

# Appendix B:

## Public and Stakeholder Outreach Summary

## Stakeholder Interviews

### Familiarity with the MPO and its MTP process

Interviewees were asked how familiar or involved they are with the WSUAMPO and its MTP process.

- The City-County Planning Board (CCPB) is quite familiar with the MPO and the MTP process, but their involvement is fairly limited. The MPO will brief CCPB on current projects and initiatives. Before the MTP is adopted, the MPO may brief the CCPB on the process and draft recommendations, but they will not be looking for any decisions to come out of it.
- NCDOT Division 9 is very familiar with the MTP process and has many discussions with the staff (not necessarily MTP related).
- The Downtown Winston-Salem Partnership (DWSP) knows about MPOs and knows that there is an MPO in the Winston-Salem area. They are aware of the planning work that the MPO does and they are quite familiar with the MPO and its purposes. DWSP has seen a few things on the MTP process but they have not delved into it.

### Concerns about the area's transportation system and perceived deficiencies

Interviewees were asked what concerned them most about the WSUAMPO's existing transportation system and its impact on their organization's ability to fulfill its mission.

- The biggest challenge for the CCPB is the lack of adequate public transportation infrastructure. Current transit is infrequent and irregular to convince residents to use it over a personal vehicle.
- CCPB believe that public transit does not exist far enough from the city center. If transit were to extend to other municipalities, building at a higher density could be further justified.
- DWSP identified MLK Avenue and the pedestrian crossings at Trade Street as the biggest concerns. The City is seeing a development trend to the north of MLK that was not anticipated. Pedestrians are observed walking to and from the traditional downtown boundaries to north of MLK and there is an inability to safely walk across the roads.
- The biggest concerns of the TAC is that there is a shortage of funding to get intersection improvements and bicycle/pedestrian improvements done relatively quickly. There are many other projects that need to be completed, but are often dependent on other projects that need to be completed first. There is also a lack of funding for more rapid construction of projects. The region has experienced many projects being approved and then the project somehow slips and that is another major concern.

Interviewees were asked if the WSUAMPO's transportation system adequately supports travel to destinations in Winston-Salem and Forsyth County. Specific critical issues were noted.

- Major destinations are well-served by the existing transportation system, but the headways could be adjusted to offer more frequent service.
- There is a lack of service to second-tier destinations, like Oliver's Crossing, which is projected to experience population and development growth over the years.
- The transportation system adequately supports travel to downtown destinations.

- The City has not done much to support other modes outside of the single vehicle.
- With such an unreliable transit system, residents opt to drive, even though they do not like the cost of parking near their businesses.

Interviewees were asked if their jurisdiction is experiencing any specific transportation problems/challenges or if they are expecting to deal with any in the future. Interviewees noted specific problems and challenges.

- The beltway project has stalled for so many years and now costs more than it was originally projected to.
- One of the biggest challenges is that funding does not keep up with the priorities of region.

Interviewees were asked if there were any transportation needs beyond those included in any previous plans to address future needs.

- Outside of the Downtown Plan, there are no additional transportation needs for Downtown Winston-Salem.
- Last mile connections are needed in major jurisdictions, like High Point and outside of Downtown Winston-Salem. Unfortunately, jurisdictions will not consider last mile options until the current public transit issues are resolved and transit is utilized.
- Interviewees were asked to discuss the Winston-Salem Beltway project.
- The Eastern Beltway project is a top priority for the NCDOT Division 9 and for the region.
- Interviewees were asked about the transportation-related issues in the WSUAMPO that would most significantly impact their organization over the next 25 years.
- In 25 years, we would hope that the City starts to take back some of the space that was dedicated to vehicle space and convert it to private or public use for residents, workers and visitors.
- Investment needed for mass transit has to occur. The region is maxed out on their roads. Widening can continue but it is not going to solve the congestion issues.

Interviewees were asked how changes in the area's transportation system over the last 5-10 years have impacted the region. What has been done to adjust to those changes was noted.

- Three big changes have impacted the region over the years, including:
  - Beltway
  - Improvements to BUS 40
  - Upgrade of 52 to interstate status

Interviewees were asked what should be included and emphasized in the Making Connections 2045 plan to improve the walking and cycling environments for Downtown Winston-Salem residents, employers, employees and visitors.

- The MPO has done a great job at doing everything they can to improve walking and cycling conditions around the Downtown area. There needs to be a change in the mindset of the public, but how would we go about doing that? Unfortunately, the government cannot lead us to more pedestrian and bike lane activity, but they can help us get there.

Interviewees were asked about the lessons learned or aha moments from the I-40 business improvements project.

- NCDOT worked on the project for over a decade before it was actually constructed. The Division worked with a great public involvement consultant. The biggest issue was how to build project as opposed to how they were going to move traffic. What made this project so successful was having one public involvement and outreach consultant on board since the beginning and through final construction. The Division will be looking at the same model for Public Involvement on US 52.
- During the I-40 Business project, DWSP experienced a lot of pain from business owners in downtown Winston-Salem. Business owners and residents had expectations in marketing and advertising, that did not occur. The lesson is, some construction projects have to happen, and these projects will shut down the community temporarily. There is no way to avoid shutting down roadways. Overall, this was a successful effort and the end product is aesthetically pleasing. The cooperation with creative corridors was executed excellently. The process was painful to go through, especially the closure, but in the end, it was a success. The I-40 Business project came at a time of explosive growth around downtown. The project was exacerbated by social media. COVID-19 came a month after the road opened back up after a 14-month closure. Since then there has been a significant drop in business and people dismiss this as a non-issue in the city.

## Funding

Interviewees were asked if they see the County becoming more or less involved in greenway or transit improvements in the future and if the County already has a sales tax or vehicle registration fee dedicated to transit.

- Barring any changes to the CCPB, there won't be any changes to any contributions to transportation projects. The Planning Board is more focused on countywide services, like Sherriff's Offices, schools, etc. The Board is less interested in transit and greenways. These areas are viewed as city issues and money is better used elsewhere to keep tax rates lower.

Interviewees were asked if they believe that public-private partnerships (PPP) should be pursued as a means of easing the strain on federal and state budgets for transportation improvements. Interviewers also mentioned the types of projects that would be successful PPP ventures.

- Interviewees opposed to public-private partnerships, but they believe that it's all about the priorities that funding is spent on. Roadway projects receive most of the transportation funds. There needs to be more diversity on what money is spent on. Mass transit, bicycling, pedestrian, and beautification projects should not require a blend of private dollars when roadway projects do not require them.
- Road construction and adding tolls have been successfully PPP projects. Some interviewees were not sure how PPP could be pursued for other transportation improvements. There have been PPPs that have occurred, but the issue arises when parties cannot decide who gets ownership of the facility and when the community asks how a project benefits them.

## Increased Economic Growth

Interviewees were asked if there were any activity centers that are positioned for growth and need special attention.

- Looking at the Legacy 2030 maps, there are some areas that are best-positioned to support transit in the future. These areas include:
  - Peters Creek and Stafford Village Blvd: good use for transit, last bus stop on the line serves this area, several new multifamily developments are planned for this area
  - Peters Creek and Oliver's Crossing: along the same corridor as the areas identified above, a lot of commercial and multifamily development is planned for this area
  - Academy Street and Parkway Plaza (on Peters Creek): as downtown Winston-Salem continues to spread, this could be a candidate for redevelopment
  - Hanes Mall Blvd: there are plans to continue to utilize undeveloped land along this corridor
  - Thruway Shopping Center
  - MLK Drive and 5th Street: downtown Winston-Salem is expanding to the east around East End

Interviewees were asked if there were any new industry growth nodes/freight-oriented hubs that the study team should be made aware of.

- There is a concentration of industrial along Highway 311. At Highway 311 and NC 66, it is starting to become industrial and will continue at Union Cross to I-40. There is potential for industrial along Highway 52, especially in Tobaccoville and Rural Hall. More requests for industrial development are anticipated from the southeast part of the county.

Interviewees were asked what the most prominent transportation-related detriments to attracting new businesses and development in the region.

- The biggest problem is the lack of a diverse transportation system to serve the area. Some would say that we need to complete the beltway, but for Downtown Winston-Salem, the eastern half of the beltway needs to be completed. There is a need to get manufacturing to and from some of the major areas. With leadership in pushing funding formulas to road construction, this will show how progressive the city is to newer technologies that are forthcoming. The City needs to prepare for these technologies. We would like to see a study on Autonomous Vehicles subsidized by a city that focuses on minority and low income communities, where they could use the benefits.
- The region is attacking transportation deficiencies as they can. It won't be any different in the future with tackling these transportation issues.
  - Existing capacity
  - Improving traffic flow
  - Getting people out of their cars and getting more people into ridesharing options.

Interviewees were asked if they have a sense of customers' chosen modes for reaching businesses and if there are any particular mobility issues for these customers.

- The TAC believes that Winston-Salem has put a tremendous focus on residential. With all of the residential options downtown, there is a walkable demand for small businesses.

Interviewees were asked if more access to non-roadway facilities, like transit service or bicycle and pedestrian amenities, would impact small businesses in the region.

- The TAC does not believe that small businesses are going to be any more successful with new bicycle or pedestrian infrastructure. Mass transit will definitely have an impact, but it will be a challenge to attract suburban residents to use public transit to get to small businesses. These individuals will most likely hop in their cars before using transit to get to downtown.

## Electric and Autonomous Vehicles

Interviewers were asked if there are particular corridors/locations that should be prioritized for electric vehicle charging facilities and connected and autonomous vehicles infrastructure.

- The Downtown area where the biggest concentration of workers are located would be a great candidate for this type of infrastructure. Other areas that could benefit from this infrastructure include:
  - Hanes Mall
  - Stratford Road
  - Joel Memorial Coliseum
  - Whitaker Park
  - University Parkway
  - Peters Creek Parkway
- The City Planning staff has done research on these topics as they are in the beginning stages of redoing the comprehensive plan. This will be on the short list of policies to include.
- NCDOT continues to hear more and more about this. These technologies are moving much quicker than we had anticipated. Within 5 years, it will no longer be economically beneficial to purchase internal combustion vehicles. Even with more electric and autonomous vehicles, we will still need highways, as traffic volumes will likely increase. The biggest issue with electric vehicles is the fact that our primary source of revenue is derived from the federal and state gas tax. We will need to actively look for alternative funds for transportation that do not rely on gas tax. I-40 and US 52 need to focus on what technology needs to be built into those projects to help facilitate the deployment of more electric and autonomous vehicles in the future. Ridesharing will be impacted as well, as they will rely heavily on autonomous vehicles.
- The corridors where this infrastructure will be put in place need to be warehousing spots for cars that are separate from commerce. The preferred location would be along the peripheral edge of downtown. These spaces need to be retrofitted for large capacities.
- The TAC knows that these technologies are coming but they cannot envision AV technology being beneficial for short trips, like running errands. For AV to be worthwhile, they must be used for longer commutes. There is in fact a huge future for electric vehicles. If there were more charging stations around the country, there may be a substantial increase in use. This is the big investment that we should be making.

## Program and Policy Improvements

Interviewers were asked if there were any program or policy improvements that are needed to support the quality of life of Winston-Salem and Forsyth County residents.

- There are no policy changes needed at the moment, but several program improvements could be implemented. Areas of improvement could be in the existing transit and bicycle/pedestrian programs. The City and County have the building blocks in place to expand, but the lack of funding gets in the way of potential expansions.

## NCDOT Division 9 Questions

The NCDOT Division 9 Engineer was asked if and how the new Complete Streets Policy is going to change projects going into SPOT.

At this time, NCDOT is unsure how the new Complete Streets Policy will change projects going into SPOT. Moving forward, all new projects need to have Complete Streets features included, if requested by the MPOs. Projects that have already been submitted, will not be impacted, but additional costs could impact the scoring of the projects, which would impact whether they are included in the final document.

The NCDOT Division 9 Engineer was asked how they expect the NCDOT budget shortfalls to delay projects being proposed in the Making Connections 2045 Plan.

- There will likely be some delays with the significant revenue reduction, prior to the pandemic with the MAP Act. The pandemic has resulted in some \$300 million shortfalls. NCDOT plans to meet with the MPOs to update them on the anticipated budget constraints.

The NCDOT Division 9 Engineer was asked what some of deficiencies are relative to other divisions.

- Division 9 and Forsyth County have had to overcome the fact that many of the major freeways were all constructed at the same time in the 1940s and 1950s. The problem is that all of these major freeways will need to be repaired and replaced around the same time. The transportation network is pretty good in Forsyth County and the City of Winston-Salem, this is evident in the BUS 40 project. Some of the older freeways like NC-52 and BUS 40 will be more expensive to repair. I-85 in Davidson and Rowan Counties, the widening has taken up a significant amount of funding from the Division. STI was a significant boost to Forsyth County.

The NCDOT Division 9 Engineer was asked about the Division's challenges and assets relative to other divisions.

- One of the Division's assets is a very good street network, especially in Forsyth County. Some major drawbacks that the Division is trying to work toward:
  - Completion of Northern Beltway – the Division is trying to get the remainder of Eastern Beltway completely funded and under construction.
  - Western Beltway – this is a major priority for the Division, but the challenge is keeping funding in place to keep the project on pace.
  - US 52 needs to be upgraded to interstate highway standards. Yes there are several challenges, but the experience gained through the BUS 40 project, the Division has a roadmap on a way to move

forward. US 52 will need to be done in phases. Feedback from the BUS 40 project has been an overwhelming success. The only negative was that people complained that there weren't additions to capacity as far as through lanes.

## Additional Goals for the MTP

Interviewees were asked if they had to develop one goal for the Making Connections 2045 plan that would best address the mission of their organization.

- Provide a variety of efficient and easy transportation options for all county residents. More transit riders of necessity rather than choice. Looking at peer communities, the CPPB hopes to have more choice riders in the future. Most county residents have at least one car to use to get around the area.
- The one goal would be to promote downtown and generally advocate for a moving list of things that are constantly changing in the City. Promotions of downtown would include marketing. DWSP currently lends a hand in bond elections and zoning, but would like to continue to partner with the City in advocating to improve the downtown are to prosper.
- The TAC believes that it all comes back to more funding. Projects cannot happen without more funding that is reliable.

## Future Involvement in the MTP process

Interviewees were asked how they would like to be further engaged in WSUAMPO's transportation planning process.

- CCPB would like to continue to receive emails and will continue to participate online when they can. The Planning Board is usually aware of MPO events, but to date, no one on the planning board has participated.
- DWSP is not as engaged but would love to be engaged from here on. If there are any ways that they can be engaged, please reach out. They would like to participate in any future meetings and receive emails. Interested in participating in the virtual public meeting on July 23, 2020. If they receive a copy of the flyer, they will include an advertisement in their newsletter, on their website and on their social media platforms.

## Public Survey Responses

Three WSUAMPO Making Connections 2045 surveys were administered during the plan update process.

### Survey Round 1

The first survey was administered as an online survey hosted on the MetroQuest platform. Survey respondents were able to respond through the web or on a mobile device. The survey recorded 419 unique survey responses. 734 visitors were recorded to the survey site, but not every visitor filled out a survey (Figure 1). Representatives from a variety of municipalities took the survey, with the majority of respondents were residents of Winston-Salem and Kernersville (Figure 2).

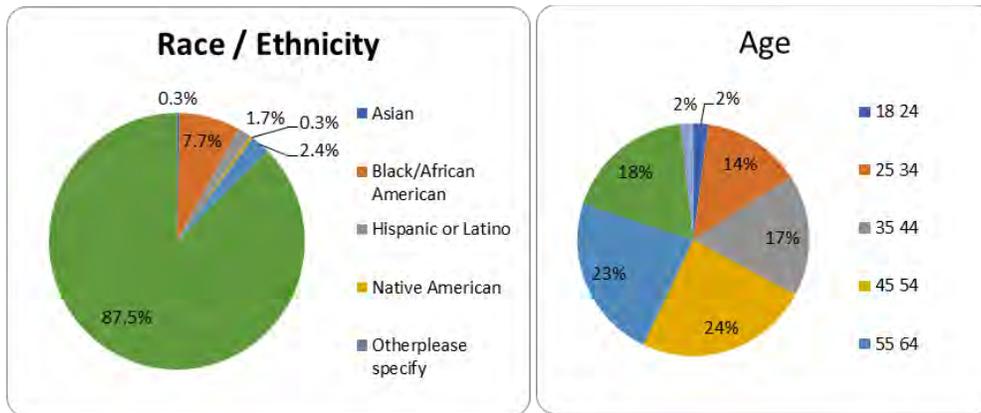


Figure 1 - Survey Round 1 Participants Demographics

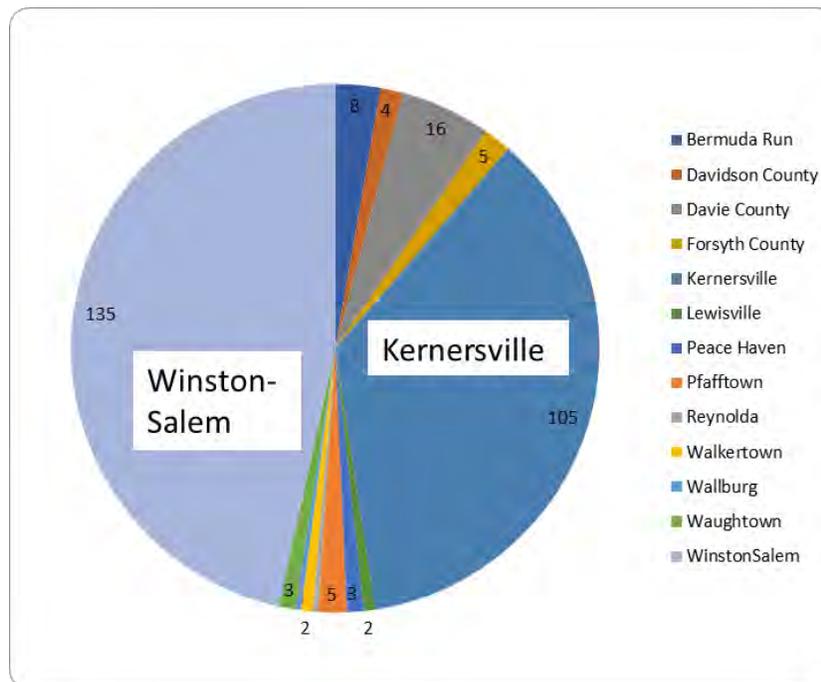


Figure 2 - Survey Round 1 Participants Home Community

The WSUAMPO MTP 2045 survey was posted on the [wsmtupdate.com](http://wsmtupdate.com) website, Winston-Salem social media and shared by Steering Committee members.

When asked about what types of projects they would consider to be a priority for the MTP plan update, respondents indicated that the following categories were in the top five:

- Safe and Complete Streets
- Roadway Improvements
- Bicycle and Pedestrian improvements
- Supporting economic development
- Public or private transit services

Figure 3 below further illustrates the highest priorities selected by survey participants.

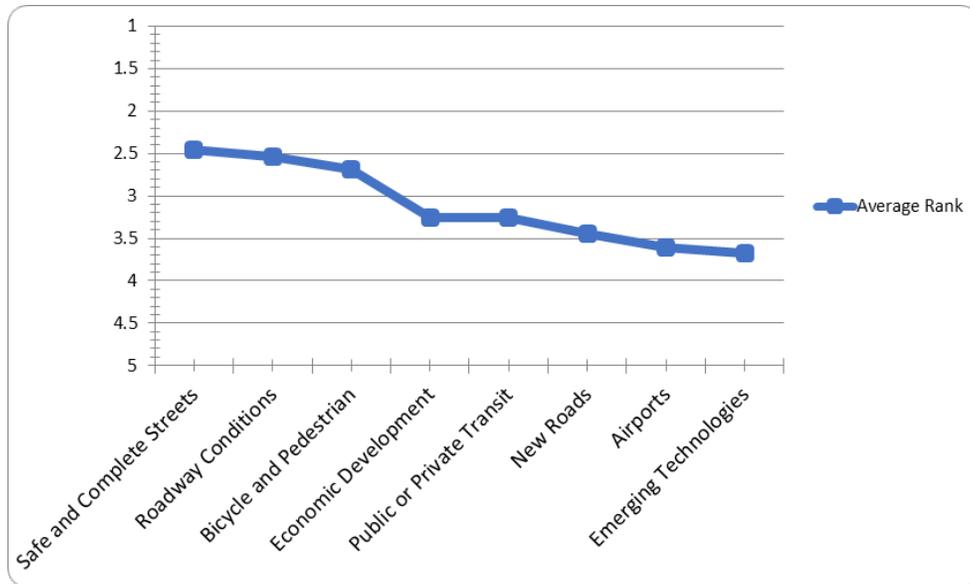


Figure 3 - Survey Round 1 Priorities for Project Selection

When participants were asked about priorities in a slightly different way-how they would allocate a share of transportation budget between different types of projects, Maintenance and Repair came in first place, followed by bicycle and pedestrian projects and safety in third place. See Figure 4 below.

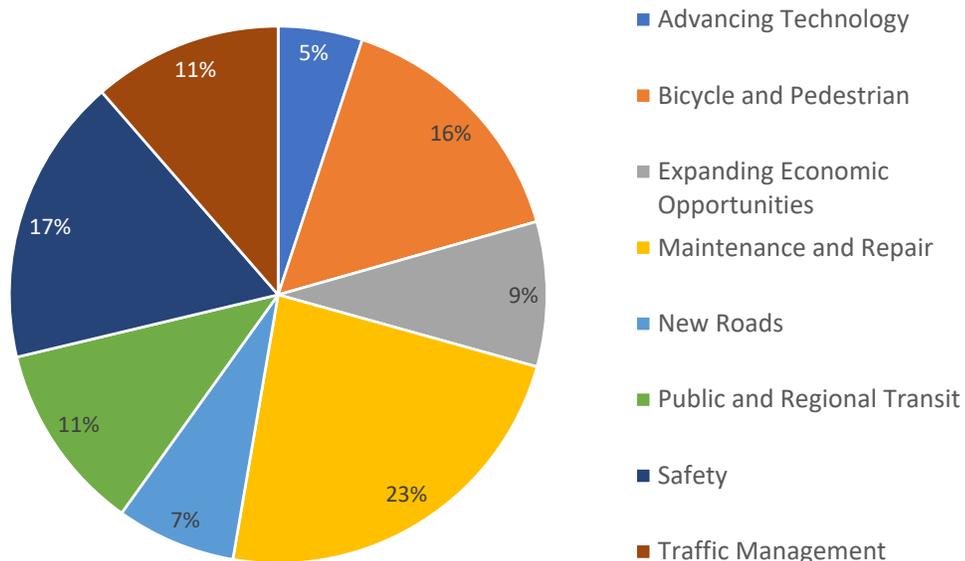


Figure 4 - Survey Round 1- Budget Allocation by Project Type Preference

## Survey Round 2

The second round of public involvement via survey response was held from July 23 through August 9, 2020. During this period, a total of nine responses were received. Survey participants were asked to complete a total of four questions designed to gauge support for a project scenario list in addition to understanding the level of support for each recommendation type.

Based on feedback during this time period, survey participants preferred Roadway Improvements Scenario 2 – with a focus on operations and safety, or a hybrid scenario which would include some widening and capacity projects (similar to Scenario 1) in addition to operations and safety improvements (similar to Scenario 2) (Figure 5). One comment received expressed a concern with the capacity scenario due to possible induced demand and requested a modernization of Meadowlark Drive from Country Club Rd to Robinhood Rd with bicycle and pedestrian facilities. Another suggested the use of roundabouts as part of roadway modernization to keep traffic flowing at regularly congested intersections.

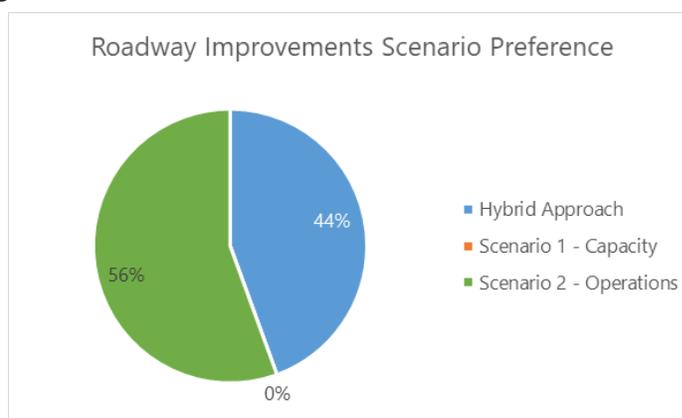


Figure 5 - Survey Round 2 Roadway Improvements Scenario Preference

Transit recommendations received modest support with 22% of respondents supporting the current draft of recommendations (Figure 6). Nearly half (44%) were neither in support of nor opposed to the draft transit recommendations, while a third were generally opposed current recommendations and were in favor of allocating more funding for public transit. A comment was made that more transit connections were needed and to increase frequencies, especially in areas of high social need.

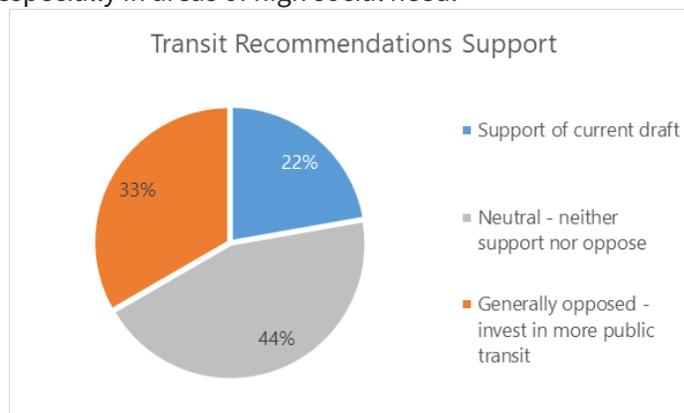
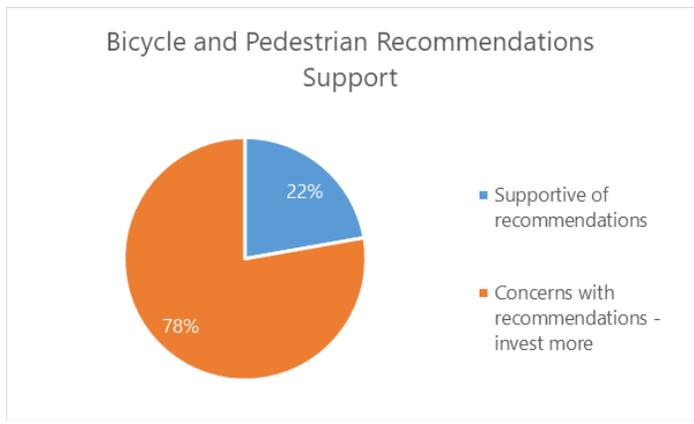


Figure 6 - Survey Round 2 Transit Improvements Response

In response to draft bicycle and pedestrian recommendations, 78 percent of respondents had concerns with the recommendation list and wanted to see more investment in bicycle and pedestrian facilities(Figure 7). This sentiment was echoed in open-ended comments in which a respondent noted many sidewalks ended abruptly, with a special need for pedestrian facilities along Reynolds Road. An additional concern area identified was the intersection of Hawthorne Road and Elizabeth Avenue due to pedestrian demand and safety.



**Figure 7 - Survey Round 2 Bicycle and Pedestrian Improvements Feedback**

The draft recommendations for freight, rail, aviation, and innovative technologies received mixed feedback (Figure 8). A third of respondents were generally supportive of the draft recommendations and just 11% neither supported nor opposed the recommendations. However, over half had some concerns with the draft recommendations. Around 11% of respondents would like to see more investment in aviation while 22% would like to see a greater investment in both rail and innovative technologies.



**Figure 8 - Survey Round 2 Other Modules and Innovative Technologies Feedback**

Additional public comments recorded in Round 2 were as follows:

- The need for better connectivity between the Smith Reynolds International Airport, downtown Winston-Salem, Winston-Salem State University, and Whitaker Park
- Concern with current NCDOT pause on projects—the region needs to prioritize restarting those projects over the addition of new projects
- Concern for repairing and upkeeping existing infrastructure

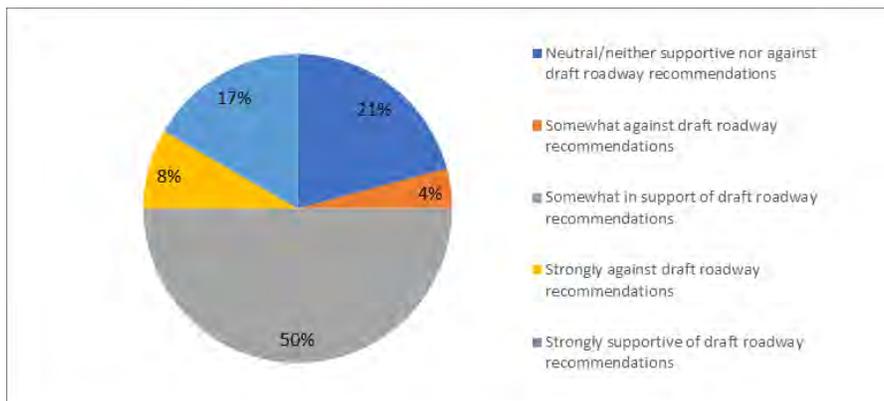
- Opposition to Northern Beltway western section

Overall, the response to the draft recommendations for transit, bicycle and pedestrian, and freight, rail, aviation, and innovative technologies was mixed. Survey respondents largely wanted to see a greater investment in public transit, bicycle and pedestrian projects, and other modes. In regard to roadway scenarios, respondents were mostly in favor of the operations scenario (Scenario 2) or a hybrid approach.

### Survey Round 3

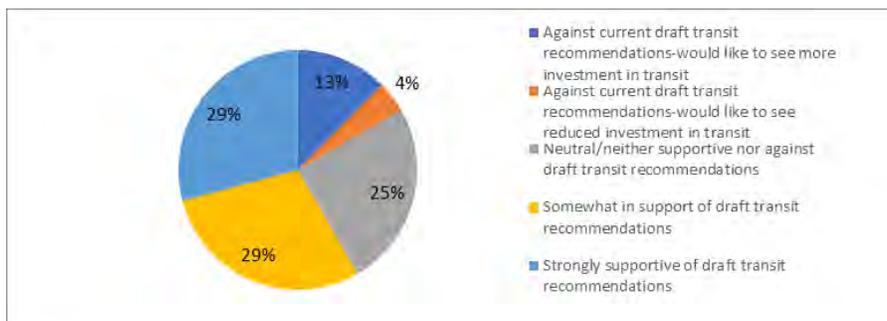
The third round of public involvement via survey response was held from August 18 through September 16, 2020. During this period, a total of 24 responses were received. Survey respondents were asked to complete a total of four questions designed to gauge support for the draft recommendations for roadway, transit, bicycle/ pedestrian and electric vehicles.

Based on feedback received during this time period, about 2/3 of survey participants were at least somewhat in support of the draft roadway recommendations (Figure 9 Below).



**Figure 9 - Survey Round 3 Opinion on Draft Roadway Recommendations**

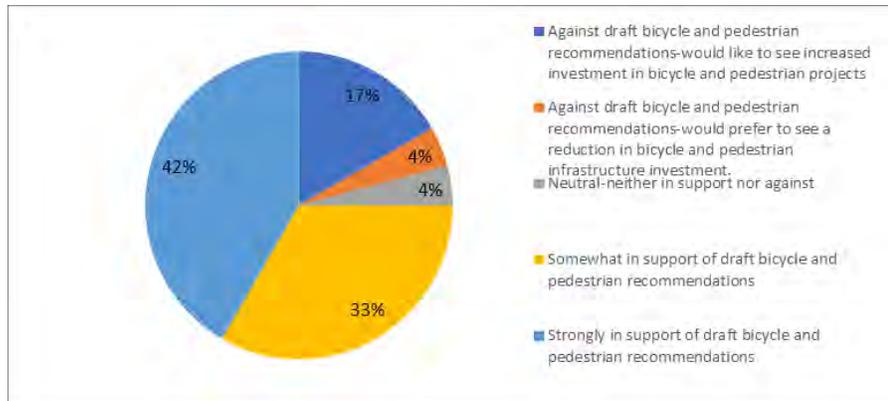
Survey participants were asked about their overall opinion of the transit project recommendations. Nearly 60% of survey respondents are somewhat supportive or strongly supportive of the draft transit recommendations. Nearly 20% of respondents were against the transit recommendations and about a quarter of the respondents were neither supportive of or against the recommendations. See Figure 10 below.



**Figure 10 - Survey Round 3 Opinion on Draft Transit Recommendations**

Some survey participants are strongly in support of a station in Winston-Salem that is along the proposed high speed rail alignment. Although there are recommendations for streetcar, several respondents expressed disapproval of streetcar. Comments were made that there is a need for improved frequencies on WSTA routes, to attract more choice riders.

When participants were asked about their overall opinion of the bicycle, pedestrian, and greenway recommendations. 75% of the participants are somewhat in support or strongly in support of the draft recommendations. Over 20% of respondents were against the proposed bicycle and pedestrian recommendations. See Figure 11 below.



**Figure 11 - Survey Round 3 Opinion on Draft Bicycle, Pedestrian, Greenway Recommendations**

In thinking about specific locations for EV charging stations, survey respondents would like to see EV charging stations at the following locations:

- Shopping Malls/Shopping Centers
- Grocery Stores
- Downtown Winston-Salem
- Employment Centers
- Colleges/Universities
- Parking Garages
- Greenways
- Residential Neighborhoods/Apartment Complexes
- Gas Stations
- Sports/Recreation/Entertainment Centers
- Airport

These locations seem to coincide with proposed locations included in the draft plan.

Additional public comments recorded in Round 3 are shown in the word cloud below. A larger text size indicates higher frequency of comments received for this particular topic.



Figure 12 - Additional Comments Received

Survey participants would like to see more focus on walking and biking and more electric vehicle charging stations throughout the region. There were several comments on investments in alternative modes of transportation to close the socioeconomic gaps in communities.

Overall, the response to the draft recommendations for roadway, transit, and bicycle, pedestrian and greenway was generally supportive. Survey respondents want to see more pedestrian infrastructure incorporated in roadway projects, increased frequencies on WSTA routes to attract more choice riders, and more bicycle infrastructure to encourage more bicycle usage and a safer experience for bicyclists.

The third survey is expected to be posted between August 17 and September 12, 2020.

## Public Input Meetings

Three rounds of public input meetings were held throughout the Making Connections 2045 Plan update process.

### Round 1: May 2019 Meetings

Five virtual (zoom webinar) public meetings were held between May 5 and May 20, 2020. Those virtual public meetings were held at different times-typically either mid-morning or in the early evening.

Approximately 60 people participated in the virtual public meeting sessions. The study team provided an overview of the study process, existing conditions and encouraged participants to fill out the online survey. A link to the online survey was provided to the participants and posted to the project website. They were able to ask questions during the live Q&A sessions. A recording of one of the presentations was posted afterwards on the study website.

### Round 2: July 23-August 9 Virtual Public Meeting

Four simultaneous virtual (zoom webinar) break-out sessions were held during the second round of public meetings. In addition, a virtual meeting room or lobby (see Figure 13 below) was set up with links to handouts, break-out sessions and a survey. Approximately 26 people participated in the virtual break-out sessions on July 23; over 550 people visited the virtual meeting room between July 23 and August 9th.

## Roadway Congestion and Draft Recommendations Webinar



Figure 13 - Virtual Public Meeting Lobby Set up with Posters and Links to Break-out sessions for Round 2

Thirteen unique participants joined the webinar on roadway congestion and draft recommendations. The following questions/comments were brought up during the Q&A portion of the webinar:

- Is the MTP a financially constrained plan?
- Will each breakout sessions' recording be available online afterwards?
- Where can we see the CTP?
- The Reynolda Connector goes through the Children's Home property but appears to be blocked by the new middle school. How would that get built?
- I'm not sure if this was asked or answered- but the bridge that goes over US-421 (Jonestown Rd)- what thoughts are being considered to widen that bridge because every time I am on that bridge, I always feel like I could be side-swiped.
- Are feasibility studies and estimates being done for each project on the MTP?
- Have the construction sequencing for the Northern Beltway Western section been finished
- I think the Northern Beltway Western Section from US 158 to Interstate 40 is a very good project and would, help Lewisville Clemmons Road congestion.

## Transit Draft Recommendations Webinar

Twelve unique participants joined the webinar on transit recommendations. The following questions/comments were brought up during the Q&A portion of the webinar:

- There is no 30 minute headway now. Have you seen this <https://www.blindspot.city/2020/06/wsta-prominent-transit-corridors-report.html>?
- Concern: I have a concern with the transit recommendations not servicing areas of higher EJ needs.
- Yes, east Winston and the W-S State University area to Reynolds Park should be considered. Thanks!
- That StreetLight data that you had, is that like (inclusive of), all people moving?

## Bicycle/Pedestrian Draft Recommendations Webinar

This webinar was joined by 13 unique participants. The following questions/comments were brought up during the Q&A portion of the webinar:

- For the sidepath along Stratford Road...would that leverage the railroad track area or the other side of the

street?

- In addition to safety, what factors drive which recommendations are made and prioritized?
- How long with the second survey be open for submission?
- You've mentioned that this plan overlaps with other existing plans (like W-S's Bicycle Master Plan). Can you speak to how these will actually be used together to implement projects?
- Is there a "bicycle blvd" part of the recommended projects? If so, where?

### *Freight, Rail, Aviation, and Innovative Technologies*

Five unique participants joined the webinar on Freight, Rail, Aviation and Innovative Technologies draft recommendations. The following questions/comments were brought up during the Q&A portion of the webinar:

- With Electric Vehicle charging locations- those mapped are said to be priority locations. How would we be able to offer up new locations that are not listed on the map? Can those locations change to better suit both populations that already have those types are cars and those that will possibly have them in the future?
- I'm on my office computer so no video or mic, but I can potentially gather other locations and submit them via email?

### Round 3: August 19-September 16

Five virtual (zoom webinar) public meetings were held during the third round of public meetings between August 25 and September 3, 2020. Three virtual public meetings focused on roadway improvements, one virtual public meeting focused on bicycle and pedestrian improvements, and one virtual public meeting focused on transit improvements. Virtual public meetings were held at different times-either mid-morning or early evening. A virtual public meeting room or lobby, similar to what was created for round 2, was set up with links to handouts, break-out sessions and a survey. Approximately 19 people participated in the virtual break-out sessions. 129 people visited the virtual meeting room between August 19, 2020 and September 16, 2020.

### *Round 3: August 25-September 3 Virtual Public Meeting*

#### *Roadway Improvements Webinars*

Three virtual (zoom webinar) break-out sessions focusing on roadway improvements were held during the third round of public meetings. Three people participated in the session held on August 25, 2020 at 10:00AM, one person participated in the session held on August 27, 2020 at 5:30PM, and four people participated in the session held on September 1, 2020 at 10:00AM. During the August 25th webinar, the following comment was brought up during the live Q&A portion of the webinar:



Figure 14 - Virtual Public Meeting Lobby Set up with Posters and Links to Break-out Sessions for Round 3

- Thanks. I need to study everything before I may have questions.

No additional questions or comments were brought up during the Q&A portion of the other two roadway improvements webinar.

### *Bicycle and Pedestrian Improvements Webinar*

Seven participants joined the webinar on bicycle and pedestrian improvements. The following questions/comments were brought up during the live Q&A portion of the webinar:

- How did cycletrack costs go from \$1million/mile in last year's bike plan to \$12 million in this plan and how much bigger could the network be at last year's estimated costs?

The question was answered live during the webinar.

### *Transit Improvements Webinar*

Four participants joined the webinar on transit improvements. The following questions/comments were brought up during the live Q&A portion of the webinar:

- Route 28 of PART was cut due to funding issues. Ridership was also low, roughly 20 passengers a day. What are ways to address low ridership in suburban municipalities?

The question was answered live during the webinar. It was indicated that the MTP cost estimation approach used STI Prioritization Bicycle and Pedestrian Cost Estimation tool, which generally assumes some changes to curb lines and ROW impacts. The City's Bicycle Plan assumed that no curb lines would be moved and no ROW impacts would be needed. The costs for cycle track projects in downtown Winston-Salem were further evaluated and updated for the final version of the plan.

## **Public Comment Period for the Draft Plan, August 17 - September 16, 2020**

### **Online Survey Responses**

Draft WSUAMPO MTP plan was posted for public comment from August 17-September 16, 2020 on the website, [wsmtupdate.com](http://wsmtupdate.com); notice was also posted to the WSUAMPO website. Interested stakeholders and members of the public could submit comments via email in addition to filling out a survey or participating in a break-out webinar session. Several stakeholder agency comments were received via email. No public comments were submitted via email. Additionally, members of the public had an opportunity to call in during the TCC and TAC meetings on Thursday, September 17th to make a comment prior to MTP plan adoption. No members of the public called in to make a comment during the TCC meeting or during the public hearing at the TAC meeting.