

1 PHASE 3 PUBLIC ENGAGEMENT SUMMARY

INTRODUCTION

Phase 3 of public and stakeholder engagement occurred from November 7th through December 16th, 2022. This was the final phase of engagement for this study. Virtual activities were conducted to seek comments from community members about draft results and recommendations in each corridor study area. This report summarizes the Phase 3 engagement activities and public input.

OUTREACH AND PROMOTION

The study website (www.wakebrtextensionsstudy.com) was updated to provide the Phase 2 engagement summary and materials, and links to the Phase 3 draft results and recommendation summary document. During the engagement period, nearly 498 people visited the website and spent an average of 23 seconds on the site. November 22nd had the highest number of visitors, on which 81 unique visits were made.

New promotional materials including a branded, double-sided flyer in English and Spanish and press releases were developed to encourage participants to review the document and provide final comments. An email blast was sent out on November 7th to announce the final phase to over 1450 recipients. There was a total of 692 unique opens, which is a 48 percent rate, and 226 clicks to the project website. Additionally, a text message blast was sent that day to 43 recipients, which drove 15 clicks to the project website.

Social media posts were used to announce opportunities to provide comments via CAMPO's accounts including two posts on Facebook, two posts on Twitter, and one post on Instagram. The hashtags #WakeBRTExtensions #ExtendWakeBRTSouth and #ExtendWakeBRTWest were used to track social media posts about the studies. Staff from local jurisdictions within each study area were encouraged to use their own social media accounts to help drive participation.

ENGAGEMENT

The main purpose of this phase was to hold the official public comment period for the study. No survey was conducted, but members of the public and stakeholders had the opportunity to provide comments via email, phone, or email. Participants could review the draft results and recommendations via an 8-page summary document, which outlined the study's progress, highlights from Phases 1 and 2, recommendations, and next steps. These summary documents, one for each corridor area, were made accessible in compliance with Section 508 of the

Phase 3 Public Engagement Summary
CAMPO BRT Extension Major Investment Study and Alternatives Analysis

Rehabilitation Act and were made available both digitally and in print so participants could provide their feedback at their convenience. A copy of both summary documents can be found in Appendix A.

Additional engagement activities included a third round of meetings with the Stakeholder Oversight Team (SOT) for each extension, and a joint “Ask A Planner” virtual event hosted by the City of Raleigh Transportation Planning Department on the topic of Wake Bus Rapid Transit projects. The event was held on November 30th, and a recording from the Ask A Planner virtual event can be found here: <https://publicinput.com/w1107>

The SOT met to provide feedback on the draft results and recommendations. The Western Corridor SOT met on October 26th, and the Southern Corridor SOT met on October 28th. These meetings were conducted virtually. Following the meetings, the SOT members were provided with a Phase 3 online toolkit that included all the public outreach and engagement resources to assist the members to help increase public participation.

COMMENT PERIOD

The following chart shows the comments that were received during the open comment period. A total of 13 comments were received. Two letters were also received from the State Historic Preservation Office in the North Carolina Department of Natural and Cultural Resources, and these letters have been included in Appendix B. **Comments have not been edited to correct spelling or grammar.**

Name of Commenter	Comment
Lindsay Batalo	I live in RTP and would appreciate a bus route connecting Cary to RTP. Thanks!
Nick	Planning team, Anything not connecting to the airport seems like it misses a significant part of the connectivity issue. Has the input from RDU that they don't want to connect communities to the airport because it would cause them to lose money? That's the only possible reason for not including the airport in this plan, or is that just a major oversight on this design? Also, the western Wake route will deadhead at Apple's future campus, and not continue into Durham? Again, seems to be a big miss to me unless there is a plan to extend it into Durham county at some point. Thank you for keeping the public informed.
Anne Conlon	"I am writing to provide input on the Draft Rapid Bus Extension from Cary to RTP. My husband and I currently live near DT Cary and he commutes to DT Durham. He currently drives to the regional transit center to take a bus to Durham. For him, the most critical aspect to the route is speed if he were to replace that driving leg with the bus. We would prefer Alternative 1 based on the assumption that it would be faster. He already significantly lengthens his commute time by taking the bus from the Regional Transit Center rather than driving to Durham, so this leg would have to be competitive with that drive to make sense. Whatever route is chosen, I hope bus priority is incorporated and speed is one of the highest priorities of the design. It should be more convenient and faster to take the bus than to drive instead of the opposite, which is currently true throughout the Triangle.

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Wendy G. Oldham	I love this concept and plan. It would be great to see another extension come down Powhatan Road into Wilson's Mills to help those who have appointments and such in Garner who aren't able to drive that far. I would be greatly interested in being included in that group should another extension become feasible. My contact information is below. Great job.
No Name	Good Afternoon, I am in favor of the Southern Corridor as proposed. I am also in favor of its extension to downtown Smithfield in the future. I cannot offer any opinions on the Western Corridor. I am in favor of transit options, but I am not familiar with Morrisville.
Jerry M. Medlin	I think the plans look good. Getting more Drivers of Cars on Buses would help reduce the Traffic jams on the Highways and streets. The possibility of Rail Service would also be a Good way to improve the traffic flow on the Streets and Highways.
Bill Barnard	Make these rail routes. Or at least electric buses.
No Name	"I'm just wondering when this BRT project is supposed to be completed That's my main question. My concern is that so many express routes have been cut like the Durham and the chapel Hill. Thanks
Scott Levitan	I completely support the plan and prefer Alt 1 because: Most direct, fastest "backbone" route for future BRT system. Should initiate upgrade of NC54 into a "Smart" street with single-occ vehicle, BRT, bikes and pedestrian uses. Communities beyond walking distance to BC54 should build last mile connections to feed into the nc54 backbone. Much cheaper than commuter rail with same ridership. Strong public transit connections among Morrisville, Cary and Raleigh to HUB RTP downtown.
M Donovan	"Good day, As a long time current GoRaleigh, GoTriangle, GoDurham rider, I'd just like to express my concern over some of these new Wake extension routes. A great idea in theory, but does not seem at all possible to have enough drivers to cover these new extra areas when the driver shortage is currently having a very real and negative effect on the main routes connecting the Triangle. We are witnessing the Transit system crumbling as it is. Now you say the electronic signs on the buses don't work properly, there are issues with the app, there are no radios for drivers, why spend this extra money unnecessarily to serve imaginary riders on routes that do not currently exist? As riders, we already know the buses are becoming more unreliable for getting to work, school, and elsewhere on time or at all. And we know the CRX and DRX are being cut indefinitely as of December 12, 2022. Connecting Raleigh, Durham, and Chapel Hill is where the priorities should be. We paid fares for years and years and it's not right to cut these major routes in favor of new routes which fail to serve the most in need at the present time. The issue of the driver shortage will not magically resolve itself if further left ignored. Thank you for your time, patience, efforts & consideration!

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Jason N	<p>"I am a current rider on the GoTriangle 310 route which overlaps with much of the recommended alternative route 2. I would enjoy using the BRT in the future and if the service intervals can be more frequent than just once an hour I think the BRT will grow beyond the projected 1,000 riders/day. At first I was concerned that perhaps the BRT would compete for ridership with the commuter rail option as the route is relatively parallel to the NCRR rail line running from Raleigh to the future RTP commute station. Then again commuter rail doesn't seem to be gaining much traction so I think multiple options could help ensure we get something more than additional car congestion on our roads. One wild idea would be to leverage the entire length of Evans Road instead of the portion of Evans road after the intersection with Weston Parkway. I suggest this because Evans Road appears more shovel ready for multimodal traffic patterns. Evans is a 4 lane road with a sizable median for almost the entire length. It appears to provide access to spur transit lines to Perimeter Park Dr, Weston Parkway, Cary Parkway, and Maynard Rd. There even appears to be a really good transfer station location at 35.7993, -78.7959 which could permit transfers between Go Cary Maynard Rd and BRT without having to transfer in the Cary Depot. The final concern I have is with the Town of Cary project to redesign Chapel Hill Road from west Maynard to East Maynard intersections. I personally would like to see the town adopt a single vehicle lane, protected bike lane, and sidewalk design. I am unsure if adding BRT traffic will require the town to add additional vehicle lanes. I believe the town should keep to single vehicle lanes to discourage through traffic patterns, leaving only local traffic to enjoy the slower and safer ride in the future. Thank you</p>
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Phase 3 Public Engagement Summary
CAMPO BRT Extension Major Investment Study and Alternatives Analysis

Joshua Souther	<p>Good afternoon, I reviewed the 4-page handout summarizing the draft recommendations for the Western BRT Extension, with the proposal of proceeding with "Alternative 2". The following statement stood out to me: - "Over 75% of survey respondents indicated that all three alternatives "met" or "somewhat meet" the goals of the study, with Alternative 3 receiving slightly higher overall support than Alternative 1 and Alternative 2." As a resident of Morrisville, although I may not be a target user of the Western BRT Extension, I would like to know future connection plans to the multiple activity centers and employers that would be bypassed by not selecting "Alternative 3". Davis Dr. is a major thoroughfare connecting Morrisville, Cary, and towns further south to employers in RTP, and many potential riders could utilize the BRT to access many of the services/centers along this route. "Alternative 2" completely bypasses this artery, and while I understand that this could be beneficial for speed and reliability of the service, effectively keeps this part of Morrisville in a very car-dependent state. I do know that the Morrisville Smart Shuttle is an option, but the amount of pre-planning required to make a trip and the uncertainty of shuttle arrival, drop-off, and trip duration make this option unattractive to all but those who have abundant free time, or few options for alternative transit. Please don't mistake my criticism for not being grateful that our town is making fiscally responsible decisions, but accessible, reliable, mass transit that can be a viable option to single-occupancy vehicles can help alleviate many concerns around traffic growth in our region. Increased traffic, infrastructure wear, noise, and danger for pedestrian/bikers doesn't have to be an inevitability like we've observed in other fast growing regions.</p>
Michele Stegall	<p>Thank you for the opportunity to comment on the recommendations in the Wake BRT: Rapid Bus Extension Study. The Morrisville Town Council has reviewed and discussed the study recommendations and would like to submit the attached formal comments for the Phase 3 engagement. [The formal comments associated with this submission can be found in Appendix B]</p>

APPENDIX A – SUMMARY DOCUMENTS

Western Corridor Rapid Bus Extension Study

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a study to identify and evaluate rapid bus service options for extensions to the planned Wake Bus Rapid Transit (BRT): Western and Southern Corridors. The planned Wake BRT: Western Corridor will connect downtown Raleigh to downtown Cary. The location of potential Western extension is between the Town of Cary and Research Triangle Park (RTP).

This study identified **four (4) key elements of BRT** that are also fundamental the rapid bus extensions:

Reliability



Comfort



Speed



Convenience



The study also identified **four (4) goals for the proposed** rapid bus service:

Provide access to local or regional destinations and major activity centers

Create productive and sustainable service

Align safety and compatibility with the surrounding environment

Provide access to transit services

Where are We in this Process? The study team has...

- Identified and evaluated potential alignments for rapid bus extensions and transit priority treatments.
- Evaluated potential transit service operating levels for each extension - the appropriate type (mode) of transit, how often service will run, and destinations to serve.
- Developed a set of recommended alternatives to consider for adoption as locally preferred alternatives (LPAs), a phased implementation recommendation for each corridor, and identified potential program funding opportunities.
- Collected and integrated community feedback throughout the identification, evaluation and development processes.

Tell Us What You Think!

The **Western Corridor Rapid Bus Extension Study** Team would like to know your thoughts on the draft results and recommendations! The **public comment period is from Nov. 7 to Dec. 16**. Please review this handout showing the recommended alignment, as well as a list of further additional operating considerations and analysis recommendations. Additional information can be found at <https://wakebrtextensionsstudy.com/>. Send comments by email or voicemail at the address/ phone number below.



1-855-925-2801 / Code: 7804



@CapitalAreaMPO



WakeBRTExtensions@publicinput.com



@NCCapitalAreaMPO



Phase I and II Evaluation Highlights

Screening results from phase I of the route evaluation process identified three alignments that could support rapid bus service from Cary to the (future) Regional Transit Center and The Hub at RTP. The evaluation considered the future transportation network, land uses, and population and employment conditions of the Western Corridor (beyond 2035).

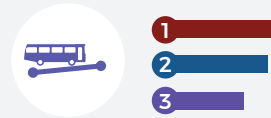
Alternative 1 travels along Chapel Hill Road and NC 54 between Cary and RTP.

Alternative 2 turns off of NC 54 at Weston Pkwy, following Evans Rd/McCrimmon Pkwy before rejoining NC 54 on its way to the Hub at RTP.

Alternative 3 turns West off of NC 54 at Morrisville Pkwy and follows Davis Dr, using Merrion Ave and extended Faulkner St through RTP, on its way to the Hub at RTP.

Each alternative features approximately 10 to 15 stations, with average spacing varying based on surrounding land uses.

Transit Trip Generators



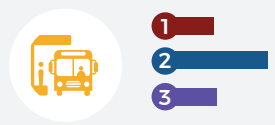
Transit Connections



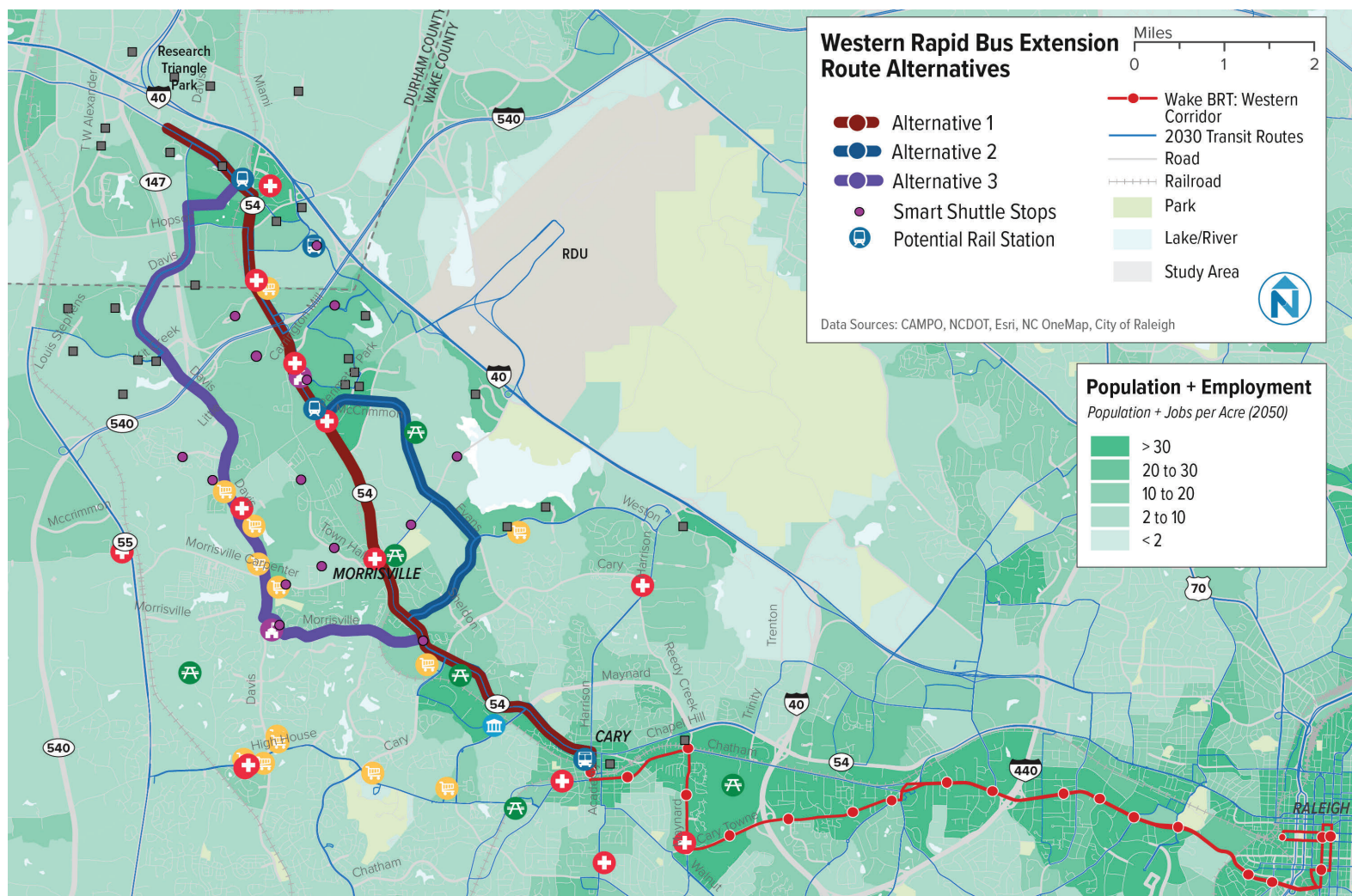
Transit Priority & Traffic Operations



Service Productivity



The colored bars represent how well the alternatives scored in each of these categories.



Phase II used ten (10) detailed criteria to evaluate the alignment and routing options. Each Alternative potentially offers different benefits and tradeoffs when looking at potential to support rapid bus service.

GOAL: Access to local or regional destinations and major activity centers



Station area connections to daily needs (supermarkets, hospitals, schools, retail, etc.)



Future station area employment density and total jobs

GOAL: Safety and compatibility with the surrounding environment



Planned roadway and land use improvements



Transit priority compatibility (speed & reliability treatments)



Station area pedestrian safety (existing/planned pedestrian facilities and conditions)

GOAL: Access to transit services



Station area population served

Equitable station area access (potential transit-reliant riders)



Future Local and regional transit connectivity

Non-motorized connections (existing/future bikeways and trails)

GOAL: Productive and sustainable service



Construction costs (includes any land and vehicles)

Annual operating costs



Potential ridership (all riders and transit-reliant riders)

The detailed analysis looked at long-term (2050) conditions in the Western Corridor, assuming opening year of **rapid bus service would likely occur after 2035**.

Alternative 2 is the top performing alternative (from Cary to RTP), due to better long-term redevelopment opportunity and potential for transit speed and reliability investments.

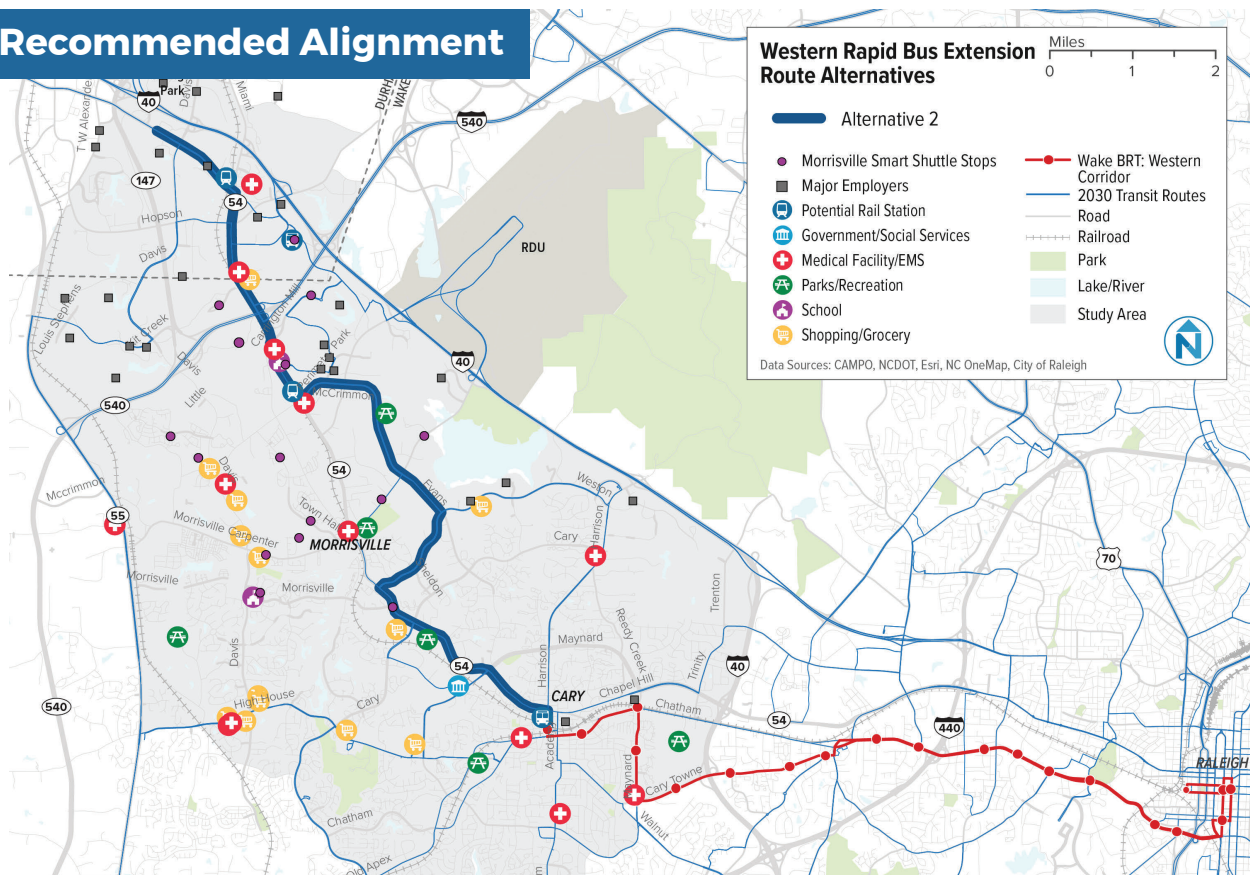
- **Alternative 1** is the most direct alignment and connects to slightly higher density land uses but is also significantly constrained by the railroad (NCRR).
- **Alternative 3** would introduce high quality transit service to several communities that do not currently have any. But its routing would not serve the proposed Morrisville commuter rail station.
- Planned roadway improvement projects along Chapel Hill Rd and N.C. 54 are more beneficial to **Alternative 1** and **Alternative 2** than those along Davis and Dr **Alternative 3**.
- Estimated differences for both construction and operating costs are minor between the alternatives.

A "1-seat ride" to Raleigh is more attractive than a separate service from Cary to RTP.

- The ridership forecast projects a low number of riders in the Western extension, by itself, regardless of alternative selected (maximum of +/- 1,000 per day).
- Creating a seamless, 1-seat rapid bus ride from RTP to Downtown Raleigh may increase ridership to +/- 2,200 per day.

Additional analysis needed: Since rapid bus service between Cary and RTP would operate less often than the core BRT service (Cary to Raleigh), additional analysis is needed to determine the operating schedule as well as create a consistent look and feel through the design of stations and vehicles.

Draft Recommended Alignment



Community Feedback

Public engagement has been an important component helping to inform this study. A robust outreach and engagement program was designed to reach the diverse communities that live, work, and travel through the study area. **Community input was used to:**

(Phase 1) Develop study goals (shown on the front cover)

(Phase 2) Prioritize the evaluation criteria and provided preferences for alternative routing options. Community members and stakeholders in the Western corridor extension had stronger preferences towards connecting to local centers of daily activity and multimodal transportation options (Goal 1), as well as developing a competitive transit network that can grow and evolve with time (Goal 4).

Over 75% of survey respondents indicated that all three alternatives "met" or "somewhat meet" the goals of the study, with **Alternative 3** receiving slightly higher overall support than **Alternative 1** and **Alternative 2**.

Next Steps

The local and regional transportation network between Raleigh and Durham continues to evolve with growing markets. The **Western BRT corridor (Raleigh to Cary)** is proposed to begin revenue operation after 2026. Additional improvements to the fixed route bus network are under development through the Wake Bus Plan as well as plans by stakeholders like the Towns of Cary and Morrisville to invest in transit supportive land uses and infrastructure in advance of the projected implementation of rapid bus service (beyond 2035).

Conceptual solutions for rapid bus service between Cary and RTP are envisioned to go through additional planning and development to determine the appropriate method of extending the Western BRT. The Rapid Bus team will coordinate with CAMPO and regional stakeholders to identify a locally preferred alternative (LPA) alignment for rapid bus service as well as identify unresolved or critical operating, funding, and constructability issues for further study.

Southern Corridor Rapid Bus Extension Study

The Capital Area Metropolitan Planning Organization (CAMPO) is conducting a study to identify and evaluate rapid bus service options for extensions to the planned Wake Bus Rapid Transit (BRT): Western and Southern Corridors. The planned Wake BRT: Southern Corridor will connect downtown Raleigh to Garner. The location of potential Western extension is between the Towns of Garner and Clayton.

This study identified **four (4) key elements of BRT** that are also fundamental the rapid bus extensions:

Reliability



Comfort



Speed



Convenience



The study also identified **four (4) goals for the proposed** rapid bus service:

Provide access to local or regional destinations and major activity centers

Create productive and sustainable service

Align safety and compatibility with the surrounding environment



Provide access to transit services


Where are We in this Process? The study team has...

- Identified and evaluated potential alignments for rapid bus extensions and transit priority treatments.
- Evaluated potential transit service operating levels for each extension - the appropriate type (mode) of transit, how often service will run, and destinations to serve.
- Developed a set of recommended alternatives to consider for adoption as locally preferred alternatives (LPAs), a phased implementation recommendation for each corridor, and identified potential program funding opportunities.
- Collected and integrated community feedback throughout the identification, evaluation and development processes.

Tell Us What You Think!

The **Southern Corridor Rapid Bus Extension Study** Team would like to know your thoughts on the draft results and recommendations! The **public comment period is from Nov. 7 to Dec. 16**. Please review this handout showing the recommended alignment, as well as a list of further additional operating considerations and analysis recommendations. Additional information can be found at <https://wakebrtextensionsstudy.com/>. Send comments by email or voicemail at the address/ phone number below.

 1-855-925-2801 / Code: 7804  @CapitalAreaMPO

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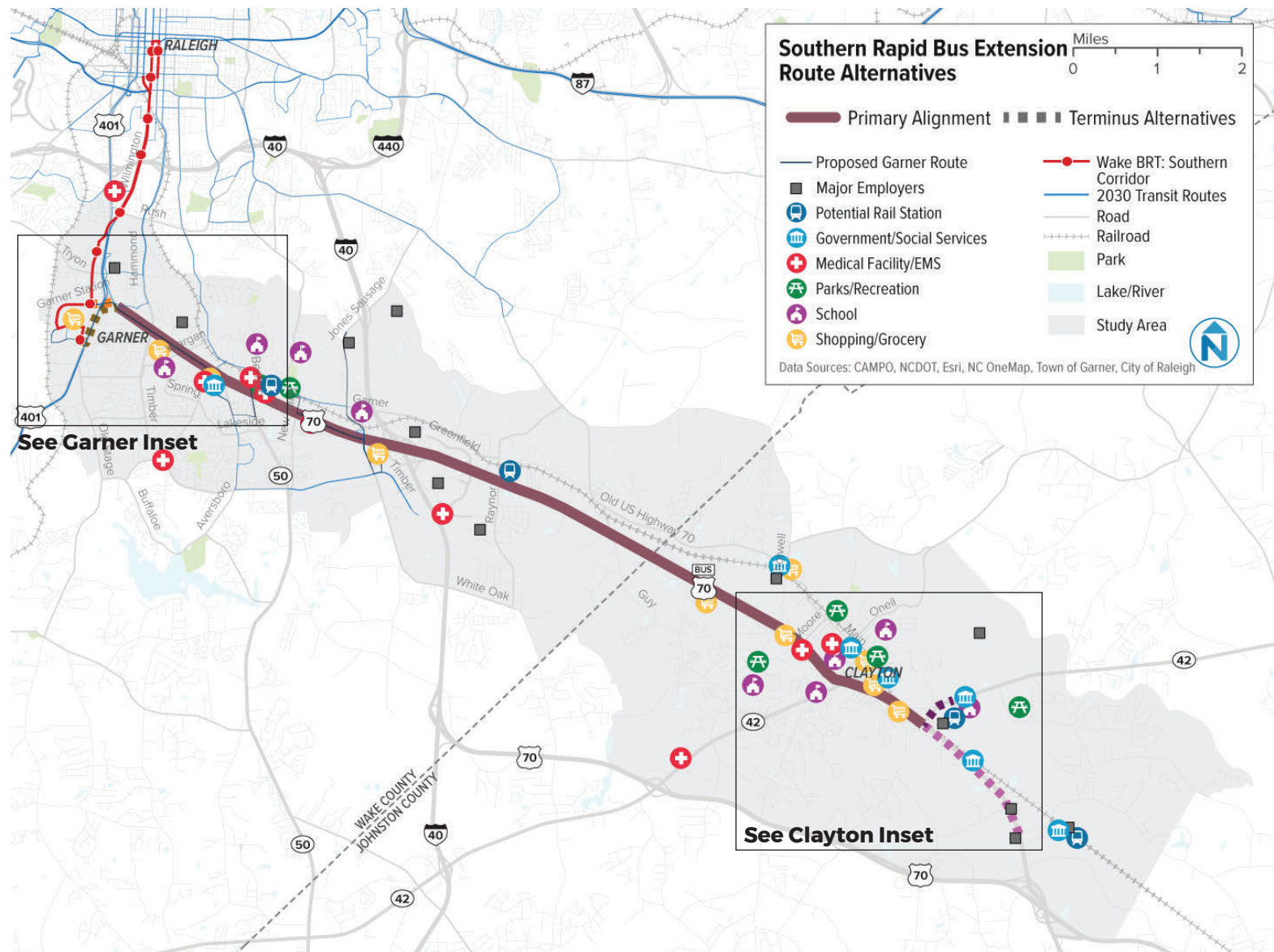


Phase I and II Evaluation Highlights

Screening results from phase I of the route evaluation process identified US 70/US 70 Business as the most appropriate route alignment between Timber Drive in Garner and NC 42 in Clayton. Phase II evaluation uses detailed criteria (shown on the following page) to determine the preferred alignment and routing options at Garner Station and consider extension of the southern terminus to the East Clayton Industrial Area (ECIA) near Powhatan Rd. The evaluation considered the future transportation network, land uses, and population and employment conditions of the Western Corridor (beyond 2035).

The Garner to Clayton route features approximately 8 to 10 stations depending on the alternative selected, with average spacing varying based on surrounding land uses.

Rapid Bus service proposed to take advantage of anticipated future improvements to US 70 Business that includes wide shoulders built to allow Bus on Shoulder (BOSS) operations during rush hour, when auto traffic can severely impact transit travel times and reliability.



GOAL: Access to local or regional destinations and major activity centers



Station area connections to daily needs (supermarkets, hospitals, schools, retail, etc.)



Future station area employment density and total jobs

GOAL: Safety and compatibility with the surrounding environment



Planned roadway and land use improvements



Transit priority compatibility (speed & reliability treatments)



Station area pedestrian safety (existing/planned pedestrian facilities and conditions)

GOAL: Access to transit services



Station area population served

Equitable station area access (potential transit-reliant riders)



Future Local and regional transit connectivity

Non-motorized connections (existing/future bikeways and trails)

GOAL: Productive and sustainable service



Construction costs (includes any land and vehicles)

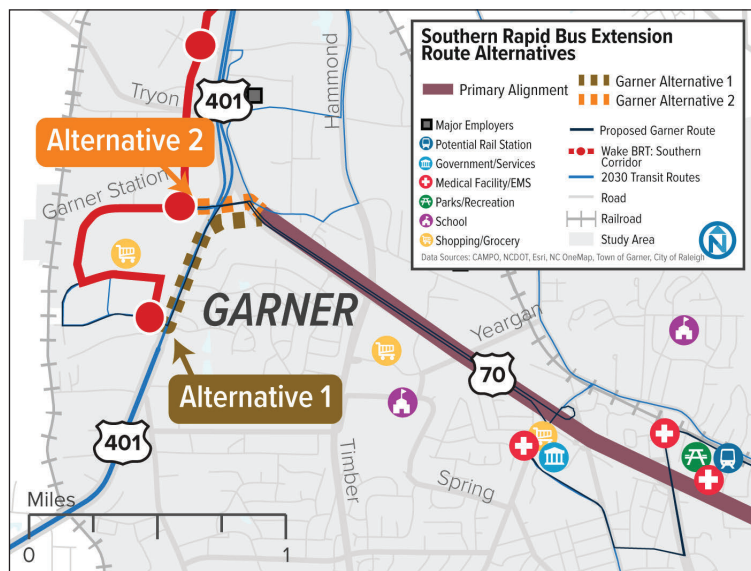
Annual operating costs



Potential ridership (all riders and transit-reliant riders)

Travel times (rapid bus vs autos)

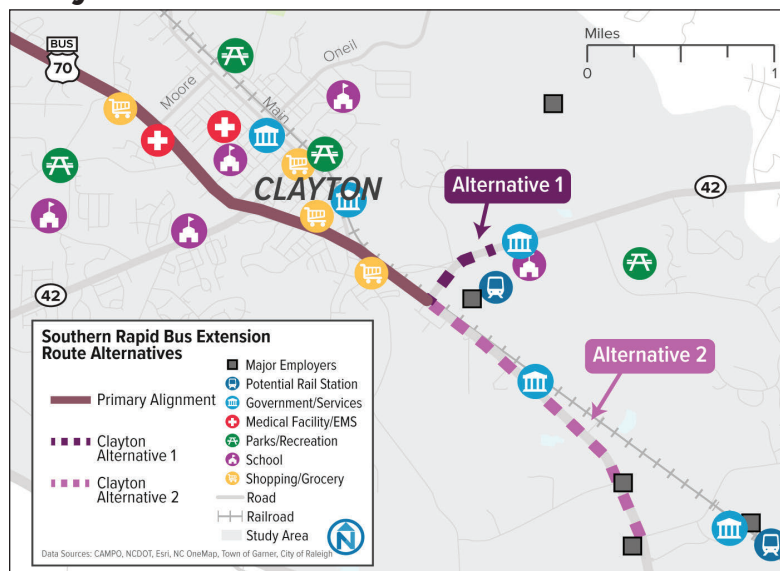
Garner Inset



Garner Alternative 1: buses would travel along Garner Station Blvd west the US 70 / US 401 interchange of the to connect passengers to the (second to last station of) core Southern BRT alignment.

Garner Alternative 2: buses would travel along US 401 frontage to reach the terminus of the core Southern BRT at Fayetteville Road on the west side of the US 70 / US 401 interchange.

Clayton Inset



Clayton Alternative 1: service would terminate at the site of a proposed park and ride lot at the US 70 Business / NC 42 intersection.

Clayton Alternative 2: buses would continue south along US 70 Business and circulate through the ECIA via Powhatan Rd.

Southern Corridor Rapid Bus Extension Study: Draft Recommendations

Given future and planned conditions in the corridor, draft findings and key evaluation data points are as follows:

Garner Station Blvd (Alternative 2) as the top performing candidate due to its more direct routing, better transit travel time reliability, and connectivity / accessibility benefits over the Fayetteville Rd option.

- The alignment options at Garner station cover a very short segment of the overall route and require about the same level of construction to complete. Therefore, cost differences between the alternatives are negligible. The additional travel time for buses to navigate the US 70/US 401 interchange and reach the Fayetteville Road station makes **Alternative 1** less efficient.

The optional **extension to Powhatan (Alternative 2)** is recommended to connect rapid bus service from the NC 42 park and ride to additional major regional employers in the ECIA with minimal cost to build one additional station.

Operating 1-seat ride to Raleigh is more attractive than a separate service from Garner to Clayton.

- Rapid bus ridership is affected depending on whether a transfer to BRT service in Garner Station is required to get to Downtown Raleigh. Ridership forecasts project up to 2,400 daily riders between Garner and Clayton, increasing up to 4,500 if no transfer is required to get to DT Raleigh.
- Creating a seamless, 1-seat rapid bus ride from Clayton to downtown Raleigh may have several operational challenges that remain to be solved by future studies. Since rapid bus service would operate less often than the core BRT service (Clayton to Raleigh),
- Additional analysis needed. to determine the most appropriate and optimal operating schedule as well as creating a consistent look and feel to the service through the design of stations and vehicles.

Community Feedback

Public engagement has been an important component helping to inform this study. A robust outreach and engagement program was designed to reach the diverse communities that live, work, and travel through the study area. Community input was used to:

- (Phase 1) Develop study goals (shown on the front cover)
- (Phase 2) Prioritize the evaluation criteria and provided preferences for alternative routing options. Community members and stakeholders in the Southern corridor extension had stronger preferences towards connecting to local centers of daily activity and multimodal transportation options (Goal 1), as well as developing a competitive transit network that can grow and evolve with time (Goal 4).

Over 85% of survey respondents indicated that the alternatives at the Garner and Clayton endpoints "met" or "somewhat meet" the goals of the study.

Next Steps

The local and regional transportation network between Wake and Johnston counties continues to evolve with growing markets. The **Southern BRT corridor (Raleigh to Garner) is proposed to begin revenue operation after 2026**. Additional **improvements to the fixed route bus network** are under development through the Wake Bus Plan as well as plans by stakeholders like the Towns of Garner and Clayton to invest in transit supportive land uses and infrastructure in advance of the projected implementation of rapid bus service (beyond 2035).

Conceptual solutions to extend rapid bus service between Garner and Clayton are envisioned to go through additional planning and development to determine the appropriate method of extending the Southern BRT. The Rapid Bus team will coordinate with CAMPO and regional stakeholders to **identify a locally preferred alternative (LPA)** alignment for rapid bus service as well as any unresolved or critical operating, funding, and constructability issues for **further study**.

APPENDIX B – FORMAL COMMENT LETTERS



December 13, 2022

Chris Lukasina
Executive Director
N.C. Capital Area Metropolitan Planning Organization
421 Fayetteville Street, Suite 203
Raleigh, NC 27601

RE: Town of Morrisville Comments – Wake BRT: Western Rapid Bus Extension Study

Mr. Lukasina,

The Morrisville Town Council would like to submit formal comments during the Wake BRT: Rapid Bus Extensions Study, Phase 3 engagement period for the Western Corridor Extension. While the Western Corridor Extension will connect downtown Cary with the Research Triangle Park (RTP), most of the system will travel through the Town of Morrisville. The Town considers the Western Rapid Bus Extension a future asset to the Town serving not just the people who live and work here, but also expanding transportation choices for people traveling around the region.

The Town's 2021-2024 adopted strategic plan includes a goal to improve transportation mobility by exploring, evaluating, and enhancing available mobility options with specific mention of rapid bus as an element to supporting this goal. In a 2022 National Community Survey for Morrisville only 26% of residents rated ease of travel by public transportation in the community as excellent or good demonstrating the need to continue expanding and improving public transportation options in the Town.

Upon review of the recommended alignment being presented in the Phase 3 engagement, the Town would like to express our support of the recommendation for Alternative 2 as the preferred alternative in the study for the following reasons

1. Alternative 2 serves the McCrimmon Parkway Extension which opened in early 2020. This corridor has generated significant development interest with approximately 2.8 million square feet of commercial space and around 1,000 new residential units that are either currently under construction or going through the development review process.
2. The Town is also working diligently to develop a transit-oriented development (TOD) district in the area around NC 54 and McCrimmon Parkway. Planning efforts began as early as 2009 where a TOD district was identified in the Town's

Land Use Plan to support a transit center (i.e., commuter rail, bus, etc.). An update to the Town's Land Use Plan in 2021 continued to emphasize the area around NC54 and McCrimmon Parkway as a TOD. A small area plan was developed for one section of the TOD in the 2021 Land Use Plan, and the Town is currently engaged in developing a small area plan for the rest of the TOD to help shape a mixed-use development that will be supportive of future public transportation options like rapid bus. The Town has been actively planning for a transit center within the TOD for over a decade and has been engaged with CAMPO and regional transportation planning efforts during that time to align the Town's land use planning efforts with regional transportation planning initiatives.

3. The Town's land use plan adopted in 2021 envisions greater density on the east side of NC 54. Therefore, the future land use patterns of the Town would be more supportive of either Alternative 1 or 2 of the Western Rapid Bus Extension Study, but not supportive of Alternative 3.

The Town would also like to acknowledge that, while we are cognizant of the right-of-way constraints on NC 54 that make Alternative 1 of the Western Rapid Bus Extension Study challenging to implement, the Town would also be supportive of the Alternative 1 alignment serving the NC 54 corridor. Alternative 1 is also supportive of the Town's future land use patterns and provides a connection to the Town's future TOD.

The Town, however, is not supportive of Alternative 3 (Davis Drive alignment) of the Western Rapid Bus Extension Study which does not serve the future TOD and traverses an area where the Town's land use plan is not supportive of higher residential density.

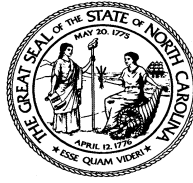
Thank you for the opportunity to provide comments and express our support for the recommended Alternative 2 alignment. If you have any questions about the comments, please contact Danielle Kittredge, Principal Planner at (919) 463-6927 or dkittredge@townofmorrisville.org.

Sincerely,



TJ Cawley, Mayor
Town of Morrisville

Cc: Martha Paige, Town Manager
Giselle Rodriguez, Assistant Town Manager
Michele Stegall, Planning Director
Danielle Kittredge, Principal Planner



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

January 3, 2023

CAMPO Transit Study
421 Fayetteville Street, Suite 203
Raleigh, NC 27699

BRT-MIS@PublicInput.com

RE: Wake Bus Rapid Transit (BRT): Western BRT Corridor between downtown Raleigh & downtown Cary,
Western Extension Study, Wake County, ER 20-0666

To Whom It May Concern:

We are in receipt of your November 17, 2022, email inviting the public to provide comments on the above-referenced undertaking.


We have reviewed the information provided and note that there is none concerning the potential effects of the proposed extension on historic resources that may be eligible for listing in the National Register of Historic Places.

Given that such properties may be present in the undertaking's above and below ground Area of Potential Effects, we recommend that each of the extension's alternatives be studied to identify, if any such resources may be within the study areas, and subject to Section 106 of the National Historic Preservation Act as well as Section 4(f) of the National Transportation Act as avoiding adverse effects to such properties could be of extreme concern.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,


for Ramona Bartos, Deputy
State Historic Preservation Officer



**North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office**

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary, Darin J. Waters, Ph.D.

January 3, 2023

CAMPO Transit Study
421 Fayetteville Street, Suite 203
Raleigh, NC 27699

BRT-MIS@PublicInput.com

RE: Wake Bus Rapid Transit (BRT): Southern BRT Corridor between downtown Raleigh & downtown Garner, Southern Extension Study to Clayton, Wake County, ER 20-0667

To Whom It May Concern:

We are in receipt of your November 17, 2022, email inviting the public to provide comments on the above-referenced undertaking.

We have reviewed the information provided and note that there is none concerning the potential effects of the proposed extension on historic resources that may be eligible for listing in the National Register of Historic Places.

Given that such properties may be present in the undertaking's above and below ground Area of Potential Effects, we recommend that each of the extension's alternatives be studied to identify, if any such resources may be within the study areas, and subject to Section 106 of the National Historic Preservation Act as well as Section 4(f) of the National Transportation Act as avoiding adverse effects to such properties could be of extreme concern.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

A handwritten signature in blue ink that reads "Renee Gledhill-Earley".

for Ramona Bartos, Deputy
State Historic Preservation Officer