as well as goods distribution activity and its complementary transportation related employment.

**Alternative Transportation Options.** A majority of the respondents supported the idea of pursuing alternative modes of transportation in the US 52 corridor. Desired concepts for bus service included express buses and dedicated lanes for buses on US 52, and improved bus service on parallel roadways such as Patterson Avenue and Liberty Street. Several respondents indicated that rail service should be pursued, but also showed



One-on-One Interview

concern over the cost and utility of rail service in the area. Respondents were less interested in the use of carpool lanes, with several indicating that this money should be put toward alternate modes of transportation.

It was generally agreed among the respondents that adequate pedestrian and bicycle facilities were necessary, especially between East Winston and the downtown area. Martin Luther King, Jr. Drive, Northwest Boulevard and 25<sup>th</sup> Street were specifically noted as needing improved pedestrian facilities.

**Connectivity Across US 52.** Some respondents indicated that connectivity across US 52 should be improved, but others responded that current connections were adequate. The westward extension of Martin Luther King, Jr. Drive was mentioned as a specific improvement to east-west connectivity. Also, better connectivity between the Carver School area and US 52 is desired. One respondent suggested better connections between WSSU, Old Salem, and downtown. Two others indicated that a better route was needed from US 52 to Wake Forest University. The improvements suggested included not only those for auto traffic, but also those for pedestrians and bicyclists.



Access is Important to the Community

**Ramp Closures.** Each potential ramp closure presented to the representatives received at least one objection. The most opposition was expressed for the possible closure of the 5<sup>th</sup> Street ramps and the Liberty Street (airport) ramp. The least opposition was voiced over the possible closure of the Sprague Street ramps.

**Remove Access to Stadium Drive from Vargrave Street.** A majority of the respondents were in favor of removing access from Vargrave Street to Stadium Drive.

**Develop a Park on 3rd Street and 4th Street Overpasses.** The overpasses were regarded as interesting by the respondents, but there were reservations about the park being seen as the removal of two of the good connections to downtown from East Winston. Most respondents also expected the implementation of a park to be too expensive, with other more pressing needs to be addressed.

**Develop Gateways at Certain Interchanges.** Three gateway options were presented to respondents, one to WSSU and Old Salem near Salem Creek, one to downtown and East Winston along Martin Luther King, Jr. Drive, and one to the proposed airport industrial park along 25<sup>th</sup> Street. In general, the respondents supported all of the gateways presented. A few people did oppose both the Salem Creek gateway (no reasons provided) and the 25<sup>th</sup> Street gateway because Liberty Street is a less residential route to the airport.

**Straighten US 52 between 11th Street and the Airport Exit and Relocate Liberty Street.** Most respondents indicated support for the straightening of US 52 and the relocation of Liberty Street to the east of the US 52 mainline. Few respondents indicated support for straightening the curve, but opposed the relocation of Liberty Street.

**Widen US 52 to Six Lanes.** A majority of the respondents indicated support for the widening of US 52 to six lanes; some even suggested eight lanes. However, there were several opposing views to the widening of US 52, with alternate forms of transportation and alternate routes offered as a substitution for the widening. One respondent felt that widening US 52 would exacerbate current east-west divisions.

**Other Comments.** One respondent noted that vehicle emission impacts would be eliminated with the advent of cleaner energy sources for automobiles. Others re-iterated their interest in light rail, improved bus service, and bikeways.

### 3.2.3 Fall 2002 Meetings and Workshops

During the fall of 2002, the Project Team conducted a series of meetings and workshops to present the alternative plans to the community and to gain feedback on the viability of the plans. Initially, two alternative improvement plans were presented that would upgrade the US 52 Corridor to meet interstate standards. Subsequently, a third alternative representing the minimum improvements possible for the corridor was developed and presented. The following is a summary of the Tier 2 meetings.

#### 3.2.3.1 Meetings with Community Groups

After the alternative plans for improving US 52 were prepared, the Project Team presented the plans in a series of workshops and presentations to community groups.

*Ministerial Alliance, September 17, 2002.* The ministers were concerned about economic development and the potential for the project to bring jobs to East Winston, especially in the Martin Luther King Jr. Drive area. Changes in access were a concern especially in southeast Winston. When improvements to the Liberty Street corridor near 25<sup>th</sup>/28<sup>th</sup> Street to relocate Liberty Street east of US 52 were described, the initial response was favorable. A secondary concern was changes in access to churches in the corridor. In some instances, access would improve somewhat (to Emmanuel Baptist Church). The ministers expressed an interest in a more detailed description of the proposed project and subsequently elected a member to represent them at meetings.

*Black Chamber, September 17, 2002.* A presentation was made at the regular monthly meeting of the Black Chamber. Again, the greatest concern was for economic opportunities offered by the project. Several community members were interested in changes in access downtown.

*Chamber of Commerce, November 20, 2002.* The Project Team appeared at a joint meeting of the Winston-Salem Chamber of Commerce Land Use and Transportation Committees to present the proposed alternative plans. A presentation of the project was and the following is a summary of issues raised:

- Concerning the project costs, it is estimated that it would cost about \$400 million for the entire corridor to be upgraded.
- This project would be eligible for State and Federal funding. Ms. Nancy Dunn, NCDOT board representative, indicated that, after I-85 is completed, the US 52 improvements could be programmed.
- If US 52 is to be designated as an interstate, a 3-digit interstate number would be likely. There was a discussion of proposed I-185 designation for US 52 south of I-40 and that this project could be an extension of that route. Concerning the scheduling for I-185, Greg Turner noted that US 52 would need only minimal improvements on the subject section and would likely be eligible for the interstate designation soon.
- At the 25<sup>th</sup>/28<sup>th</sup> Street interchange (Section 3), concern was expressed about the designation of 27<sup>th</sup> and 28<sup>th</sup> Streets as the “through-streets” because these pass through residential neighborhoods.



Steering Committee Meeting



Meeting with Black Chamber

- Concern was expressed that an eight-lane facility would cause too much harm to the surrounding community. It was explained that the majority of the corridor would have a six-lane cross-section.

Questions about the difference between interstate standards versus freeway standards were answered by explaining that the difference in standards were minimal.

*Urban League Meeting, December 3, 2002.* The Project Team made a powerpoint presentation to 20 people at a special meeting called by the Urban League, showing the alternative plans and receiving comments. The majority of comments were concerned with how this project will promote economic development within the corridor, especially in the East Winston community. Generally, the group was in favor of improvements to the highway but wants to be assured that the improvements will not worsen the impacts on East Winston.

*Community Workshops.* Invitations were sent to a targeted audience of approximately 200 community leaders for a series of three workshops held in September and October of 2002. Those attending the workshops were most concerned about jobs in East Winston, access to their businesses and churches, and opportunities to improve housing in East Winston. In the downtown area, businesses were interested in learning about changes in access. The City’s housing department was interested in ways to coordinate housing with the proposed plan. The Project Team discussed ways to provide land in the corridor for road improvements and for the road improvements to provide land for other developments. Another community member felt there was a need for improvements to US 52 as soon as possible.

*Community Officials.* The Project Team was available to meet with a number of decision-makers in the community.

The Project Team met with NCDOT Board member, Nancy Dunn, Pat Ivey, NCDOT Division Office, Greg Turner, WSDOT and Mayor Alan Joines to present the current status of the US 52 alternative plans and cost estimates. At the request of Ms. Dunn, a minimum design alternative was developed and presented along with two other alternative plans for the corridor. All three plans were presented at the November 4, 2002 public meeting. In addition, the Project Team presented preliminary cost estimates of the three alternative plans. It was pointed out that the minimum design alternative was approximately ten percent lower than Alternative 1 which upgraded the corridor to meet interstate design standards. The general consensus at the meeting that the alternatives were reasonable as prepared and presented a conservative approach to upgrading the corridor. The Project Team then discussed ways to bring the information to the community. In addition to the public meetings, meetings were arranged with the Chamber of Commerce and the Urban



Meeting with Urban League



Community Workshop



Coordination Meeting with other Projects

League. The Project Team was unable to organize a second meeting with the Ministerial Alliance; however a representative of the group attended the Urban League meeting.

The Project Team met with Aldermen Joycelyn Johnson and Vivian Burke to discuss impacts to northeast Winston and to present the remainder of the corridor. The following are comments from the Aldermen:



Community Workshop

- There was concern about the amount of through traffic that may be diverted to 27<sup>th</sup>/28<sup>th</sup> Streets with the proposed circulation plan. Otherwise, Alternative 2 is preferred for section 3 that realigned US 52 to the west and Liberty Street to the east.
- There is support for redevelopment of the section of Liberty Street between New Hope Lane and 29<sup>th</sup> Street.
- Piedmont Park should be redeveloped with a better neighborhood arrangement.
- There is support for the proposed improvements to the downtown area, with preference expressed for Alternative 1 that maintains access to the community via ramps at 3<sup>rd</sup> Street and at Martin Luther King, Jr. Drive.
- If at all possible, access to the Liberty Street ramps at 12<sup>th</sup> street should also be maintained.
- The freeway cap over US 52 between 3<sup>rd</sup> and 4<sup>th</sup> Streets is a good idea, bringing the East Winston community closer to downtown.
- Redevelopment of East Winston should be supported wherever possible.

The Project Team met with Brent McKinney, Director of the Piedmont Area Regional Transportation Authority (PART), to present the alternative plans and to obtain feedback for the compatibility of the plans with the regional transportation system proposed by PART.



Meeting with PART Director

- The regional rail line with highest priority is between Greensboro and Hanes Mall.
- Possible station areas in the vicinity of US 52 include the original rail station on Martin Luther King Drive at Excelsior Street (the current Davis Garage) and at Fourth Street and Patterson Avenue downtown.
- Future commuter rail service in Winston-Salem could expand to include two lines to the northwest and northeast of US 52.
- The Southeast High Speed Rail Corridor would also cross the US 52 corridor, following the track south of Business 40 and turning south onto the Winston-Salem Southbound track south of Business 40 and parallel to US 52.

### 3.3 Steering Committee and Metropolitan Planning Organization Participation

#### 3.3.1 Steering Committee

At the beginning of the study, a Steering Committee was convened to guide the project. The Committee consisted of representatives of the Winston-Salem Department of Transportation (WSDOT), Winston-Salem/Forsyth County Planning Board (CCPB), North Carolina Department of Transportation (NCDOT), Winston-Salem Transit Authority (WSTA) and the Piedmont Area Transportation Authority (PART) and other city departments.



Steering Committee Meeting

At the first meeting of the Steering Committee in January 2002, the committee was briefed on current conditions in the corridor. The project's land use and transportation planning parameters were discussed. At two subsequent meetings in July and August 2002, the Committee formulated alternative land use and transportation plans. The outcome of these meetings was the development of two alternative land use and transportation plans and one minimum design alternative plans for transportation. These plans were further refined at meetings in September and October 2002, with a preferred alternative plan selected at the December 2002 meeting. The final plan, presented in March 2003, was approved by the steering committee and recommended for acceptance by the TCC and TAC.

#### 3.3.2 Metropolitan Planning Organization

The Winston-Salem/Forsyth County Metropolitan Planning Organization (MPO) is the governing body for transportation that will accept the final plan. The Project Team appeared before the Technical Coordinating Committee (TCC) and the Technical Advisory Committee (TAC) of the MPO three times during the study. At the regularly-scheduled May 2002 meeting of the MPO, the Team introduced the project to the TCC and TAC and obtained their initial input. At their September 2002 meeting, the alternative plans were presented and at the March 2003 meeting the Locally Preferred Alternative was presented for acceptance. The plan was approved at the May 15, 2003 meeting of the TAC.



TAC Meeting

#### 3.4 Other Endorsements

##### 3.4.1 Winston-Salem/ Forsyth County Planning Board

The Project Team presented the Locally Preferred Alternative to the Planning Board at its meeting on March 27, 2003. The Board was concerned about the effects that the changes in access and alignment would have on the surrounding community but the Board enthusiastically endorsed the land use plan and recommended that the transportation plan be adopted by the MPO. The Planning Board recognized the importance of continuing the planning of the road improvements to assure that the proper documents are in place when project construction funding is available.