

SPOT 6.0 CANDIDATE PROJECTS - PUBLIC COMMENTS

Date	Name	Email
2/17/2020	Keith Nuttle	unknown
Phone	Address	City
919-365-7256	284 Hunter Lane	Zebulon

Comments

One of the needed road improvements is a connector starting at Wendell Parkway and Martin Pond road and going to the junction of NC 231 and the Selma road. If this were constructed it would drain the traffic from the town of Wendell which now goes past the schools on Wendell blvd. If this road were in place those living in the Archer Lodge, Flowers, and the areas east of Buffalo Creek ie Buffalo Creek sub division could exit US 64 at the Wendell Fall exit take the connector and use the several roads going south to the additions in that part of Johnson county. It goes with out saying that because of the increased traffic caused by the connector the north south roads in this area would eventually have to be improved. I live in the Buffalo Creek addition. Currently even without the connector it is quicker for me to go over to Smithfield road, take US 64 bypass, to both south Raleigh and north Raleigh than the more traditional routes like NC 42 / US 70 to south Raleigh and Garner.

Notes: NCDOT received; email shared by David Keilson

Date	Name	Email
3/5/2020	Owen Evans	opevans@gmail.com
Phone	Address	City
919-523-5497		Cary

Comments

I would like to see a grade separation for Cary Parkway at the CSX S-line added to the list for SPOT 6.0. Reviewing the SPOT 6.0 projects list, I recall some time during the previous SPOT 4.0 or 5.0 process, a grade separation of Cary Parkway with the CSX S-line railroad was recommended for inclusion. It was predicted to score very highly, and would have probably qualified for almost immediate funding. However, at the time, the Town of Cary requested that the project be removed because of some reason like not having enough time to study, engage with the community, and plan for it in the Town's own transportation plans. This time, other grade crossings nearby are being submitted for P6.0 including Laura Duncan, High House, and Old Apex. But Cary Parkway has again been left of the list. Yet, Cary Parkway is a busier street than any of those other streets, and continues to be a very critical improvement. I would like to see Cary Parkway added back on.

Notes

SPOT 6.0 CANDIDATE PROJECTS - PUBLIC COMMENTS

Date	Name	Email
3/31/2020	Joe Milazzo, Regional Transportation Alliance	joe@letsgetmoving.org
Phone	Address	City
		region-wide

Comments

A friendly suggestion to consider a SPOT project submittal that would create several pull-off areas between interchanges along I-40 in both directions (particularly from Wade Avenue to points west), for crash removal and freeway operational and safety improvements during incidents, along the busiest stretch of I-40 in the region. A friendly suggestion to consider a SPOT project submittal that would create several pull-off areas between interchanges along I-40 in both directions (particularly from Wade Avenue to points west), for crash removal and freeway operational and safety improvements during incidents, along the busiest stretch of I-40 in the region.

The concept would be to mitigate the impact of the frequent numbers of incidents during peak periods.

Notes

Date	Name	Email
3/31/2020	Joe Milazzo, Regional Transportation Alliance	joe@letsgetmoving.org
Phone	Address	City
		region-wide

Comments

A friendly suggestion to consider a SPOT project submittal that would beef up the outside shoulder of I-40 in both directions (from Wade Avenue to points west), in order to improve the performance utilization, and ridership associated with bus on shoulder service (BOSS) in the busiest stretch of I-40 in the region. The request would be to ensure a consistent 14' outside shoulder width. This additional clearance would also provide additional clearance and flexibility during incidents.

Notes

SPOT 6.0 CANDIDATE PROJECTS - PUBLIC COMMENTS

Date	Name	Email
4/6/2020	Dave Connelly	drpconnelly@gmail.com
Phone	Address	City

several locations; Apex, Cary,
Clayton

Comments

As an advocate of greenways and other bike-ped facilities, I favor these projects: Page 1, RAL4, Pigeon House Creek, to begin a greenway connection to downtown Raleigh Page 2, WK1, Triangle Bikeway, the first leg of a bike-commuting facility that I proposed 4 years ago. Page 2, APX6, Olive Chapel Rd bike lanes, to improve on-road safety for ATT users who are cycling to Apex (restaurants, bars, etc). Page 4, APX3, Beaver Creek Greenway, to provide off-road connection for ATT users to reach Apex. Page 4, CRY5, Higgins Greenway, begin to provide connection to downtown Cary. Not shown anywhere (is Clayton in a different MPO?), provide a safe way to bike to downtown Clayton (currently unsafe from any direction). Thanks for your consideration.

Notes

Date	Name	Email
4/14/2020	Linda Smith	rascaldog45@att.net
Phone	Address	City

Raleigh

Comments

SUBJ: Transportation Projects - Public Comment by April 15. In light of the current public health and economic crisis, it is inconceivable that you would consider moving forward on the above without public input... now is not the time for this when many folks are consumed with basic survival.

Please table these efforts until a future time when conditions can allow the citizens to have their

Notes Emailed to Commissioner Hutchinson

SPOT 6.0 CANDIDATE PROJECTS - PUBLIC COMMENTS

Date	Name	Email
4/14/2020	Susan Maruyama	susanrmm97@gmail.com
Phone	Address	City
	3413 Lewis Farm Rd.	Raleigh

Comments

Just before Easter weekend I learned about the project to widen Creedmoor Road by two lanes. This project appears on the CAMPO project list. This is one of those projects that catches your attention. It is a huge project that will affect homes and businesses and is in direct opposition to Raleigh's commitment to reduce dependence on automobiles.

I would like to ask you to answer a few questions. How long have you known about this project? And have you been working directly with the Raleigh City Staff on listing this project on the CAMPO schedule? Have you been working with the Mayor and some select members of the Council or have you bypassed them all entirely?

I am one of your constituents and I am sending you this letter so it will become part of the record of public comment before the April 15 deadline stated on the CAMPO project list.

I strongly urge you to demand that there be an extension of the deadline for public comment until at least July 2020 on the project to widen Creedmoor Road. It is beyond outrageous that we, the residents of Raleigh, have not been informed of a project of this magnitude previously and that we have been given a week's notice to respond with public comment. Learning of this one-week prior to the deadline is not fair or realistic. If the April 15th deadline is maintained, you are denying the residents of Raleigh enough time for public comment on a huge project that will impact many, many homeowners and business owners. Not to mention that a project such as this is not at all in alignment with Raleigh's and the NC goal to reduce reliance on automobiles. It is inconceivable that you and your cohorts think a self-imposed deadline by CAMPO should take precedence over a common sense and fair process for public comment.

One last question. Including this project on a CAMPO list without having a more inclusive community engagement process gives the appearance that you and your cohorts are trying to ram this project through while your constituents are otherwise distracted with surviving the restrictions to our daily lives due to the Covid-19 crisis and the collapse of our economy here in Raleigh and in our country. Why would you do this?

Notes Emailed to Commissioner Hutchinson

SPOT 6.0 CANDIDATE PROJECTS - PUBLIC COMMENTS

Date	Name	Email
4/15/2020	Womble Bond Dickinson Law Firm	steve.gurganus@wbd-us.com
Phone	Address	City
	555 Fayetteville St, Raleigh	Garner
Comments		

We write to you on behalf our client, Morris & Associates, of Garner. Morris is a highly specialized, precision manufacturing facility of food processing equipment – utilizing proprietary technology – that designs, custom fabricates, and ships huge equipment all over the world. Wages are high-tech-level wages, and much higher than average wages in the Town of Garner and in Wake County. Morris is employee-owned (over 115 employee-owners) – mostly Garner residents. It has not received any economic development incentives and has been located on property it owns in Garner for approximately 40 years.

We had the opportunity to speak with you prior regarding the alignment of the proposed Jones Sausage extension project. We have since met several times with the Town, its engineering consultant, and adjacent property owners. We appreciate everyone listening.

The project, or part of that project (# R-171515), is back before you today for further consideration under SPOT 6.0 Prioritization. You modified the alignment when we were last before you and shifted it to the shared property line between the Morris site and Morris's neighbor's site to the west. As part of the express design process by the Town, we are grateful that the center-line alignment of the project has shifted west towards the property line, but not completely.

Morris operates in the extremely competitive global market and maintaining flexibility to expand and reconfigure its operations on its property is critical for its and its employee-owners' success. For this reason, Morris has been planning future expansion and development at its property for many years, and has recently submitted a site plan to the Town of Garner. Remaining at this location, and being able to fully utilize the site, is critical to the long-term vitality of the company. Relocating the existing plant and facilities where millions of dollars of manufacturing technology (including 15 bridge cranes) is actually permanently and physically incorporated into the structure – would be extremely difficult, costly, and impactful. It is not a realistic option for Morris to relocate without substantial governmental economic incentives and support.

Unfortunately, the express design preliminary alignment continues to align the majority of the road project, south of the rail line, on the Morris manufacturing facility site.

Morris knows the road project, as currently aligned, eliminates much of its flexibility to expand and reconfigure its operations at its manufacturing site. To explain, it is critical that the design incorporates potential mixed uses that would allow Morris to utilize the full site, but also for Morris to expand and contract as international economic conditions dictate – contraction such as we are now experiencing globally.

We have carefully reviewed the proposed alignment at a more detailed level than the express design process typically allows. With the assistance of a transportation engineering firm we have developed a “best-fit” alignment – a finer-tuned alignment that does not affect project function – but which is also more consistent with the Town of Garner Comprehensive Plan and Transportation Plan. It is a better, improved, project design that would notably reduce impacts on Morris – while not negatively affecting any other neighbors or property owners -- at all. We would like to share and discuss this with you, and the Town of Gamer, at your earliest convenience.

In conclusion, with reservation, we support the Jones Sausage grade separation project (# R-171515). Were the Town and CAMPO to incorporate the best-fit design elements to the maximum extent practicable as this project moves forward, then we fully support this project.

Womble Bond Dickinson is a law firm that provides various legal and land planning services to Morris & Associates.

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