

# 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	

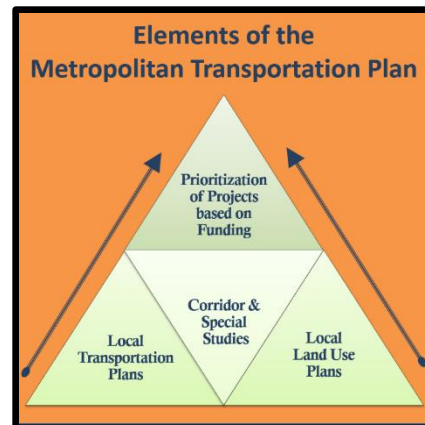


## Micro is Where it Starts

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: Current Draft 2050 MTP Flyer**

**Attachment 2: Comments via Email, Voicemail, Letter, Public Hearing – July 2020 – November 2021**

**Attachment 3: Public Comments Spoken at Joint MPO Boards Meeting - September 2021**

**Attachment 4: Comments in Alternative Scenarios Survey – August 2021**

# Look What You Helped Create!



**DRAFT**

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

[www.campo-nc.us](http://www.campo-nc.us) > [Transportation Plan](#) > [2050 MTP](#)

The MTP is the long-range plan for transportation improvements across the Triangle region. It will include roadway, transit, rail, bicycle, pedestrian and other transportation projects during the next 30 years.

### Approval Dates\*

Programs & Project Lists  
December 8, 2021

Final Plan & Report  
February 16, 2022

*\*Dates may change*





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



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
1	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.
2	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.
3	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	Added to MTP public comments.
4	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.

**Draft 2050 MTP Public Comments Received - July 2020 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
5	Terry and Julia	Yeagan	Willow Spring	Also 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.	11/22/2021	email	Added to public comments for 2050 MTP and U.S. 401 Corridor Study.
6	Carl	Rapenski?	Youngsville	Would like to find out information about CRT in Franklin County and Youngsville area projects.	11/19/2021	Voicemail	Staff returned call to assist with navigating online map.
7	April	Fernandez	Wendell	Let's get this plan into action asap!	11/18/2021	Email	Added to public comments for 2050 MTP.
8	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.
9	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.

**Draft 2050 MTP Public Comments Received - July 2020 - November 2021**



	<b>First Name</b>	<b>Last Name</b>	<b>Home Location</b>	<b>Comments</b>	<b>Date</b>	<b>Event</b>	<b>Staff Response</b>
10	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.
11	Joe	Milazzo	Raleigh	On behalf of Raleigh 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.
12	Nathan	Spencer	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.
13	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.
14	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 - November 2021



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
15	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.
16	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 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
17	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.
18	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 fo 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 - November 2021



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
19	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 - November 2021



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
20	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.

**Draft 2050 MTP Public Comments Received - July 2020 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
21	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).
22	Betty	Dickens	Fuquay-Varina	Owns 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.
23	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).
24	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 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
25	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.
26	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.
27	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



**Draft 2050 MTP Public Comments Received - July 2020 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
28		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.
29	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 fo this project for the TIP process. This comment is also being shared with Cary staff.
30	Phil	Veasley	Wendell	Support for East Wake Commuter Rail	11/2/2021	Email	Added to public comments for MTP
31	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

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



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
32	Joanie	Bowden	Wake County	2050 MTP Alternatives Analysis Results Map on CAMPO webpage for family properties and adjacent parcels states: Jurisdiction Fuquay-Varina. This needs to be corrected as properties are in Wake County's jurisdiction.	10/12/2021	Email	the Jurisdiction field name refers to the organization that is assigned to review and update the parcel information for our land use model. For Wake County parcels, the assignment is primarily based on the County's Urban Service Area (USA). The County's USAs page 43 (22 in the pdf) shows a map of the USAs. <a href="http://www.planwake.org/assets/planwake-final-20-11-19.pdf">http://www.planwake.org/assets/planwake-final-20-11-19.pdf</a> CAMPO staff will discuss this with TJCOG staff who manage the land use model and see if there is a better description
33	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 - November 2021



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
34	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 - November 2021**



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
35	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.
36	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
37	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
38	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 - November 2021



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
39	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.
40	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.



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



	First Name	Last Name	Home Location	Comments	Date	Event	Staff Response
41	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.
42	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
43	Alan	Smith	Knighdale	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



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

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Wednesday, September 29, 2021

9:00 AM

Online via Webex

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## 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**

## 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 visible 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

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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.

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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.

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## 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 ( <a href="https://trianglebikeway.com/">https://trianglebikeway.com/</a> )
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

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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	Communter 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.

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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!

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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>

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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 waist 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 dedicate 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 other 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.

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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.

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## 2050 MTP Survey - Alternatives Analysis

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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

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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 &amp; 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>

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## 2050 MTP Survey - Alternatives Analysis

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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.

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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

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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!

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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>

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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

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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.

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## 2050 MTP Survey - Alternatives Analysis

Respondents: CAMPO Home or Work

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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

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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

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## 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 - sudewalks/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

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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.

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8/30/2021 11:18:50 AM Light rail is a waste of money as is all this green energy nonsense