

2050 Metropolitan Transportation Plan

Public Engagement Summary

Building on the foundation of data and interpretation of goals and objectives by the MPO's staff and Policy Boards, public engagement adds a critical piece to the MTP development process. Public engagement builds the trust and credibility of the MTP by engaging a variety of stakeholders and residents who provide important information and input. The 2050 MTP development process has included a comprehensive public engagement strategy that utilizes input from residents, municipal and agency partners, key community stakeholders and interest groups to provide critical evaluation of the products at each stage plan development.

Engagement activities have included a variety of methods from written materials to in-person engagement, virtual engagement through websites, videos, and online public info sessions, as well as paid advertisements via digital, social, and print media.

Vision Goals & Objectives

The highest level of engagement occurred in the summer of 2020 and focused on the development of MTP goals and objectives. Key activities included an online and print survey requesting feedback on the draft Goals. Based on survey feedback (including hundreds of qualitative comments), the goals were updated with additional emphasis on Promoting and Expanding Multimodal & Affordable Choices, Connecting People and Places, on Impacts to the Human and Natural Environment and Minimizing Climate Change, and Ensuring Equity and Participation.



Vision & Goals

Activity	Performance #
Survey Participants	2,169
Survey comments	400+
Email Comments Received	2
Detailed Website	
Communications Toolkit for Partners	
Paid Digital and Print Media Ads	

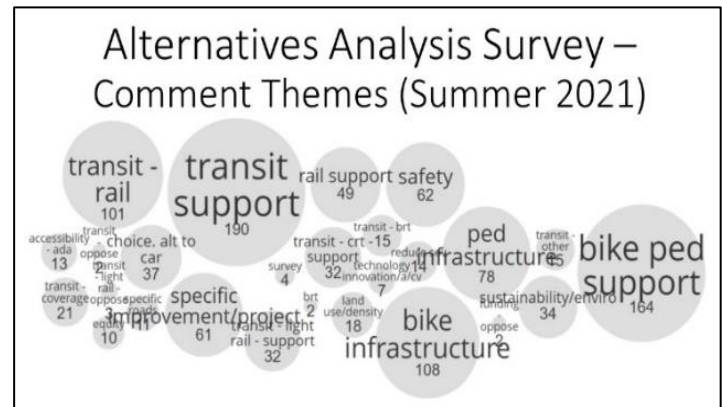
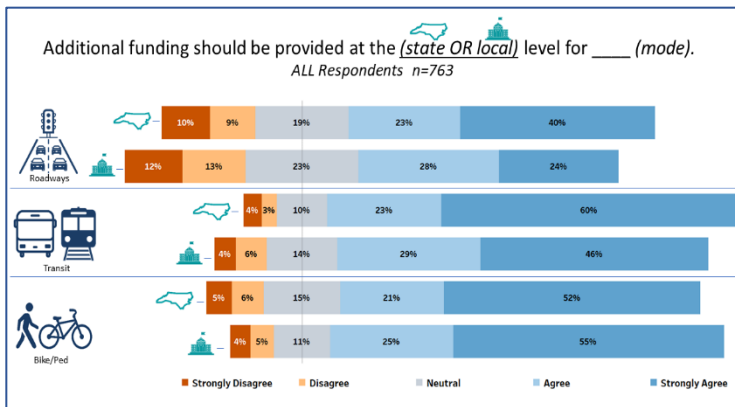
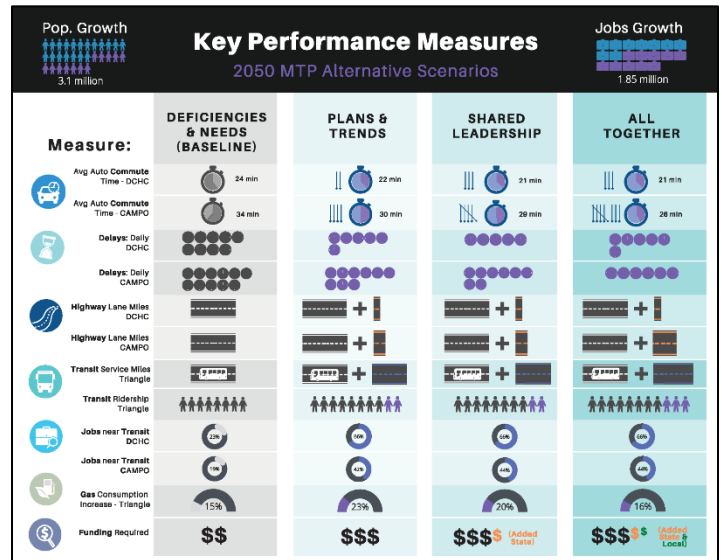
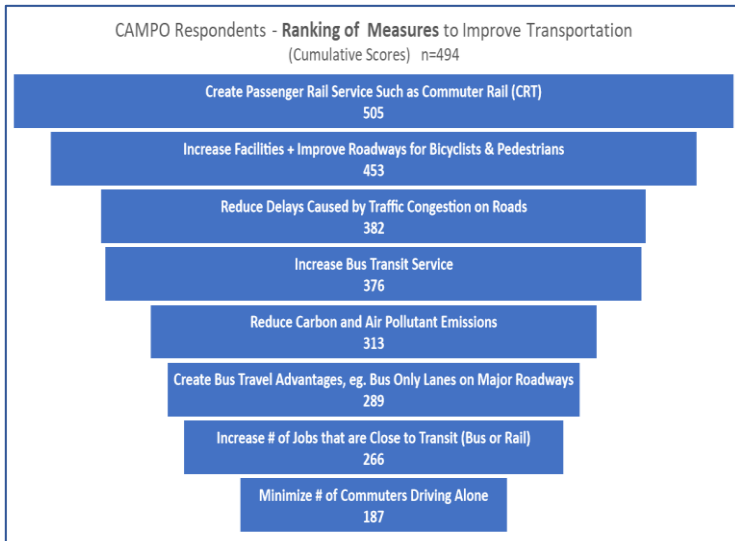
Alternatives Analysis

Working with a variety of partners and based on the first phase of engagement, as well as incorporating engagement results from other CAMPO studies, three different transportation system alternative future scenarios were developed and analyzed – comparing the system alternatives to one another and to performance measures. During the Alternatives Analysis engagement, in the summer of 2021, the focus was on asking the community to help identify the most important elements of the modeled improvements that should be emphasized in the updated plan. Again, public feedback heavily asserted the need to focus on providing transportation choices, increasing access to transit especially among low-income and zero car households, reducing reliance on vehicle miles travelled and single occupancy vehicle usage, increasing facilities for bicycles and pedestrians, as well as the need for additional improvements to roadways to reduce congestion. The online survey also attempted to gauge community members' willingness to see additional funding in the future to support additional funding for transit, bike/ped, and roadway improvements. While the majority unanimously supported additional

Alternatives Analysis

Activity	Performance #
Two online public info sessions	20
Survey Participants	763
Survey Comments	1,000+
Email Comments	9
Joint Meeting Public Comment Speakers	13
Detailed website; Interactive maps by scenario	
Communications Toolkit for Partners	
Paid Digital and Print Media Ads	

funding for all modes, the greatest support for additional funding was seen for transit funding increases at the state and federal levels, and bike/ped funding increases at the local level.



Draft 2050 MTP

Following review of the public feedback from the Alternatives Analysis, and additional discussions with the Technical Coordinating Committee (TCC) and Executive Board, a Draft 2050 MTP was released for public review on October 28th. A public hearing was held on November 17th (meeting minutes likely to be approved at the December Executive Board meeting), and the deadline for public comments is December 8th.

Since the public comment period for the Draft 2050 MTP has extended across multiple Executive Board and TCC meetings, a spreadsheet logging public comments received to date has been maintained and shared with both bodies as attachments to each meeting's agenda. A summary was also included in the staff presentations at TCC and Ex. Board meetings in November (by 11/4 – TCC meeting – there were 6 comments; and by 11/17 – EB - there were 20), and December (12/1 – TCC – there were 38 comments; and by 12/8 at 3pm there are close to 60 comments).

Look What You Helped Create!

DRAFT The Triangle Region's
**2050 METROPOLITAN
TRANSPORTATION PLAN**

www.campo-nc.us > Transportation Plan > 2050 MTP

Public Hearing:
November 17
Public Comments Due:
December 8

The spreadsheet of public comments has also been posted and maintained with regular updates on CAMPO's 2050 MTP Development Process webpage, starting in mid-November.

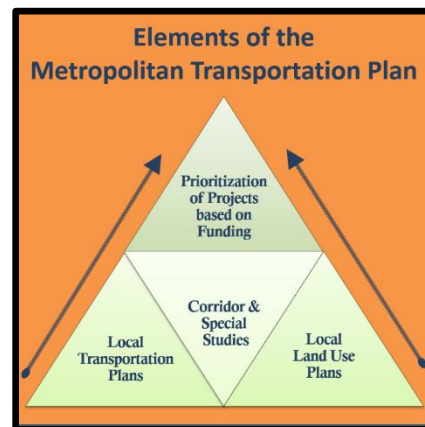
Attached is listing comments received to date. Since the end of August (when Alternatives Analysis comments ended), almost 60 public comments have been received. The majority are requests that the Future U.S. 401 (bypass in the Fuquay-Varina/Willow Springs area) be removed from the MTP. There are also multiple requests for transit connections to the Raleigh-Durham Airport (RDU), as well as support for continuing actions increasing smart growth and transit-oriented development, integration of land use and transportation in general, as well as a few individual requests for specific roadway projects to be included either in earlier decades or as a new project.

Micro is Where it Starts

The MTP development process is unique because, as a starting point to the overall update effort, it is made up of the endorsed recommendations and adopted plans of the MPO's partner municipalities and agencies. From comprehensive plans, to county transit plans, to special area studies conducted by the MPO, each planning process typically has a public engagement component that helps shape its end result. Public engagement on this micro level is often more appealing – seeming more relevant, having a greater sense of impact and timeliness - for members of the community when compared to a regional, long-range plan like the MTP.

Ultimately, that engagement on the subregional level impacts what also gets included on the regional level - in the 2050 MTP. Below is a list of CAMPO studies or planning efforts which involved significant public engagement *and* occurred since the 2045 MTP was adopted. Again, this is in addition to the many local transportation and land use planning efforts or updates that have also occurred in the past few years.

- Fayetteville-Raleigh Passenger Rail Study
- NC 98 Corridor Study – *also impacted 2045 MTP*
- Northeast Area Study Update
- Rolesville Main Street Study
- Southwest Area Study Update
- Triangle Bikeway Project
- Triangle Strategic Tolling Study
- Wake Transit Plan Update



Attachment 1: Summary Spreadsheet of Comments Received via Email, Voicemail, Letter, Public Hearing – July 2020 – December 2021

Attachment 2: Public Comments Spoken at Joint MPO Boards Meeting - September 2021

Attachment 3: Comments in Alternative Scenarios Survey – August 2021

Attachment 4: Public Comment - Full Emails/Letters

ATTACHMENT 1

Summary Spreadsheet of Comments via
Email, Voicemail, Letter, Public Hearing

July 2020 – December 2021

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
1	Nathan	Spencer, WakeUP Wake County	Wake County	Encouraging the Executive Board to throw out the current proposed maps and ask staff to reevaluate their process. Time-based travel is not how we address climate change or growth. It is through evaluating other options that include more public transit, smarter land use, and looking at the future we want. Leaving money on the federal proverbial table may not be easy, nor is knowingly letting residents get frustrated by congestion, but this is how CAMPO and you as the mayors and councils of the Triangle lead us forward. WakeUP respectfully asks this body to take a large step towards a smarter, cleaner, more sustainable region	12/8/2021	Email/ Letter	
2	D	Grimes	Willow Spring	Requesting project A731 be reconsidered. There are cheaper ways to make the traffic at NC 24 and Walter Myatt and Panther Lake Rd intersections run smoothly and safe. Suggests that a section of Dwight Rowland and Panther Lake could be closed instead to minimize the congestion and problems. A new road is disruptive to farmland, wildlife. Need to protect natural resources and environment.	12/8/2021	Email	Added to public comments.
3	Caroline	Nickel	Apex	Strongly suggest that the US 401 Bypass requires more study with regard to the location. Specifically with regard to local farms. Location closer to the railroad would ease environmental impact and damage to owner's property.	12/8/2021		Added to public comments
4	Matthew	Olive	Fuquay-Varina	Requesting that the Future U.S. 401 (bypass) be removed from the 2050 MTP map until the corridor study is completed. Also requests the removal of all Bike/Ped proposed facilities: Horseman Creek Trail off all properties at or near 1908 Holland Road.	12/8/2021	Email	Added to public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
5	Mara	Fryar	Willow Spring	Requesting removal of Future U.S. 401 (Bypass) from the 2050 MTP to allow time to study the need for a project of this scale in the Fuquay-Varina area.	12/8/2021	Email	Added to public comments.
6	Marjorie	Fish	Willow Spring	Requesting removal of Future U.S. 401 (Bypass) from the 2050 MTP. Shares experiences living and working in the area and concerns the bypass would destroy the land, family heritage, future way of life.	12/8/2021	Email	Added to public comments.
7	Wanda	Pierce	Willow Spring	Requesting MTP vote be postponed until after the US 401 Corridor study is complete. Also requesting that the MTP map be revised to use Corridor Study alternative routes A5 and B4. Requests completion of other area projects and seek other alternate routes for proposed bypass.	12/8/2021	Email	Added to public comments.
8	Jill	Mauro	Fuquay-Varina	Supports bike/ped facilities and routes that are fully protected from high speed traffic. Supports more transit rail infrastructure, not more roads. Companies need to help pay for roads and transit. More foresight and planning is needed for small towns turning metropolitan areas - need to get on board with the transportation initiatives in response to population boom.	12/8/2021	Email	Added to public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
9	Representative Erin	Pare, <i>N.C. General Assembly</i>	Southern Wake County	<p>The 401 Bypass Corridor Study is still open and ongoing, as is the public comment period on the 2050 MTP. To ensure the utmost in due diligence, ensure that input of impacted property owners is given careful and serious consideration, and all other viable alternatives are properly examined as part of the ongoing process, it is prudent and proper for the CAMPO Executive Board to take one of the following two actions at the December 8 meeting:</p> <p>Number One: Delay the vote to approve the 2050 MTP until after the complete conclusion of the 401 Bypass Corridor Study and public input opportunities, or Number Two: Approve a motion to consider viable suggested alternative routes received through public input in place of the currently planned routes for the 401 Bypass Corridor as they appear in the 2050 MTP.</p>	12/7/2021	Email/Letter	CAMPO staff have been coordinating with Rep. Pare, Town of Fuquay-Varina and Wake County staff.
10	Amanda	Cedillo	Willow Spring	Requests that the Future U.S. 401 (Bypass) not be included in the 2050 MTP and that the Corridor Study be paused until other area transportation projects are funded and in progress. Also requests that funds that could be used for the Future U.S. 401 (Bypass) be reallocated and dedicated to developing a better public transportation system.	12/7/2021	Email/Letter	

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
11	Joanie	Bowden	Willow Spring	Requests that the Executive Board not approve the 2050 Metropolitan Transportation Plan map(s) draft on December 8, 2021, until the line on the map for the Future U.S. 401 (Bypass) is removed as it currently exists in the proposed "draft" 2050 MTP map(s) and until the proposed Fuquay-Varina US 401 Bypass Corridor Study is completed by CAMPO. Additional requests: relocate the 2050 MTP map lines for the proposed bypass to be consistent with those depicted on the current CAMPO [U.S. 401 Corridor] study website map and identified as Routes A5 and B4 on the proposed FV US 401 Bypass corridor route; and that CAMPO assist the Town of Fuquay-Varina in constructing the Fuquay-Varina Parkway East. Also endorses letter of requests from Rep. Pare dated 12/07/2021.	12/7/2021	Email	
12	Elizabeth	Adams	Cary	Requests that all proposed bike/pedestrian projects should be off-road or fully protected. She does not think investments in additional roadway improvements should be done before identifying an dplanning timeline for implementing bike/ped/tranist improvements. Need bike/ped/transit improvements now. Safety of bicycle facilities should be a priority. Cycling on Evans Road dangerous - trucks, high speeds. Contrary to 8 goals laid out by CAMPO, this plan does not appear to focus on expanding parks, greenways, trails and transit bus and rail.	12/7/2021	Email	Added to public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
13	Weston	McCorkle	Willow Spring	Interesting that public comments for 2050 MTP close on Dec. 8th, same day as proposed vote. Process is concerning; vote during a month when there are holiday conflicts and in the midst of terms ending among some members. Appears to be rushed; please delay until all board members have reviewed all comments and all member positions filled with active representation.	12/7/2021	Email	Added to public comments.
14	Mitch	Campbell	Raleigh	Supports the necessary moves being made in the draft plan, including the transit sales tax increase.	12/6/2021	Email	Added to public comments.
15	Joe	Milazzo, <i>Regional Transportation Alliance</i>	Triangle Region	Letter on behalf of regional business community. Supports the draft 2050 MTP. Provides comments on several items for regional transit plans and infrastructure as well as multimodal freeways and regional boulevards. Overall, recognizes there are a number of goals at play; connectivity is essential in developing improvements; support for regionwide zero fare transit, focus on technology, encourage use of data and robust engagement.	12/6/2021	Email/ Letter	Added to public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
16	John	Oldenburg	Wake Forest	Comments on Project A150 - the widening of NC 98 from Thompson Mill to Durham Co. line. Project timeline is too delayed based on current peak traffic conditions. Requests that it be moved to 2030 horizon. Or, do a smaller project between Thompson Mill and Old US 40. Suggests another project: Create a short, paved right-side passing lane for eastbound traffic on NC 98 at Camp Kanata - utilize the shoulder for this.	12/6/2021	Email	Staff will let Mr. Oldenburg know the following: In the 2045 plan, this was a 2035 project. With it in the 2040 horizon year, it can be finished anytime between 1/1/2031 and 12/31/2039. Note that project times are when the project is open to traffic. For major projects, construction typically begins 2-3 years prior. It's unlikely, there is any funding capacity to move this project to a 2030 horizon year as it would have to be let in ~2027 and it is unlikely any of the environmental work has been done.
17	Nicholas	Borisow	Cary	Opposes the widening of Chapel Hill Rd. between Maynard and Sorrell. Would negatively impact northern Chapel Hill Rd residents' access to downtown Cary and some of Cary's oldest neighborhoods.	12/5/2021	Email	CAMPO and Town of Cary staff are coordinating on the details of this project for the TIP process. This comment is also being shared with Cary staff.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
18	Suzanne	Mason, NC <i>Dept. of Natural & Cultural Resources</i>		Comments on specific Projects: Transit: Wendell Zebulon Exp (ID 260); Rolesville Peak Express_R (ID 263); Poole Road (ID 347); Roadways: NC 39 (Frnk6) - south of Bunn; Brassfield Rd (Grnv32); Culbreth Rd (Grnv32); NC 42 West (Jhns2b); Cornwallis Rd Widening (Jhns8); Old Drug Store Rd Wdng (Jhns9); Perry Creek Rd (A1); Spring Forest Rd (A3); Poole Rd (A49a, A747); NC 98 (A56c); NC 98 Wdng (A56d, A56e); Holly Springs Rd (A69); US 401 (A90c); Flat Rock Church Rd (A90d); New Hope Rd (A117); Ligon Mill Rd (A126a, b); NC 96 (A131b); Burlington Mills Rd (A133); Green Level Church Rd (A168a, b); Kelly Rd (A172); Richardson Rd (A179b, c); Apex Barbecue Rd (A184); NC 50 (A228c, A445b); NC 42 (A407b2); Sunnybrook Rd (A434); Bass Lake Rd Wdng (A538); Rock Service Station Turn Lane (A540b); Green Level W Rd (A557); Bissette Rd Turn Lane (A582); Landing View Dr Ext (A586); Harris Rd (A613); Barwell Rd (A683b); Turnipseed Rd (A777); US 401/Louisburg Rd Access Mngt (A814); Collector Street - Wake Forest (A828, A829, A830); Collector Street - Wendell (A867, A861); I-40 Managed Lanes (F40) and I-40/Wade Ave. Interchange Improvement (F112); US 64/US 264 (F7a, F7b); NC 97 (A401a); Riley Hill Rd (A402d); Old Wilson Rd/Morphus Bridge (A692); Old Zebulon Rd Ext (A753); Green Pace Rd (A909); Southern Connector (A920)	12/3/2021	Email/ Letter	Each full comment will be added to notes for each project in CAMPO's projects database.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
19	Melanie	Grimes	unknown	Requests that the Future U.S. 401 (bypass) and the Corridor Study be officially discontinued and removed from the 2050 MTP. Reasons: 1) Bypass too close to F-V; 2) fund other roadway projects first; 3) impacts to working farms.	11/30/2021	Email	Added to MTP and U.S. 401 Corridor Study public comments.
20	Virginia	Miller	Willow Springs	Requesting that the Future U.S. 401 (bypass) be removed from the 2050 MTP map, NCDOT maps, and Town of Fuquay-Varina maps. Placement is too close to town and established infrastructure. Should be located farther east and south. Any of the Alternatives (from the Study) Section A 1-4 will limit farming abilities.	11/27/2021	Email	Added to MTP and U.S. 401 Corridor Study public comments.
21	Tim	Montgomery	Garner?	Please consider moving up with Hwy 50, A228a. This is from timber drive to new 540. This is way to long to alleviate an immediate issue. Hwy 50 in Garner is an issue now.	11/24/2021	email	As a fiscally constrained plan, the projects in first 10 years (2021-2030) have been funded in the adopted TIP and have committed funding sources. Those in the second two horizons typically do not already have committed funding. The label for horizons of 2030, 2040, 2050 mean that the project is anticipated to be open for service (completed) by that year. So, projects listed in the 2030 horizon could open anytime between 2021-2030, those in the 2040 horizon could open anytime between 2031-2040, and so on.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
22	Colby	Davis	Raleigh	Concerned about the ratio of road widening projects to alternative transportation modes, such as biking and transit. Do better than 2 commuter-oriented rail lines and 15 min headways on a few bus lines in 30 years if funding, TOD was a higher priority for alternate modes. Road widening has proven to make cities more traffic-infested, sprawled, less livable.	11/24/2021	email	Added to MTP public comments.
23	Terry and Julia	Yeargan	Willow Spring	Mr. Yeargan resent email on 12/8/2021 asking that they be redistributed to Ex. Board Members. Also writing on behalf of Martha Fish and Virginia and Fred Miller. Request that the Future U.S. 401 (bypass) be removed from the MTP (and Town of-F-V and NCDOT maps). Questions regarding other road projects in the area; whether there will be an analysis of costs/benefit of obtaining land for the bypass verses developing it for residential, business, manufacturing; impacts to farmers, potential to plan the bypass to the east and south of the current MTP line, Town of F-V's position on development of property within the planned bypass area. *** A copy of this email was also sent to NCDOT's Bob Deaton and, according to Joanie Bowden, to CAMPO's Executive Board members.	12/08/2021 1/22/2021	email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.
24	Carl	Rapenski?	Youngsville	Would like to find out information about CRT in Franklin County and Youngsville area projects.	11/19/2021	Voice mail	Staff returned call to assist with navigating online map.
25	April	Fernandez	Wendell	Let's get this plan into action asap!	11/18/2021	Email	Added to public comments for 2050 MTP.
26	Virginia	Bergstrom	Fuquay-Varina	Requests removal of Future U.S. 401 (bypass) from 2050 MTP. Carves large unified land management ops into fragmented cells that are less effective for production, water conservation, and wildlife management. Focus on infill development.	11/18/2021	Email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
27	Chris	Barwick	Raleigh	interchange between Glenwood and Wade avenue needs improvements to safety, land use, noise reduction, and removal of complexity. Ramps are confusing, especially from northbound Glenwood to westbound Wade. Suggests traffic circle or 4 way traffic signal.	11/17/2021	email	Added to public comments for 2050 MTP. Also shared copy with Raleigh Transportation Planning staff.
28	Marjorie	Fish	Willow Spring	Requests that Future U.S. 401 (bypass) be removed from 2050 MTP.	11/17/2021	Public Hearing	Added to public comments for 2050 MTP, as well as 11/17/2021 Ex. Board Meeting Minutes.
29	Joe	Milazzo, Regional Transportation Alliance	Raleigh	On behalf of Regional Transportation Alliance (RTA). Support for Complete 540, Transit generally, Bus on Shoulder and other interim improvements to improve mobility, moving projects along swiftly	11/17/2021	Public Hearing	Added to public comments for 2050 MTP, as well as 11/17/2021 Ex. Board Meeting Minutes.
30	Nathan	Spencer, WakeUP Wake County	Raleigh	On behalf of WakeUP Wake County. Support for transit projects, more investment in transportation infrastructure for access to transit, integration of land use and transportation (Transit Oriented Development), and general efforts to reduce climate change impacts from transportation.	11/17/2021	Public Hearing	Added to public comments for 2050 MTP, as well as 11/17/2021 Ex. Board Meeting Minutes.
31	Meredith	Douthit Crawford	Fuquay-Varina	Requests that Future U.S. 401 (bypass) be removed from 2050 MTP.	11/17/2021	Public Hearing	Added to public comments for 2050 MTP, as well as 11/17/2021 Ex. Board Meeting Minutes.
32	Karen	Santamaria	Wendell	Excited about commuter rail to Wendell. Please progress as soon as possible.	11/17/2021	Email	Added to public comments for 2050 MTP and shared with CRT planning team.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
33	Vicki	Powell	Garner	Requesting bus going from Garner to RDU	11/17/2021	Email	Added to public comments and shared with Wake Bus Plan Update project team. There is bus service access from Garner to RDU, but it requires a transfer, and right now may require two transfers. Depending on where in Garner, GoRaleigh Route 7 or Route 20 can be used to travel to GoRaleigh Station downtown, and then passengers can transfer to GoTriangle Route 100 to get to the airport. For the time being, Route 100 is not directly serving the airport on the mainline route, so a passenger would have to travel on Route 100 to the RTC and take GoTriangle's airport shuttle to RDU. Also, in the future, the Southern BRT corridor service will follow much of the existing Route 7 service alignment and provide a faster and more reliable connection to GoRaleigh Station. Additionally, the Western BRT and extension between Cary and RTP will together provide a faster and more reliable connection from DT Raleigh to the RTC.
34	Laurie	Seaver	Willow Spring	Member of the Voluntary Ag District in the area of the Future U.S. 401 (bypass). Requests that it be removed from the 2050 MTP. Also requests that CAMPO's notification processes for studies utilize certified mail for all property owners before study work begins.	11/17/2021	Email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
35	Martha	Fish	Willow Spring	On behalf of Martha Fish, Marjorie Fish, Julia Yeargan, and Virginia Miller. Shares history of family farm (J.C. Rowland Farms). Describes concerns for proposed Future U.S. 401 (bypass) to properties, tenants, environmental effects on land. Requests the Future U.S. 401 (bypass) be removed from the 2050 MTP, and that the study discontinue. Suggests prioritizing other projects: • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401 • Western Angier Bypass.	11/17/2021	Public Hearing & Email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.
36	Weston	McCorkle	Willow Spring	Requesting removal of 401 bypass from MTP. Preservation of land and water resources should be a higher priority in the MTP, especially as it relates to U.S. 401 and future bypass. Study has not yet been completed. Prioritize use of existing corridors over new corridors as a more environmental and fiscally responsible means for progress.	11/17/2021	Email	Added to public comments. Will also reply to McCorkle to share link to the study website as well as mention that the Future U.S. 401 (bypass) has been included in multiple prior adopted MTPs. One of the goals of the study is to identify a preferred route in order to update the MTP with a more meaningful line (route).

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
37	Wanda	Pierce	Willow Spring	Requests that: 1) Future U.S. 401 bypass be removed and erased from the 2050 MTP. 2) U.S. 401 Corridor Study cease and officially discontinued until specific projects are funded in the STIP and work is underway. Projects: Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • the Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401, • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • the Western Angier Bypass and very importantly the already funded and already preliminarily designed NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 Widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project # of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane. Also states that Exec. Board is expected to support local farmers and farmland as opposed to taking action to approve plans which destroy multi-generational farms and farmland.	11/17/2021	Email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
38	Joanie	Bowden	Willow Spring	Requests that: 1) Future U.S. 401 bypass be removed and erased from the 2050 MTP. 2) U.S. 401 Corridor Study cease and officially discontinued until specific projects are funded in the STIP and work is underway. Projects: Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • the Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401, • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • the Western Angier Bypass and very importantly the already funded and already preliminarily designed NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 Widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project # of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane. Also states that Exec. Board is expected to support local farmers and farmland as opposed to taking action to approve plans which destroy multi-generational farms and farmland.	11/17/2021	Public Hearing & Email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.
39	Amanda	Cedillo	Willow Spring	Request that U.S. 401 corridor not be included in the 2050 MTP, as the study is ongoing and routes not currently selected.	11/17/2021	Email	Added to public comments. Will also reply to Ms. Cedillo to share link to the study website as well as mention that the Future U.S. 401 (bypass) has been included in multiple prior adopted MTPs. One of the goals of the study is to identify a preferred route in order to update the MTP with a more meaningful line (route).

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
40	Betty	Dickens	Fuquay-Varina	Owens a farm on Purfoy Rd. and is concerned the Future U.S. 401 (bypass) will bisect the property. Asks whether the route could be along the lower property line instead of through the farm.	11/17/2021	Email	Study project team will review property questions raised and respond to Ms. Dickens. Added to 2050 MTP and U.S. 401 Corridor Study public comments record.
41	Amanda	Fish	Fuquay-Varina area	Request that U.S. 401 corridor not be included in the 2050 MTP, as the study is ongoing and not completed.	11/17/2021	Email	Added to public comments. Will also reply to Ms. Fish to share link to the study website as well as mention that the Future U.S. 401 (bypass) has been included in multiple prior adopted MTPs. One of the goals of the study is to identify a preferred route in order to update the MTP with a more meaningful line (route).
42	Dustin	Grimes	Fuquay-Varina area	Request that U.S. 401 corridor not be included in the 2050 MTP, as the study is still being conducted.	11/17/2021	Email	Added to public comments. Will also reply to Mr. Grimes to share link to the study website as well as mention that the Future U.S. 401 (bypass) has been included in multiple prior adopted MTPs. One of the goals of the study is to identify a preferred route in order to update the MTP with a more meaningful line (route).

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
43	Candace	Gray	Fuquay-Varina area	Requests: 1) Remove proposed 401 bypass from 2050 MTP as study is still ongoing; 2) U.S. 401 Corridor Study discontinue until other projects in the area are either constructed or funded so that the data would be more accurate. Projects list: • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401 • Western Angier Bypass. States that there should be greater support for farmers and it should start with metropolitan plans like this.	11/17/2021	Public Hearing & Email	Added to public comments.
44	Michael	Baporis	Raleigh	Project ID A203: Roadway Projects - Horizon: Auburn-Knightdale Rd: COMMENT: this needs to be part of the 2031-2040 plan if not sooner. I-540 expansion will yield over capacity to this road as residential development is already happening in this area. Project ID A201b: Roadway Projects - Horizon: Rock Quarry Rd: COMMENT: this project needs to be part of the 2031-2040 plan if not sooner. I-540 expansion will yield over capacity to this road as residential and multifamily development is happening upstream from this area (Rock Quarry Rd).	11/16/2021	Email	Added to public comments for 2050 MTP.
45	Gary	McCabe	Fuquay-Varina	Requesting removal of the Future U.S. 401 (Bypass) from the 2050 MTP	11/16/2021	Email	Added to public comments for MTP
46		Wake County Farm Bureau	Wake County	Resolution opposing Future U.S. 401 Bypass section, urges officials to consider expanding existing roads first and take steps to minimize the loss of farmland in future projects.	11/16/2021	Letter via Email	Added to MTP and U.S. 401 Corridor Study public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
47	Nicholas	Borisow	Cary	Does not agree with widening of Chapel Hill Road to 4 lanes. Would separate predominantly African-American community from downtown Cary. Does not help to connect neighborhoods to downtown.	11/15/2021	Email	CAMPO and Town of Cary staff are coordinating on the details for this project for the TIP process. This comment is also being shared with Cary staff.
48	Phil	Veasley	Wendell	Support for East Wake Commuter Rail	11/2/2021	Email	Added to public comments for MTP
49	Randy	Fenske	Cary; Fuquay-Varina	Requesting removal of the Future U.S. 401 (Bypass) from the 2050 MTP while also requesting that the following projects be moved to highest priority: Fuquay-Varina Parkway from Hwy 42 to Clayton Rd; Widening of Old State Road from U.S. 401 to Hwy 55; Widening of Hwy 55 from Five Points to Jicarilla Ln; and consider creative strategies such as double decker style bridges and roads within existing ROWs.	10/29/2021	Email	Added to public comments for MTP
50	Monica	Sanders	Cary	Desire bus routes and bus stops in west Cary. Especially near the Grove at Cary Park apartments. This is a low-income tax community... there should be public transit options for this neighborhood. The door to door is great but bus stops should be placed also.	10/12/2021	Email	Added to public comments for MTP

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
51	Joanie	Bowden	Wake County	Bowden's Bend Cattle Farm was inherited; multi-generational family farmland recognized as a Century Farm, Bicentennial Farm, Wake County Voluntary Agricultural District, she was accepted to The Order of First Families of North Carolina, lineage records for approximately 350 years... this information justifies the family's opposition to and against any portion or piece of the proposed Fuquay-Varina 401 Bypass Corridor route being located on any portion or piece of the Bowden's Bend Cattle Farm, LLC. The proposed Fuquay-Varina 401 Bypass Corridor route has no portion of its proposed route location within the corporate, core, contiguous Fuquay-Varina City Limits, which is where FV's proposed 401 Bypass Corridor route should be located in its entirety. Request: Bypass corridor not be proposed or located on any portion or piece of Bowden's Bend Cattle Farm land; remove from the 2050 MTP the proposed F-V 401 Bypass Corridor route from Hwy 42, Willow Spring, to Clayton Road; Prioritize the Fuquay-Varina Parkway east segment from Hwy 42, to Clayton Road in the 2050 MTP, the 4-laning of Old Stage Rd from 401 to Hwy 55, the 4-laning of Hwy 42 from Johnston Co. line to Hwy 55, 4-laning of Hwy 55 from Five Points to Jicarilla Lane (STIP # R-5705). Last, requests that CAMPO staff and consultants be creative and "think outside-the-box" addressing traffic congestion, choke-points, etc.	10/10/2021	Email	Added to public comments.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
52	Kathryn	Tart	Fuquay-Varina	Support for Future US 401 (Bypass). Travels between Fuquay-Varina and Lillington. Safety concerns for traffic crashes, especially at intersections. Also driveways for schools, lumber mill, side roads. Speed needs to be marked better. Large trucks traveling at high speeds deadly. Also need turn lanes, traffic lights. Safety is a priority over the preservation of parts of farmland. Future U.S. 401 (bypass) is needed.	10/10/2021		Added to MTP public comments and U.S. 401 Corridor Study comments.
53	Adam	Terando	Raleigh	Concerns for climate change. Encourages better alignment of preferred alternative with values and goals. All Together scenario good first step but not enough. Need to adopt plans and strategies that seriously ramp down the level of vehicle miles traveled (VMT) in the region.	9/28/2021	Email	Added to MTP public comments and Sept. 29 Joint DCHC & CAMPO Boards Meeting Minutes as it was submitted for that meeting.
54	Bill	Barnard	Willow Spring	Desire for rail system connecting Raleigh, Durham, and Chapel Hill to the airport.	8/28/2021	Email	Added to MTP public comments
55	Angela	Humphries	?	Survey feedback only allows voters to spend more money to solve presented problems. We should consider innovative ways to solve problems with transit like reigning in wasteful spending, initiative TIA at true peak times to not stack onto current problems and better planning.	8/27/2021	Email	Added to MTP public comments
56	Candace	Gray; Olive Family	Willow Spring	2045 MTP Roadway map questions related to the location for the Proposed U.S. 401 Bypass, the Fuquay-Varina Parkway, needing clarification. Main concern is proposed bypass from south of Banks Rd on current 401 to Hwy 55. Bypass is not needed with the proposed parkway so close. Long family heritage on the land which roadway could destroy unnecessarily.	8/25/2021	Email	Added to public comments for MTP and U.S. 401 Corridor Study. The Fuquay-Varina Parkway is being considered as a project to include in the 2050 MTP.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
57	Joanie	Bowden	Wake County	I am officially requesting that CAMPO's 2045 Metropolitan Transportation Plan be immediately amended & that the Fuquay-Varina Parkway be included in the 2045 Metropolitan Transportation Plan as well as CAMPO's. 2050 Metropolitan Transportation Plan & that the Fuquay-Varina Parkway be studied immediately by CAMPO. As a taxpayer & an affected property owner & as a concerned citizen, I am submitting this request on behalf of me and my family as well as many other members of the community in which I reside & own property. The majority of the right-of-way for the Fuquay-Varina Parkway is already reserved or dedicated, and that is not the case with the 401 Bypass Corridor currently being studied by CAMPO.	5/19/2021	Email	Added to public comments for MTP and U.S. 401 Corridor Study. The Fuquay-Varina Parkway is being considered as a project to include in the 2050 MTP.
58	Joanie	Bowden	Wake County	Questions sent to Wake County regarding the relationship between the Wake County Transportation Plan and NCDOT and CAMPO plans.	5/14/2021	Email	Tim Gardiner, Wake County Planner, responded to ?s with cc: to CAMPO.
59	Joanie	Bowden	Wake County	Questions regarding the process for amending local transportation plans, as well as the 2050 MTP, based on the recommendations of the U.S. 401 Corridor Study. Replied with official request that the Fuquay-Varina Parkway be in the 2050 MTP and the Future U.S. 401 (Bypass) be removed. Also requested signage for U.S. 401 public engagement activities be posted along Walter Myatt Road.	5/13/2021	Email	Local plan updates are determined by each locality. Future U.S. 401 (Bypass) was included in the 2045 MTP. Since the study is not slated for completion until 2022, the recommendations would have to be considered with the 2055 MTP, or could be considered as an amendment to the 2050 MTP. The Fuquay-Varina Parkway is being considered as a project to include in the 2050 MTP. Signage added to Walter Myatt for U.S. 401 Corridor Study public engagement post May 2021.

Draft 2050 MTP Public Comments Received - July 2020 - December 2021

	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
60	David	Bland	Raleigh	Widening of NC 98 west of Capital Blvd. should take priority over widening Falls of Neuse Rd from NC 98 to I-540.	3/3/2021	Email	Added to MTP public comments and Northeast Area Study (NEAS) Update
61	Alan	Smith	Knightdale	Supports NEAS Update projects for Knightdale area. One thing missing: Sync traffic signals on Knightdale Blvd. between First Ave. and 540. Traffic congestion could be somewhat relieved at minimal cost.	2/26/2021	Email	Added to public comments for MTP and NEAS Update
62	Bill	Graham	Wake County	On behalf of Blind Voices Coalition - Commenting via email as uncertain survey answers were all accurate. Historically people who are blind or have low vision have not been afforded the opportunity to adequately give input on transportation options. These people rely on public transportation and Paratransit almost completely. Lack of transportation options is devastating for people who are blind or have low vision - transportation is always at the top of needs.	7/27/2020	Email	Added to MTP public comments (Goals and all following CAMPO surveys have PDF versions that are fully screen readable provided on the website).
63	Robert	Healy	Wake County	Comments on the goals for the 2050 MTP. Suggests adding preserve and promote wildlife habitat connectivity, for Congestion & System Reliability, add: Make provision for exclusive lanes for transit and high occupancy vehicles; for Infrastructure, add: Give more prominence to infrastructure flexibility for autonomous vehicles (make this it's own goal instead of lumping with connected & electric vehicles).	7/14/2020	Email	Added to MTP public comments

ATTACHMENT 2

Public Comments Spoken at Joint MPO Boards Meeting

September 2021

NC Capital Area MPO Executive Board & Durham-Chapel Hill-Carrboro MPO Board Joint Meeting Summary - Draft

Wednesday, September 29, 2021

9:00 AM

Online via Webex

1. Welcome and Introductions

DCHC MPO Chair Wendy Jacobs called the meeting to order at 9:00 a.m. A roll call of MPO Board Members and Alternates was performed. The Voting Members and Alternate Voting Members of both MPOs were identified and are indicated below:

*Wendy Jacobs (DCHC Chair) - County of Durham
Jenn Weaver (Vice DCHC Chair) - Town of Hillsborough
Charlie Reece - City of Durham
Karen Howard - County of Chatham
Brenda Hoverton - County of Durham
Jamezetta Bedford - County of Orange
Michael Parker - GoTriangle
Lisa Mathis - NC Board of Transportation
Damon Seils - Town of Carrboro
Pam Hemminger - Town of Chapel Hill*

*Sig Hutchinson (CAMPO Chair) - County of Wake
Vivian Jones (CAMPO Vice Chair) - Town of Wake Forest
Mary-Ann Baldwin - City of Raleigh
Russ May - County of Granville
Lewis Weatherspoon - County of Harnett
Will Allen III - GoTriangle
Melvin Mitchell - NC Board of Transportation Division 4
Valerie Jordan - NC Board of Transportation Division 5
Bob Smith - Town of Angier
Jacques Gilbert - Town of Apex
Michael Grannis - Town of Clayton
Jessica Day - Town of Knightdale
TJ Cawley - Town of Morrisville
Virginia Gray - Town of Wendell
Scott Brame - Town of Youngsville*

2. Public Comments

DCHC Chair Jacobs opened Public Comments and explained that due to time constraints individual comments would be limited to two (2) minutes. A total of thirteen (13) people signed up, with one person submitting comments in an email format.

Ms. Kym Hunter, senior attorney with Southern Environmental Law Center stated she has a decade experience working with community environmental groups. She said with regards to the current climate crisis, this is a turning point in transportation planning. She stated serious thought should be put forth to address and rethink goals, and she stressed that these ambitions need to come from the local level for the State to follow, both for short term as well as long term goals.

Mr. Harry Johnson, private citizen agreed with Ms. Hunter's statements. He stated he both lives and works in Durham and was excited to learn that both MPO's are talking together for this issue. He stressed the need to Reduce VMT per capita. He added that even with the push to switch over to electric vehicles, this alone will not meet the goals of reducing greenhouse gas. He felt funding should be allocated to do what we can to ensure healthier opportunities to live, work and play.

Ms. Mary Sell, interim director for Oaks and Spokes commented that a reassessment is needed of best practices to help align transportation projects with the stated community goals of equity and climate change issues and create better policies.

Mr. Terry Lamsdell, director of BikeWalk NC appreciated the previous comments. He agreed it is time to provide a new vision for a comprehensive plan and added that this will be one of the foundation blocks for what the state will do in communities across the state. He said he was in support of looking at every option that reflects the needs, wants and desires of the local communities, and that investments in more sustainable options are needed. He felt investment in more sustainable, active transportation to support the anticipated growth and address current issues is needed.

Mr. Nathan Spencer, executive director of WakeUp Wake County. He said their mission is to promote healthy, sustainable communities throughout the region through education, advocacy and civic engagement. He stated as plans are made for 2050, they should include the goal of achieving a climate friendly region. This will mean reducing emissions, providing safe routes for all modes of transportation, recognizing climate change impacts and planning for a region that relies more on public transportation and land use for all residents. He said that WakeUp Wake County stands with its partners to support this type of plan but that understands this will not happen overnight.

Mr. John Tallmadge, executive director of Bike Durham thanked both MPO boards for recent decisions with bold goals, including Vision Zero, and for working through the difficult tradeoffs that will be needed to achieve these goals. He added focus should be not only on what can be afforded but to give communities the opportunities to discuss how to accomplish these priorities. He echoed the need to address climate change but also the need to focus on congestions relief. He asked both MPOs to join together to bring back bold alternates.

Ms. Mary-Jo Gellenbeck stated she is an active transportation advocate and shared that her own son and many in his generation have little to no interest in driving personal vehicles. She said a mind shift is needed when contemplating the future of transportation infrastructure. As it stands now, it is largely geared towards vehicle travel. She referenced Capital Boulevard and said the revenue generated from that project is not

focused on bike/ped improvements, and that the environment does not encourage walking or cycling. She raised the question of why additional vehicle lanes are being built, rather than more greenway or bike/ped space. She suggested discussions with NCDOT might help change policy and dedicate funding / Investments for a more active transportation infrastructure.

Mr. Dwight Otwell, current Chair of the Raleigh Bike/ Ped Advisory Commission commented that he has witnessed great work being done in terms of improvements to ensuring increased safe and comfortable access to the necessities of life, however, there is still much to be done. He echoed the sentiment that construction of more bike/ped facilities versus roadway projects should be addressed to change policy, which currently favors building cities for cars, not people.

Ms. Jasmine Washington, associate at the Southern Environmental Law Center said she agreed with Ms. Hunter's comments. She stressed the need for focus on multi modal transportation that ensures equity, that serves everyone and connects community members without the need for a car to access basic needs, and more connectivity options in more isolated areas, or the outer edges of big cities that anticipate growth.

Ms. Tina Govan, Raleigh resident asked that the cost of building and maintaining more roads be weighed against public health and desires. She suggested that there is a need for change in metrics and design for community projects, and that worldwide there have been efforts to change towards more sustainable and humane tracks of living. She added real action and leadership is needed at this crucial time and that more community engagement is needed.

Mr. Nick Neptune, president of the Oaks and Spokes board said that he had heard firsthand from constituents who have moved to locations with higher walkability and biking options. He echoed the previous comments made that this is the future of transportation needs and these investments in communities should be considered.

Ms. Heidi Perry, Carrboro resident and bike /ped advocate shared that last month the DCHC MPO had generated some alternative plans and appear to be ready to embrace this way of thinking. She said the current funding and scoring metrics are focused on the wrong things. She added she thought 75% of the NCDOT budget is allocated to new construction and maintenance of roadway projects instead of alternative, healthier bike/ped/greenway ones.

Mr. Chad Jones agreed with the need to stop prioritizing vehicles over people and listed several health benefits of walking and biking but said investments need to be made in things such as protected bike lanes and networks to make the transition.

Chair Jacobs thanked all speakers for their input and stated that the board is actively listening to community input. She added that if anyone did not have the opportunity to speak, members of the community may submit the comments via email.

The following commented was submitted in email format from Mr. Adam Terrando, WakeUp Wake County member:

My name is Adam Terando. I'm a resident of Raleigh, a climate scientist, a former member of the Raleigh Planning Commission, vice chair of WakeUp Wake County, and a dad. I'm writing today to strongly urge CAMPO to take a fresh look at long-range transportation planning in our region. It's time for us to align our plans with our community's values and goals that call on us to do our part to solve the climate crisis

and promote a more sustainable and equitable future. First, I want to thank you for adopting the All Together plan amongst the 2050 MTP alternative scenarios. This is a good first step in the right direction. However, even in this All Together scenario, there is forecasted to be a 16% increase in gasoline consumption if all investments are made as planned. This is simply unacceptable if we are going to meet our community goals to reduce climate pollution and stave off the worst effects of climate change. We are now witnessing the terrible consequences that result from adding billions of tons of carbon dioxide and other greenhouse gases into the atmosphere every year. Deadly heat waves, devastating hurricanes and floods, shrinking water supplies, and rising seas. In the US, fossil fuel emissions from the transportation sector make up the largest single source of heat-trapping gases that are released in the atmosphere, where they can linger for centuries and millennia. This means that to tackle the climate crisis, we have to tackle transportation emissions. One thing I want to emphasize is that we cannot rely on hopes that a change to an all electric vehicle fleet will solve this problem either. The time required to transition hundreds of millions of fossil fuel-powered vehicles to 100% renewable-powered electric vehicles simply does not align with the timeframes required to avoid the worst effects of climate change. Luckily, we still have time and we still have options. Most importantly, by adopting plans and strategies that seriously ramp down the level of vehicles miles traveled (VMT) in the region. You have the power to start to undo the damage we have done, and to chart a course to a sustainable and livable future. But that means rethinking what our priorities are when it comes to transportation and transportation investments. If we continue to prioritize shaving a couple minutes off of a commute time (for a few years before induced demand ratchets up the time again) by prioritizing road widening and car-dependent infrastructure, then we will be sentencing ourselves, our children, our grandchildren, and future generations to a terrible fate. I know many of you, respect you, and support you in your work and realize these are tough choices. But when it comes to the health of our planet and our society, I ask, what other choice do we have?

Thank you
Adam Terando, Ph.D.
Raleigh, NC

CAMPO Chair Hutchinson said he appreciated and agreed with all the stated public comments. He reiterated the opportunity to submit comments in email form if anyone was not able to speak during Public Comments today.

3. Minutes

3.1 Joint MPO Boards December 1, 2020 Meeting Summary

Requested Action: Receive as information.

Attachments: [Joint DCHC and CAMPO Board Meeting Summary Dec. 2020](#)

The minutes /summary from the previous Joint MPO Boards Meeting held on December 1, 2020 were attached to the agenda and received as information.

4. Regular Agenda

ATTACHMENT 3

Comments in Alternative Scenarios Survey

August 2021

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

Response Date	COMMENTS
7/31/2021 2:23:34 PM	15-501, upgrade NC54 from CH to Cary for multi-modal BRT, separated bikeway
8/1/2021 5:00:11 PM	Plan shared transit and density prior to land being developed at non-optimal densities.
8/2/2021 2:51:32 PM	Concerned about local transit agencies' ability to execute successful regional transit projects that help to create dense developments -especially in the 15-501 corridor between Chapel Hill and Durham, and connecting Raleigh to RTP
8/2/2021 8:01:42 PM	Multi-modal transportation to alleviate roadway congestion
8/2/2021 8:56:09 PM	The Triangle Bikeway would provide a safe alternative connecting Chapel Hill to Durham and make biking across RTP significantly faster and safer. More importantly, there doesn't seem to be any even remotely feasible alternative proposal to improve bike infrastructure connecting the triangle. If we don't build the bikeway, we're probably just accepting that we don't seriously think bike transit will ever be a large scale reality outside the city centers.
8/2/2021 10:54:00 PM	40/54 bike corridor
8/3/2021 12:22:25 AM	Our roads barely accommodate the traffic we have now and all of these new and proposed high rise and mixed use dense housing will continue to make it worse.
8/3/2021 2:05:37 AM	It's hard to find transportation at night (buses stop running early.) It's more difficult than it should be to use public transportation to get between close cities, like Chapel Hill to Durham, or to Raleigh.
8/3/2021 2:34:26 PM	For too long, highway expansion has been prioritized over meaningful changes that provide people options for traveling outside the vehicle. We need solutions that will reduce reliance on vehicles for cleaner air while creating safer ways to move around on foot or by bike.
8/3/2021 8:09:07 PM	Follow the example of Portland, OR and other US cities that have prioritized bike lanes on major roadways, bike paths connecting different areas, and light rail/commuter rail transportation. EXAMPLE - there is not ONE bike friendly connection betw Chapel Hill <> Durham. PATHETIC !!!!
8/3/2021 8:32:55 PM	LIGHT RAIL!
8/3/2021 11:19:19 PM	There is a large road recreation cycling community in NC. For safety of cyclists and drivers, creating larger shoulders as roads are created or improved should be a priority. Especially rural areas of Wake, Orange and Chatham counties.
8/4/2021 10:51:05 AM	With so many people moving to this area, we are headed for even more serious traffic problems, which not only cause delays for commuters, but also have a huge carbon footprint. Investing now in a solid mass transit and bike/ped plan will help alleviate this.
8/4/2021 11:25:37 AM	I would like to see the the bicycle path parallel to I40. I believe if you make it easy and clear and visual people will use it as an alternative to get to work, while still getting some exercise in. I also think it would be a great advertising point for business who want to move to the community. It raises the profile of the city to a place where people want to live, and business wants to be.
8/5/2021 3:11:55 PM	Increase alternative transportation options for all in the region. Not just Raleigh and Cary.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/5/2021 3:23:09 PM	I understand cars are almost a necessary evil, but the disproportionately high amount of funding roadways already receive from NCDOT compared to buses is just not acceptable. You are the Department of Transportation not the department of highways. Buses and dedicated bus lanes should be our biggest priority right now because we have dropped the ball for the last 70 years, and pedestrian/bike accessibility and commuter rail should be close second.
8/5/2021 3:37:41 PM	Transportation should be prioritized and framed from multiple perspectives, such as climate change (GHG emissions), safety (far too many traffic injuries and fatalities), health (physical and mental health of driving/sitting/lack of exercise), equity (access to jobs and services).
8/5/2021 3:54:05 PM	I believe it is important to increase the public transit connectivity an efficiency between Raleigh and surrounding municipalities. Whether that be through a commuter rail or increasing BRT/ transit opportunities. Also improving bike/ped infrastructure to promote an alternative and safe mode of travel.
8/6/2021 2:10:05 AM	More affordable housing in city centers and close to jobs.
8/6/2021 4:35:11 PM	No new roadway construction or improvements should be approved unless they include bicycle lanes (except for expressways, of course).
8/6/2021 4:52:02 PM	The region needs to make walking and cycling safer to encourage more active transport.
8/6/2021 5:15:40 PM	Commuter rail is paramount with continued growth and incoming businesses.
8/6/2021 6:08:42 PM	We cannot continue to build for cars as they are wasteful, environmentally unfriendly, and make for unproductive development patterns. A total shift in resources away from roads and highways and toward transit, bike, and pedestrian infrastructure is the only sustainable direction for the Triangle region.
8/6/2021 6:14:14 PM	The Triangle region desperately needs a dramatic shift away from car-dependency in a much quicker timeframe than thirty years. NCDOT, CAMPO, and DCHC MPO must begin to take climate change seriously and put a stop to all further highway expansion. Resources designated for highway expansion should be shifted to regional and intercity rail, bus rapid transit, separated bike facilities, and sidewalk improvements. Stronger, transit-oriented development will naturally follow these policy decisions. Cars are useful tools, yes, but they are on awful thing to have to depend on and build around. The Triangle is making every top-ten list in the country, but its transportation plan looks like something out of a 1950s playbook. We can be nationwide leaders in both climate-friendliness and equitable development if we start making better transportation decisions here and now.
8/6/2021 6:31:16 PM	Bike/ped should be a part of all state and local road projects within a metro area. Rural projects probably not
8/6/2021 6:34:58 PM	Bicycle connectivity. There are a lot of lanes and greenways, but not all are connected well.
8/6/2021 6:37:09 PM	I would like more choice in transportation options. In previous cities I have walked, ridden a subway, and biked to work and school. Here in the Triangle it is difficult to do anything except drive. I would like for the region to provide better pedestrian, bike, and public transit options.
8/6/2021 6:38:45 PM	I would love to see the bus system get more and more use. I think this could be accomplished by fare free transit, the upcoming BRT routes, and more frequent bus service in general. This would be my most important priority.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/6/2021 6:44:02 PM	Yes, we need increased bus services (included more routes, and more frequent stops, every 15mins should be the standard) - but we need MORE transit options aside from bus, namely light rail, streetcar, and/or monorail.
8/6/2021 6:47:51 PM	I believe that frequent commuter rail connecting the major points of the Triangle is the most important aspect for the growth of the Triangle. Ideally there would then be light rail at a city/town level, though at the very least commuter rail would be complimented with robust and frequent bus systems at a local level.
8/6/2021 6:47:56 PM	Train service needs to be all-day consistent service, not just on-peak service that works for only those who work 9a-5p jobs
8/6/2021 7:01:24 PM	Commuter rail, commuter rail, commuter rail. With connecting BRT, bus and cycling commuting options. Would much rather sit on a train from Raleigh to RTP daily, then being stuck on I-40. I have lived in the area 10 years, and there was talk of commuter rail being 10 year away. And now here we are, still ten year away. Make it happen. Time for continually spending millions and millions on road projects needs to stop. more lanes / roads jus ring more development and more traffic. Build commuter rail, BRT, cycling lanes instead.
8/6/2021 7:06:14 PM	Wider roads and more traffic lights.
8/6/2021 7:25:59 PM	The Wake County Commuter Rail project will be important in connecting people from around the region and will enable more dense development around the planned stations. Instead of focusing on road infrastructure (including that for buses), we should focus on other forms of transportation, including rail.
8/6/2021 7:36:06 PM	West Cary near Harris teeter and Aldi or puplix should have a bus stop .
8/6/2021 7:45:58 PM	train or really frequent bus service between the major Triangle downtowns.
8/6/2021 8:14:59 PM	Commuter Rail should be of the highest priority for the entire Triangle region! Expand rail as much as possible to all of NC. And try limiting new roads and fix, expand the existing ones.
8/6/2021 10:33:58 PM	At all levels of decision making, we have to reduce our dependency on automobiles.
8/6/2021 11:40:58 PM	1. Consider controlling the ever expanding development footprint of the area. If local leaders continue to rubber stamp housing developments on old farm land, you can forget about ever catching up on the transit issue. 2. The secondary roads were not built to handle the amount of use they are seeing. There are only so many dollars available. 3. Most importantly, IMPACT FEES to developers/new home owners. Make the likes of DH Horton and Pulte Homes pay for the congestion problem with profits from their many developments. It should not be just a state/county/city/town tax discussion, nor should the road frontage of their respective developments be the end of their responsibility.
8/7/2021 1:52:39 AM	Road construction is not promptly completed. Half done projects extend for months if not years with no progress and no accountability. Projects that seem complete have signs and barrels left for months. Poor planning or poor follow through on current projects. Highway clean up is significantly needed- we have more people moving here daily than just about any other city in America and our roads look like crap and are littered with garbage (actual trash, car crash remains, tires, mattresses, boxes, construction waste, unmowed medians and areas blocking signs). We pay plenty in taxes and dont seem to get much for it.
8/7/2021 12:22:02 PM	Bonds that affect tax payers. Laws need to change that allows impact fees which require development to pay for itself.
8/7/2021 1:06:28 PM	Light rail, public transportation, pedestrian and bicycle facilities. Individual cars for commuting are not a good plan for 2050, except adding EV stations.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/8/2021 2:26:45 AM	Linking communities together Better mass transit to airport EV accommodations
8/8/2021 4:11:38 PM	Fare-free, rapid regional bus transportation, in combination with localized routes within cities, to make bus commuting more feasible ; Triangle Bikeway (https://trianglebikeway.com/)
8/8/2021 4:13:24 PM	Provide bike lanes on all roads so that people who want to travel by bicycle can do so safely.
8/8/2021 4:26:13 PM	The 98/Six Forks/New Light intersection. While during the pandemic, it has been tolerable, once more people get back to work and schools are in-person again, it's going to be a mess. Waiting 20-30 minutes at a light during peak hours is unacceptable. Not to mention the continued growth north of 98 that is going to contribute to it becoming worse. I know 98 is on the project list and if it were possible to make 98 an overpass over Six Forks/New Light, it would greatly help. Currently, 3 corners are open lots without structures.
8/8/2021 4:27:46 PM	Need rail system to connect all areas Raleigh area including suburbs. Also, high speed rail to major cities.
8/8/2021 4:41:02 PM	Finish 540 from 64 to 40
8/8/2021 4:41:28 PM	I40 bike corridor project
8/8/2021 5:24:58 PM	1) HOV lanes; 2) Get NCDOT ahead of the curve for needed projects, I think the state is way behind the curve for needed transportation projects
8/8/2021 5:50:34 PM	I am concerned about our Seniors continuing to drive because there is no alternative. Buses to places of entertainment (PNC, Fairgrounds, Base Ball stadiums, etc) especially after dark would be a great help. More sidewalks from neighborhoods to bus stops and shopping areas would help.
8/8/2021 6:31:15 PM	It appears to me, the whole process ignores people who are blind/Low Vision and others with disabilities. This means in most cases, they cannot participate. This survey is impossible for a person who is blind to fill out properly without sighted assistance, and is in violation of the ADA rules on accessible websites in my opinion.
8/8/2021 6:38:08 PM	Transit funding should encourage growth outside the current metro corridor.
8/8/2021 7:42:56 PM	To find the top 25;road improvements, widening and additions that NCDOT's TIP recommend for the next ten years. Needs funding ASAP.
8/8/2021 7:48:04 PM	Improve flow through intersections and make better and more connections of existing/new roads. Quit adding lanes.
8/8/2021 8:15:35 PM	Bus and rail are imperative.reinstate park and ride if nothing else.
8/8/2021 8:56:47 PM	Concern: The 401 Bypass should swing south of Fuquay-Varina instead of going through new residential Sub-Divisions.
8/8/2021 9:47:12 PM	Need to complete the 540 roadway. Increase public transportation due to increase of population
8/8/2021 11:01:57 PM	Garner - Durham Commuter Rail
8/9/2021 2:08:50 AM	more emphasis on buses - less on trains
8/9/2021 2:43:26 AM	Traffic, congestion, and travel times are absolutely terrible during prime travel times ("rush hours") and it us as though the roads have not been carefully planned or traffic density taken into consideration now, much less for the future!

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/9/2021 3:00:44 AM	I think that we should be looking at trains that run to wake forest, zebulon, fuquay via Wake Tech South, Fayetteville and further. We need a regional rail network. There are several right of ways that are not utilized for passenger rail. We need a RAIL Connection to the airport. Not a bus that requires multiple transfers or you can only catch downtown or in durham. That only is an effective ride for a select few. BRT should supplement current bus and future rail and not run as a rail alternative. Rail should not use diesel locomotives when we are trying to go electric with buses. We need electric Trains.
8/9/2021 12:00:08 PM	Pedestrian infrastructure, specially access across railroad crossings. The railroad is a major barrier to pedestrian access in many municipalities. Safe pedestrian crossings can be made and should be allowed! The railroad owners have too much power and do not even entertain the conversation with communities to make at-grade crossings. Municipalities cannot afford going over or under the rails only, and to be honest, pedestrian bridges at unsightly (see Hwy 70 in New Bern).
8/9/2021 12:10:28 PM	Western Wake communities (Cary, Apex and Holley Springs) continue to grow at a rapid pace and will need better roadway networks as well as an option for commuter rail long term. Fuquay is also in that same category. Less emphasis will be needed on transportation options inside the beltline and more will be needed to serve the suburban sprawl that is occurring.
8/9/2021 12:51:19 PM	The state should focus its funding on maintaining the current roadway network instead of expanding it, there is no need for large new roadway projects. Transit should aim to have a competitive advantage over driving, congestion free solutions like BRT and CRT should receive prioritized funding to accomplish this. Municipalities should also focus efforts on encouraging dense land use and TOD's around existing transit hubs and walkable neighborhoods to maintain housing affordability in areas that already do not require a car for all trips. Municipalities should use NACTO standards for street design and should attempt to require these standards on state-maintained roadways within city limits.
8/9/2021 1:28:33 PM	Commuter rail along exisiting spines from Clayton to Durham and Franklin County to Raleigh.
8/9/2021 1:32:00 PM	Rail is an under used resource as rail runs right along 401 from Fayetteville to Raleigh through Lillington and Fuquay
8/9/2021 1:41:45 PM	While the now scrapped Light Rail project would have really prepared the Triangle for the future, any concise, regional connectivity plan that ultimately reduces the number of vehicles on highways and roads should be the priority.
8/9/2021 1:47:06 PM	Wake County is a wealthy area. Wealthy people do not/will not ride buses. We need commuter rail, better roads, and WAY more bike and pedestrian trails.
8/9/2021 2:07:25 PM	Interstate 42
8/9/2021 2:27:54 PM	The City should not have any control over funding. The City Council is not a reliable with regard to making decisions for local community, they are too focused on developers.
8/9/2021 2:51:54 PM	When approving commercial & residential developments, the roadway system, whether an locally maintained road or DOT maintained road, should be evaluated and analyzed for a 20-25 year growth plan.
8/9/2021 2:53:21 PM	Commuter rail to wake Forest and BRT!
8/9/2021 3:20:25 PM	Commuter rail linking Johnston County to Durham is critical to our region's future, as is connecting BRT to commuter rail stations.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/9/2021 4:50:11 PM	Need to go ahead and get started with regional rail just as soon as the huge infrastructure bills are passed in Congress.
8/9/2021 5:21:42 PM	Sidewalk and bike lanes
8/9/2021 5:30:46 PM	Development needs to pay for the growth that is occurring - not the existing residents. Increase fees on developers. Decrease fees for redevelopment. This will preserve the environment and encourage denser development where development all ready is rather than sprawling out.
8/9/2021 5:36:45 PM	BRT throughout the region, not just in Wake County.
8/9/2021 5:49:29 PM	Micro-Economies... via Pedestrian circulation patterns created by access to destinations.
8/9/2021 6:06:53 PM	Traffic lights need to be updated to respond to vehicles approaching lights. It is frustrating to wait at traffic lights when there are no vehicles on the road with green lights!
8/9/2021 6:08:03 PM	Consider people with disabilities, Americans with Disabilities Act of 1990.
8/9/2021 6:35:49 PM	Work together regionally
8/9/2021 6:52:45 PM	Allowing mixed use zoning and up zoning by right is critical to editing sufficient housing a job opportunities to everyone in the capital area.
8/9/2021 6:52:51 PM	Please we need to improve public transit. What we have now just does not cut it.
8/9/2021 7:05:11 PM	I believe now is the time to plan for BRT and commuter rail into Johnston County. Not only for future traffic mitigation, but so we can start modifying zoning codes etc to allow for transit-oriented development in an area where vacant land is diminishing quickly. We also need to be planning our bike/ped routes to access these future transit centers; it will be easier to do so now vs trying to add those routes later when things are more developed.
8/9/2021 7:12:52 PM	Increase transportation facilities before or during construction/development of businesses and residences. Create bicycle/pedestrian facilities throughout - off-road with safe crossings where necessary.
8/9/2021 7:15:16 PM	more walkable/bikable communities
8/9/2021 7:23:35 PM	The rail lines increase crime and should be highly considered when placing rails. All cities with a rail line are notorious for higher crime rates. This is not okay. The rail is not welcome in NC!

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/9/2021 7:28:19 PM	<p>Rapid completion of 540 in its entirety;</p> <p>R-2829 section needs to be moved up in STIP to begin acquisition in 2022 to balance this project letting with sections currently under construction;</p> <p>Completion of 540 would allow connection of RTP and other regional areas to emerging life sciences cluster along Highway 70 including Griffols and Novo Nordisk;</p> <p>Completion of 540 would also increase accessibility of Opportunity Zones in vicinity of intersection of Rock Quarry Road and Auburn Knightdale Road near Highway 70;</p> <p>Completion of 540 would increase accessibility to area features such as Randleigh (400 acre future park and school site jointly owned by City of Raleigh and Wake County), Clemmons Educational State Forest, and Neuse Greenway/Mountains To Sea Trail/future Neuse blueways;</p> <p>Completion of 540 would increase accessibility to future proposed eastern terminus of commuter rail (at intersection of Garner Road and Auburn Knightdale Road near Highway 70) and allow development in the surrounding area to be done in a more transit focused manner;</p> <p>Completion of 540 would allow additional areas to be offered to companies relocating to the region or new opportunities for current companies such as Apple or Google to open secondary campuses in this area to increase diversity of jobs and locations;</p> <p>Completion of 540 would offer increased connectivity and opportunities for southeastern Wake County;</p> <p>Completion of 540 would provide southeastern Raleigh a gateway of connectivity to a wider region;</p> <p>Completion of 540 to relieve congestion on secondary roads in a rapidly developing area of Wake County;</p> <p>Completion of 540 to allow greater connectivity both regionally and between outlying communities in the area;</p> <p>Completion of 540 to allow the entire region to flourish and continue to be a top ranked area with excellent transportation.</p>
8/9/2021 8:47:23 PM	<p>Increased populations and the regions' dependency on cars as the only mode of transportation will impact traffic, commute times, and limit equitable access to jobs, services, and healthcare. Some form of light/commuter rail connecting the Triangle will be necessary going forward.</p>
8/9/2021 9:51:02 PM	<p>More bike lanes in the suburbs to improve traffic flow when bicyclists are present and to increase bicyclists' safety</p>
8/9/2021 10:15:25 PM	<p>Making mass transit more attractive to consumers. Availability, scheduling, alternatives (last mile, etc.)</p>
8/9/2021 11:36:36 PM	<p>There are some major deficiencies accessing downtown which will hamper development</p>
8/10/2021 12:06:31 AM	<p>Commuter rail is required for triangle</p>
8/10/2021 12:13:23 AM	<p>People will continue to drive as long as we continue to design and build transportation infrastructure centered around cars. When major investments are made into cyclist and pedestrian facilities, it will feel safer and more feasible to use these alternatives.</p>
8/10/2021 12:34:41 AM	<p>Reduce traffic congestion</p>
8/10/2021 1:19:24 AM	<p>Bike trail / Green way that runs along 540 from Holly Springs to RTP</p>
8/10/2021 1:37:07 AM	<p>Stop prioritizing cars. No more parking minimums. Improve bus service, increase number of bus stops.</p>
8/10/2021 1:50:51 AM	<p>Embrace autonomous vehicle technologies for congestion and mass transit planning.</p>
8/10/2021 1:57:42 AM	<p>Transportation access to affordable housing</p>

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/10/2021 2:08:33 AM	Support commuter rail to Wake Forest.
8/10/2021 2:59:18 AM	I live in 42 rd east, and think we need an easy and faster connection with the I40. We wait time driven until Garner to get the I40.
8/10/2021 10:39:41 AM	Making more bicycle connections throughout the city by closing sidewalk gaps and providing safe, dedicated spaces for cyclist. Motorist don't want to share the road, so for amateur cyclist to feel comfortable commuting by bike, they would really only utilize dedicated bike lanes or separated paths. This could help cut down on a lot of local vehicular trips
8/10/2021 10:53:56 AM	Sidewalks need to be better kept up with and/or provided in all areas where there is a bus stop. Service on busy roads needs to be kept open until 3am for bar workers or anyone that works night shifts. Bus stops need to be extended into more low income neighborhoods so they don't have to walk a couple miles to get to the nearest stop.
8/10/2021 11:59:11 AM	Acceleration of US 1 N improvements from Raleigh to Franklinton. By far, the most neglected corridor in Wake County. Acceleration of Hwy 98 additional lanes between Wake Forest and Durham. Streetscaping on Capital Blvd from New Hope Church Road to downtown Raleigh needed badly.
8/10/2021 12:26:48 PM	Lack of connections for bike routes between cities
8/10/2021 1:09:58 PM	I think easy access to interstates or primary roads will help keep traffic moving.
8/10/2021 1:10:03 PM	Our roads will quickly be overwhelmed if we do not invest in commuter rail or other mass transit. Buses will not be used if people have cars, since they are rarely any faster. In the city of Raleigh, we also need better bike lanes and sidewalks everywhere to give people another alternative ; In the downtown
8/10/2021 1:36:09 PM	Intersections in the Triangle are too car-centric and hard to cross by anything than a car. Intersections with no bike or motorcycle sensors are frustrating. Pedestrian buttons "push to beg to cross, and then wait in the rain or scorching sun" are offensive and discriminatory.
8/10/2021 2:13:49 PM	We need a network of comprehensive light rail going from Clayton to Chapel Hill (with stops all along the way)
8/10/2021 2:23:58 PM	I support any initiative which reduces the dependency of individuals on owning an automobile.
8/10/2021 2:40:55 PM	Bike's and pedestrians must be protected from cars with physical barriers.
8/10/2021 2:41:17 PM	municipal-level minimum parking requirements - these induce driving, render all other modes unsafe and unattractive, pollute air with tailpipe and tire/brake wear particulate matter (no, EVs will not address these issues), create greater distances between origins and destinations and between destinations thereby relegating travel choices to automobility in order to close such in-human distances, plus min parking requirements and their resulting asphalt lots exacerbate stormwater runoff and heat islands (both of which are worsening due to our climate emergency). ; at the state level, there is an urgent need to shift away from highway capacity expansion, toward highway and bridge maintenance, and orders of magnitude greater investment in connected networks of cycling, walking, and bus/rail infrastructure.
8/10/2021 2:44:12 PM	Too many housing developments are allowed without consideration for traffic or congestion concerns
8/10/2021 3:57:27 PM	Two-lane state highways need expanding due to population increasing outside of Raleigh proper (Garner, Clayton, Fuquay-Varina, etc.). Highway 50/Benson Road and Highway 42 are already overcrowded and will continue to worsen with the addition of new subdivisions and apartment complexes.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/10/2021 4:39:16 PM	Some sort of commuter rail that can get you around congested areas
8/10/2021 6:19:26 PM	Until March of 2020, I was a daily bus rider for my commute to work. The bus route I use was indefinitely suspended this summer due to lack of drivers, so I am now back to driving alone to the office on the days I don't work remotely. We need to improve pay, benefits, working conditions, etc. so we can hire more drivers and fully staff all routes and increase the frequency of bus service. There are other buses I could take, but I would have to take multiple buses and because they run so infrequently, it doubles or triples the length of my commute, depending on the time of day.
8/10/2021 7:47:44 PM	"Purpose and Need" statements usually include "to reduce congestion" for justification for widening existing roads. We should reduce congestion by reducing the number of cars on the roads. "Work from Home" is one excellent way of keeping some cars off the roads.
8/10/2021 8:24:09 PM	The triangle needs more reliable transit with more transit options throughout the day. For example the GoTriangle express buses, such as the DRX, should run at more times than just "peak" hours.
8/10/2021 8:27:25 PM	Durham Belt Line Greenway, Triangle Bikeway
8/10/2021 8:40:22 PM	N/A
8/10/2021 8:57:06 PM	framework of transit lines with supportive density
8/10/2021 9:15:26 PM	Rocky Mount to Raleigh rail would be nice using existing right of way rails
8/10/2021 9:50:29 PM	I am greatly concerned about the CAMPO plan for a US 401 corridor off of I 540 in Southern wake county. My address is 6341 Hilltop Road Willow Spring NC 27592. My family farm is located within the study area. This picture was taken in the woods where the proposed freeway will go. I walk in these woods weekly. My life & the lives of my family will be greatly affected by this road. MARJORIE Fish
8/10/2021 10:16:20 PM	Environmental impact of driving a concern as well as people's inability to afford automobile. Need rail system/more buses for triangle to get to between Durham, RTP, Chapel Hill, Pittsboro, Raleigh. Too many cars are on the road.
8/10/2021 10:30:36 PM	Commuter rail from Garner to Hillsboro on the NC railroad company, as well as Wake Forest to Raleigh service on the Raleigh-ridgeway line.
8/10/2021 10:37:34 PM	Creating rail infrastructure whether it's from zip code to zip code in the Triangle or to surrounding counties would dramatically improve the traffic. Reducing the amount of people who feel they have to live near the job because of commute constraints.
8/10/2021 11:42:50 PM	An existing policy? Actual implementation of Complete Streets. A desired policy: no additional roads or widenings unless they are to add transit lanes or bike/ped facilities. Our DOT has built itself--and continues to build itself into an increasingly unsustainable state while also contributing to increased traffic, and increased flooding disasters through increased pavement. Land Use should be designed to bring housing and jobs closer together. Broadband should be considered a transportation cost with the growing use of telecommuting and teleconferencing. Allowed use of electronic speed cameras, removal of RTOR in urban settings, and lower speed limits should all be part of an employed policy to work toward Vision Zero.
8/11/2021 12:47:20 PM	Greenway trails provide a safe alternative for commuting to work. However, greenway rules such as 10mph and dawn to dusk operations make it impossible to commute to work via the greenway trails from late fall to early spring under those restrictions.
8/11/2021 1:01:46 PM	All roadway capacity projects will induce new driving and thus should be avoided at all costs, if we are taking the goal of reducing VTM seriously.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/11/2021 2:27:36 PM	Networking transit with bus and commuter rail while increasing transit oriented new development and pedestrian / bike infrastructure MUST be the priority. Otherwise, we'll remain car-centric.
8/11/2021 3:02:55 PM	A better time management of cleaning the shoulders of the highways so the drains can do there job
8/11/2021 3:22:05 PM	I don't mean to be crass but public transit and pedestrian infrastructure around here is an abomination. Borderline negligent. I've never been to a city that prioritizes this stuff less than Raleigh. Also - reckless driving is a major issue. People love to blame it on the melting pot nature of the area but the reality is that its road design and lack of enforcement that are causing these problems.
8/11/2021 7:52:32 PM	We need to stop new building projects unless we make everything 2-3 lanes. We are growing too fast. Also we need to build a bridge over the train tracks for Rogers road! Also a bridge over 401 and 98 and Capitol and South Main Street as these places will only grow and if you do not plan now you will never get it done!
8/11/2021 7:52:36 PM	Look at location of bicycle trails. Very few in the watershed area, especially on side streets. Do not concentrate on street bicycle paths. They are expensive and are rarely used. As a bicyclist I fear for my life when riding on Raleigh streets.
8/11/2021 10:43:57 PM	With the rapid growth into suburbs there is a lot of stress on 2 lane streets and there are massive back ups. For example Lake wheeler rd is seeing massive amounts of traffic going south into Fuquay Varina and it will get worst with 3-4 new housing developments. Or the North Hills area tons on mew developments with no concerns for the stress on the roads in the area, several which are also 2 lane streets.
8/11/2021 10:56:44 PM	Final mile transport in RTP. I've been wanting to take the bus, but I'm nervous about relying on uber or lyft to get me to the office. I dont want to be late to work because there isn't anyone driving for lift at the time.
8/12/2021 1:22:17 AM	Prior to spending any more money, re-evaluate every single project, to determine if it truly is necessary. During the COVID crisis, all businesses,companies, were forced to evaluate their business practices, many realizing that the business can survive and thrive with employees working from home offices, rather than commuting to offices. Traffic has decreased; the need for new roadways may not be necessary.
8/12/2021 2:06:39 AM	Completion of 540 and modernization of US 1 corridor to improve travel times
8/12/2021 2:43:31 AM	Commuter Rail transport to RDU is of the utmost importance and without a stop there it doesn't make sense to do rail in the Triangle
8/12/2021 2:47:13 AM	CVs, electric chaining station infrastructure, electric busses and increased bus transit locations
8/12/2021 6:28:49 AM	Light rail
8/12/2021 2:22:15 PM	We need better support for essential workers who go to work early or late. We need bus schedules to start before 6 am. We need better lighting and signs for bicycles and pedestrians at night.
8/12/2021 9:43:44 PM	We need greater investment in safe bike travel options
8/12/2021 11:51:30 PM	Upgrade narrow streets to include sidewalks and bicycle lanes
8/13/2021 11:05:13 AM	This area needs rail service - the future growth will be crippling without it

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/13/2021 5:38:03 PM	<p>I believe Durham transportation can benefit the most from 3 things: more bike lanes, roundabouts, and rail.</p> <p>While there are current bike lines, they cut in and out. There are various roundabouts in RTP area, but more can be added and eliminate traffic lights. Carmel, IN is a great example of this and has the best roads I've experienced in the US. And lastly, rail would be a nice added feature, in particular an RTP rail system that not only hits major hubs in RTP, but brings provides transport for people in more rural areas and allows space for bikes.</p>
8/13/2021 8:12:12 PM	<p>I think we have enough roads in the Triangle. But if I want to get to work by bicycle, I face dangerous traffic and damaged sidewalks that makes it so hard to get to RTP</p>
8/13/2021 8:31:19 PM	<p>Youngsville NC is experiencing exponential growth with new sub-divisions and schools appearing almost overnight. As these homes and facilities become completed and occupied the already congested NC 96 and service roads are in danger of gridlock. Plans for an NC 96 Youngsville bypass should be advanced to a much earlier time period than that currently planned.</p>
8/14/2021 8:15:19 PM	<p>NC 401 fuquay bypass</p>
8/16/2021 10:11:42 AM	<p>EV charging availability for renters.</p>
8/16/2021 1:20:24 PM	<p>Provide more bus routes to eastern wake county.</p>
8/16/2021 2:46:23 PM	<p>BRT connections between jurisdictions</p>
8/16/2021 7:02:14 PM	<p>Making Roads safer to cyclists. Expansion of greenways to areas that have no access to them.</p>
8/17/2021 2:38:21 AM	<p>Cool public transport</p>
8/17/2021 2:44:52 PM	<p>Build a rail system asap connecting from Fayetteville to Raleigh to Durham with park and rides located at each stop and buss routes from each stop to local business hubs.</p>
8/17/2021 3:06:05 PM	<p>Insatiably expanding our roadways and highways does not solve the traffic problem. More lanes leads to more cars which increases traffic and negatively impacts neighboring communities. We need concrete plans for how someone without a car could commute in the triangle area without waiting 6 hours for a bus.</p>
8/17/2021 3:37:11 PM	<p>Roads near where I live (Old Stage Road & Ten Ten) seriously need to be widened. The population is steadily increasing and will only get worse as near developments are being built.</p>
8/17/2021 3:47:43 PM	<p>More BRT lines, improved bus stops (e.g. functional design elements, such as a bus stops as art installations partially made of recyclable materials like bottles)</p>
8/17/2021 7:10:22 PM	<p>More greenways. More safe cycling routes to get from suburbs into RTP. There is currently no safe way to commute into RTP by cycling.</p>
8/17/2021 8:32:53 PM	<p>I think the 401 bypass is needed!</p>
8/18/2021 2:50:24 AM	<p>Finish the long-term greenway master plans for Cary and further connect them to the Raleigh greenway system.</p>
8/18/2021 1:49:03 PM	<p>Connectivity between Durham and west and Clayton and east via the NCRR corridor with local BRT connections to stations in between. This will help connect our region and get people off of I-40.</p>
8/18/2021 2:52:59 PM	<p>We need a transit train system connecting some of the areas. I feel like this will help with the traffic and everything greatly. The other thing would be to give incentives for employers to have certain days of the week where their employees work from home. Try to get different ones to do it different days so not everyone has to commute on same day.</p>

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/18/2021 4:12:16 PM	Fixed infrastructure, ie rail, and maximizing the usefulness of existing roads should be our top priority. Please stop widening roads! Make thoroughfares work better, no new asphalt.
8/18/2021 8:02:38 PM	Increasing bus ridership through improved service, dedicated lanes, and better amenities will help reduce delays, reduce emissions, and hopefully minimize drive-alone commuters. Bus has a huge PR issue across the country, and we need to figure out how to solve it. How can we make taking the bus cool in our region? Walking and Biking comes from land development, but we should ensure that not a single transportation project leaves out improvements for bicyclists and pedestrians. Improve safety, but make driving the least desirable option. Politicians won't get reelected if you make every road a one-lane road, but the congestion might force people onto the bus!
8/18/2021 8:27:06 PM	I-40 improvements
	Fix Capital Blvd
8/18/2021 8:27:35 PM	new roads must be created wide enough for growth; roads should be developed prior to planned growth of housing and buildings
8/18/2021 9:35:08 PM	Finish I-540 loop
8/18/2021 10:20:26 PM	Potholes! Fix them so they won't pop up again for a long time!
8/18/2021 10:43:11 PM	Figuring out how to integrate electric bikes and other mobility devices into bike paths or roads.; Too many cars per household, even the parking is an issue.
8/18/2021 11:54:43 PM	Get NCDOT to complete the current project list. 1) The stops lights on Knightdale Blvd were supposed to be synchronized two years ago and supposedly that isn't scheduled until 2022. 2) Smithfield Rd need to be widened from Forestville Rd to First Ave. 3) The intersection construction at Smithfield and First Ave. has been stopped for months now. No start up date has been issued.
	All the planning in the world is worthless unless it eventually gets built.
8/19/2021 12:51:33 AM	A go triangle plan was discussed years ago and I asked about an above ground light rail using the Pittsboro to Garner corridor down highway 64 as it reached both shopping centers, recreation areas, universities near Nc State and other areas with far less transit. Go Triangles people told me this was feasible. Why not consider it? And their plan made Apex residents go into downtown Cary to catch a bus, it should be a combination as Boston has of commuter rail, subway and bus that worked incredibly well and we get far less severe weather so elevated light rail could work here
8/19/2021 3:40:15 AM	Commuter rail from Raleigh chapel hill and Dirham
8/19/2021 3:55:31 AM	Apex Peakway. Sidewalks.
8/19/2021 11:56:29 AM	PROTECTED bike lanes, additional greenway trails, and sidewalks are critical in parts of the County that developed in the 1990s and 2000s that have residential neighborhoods along major roads (e.g. Leesville) but don't have supportive pedestrian infrastructure to go for walks or safely ride a bike to the library, school, major greenway trails, etc.
8/19/2021 11:57:30 AM	Lane expansion of old US 1 between 540 and New Hill.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/19/2021 12:15:06 PM	I am concerned by policies that favor the level of service for vehicular traffic flow. I am concerned with the lack of funding to build protected bike & pedestrian lanes that serve the public to reach transit services. I am concerned by laws that target pedestrians such as Jaywalking and cyclist such as not stopping at stop signs. The system is designed to serve people inside cars. Pedestrians & cyclist reduce carbon footprint, air pollutants & noise pollution which impact a humans well-being. Transportation system design impacts us daily and it's because the design favors one mode over all others.
8/19/2021 12:20:36 PM	Get the BRT lines and the commuter rail from Clayton to Durham up and running as soon as possible. Let's focus on what we have approved. Additionally, improve the number and quality of bus stations throughout the Triangle. It is immoral that we make riders either stand or sit on a crate to wait for a bus. Without suitable amenities, bus ridership will not reach its potential.
8/19/2021 12:25:50 PM	I would like to see Raleigh become a leader in mass transit and in reducing emissions. Why do cities continue to be against rail, bicycle or walking initiatives. I want to be able to ride my bike especially to places like the store, shopping, etc. But the sidewalks in the small towns outside of Raleigh can't even think about doing this. It is so apparent that cities just do what other cities do and continue to build more and more highways for more and more people to drive everywhere. It is not sustainable for the future. Please Raleigh, be a leader and show other states and cities that we can create a wonderful Triangle that reduces emissions, gets people outside exercising, and reduces the amount of greenspace being sucked up by buildings and highways.
8/19/2021 12:36:20 PM	We need rail of some sort, whether it's light rail or commuter.
8/19/2021 2:09:35 PM	Use & improve & widen existing hwys & roads rather than building new roads.
8/19/2021 2:38:45 PM	Please reduce the speed limit on Richardson Rd, Apex to 35MPH (Now it is 45MPH). Please add a traffic light to junction of Richardson Rd, Jenks Rd, and US Highway 64.
8/19/2021 2:43:59 PM	it has to solve the time and convenience problem, or people wont use it.
8/19/2021 4:25:34 PM	Use and widen existing roads and highways rather than building new roads.
8/19/2021 4:49:29 PM	I am requesting a traffic light for safe entering US64 from Richardson Rd (at Sweetwater). Also requesting to lower Richardson speed limit as this is a residential area between US64 and Olive Chapel Rd. I would like the speed limit here to be 25mph or less. Thank you.
8/19/2021 6:29:46 PM	We also need to add street lighting soonest.
8/19/2021 8:29:28 PM	None
8/19/2021 8:49:33 PM	Need to emphasize biking/walking for short trips and bus/rail for longer trips. Improving vehicular operations should be lowest priority. Market the proposed rail service between Garner and Durham as regional passenger rail instead of commuter rail. It's not inclusive branding and targets one group of people.
8/19/2021 11:02:32 PM	A commuter rail would transform traffic in the area, especially as more development commits to arrive in the future
8/20/2021 1:57:29 PM	Evaluate former Durham-Orange Light Rail corridor as a potential BRT route.
8/20/2021 4:13:32 PM	I think that spending should be kept down, while maintaining current road structures. Traffic engineers should be out looking at different stoplights to see what kind of light cycles make the most sense at each intersection. Sometimes there is no one coming, yet the light is on a timer, so it stops all traffic for no one.
8/20/2021 4:55:17 PM	The biggest problem is solving the "last mile" problem, which means both concentrating jobs and homes around transportation hubs, and making places more walkable/bike able

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/20/2021 5:16:47 PM	More transit covering the area just north of Crabtree Valley Mall and south of 540. This area has very limited transit coverage. (Shelley Lake, Lake Lynn, Graystone Village Shopping, etc).
8/20/2021 6:06:36 PM	Start with the (relatively) affordable and quick (bus rapid transit, lanes for bikes) while working on the more-long term (commuter rail)
8/20/2021 6:46:34 PM	Commuter rail between Johnston Co. and RTP/Durham area.
8/20/2021 6:55:44 PM	additional access points to board and debark trains so they can be used by people who currently don't have access close to home.; 1) add additional points to board & debark from train so that people will have access closer to home & be more likely to use train. 2) bicycles using car lanes on roads are very dangerous for both driver & cyclist.
8/21/2021 12:43:56 AM	Multilane thoroughfares but with less landscaping than Cary so you can see traffic and buildings in shopping centers.
8/21/2021 2:58:39 AM	So many greenways around, but too many of them dont connect or dont lead to anywhere useful!
8/21/2021 3:46:56 PM	We need to stop expanding the road network to reduce carbon emissions
8/21/2021 4:57:23 PM	Adopt a Vision Zero strategy. Actively reduce car dependency.
8/21/2021 8:05:28 PM	Avoid investing in transit rail. Any rail solution in the Triangle is to be sunk costs when autonomous buses get here in the 2030s. Autonomous bus routes can change daily to meet the needs of the community. Rails and rail stations can't move and increase inequality. Rail transit for commuters is good if you live on the route which most people won't and the increased housing costs near rail routes discriminate against low wage workers. An autonomous bus can go through any neighborhood. New commute rail transit's time has passed. It's a great 19th century solution, except this is the 21st century.
8/22/2021 1:25:39 PM	We need increased lanes for city traffic to lessen traffic congestion. NO MORE FUNDING for bike lanes. Funding for bike lanes is for a tiny percentage of people whereas everyone continues to drive their cars. We need current funds channeled to more road construction.
8/22/2021 9:29:20 PM	more funds should be spent for transit, CRT, BRT and more transportation options like complete streets, bike/ped infrastructure
8/22/2021 11:27:51 PM	540 needs to be completed as soon as possible- such timely completion is critical to the region!

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/23/2021 6:09:44 PM	<p>We need to find ways to encourage our citizens to use transportation modes other than driving their personal car to get places, especially in the high intensity urban areas. Putting incentives in place will lead to better outcomes than just simply a "build it and they will come" approach.</p> <p>It will be important to shift more commuters and motorists to transit/bicycle/pedestrian modes as the municipalities on the periphery of the area continue to grow and increase the number of vehicles on the road throughout the Triangle region.; Fast-tracking projects that bring existing streets into conformance with the complete-streets policy of NCDOT should be a priority, especially in the fast-growing smaller municipalities of Wake County. This will promote connectivity and a unique sense of place and community, as well as reduce traffic congestion and improve overall quality of life for citizens.</p> <p>For example, in the town Zebulon, Old Bunn Rd is a two-lane highway that is anticipated to see a total of 1800+ new homesites over the next 5 years or so in communities that branch off of the major collector. The town transportation plan calls for a 4-lane divided highway with sidewalks and bicycle lanes. Brining streets like this up to complete street standards will reduce congestion, improve quality of life, and provide safer conditions for motorist, bicyclists, and pedestrians.</p>
8/23/2021 7:51:36 PM	<p>The 401 by pass should be completely done away with and widen main roads already used and the right of land is already held out prime farm land does not need to be used for roads</p>
8/24/2021 12:57:07 AM	<p>walking trails and sidewalks, denser development, 4 lane roads</p>
8/24/2021 4:54:17 AM	<p>Public transportation for daily commuters is essentially non-existent in Raleigh and surrounding areas. How can we call ourselves the "Research Triangle" and be so behind many major cities in this aspect?</p> <p>As density and population increase (which is inevitable), public transportation should improve. We need a train system like yesterday. If we fail to take action and start planning/building one now, it's going to be even more costly in the future.</p>
8/24/2021 10:51:21 AM	<p>to get commuter rail into RTP and other job hubs but also strategically placing stations for passengers to get on.</p>
8/24/2021 11:26:19 AM	<p>The need for bicycle lanes are huge in Apex but especially out in what used to be the "country" such as New Hill. So many groups of cyclist will hold up traffic for miles with no way of passing because the roads are too windy without a clear view to pass. With her growth of homes in this area this is quickly becoming a huge issue - especially in weekends.</p>
8/24/2021 4:22:58 PM	<p>Raleigh has a transportation system that lags a lot of our metro areas and major cities. The current system has no light rail that connects downtown to the suburbs (e.g. Chicago, Charlotte, Minneapolis). Also, the current roads for Raleigh meet the needs of the 1990's not the current or future needs. Capital Blvd, US 98, 540, and others are already out of capacity due to poor planning to keep up with rapid development.</p>
8/25/2021 2:23:36 AM	<p>Population increases.</p>

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/25/2021 2:42:15 AM	I heard a year or so ago that a rail connection is in the works for the northern part of the Triangle, with stops in Wake Forest and Henderson. This should be one of the main priorities, as it will reduce vehicle traffic and emissions. It is getting increasingly difficult to travel from Wake Forest during peak hours, and a rail line would offer a convenient, faster way to get to downtown Raleigh and beyond
8/25/2021 1:40:09 PM	Having traveled broadly across the US and internationally, and seeing the trajectory taking the Triangle Area toward increased population growth because of the excellent educational and research capabilities, I am dismayed that we have ducked the responsibility of building a light rail transportation system connecting the Triangle metro areas with the RTP and especially the RDU Airport. We are headed to unmanageable traffic congestion and increased cost of right-of-way and construction the more we delay. PLEASE put this at the highest point in our priorities for our future generations sake!!!
8/25/2021 9:23:07 PM	I'm sick of the Triangle region think bus services is the answer. We do not want rapid bus service or more bus routes. I supported public transportation before specifically for light/commuter rail. Now that the focus is only bus and rapid bus service, I will no longer support in any way, funding, voting, measures, etc.
8/26/2021 2:48:22 PM	Way too much emphasis is placed on avoiding traffic congestion. Reducing congestion should not be a priority for CAMPO.
8/26/2021 3:41:19 PM	Sidewalks on major roads and better bike lanes desperately needed. Intra city transportation also needed to improve— preferably ones with less carbon emissions.
8/26/2021 3:45:41 PM	Triangle counties need to work together for mutual solutions
8/26/2021 5:37:24 PM	Light rail system connecting outlying towns to Raleigh Downtown.
8/26/2021 5:38:18 PM	RAIL!!!!
8/26/2021 5:45:05 PM	I'm concerned with the City of Raleigh's policy to put in bike lanes for any resurfacing projects regardless of need or negative impact. I'm not seeing usage that justifies the magnitude of this project.
8/26/2021 5:54:06 PM	RAL is not really conducive to ped/biking, too many subdivisions far from commercial/retail. So we need to put that aside regionally and focus on transit and alternatives to single-car use.
8/26/2021 6:05:11 PM	Many disabled people, including me, find it hard to access regular bus transport but are not so infirm as to require disabled transport, which should be reserved for those who really need it. My biggest concern is that cycle lanes will take precedence over improved bus services. Cycling is, in many ways, a choice but utilizing reliable, frequent bus transport is, for many, a necessity.
8/26/2021 6:07:26 PM	Bus Rapid Transit; commuter rail to Wake Forest
8/26/2021 6:57:06 PM	Highway 98 (durham road) is not only severely congested but also very dangerous with intersection layout. It needs to be made safer before considerations for anything else in the area. HWY 98 and Camp Kanata road is especially dangerous and greatly increasing in traffic. Light timers on HWY 98 for Six Forks/New Light, Stony Hill are simply surreal. It is at least 5 minutes at a light on New Light "IF" you only have to go through one cycle which rarely occurs. Instead it is 3 or 4 cycles translating into 20 minutes at a single light. Until this type of issue is solved other considerations should be deprioritized.
8/26/2021 7:02:02 PM	Make it inconvenient for people to drive in personal vehicles, particularly by giving priority to pedestrians and bicyclists; improve electrical vehicle charging station availability; make carpool and ride-share more convenient/enticing by creating pick-up/drop-off zones at the street level and HOV lanes on major roadways

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/26/2021 9:35:34 PM	We need to consider consolidating ROW options for future large scale projects whose completion may be privately built and operated. Also to look at more 3D options such as subterranean ROW, roadway decking, and even aerial commuter pathways. As the regional metro area will continue to encourage higher density growth we cannot be constrained by 20th century transportation thinking or externally subsidized growth.
8/26/2021 11:13:57 PM	Route 98 multi lane development and lights from Wake Forest to Durham.
8/27/2021 12:25:00 AM	Safe walking paths and sidewalks around town and slow the speed of traffic near them. Safe and consistent biking paths on roads.
8/27/2021 1:16:41 AM	Sadly, it is too late to fix the mess Wake County is speeding towards.
8/27/2021 2:14:03 AM	Don't lose sight of arterial two lane roads that serve smaller communities in Wake County. We need to plan now for growth in rural areas and be proactive.
8/27/2021 3:35:03 AM	Step 1. Ban cars from downtown Raleigh. Make the space pleasant for walkers and bikers. Step 2. Enjoy additional tax revenue from increased business and property values downtown. Step 3. Use additional tax revenue to buy the now unused cars, strip them down to the frames, then dump them in the ocean as a foundation for coral reef growth, allowing fishes to also have vibrant, localized communities like downtown Raleigh.
8/27/2021 10:49:07 AM	Reducing road congestion should be the main priority. Jobs are spread out through the county. As a result, the cost for mass transit outweighs the benefits.
8/27/2021 11:51:16 AM	I live in Knightdale in the problem we are seeing is the development of housing on one side but no road accommodations
8/27/2021 1:11:56 PM	I think sidewalk accessibility and connectivity is important
8/27/2021 6:28:05 PM	Urban sprawl. The increase of suburbs which leads to increase traffic into cities. Also, the destruction of close/accessible nature. Or maintain natural environments which will make us look at better ways of transportation in our current cities. More buses, bike lanes, and rail for further distances
8/27/2021 6:31:52 PM	Improve affordable BROADBAND enabling more work-from-home thereby: 1. reducing transportation volume & demand; 2. reducing pollution & negative environmental impact; and 3. increasing desirability of Raleigh metro region by businesses and residents.
8/27/2021 6:44:52 PM	The secondary road system in Southern Wake County needs to be addressed with new intersection designs and funding for widening roads that are carrying large volumes of traffic. (Piney-Grove Wilbon Road)
8/27/2021 6:48:00 PM	speed up commuter rail and road projects
8/27/2021 6:53:21 PM	The future is multi-modal. Walk/Scooter/Bike/eBike to commuter rail. Ideally there's enough room for bikes to be on rail. Denver's light rail seems to be a good model. If you can get from DIA to Boulder on light rail then Raleigh to Durham / CH should be feasible. Thanks sincerely for taking the time to read these responses.
8/27/2021 7:02:16 PM	House Bill 511's failure to pass continues to be an embarrassment for North Carolina.
8/27/2021 7:04:37 PM	Spending more doesn't fix problems, necessarily. This survey only provides options for survey takers to spend more tax dollars and this is not a fair assessment and a very skewed survey. Disappointing. Do better.
8/27/2021 7:34:14 PM	my main concern is about growth of roadways to handle growth in the area
8/27/2021 7:39:44 PM	we continue to add housing and new neighborhoods in areas where the road infrastructure is already incapable of handling the existing traffic levels.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/27/2021 7:48:42 PM	If increasing public transportation options, provide additional security options, so that middle and upper class citizens feel safe to ride on public transportation.
8/27/2021 8:20:49 PM	We already have rail lines that go right into Raleigh. We should use them for commuters.
8/27/2021 8:42:22 PM	Somehow establishing a line of light rail service (similar to what almost happened in Durham), which would serve not only as a new mode of transportation, but also as a model of what no-auto transportation actually looks like and what it can do to change many aspects of the urban & suburban landscape and lifestyle. ; Establish a light rail line somewhere in the region to not only serve as another mode of transportation, but also as an example of how such a non-auto mode can transform the urban-suburban landscape.
8/27/2021 10:01:17 PM	Need to stop bicycles on major / main traffic roads. It causes congestion and dangerous situations. There are plenty of greenways, trails or other places to ride instead of on heavy traffic roads.; Eliminate bicycles on heavy / main traffic roads. It causes congestion and dangerous driving situations. There are plenty of green ways, trails, and other places to ride .
8/27/2021 10:07:55 PM	We need a light rail system!!
8/27/2021 10:26:54 PM	We need a LOT more connectivity via green tech like clean rail as well as opportunities for cyclists and pedestrians.
8/28/2021 12:52:06 AM	Stop expanding roadways. Build for efficiency over capacity and let the congestion incentivize people to use bus and rail. Actually start commuter rail in the triangle and expand it to include a rail line from Raleigh through Knightdale out to Wilson.
8/28/2021 1:15:38 AM	The area needs to be plugged into a high-speed Amtrak service that would extend from Boston to Atlanta. The local area needs to have easy access to those high-speed services.
8/28/2021 1:20:24 AM	Excessive high density rezoning causing mega congestion on streets.
8/28/2021 2:45:16 AM	Rail transportation works in Europe. We Americans need to increase our rail options to increase quality of life, reduce carbon footprint and reduce commute times
8/28/2021 2:49:53 AM	Bicycles do not belong with cars
8/28/2021 6:18:53 AM	The high speed rail project being discussed for our area needs to be STOPPED. It will completely bisect our town and cost us frustration and hardship, while providing absolutely NO benefits. The majority of our town's citizens who are aware of this project do NOT support it.
8/28/2021 7:27:30 AM	Better planning. The Falls of Neuse widening project is a great example of wasteful funds. No matter how many lanes you add, 540 causes the backups everyday. When 540 is running smoothly, FoN road runs smoothly. Should have spent funds on 540, Capital Blvd, Creedmoor Road.; To many political decisions not based on actual needs, but who you are going to take care of in terms of the contractors that are donors to politicians.
8/28/2021 9:25:47 AM	Developer impact fees, subdivision assessment districts and climate impact fees
8/28/2021 11:07:03 AM	I believe an easily accessible rail system would allow people who aren't comfortable driving in traffic access to Raleigh/Cary from the eastern side of Wake Co and neighboring counties who could park and ride to shop, dine, visit parks, museums, entertainment etc.
8/28/2021 11:08:16 AM	Whether people want to vote for it or not, the fact is the population growth is far ahead of the area's choices of alternative transportation. The triangle will NEVER be a player on the national level until we have some sort of commuter rail system that benefits the majority of the people in the Triangle.
8/28/2021 11:15:52 AM	Expediting the Capital Blvd project and eliminating the traffic lights

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/28/2021 12:29:38 PM	Light rail that connects the various cities within the Triangle, e.g., Raleigh to RTP
8/28/2021 12:46:05 PM	Charge new residents an infrastructure fee for the impact of moving and adding to the overcrowded conditions . Make roads an overpass rather than a stop light every 100 yards !!! Raise the speed limit !!!!!!! Speed limits create gridlock !!!!
8/28/2021 2:11:57 PM	High density housing developments and transit plans for the increased traffic should be required to be completed within one year of the development completion. Towns should not be allowed to rely on State level road improvement plans that have not been fully developed yet as a way to circumvent the requirement. (Garner/401/Hwy 50/Old Stage/Ten-Ten area as an example).
8/28/2021 2:21:42 PM	With our technological advances allowing more citizens to work remotely and with the already congested roads in our area, along with an increasing population in our area, I feel that an increased focus on providing options for bus/rail and bike/pedestrian would be beneficial.
8/28/2021 2:24:21 PM	I think creation of a railway system is so important to our growing area. I hear a lot of people say it is unnecessary, but as construction fills our open spaces and infill becomes a priority of towns, better public transportation is going to be needed
8/28/2021 2:28:25 PM	Roadways should be kept to a minimum! They only provide for a means to pollute the air and water in a faster, more expansive way!! Please try to stay with rail as much as possible throughout the entire state. It is THE most efficient way of transportation.
8/28/2021 2:38:38 PM	The triangle desperately needs a rail system that connects the areas between Garner and Durham and includes the surrounding suburbs.
8/28/2021 2:51:13 PM	Proper bike lanes
8/28/2021 4:16:14 PM	Careful consideration as to highways/road expansion as more subdivision are being developed--for example, getting through Fuquay-Varina at any time of the day is a terrible congestion. As Wake County grows, please encourage fore-thought as to transportation flow. I would like to see more bus stops/service in the Garner area and more bike paths and Citrix bike stations in the Garner area, on South Saunders and South Wilmington Streets.
8/28/2021 4:39:44 PM	Highway 50 improvements should be top priority. The town is approving too many developments in that road with proper infrastructure planning. Ridiculous planning by town board.
8/28/2021 5:17:34 PM	we need to improve the major feeder roads in and between towns, cities, and workplaces
8/28/2021 5:18:26 PM	State and local government need to address their respective road, highway and traffic issues and properly fund the long term solutions. Too often there is too little too late.
8/28/2021 5:37:54 PM	Builders should have to pay to improve the roads (turn lanes,traffic lights etc) BEFORE they put in a new neighborhood.
8/28/2021 5:51:11 PM	We pay enough in taxes
8/28/2021 6:12:10 PM	I used to live in Texas and when my town extended the city rail/train to come into my town, crime started increasing and property value decreased
8/28/2021 6:33:57 PM	We need more bus stop stations and more buses. The triangle is getting larger and there a lot of low income families in need of these services.
8/28/2021 7:02:26 PM	1. USE underground boring equipment to create subways rather than building surface rail (as used in London to create new underground tunnel). 2. NEED OVER-PASSES - Old Stage Road @ south saunders st; Fuquay-Varina @ Ten Ten; Glenwood @ Briar Creek; 3. Facilitate bike / electric bike use

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/28/2021 7:42:04 PM	Strengthen pedestrian crosswalks so that they light up and all traffic is stopped (including right on red) when pedestrians are in the crosswalk.
8/28/2021 8:08:04 PM	Widening State 98 between Wake Forest and Old Creedmoor.
8/28/2021 8:22:47 PM	Roads should be improved before developers are allowed to build new housing units,
8/28/2021 8:25:08 PM	The region's infrastructure - roadways, transit, etc. - is not keeping up with or mature enough to manage the growth that we're seeing. If it doesn't catch up, how do we plan to manage the growth to come?
8/29/2021 11:32:48 AM	Apple locating in RTP only demonstrates a greater need for commuter rail
8/29/2021 12:00:22 PM	Increase the amount of greenways.
8/29/2021 12:19:56 PM	The triangle is a difficult place to plan successful transit, we are so spread out. That said, a line to the airport is always an easy place to start. Transit oriented development will start to emerge as long as a convenient and safe transit solution has been implemented. Busses are cheap, but people don't like riding busses. Bike and pedestrian access should absolutely be a priority, I love the greenway, and would really love some PROTECTED bike lanes to get in and out of downtown Raleigh. Please!
8/29/2021 1:10:45 PM	Bus Rapid Transit (BRT) is an oxymoron! There is not enough physical space within current R/W to accommodate a shopping list of multi-modal components within the same corridor. Rail, rail, rail, damnit! Its the only reasonable priority. Let the roads crumble, Kill the car.
8/29/2021 1:17:51 PM	The influx of people should providing the tax revenue to fund lane expansions to reduce congestion; however, no improvement has been seen on major throughways between Wake Forest and Durham. This should be the #1 priority for those additional funds.
8/29/2021 2:47:36 PM	light rail and station-to-business service
8/29/2021 3:04:25 PM	Durham needs a park and ride facility near downtown or north of downtown that is served by Go Triangle routes. ; BRT planning should be comprehensive across the cities and towns in the Triangle.
8/29/2021 3:11:46 PM	Transit options from suburban areas of the Triangle - Ex: Harnett County to Raleigh/Wake County and RTP
8/29/2021 5:07:50 PM	Congestion and narrow roads or lack of ability to turn left and traffic is then forced to stop for miles. Ex- On the 98 in wake forest near Camp Kanata rd
8/29/2021 5:49:02 PM	people in the Triangle like driving their own cars - encouraging carpooling to same offices, adding bike lanes (safe ones) and greenways to connect commuter roads and businesses adding showers to their facilities to encourage bike commuting!
8/29/2021 7:05:23 PM	Design/zone with bikes/pedestrians in mind - sidewalk/bike paths/crosswalks along all roads and commercial developments, so no giant sea of parking lot that is typical of big box shopping areas. High speed rail to DC and beyond
8/29/2021 8:33:53 PM	Self driving car taxi system to cut down on the number of cars needed by private owners and fewer cars on the road.
8/29/2021 8:36:31 PM	Commuter rail connecting the corridor running from Garner to Durham, Bus Rapid Transit in Raleigh, and more and better bike a pedestrian infrastructure.
8/29/2021 10:24:07 PM	I suggest NO FUNDING for the 401 corridor. It will affect too many lives in our county. It will cause too many environmental consequences. Campo should focus on providing better public transportation for southern wake county & Harnett county, and stop focusing on building freeways & turnpikes, that in turn destroy people's homes, destroy land, destroy natural resources & our way of life in an agricultural area.

2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

8/30/2021 12:43:11 AM	Smart regional planning should be done to reduce the number of commuters traveling alone. There is too much sprawl because there is not affordable housing in all areas of the region. There should be more dense housing that is affordable.
8/30/2021 11:18:50 AM	Light rail is a waste of money as is all this green energy nonsense

ATTACHMENT 4

Public Comment Emails/Letters

July 2020 – December 2021

From: [Cameron Smith \(Rep. Erin Pare\)](#) on behalf of [Rep. Erin Pare](#)
To: [Withrow, Kenneth](#)
Cc: [Parker, Bonnie](#); [Matt Calabria](#)
Subject: Letter from Rep. Erin Paré
Date: Tuesday, December 7, 2021 2:20:24 PM
Attachments: [CAMPO Letter.docx](#)

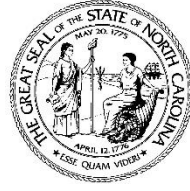
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Good Afternoon,

Please see the attached letter from Representative Erin Paré to the members of CAMPO.

Respectfully,

Cameron M. Smith
Legislative Assistant
Office of Rep. Erin Paré
300 N. Salisbury St., Rm. 531
Raleigh, NC 27603
919-733-2962



NORTH CAROLINA GENERAL ASSEMBLY
STATE LEGISLATIVE BUILDING
16 W. Jones Street
Raleigh, North Carolina 27601-1030

December 7, 2021

Capital Area Metropolitan Planning Organization (CAMPO)
421 Fayetteville Street, Suite 203
Raleigh, NC 27601

Dear Capital Area Metropolitan Planning Organization (CAMPO):

It is my understanding that the CAMPO Executive Board is set to hold a vote on the 2050 Metropolitan Transportation Plan tomorrow evening December 8, 2021.

The 401 Bypass Corridor Study is still open and ongoing, as is the public comment period on the 2050 MTP. To ensure the utmost in due diligence, ensure that input of impacted property owners is given careful and serious consideration, and all other viable alternatives are properly examined as part of the ongoing process, it is prudent and proper for the CAMPO Executive Board to take one of the following two actions at the December 8 meeting:

Number One: Delay the vote to approve the 2050 MTP until after the complete conclusion of the 401 Bypass Corridor Study and public input opportunities, or

Number Two: Approve a motion to consider viable suggested alternative routes received through public input in place of the currently planned routes for the 401 Bypass Corridor as they appear in the 2050 MTP.

Thank you for your continued service to the public and I look forward to your prompt attention to this request.

Regards,

A handwritten signature in blue ink, appearing to read "Erin P. Paré".

Representative Erin P. Paré
NC House of Representatives
District 37 (Southern Wake County)

CC:

Bonnie Parker, NC CAMPO Public Engagement Coordinator
Matt Calabria, Wake County Commissioner

December 6, 2021

Commissioner Sig Hutchinson
Chair, Capital Area MPO
One City Plaza, 421 Fayetteville St., Suite 203
Raleigh, NC 27601

Commissioner Wendy Jacobs
Chair, Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza
Durham, NC 27701

Dear Commissioners Hutchinson and Jacobs:

The Regional Transportation Alliance is pleased to support the vision and leadership of both of our regional MPOs as you develop complementary metropolitan transportation plans for 2050 in concert with local and regional transit providers, the NC Department of Transportation, and other partners.

We offer the following comments on behalf of the regional business community as they apply to the development and implementation of the plans, and as we look at funding, prioritization, and acceleration of key mobility initiatives for our growing region.

Regional transit plans and infrastructure

- RTA supports the ongoing development and delivery of county transit plans, including new transit plans for Durham and Orange counties, implementation of the Wake transit plan, and potential complementary plans for Johnston and Chatham counties and elsewhere across our market.
- We support the ongoing study and development of a regional commuter rail spine that would link Durham with Research Triangle Park, Morrisville, Cary, Raleigh, Garner, and Clayton, and potential expansions along both the NC Railroad Company and CSX "S-line" corridors.
- We support the accelerated deployment of an interconnected bus rapid transit network to complement the commuter rail spine and quickly create BRT in a scalable manner regionwide.
- We request the regionwide, scalable implementation of transit priority shoulders adjacent to the medians of our entire metropolitan multimodal freeway and future regional boulevard network.
- We request the institutionalization of a Freeway And Street-based Transit (FAST) approach, including consistent deployment of "transit advantage" infrastructure to support existing, proposed, and potential transit for our growing region, as well as expanded frequent service.

Multimodal freeways and regional boulevards

- Completing 540 and converting US 1 north of 540 to a freeway are among our highest priorities. We note the benefits of this design concept including minimizing the number of through travel lanes, stabilizing travel times for longer distance travelers, and enhancing multimodal safety.
- We support the City of Raleigh's vision of a "multiway" regional boulevard for US 1/Capital Blvd. The proposed design concept for US 1 between I-540 and I-440 provides an appropriate, excellent balancing of through travel, local accessibility, safety, and context sensitivity goals.
- We support the conversion of US 70 in eastern Durham Co. to a freeway, and we would also support a regional boulevard or parkway if it can provide similar or enhanced long-term benefits, e.g., multimodal mobility, safety, stable travel times, and optimized, context-sensitive footprint.
- We support upgrading segments of other roads (e.g., US 15-501, US 64) to regional boulevards.
- We would be pleased to activate our RTA member firms in the discovery and review of options from elsewhere that would inform the creation of regional boulevards in our metropolitan area. These "complete corridor" approaches – the regional analogue for "complete streets" – would provide a more human-focused travel experience that supports land use and climate resilience goals while incorporating selected "freeway"-type elements (e.g., compact grade separations) at appropriate locations to minimize impervious surface and improve pedestrian safety.

(continued on reverse side)

Overall considerations

- We recognize that there are a number of goals at play – including multimodal mobility, accessibility, housing affordability, environmental sensitivity, and broader regional connectivity – and we continue to encourage an equity lens, including geographic equity.
- We believe that connectivity is essential when developing proposed improvements – whether to freeway, regional boulevard, or parkway – and that any upgraded corridor should be *less* of a barrier than it is today for vulnerable users attempting to cross the roadway at key locations.
- We reaffirm our support for regionwide zero fare transit to promote equity and usage – initially either on weekends or every day, depending on the guidance of transit partners and the ability to provide effective service, maximize ridership, and minimize barriers to considering/using transit.
- We applaud the focus on technology and encourage the accelerated deployment of a managed freeway network, as well as application of those treatments to regional boulevards.
- We encourage the use of data and robust engagement – including polling and the development of additional tools – to ensure that goals ranging from climate resilience, to equity, to mobility and travel time stability amidst growth can be optimized.

The regional business community applauds your cooperative, shared vision, and we look forward to helping you making that a reality.

Thank you for the opportunity to comment. Please let us know if you have any questions.

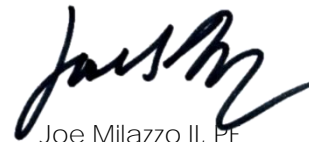
Sincerely,



Michael Schoenfeld
RTA chair



Harold Hicks
RTA chair-elect



Joe Milazzo II, PE
RTA executive director

cc Chris Lukasina, Executive Director, Capital Area Metropolitan Planning Organization
Aaron Cain, Planning Manager, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Brandon Jones, PE, Division Engineer, NCDOT Division 5

Wright Archer III, PE, Division Engineer, NCDOT Division 7

Kevin Bowen, PE, Division Engineer, NCDOT Division 4

Joey Hopkins, PE, Deputy Chief Engineer – Planning, NCDOT

Scott Walston, PE, Eastern Piedmont Group Supervisor, Transportation Planning, NCDOT

Local and regional transit providers: Chapel Hill Transit, GoCary, GoDurham, GoRaleigh, GoTriangle

[RTA regional leadership team members](#)

From: Teresa Gilroy <teresa.gilroy@ncfbssc.com>
Sent: Tuesday, November 23, 2021 2:05 PM
To: Sig Hutchinson <Sig.Hutchinson@wakegov.com>; Sig Hutchinson <Sig@sighutchinson.com>
Subject: WCFB 401 Bypass Resolution

Commissioner Hutchinson,

On behalf of the Wake County Farm Bureau Board of Directors, I am sending you this Resolution. It is vital to protect farmland in Wake County. We greatly appreciate your support for our farmers.

Thank you!
Teresa

Teresa Gilroy

Wake County Liaison & Public Relations Coordinator
North Carolina Farm Bureau – Wake County
5211 Western Blvd.
Raleigh, NC 27606
Work Cell - ([919](tel:9198155628)) 815-5628



WAKE COUNTY FARM BUREAU

Post Office Box 33367 • Raleigh, North Carolina 27636-3367 • Telephone (919) 851-4320

RESOLUTION

WHEREAS, the Capital Area Metropolitan Planning Organization (CAMPO) serves as the coordinating agency between local governments, North Carolina Department of Transportation, Federal Transit Administration, and Federal Highway Administration.

WHEREAS, CAMPO is responsible for carrying out an annual work program approved by its Executive Board, a portion of which includes updating the Transportation Improvement Program (a seven-year project programming schedule) and the Metropolitan Transportation Plan (a minimum twenty-year forecast of projects and programs).

Whereas, CAMPO is conducting a corridor study of U.S. 401 that includes approximately 19 miles of the U.S. 401 Corridor from Banks Road in Wake County through the Town of Fuquay-Varina to the N.C. 210 and U.S. 421 intersection in the Town of Lillington in Harnett County; and about seven miles for a proposed Future U.S. 401.

WHEREAS, CAMPO does not adequately represent property owners that reside within the study area because its members predominately represent cities and agencies outside the study area.

WHEREAS, CAMPO is proposing to construct a new section of road known as the "401 Bypass section" that, as currently mapped, would eliminate wide swaths of productive farmland.

WHEREAS, Wake County Farm Bureau shares the concerns of rural property owners located in the study area that CAMPO's proposed 401 Bypass section will erode property rights and eliminate farmland.

WHEREAS, Wake County Farm Bureau believes that the continued loss of farmland will have severe impacts on North Carolina's natural resources and would result in the loss of numerous multi-generational family farms.

THEREFORE, BE IT RESOLVED, that the Wake County Farm Bureau opposes CAMPO's proposed 401 Bypass section and urges officials to consider expanding existing roads first and take steps to minimize the loss of farmland in future projects.

This 16 day of November 2021.



John Burt, President



02 December 2021

Chris Lukasina, AICP, GISP
Executive Director
Capital Area MPO
421 Fayetteville St. Suite 203

SUBJECT: Long-range transportation plan for Triangle MPOs – NC Natural Heritage Program comments

The North Carolina Natural Heritage Program (NCNHP) appreciates the opportunity to provide comments on the draft of the 2050 Metropolitan Transportation Plan (MTP) of the Capital Area MPO (CAMPO).

The NCNHP did a GIS comparison of the project areas in Wake, Franklin, and Johnston counties included in the CAMPO_MTP_2050_Fiscal_Constraint_Transit_Scenario_111721_Temporary_Merge and the CAMPO_MTP_2050_Roadways shapefiles provided by CAMPO on November 19, 2021 to the October 2021 Managed Areas and Element Occurrences data sets maintained by the program. The Managed Areas and Element Occurrences data are available for viewing or download through the NCNHP Data Explorer website (ncnhde.natureserve.org) and the Managed Areas are available as a GIS map service through NC OneMap.

Please note that this review should not be used in place of project-specific natural resource impact evaluations or deed restriction investigations.

The NCNHP has the following comments on the projects proposed in the CAMPO_MTP_2050_Fiscal_Constraint_Transit_Scenario_111721_Temporary_Merge shapefile:

ROUTE_NAME Wendell Zebulon Exp (Route ID 260):

- According to the NCNHP Managed Areas data layer, this project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog in the Little River at the US 64 crossing. Also indicated is property adjacent to the project and on the north side of US 64, on the east side of Buffalo Creek, that is under a Triangle Land Conservancy conservation easement. Advance coordination Triangle Land Conservancy is recommended if impacts to the area under easement are anticipated. According to the NCNHP Element Occurrences data layer, known occurrences of Dwarf Wedgemussel, a federally endangered species under the U.S. Endangered Species Act, Neuse River Waterdog, a federally threatened species, and Atlantic Pigtoe, a proposed federally threatened species, have been documented in the vicinity of the project's crossing of the Little River.

ROUTE_NAME Rolesville Peak Express_R (Route ID 263):

- According to the NCNHP Managed Areas data layer, this project is adjacent to properties on both sides of US 401 at and in the vicinity of the US 401 crossing of the Neuse River that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

ROUTE_NAME Poole Rd (Route ID 347):

- According to the NCNHP Managed Areas data layer, properties that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF) are adjacent to this project. If additional right-of-way is needed and its acquisition will impact the properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. These properties are on the south side of Poole Road, between Barwell Road and Lake Trout Lane and on the west side of the road, just south of Britt Drive. According to the Element Occurrence data layer, known populations of Michaux's Sumac, which is federally endangered under the U.S. Endangered Species Act, are located in the right-of-way of the project area, just south of the Barrington Drive intersection.

The NCNHP has the following comments on the projects proposed in the CAMPO_MTP_2050_Roadways shapefile for projects in Wake, Franklin, and Johnston Counties:

NC 39 (ProjID Frnk6):

- According to the NCNHP Managed Areas data layer, this project crosses U.S. Fish and Wildlife Service Critical Habitat for Yellow Lance in Crooked Creek, south of Bunn. Also indicated are properties under easement with Tar River Land Conservancy that are adjacent to east side of project at the Jeffery Road intersection and adjacent to the project in the vicinity of Big Branch Creek/Cedar Creek. Advance coordination with Tar River Land Conservancy is recommended if impacts to the areas under easement are anticipated.

Brassfield Rd (ProjID Grnv32):

- According to the NCNHP Managed Areas data layer, properties adjacent to both sides of the project near western terminus are under easement held by North American Land Trust. Advance coordination North American Land Trust is recommended if impacts to the area under easement are anticipated.

Culbreth Rd (ProjID Grnv83):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Yellow Lance in the Tar River.

NC 42 West (ProjID Jhns2b):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and Yellow Lance in Swift Creek. According to the NCNHP Element Occurrences data layer, known occurrences of Dwarf Wedgemussel, a federally endangered species under the U.S. Endangered Species Act, Yellow Lance, a federally threatened species, and Atlantic Pigtoe, a proposed federally threatened species, have been documented in the vicinity of the project's crossing of Swift Creek.

Cornwallis Rd Widening (ProjID Jhns8):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and Yellow Lance in Swift Creek. According to the NCNHP Element Occurrences data layer, known occurrences of Dwarf Wedgemussel, a federally endangered species under the U.S. Endangered Species Act, Neuse River Waterdog, a federally threatened species, Yellow Lance, a federally threatened species, and Atlantic Pigtoe, a proposed federally threatened species, have been documented in the vicinity of the project's crossing of Swift Creek.

Old Drug Store Rd Wdng (ProjID Jhns9):

- According to the NCNHP Managed Areas data layer, the project is adjacent to U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and in Middle Creek. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Dwarf Wedgemussel, a federally endangered species under the U.S. Endangered Species Act, Neuse River Waterdog, a federally threatened species, and Atlantic Pigtoe, a proposed federally threatened species, have been documented adjacent to the project in Middle Creek.

Perry Creek Road (ProjID A1):

- According to the NCNHP Managed Areas data layer, property adjacent to the project on the east side of Perry Creek Road, east of the Virgilia Court/Perry Creek Road intersection, received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Spring Forest Rd (ProjID A3):

- According to the NCNHP Managed Areas data layer, property adjacent to north side of the project at the eastern terminus received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Poole Rd (ProjID A49a, ProjID A747):

- According to the NCNHP Managed Areas data layer, property adjacent to the project on the south side of Poole Road, between Barwell Road and Lake Trout Lane, received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

NC 98 (ProjID A56c):

- According to the NCNHP Managed Areas data layer, this project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog in the Little River.

NC 98 Widening (ProjID A56d):

- According to the NCNHP Managed Areas data layer, the project is adjacent to property on the south side of road at Crooked Creek that is under a U.S. Fish and Wildlife Service Easement; advance coordination with the U.S. Fish and Wildlife Service is recommended if impacts to the area under easement are anticipated. The project also crosses U.S. Fish and Wildlife Service Critical Habitat for Yellow Lance in Crooked Creek.

NC 98 Widening (ProjID A56e):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Yellow Lance in Crooked Creek. Also, property that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF) that has a Tar River Land Conservancy Easement is located on the south side of the road, just northwest of Sledge Road intersection. If additional right-of-way is needed and its

acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. Advance coordination with the Tar River Land Conservancy is also recommended.

Holly Springs Rd (ProjID A69):

- According to the NCNHP Managed Areas data layer, a Triangle Land Conservancy Preserve adjacent to the east side of the project at Swift Creek is a Dedicated Nature Preserve. Dedicated lands are in the public trust and any modification to their boundaries, such as acquisition of additional right-of-way, require public notice, a public hearing, and approval of the Governor and Council of State. For additional information please refer to General Statute § 143B-135.262 and 07 NCAC 13H .0306 AMENDMENTS of the NC Administrative Code. Advance coordination with the NC Natural Heritage Program is required if any impacts to the Dedicated Nature Preserves are anticipated. Also indicated in the vicinity of Swift Creek are a Wake County Open Space parcel adjacent to the east side of the project and a NCDOT Mitigation Site adjacent to the west side of the project, north of Swift Creek. Advance coordination with Wake County and Triangle Land Conservancy is recommended.

US 401 (ProjID A90c):

- According to the NCNHP Managed Areas data layer, this project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog in the Little River.

Flat Rock Church Rd (ProjID A90d):

- According to the NCNHP Managed Areas data layer, there is property under easement with Tar River Land Conservancy adjacent to east side of project, along Cedar Creek. Advance coordination with Tar River Land Conservancy is recommended.

New Hope Rd (ProjID A117):

- According to the NCNHP Managed Areas data layer, property adjacent to the east side of the project, just north of Walnut Creek, received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Ligon Mill Rd (ProjID A126a):

- According to the NCNHP Managed Areas data layer, property adjacent to the west side of Ligon Mill Road at Smith Creek received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). This property is also indicated as under a NC LWF Conservation Agreement. If additional right-of-way is needed and its acquisition will impact the property or other activities will impact the area under conservation agreement, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Ligon Mill Rd (ProjID A126b):

- According to the NCNHP Managed Areas data layer, property adjacent to the project on west side of Ligon Mill Road at Greenville Loop Road intersection received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

NC 96 (ProjID A131b):

- According to the NCNHP Managed Areas data layer, this project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog in the Little River. Mitchell Mill State Natural Area is also adjacent to south/west side of the project, in the vicinity of the Little River. U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) Farm and Ranch Lands Protection Program Easements are indicated as adjacent to the east side of the project at the Mikes Farm Road intersection and on the south/west side of the road near the Carpenter Road intersection. Advance coordination with NRCS is recommend if impacts to the properties under easement are anticipated. A Wake County Easement is also located adjacent to the north/east side of the project at the Carpenter Road intersection and advance coordination with Wake County is recommend if impacts to the property under easement are anticipated.

Burlington Mills Rd (ProjID A133):

- According to the NCNHP Managed Areas data layer, property adjacent to the project on the north side of Burlington Mills Road at Smith Creek is under conservation agreement with the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the area under conservation agreement, then coordination with the NC LWF is required.

Green Level Church Rd (ProjID A168a):

- According to the NCNHP Managed Areas data layer, two parcels adjacent to the east side of the project at the north terminus are under Conservation Agreement with the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these easements, then coordination with the NC LWF is required. A Triangle Land Conservancy Preserve is also indicated as adjacent to west side of the project in the vicinity of White Oak Creek; advance coordination with Triangle Land Conservancy is recommended if impacts are anticipated.

Green Level Church Rd (ProjID A168b):

- According to the NCNHP Managed Areas data layer, the project is adjacent to property on the east side of the project area, near its southern terminus, that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF) and it is also under an easement with Triangle Land Conservancy. If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. Advance coordination with Triangle Land Conservancy is also recommended.

Kelly Rd (ProjID A172):

- According to the NCNHP Managed Areas data layer, the project is adjacent to property on the west side of the road, south of Beaver Creek, that is indicated as under a Wake County Easement. Advance coordination with Wake County is recommended if impacts to the area under easement are anticipated.

Richardson Rd (ProjID A179b):

- According to the NCNHP Managed Areas data layer, a U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Grasslands Reserve Program Easement is on property

adjacent to the west side of the project, just south of Portland Ave. Advance coordination with NRCS is recommended if impacts to the easement are anticipated.

Richardson Rd (ProjID A179c):

- According to the NCNHP Managed Areas data layer, the project crosses a NC Division of Mitigation Services Easement (DMS) at Little Beaver Creek. Advance coordination with DMS is recommended if impacts to the easement are anticipated.

Apex Barbecue Rd (ProjID A184):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project in the vicinity of Beaver Creek received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

NC 50 (ProjID A228c):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and in Middle Creek. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Dwarf Wedgemussel, a federally endangered species under the U.S. Endangered Species Act, Neuse River Waterdog, a federally threatened species, and Atlantic Pigtoe, a proposed federally threatened species, have been documented from Middle Creek.

NC 42 (ProjID A407b2):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and in Middle Creek. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Neuse River Waterdog, a federally threatened species under the U.S. Endangered Species Act, and Atlantic Pigtoe, a proposed federally threatened species, have been documented from Middle Creek.

Sunnybrook Rd (ProjID A434):

- According to the NCNHP Managed Areas data layer, property adjacent to the east side of the project between the Walnut Creek Athletic Complex and I-440 received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

NC 50 (ProjID A445b):

- According to the NCNHP Managed Areas data layer, property owned by Wake County that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF) is adjacent to east side of the project at the Boyce Bridge Road intersection. If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Bass Lake Rd Widening (ProjID A538):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project at Bass Lake received state funding from the North Carolina Department of Natural and Cultural

Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Rock Service Station Turn Lane (A540b):

- According to the NCNHP Managed Areas data layer, the project crosses U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog and in Middle Creek. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Neuse River Waterdog, a federally threatened species under the U.S. Endangered Species Act, and Atlantic Pigtoe, a proposed federally threatened species, have been documented from Middle Creek

Green Lvl W Rd (ProjID A557):

- According to the NCNHP Managed Areas data layer, the project is adjacent to property on the north side of the project area, near its western terminus, that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF) and is also under an easement with Triangle Land Conservancy. If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. Advance coordination with Triangle Land Conservancy is also recommended. The project is also adjacent to properties on the south side of the project at the western terminus that are owned by the Town of Cary and are under a NC LWF Conservation Agreement. Advance coordination with the NC LWF is required if impacts to the area under the conservation agreement are anticipated; advance coordination with the Town of Cary is also recommended.

Bissette Rd Turn Lane (ProjID A582):

- According to the NCNHP Managed Areas data layer, multiple properties adjacent to both sides of the project received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. A Wake County Open Space Easement, Wake County Open Space properties, and a Triangle Land Conservancy Preserve that is subject to a NC LWF Conservation Agreement are also indicated as adjacent to the project in the area from Smithfield Road to the county line. Advance coordination with Wake County and Triangle Land Conservancy is also recommended if impacts are anticipated.

Landing View Drive Ext (ProjID A586):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project on parcels owned by Wake County are under conservation agreement with the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the area under conservation agreement, then coordination with the NC LWF is required. Advance coordination with Wake County is also recommended if impacts are anticipated.

Harris Rd (ProjID A613):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project that received state funding from the North Carolina Department of Natural and Cultural Resources -

North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Barwell Rd (ProjID A683b):

- According to the NCNHP Managed Areas data layer, the project is adjacent to property on the west side of the road, just south of Britt Drive, that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Michaux's Sumac, a federally endangered species under the U.S. Endangered Species Act, are located in the right-of-way of along the project area, just south of the Barrington Drive intersection.

Turnipseed Rd (ProjID A777):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. A Wake County Open Space Easement is also indicated on a property adjacent to the south side of the project in the same area as the NC LWF Project properties. Some of these same parcels are also indicated as Wake County Open Space. Advance coordination with Wake County is also recommended if impacts to them are anticipated.

US 401 / Louisburg Rd Access Management (ProjID A814):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project in the vicinity of the US 401 crossing of the Neuse River that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Collector Street - Wake Forest (ProjID A828):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project near the eastern terminus that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Collector Street - Wake Forest (ProjID A829):

- According to the NCNHP Managed Areas data layer, property adjacent to both sides of the project in the central part of the project area that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF

is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Collector Street - Wake Forest (ProjID A830):

- According to the NCNHP Managed Areas data layer, there are properties adjacent to both sides of the project that received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact these properties, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees.

Collector Street – Wendell (ProjID A867):

- According to the NCNHP Managed Areas data layer, property on Wake County Open Space land is adjacent to the east side of the proposed project for almost its entire length received state funding from the North Carolina Department of Natural and Cultural Resources - North Carolina Land and Water Fund (NC LWF). If additional right-of-way is needed and its acquisition will impact the property, then coordination with the NC LWF is required. Impacts greater than one acre or 5% of the area that received funding also require approval from the NC LWF Board of Trustees. Another Wake County Open Space property is indicated as adjacent to the project on its the west side near its northern terminus. Advance coordination with Wake County is also recommended if impacts are anticipated.

I-40 Managed Lanes (ProjID F40) and I-40 / Wade Avenue Interchange Improvement (F112):

- According to the NCNHP Managed Areas data layer, the project is adjacent to a portion of the Dedicated Nature Preserve associated with Umstead State Park, on the north side of the project area. Dedicated lands are in the public trust and any modification to their boundaries, such as acquisition of additional right-of-way, require public notice, a public hearing, and approval of the Governor and Council of State. For additional information please refer to General Statute § 143B-135.262 and 07 NCAC 13H .0306 AMENDMENTS of the NC Administrative Code. Advance coordination with the NC Natural Heritage Program is required if any impacts to the Dedicated Nature Preserves are anticipated.

According to the NCNHP Managed Areas data layer, nine projects: US 64/US 264 (ProjID F7a), US 64 East (ProjID F7b), NC 97 (ProjID A401a), Riley Hill Rd (A402d), Old Wilson Rd / Morphus Bridge (ProjID A692), Old Zebulon Rd Ext (ProjID A753), Collector Street - Wendell (ProjID A861), Green Pace Rd (ProjID A909), Southern Connector (ProjID A920) all cross U.S. Fish and Wildlife Service Critical Habitat for Neuse River Waterdog in the Little River between Wendell and Zebulon. Also, according to the NCNHP Element Occurrences data layer, known occurrences of Neuse River Waterdog, a federally threatened species under the U.S. Endangered Species Act, have been documented from the Little River in the vicinity of these project crossings.

If I can provide further assistance, please contact me at suzanne.mason@ncdcr.gov.

Sincerely,



Suzanne Mason
Conservation Data Manager
North Carolina Natural Heritage Program

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Wednesday, December 8, 2021 2:40:40 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 8, 2021 at 2:40pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Caroline
Last Name: Nickel
Email Address: caroline@stamlawfirm.com
Address 1: 510 W Williams St
Address 2:
City: Apex
State: North Carolina
Zip: 27502
Comments: Strongly suggest that the US 401 Bypass requires more study with regard to the location. Specifically with regard to local farms. Location closer to the railroad would ease environmental impact and damage to owner's property.
Subscribe for Updates: YES
IP address: 107.138.157.77
Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

From: mlolive83@gmail.com
To: [Campo, comments](#)
Subject: Dec. 8 Public Comments 2050 MTP
Date: Wednesday, December 8, 2021 2:02:08 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I would request CAMPO remove the proposed 401 bypass from the 2050 MTP, until the study is concluded. I would also request the removal of all Bicycle/ Pedestrian proposed facilities: Horseman Creek Trail off all properties at or near 1908 Holland Road. This proposal ruins my farm and business. Both proposal have devastating effects to our lively hood.

Thank you
Matthew Olive
3409 Olive Acres Lane
Fuquay Varina NC 27526

Sent from my iPhone

Parker, Bonnie

From: noreply@nmcteam.com
Sent: Wednesday, December 8, 2021 11:54 AM
To: Parker, Bonnie; Lukasina, Chris; Rickard, Alex
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.



You have a new form submission

Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 8, 2021 at 11:53am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: D
Last Name: Grimes
Email Address: csff1234@yahoo.com

Address 1:

Address 2:

City: Willow Spring

State: North Carolina

Zip: 27592

Comments: Please reconsider the A731 project. There are cheaper ways to make the traffic at NC 42 and Walter Myatt and Panther Lake Road intersections to run smoothly and safe. Closing 2 small sections of road would help tremendously and save tax dollars. Dwight Rowland Road from Walter Myatt to NC 42 could be closed as well as Panther Lake from Hilltop Road to NC 42. These closures would minimize the congestion and problems in the area and keep traffic more "streamlined". Developing a new road that runs through peoples property that have lived in the area for generations is not the answer. The new part of the road would also destroy vital farmland, ponds and other precious wildlife habitat that Wake County is lacking. We must protect our natural resources and environment better than we have been. We are running out of open space and everything will eventually become asphalt or concrete. Please consider looking for other options for this project.

Parker, Bonnie

From: noreply@nmcteam.com
Sent: Wednesday, December 8, 2021 11:23 AM
To: Parker, Bonnie; Lukasina, Chris; Rickard, Alex
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.



You have a new form submission

Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 8, 2021 at 11:22am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Mara
Last Name: Fryar
Email Address: marafryar743@hotmail.com
Address 1: PO Box 133, 6010 Hilltop Road
Address 2:
City: Willow Spring
State: North Carolina
Zip: 27592
Comments: Good morning,
My name is Mara Fryar. I reside at 6010 Hilltop Road in Willow Spring, NC, 27592. My family's farm is J.C. Rowland Farms LLC. Our farm is a working farm and is located in Section A of the proposed 401 Fuquay bypass.

There are presently several other road improvement projects approved or planned in and around the Fuquay-Varina area. A comprehensive list is available through NC DOT.

I would like to request the removal of the proposed 401 Fuquay-Varina Bypass from the 2050 Metropolitan Transportation Plan in order to allow more time to study and investigate more fully, the need for a project of this scale in the Fuquay-Varina area.

Thank you,
Mara Fryar

Subscribe for
Updates:

YES

IP address:

198.86.248.2

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

Parker, Bonnie

From: noreply@nmcteam.com
Sent: Wednesday, December 8, 2021 11:15 AM
To: Parker, Bonnie; Lukasina, Chris; Rickard, Alex
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.



You have a new form submission

Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 8, 2021 at 11:15am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Marjorie
Last Name: Fish
Email Address: marjoriebarker@live.com
Address 1: 6341 HILLTOP ROAD
Address 2:
City: Willow Spring
State: North Carolina
Zip: 27592

Comments: I am writing today to ask for the US 401 BYPASS to be removed from the 2050 MTP. I will state my concerns below.
I am a lifelong native North Carolinian, and lived here my entire 45 years of life. I love my state and am proud to call N.C. home. Now, I have decided that I will no longer sit idly by and continue to watch my beautiful be destroyed by development. My entire family has worked, lived, and paid taxes in N.C. since the beginning of this country. My husband is James Barrett Fish, and his entire family has worked, lived, and paid taxes in NC their entire lives. His family owns a large plot of land in Willow Spring NC, and this land has held uninterrupted family ownership from a 1761 land grant. The Rowland's are still farming this land today. The US 401 Bypass will destroy this land, and my husbands family heritage will be destroyed. We are only one of the many farms that will be destroyed by this 401 bypass. My friend Candace Olive Gray along with her

brother Matt Olive & their parents own Olives Tree Farm in Fuquay Varina on Holland Road. Candace lives on her mothers land granted farm on Kennebec Road in Willow Spring. She lives there along with her entire family and extended family & also this is where they grow the trees for their family tree farm business on Holland Road. The 401 bypass will destroy their tree farm, their home, their history, their life as they have known it to be. Candace and her husband Justin, a Wake county sheriffs Deputy have lived,worked, and paid taxes in NC their entire lives. They are raising 3 sons under the age of 5. Candace had hopes and dreams of watching these boys grow up on the farm & passing on the tree farming business to them. Now Candace's dreams are being destroyed.

I cannot even begin to explain to all of you- whoever you are- the people reading this, the decision makers, the Town of Fuquay varina, CAMPO, NCDOT, all of you - how this bypass has already affected my life, Candace's life, and so many others. I don't sleep. I am a wreck. My vision of what my life was supposed to be, or going to be, has completely changed. All the unknowns involved surrounding this bypass have completely altered my present life and my future. My dreams of living out my days with my husband, and our 2 daughters, on this land in Willow Spring, NC, no longer exist. My life is not the same as it was before March of 2021- when I discovered by chance, of the US 401 corridor study. No family members, property owners, farm owners, have been notified in any way by CAMPO, NCDOT, or the Town of FV about the bypass or it's study. No one was notified, and to this day no one has been notified personally. The study is not completed, yet the 401 bypass has already been approved for the 2050 MTP. Wake county residents, and those of us living in FV's ETJ have not been given the opportunity to share our concerns in a public forum with the county commissioners, the FV board of commissioners, and elected officials, CAMPO, and NCDOT. Therefore the 401 Bypass should be removed from the 2050 MTP.

By virtue of this great state, we are protected by the NC legislature, and it's representatives. I have faith that the farmers, the land, the property, the livelihood, the history and the legacy of all of us affected by the US 401 bypass and the 2050 MTP will be protected. If not by lawmakers, then by God in Heaven.

I am Marjorie Fish. My husband Barrett Fish and I, along with our two daughters live at 6341 Hilltop Road in Willow Spring, NC. Our eldest daughter is currently attending the University of N.C. at Wilmington, and is studying to be a nurse. Our youngest daughter is a junior at FVHS, and will graduate in 2023.

Subscribe for
Updates:

YES

IP address:

71.217.200.38

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: [Joanie Bowden](#)
To: [Campo_comments](#)
Subject: Wednesday, December 8, 2021, CAMPO Executive Board Meeting Public Comments
Date: Tuesday, December 7, 2021 7:21:39 PM
Attachments: [Alternatives Map 9-2021 Screenshot 2021-09-06 232032.png](#)
[FV US 401 Bypass Corridor Study NCDOT 2012.pdf](#)
[OFFNC Membership Acceptance Certificate Sept 21, 2021..pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Please include all of the information and requests below in the Comments/Minutes of the 12-8-2021 CAMPO Executive Board Meeting.

BACKGROUND FACTS: Bowden's Bend Cattle Farm, LLC, is my and my family's multi-generational 200+ year old officially determined and designated **prime agricultural working and operational farmland** -- not a useless red clay rock pile -- in the Wake County Voluntary Agricultural District and an officially recognized N.C. Bicentennial Farm and an officially recognized N.C. Century Farm as designated by the N.C. Department of Agriculture, and it will be severely negatively impacted and likely completely destroyed by the proposed Fuquay-Varina US 401 Bypass Corridor. I am a member of the Order of First Families of North Carolina inasmuch as my direct lineage ancestors in conjunction with my family farm land ownership were colonial residents in what is now North Carolina **prior to July 12, 1729**. There are only 554 members nationwide in The Order of First Families of North Carolina, and I am the 554th member. My genealogy has been authenticated by 2 professional genealogists. (See 3rd attachment below.)

In September 2019, the Town of Fuquay-Varina officially requested that CAMPO conduct an official study of the proposed Fuquay-Varina US 401 Bypass Corridor Route. One month prior to that time, on August 20, 2019, my family members and I and our farm neighbor met with Fuquay-Varina Town Manager Adam Mitchell and Mayor John Bryne in their Fuquay-Varina Offices and on August 20, 2019, my family members and I and our farm neighbor also met in person in CAMPO's Raleigh Executive Offices with CAMPO staff members Alex Rickard, Bonnie Parker, and Kenneth Winslow, which was before the Southwest Area Study (SWAS) was officially adopted by the CAMPO Executive Board regarding the subject of the proposed FV US 401 Bypass and officially requested it be removed from the map and relocated elsewhere. We also requested that the Town of Fuquay-Varina build the Fuquay-Varina Parkway East, which is within 3/4 of a mile from the Fuquay-Varina US 401 Bypass proposed line-one-the map and **is parallel to the proposed FV US 401 Bypass route for the segment of the "parkway" from Highway 42 to Hwy 55. Much of the right-of-way for the Fuquay-Varina Parkway East has already been DEDICATED and is just sitting there vacant and not being used, and the Town of Fuquay-Varina has not pursued building the Fuquay-Varina Parkway East to alleviate traffic congestion FV indicates exists in much of the exact vicinity where the proposed FV US 401 Bypass line-on-the-map exists.**

On August 21, 2019, I also personally appeared before the CAMPO Executive Board and made a motion, which requested the same as stated above before the CAMPO Southwest Area Study (SWAS) was officially adopted on August 21, 2019.

Again, on Wednesday, July 14, 2021, my family members and I as well as my team of subject

matter experts/professional colleagues met with CAMPO at the Fuquay-Varina Arts Center and again requested the proposed line on the map as depicted in the adopted CAMPO SWAS and the adopted 2045 MTP be erased/moved and relocated elsewhere further east and again requested the Town of Fuquay-Varina construct the Fuquay-Varina Parkway East.

CURRENT INFORMATION FOR ACTIVE CONSIDERATION BY THE CAMPO EXECUTIVE BOARD ON 12-8-2021

Again, today, as I have continuously done in the past, I suggest a computer mouse error occurred by CAMPO in drawing the line on the map for the proposed Fuquay-Varina US 401 Bypass Corridor in 2017 in conjunction with the SWAS when the now decade-old line on the map was drawn on CAMPO's maps as the proposed route for the proposed Fuquay-Varina US 401 Bypass. In my motion on August 21, 2019, I requested the CAMPO Executive Board promote and assist the Town of Fuquay-Varina in constructing the Fuquay-Varina Parkway East where Right-of-Way has already been DEDICATED in addition to requesting the line on the CAMPO maps be removed and moved elsewhere, easterly for the 401 bypass. I am doing so again today and prior to being adopted again in the 2050 MTP.

The current lines on the map are 10 years old and are out-of-date and obsolete and were basically a copy and paste from the 2011/2012 old NCDOT (now obsolete/archived) project for a proposed Fuquay-Varina US 401 Bypass consideration with multiple spaghetti line alternative optional routes when funding was obtained by then US Congressman Bobby Etheridge. (See 2nd attachment below.) Funding was quickly exhausted and the project was moth-balled.

Please immediately request extensions of any existing deadlines that are pushing and precipitating the 12-8-2021 CAMPO Exec Bd approval of the draft maps in the 2050 Metropolitan Transportation Plans on the agenda for consideration and possible approval on Wed., December 8, 2021.

The current lines on the map are 10 years old and are out-of-date and obsolete and were basically a copy and paste from the 2011/2012 old NCDOT (now obsolete/archived) project for a proposed Fuquay-Varina US 401 Bypass when funding was obtained by then US Congressman Bobby Etheridge. (See 2nd attachment below.).

Please do not approve the 2050 Metropolitan Transportation Plan until "AFTER" the Fuquay-Varina US 401 Bypass Corridor Study is completed.

Before the 2050 Metropolitan Transportation Plan is approved, please revise and erase the lines on the map and relocate the lines to be consistent with those depicted on the current CAMPO study website map and identified as Routes A5 and B4 on the proposed FV US 401 Bypass corridor route.

Additional, up-to-date alternative route options for the Fuquay-Varina US 401 Bypass Corridor route, furthermore, should be immediately officially and thoroughly studied and considered by CAMPO to move traffic away from access or entrance into the Town of Fuquay-Varina including and in addition to widening the Old Stage Road from 2 lanes to 4 lanes (as already adopted in both the CAMPO 2035 MTP and CAMPO 2045 MTP).

I'm trusting that you on the CAMPO Executive Board want to be prudent and responsible and you want to take correct, common sense, logical action and, therefore, you do not want to continue to participate in the perpetuation and approval of a possible mouse-error, outdated, obsolete decade-old proposed line on the CAMPO map for the proposed Fuquay-Varina US

401 Bypass as exists on the "draft" map(s) in the 2050 Metropolitan Transportation Plan.

Furthermore I endorse the December 7, 2021, letter to CAMPO from North Carolina State House Representative Erin P. Paré and the actions she is proposing in her letter.

To reiterate, please do NOT approve the 2050 Metropolitan Transportation Plan map(s) draft on December 8, 2021, until the above actions are officially adopted, taken, and completed and the line on the map is removed as it currently exists in the proposed "draft" 2050 MTP map(s) and until the proposed Fuquay-Varina US 401 Bypass Corridor Study is completed by CAMPO.

Thank you very much

All it takes for evil to triumph is for good men to do nothing." Attributed to Edmund Burke, by President John F Kennedy in a 1961 speech."

Joanie Bowden (919-407-2292)

Work as if everything depends on you. Pray as if everything depends on GOD!

Parker, Bonnie

From: glpagwpwp@aol.com
Sent: Wednesday, December 8, 2021 11:11 AM
To: Campo, comments
Subject: Public Comments to the CAMPO Executive Board for the December 8, 2021, Meeting - 2050 Metropolitan Transportation Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I am Wanda Pierce and I am an affected Property Owner and member of Bowden's Bend Cattle Farm, LLC, Walter Myatt Road, Willow Spring, Wake County.

I request that the vote to approve the 2050 Metropolitan Transportation Plan (MTP) be postponed until after the Fuquay-Varina US 401 Bypass Corridor Study is completed and the affected property owners are given the opportunity to provide input to the CAMPO Executive Board and staff regarding the study results.

Before the 2050 MTP is approved I request that the subject map be revised to be consistent with the current CAMPO study website map and identified as Routes A5 and B4 on the proposed Fuquay-Varina US 401 Bypass Corridor.

I request that CAMPO vigorously seek and study alternate routes for the Fuquay-Varina US 401 Bypass Corridor, and prioritize and fund other projects that will direct traffic away from Fuquay-Varina, including (but not limited to) constructing Fuquay-Varina Parkway East which has right-of-way already dedicated and including widening Old Stage Road to four lanes, as it is already adopted in the CAMPO 2035 MTP and CAMPO 2045 MTP. (As stated in my 11/17/2021 comments to the CAMPO Executive Board, there are several other projects that are already adopted in the MTP which should be prioritized/funded to help reach the desired goal.)

The current plan will destroy numerous active, productive, multi-generational family farms located in the Voluntary Agricultural District, including my family farm, Bowden's Bend Cattle Farm, LLC, which is an NCDA officially recognized Bicentennial Farm and an NCDA officially recognized Century Farm. My sister is the 554th member nationwide of The Order of First Families of North Carolina as a result of our family's direct lineage ancestry tied to the land, who are Revolutionary War "patriots". The current plan will further diminish the already dwindling number of family-owned farms in Wake County and have a devastating effect on each farm-family member.

I implore you to take a bold step to help family farmers by postponing the vote to approve the 2050 MTP as well as exploring alternatives to the current plan.

Wanda Pierce - affected property owner and member of Bowden's Bend Cattle Farm, LLC
8317 Walter Myatt Road
Willow Spring, NC 27592

Parker, Bonnie

From: Jill Mauro <jillmauro9@gmail.com>
Sent: Wednesday, December 8, 2021 8:27 AM
To: Campo, comments
Subject: Capital Area MPO (CAMPO) Project Public Comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Thanks so much for taking public comments. Here are a few of mine:

I currently live in Fuquay-Varina.

- I love the idea of more bicycle and pedestrian routes. They need to be fully protected from high speed traffic.
- I do believe we need more transit railway infrastructure. We can't keep building more and more roads. Trains move people fast Example: Driving to Clayton from Cary/Morrisville in 5PM traffic takes 2 hours. That is insane.
- Companies in the area and the new companies moving in need to help pay for the roads and transit.
- The small farm towns turning into part of the large metropolitan area need to get on board with the transportation initiatives and this needs to be a joint effort in design and routes. We already know in the next 10, 20, and 30 years their small towns will have a larger population and they are not planning infrastructure before population boom.

Thank you. Jill Mauro

Sent from [Mail](#) for Windows



Virus-free. www.avast.com

From: [Weston McCorkle](#)
To: [Campo, comments](#)
Cc: erin.pare@ncleg.gov; matt.calabria@wakegov.com
Subject: Comments on MTP 2050 Plan
Date: Tuesday, December 7, 2021 7:44:21 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

CAMPO,

I find it very interesting that public comments for the 2050 MTP close on December 8, 2021, yet the board meeting agenda set for December 8, 2021 includes a proposed vote to endorse/accept the proposed 2050 MTP. How does this allow time for review of all comments and discussion by board members prior to their casting of a vote?

This process tends to concern me in regard to decisions that impact many in advance of more than 25 years. It is also noted that this vote is set during a month when the usual monthly meeting date has been moved earlier due to the holiday season and in the midst of some members of the board whose terms will end or may already have ended.

This vote appears to be rushed relative to the issue being a long range plan. I would request that this vote be delayed until board members have had the opportunity to review all comments along with the opportunity for all board member positions to be filled with active representation.

Please advise if I am not clear on the plan of action for voting on the 2050 MTP and if there is a reason for what appears to be a rushed vote. Thank you for your consideration in this matter.

Weston McCorkle
8040 Panther Lake Rd, Willow Spring, NC 27592

Cc: Representative Erin Pare
County Commissioner Matt Calabria

From: [Amanda Cedillo](#)
To: [Campo_comments](#)
Subject: Draft 2050 MTP public comment
Date: Tuesday, December 7, 2021 9:15:25 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I respectfully request that the line on the 2050 MTP map(s) representing the Fuquay-Varina US 401 Bypass be removed from the 2050 MTP rather than the line on the map remain as currently depicted destroying multi-generational Vol Ag District, working, operating family farms. The study is ongoing and thus the Bypass should not be depicted on the plan until complete.

I request that the U.S. 401 Corridor project be paused until previously adopted CAMPO specific projects are funded and in progress.

I request that funds being used to continue to work on a Fuquay-Varina US 401 Bypass Corridor be reallocated and dedicated to developing a better common sense public transportation system.

I request that CAMPO take an earnest look at alternatives as well as previously adopted projects before proceeding further with the 401 Bypass Corridor project.

Amanda Cedillo

8308 Walter Myatt Rd.



Virus-free. www.avast.com

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Tuesday, December 7, 2021 2:47:47 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 7, 2021 at 2:47pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Elizabeth
Last Name: Adams
Email Address: elizabeth.a.adams@gmail.com
Address 1: 103 Larkspur Ln
Address 2:
City: Cary
State: North Carolina
Zip: 27513
Comments: The Bike/Ped Map legend has a hollow line marked for proposed projects, but doesn't indicate if these are for onroad or offroad facilities. For all proposed bike/pedestrian projects, please make them off-road or fully protected. It does no good to plan for a sharrow or bike lane on roads that are built for highway speed traffic. This is especially true near the Airport.

The Transit map doesn't show existing Bus services, or at least I don't think it shows the I-40 Rapid Bus or the link between the proposed bus service in Cary with the dedicated park and ride lots for the bus between Raleigh and Chapel Hill.

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Monday, December 6, 2021 4:26:47 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 6, 2021 at 4:26pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Mitch
Last Name: Campbell
Email Address: mitchell.lee.campbell@gmail.com
Address 1: 544 S Person St
Address 2:
City: Raleigh
State: North Carolina
Zip: 27601
Comments: I'm in support of the necessary moves being made in this plan, including the transit sales tax increase.
Subscribe for Updates: NO
IP address: 107.13.232.221
Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Sunday, December 5, 2021 8:08:06 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: December 5, 2021 at 8:08pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Nicholas
Last Name: Borisow
Email Address: ngborisow@gmail.com

Address 1:

Address 2:

City: Cary
State: North Carolina
Zip: 27513

Comments: The plan to expand Chapel Hill Road to four lanes between Maynard Road and Sorrell Road should be re-considered. The northern part of Chapel Hill Road, includes a diverse group of residents that enjoy our connectedness to downtown Cary. It also represents a group of founding families, that has experienced its land and culture minimized over the years, as development continues to chip away at one of Cary's remaining communities connected to its past.

A large, four lane highway traversing would not only encourage more traffic and crime (as has been proven statistically over the years), but also act to sever the communities that are supposed to be connected to

downtown, to now navigate a busy highway with additional commercial shipping vehicles supporting downtown, and the Park West shopping plazas to name a few. The need for connecting public transportation, keeping cars from entering the downtown, keeping a tree canopy, and encouraging a walkable/ bike-able downtown, are plans that other towns are already pursuing, so why would we think this will not be the need in twenty years from now? Therefore, this will be more than just a road widening project, to make this sustainable and resilient to impending climate change for over the next thirty years. Arguably, this road would likely add more commercial traffic, more pollution to our communities, and encourage criminal activity.

Thank you in proactively keeping Northern Cary connected to downtown, and not approving a four lane highway through downtown Cary.

Subscribe for
Updates:

YES

IP address:

136.56.140.30, 168.149.139.116

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: [JOHN C. OLDENBURG](#)
To: [Campo, comments](#)
Subject: Project A150 Comments
Date: Sunday, December 5, 2021 9:51:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

This project, entailing the widening of two-lane NC 98 from Thompson Mill Road to the Durham County line has a project horizon date of 2040. Admitting my uncertainty whether such is a project initiation date or a project completion date, in either event the projected time is much too delayed in light of present morning and evening traffic conditions on NC 98. Moving that date to 2030 would more realistically address these present very untoward traffic conditions.

One possible and more immediately helpful amendment would be to first do a partial completion, say between Thompson Mill and old US 50, of this widening of NC 98 by 2030 (or sooner)— still too long a wait but at least genuinely responsive to highly unsatisfactory present traffic realities.

Finally, there is one roadway improvement of true utility and very low cost that could be accomplished in very short order. Eastbound evening traffic on NC 98 tends to back up at Camp Kanata in face of substantial westbound traffic passing there. Creating a short, paved right-side passing lane there for eastbound traffic by utilizing the shoulder would largely avoid this bottleneck by creating a short, de facto left turn lane.

John Oldenburg
1101 Rivermead Lane
Wake Forest 27587
901-210-3701

Sent from my iPhone

From: [Colby Davis](#)
To: [Parker, Bonnie](#)
Subject: Re: Draft 2050 MTP Comment
Date: Wednesday, December 1, 2021 9:40:14 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hi Bonnie,

Thank you for your response! I do hope my thoughts are taken into consideration as we look toward a cleaner, safer future. Have a great day!

Colby J. Davis
colbyd3@gmail.com
919.592.0143

On Tue, Nov 30, 2021 at 11:17 AM Parker, Bonnie <Bonnie.Parker@campo-nc.us> wrote:

Hello Colby,

Thank you for your email regarding the ratio of roadway projects to those for other modes of transportation. Your comments will be shared with our Executive Board Members as they consider the 2050 Metropolitan Transportation Plan.

As you may know, the Executive Board will consider approval of the project maps and lists at their December 8th meeting. Your comments will also be included in the attachments as part of that agenda item. We appreciate you taking the time to share your concerns.

Sincerely,

Bonnie

Bonnie A. Parker

Public Engagement Planner

Capital Area Metropolitan Planning Organization

919-996-4403

421 Fayetteville St., Ste 203

Raleigh, NC 27601

www.campo-nc.us

Twitter: @CapitalAreaMPO

Facebook: @NCCapitalAreaMPO

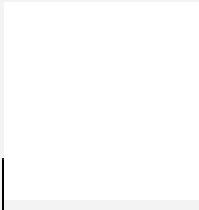
From: noreply@nmcteam.com <noreply@nmcteam.com>

Sent: Wednesday, November 24, 2021 11:49 AM

To: Parker, Bonnie <Bonnie.Parker@campo-nc.us>; Lukasina, Chris
<Chris.Lukasina@campo-nc.us>; Rickard, Alex <Alex.Rickard@campo-nc.us>

Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.



You have a new form submission

Website: [NC Capital Area Metropolitan Planning Organization](http://www.nccapitalareametroplanning.org)

Date: November 24, 2021 at 11:48am

On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Colby

Last Name: Davis

Email Address: colbyd3@gmail.com

Address 1: 4431 Clarkson Hall

Address 2: Apt 102

City: Raleigh

State: North Carolina

Zip: 27612

Comments: I'm very concerned about the ratio of road widening projects to alternate transportation modes, such as biking and transit. If this region is going to take climate change and Vision Zero seriously, we need to incentivize residents to leave the car at home *whenever* possible. We could easily get nearly every bus line in our system to 10-15min frequencies with a bit more funding in the transit sector. We could get frequent all-day rail service on the NCRR corridor with the money we're considering spending on expanding I-40, and, with some good land-use projects (TOD), many would gravitate to rail instead of driving. And road widening disincentivizes biking and walking by increasing vehicle speeds and making roads more difficult to cross.

We can do much better than two commuter-oriented rail lines and 15min headways on a few bus lines in thirty years' time if we actually make those things a priority. Thirty years could completely transform us into a dense, walkable, ahead-of-the-curve region that is attractive to people all over the world. We could be trend-setters with a little creativity and imagination. Incessant road widening, on the other hand, is not only status quo, but it's been proven over and over and over again to make cities more traffic-infested, more spawled, and, ultimately, less livable. We can do so much better with thirty years. Please reconsider this plan. Thank you.

Subscribe for Updates: YES

IP address: 173.95.21.202

Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: [Weston McCorkle](#)
To: [Campo, comments](#)
Cc: erin.pare@ncleg.gov; matt.calabria@wakegov.com
Subject: 2050 MTP Plan Public Comments Request for Executive Board Meeting 11/17/2021
Date: Wednesday, November 17, 2021 12:06:52 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

CAMPO Board of Directors,

I write as a concerned citizen who is a lifelong resident of the Great State of North Carolina whose multi-generational family also have been citizens and taxpayers of NC. I have watched over the years our open space and agricultural lands be developed and paved over in order to provide for more residents to move into North Carolina and work in our municipal areas. As we grow our state, I find that we are making plans to continue to deplete our pervious surfaces and only add complexities to combatting climate change and flooding. It is noted that both of these items have been identified by our legislature to be of high importance to the resiliency of our state. Agriculture is our number one industry in this state at \$95.9 billion with the military being the second largest. Both of these industries rely on open space and without open space/ground it becomes difficult to carry out the mission of feeding and protecting both our state and our great nation.

With the above stated, I have serious concerns about the priority, or lack thereof, given by MTPs relative to preserving our valuable land and water resources here in North Carolina. Roadways, while necessary, seem to take priority over conservation, existing small farms, family businesses, and preserving the heritage and landscape of our state. I am more so concerned about projects such as the 401 Bypass being included on the 2050 MTP plan when the initial study has not yet been completed. Inclusion of incomplete studies on a transportation plan being considered for adoption seems to be irresponsible and "puts the cart in front of the horse". Other existing roadway modifications are currently included on the plan that will move traffic to the southern portion of Wake county and across county lines. Prioritizing the utilization of existing corridors as compared to continuing to create new corridors seems both the more environmental and fiscally responsible means of progress. At this time, I would like to request that the 401 Bypass be removed from the currently proposed 2050 MTP.

Thank you for your consideration.

Weston McCorkle
8040 Panther Lake Rd, Willow Spring, NC 27592

Cc: Matt Calabria,
Wake County Commissioner District 2

Representative Erin Pare, District 37

From: [Dustin Grimes](#)
To: [Campo, comments](#)
Subject: 2050 MTP
Date: Wednesday, November 17, 2021 7:14:26 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

To whom it may concern

I would suggest that the 401 bypass be taken off of the 2050 MTP, due to the study still being conducted. Thank you

D. Grimes

From: [Gary McCabe](#)
To: [Campo_comments](#)
Subject: 2050 Metropolitan Transportation Plan
Date: Tuesday, November 16, 2021 10:12:30 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

To Whom It May Concern,

I would like to voice my concern regarding the 401 Bypass around Fuquay-Varina. This plan does not include traffic study results or the level of service and warrants for the included road improvements. As a Civil Engineer, living and working in Fuquay-Varina, I see many gaps in this plan. Namely, the lack of use of existing roadways. There are many roads that could be widened and have adequate R/W to do so that would be less impactful than the 401 Bypass. Also, from the little data I have seen, there is not enough pass-thru traffic to merit a 6 lane expressway. It appears that the majority of the traffic concerns could be relieved by improving existing roadways (i.e. Old Stage Road could be 4 lanes all the way to Harnett County, Walter Myatt could be widened to 4 lanes, Kennebec could and should be widened to 4 lanes, 55 could be widened to 4 lanes down to and thru Angier, Old Honeycutt Road between Judd Pkwy and 55 could be 4 lanes and would greatly improve flow of traffic, Purfoy Rd could be widened to 4 lanes, "5 points" is a major choke point mainly due to the awkward movement of 42 and 55 which this plan helps some, but this plan just shifts the choke point 0.5 mile south.

As a Civil Engineer, I am very familiar with traffic studies, synchro models, etc. I don't believe that the 401 Bypass generates enough benefit or increases the level of service in and around Fuquay-Varina to justify destroying valuable cultural resources. The current path would eliminate working farms and countless natural resources for what amounts to less than 10% of the traffic volume experienced in Fuquay-Varina. Simply put, pass through traffic going from Raleigh to Fayetteville and Ft. Bragg, does not come through Fuquay-Varina because better options already exist. The delivery traffic that comes through FV, does so because they have delivery points along the way. This Bypass will not improve the level of service for any roads in FV and is simply a political feather in someone's cap. This road is being pursued simply to access Federal Highway funds. With a \$220M price tag, many existing roads could be improved and provide actual relief on Fuquay-Varina's road system and traffic congestion that the 401 Bypass simply will not provide. **Please consider removing this unnecessary and damaging road (401 Bypass) from the 2050 CAMPO MTP.**

Have a Blessed Day,

Gary J. McCabe, P.E.



123 Raleigh Street
Fuquay-Varina, North Carolina 27526
Office: (919) 779-6851
Mobile: (919) 606-4560

From: [Tim Montgomery](#)
To: [Campo, comments](#)
Subject: 2050 comments on Plan
Date: Wednesday, November 24, 2021 9:45:41 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hello.

Please consider moving up with Hwy 50, A228a. This is from timber drive to new 540. This is way to long to alleviate an immediate issue. Hwy 50 in Garner is an issue now.

Tim Montgomery

From: [PublicInput.com Alerts](#)
To: [Parker, Bonnie](#)
Subject: An email reply to US 401 Corridor Study - Phase 1 needs your review
Date: Monday, November 22, 2021 6:05:56 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

--- Reply above this line ---

An email comment has been received. It was posted in response to *"US 401 Corridor Study - Phase 1"*.

This comment can be reviewed [here](#).

From: terryy@dpr.com

To: 401corridor@publicinput.com

Subject: Concerns and questions-US 401 Corridor Study-Fuquay-Varina bypass

11/22/2021

-

Subject: Concerns and questions-US 401 Corridor Study-Fuquay-Varina Bypass

My name is Terry Yeargan. I reside, along with my wife, Julia R Yeargan, at 6325 Hilltop Road, Willow Spring, NC, 27592.

We live in the Fuquay-Varina ETJ. Julia Yeargan and her sisters, Martha Fish and Virginia Miller, have lived in Willow Spring all their lives. I have lived here since 1982.

My civic engagement includes eight years of service on the Wake County Planning and Zoning Board and ten years of service with the Raleigh Durham International Airport Authority Board. These experiences provided significant exposure to growth challenges and resulted in many recommendations/decisions on behalf of the Wake County Commissioners. The Wake Planning Board worked extensively with Wake County's twelve municipalities, shaping land use and transportation, ETJ policy and major infrastructure strategies. Regarding RDU International Airport, our Authority Board was responsible for all planning and execution of a significant capital asset program (valued more than \$1b), including implementation of infrastructure as its own municipality.

My wife owns a farm that grows hay for cattle and horses. She is also part owner of another farm (JC Rowland Farms, LLC) along with her sisters, which has been in their family since 1761. Their farms are in the path of the planned 401 bypass study area.

We do not support the study of a planned bypass, and options, in its current form. The planned corridor should be removed from all Town, CAMPO and NCDOT maps.

The plan, if adopted will further weaken opportunities for farmland to continue to be farmland and thus will be detrimental to our way of life, and ultimately, to the entire community of Fuquay Varina.

The planned corridor also significantly reduces the opportunity for future efficient and productive economic growth for the Greater Fuquay-Varina area.

We ask Fuquay-Varina, Wake County, CAMPO and NCDOT to review, assess and redirect the current process and plan. Further, we ask the NC General Assembly to ensure that funding is **NOT** approved for the current Study and its corridor or ultimately, the construction of the bypass.

From a planning and land use perspective, there are significant deficiencies with the current process of planning this bypass. These deficiencies conflict with the stated goals of the US 401 Corridor Study.

Two primary goals in the study are—1. To reduce congestion and increase transportation capacity and safety and 2. To encourage economic development. **This Study fails on both counts.**

The genesis of this study is flawed because the study corridor was laid out on a map some 10+ years ago and was lacking sufficient growth data that would have altered corridor placement. Conflicts with Fuquay Varina Infrastructure (principally water and sewer) and the planned bypass are substantial, especially within the next 10+ years of development. This makes no sense in our view.

The new bypass should be further east and south of its current study corridor. Why run a bypass, intended to divert traffic around Fuquay Varina through the primary growth areas of Fuquay Varina?

The study deficiencies are:

1. The current corridor was established 10+ years ago and has been adopted by NCDOT Planners as a starting point for planning. Population growth during the last 10 years and projected growth up to 2045 have exceeded expectations and will likely exceed today's expectations. Given so, the bypass as planned will be too close to high growth areas of Fuquay Varina.

If planning, land acquisition, funding and construction of the bypass are achieved in the projected time frame of 2035, the result will be a bypass (intended to move traffic around Fuquay Varina) that is bisecting the primary growth areas (residential, business & manufacturing) for Fuquay Varina.

2. The current planning process does not consider the potential missed opportunity costs, ultimately to Fuquay Varina, and its taxpayers. By moving the corridor further out from Fuquay Varina, the Town can leverage proximity of existing water and sewer infrastructure within the planned bypass path. **Why build a bypass within the growth area and miss the opportunity to keep land that is close to infrastructure, allowing for efficient and costs effective development?** The principal intent is to move traffic around Fuquay Varina to reduce congestion in the growth areas for Fuquay Varina. **The area taken by this bypass should be preserved for growth that adds, tax base for Fuquay Varina, especially for future business and manufacturing.** Fuquay-Varina should model recent and local examples of strategic and effective economic development, which is close to its infrastructure. Examples would include Holly Springs (life science job producers, Novartis, Amgen and Fuji) and Clayton (Grifols, Novo Nordisk), among others.

Note: Along the planned corridor, there are many significant land tracks near water, sewer, and rail that from an economic development perspective (i.e., JOBS for our local citizens), will be severely limited and diminished from a land use standpoint.

Clearly, based upon future transportation needs, there is a need for a bypass **around** Fuquay-Varina; true, **it must go somewhere**. Furthermore, **the bypass will disrupt landowners in any location it lands**. However, **these are NOT reasons to accept the “paradigm of conventional planning” of the current CAMPO/NCDOT 401 Study and planning process**. The Town leaders of Fuquay Varina should demonstrate political will and drive NCDOT planners to reexamine the original and outdated corridor decision.

As many know, this process is especially difficult to those residents who reside in the Fuquay Varina ETJ. We are subject to the decisions of Fuquay Varina, but have no legitimate voice in the decision process, as we have no ability to vote for the elected officials who determine our fate. This is an opportunity for Fuquay Varina and Wake County Government to stand up for its ETJ constituents.

If this study concludes with the corridor being adopted (funding, and more than likely, the lack thereof), the process of eminent domain will create an injurious scenario to the landowners. In the interim, Fuquay Varina will have to decide its stance on proposed

development within the corridor. Even with the recent North Carolina Supreme Court rulings in favor of landowners, potential development will be severely impacted. **We request Fuquay Varina and NCDOT to state their position. Otherwise, its landowners, whether in the town limits or the ETJ may suffer a “taking”.**

As a community, county, and State, we have an opportunity to revisit the 20th Century thinking of planning for land use, transportation, and growth. Let's look to a 21st Century approach. Southern Wake County and Fuquay Varina transportation needs are substantially different today than from what the planners of this corridor considered ten years ago.

In conclusion, it is imperative that The Town of Fuquay Varina, Wake County, CAMPO and the North Carolina State DOT revisit the outdated corridor decision of ten years ago, truly taking into consideration the ideas of all our community. Otherwise, the citizens, the landowners, and the community at large will suffer the hardship and adverse consequences of this extremely flawed process.

Questions:

Town of Fuquay Varina, CAMPO, Wake Commissioners, NCDOT:

- 1) Will the Town of Fuquay-Varina request NCDOT revise this corridor Study to move the planned corridor east and south of its current path avoiding areas of FV infrastructure in place and areas assessed to be in proximity of infrastructure within the ETJ?
- 2) Will Fuquay-Varina request and CAMPO follow through with removing the 401 Fuquay-Varina bypass be removed from the Metropolitan Transportation Plan?
- 3) Currently, there are at least ten road projects planned and/or approved in the Fuquay-Varina area. Please explain the financial feasibility of these projects plus the planned bypass.
- 4) Will the Town of Fuquay-Varina provide analysis of specific costs/benefit of land required for the bypass, verses that same land, accessible to water and sewer services, which instead may be developed for residential, business & manufacturing?
- 5) Will the Wake County Commissioners support the landowners, including many farmers affected by this bypass plan?
- 6) Will the North Carolina Legislature, enact law that will require NCDOT & CAMPO to plan the bypass to an area east and south of the corridor study area that will provide a more viable economic and development outcome?
- 7) What is the Town of Fuquay-Varina's position on development of property within the planned the bypass areas?

Terry and Julia Yeargan
6325 Hilltop Road
Willow Spring, NC, 27592

terryy@dpr.com

919-618-8517

Martha Fish
6615 Kennebec Road
Willow Spring, NC 27592

Virginia and Fred Miller
6612 Kennebec Road
Willow Spring, NC 27592

Terry Yeargan

6325 Hilltop Road

Willow Spring, NC 27592

terryy@dpr.com

919-618-8517

From: [PublicInput.com Alerts](#)
To: [Parker, Bonnie](#)
Subject: An email reply to US 401 Corridor Study - Phase 1 needs your review
Date: Saturday, November 27, 2021 9:18:42 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

--- Reply above this line ---

An email comment has been received. It was posted in response to *"US 401 Corridor Study - Phase 1"*.

This comment can be reviewed [here](#).

From: virginia79miller@gmail.com

To: 401Corridor@PublicInput.com

Subject: 401/Fuquay-Varina Bypass MTP study map

My name is Virginia R. Miller i live on Hilltop Road in Willow Spring within the ETJ for Fuquay. I respectfully request that the 401 Bypass corridor be removed from the MTP study map, NCDOT maps, Town of Fuquay-Varina maps. It seems that the data for projected growth dictates that the corridor be placed too close to the Fuquay area. The placement this close to the center of town is short sighted and would bisect future growth and limit development. The close proximity to established infrastructure such as the waste water treatment plant on Hilltop road will be dramatically affected and hinder growth in the area by limiting expansion of the plant to accommodate future growth. The bypass appears to be redundant in that it closely follows existing 40I. I believe it will better serve the area and more efficiently move traffic if the bypass were to be strategically located farther east and south to allow the projected growth to develop unhindered. My husband and I own Wake County's only certified organic produce farm, Hilltop Organic Produce Farm and CSA. In the near future any of the A 1-4 corridors will limit our farming abilities, cutting off farm land and productivity of our own land being detrimental by changing or ceasing our livelihoods. Sincerely, Virginia R. Miller

From: [Olive's Tree Farm, Inc.](#)
To: [Campo, comments](#)
Subject: Ex board meeting Nov 17- public comments
Date: Tuesday, November 16, 2021 11:13:04 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I believe that CAMPO should remove the proposed 401 bypass from the 2050 MTP map since the corridor study is still ongoing. I would also request that the corridor study pertaining the proposed 401 bypass discontinue until other projects in the area are either constructed or funded so that the data would be more accurate. The bypass is not needed and is proposing to fix the same problems that are equivalent to the reasons other projects in area have been designed. Congestions in this area will be dealt with once these other projects are fully constructed. Those projects listed on your study website are as follow that are already planned in the area: • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401 • Western Angier Bypass. There has been an extreme waste of money with this corridor study. The amount of generational farms lands that have already been destroyed by eminent domain in NC is enough, why add this community burden to more lands? This proposed bypass takes out our nursery where we are daily trying to replenish trees to our community that is constantly being clear cut and paved over. This community was built on farming and this bypass is also destroying other multigenerational produce, cattle farms, hay farms, etc. This issue is much greater then just our area. There should be greater support for the farmers in America and it should start with metropolitan plans this. Look at the bigger picture...You can't eat asphalt!

Candace O Gray

CAMPO Executive Board
November 17, 2021

My name is Martha Fish and my address is 6615 Kennebec Road, Willow Spring ,NC 27592. I represent JCRoland Farms LLC as an affected landowner and stakeholder in the proposed 401 Fuquay-Varina Bypass, section A. My daughter-in-law Marjorie Fish has been in contact with you several times regarding the proposed 401 bypass. She has shared with you that CAMPO did not contact us as stakeholders regarding this project assignment. Marjorie has contacted Bonnie Parker with CAMPO on several different occasions requesting a meeting however the requests have not been reciprocated. JCRoland Farms and other farm owners are now requesting the Town of FV coordinate a meeting with CAMPO and NCDOT to allow us opportunity as stakeholders to meet and understand this project, the data submitted and the decision making process. Currently the following projects are listed on CAMPO's website as adopted by the Metropolitan Transportation Plan and funded in the NCDOT transportation plan. The projects are as follows:

1. Widening NC 42 to 4 lanes
2. Widening Old Stage Road to 4 lanes
3. Fuquay-Varina Eastern Parkway
4. U-5751 NC 55
5. NC 42 grade separation over US 401
6. Widening Lake Wheeler Road to 4 lanes
7. Hilltop Road Relocation
8. Western Angier Bypass
9. NCDOT STIP Project R-5705 which is Hwy 55 Angier Bypass and Hwy 55 widening from JiCarilla Lane in Wake Co to Oak Grove Church Rd in Harnett Co.
10. The unfunded portion of NCDOG STIP project R-5705 Hwy 55 in Wake Co from Hwy 42 and Five Points to JiCarilla Lane

With so many other transportation improvements already planned in the FV area initiating yet another road project in such close proximity to one another deserves an explanation of the necessity of such a large financial burden. Taking another look at projected growth and infrastructure support that FV can actually provide is more realistic and applicable. The current plan for the location of the 401 bypass may not meet future needs and could actually fall short of the future vision of Fuquay-Varina if left at the present location.

We respectfully request CAMPO remove the proposed 401 Fuquay-Varina Bypass from the maps in the Metropolitan Transportation Plan in order to allow more time to investigate more fully the need for yet another transportation project in Fuquay-Varina. We submit a more thorough examination of future growth predictions and data for growth rates and industry opportunities may require the 401 Fuquay Bypass to move farther east and south of Fuquay-Varina.

Thank you,
Martha R. Fish
marthafish@embarqmail.com

From: [mamabetty34](#)
To: [Campo_comments](#)
Subject: FW: FARM CONCERNS
Date: Wednesday, November 17, 2021 8:33:50 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Sent from my Galaxy

----- Original message -----

From: mamabetty34 <mamabetty34@yahoo.com>
Date: 11/17/21 8:30 AM (GMT-05:00)
To: comments@campo-nc.us
Subject: FARM CONCERNS

Sent from my Galaxy

Thank you for the opportunity to state my concerns.

I own a farm on Purfoy Road, Fuquay Varina, NC. Along with other farm owners my farm is being greatly impacted by the proposed 401 Bypass/Fuquay Varina Parkway. It will come across a good portion of my cleared land, splitting it in half. This will leave only small portions of cleared land, which will eliminate any land for agricultural farming. This in turn alters my farm income.

My farm is a registered Century Farm, having been in this family since 1912 as an agricultural farm. It is also a registered Voluntary Agricultural District, which I understand the proposed bypass was to avoid. The map shown on line for viewing during recent survey did not have it properly shaded in. We have a family cemetery on this farm which this bypass will come awfully close to if not involving it.

There are four generations living on this farm, a total of 16 people whose lives will be greatly impacted by this bypass. We have plans for this agricultural farm to be passed to future generations.

My daughter who lives on the farm will be totally landlocked. She has no road frontage on Purfoy Road. The private road, Sherron Hill Lane, comes to my home and then private farm drive to her home. The on and off ramps will be only on Angier and Purfoy Roads. This 4 lane bypass with median will be between my home and my daughter's home who, I remind you, lives on this farm.

I had understood from previous meetings that road would try to be built near property lines. If the road has to be,
I see no reason why it could not be along my lower property line instead of destroying my

farm. I was told the curves would be an issue. I ask you, why does a curve or two hold
presidence over completely destroying
an active agriculture farm.

Betty M. Dickens
3941 Sherron Hill Lane
Fuquay Varina, NC 27526
email - mamabetty34@yahoo.com
Telephone 919-272-6419

S

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Wednesday, November 24, 2021 11:48:47 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 24, 2021 at 11:48am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Colby
Last Name: Davis
Email Address: colbyd3@gmail.com
Address 1: 4431 Clarkson Hall
Address 2: Apt 102
City: Raleigh
State: North Carolina
Zip: 27612
Comments: I'm very concerned about the ratio of road widening projects to alternate transportation modes, such as biking and transit. If this region is going to take climate change and Vision Zero seriously, we need to incentivize residents to leave the car at home *whenever* possible. We could easily get nearly every bus line in our system to 10-15min frequencies with a bit more funding in the transit sector. We could get frequent all-day rail service on the NCRR corridor with the money we're considering spending on expanding I-40, and, with some good land-use projects (TOD), many would gravitate to rail instead of driving. And road widening disincentivizes biking and walking by increasing vehicle speeds and making roads more difficult to cross.

We can do much better than two commuter-oriented rail lines and 15min headways on a few bus lines in thirty years' time if we actually make those things a priority. Thirty years could completely transform us into a dense, walkable, ahead-of-the-curve region that is attractive to people all over the world. We could be trend-setters with a little creativity and imagination. Incessant road widening, on the other hand, is not only status quo, but it's been proven over and over and over again to make cities more traffic-infested, more spawled, and, ultimately, less livable. We can do so much better with thirty years. Please reconsider this plan. Thank you.

Subscribe for
Updates:

YES

IP address:

173.95.21.202

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Friday, November 19, 2021 12:01:37 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 17, 2021 at 5:35pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Chris
Last Name: Barwick
Email Address: cbarwick@gmail.com
Address 1:
Address 2:
City: Raleigh
State: North Carolina
Zip: 27605
Comments: Like most of the metro area, downtown Raleigh is seeing an increase in traffic. However, I would like to highlight an area that has seen a substantial increase in high speed traffic and noise over the years. The interchange between Glenwood Ave and Wade Ave has a great opportunity to increase safety, improve land use, reduce noise, and remove complexity. The ramps on this interchange are very confusing, especially from north bound Glenwood to west bound Wade. This interchange also promotes high speeds through residential areas by using highway on and off ramps. We believe this interchange can be updated to a simple 4-way lighted interchange or even a traffic circle. Removing these ramps will also free up land in a densely populated

area. On behalf of many of the neighbors in this area, we would love to see a less highway and more residential feel.

Thanks!

Subscribe for
Updates:

YES

IP address:

173.38.117.80

Referrer:

https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form

[View this submission in your browser](#)

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Friday, November 19, 2021 12:01:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 18, 2021 at 3:56pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Virginia
Last Name: Bergstrom
Email Address: vjs.timber.llc@gmail.com
Address 1: 928 East Cardinal dr
Address 2:
City: Fuquay-Varina
State: North Carolina
Zip: 27526
Comments: Please remove the 401 bypass project from this long range proposal. In light of other DOT projects like U5751 and completion of Judd Parkway thisore invasive approach is not required. Population projects assume that land that grows crops and grows trees now will become land that only grows houses. This assumption does not mirror agricultural data or the surrounding communities values. Most farms in southern wake county are managed by young Agricultural entrapeneur's and it is a wrong perception that old farmers die and the kids leave the legacy farm behind. The data suggests that farm tracks that are sold to grow houses is done more as strategy to die without debt than and leave a small blessing to divide for another generation or cover long term care

costs.

Historically this area has grown trees and grown crops and grown houses and the DNA of these industries is well rooted. The long range land use plans for both Wake County and Fuquay-Varina prioritize conservation and protection Agricultural districts.

This bypass plan is motivated by a wrong assumption. The assumption that legacy farming practices will die. It is more accurate to say legacy farming practices will change just as they have for 300 years in this area. Infilled redevelopment is a priority of land use plans as well and while it can be hard work the lasting result increases overall community quality and reduces poverty.

This 401 bypass idea carves large unified land management operations into fragmented cells that are less efficient for production. Uninterrupted tracks are better for water conservation and wildlife management as well.

Fore go this idea and remove it. A later generation can widen existing roads and enjoy the benefits of growing trees and crops and prune and regrow houses in already developed areas.

It's the right thing to do even if costs a bit more.

Subscribe for
Updates:

YES

IP address:

174.247.5.215

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Friday, November 19, 2021 12:01:31 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 17, 2021 at 9:54am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Karen
Last Name: Santamaria
Email Address: karenbsantamaria@gmail.com
Address 1:
Address 2:
City: Wendell
State: North Carolina
Zip: 27591
Comments: I'm very excited about the possibility of commuter rail to Wendell! This will make so many things easier, like traveling across the county to shop and dine without needing to worry about parking or traffic. I would very much like to see this funded and started as soon as possible while my kids are still around to use it!
Subscribe for Updates: NO
IP address: 107.140.242.119
Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan->

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Friday, November 19, 2021 12:01:29 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 16, 2021 at 3:59pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Michael
Last Name: Baporis
Email Address: webhype@yahoo.com
Address 1: 175 Auburn Village Blvd
Address 2:
City: RALEIGH
State: North Carolina
Zip: 27610
Comments: [Project ID A203: Roadway Projects - Horizon: Auburn-Knightdale Rd]:
COMMENT: this needs to be part of the 2031-2040 plan if not sooner. I-540 expansion will yield over capacity to this road as residential development is already happening in this area.

[Project ID A201b: Roadway Projects - Horizon: Rock Quarry Rd]:
COMMENT: this project needs to be part of the 2031-2040 plan if not sooner. I-540 expansion will yield over capacity to this road as residential and multifamily development is happening upstream from this area (Rock Quarry Rd).

Subscribe for YES

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Friday, November 19, 2021 12:00:23 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 18, 2021 at 9:07pm
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: April
Last Name: Fernandez
Email Address: fernandezapril@live.com
Address 1: 1905 Bright Kannon Way
Address 2:
City: Wendell
State: North Carolina
Zip: 27591
Comments: Yes, let's get this plan into action asap!
Subscribe for Updates: YES
IP address: 172.58.159.215
Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

I don't think that investments in additional roadway improvements should be done before identifying and planning the timeline for implementing Bike/Pedestrian/Transit improvements. Otherwise, it appears as if only the road widening improvements will be made, without the improvements to serve other modes of transportation. Expanding roadways will increase our dependence on automobiles and weaken our community. Widening existing roads only generates more traffic. We need transit, bike, pedestrian improvements now, not in 2050.

Please take into consideration ways to improve our off-road bicycle facilities. We need more safe measures to get around. I am deathly afraid of cycling on Evans Road, especially when trucks go by at high speeds. I feel that more off-road, protected greenway investments are needed.

It appears that the plan and investment in expanding parks, greenways, trails and transit bus and rail are not the focus of this plan. That is a shame, and appears to contradict the eight goals laid out by CAMPO. It also means that underserved communities will be further left behind, as the bus/transit/rail/bike/ped investments are deferred into the future instead of making these important investments first.

Subscribe for
Updates:

YES

IP address:

136.56.0.182

Referrer:

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

From: noreply@nmcteam.com
To: [Campo, comments](#); [Rickard, Alex](#); [Powell, Shelby](#); [Parker, Bonnie](#)
Subject: New form submission on Contact Us form
Date: Friday, November 19, 2021 12:01:35 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 15, 2021 at 9:27pm
On page: [Contact Us](#)

First Name: Nicholas
Last Name: Borisow
Email Address: ngborisow@gmail.com
Address 1: 121 E. Johnson St.
Address 2:
City: Cary
State: North Carolina
Zip: 27513

Message: I do not agree with the widening of Chapel Hill Road to four lanes. The section of downtown Cary north of Chapel Hill Road has and continues to be a predominantly African American community, and this would create a division from the rest of downtown Cary, that separates this community from the rest of downtown, that does not happen in any other neighborhood. In addition, there is a positive correlation that crime rates increase in neighborhoods near a motorway, allowing greater transit access by robbers.
onlinelibrary.wiley.com/doi/full/10.1111/jors.12491. We also know from experience in this area that four lane highways encourage more traffic, cut-through and speeding. It is not helping to connect the

neighborhoods to the remainder of downtown.

IP address: 136.56.140.30, 168.149.151.116

Referrer: <https://www.campo-nc.us/contact-us>

[View this submission in your browser](#)

From: noreply@nmcteam.com
To: [Campo, comments](#); [Rickard, Alex](#); [Powell, Shelby](#); [Parker, Bonnie](#)
Subject: New form submission on Contact Us form
Date: Friday, November 19, 2021 12:01:35 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 17, 2021 at 8:13am
On page: [Contact Us](#)

First Name: vicki
Last Name: powell
Email Address: mepvmp@aol.com
Address 1: 4613 alonzo rd
Address 2:
City: garner
State: North Carolina
Zip: 27529
Message: Are we ever going to have a bus going from Garner to the RDU?
IP address: 174.109.41.237
Referrer: <https://www.campo-nc.us/contact-us>

[View this submission in your browser](#)

From: [Parker, Bonnie](#)
To: [Bickard, Alex](#); [Shortley, Timothy](#); [Watson, Brandon](#)
Cc: [Chris Lukasina](#)
Subject: Please return call: FW: MTP voicemail
Date: Tuesday, November 23, 2021 10:07:00 AM
Attachments: [voicemail-1462.m4a](#)

Hello Tech Team –

We have a voicemail asking for assistance getting info from the MTP interactive map. This gentleman is trying to search by project IDs, or more specifically to get info about CRT in Franklin County. Can you please give him a call to assist? 949-933-1625.

	Carl	Rapenski?	Youngsville		Codes on the map? Easier way to search for project id codes? Curious about his immediate jurisdiction and specifically in CRT in Franklin County.		Voicemail	949-933-1625
--	------	-----------	-------------	--	---	--	-----------	--------------

Thanks,
Bonnie

From: Parker, Bonnie <Bonnie.Parker@campo-nc.us>
Sent: Friday, November 19, 2021 2:57 PM
To: Parker, Bonnie <Bonnie.Parker@campo-nc.us>
Subject: MTP voicemail

From: [Melanie Grimes](#)
To: [Campo, comments](#)
Subject: Proposed US 401 Bypass
Date: Tuesday, November 30, 2021 5:07:59 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

To whom it may concern,

I am strongly encouraging NCDOT and CAMPO to reconsider continuing the proposed 401 bypass study. There are a number of reasons that this bypass should be suspended and officially discontinued.

- 1) Due to population growth already exceeding previous predictions (which will continue to happen), it is very likely that this planned bypass will be too close to high growth areas around Fuquay-Varina.
- 2) There are many other previously adopted CAMPO specific projects that should be funded and underway before continuing with the 401 Corridor Study (widening NC 42 to 4 lanes, widening Old Stage Rd to 4 lanes, the Fuquay-Varina Eastern Parkway, U-5751 NC 55 and NC 42 grade separation over US 401, widening Lake Wheeler Rd to 4 lanes, Hilltop Rd relocation, the Western Angier Bypass and the already funded and already preliminarily designed NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfounded portion of NCDOT STIP Project # of Hwy 55 in Wake County from Hwy 42 at "5 points" to JiCarilla Lane).
- 3) Multi-generational operating, working family farms and Voluntary Agricultural farmland would be destroyed. Farmers, especially in Wake County, are being weeded out by asphalt, gravel, and concrete. There should be more support for farmers that persevere to supply our families with food and clothes.

These are just a few out of many reasons why I am officially and respectfully requesting that the line on the 2050 MTP map(s) representing the Fuquay-Varina US 401 bypass be removed from the 2050 MTP.

Melanie Grimes

From: [Joanie Bowden](#)
To: [Campo_comments](#)
Subject: Public Comments To The CAMPO Executive Board In Conjunction With Its November 17, 2021, Meeting and Agenda Public Hearing Item Regarding 2050 MTP
Date: Wednesday, November 17, 2021 9:45:50 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I am Joanie Bowden, an affected Property Owner and Manager and Member of Bowden's Bend Cattle Farm, LLC. Walter Myatt Road, Willow Spring, Wake County jurisdiction. I hereby am making and presenting the following official motions to the CAMPO Executive Board:

OFFICAL MOTION #1 TO THE CAMPO EXECUTIVE BOARD: Due to the fact that the Fuquay-Varina proposed 401 Bypass Route Corridor Study is still ongoing, I officially and respectfully request that CAMPO remove the proposed Fuquay-Varina 401 Bypass from the 2050 Metropolitan Transportation Plan (MTP) narrative and/or map(s) slated for Public Hearing during today's CAMPO Executive Board meeting. Remove the proposed 401 Fuquay-Varina Bypass from the maps in the 2050 Metropolitan Transportation Plan (MTP). Erase the Fuquay-Varina 401 Bypass line off the maps of the 2050 Metropolitan Transportation Plan (MTP).

MOTION #2 TO THE CAMPO EXECUTIVE BOARD: I also officially and respectfully requesting that the Fuquay-Varina proposed 401 Bypass Route Corridor Study be stopped, cease, and be officially discontinued & suspended until the following specific CAMPO already adopted Metropolitan Transportation Plan (MTP) Projects are funded in the NCDOT State Transportation Improvement Plan (STIP) and the listed project work is underway. *The subject projects listed on CAMPO's sudy website, which are already planned in the area and are already adopted in Metropolitan Transportation Plans are as follows: Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • the Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401, • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • the Western Angier Bypass and very importantly the already funded and already preliminarily designed NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 Widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project # of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane.*

JUSTIFICATION STATEMENTS: The Fuquay-Varina proposed 401 Bypass Study is redundant and is proposing to address situations that are equivalent to the reasons other adopted Metropolitan Transportation Plan projects in the affected area already exist, have been designed and/or studied.

The subject projects listed on your CAMPO sudy website are as follows, which are already planned in the area: Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401, • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • the Western Angier Bypass, as well as the funded NCDOT STIP Project #R-5705, which is the Hwy 55 Angier

Bypass & Hwy 55 widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project #R-5705 of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane.

An extreme waste of money is occurring with the Fuquay-Varina proposed 401 Bypass corridor study, which was officially requested be conducted by CAMPO by the Town of Fuquay-Varina in September 2019. Furthermore, in July, 2020, CAMPO advertised and posted its Request for Proposal (RFP) to hire a contract engineer (Mike Surasky) to conduct the FV 401 Bypass Corridor study.

The amount of farm lands that have already been destroyed by eminent domain in NC is staggering and is extremely devastating to our environment. The proposed Fuquay-Varina 401 bypass will destroy a multigenerational cattle farm, tree farm nursery, sod farm, hay farm, sweet potato farm, and soybean farm, etc.

The CAMPO Executive Board is expected to support local farmers and local farmland in Wake County and is expected to do demonstrate is support through Metropolitan Transportation Plans helping and promoting **local, privately owned** farmers and farmlands and which are not government owned local farms as opposed to taking action on & approving draft or adopted Metropolitan Transportation Plans (MTPs), which clearly target, propose, & approve the massive and irreplaceable and irreparable destruction of multi-generational local farms and farmland.

In closing, please know the fact ---- food grows in the dirt, not in asphalt, gravel, concrete, nor in a municipality's planned massive "rooftops" expansion project.

""All it takes for evil to triumph is for good men to do nothing." Attributed to Edmund Burke, by President John F Kennedy in a 1961 speech."

*Jeannie Bowden (919-407-2292) Affected Property Owner--
Manager/Member, Bowden's Bend Cattle Farm, LLC*

Work as if everything depends on you. Pray as if everything depends on GOD!

From: glpagpwbp@aol.com
To: [Campo_comments](#)
Subject: Public Comments To The CAMPO Executive Board for the November 17, 2021, Meeting and Agenda Public Hearing Item - 2050 MTP
Date: Wednesday, November 17, 2021 11:36:30 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I am Wanda Pierce and I am an affected Property Owner and member of Bowden's Bend Cattle Farm, LLC. Walter Myatt Road, Willow Spring, Wake County jurisdiction. I hereby make the following official motions to the CAMPO Executive Board:

OFFICAL MOTION #1 TO THE CAMPO EXECUTIVE BOARD: Due to the fact that the Fuquay-Varina proposed 401 Bypass Route Corridor Study is still ongoing, I officially and respectfully request that CAMPO remove the proposed Fuquay-Varina 401 Bypass from the 2050 Metropolitan Transportation Plan (MTP) narrative and/or map(s) slated for Public Hearing during today's CAMPO Executive Board meeting. Remove the proposed 401 Fuquay-Varina Bypass from the maps in the 2050 Metropolitan Transportation Plan (MTP). Erase the Fuquay-Varina 401 Bypass line off the maps of the 2050 Metropolitan Transportation Plan (MTP).

MOTION #2 TO THE CAMPO EXECUTIVE BOARD: I also officially and respectfully request that the Fuquay-Varina proposed 401 Bypass Route Corridor Study be stopped, cease, and be officially discontinued & suspended until the following specific, already-adopted CAMPO Metropolitan Transportation Plan (MTP) Projects are funded in the NCDOT State Transportation Improvement Plan (STIP) and the listed project work is underway.

The subject projects listed on CAMPO's study website, which are already planned in the area and are already adopted in Metropolitan Transportation Plans:

- * *Widening N.C. 42 to 4 lanes*
- *Widening Old Stage Rd to 4 lanes*
- *the Fuquay-Varina Eastern Parkway*
- *U-[5751 N.C. 55](#) and N.C. 42 grade separation over U.S. 401,*
- *Widening Lake Wheeler Rd to 4 lanes*
- *Hilltop Road Relocation*
- *the Western Angier Bypass*
- * *the already funded and already preliminarily designed NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 Widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project # of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane.*

JUSTIFICATION STATEMENTS: The Fuquay-Varina proposed 401 Bypass Study is redundant and is proposing to address situations that are equivalent to the reasons other adopted Metropolitan Transportation Plan projects exist, in the affected area -- projects that have already been studied and/or designed.

The subject projects listed on the CAMPO study website, which are already planned in the

area: Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-[5751 N.C. 55](#) and N.C. 42 grade separation over U.S. 401, • Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • the Western Angier Bypass, as well as the funded NCDOT STIP Project #R-5705, which is the Hwy 55 Angier Bypass & Hwy 55 widening project from JiCarilla Lane in Wake County to Oak Grove Church Rd in Harnett County as well as the unfunded portion of NCDOT STIP Project #R-5705 of Hwy 55 in Wake County from Hwy 42 at "5-Points" to JiCarilla Lane.

An extreme waste of money is occurring with the Fuquay-Varina proposed 401 Bypass corridor study. In September 2019 the Town of Fuquay-Varina officially requested that CAMPO conduct this study. In July, 2020, CAMPO advertised and posted its Request for Proposal (RFP) to hire a contract engineer (Mike Surasky) to conduct the FV 401 Bypass Corridor study.

The amount of farmlands that have already been destroyed by eminent domain in NC is staggering and is extremely devastating to our environment. The proposed Fuquay-Varina 401 bypass will destroy many farms -- a multi-generational cattle farm, tree farm nursery, sod farm, hay farm, sweet potato farm, and soybean farm, etc.

The CAMPO Executive Board is expected to support local farmers and local farmland in Wake County and is expected to demonstrate its support through Metropolitan Transportation Plans helping and promoting **local, privately owned** farmers and farmland instead of taking action on & approving draft or adopted Metropolitan Transportation Plans (MTPs), which clearly target, propose, & approve the massive and irreplaceable and irreparable destruction of multi-generational local farms and farmland.

Wanda Pierce - affected property owner and member of Bowden's Bend Cattle Farm, LLC
8317 Walter Myatt Road
Willow Spring, NC 27592
919-552-3662

From: [Laurie Seaver](#)
To: [Campo, comments](#)
Subject: Public Comments for the CAMPO Executive Board Meeting 11-17-2021
Date: Wednesday, November 17, 2021 1:24:01 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

My name is Laurie Seaver and I am member of the Voluntary Agricultural District that is being impacted by proposed corridors for the 401 Bypass. I would like request that CAMPO remove this the proposed 401 Bypass from the 2050 Metropolitan Transportation Plan (MTP). This project would be detriment to the farming communities in Willow Spring.

I would also like to request that CAMPO modify their processes for notifying property owners that could potentially be impacted by CAMPO studies. I am recommending that CAMPO provide formal notification to all property owners, before any study work begins, via registered mail with a certified return receipt. Lack of communication of intent to property owners is contrary to the transparency that you claim to provide. People cannot provide input into CAMPO surveys or attend meetings if these events are not properly advertised or communicated. I have personally found the CAMPO websites to be very cumbersome and difficulty to navigate. I am currently dealing with a project funded by NCDOT, that was proposed by CAMPO, that I had no knowledge of or received any information to prior to getting a letter from NCDOT. I was deprived of the opportunity to contribute to the CAMPO Southwest Area Study because of lack of communication on CAMPO's part.

I think I speak for most people, that between work and home responsibilities, we (the public) do not have the time to spend hours daily pouring over the internet to see if there is a study that could be impacting our property. I feel that it is a disservice to the property owners that CAMPO is not held to a higher standard when it comes to notifying property owners that could be impacted by this study.

Also, I would have to question the data that goes into making decisions when the property owners who could be impacted have no knowledge of the studies that are being done. Again, if people are not made of these studies, they do not know that they need to respond to surveys or attend meetings that they do no know exist. If you are not receiving input by those who will be impacted, then you are not collecting the data that you truly need to make informed decisions. For example: CAMPO may project a high growth area, but in actuality it could be a farm that the family has no intent to sell. If the land isn't sold, there cannot be growth, but the CAMPO studies would show otherwise.

All property owners are taxpayers, whether or not they live within the jurisdiction of a town or city; but foremost you are impacting human lives and I feel that the people should be treated with dignity and respect and be properly notified when a study is being conducted in their area.

Thank you for considering my request.

Laurie Seaver

Sent from [Mail](#) for Windows

From: [Marjorie Fish](#)
To: [Campo, comments](#)
Subject: Public comment for CAMPO executive board US 401 BYPASS Corridor Study
Date: Wednesday, November 17, 2021 2:12:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

US 401 bypass Comments and concerns by

J.C. Rowland Farms L.L.C.

6615 Kennebec Rd., Willow Spring, N.C. 27592 Martha R. Fish, marthafish@embarqmail.com

Julia R. Yeargan, juliayeargan@embarqmail.com Virginia R. Miller, virginia79miller@gmail.com

History and current status of Farm and Family Households

- J.C. Rowland Farms, L.L.C. has held uninterrupted, family ownership for 260 years from a 1761 Land Grant.
- Currently, the Farm is recognized as having Voluntary Agricultural District status.
- The Farm has the only certified organic farm in Wake County, N.C. *HILLTOP SUSTAINABLE PRODUCE*
- Multi generational family farm, and currently six family households reside on the farm, supplemented by three rental homes.

Effects from proposed 401 Bypass

- CAMPO (hired by the Town of Fuquay-Varina), has drafted five proposed Bypass routes.
- Each proposed route has significant, devastating effects upon the Farm and Family Households.
- The Bypass (each of the proposed five routes) will split the farm into unmanageable segments. Farm land will become land-locked and farm business will cease.
- Bypass A3 will cut through and displace at least three Family Households and two tenant properties.
- The Farm owns the southern split of Terrible Creek. This creek is affected by the Bypass and such creek already has a class C- NSW 303(d) listing with impaired stream, nutrient sensitive waters of the Neuse River Basin, with fair quality benthos aquatic life classification by the North Carolina Department of Environmental Quality (NCDEQ).
 - ~ North of Terrible Creek - identified as Middle Creek Bluff and Flood Plains is considered a NC Significant Natural Area. The same Terrible Creek and Middle Creek Flood Plains are a special aquatic habitat that supports rare animal species, including mussels, Atlantic Pigtoe, Triangle Floater, Neuse River water dog, as well as several others inventoried by the US fish & Wildlife and North Carolina Natural Heritage Program.

Protections for Farm and Family Households

- By virtue of the North Carolina General Assembly - such legislative body has the power to protect land owners.
- “An act to make various changes to the agricultural laws of the State,” Session Laws 2020-18,

(short title, The N.C. Farm Act), offers protection for Voluntary Agricultural Districts from urban development.

- The Farm has recently filed an application for Bicentennial Farm Status with the North Carolina Department of Agriculture and hope that the Department recognizes the Farm.

- As mentioned previously, Federal and State government have recognized Terrible Creek and Middle Creek areas as significant, environmentally critical places for protected aquatic species.

General correspondence with local and state governments

- CAMPO did not notify landowners of proposed plans initiated by the Town of Fuquay-Varina.

- For Fuquay-Varina's projected plans - the town must expand their request for Inter-Basin Water Transfer. Already, their requests to purchase from Raleigh and Harnett County have been unable to be secured for future use & growth. Although the 401 Bypass is scheduled for 2045, Fuquay-Varina has not been able to secure water for their tremendous projected growth and proposed projects.

- The Farm disagrees with Fuquay-Varina's "projected growth" statistics as a justification to build a 401 ByPass and mark certain areas within the Farm's boundaries named "ROWLAND/HILLTOP" as "employment villages," and "preferred growth areas", and "great opportunity center" on the towns future land use plans.

- The cumulative effects of approved and proposed development such as the proposed 401 Bypass, approved Rowland's grant subdivision, approved Bexford subdivision, and completed Kennebec Meadows subdivision within the Farm's boundaries and in close proximity affect the water quality. See N.C. Gen. Stat. 143-215.1(b)(2).

Concluding remarks

- The Farm recommends that CAMPO remove the proposed 401 bypass from the 2050 MTP map considering the corridor study is still ongoing, and we as stakeholders have not been allowed to share our concerns in a public hearing with the Town of Fuquay Varina, CAMPO, and NCDOT. Further more, the property owners were not notified in any way shape or form by CAMPO, NCDOT, or the Town of Fuquay Varina of the study & it's affects to our land.

We would also request that the 401 bypass corridor study discontinue until all other funded projects in the area are completed, and the data would be more accurate. The need for the 401 bypass is insufficient. It will only add to the heavy clog of congestion/ traffic problems daily at the Banks Rd/ 401 intersection. There is no need for a bypass to Angier, Lillington, and eventually Fayetteville- when most people commute to Raleigh, Durham and RTP daily. I-95 and 210 already in place, are sufficient for the transportation needs to those areas south & east of Wake County. The 401 bypass is proposing to help with traffic congestion in the same way other projects in the area have already been designed, funded, and approved. Congestion in this area should only be considered once these other projects are fully constructed. Those projects listed on your study website as planned for our area are as follows:

- Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401 • Western Angier Bypass.

We are quick to attack the Critters' that wander into our backyards, which were once their home. To my mind, though, it would be terrible public policy to punish the animals for our bad planning.

we are punishing wildlife with sprawl from one end of the country to the other. It shows how fast we're losing the one-of-a-kind landscapes and critical ecosystems that support a vast array of wildlife – and ultimately, our own kind. There is hope that people, intelligent as we are, can halt this trend, if we act boldly and quickly enough.

What if local governments were asked to stop reckless, irresponsible development and set aside areas where growth should occur; and what if state money for schools, roads, sewers,

and anything else would go only to those well-planned areas.

Being smart about growth means revitalizing existing cities and suburbs and making efficient use of land, rather than building in outlying farm fields and forests. It means making cities and suburbs affordable places to live, so that everyone can participate in and benefit from this revitalization. It means giving the “green infrastructure” of wildlife habitats and open space the same level of attention and concern as the “gray infrastructure” of roads, sewers and utilities. And it means giving citizens a meaningful say in how our communities change, using tools such as the Endangered Species Act. This law provides an important catalyst for actions that protect wildlife from sprawl, but it is itself endangered.

Above all, smart growth is about making communities better as they grow.

Federal Policy Protection

*On January 27, 2021, the President signed E.O. 14008, *Tackling the Climate Crisis at Home and Abroad*, which establishes a government-wide approach to the climate crisis by reducing greenhouse gas emissions and an Administration policy to increase climate resilience, transition to a clean-energy economy, address environmental justice and invest in disadvantaged communities, and spur well-paying union jobs and economic growth. Also, to ensure that Federal infrastructure investments reduce climate pollution and that Federal permitting decisions consider the effects of greenhouse gas emissions and climate change.

- NEPA's or the National environmental protection agencies statutory purpose is to “encourage productive and enjoyable harmony” between humans and the environment, promote efforts that will prevent or eliminate damage to the environment and biosphere, and enhance public health and welfare.” *See* 42 U.S.C. 4321.

The commission for Environmental Quality (CEQ) is engaged in a comprehensive review of the 2020 NEPA Regulations to ensure that they provide for sound and efficient environmental review of Federal actions, including those actions integral to tackling the climate crisis, in a manner that enables meaningful public participation, respects Tribal sovereignty, protects our Nation's resources, and promotes better environmental and community outcomes. CEQ proposes regulatory changes in this NPRM to enhance clarity on NEPA implementation, to better effectuate NEPA's statutory requirements and purposes, to ensure that Federal decisions are guided by science, to better protect and enhance the quality of the human environment, and to provide full and fair processes that inform the public about the environmental effects of government actions and enable public participation.

From: [Marjorie Fish](#)
To: [Campo, comments](#)
Subject: Public comment for CAMPO executive board US 401 BYPASS Corridor Study
Date: Wednesday, November 17, 2021 2:12:20 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

US 401 bypass Comments and concerns by

J.C. Rowland Farms L.L.C.

6615 Kennebec Rd., Willow Spring, N.C. 27592 Martha R. Fish, marthafish@embarqmail.com

Julia R. Yeargan, juliayeargan@embarqmail.com Virginia R. Miller, virginia79miller@gmail.com

History and current status of Farm and Family Households

- J.C. Rowland Farms, L.L.C. has held uninterrupted, family ownership for 260 years from a 1761 Land Grant.
- Currently, the Farm is recognized as having Voluntary Agricultural District status.
- The Farm has the only certified organic farm in Wake County, N.C. *HILLTOP SUSTAINABLE PRODUCE*
- Multi generational family farm, and currently six family households reside on the farm, supplemented by three rental homes.

Effects from proposed 401 Bypass

- CAMPO (hired by the Town of Fuquay-Varina), has drafted five proposed Bypass routes.
- Each proposed route has significant, devastating effects upon the Farm and Family Households.
- The Bypass (each of the proposed five routes) will split the farm into unmanageable segments. Farm land will become land-locked and farm business will cease.
- Bypass A3 will cut through and displace at least three Family Households and two tenant properties.
- The Farm owns the southern split of Terrible Creek. This creek is affected by the Bypass and such creek already has a class C- NSW 303(d) listing with impaired stream, nutrient sensitive waters of the Neuse River Basin, with fair quality benthos aquatic life classification by the North Carolina Department of Environmental Quality (NCDEQ).
 - ~ North of Terrible Creek - identified as Middle Creek Bluff and Flood Plains is considered a NC Significant Natural Area. The same Terrible Creek and Middle Creek Flood Plains are a special aquatic habitat that supports rare animal species, including mussels, Atlantic Pigtoe, Triangle Floater, Neuse River water dog, as well as several others inventoried by the US fish & Wildlife and North Carolina Natural Heritage Program.

Protections for Farm and Family Households

- By virtue of the North Carolina General Assembly - such legislative body has the power to protect land owners.
- "An act to make various changes to the agricultural laws of the State," Session Laws 2020-18,

(short title, The N.C. Farm Act), offers protection for Voluntary Agricultural Districts from urban development.

- The Farm has recently filed an application for Bicentennial Farm Status with the North Carolina Department of Agriculture and hope that the Department recognizes the Farm.

- As mentioned previously, Federal and State government have recognized Terrible Creek and Middle Creek areas as significant, environmentally critical places for protected aquatic species.

General correspondence with local and state governments

- CAMPO did not notify landowners of proposed plans initiated by the Town of Fuquay-Varina.

- For Fuquay-Varina's projected plans - the town must expand their request for Inter-Basin Water Transfer. Already, their requests to purchase from Raleigh and Harnett County have been unable to be secured for future use & growth. Although the 401 Bypass is scheduled for 2045, Fuquay-Varina has not been able to secure water for their tremendous projected growth and proposed projects.

- The Farm disagrees with Fuquay-Varina's "projected growth" statistics as a justification to build a 401 ByPass and mark certain areas within the Farm's boundaries named "ROWLAND/HILLTOP" as "employment villages," and "preferred growth areas", and "great opportunity center" on the towns future land use plans.

- The cumulative effects of approved and proposed development such as the proposed 401 Bypass, approved Rowland's grant subdivision, approved Bexford subdivision, and completed Kennebec Meadows subdivision within the Farm's boundaries and in close proximity affect the water quality. See N.C. Gen. Stat. 143-215.1(b)(2).

Concluding remarks

- The Farm recommends that CAMPO remove the proposed 401 bypass from the 2050 MTP map considering the corridor study is still ongoing, and we as stakeholders have not been allowed to share our concerns in a public hearing with the Town of Fuquay Varina, CAMPO, and NCDOT. Further more, the property owners were not notified in any way shape or form by CAMPO, NCDOT, or the Town of Fuquay Varina of the study & it's affects to our land.

We would also request that the 401 bypass corridor study discontinue until all other funded projects in the area are completed, and the data would be more accurate. The need for the 401 bypass is insufficient. It will only add to the heavy clog of congestion/ traffic problems daily at the Banks Rd/ 401 intersection. There is no need for a bypass to Angier, Lillington, and eventually Fayetteville- when most people commute to Raleigh, Durham and RTP daily. I-95 and 210 already in place, are sufficient for the transportation needs to those areas south & east of Wake County. The 401 bypass is proposing to help with traffic congestion in the same way other projects in the area have already been designed, funded, and approved. Congestion in this area should only be considered once these other projects are fully constructed. Those projects listed on your study website as planned for our area are as follows:

- Widening Lake Wheeler Rd to 4 lanes • Hilltop Road Relocation • Widening N.C. 42 to 4 lanes • Widening Old Stage Rd to 4 lanes • Fuquay-Varina Eastern Parkway • U-5751 N.C. 55 and N.C. 42 grade separation over U.S. 401 • Western Angier Bypass.

We are quick to attack the Critters' that wander into our backyards, which were once their home. To my mind, though, it would be terrible public policy to punish the animals for our bad planning.

we are punishing wildlife with sprawl from one end of the country to the other. It shows how fast we're losing the one-of-a-kind landscapes and critical ecosystems that support a vast array of wildlife – and ultimately, our own kind. There is hope that people, intelligent as we are, can halt this trend, if we act boldly and quickly enough.

What if local governments were asked to stop reckless, irresponsible development and set aside areas where growth should occur; and what if state money for schools, roads, sewers,

and anything else would go only to those well-planned areas.

Being smart about growth means revitalizing existing cities and suburbs and making efficient use of land, rather than building in outlying farm fields and forests. It means making cities and suburbs affordable places to live, so that everyone can participate in and benefit from this revitalization. It means giving the “green infrastructure” of wildlife habitats and open space the same level of attention and concern as the “gray infrastructure” of roads, sewers and utilities. And it means giving citizens a meaningful say in how our communities change, using tools such as the Endangered Species Act. This law provides an important catalyst for actions that protect wildlife from sprawl, but it is itself endangered.

Above all, smart growth is about making communities better as they grow.

Federal Policy Protection

*On January 27, 2021, the President signed E.O. 14008, *Tackling the Climate Crisis at Home and Abroad*, which establishes a government-wide approach to the climate crisis by reducing greenhouse gas emissions and an Administration policy to increase climate resilience, transition to a clean-energy economy, address environmental justice and invest in disadvantaged communities, and spur well-paying union jobs and economic growth. Also, to ensure that Federal infrastructure investments reduce climate pollution and that Federal permitting decisions consider the effects of greenhouse gas emissions and climate change.

- NEPA's or the National environmental protection agencies statutory purpose is to “encourage productive and enjoyable harmony” between humans and the environment, promote efforts that will prevent or eliminate damage to the environment and biosphere, and enhance public health and welfare.” *See* 42 U.S.C. 4321.

The commission for Environmental Quality (CEQ) is engaged in a comprehensive review of the 2020 NEPA Regulations to ensure that they provide for sound and efficient environmental review of Federal actions, including those actions integral to tackling the climate crisis, in a manner that enables meaningful public participation, respects Tribal sovereignty, protects our Nation's resources, and promotes better environmental and community outcomes. CEQ proposes regulatory changes in this NPRM to enhance clarity on NEPA implementation, to better effectuate NEPA's statutory requirements and purposes, to ensure that Federal decisions are guided by science, to better protect and enhance the quality of the human environment, and to provide full and fair processes that inform the public about the environmental effects of government actions and enable public participation.

From: [Amanda Parks](#)
To: [Campo_comments](#)
Subject: Stop the 401 bypass
Date: Wednesday, November 17, 2021 7:46:44 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Please consider taking the 401 bypass/corridor study off of the 2050 MTP. The study is still in progress and not completed as of yet.

Amanda Fish

Sent from my iPhone

From: [Amanda Cedillo](#)
To: [Campo, comments](#)
Subject: Public comment
Date: Wednesday, November 17, 2021 8:41:07 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

I am writing to submit public comment for tonight's executive board meeting. I am concerned about the impact of the possible 401 corridor to my private property as well as the farmland of my family and others in the community. I would respectfully request that this corridor not be included in the 2050 metropolitan plan, as the study is ongoing and routes currently unselected.
Amanda Cedillo

From: [Rickard, Alex](#)
To: [fpeter56](#)
Cc: [Withrow, Kenneth](#); [Parker, Bonnie](#)
Subject: RE: Opposition to the proposed Fuquay-Varina 401 Bypass Corridor Route
Date: Wednesday, November 3, 2021 12:24:04 PM

Mr. Fenske,

Thank you for your comments and input in regards to the US 401 Corridor. By copy I'm asking Kenneth Withrow, US 401 Corridor Study Project Manager, and Bonnie Parker, CAMPO Public Engagement Planner to include your comments in both the US 401 Corridor Study public comments and the public comments for the development of the 2050 Metropolitan Transportation Plan.

You can find more information on the status and development of the 2050 MTP here:
<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp>

Alex Rickard
Deputy Director
Capital Area Metropolitan Planning Organization
421 Fayetteville Street, Suite 203
Raleigh, NC 27601
919.996.4396

From: fpeter56 <fpeter56@protonmail.com>
Sent: Friday, October 29, 2021 3:54 PM
To: Rickard, Alex <Alex.Rickard@campo-nc.us>
Subject: Opposition to the proposed Fuquay-Varina 401 Bypass Corridor Route

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Dear Mr. Rickard:

I am writing regarding my opposition to the proposed Fuquay-Varina 401 Bypass Corridor Route. The alternative plans below are much better solutions than the options being considered. Please look at them as serious and viable alternatives.

- 1. I respectfully and humbly request that CAMPO and the CAMPO Executive Board remove from any and all Metropolitan Transportation Plans (including from the 2050 MTP) the proposed Fuquay-Varina 401 Bypass Corridor route from Hwy 42, Willow Spring, to Clayton Road, Fuquay-Varina.**
- 2. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority**

status the constructing, paving, and building of the Fuquay-Varina Parkway (East) segment from Hwy 42, Willow Spring, to Clayton Road, Fuquay-Varina.

3. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of the Old Stage Road from 401 near Raleigh/Garner to Hwy 55, Angier/Coats. [Old Stage Road was identified on the 1866 Fendol Bevers official survey map of Wake County published in 1871 as the Raleigh-to-Fayetteville Road.]

4. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of Hwy 42, Willow Spring, from the Johnston County line to Hwy 55 at Five Points, Fuquay-Varina.

5. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of Hwy 55 from Five Points to Jicarilla Lane, near Kennebec. (I realize this segment is the unfunded portion of the current NCDOT Hwy 55 Project STIP # R-5705.)

6. I respectfully and humbly request that CAMPO, its contract engineer(s), and the CAMPO Executive Board be creative and innovative and "think outside-the-box" regarding how to address traffic choke-points and intersections and heavily traveled sectors. I believe in the Northeastern United States, Mexico, and elsewhere in the developed world there are double-decker style "bridges and roads", which straddle the existing roadways and whose structural supports and viaduct pillars are located within existing road right-of-ways to carry traffic over the top of the roadways underneath it. Since many people migrating to our area are from the Northeastern United States and from California, Oregon, Washington State, etc., these residents should feel right at home with these types of road constructions since it is the type seen in the areas from which they are fleeing and migrating to and through central N.C.

7. If an existing CAMPO route is chosen in my vicinity, I strongly advise route B4.

I would appreciate your feedback on these alternative proposals.

Regards,
Randy Fenske
Land Owner at 1931 Eddie Howard Road, Willow Spring, NC 27592
Current address: 106 Battenburg Court, Cary, NC 27519

Regards,
Randy Fenske

Sent with [ProtonMail](#) Secure Email.

attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

--- Reply above this line ---

An email comment has been received. It was posted in response to "*US 401 Corridor Study - Phase 1*".

This comment can be reviewed [here](#).

From: knaytrh@gmail.com

To: US401CorridorStudy@publicinput.com

Subject: US 401 Survey

The deadline for the survey passed before I knew about it. Please hear me now. I live in downtown Fuquay Varina, right off Academy St and about two blocks off 401. My law office is in Lillington, so I drive to and from Lillington and from and to Fuquay Varina everyday. I am usually on 401 headed south by 7:30 am daily and I am back on 401 headed north by 5:20-6:00 pm every evening. Half the time I have my 11-year old son with me going to school or home with me. We see so many wrecks on that stretch of 401 every week that my son and I both have become very tense when we drive past any of the intersecting roads. My son recently told me he has sneaked and filmed wrecks, compiling a big video collection of many of the wrecks as we have driven past to show them to his buddies at school. It's really too many videos to really fathom. Part of the issue on that stretch of 401 is folks who are pulling out of the charter schools, the lumber mill and the many side roads are basically running a gauntlet every time they pull out. Drivers traveling on 401 have become more aggressive about not letting people pull out ahead of them because they fear the car will go too slow. It seems people are also confused about what the speed limits zones are because none are clearly marked so many people go under the speed limit to avoid a ticket and it infuriates other drivers. People pulling out of the side roads are taking huge risks to make their turns because the lines of traffic are so long and there are no stoplights to allow them to pull out, so they hit the gas and pray they'll make it each time they pull out. They don't have the benefit of turn lanes or traffic lights to assist them as they pull out, so it seems the wrecks will continue. I understand the farmers' positions that they've farmed that land all their lives and they deserve the right to continue doing so on their land, but it is no longer a logical argument in the face of the traffic accidents occurring and the constantly increasing volume of traffic on a daily basis. The danger of injuries to all involved and death far outweighs the continued need of the farmers to move. The bypass isn't merely about people getting to work faster, though that will be a nice benefit. The need for the bypass is about people getting to work at all, rather than being killed on the way. Highest Regards, Kathryn J Tart Sent from my iPhone

From: [Monica Sanders](#)
To: [Campo, comments](#)
Subject: west cary needs bus stops.
Date: Tuesday, October 12, 2021 12:19:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hello, they need to put bus routes and bus stops in west Cary. especially near the grove at cary park apartments. This is a low-income tax income community and there need to be bus stops and bus routes placed near bye for residents. There should be public transit options for this neighborhood. the door to door is great but bus stops should be placed also. thank you.

From: [Joanie Bowden](#)
To: [Rickard, Alex](#); Sig.Hutchinson@wakegov.com; [Withrow, Kenneth](#); [Parker, Bonnie](#)
Subject: Respectful Requests Concerning the 401 Corridor Study Currently Ongoing and the 2050 Metropolitan Transportation Plan Currently Being Created and Drafted
Date: Sunday, October 10, 2021 10:18:26 PM
Attachments: [image.png](#)
[OFFNC Membership Acceptance Certificate Sept 21, 2021..pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Respectfully Submitted To CAMPO and Relevant CAMPO Staff as well as the CAMPO Executive Board On This 10th Day of October, 2021.

Bowden's Bend Cattle Farm, LLC, was inherited by my 2 siblings and me after the death of our beloved parents in 2016.

My family's multi-generational, active and operational, in-production working family farmland is officially recognized by N. C. Dept of Agriculture as a Century Farm for its 100 year status & also officially recognized by the N.C. Dept of Agriculture as a Bicentennial Farm for its 200+ year status through my family's direct ancestral lineage. My family's farmland is in the Wake County Voluntary Agricultural District. I have been a Member of the Wake County Voluntary Agricultural District Advisory Board for a number of years, with which the Wake County Commissioners are very familiar.

Furthermore, in September, 2021, I was officially accepted as a member of **The Order of First Families of North Carolina**, which is a very detailed, thorough, and involved application procedure and review process for qualifying for membership.

My direct lineage ancestry & genealogy has been authenticated by 2 professional genealogists [one in North Carolina and one in Nashville, Tennessee].

My direct lineage ancestors that are tied to my family's multi-generational farmland have been in North Carolina for approximately 350 years and well before July 12, 1729, when the Province of Carolina (now North Carolina) was established, which is the criteria for membership in The Order of First Families of North Carolina, **which only has 554 members NATIONWIDE**. (I am the 554th member.) **[See my official OFFNC membership certificate attached below.]** I am also a Member of the Daughters of the American Revolution due to my patriot "ancestors," who are the direct lineage ancestors of my family's farmland as well, who served in the Continental Army as a Lieutenant during the War for Independence as well as ancestral patriots who coincidentally "sold beef" and other essential supplies and materials to the cause during the period of the American Revolutionary War.

My direct lineage ancestors owned many thousands of acres of land in our area preceding and immediately following the American Revolutionary War and for many, many years thereafter including and to the present day.

Property owners and those providing supplies and materials were expected to sign an oath of allegiance to the cause of the War for Independence and would and could have been executed/imprisoned by the opposing British Military forces for being loyal to the cause of the War for Independence.

Many signers of the Declaration of Independence were severely punished and ruined-for-life due to their support of the cause of Independence.

It was an extremely dangerous period in our country's history that many, many people have chosen to forget and have chosen to "not" honor any longer as an important feature of our heritage in this area.

My 21 year male direct lineage ancestor arrived in The New World in June 1635 at Hampton Rds/James River harbor after a 2.5 month very dangerous voyage across the Atlantic Ocean in the hull of a square bottom ship. He was an indentured servant for 7 yrs before gaining his freedom and venturing south into the Province of Carolina (now North Carolina). [The Order of the First Families of North Carolina also has a wonderful African American member, who completed a tremendous job of ancestral research, which I appreciate can be much more difficult.]

If it were not for the hard-working farmers' blood, sweat, and tears, the Towns of Fuquay or Varina would never have existed.

FARMING IS A BUSINESS, WHICH CONTRIBUTES TO THE LOCAL and STATE and NATIONAL ECONOMIES and WELL-BEING OF OUR ENVIRONMENT.

Food grows in the dirt and not in concrete, asphalt, and drywall. Planting a tree and a little bit of sod along sidewalks is no justification nor substitute for the tremendous and utter destruction of active, working heritage farms and farmland, which is still in production in the affected area(s).

Farming and farmland is a vital, essential business nationwide that the federal, state, and local municipalities and government entities should gladly promote and welcome and "yes" actively recruit to retain through economic development and incentives. (Rooftops are not an entitlement for urban development.)

The detailed and important information provided above justifies the foundation of the extremely strong and unwavering position my family members have taken in the spirit of complete and total solidarity in opposition to and against any portion or piece of the proposed Fuquay-Varina 401 Bypass Corridor route being located on any portion or piece of my family's important, heritage land---Bowden's Bend Cattle Farm, LLC.

The proposed Fuquay-Varina 401 Bypass Corridor route has no portion of its proposed route location within the corporate, core, contiguous Fuquay-Varina City Limits, which is where FV's proposed 401 Bypass Corridor route should be located in its entirety.

Therefore, on behalf of myself and my family and as United States Citizens, Property Owners, and Taxpayers in Wake County, North Carolina, U.S.A.

I respectfully and humbly officially request that CAMPO and the CAMPO Executive Board make absolutely, positively certain that the proposed Fuquay-Varina 401 Bypass Corridor route **NOT be proposed or located on any portion or piece of my family's land---Bowden's Bend Cattle Farm, LLC.**

Regarding current MTPs as well as the 2050 Metropolitan Transportation Plan currently being created and drafted and whose draft will be presented to and considered by the CAMPO Executive Board on October 20, 2021:

1. I respectfully and humbly request that CAMPO and the CAMPO Executive Board remove from any and all Metropolitan Transportation Plans (including from the 2050 MTP) the proposed Fuquay-Varina 401 Bypass Corridor route from Hwy 42, Willow Spring, to Clayton Road, Fuquay-Varina.

2. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the constructing, paving, and building of the Fuquay-Varina

Parkway (East) segment from Hwy 42, Willow Spring, to Clayton Road, Fuquay-Varina.

3. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of the Old Stage Road from 401 near Raleigh/Garner to Hwy 55, Angier/Coats. [Old Stage Road was identified on the 1866 Fendol Bevers official survey map of Wake County published in 1871 as the Raleigh-to-Fayetteville Road.]

4. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of Hwy 42, Willow Spring, from the Johnston County line to Hwy 55 at Five Points, Fuquay-Varina.

5. I respectfully and humbly request that CAMPO and the CAMPO Executive Board move to top-priority status the four-laning of Hwy 55 from Five Points to Jicarilla Lane, near Kennebec. (I realize this segment is the unfunded portion of the current NCDOT Hwy 55 Project STIP # R-5705.)

6. I respectfully and humbly request that CAMPO, its contract engineer(s), and the CAMPO Executive Board be creative and innovative and "think outside-the-box" regarding how to address traffic choke-points and intersections and heavily traveled sectors. I believe in the Northeastern United States and elsewhere in the developed world there are double-decker style "bridges and roads", which straddle the existing roadways and whose structural supports and viaduct pillars are located within existing road right-of-ways to carry traffic over the top of the roadways underneath it. Since many people migrating to our area are from the Northeastern United States and from California, Oregon, Washington State, etc., these residents should feel right at home with these types of road constructions since it is the type seen in the areas from which they are fleeing and migrating to and through central N.C. for a short period of time rather than being actual long-term, forever-home residents to our area as I suspect reality and time will prove.

Thank you for listening and for considering my respectful and humble official requests enumerated above RE FV 401 Bypass Corridor Route Study and 2050 MTP.

"The Order of First Families of North Carolina is composed of, and limited to, individuals lineally descended from a person who was a resident/colonist on or before the 12th day of July, Anno Domini, 1729, in that part of the PROVINCE OF CAROLINA which later became the STATE OF NORTH CAROLINA. Membership in the Order is by invitation, following the recommendation of current members of the OFFNC to whom the prospective member is personally known. Descent from a qualifying ancestor must be fully documented using standard genealogical proofs and are subject to the acceptance of the Order's genealogist."

<http://www.offnc.org/membership.html>

""All it takes for evil to triumph is for good men to do nothing." Attributed to Edmund Burke, by President John F Kennedy in a 1961 speech."

*Joanie Bowden (919-407-2292) Bowden's Bend Cattle Farm, LLC,
Manager/Member*

Work as if everything depends on you. Pray as if everything depends on GOD!!!



Order of First Families of North Carolina
Descendants of Colonial North Carolina Settlers

Joelle Leana Bowden

As of 21 September 2021 has been

Accepted as a member of this order.

Membership No. # 554

Ancestor Francis Speight (Naamond)

William Marion Mann, Jr., Founder

John A. Brayton

President

John A. Brayton

Registrar

From: [Adam Terando](#)
To: [Campo, comments](#)
Subject: Public comment for Joint MPO Boards Meeting - CAMPO and DCHC MPO
Date: Tuesday, September 28, 2021 4:11:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hello, I would like to submit the following public comment for the Joint MPO Boards Meeting - CAMPO and DCHC MPO taking place tomorrow (September 29th). If you would prefer a word document please let me know.

Thank you
Adam Terando

My name is Adam Terando. I'm a resident of Raleigh, a climate scientist, a former member of the Raleigh Planning Commission, vice chair of WakeUp Wake County, and a dad. I'm writing today to strongly urge CAMPO to take a fresh look at long-range transportation planning in our region. It's time for us to align our plans with our community's values and goals that call on us to do our part to solve the climate crisis and promote a more sustainable and equitable future. First I want to thank you for adopting the All Together plan amongst the 2050 MTP alternative scenarios. This is a good first step in the right direction. However, even in this All Together scenario, there is forecasted to be a 16% increase in gasoline consumption if all investments are made as planned. This is simply unacceptable if we are going to meet our community goals to reduce climate pollution and stave off the worst effects of climate change. We are now witnessing the terrible consequences that result from adding billions of tons of carbon dioxide and other greenhouse gases into the atmosphere every year. Deadly heat waves, devastating hurricanes and floods, shrinking water supplies, and rising seas. In the US, fossil fuel emissions from the transportation sector make up the largest single source of heat-trapping gases that are released in the atmosphere, where they can linger for centuries and millennia. This means that to tackle the climate crisis, we have to tackle transportation emissions. One thing I want to emphasize is that we cannot rely on hopes that a change to an all electric vehicle fleet will solve this problem either. The time required to transition hundreds of millions of fossil fuel-powered vehicles to 100% renewable-powered electric vehicles simply does not align with the timeframes required to avoid the worst effects of climate change. Luckily, we still have time and we still have options. **Most importantly, by adopting plans and strategies that seriously ramp down the level of vehicles miles traveled (VMT) in the region.** You have the power to start to undue the damage we have done, and to chart a course to a sustainable and liveable future. But that means rethinking what our priorities are when it comes to transportation and transportation investments. If we continue to prioritize shaving a couple minutes off of a commute time (for a few years before induced demand ratchets

From: noreply@nmcteam.com
To: [Parker, Bonnie](#); [Lukasina, Chris](#); [Rickard, Alex](#)
Subject: New form submission on Comment Form: Draft 2050 MTP Comment Form form
Date: Wednesday, November 3, 2021 9:47:40 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

You have a new form submission



Website: [NC Capital Area Metropolitan Planning Organization](#)
Date: November 2, 2021 at 10:36am
On page: [Comment Form: Draft 2050 MTP Comment Form](#)

First Name: Phil
Last Name: Veasley
Email Address: pveasley@outlook.com
Address 1: =
Address 2:
City: Wendell
State: North Carolina
Zip: 27591
Comments: East Wake Commuter Rail Please!
Subscribe for Updates: YES
IP address: 76.192.11.111, 136.226.50.82
Referrer: <https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp/draft-2050-metropolitan-transportation-plan-comment-form>

[View this submission in your browser](#)

up the time again) by prioritizing road widening and car-dependent infrastructure, then we will be sentencing ourselves, our children, our grandchildren, and future generations to a terrible fate. I know many of you, respect you, and support you in your work and realize these are tough choices. But when it comes to the health of our planet and and our society, I ask, what other choice do we have?

Thank you

Adam Terando, Ph.D.

Raleigh, NC

From: [Clare Melissa Bradley](#)
To: [Parker, Bonnie](#)
Cc: us401corridorstudy@publicinput.com; [Withrow, Kenneth](#)
Subject: Re: RFI - US401 Corridor Study Rawls Church Cemetery Relocation
Date: Monday, September 27, 2021 11:20:37 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

My family and I are attending the NW Harnett Fire meeting this Thu, so I will bring my MTP data question then instead of emailing first. Looking forward to seeing you in-person. Take care, and safe travels.

Very Respectfully,
Clare
Clare Melissa Bradley, LLM, JD
meclareb@gmail.com
919-345-6683

On Sep 24, 2021, at 17:12, Clare Melissa Bradley <meclareb@gmail.com> wrote:

Thank you for your response, Bonnie. Much obliged. I noticed a couple data points in the MTP that seem unusual. Will send an email on this matter on Mon. Thanks again.

Very Respectfully,
Clare

Clare Melissa Bradley
meclareb@gmail.com
(919) 345-6683

On Wed, Sep 22, 2021 at 11:12 AM Parker, Bonnie <Bonnie.Parker@campo-nc.us> wrote:

Hello Ms. Bradley –

Thank you for your email following up from the public meeting last week for the U.S. 401 Corridor Study. With regard to your request for information on the processes and procedures regarding cemetery graves exhumation, relocation, and reburial, the NCDOT Right of Way process is how such relocations are typically addressed. True right of way and property impacts are not known yet

and such processes could change before any project(s) receive funding to move forward. I wish I could give you more information about your property in particular, but this corridor study is one step in the beginning of an overall project that will have many steps before any property acquisitions and relocations.

Two websites from NCDOT that may be of use:

1. <https://www.ncdot.gov/initiatives-policies/Transportation/how-road-gets-built/Pages/default.aspx>
2. <https://www.ncdot.gov/projects/Pages/property-owner-resources.aspx>

I hope this information is helpful to you. Please feel free to send any other comments or questions to me or Kenneth Withrow, Senior Planner.

Sincerely,

Bonnie

Bonnie A. Parker

Public Engagement Planner

Capital Area Metropolitan Planning Organization

919-996-4403

421 Fayetteville St., Ste 203

Raleigh, NC 27601

www.campos-nc.us

Twitter: @CapitalAreaMPO

Facebook: @NCCapitalAreaMPO

From: Clare Melissa Bradley <meclareb@gmail.com>

Sent: Wednesday, September 15, 2021 3:25 PM

To: Parker, Bonnie <Bonnie.Parker@campos-nc.us>

Subject: RFI - US401 Corridor Study Rawls Church Cemetery Relocation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hello, Bonnie!

Thanks to you, Kenneth, and the CAMPO team for last night's Phase 2 virtual

public engagement meeting on the US401 Corridor Study. Much obliged!

RFI - Rawls Church Road Cemetery Relocation

My family respectfully requests information on the processes and procedures regarding cemetery graves exhumation, relocation, and reburial due to the proposed road construction on the US401 Corridor.

Presently, a large number of my family (e.g., my baby sister, grandparents, great-grandparents, great-aunts, great-uncles, and cousins) rest at the Rawls Church Cemetery (intersection of US401 and Rawls Church Rd). Several decades ago, my Dad even purchased Rawls Church Cemetery burial plots for all my immediate family too.

As my family and I did very rough, “quasi-approximate” road measurements using area maps, we noted that the proposed US401 Corridor expansion would go several rows into and/or likely cover the Rawls Church Cemetery in a couple scenarios either combined or respectively - by the D1 existing alignment of the four lanes expansion with median and multi-use paths, by the D3 proposed alignment, and/or by the C3 alignment from the CAMPO US401 Corridor Study maps. We understand the area around Rawls Church Rd is especially complex and problematic with the close proximities of the railroad, church, cemetery, houses, and farms as you evaluate road expansions/constructions and safety issues in order to plan for implementing road improvements within the current constraints of the operating environment. It’s not that we are strong advocates of exhuming and relocating all our dead family elsewhere (I still cry buckets thirty plus years later when I remember my baby sister’s coffin covered by her blanket), but we recognize the reality of the constraints and the difficult recommendations that you and CAMPO face in your ongoing corridor study.

1) As a family, we seek your assistance to gain a knowledge base of quality, relevant resources on how bodies are relocated in NC due to road projects. We want to make sure we understand how relocation works, so we can assist and help our family and ancestors. Additionally, we have a couple specific grave relocation questions. 2) Do families have input into where their kin are reburied? 3) If we must relocate several counties away due to the new construction of the proposed US401 Bypass, would NCDOT move our family members close to us at our new location, so we do not face an undue burden in visiting our family graves and maintaining their gravesites?

We want to be as proactive and responsible as we can to prepare for these relocations, particularly since we do have so many family members at the Rawls Church Cemetery that will need to be relocated. Likewise, we certainly want to make sure we are thoughtful and utilize our time effectively to find a new, good place for our family members to continue to rest peacefully. Would you be able to send my family some of your best resources, recommendations, and/or tips on the grave relocation processes and procedures in NC due to road projects? We would be most appreciative of your assistance to help us learn from quality, relevant resources on NC grave relocation.

Bonnie, thank you so much, and have a wonderful week.

Very Respectfully,
Clare
Clare Melissa Bradley, LLM, JD
meclareb@gmail.com
1933 South Main St, Fuquay-Varina, NC 27526
[919-345-6683](tel:919-345-6683)

From: [Doug Bright](#)
To: [Parker, Bonnie](#)
Cc: [Henry, Andrew](#)
Subject: Re: Priorities Survey for the Triangle's 2050 MTP
Date: Friday, September 10, 2021 8:31:44 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hi Bonnie,

No worries on the delay. Thanks for being receptive and reactive to feedback!

Best,
Doug

On Thu, Sep 9, 2021 at 8:51 PM Parker, Bonnie <Bonnie.Parker@campo-nc.us> wrote:

Hi Doug –

Sorry I didn't respond to you and Andy sooner. We updated the CAMPO website last week following your email to make sure any confusing dates/survey links were removed. Regardless, I appreciate your feedback about the confusing information as we work to try to make the public engagement between the two MPOs seamless for the Triangle community. When we conduct engagement for the draft of the plan later this fall, we will keep this in mind.

Hopefully you signed up for updates on the 2050 Plan's development? If not, you can do so at this website:

<https://publicinput.com/TriangleMTPDevelopment>

And public comments by email are welcome anytime so keep them coming.

Thanks again,

Bonnie

Bonnie A. Parker

Public Engagement Planner

Capital Area Metropolitan Planning Organization

919-996-4403

421 Fayetteville St., Ste 203

Raleigh, NC 27601

www.campo-nc.us

Twitter: @CapitalAreaMPO

Facebook: @NCCapitalAreaMPO

From: Doug Bright <doug.bright@gmail.com>

Sent: Thursday, September 2, 2021 10:39 AM

To: Henry, Andrew <andrew.henry@durhamnc.gov>; Parker, Bonnie
<Bonnie.Parker@campo-nc.us>

Subject: Re: Priorities Survey for the Triangle's 2050 MTP

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Thanks for the quick response and explanation.

Adding Bonnie from CAMPO. Wish the deadline would have been included in public postings, and the survey link is still posted/active [here](#), which I find to be a bit misleading.

I know y'all have bigger things on your plates, but just sharing feedback.

Doug

On Thu, Sep 2, 2021 at 10:28 AM Henry, Andrew <Andrew.Henry@durhamnc.gov> wrote:

Our Raleigh/Wake County partner, the Capital Area MPO, created and managed the survey. They wanted to shut it down a little earlier than we preferred because their Board meetings are about one month ahead of ours and it takes time to interpret and summarize survey results.

--Andy--

From: Doug Bright [mailto:doug.bright@gmail.com]

Sent: Thursday, September 2, 2021 10:04 AM

To: Henry, Andrew <Andrew.Henry@durhamnc.gov>

Subject: Priorities Survey for the Triangle's 2050 MTP

Hi Andy,

Is this [survey](#) supposed to be closed to new responses? Given that I'm reading that comments are being collected until 9/15, I find this really confusing and frustrating.

Doug

--

Doug Bright

cell: 773-787-5410

--

Doug Bright

cell: 773-787-5410



From: [Olive's Tree Farm, Inc.](#)
To: [Tracy A. Stephenson, PE](#); [mpoling@fuquay-varina.org](#); [pdavison@fuquay-varina.org](#); [jbyrne@fuquay-varina.org](#); [bmassengill@fuquay-varina.org](#); [us401corridorstudy@publicinput.com](#); [Parker, Bonnie](#); [Withrow, Kenneth](#); [Sturdivant, Darius D.](#); [lrhines@ncdot.gov](#); [dpkeilson@ncdot.gov](#); [kgillespie@ncdot.gov](#)
Subject: Proposed U.S. 401 Bypass questions
Date: Wednesday, August 25, 2021 9:20:43 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Good morning U.S. 401 Bypass Corridor Study Team,

As you know my family is 100% opposed to this Proposed U.S. 401 Bypass since it destroys our livelihood, family homes, legacy, and heritage as an eighth-generation farm. Last night I took some time to really look at your study website, adopted 2045 MTP map and FV transportation map.

I have a few questions that must be clarified for us.

I will try to omit confusion and I will try and clarify everything I'm asking as simple as I can. I have the following browsers opened (3) and these are the sites/maps I am looking at and questioning.

1. The front/first page of the corridor study website www.us401corridorstudy.com
<https://wspgeo.maps.arcgis.com/apps/MapSeries/index.html?appid=aa47d9e1c2094091aeb25ae6b88490aa/>

2. The adopted 2045 MTP Capital Area MPO Map
<https://ral.maps.arcgis.com/apps/webappviewer/index.html?id=a576ec0ce8a34d1991e3c383a285971e>

-On this map I searched my home address 8050 Kennebec Road Willow Spring NC 27592

-On the layer list I have the following (3) checked: Adopted Grade Separation / Interchange Projects, Adopted Roadway Projects-Horizon, and Capital Area Boundaries.

3. Fuquay-Varina Transportation Project List interactive map
<https://arcgis.fuquay-varina.org/portal/apps/webappviewer/index.html?id=50ae1cbc8fda45aaa87dac88f5e71a80&extent=2052602.5434%2C651188.7795%2C2074375.4088%2C657822.6994%2C102719>

-On this map I have the following (4) checked on the layer list: CIP Transportation Projects, Street Labels, Transportation and Property.

First of all, when someone hears of this project for the first time, they would likely go to the study website. (Sidenote: I would still love an informational flyer on the bypass.) If they were to look at the first map on that front page "Map of the U.S. 401 Corridor" one would likely assume like I did that the Proposed U.S. 401 Bypass is the "Red Line" that is on that map.

Now when you do some reading on the study website you find this: **This study is approximately 19 miles of the U.S. 401 Corridor from Banks Road in Wake County through the Town of Fuquay-Varina to the N.C. 210 and U.S. 421 intersection near the Town of Lillington in Harnett County; and about seven miles for the proposed U.S. 401 Bypass.**

Now I understand that the CORRIDOR study may be 19 miles long but from what I have gathered the only portion that should be a "Red Line" on that map is the 7 miles of the Proposed U.S. 401 Bypass. Everyone looking at that map is going to assume the proposed bypass is that entire "Red Line." Is the red line as a whole the Proposed U.S. 401 Bypass?

If you look at the 2045 MTP Map the only portion labeled "US 401 Bypass" is the section that starts south of Banks Rd on Hwy401 until it meets Hwy55 near Jicarilla Lane. Now the other portion of what was the "Red Line" on the study website is labeled "Eastern Parkway" which begins at Hwy55 and continues towards Piney Grove Wilbon Road.

One of my questions is what exactly is the "Proposed U.S. 401 Bypass?" Is it just the 7 mile stretch that destroys my family farm? Or is it the entire "Red Line" on the study website which on the 2045 MTP map is the "US 401 Bypass" AND the "Eastern Parkway"?

Furthermore, I continue to question this because of what is on the study website in the FAQs section:

Local transportation plans include a future "Fuquay-Varina Parkway," but the regional transportation plan includes a "Fuquay-Varina bypass" in a different area. How are these two different? Will we need both to address future growth? Are they on the same project development and construction timeline? - Both roadways are needed, as shown by the Triangle Regional Model, to meet volume demands as well as the different typology of both roadways. The proposed Fuquay-Varina Parkway is a boulevard type roadway that will serve local existing and proposed neighborhoods within Fuquay-Varina and its extraterritorial jurisdiction (ETJ). The proposed U.S. 401 Bypass will be more of a regional roadway that will serve a larger area and will be used more for efficient movement of vehicles with fewer local connections/access points.

Therefore, both roads will serve different purposes.

Now I looked at the Town of Fuquay-Varina Transportation Project Map. There is an "Eastern F-V Parkway" in 3 different sections as y'all well know. (NC42 to NC401, NC42 to NC55, NC401 to NC55) I have been aware of this parkway ever since Elliott Landing subdivision was built back around 2004. This subdivision is an access point to my own land and right-of-way has already been set aside for this parkway right through their entrance since 2004/2005.

Here's my next question. If both of these roads listed above from the study website ("Fuquay-Varina Parkway" and "Fuquay-Varina bypass") are both needed, and they are both two different types of roads why does the "Red Line" on the study website from HWY 55 to Piney Grove Wilbon match up to the "Eastern Parkway" on the 2045 MTP AND the "Eastern F-V Parkway" on the FV transportation map? Shouldn't there be a differentiation on the study website "Red Line" if the type of road changes after it crosses Hwy55?

If the "Eastern Parkway" is going to be recognized on the 2045 MTP map (which lines up with the Eastern F-V Parkway NC401 to NC55) why is the other portion of the "Eastern F-V Parkway" not included on the 2045 MTP map, the portions including NC42 to NC401 & NC42 to NC55?

Why is only half of the "Eastern Parkway" aka "Eastern F-V Parkway" recognized in the 2045 MTP Map and not the other half even though right-of-way has already been set aside since at least 2005. If both a boulevard type road and a regional road are needed, why is it only for a section of the area? Does this new proposed regional road/bypass eliminate half of the Eastern F-V Parkway that is not shown? How will you determine the type of road you will need for the portion from Hwy55 to Piney Grove Wilbon Rd section since it's a "Red Line" on one map, an "Eastern Parkway" on another and "Eastern F-V Parkway" on another map? One map is suggesting the "Eastern Parkway" is a regional road and the others are suggesting it is a boulevard type road. Once the regional road U.S. 401 Bypass hits Hwy55 is it going to turn into a boulevard type road named Eastern Parkway? If that is the case would the parkway which is a boulevard type road still need potential interchanges like shown on the "Red Line"?

As you can see, I have quite a few questions when I started comparing maps. My families current main concern is the Proposed U.S. 401 Bypass from south of Banks Road at Hwy401 to Hwy55. If you are going to recognize half of the Eastern F-V Parkway you need to also recognize the other half that is right behind our land. This bypass is NOT needed especially when a parkway is located right behind us and would be extremely close to this proposed bypass and has the same purpose to connect to Hwy401. The growth of this community has defiantly made us a successful business, but I will not sit back and let the growth of the community that my Great Great Great Grandfather helped shape be the death of our heritage without questioning a roadway that is not needed and destroys multiple working farms.

Thank you for your time and answers/explanations,
Candace O. Gray and the Olive Family

(I did notice the "Eastern Parkway" and "Eastern F-V Parkway" (the section from Hwy55 to Hwy401) only differ at the access point on Hwy55 but all-in-all they seem to be one in the same.)

Olive's Tree Farm, Inc.
1908 Holland Road
Willow Spring, NC 27592
Office: 919.552.1304
www.olivestreefarm.com

Open Year Round Mon-Fri 8a-5p, Open Saturdays Seasonally in Spring & Fall 8a-1p, Closed Sundays

Current Summer Hours

Mon.-Fri. 8am-5pm

Sat. Closed

Sun. Closed

From: [Angela Humphries](#)
To: [Parker, Bonnie](#)
Subject: 2050 MTP
Date: Friday, August 27, 2021 3:11:02 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Mrs. Parker,

The recent Triangles 2050 MTP survey has fatal flaws; it only allows voters to spend more money to solve presented problems.

Please have the survey corrected. To be fair, we should consider innovative ways to solve problems with transit like reigning in wasteful spending, initiating TIA at true peak times to not stack onto current problems and better planning.

Kindest regards,
Angela Humphries

From: [Bill Barnard](#)
To: [Parker, Bonnie](#)
Subject: Re: Reminder: Survey Closes on Sunday: Help Create Tomorrow's Transportation System for the Triangle Region
Date: Saturday, August 28, 2021 10:17:08 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

There is a disparate need for a rail system that would connect Raleigh, Durham, and Chapel Hill to the airport. Start on it now while the land prices MAY still be low enough to get the right-a-ways!! Flying into Frankfurt Germany one can get off your plane and go downstairs and get right on a train! THAT is service!!

Thanks,
Bill

Bill Barnard
2404 Rolling Tracks Rd.
Willow Spring, N.C. 27592
919-552-6883

-----Original Message-----

From: CAMPO: 2050 MTP Development <bonnie.parker@campo-nc.us>
To: Bill Barnard <sbarn46193@aol.com>
Sent: Fri, Aug 27, 2021 2:26 pm
Subject: Reminder: Survey Closes on Sunday: Help Create Tomorrow's Transportation System for the Triangle Region

[View this email in your browser](#)



Survey Closes Sunday, Aug. 29
Help Create Tomorrow's Transportation System

From: [Kelsey Leachman](#)
To: [Parker, Bonnie](#)
Subject: Survey for the Triangle's 2050 MTP
Date: Monday, August 30, 2021 3:18:32 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

Hello,

I was just wondering why this survey is closed. I thought it was supposed to stay open until September 15th.

Thanks,
Kelsey Leachman

From: [Tim Gardiner](#)
To: [Parker, Bonnie](#)
Cc: [Withrow, Kenneth](#)
Subject: Fw: Wake County Transportation Plan & Process Please Sir
Date: Wednesday, June 9, 2021 4:55:58 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you verify that the attachment and content are safe. If you believe this email is suspicious, please click the 'Phish Alert' link in the banner to report this message.

FYI

From: Tim Gardiner <Tim.Gardiner@wakegov.com>
Sent: Friday, May 14, 2021 2:18 PM
To: Joanie Bowden <jlbowden1006@gmail.com>
Cc: Celena Everette <Celena.Everette@wakegov.com>; Sharon Peterson <Sharon.Peterson@wakegov.com>
Subject: Re: Wake County Transportation Plan & Process Please Sir

Please see answers below:

1. Please email me the link to the "current" Wake County Transportation Plan which is referenced by Wake County staff when reviewing for approval submitted site plans, survey maps, subdivision plat maps, etc.

<https://www.wakegov.com/departments-government/planning-development-inspections/planning/transportation-plans>

As Celena Everette noted, the county sends plans to internal and external departments/agencies for review and comments and these agencies can make comments regarding other transportation plans. Typically, the plans in the area are municipal transportation plans, NCDOT plans and CAMPO plans alongside the County plan. Only the municipalities and the county have the state delegated authority to manage development (meaning to ask that a ROW be preserved, or a street be constructed) to ensure that future reasonable transportation networks are created.

2. When is the next updated edition to the Wake County Transportation Plan scheduled to occur which will have to be approved by the Wake County Planning Board and the Wake County Commissioners?

The County is not planning to update its plan on its own. The County, may, in partnership with the municipalities, CAMPO and NCDOT participate in an efforts to coordinate all of the proposed future corridors.

3. Which comes first the chicken or the egg? Does CAMPO's MTP maps for Wake County's Planning jurisdiction automatically get inserted into Wake County's Transportation Plan?

As noted in the answer to #1 the municipal transportation plans, NCDOT plans, the CAMPO plan, and the County plan can all exist at the same time and can be taken into account when a development is considered. The Wake County Transportation Plan is not automatically updated but via partnership agreements the County agrees to recognize Municipal, NCDOT and CAMPO plans. County elected officials are on CAMPO's decision-making body.

4. Does Wake County submit its Transportation Plan to CAMPO and CAMPO determines the transportation plans and maps for roads, etc., to include in CAMPO's Metropolitan Transportation Plan?

CAMPO would be very open to the County submitting project ideas to the Metropolitan Transportation Plan. CAMPO would work with the County and other partners if the projects submitted conflict with other projects. As noted, the County does not anticipate updating its plan on its own.

5. Does CAMPO send its Metropolitan Transportation Plan to NCDOT for NCDOT to determine which proposed road projects will get included in NCDOT's State Transportation Improvement Plan (STIP). (In other words, Wake County does not send its recommended and proposed transportation road projects directly to NCDOT--Wake County's proposed transportation road projects has to be funneled thru CAMPO for consideration for inclusion in CAMPO's plan whose parts of or all of CAMPO's MTP may be sent to NCDOT?)

This is correct. By Federal law (if federal funds will be used) and state practice (if only state funds will be used) all local requests for the STIP are coordinated and submitted by CAMPO. County elected officials are on CAMPO's decision-making body.

Please let me know if you have further questions or need more information

Tim Gardiner
Wake County Planning, Development, and Inspections
919 856 5477

From: Joanie Bowden <jlbowden1006@gmail.com>
Sent: Wednesday, May 12, 2021 10:58 AM
To: Tim Gardiner <Tim.Gardiner@wakegov.com>
Subject: Wake County Transportation Plan & Process Please Sir

CAUTION: This email originated from outside of the Wake County network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- 1. Please email me the link to the "current" Wake County Transportation Plan which is referenced by Wake County staff when reviewing for approval submitted site plans, survey maps, subdivision plat maps, etc.**
- 2. When is the next updated edition to the Wake County Transportation Plan scheduled to occur which will have to be approved by the Wake County Planning Board and the Wake County Commissioners?**

3. Which comes first the chicken or the egg? Does CAMPO's MTP maps for Wake County's Planning jurisdiction automatically get inserted into Wake County's Transportation Plan?
4. Does Wake County submit its Transportation Plan to CAMPO and CAMPO determines the transportation plans and maps for roads, etc., to include in CAMPO's Metropolitan Transportation Plan?
5. Does CAMPO send its Metropolitan Transportation Plan to NCDOT for NCDOT to determine which proposed road projects will get included in NCDOT's State Transportation Improvement Plan (STIP). (In order words, Wake County does not send its recommended and proposed transportation road projects directly to NCDOT--Wake County's proposed transportation road projects has to be funneled thru CAMPO for consideration for inclusion in CAMPO's plan whose parts of or all of CAMPO's MTP may be sent to NCDOT?

Thank you.

""All it takes for evil to triumph is for good men to do nothing." Attributed to Edmund Burke, by President John F Kennedy in a 1961 speech."

Joanie Bowden (919-407-2292)

Work as if everything depends on you. Pray as if everything depends on GOD!



Virus-free. www.avast.com

E-mail correspondence sent to and received from this address may be subject to disclosure under the North Carolina Public Records Act unless made confidential under applicable law.

From: [Parker, Bonnie](#)
To: [Joanie Bowden](#)
Subject: RE: Reply FV Parkway & FV 401 Bypass Corridor
Date: Friday, May 14, 2021 10:58:00 AM

Hi Joanie –

I'll add your email reply to the official records for both the study and the 2050 MTP.

Also, we definitely can add signage along Walter Myatt Road during the next phase of public engagement. Thanks for the suggestion and for the offer of posting them! I won't ask you to do that, but if there are specific spots on Walter Myatt where you think 2-4 should be placed, let me know and we will make sure they go there.

Take care,
Bonnie

From: Joanie Bowden <jlbowden1006@gmail.com>

Sent: Friday, May 14, 2021 10:49 AM

To: Parker, Bonnie <Bonnie.Parker@campo-nc.us>

Subject: Reply FV Parkway & FV 401 Bypass Corridor

Thank u, Bonnie. For your official records & please consider this an official request. My family members & I prefer the FV Parkway, whose ROW has been dedicated for years, be in the approved CAMPO MTP & take the place of the FV 401 Bypass Corridor possible route thru my family property along & accessed on Walter Myatt Rd where more land is being negatively impacted in total than along Kennebec Rd.

Please make certain any & all future signs & notices about public meetings virtual or in-person on this topic or any related topics that CAMPO or NCDOT post are posted all along Walter Myatt Road not just one corner of Kennebec Road as was the case in March. People in the community are very unhappy about the lack of meeting notice signs posted along affected properties. If u will provide me 4 such signs, I will post the signs for CAMPO along Walter Myatt Rd.

Posting only the minimum

amt of public meeting notice signage required is not preferred by my community members. Walter Myatt Road properties are VERY IMPORTANT & just as important as Kennebec Rd properties. Everyone knows & is familiar with Walter Myatt Rd. Please inform your contracted engineer of that fact.

Thank you, Bonnie.

On Fri, May 14, 2021, 10:25 AM Parker, Bonnie <Bonnie.Parker@campo-nc.us> wrote:

Hi Joanie –

As active participants on the project team for the study, Wake County and Town of Fuquay-Varina staff (and elected officials) will know that the CAMPO study has been completed. The corridor study will include recommendations for what adjustments may be needed to CAMPO's long-range plan and the Town's comprehensive plan. However, exactly when they (F-V or Wake Co.) update their plans is independently up to them. Some do it through amendments quite frequently, others only make updates when they do a full comprehensive plan update, etc.

This study will help to identify potential projects, and actual alignments, that should be in CAMPO's long-range plan (the Metropolitan Transportation Plan (MTP), which is officially updated every four years – but often there are amendments in between) and the Transportation Improvement Plan (10-year list of transportation projects updated every two years). If a project is

in those plans, then it can be eligible for federal funds regardless of whether the project sponsor for the next phase is NCDOT, the Town of Fuquay-Varina, etc.

The [2050 MTP](#) that is under development now is anticipated to be complete in late 2021/early 2022. As a side note, the US 401 Bypass is included in the adopted **2045** MTP, but the Fuquay-Varina Parkway is not. The Town's CTP had the Parkway but not the bypass. So, part of the discussion for the need of the study was to reconcile how these two corridors impact one another and what adjustments would be needed for both plans (MTP & Town CTP).

I hope that helps answer your questions about these processes.

Have a nice weekend,

Bonnie

Bonnie A. Parker
Public Engagement Planner
Capital Area Metropolitan Planning Organization
919-996-4403
421 Fayetteville St., Ste 203
Raleigh, NC 27601
www.campo-nc.us
Twitter: @CapitalAreaMPO
Facebook: @NCCapitalAreaMPO

From: Joanie Bowden <jlbowden1006@gmail.com>

Sent: Thursday, May 13, 2021 10:16 AM

To: Parker, Bonnie <Bonnie.Parker@campo-nc.us>

Subject: Follow Up Question

If a Corridor Study is completed & approved officially by the CAMPO Executive Board after all public input & all Public Hearings have been completed, at what point/when does CAMPO advise Wake County or the Town of Fuquay to amend its own Transportation Plan--

Is it after CAMPO's 2050 MTP is approved/adopted with the Corridor Study findings included?
When is the 2050 CAMPO MTP expected to be completed and adopted/approved by CAMPO's Executive Board?

Thank you.

On Thu, May 13, 2021, 9:35 AM Parker, Bonnie <Bonnie.Parker@campo-nc.us> wrote:

Will do that now... Thanks!

From: Joanie Bowden <jlbowden1006@gmail.com>

Sent: Wednesday, May 12, 2021 7:46 PM

To: Parker, Bonnie <Bonnie.Parker@campo-nc.us>

Subject: Email Addresses -- Please Add CAMPO's Mailing List(s)

Hi, Bonnie, please add the following email addresses to CAMPO's 401 Corridor email mailing list and other CAMPO email mailing lists.

donmarsh@southernsecuritygroup.com Don Marsh

gary.mccabe@rlenc.com Gary McCabe

retiredrobin@gmail.com Robin Fish

homerlfish@hotmail.com Homer Fish

oliveFarmRGMC@aol.com Candace Olive Gray

Thank you.

""All it takes for evil to triumph is for good men to do nothing." Attributed to Edmund

From: [David Bland](#)
To: [Parker, Bonnie](#)
Subject: Northeast Wake County Transportation Discussions
Date: Wednesday, March 3, 2021 4:30:09 PM

I was on the virtual conference earlier today and raised the question about lightning North Carolina 98 W. of capital Boulevard. I tried to go on your tent tour but it would not permit me to click the road transportation option. I think the widening of 98 should take priority over widening falls of the noose Road from 98 two 540.

--

David H Bland
2040 Hornbeck Court
Raleigh NC 27614
H 919-803-6971
C 919-538-3912

From: [PublicInput.com Alerts](#)
To: [Parker, Bonnie](#)
Subject: An email reply to NEAS Update needs your review
Date: Friday, February 26, 2021 1:20:39 PM

--- Reply above this line ---

An email comment has been received. It was posted in response to "*NEAS Update*".
This comment can be reviewed [here](#).

From: alanr3277@gmail.com
To: neasupdate@publicinput.com
Subject: Knightdale Blvd Light Syncing

The proposed projects look great! One very important thing is missing.

Sync the traffic signals on Knightdale Blvd between First Ave and 540.

This was supposedly scheduled two years ago but seems to keep getting delayed. This one project would help immensely as traffic congestion continually gets worse. The cost would be minimal compared to widening or new construction and the benefit would be huge.

When will a timeline for the proposed projects be issued?

Thanks,

Alan Smith

From: [Robert Healy, Ph.D.](#)
To: [Campo, comments](#)
Subject: Comments on 2050 Metropolitan Transportation Plan Goals and Objectives
Date: Tuesday, July 14, 2020 10:56:11 AM

Thank you for the opportunity to offer comments on the 2050 Transportation Plan. I must admit that I am confused about what the goals actually are, since I have received two emails, each with a slightly different list of goals. With that in mind, I would offer the following:

In the section on Environmental Impacts add:

Preserve and promote wildlife habitat connectivity as provided for in the new Eno/New Hope habitat corridor study and the NC Natural Heritage program

in section on Congestion and System Reliability, add:

Make provision for exclusive lanes for transit and high occupancy vehicles

In section on Infrastructure:

Give more prominence to and infrastructure flexibility for autonomous vehicles.

Autonomous vehicles are clearly a revolutionary technology that will almost certainly be available before 2050. They deserve special mention, rather than lumping them together (as in the goal statement below) with connected and electric vehicles, which are mere tweaks to existing vehicles and do not involve major impacts on infrastructure or highway design.

E. Support autonomous, connected, and electric vehicles.

Best regards,

Robert G. Healy
Professor Emeritus of Land Use and Environmental Policy
Duke University
healy@duke.edu

From: [Blind Voices](#)
To: [Parker, Bonnie](#)
Subject: 2050 CAMPO Survey
Date: Monday, July 27, 2020 3:42:55 PM

Bonnie: I recently received an email with information about the 2050 CAMPO Survey. I am encouraged that CAMPO is seeking input from our citizens. I am legally blind with some peripheral vision. I tried to fill the survey out but I am not sure I filled it out as intended because the survey is inaccessible with the screen reader I am using, an Apple iMac 27" PC using voice over, inverted colors and high magnification. There were many issues with the survey that my screen reader could not handle.

I feel it is very important that people who are blind or have low vision have an opportunity to give their input on this transportation survey. Historically, people who are blind or have low vision have not been afforded the opportunity to adequately give input on transportation options. This is very unfortunate because these people rely on public transportation and Paratransit almost completely. While lack of transportation options might be a mild annoyance for sighted people, it is devastating for people who are blind or have low vision. In all my conversations with people who are blind or have low vision about needs, transportation is always at the top of needs.

I would request that you provide some method for completing the survey for people who are blind or have low vision. People with other disabilities, such as limited hand mobility might also need special consideration.

Together we can do so much more!

Bill Graham - 919-400-2652
Blind Voices Coalition - Founder