

## VIII. PUBLIC INVOLVEMENT SUMMARY

Several meetings were held during the process of this study in order to obtain input from Steering Committee members, interested citizens, businesses, and special interest groups. The Steering Committee for this project was identified as representatives from the City of Winston-Salem Department of Transportation (WSDOT), Winston-Salem Urban Area Metropolitan Planning Organization (WSMPO), Winston-Salem City-County Planning Board (CCPB), North Carolina Department of Transportation (NCDOT), and Wilbur Smith Associates (WSA), Meeting minutes and agendas are attached in Appendix C. Five (5) Steering Committee Meetings and two (2) Public Workshops were held throughout the project process.

### A. *Steering Committee Meeting #1*

***Steering Committee Meeting #1*** was held on February 7, 2008 to review the project schedule, elicit project input from Steering Committee Members, identify potential project stakeholders, and develop the Purpose & Need Statement for the project. The Steering Committee members reviewed several current plans including the Downtown Plan, South Central Area Plan, North Central Area Plan, and the US 52 Interim Plan. Also discussed were the limits of the study area, 2013 Bridge Schedule, and the conceptual design criteria for the Martin Luther King, Jr. Drive Extension project.

The minutes for this meeting are included in Appendix C.

### B. *Steering Committee Meeting #2*

***Steering Committee Meeting #2*** was held on May 6, 2008 to review the base mapping and preliminary Environmental Screening for the project area. The committee discussed topics from the first Steering Committee Meeting as well as plans for Public Workshop #1. Information was exchanged regarding who would be considered project stakeholders and it was also determined that the mailing list would incorporate the organizations and property owners within a 500 foot boundary along the proposed Martin Luther King, Jr. Drive Extension corridor, from Trade Street to Reynolda Road.

Public Workshop #1 was scheduled to be held at the Goler Community Development Corporation on Thursday, May 29, 2008 from 4:00 PM to 7:00 PM, with the stakeholder's meeting occurring earlier that day at 2:00 PM in the Bryce A. Stuart Municipal Building conference room. Wilbur Smith Associates was responsible for the preparation of the Corridor Alternatives Maps, mailing notices, sign-in sheets and public comment sheets for Public Workshop #1. Wilbur Smith Associates also provided a Spanish translator for bilingual support.

The minutes for this meeting are included in Appendix C.

### C. *Public Workshop #1*

***Public Workshop #1*** was held on Thursday, May 29, 2008 (4:00 - 7:00 pm) at the Goler Community Development Corporation. In addition, a Stakeholder Meeting was held earlier that day (2:00 - 3:00 pm) at City Hall. During public workshop, the citizens viewed project maps illustrating the study area and spoke with members of the Project Team. The purpose of the informational workshop was to obtain input from citizens to help identify project issues and gather suggestions for potential improvements and routing locations for the Martin Luther King, Jr. Drive Extension.

Members of the Project Team introduced the project to the gathering, explaining where we are in the planning process while also soliciting suggestions from the citizens in attendance. Project maps illustrating the study area were provided to assist the public in expressing their concerns. Two (2) work stations were established around the room and staffed by members of the Project Team. Comment sheets were available for input from the meeting.

Meeting Invitations were mailed to the residents in the project vicinity. A news article was also posted in the local newspaper to notify the public of the time and date of the meeting. Approximately fourteen (14) citizens signed the attendance form at the door.

The public was given approximately two (2) weeks to comment on the information provided at the first Public Meeting. Approximately 100 written comments were submitted during and following the first public workshop. The following is a summary of some of the general suggestions, comments, and concerns regarding the extension road.

- 6 comments were in favor of the Martin Luther King, Jr. Drive Extension.
- 18 comments were partial to having the Martin Luther King, Jr. Drive Extension but favored the Northwest Boulevard route.
- All other comments were against the Martin Luther King, Jr. Drive Extension being routed along West End Boulevard and near the West End Historic District due to:
  - ❖ additional traffic congestion,
  - ❖ safety of pedestrians,
  - ❖ air and noise pollution,
  - ❖ damage to the nature and character of a historic area, and
  - ❖ damage to properties and businesses along West End Boulevard

A summary of written comments received from Public Workshop #1 is included in Appendix C.

#### **D.     *Steering Committee Meeting#3***

***Steering Committee Meeting #3*** was held on July 22, 2008 to review and discuss the public comments from Public Workshop #1. The Steering Committee members discussed the project schedule, obtained input relative to the alternatives to examine in detail, and also set a time/date for Steering Committee Meeting #4.

The committee acknowledged the overwhelming opposition to the Martin Luther King, Jr. Drive Extension being routed through the West End District. Many committee members favored the proposed roundabout at the Reynolda Road / West End Boulevard intersection. The installation of a roundabout would provide pedestrians with a better defined crossing area while at the same time being a traffic calming measure that blends into the historic look and feel of the community. The committee also embraced the notion to make improvements to the intersection of Broad Street / West End Boulevard for safety reasons, with the understanding that the character of the historic neighborhood be maintained.

Several corridor alternatives were discussed during the meeting:

- 1A – Martin Luther King, Jr. Drive Extension to Northwest Boulevard
- 1B – Martin Luther King, Jr. Drive Extension to Northwest Boulevard with closure on Reynolda Road (southeast leg of intersection)
- 2 – Martin Luther King, Jr. Drive Extension to West End Boulevard
- 3A – Martin Luther King, Jr. Drive Extension / Broad Street roundabout w/ one-way pair roads
- 3B – Martin Luther King, Jr. Drive Extension / Broad Street roundabout w/ two-way pair roads

The minutes for this meeting are included in Appendix C.

#### **E.     *Steering Committee Meeting#4***

***Steering Committee Meeting #4*** was held on October 23, 2008 to review and discuss the results of the capacity analyses for the alternative alignments and to identify the three (3) alternatives that will be examined further. Committee members discussed the positive and negative aspects of each alternative and identified an additional alternative, which proposed to have the Martin Luther King, Jr. Drive Extension terminate at Broad Street to form a “T” intersection, along with improvements at the following intersections:

- Northwest Boulevard / Broad Street / Thurmond Street
- Northwest Boulevard / Reynolda Road
- West End Boulevard / Reynolda Road
- West End Boulevard / Broad Street / 7<sup>th</sup> Street

The committee decided to adjourn the meeting with the notion of seeking additional council from stakeholders and other city staff in order to choose the three (3) alternatives that best meet the purpose and need of the project.

The minutes for this meeting are included in Appendix C.

#### **F.     *Steering Committee Meeting#5***

***Steering Committee Meeting #5*** was held on December 1, 2008 to review the alternative alignments and identify the three (3) alternatives to further examine in order to create conceptual designs for the second Public Workshop. The meeting discussion opened regarding the results of the analysis for Alternative 4, which proposed that the Martin Luther King, Jr. Drive Extension terminate at a “T” intersection with the existing Broad Street. Alternative 4 was deemed to have capacity issues at many of the study intersections. During review of the corridor alternatives, Alternative 3A was eliminated from consideration based on the fact that city staff felt that a one-way pair street system would not be consistent with current city plans, coupled with the difficulty of making a 5-leg roundabout work efficiently in such a small and restricted footprint. Alternative 2 was eliminated from consideration due to the public opposition against the extension project connecting to the Historic West End District. Alternative 1B was eliminated because the committee felt that a closure

of the southeast leg of Reynolda Road would be detrimental to businesses in the West End District. Below is a list of the alternatives that were evaluated, along with their new name designations:

- **Alternative A (1A)** – Martin Luther King, Jr. Drive Extension to Northwest Boulevard
- 1B (Eliminated) – Martin Luther King, Jr. Drive Extension to Northwest Boulevard with closure on Reynolda Road (southeast leg of intersection)
- 2 (Eliminated) – Martin Luther King, Jr. Drive Extension to West End Boulevard
- 3A (Eliminated) – Martin Luther King, Jr. Drive Extension / Broad Street roundabout w/ one-way pair roads
- **Alternative B (3B)** – Martin Luther King, Jr. Drive Extension / Broad Street roundabout w/ two-way pair roads
- **Alternative C (4)** – Martin Luther King, Jr. Drive Extension / Broad Street T-intersection w/ intersection improvements at key intersections.

Wilbur Smith Associates was responsible for creating a Conceptual Design for the three (3) chosen alternatives with the following typical section criteria:

- 2-lane divided roadway with landscaped median (12 foot travel lanes)
- 4 ft bike lane on both sides of the roadway
- 2 foot grass strip between sidewalk and back of curb line
- 5 foot sidewalks on both sides of the roadway
- Turn-lanes at key intersections
- 100 ft Right-of-Way

In addition, Wilbur Smith Associates was requested to review a midway point in the analysis to determine the effectiveness of the proposed improvements. The year 2015 was selected as the opening year, and the selected alternatives (Alternatives A, B, and C) were to be analyzed for an opening year comparison.

The minutes for this meeting are included in Appendix C.

#### **G. Public Workshop #2**

Citizens had the opportunity to view and comment on the proposed alternatives presented during **Public Workshop #2** which was held on Tuesday, March 3, 2009 (4:00 - 7:00 pm) at the YWCA on Glade Street. Earlier that day a Public Officials meeting was held from 11:00am - 1:00pm at City Hall and a Stakeholder Meeting was held from 2:00 - 3:00 pm at the YWCA. Invitations to the public meeting were mailed to the residents in the project vicinity. A news article was also posted in the local newspaper to notify the public of the time and date of the meeting. Approximately 33 citizens attended the workshop. The purpose of the workshop was to present the three (3) proposed conceptual alternatives for the Martin Luther King, Jr. Drive Extension project. The citizens had the opportunity to view the alternatives and provide comments on each. Comment sheets as well as project information sheets were given out during the meeting.

On Tuesday, April 14, 2009, another Public Workshop was held at the Central YMCA to provide the citizens another opportunity to review and comment on the alternatives.

A total of 76 comments were received as a result of both public workshops. Of the citizens who provided comments, approximately 58% preferred Alternative B while 20% preferred Alternative A.

Alternative A – 15 (20%)	Alternative A or B – 1 (1%)	Do Nothing (Opposed) – 5 (6%)
Alternative B – 44 (58%)	All Alternatives – 1 (1%)	No Preferred Alternative Identified – 8 (11%)
Alternative C – 2 (3%)		

A summary of the written comments received from Public Workshop #2 is included in Appendix C.

**H. Steering Committee #6**

**Steering Committee Meeting #6** was held on June 2, 2008 to review and discuss the comments received from Public Workshop #2 and to potentially identify the preferred alternative. Because of comments received throughout this feasibility study, it was suggested that it may be necessary to study the existing facilities along Northwest Boulevard to determine if there are any feasible improvements along the corridor that would satisfy the Purpose and Need of the project. The committee agreed with the idea of possibly extending the study to include the Northwest Boulevard corridor. To move forward with the project, the committee members determined that Alternative A would be the preliminary preferred alternative.

The minutes for this meeting are included in Appendix C.

**IX. COST ESTIMATES**

A summary of the planning level cost estimates for the preferred alternatives are included in the Table 4:

**Table 5: Preliminary Cost Estimates**

	Alternative A	Alternative B	Alternative C
Preliminary Engineering	\$730,000	\$820,000	\$532,000
Construction (Roadway & Structures)	\$5,100,000	\$5,700,000	\$3,700,000
Right-of-Way	\$3,060,000	\$3,410,000	\$2,700,000
<b>Project Total Estimate</b>	<b>\$8,890,000</b>	<b>\$9,930,000</b>	<b>\$6,930,000</b>

Table 5 shows that Alternative #B is the more expensive option due to construction and right-of-way costs. Alternative #C was estimated to be the most cost effective alternative based on the preliminary cost estimates.