

# Public Comments on the Draft Comprehensive Transportation Plan Update, February 23, 2018 Version

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Name	Address	Email address	Comment	Method Comment Received	Date Comment Received	Staff Response
1. <b>Mark Dixon</b>	1413 Everette Fields	<a href="mailto:mark.ee.dixon@gmail.com">mark.ee.dixon@gmail.com</a>	In the plan document there is a clear indication of Chapel Hill road being above capacity between McCrimmon and Weston. Yet, there is no committed plan through 2021 to widen this section of road. Is not this the most congested road in the town? Please reach out to NC-DOT and let the town residence know who to reach out to so this can get the attention it's deserved over the last 10 years. With Wake Tech opening soon, we will see MORE con gestion.	Online Portal	03/05/18	Chapel Hill Road (NC 54) between McCrimmon Parkway and Weston Parkway is identified in the Draft Plan as being over capacity, and is identified for widening in the Draft Plan. The widening of this road is identified as a Mid-Term priority in the Draft Plan, meaning the widening is expected to occur in 15-24 years. The section of NC 54 near Wake Tech, between Perimeter Park Drive and NC 540, is funded in the current State Transportation Improvement Program for widening to four lanes with a median and a 10-foot wide sidepath on the east side, with construction occurring 2020-2022.
2. <b>Beverly Ford</b>		<a href="mailto:carpediem0911@gmail.com">carpediem0911@gmail.com</a>	<p>Before reviewing "The Plan" further ....</p> <p>This is a very disappointing and perhaps insincere request for feedback regarding the current "Plan", in light of the reality that the Planning and Zoning Board and Town Council totally ignored the overwhelmingly negative outcry, demonstrations, statements of disapproval and total rejection of it were expressed at several public meetings as recently as the autumn of 2017. At that time, voters were led to believe this was a new proposal to resolve a generally perceived problem, when in fact, it had been thoroughly discussed and preliminarily laid out privately behind closed doors for as many as a couple of years before it was made public that such a disruption of homes, neighborhoods, schools, and roads was under consideration!</p> <p>It would seem apparent that feedback is not what you were interested in at that time, but simply the transparent appearance of interest in constituent opinions and honest concerns that could delude some voters and retain their loyalty.</p> <p>Shame on you! Such an arrogant misrepresentation and mis-demonstration of actual interest in public welfare, democratic process and leadership from elected officials does not invite confidence in their decisions or the value of their representation!</p>	Email	03/05/18	<p>Prior to preparing the Draft Comprehensive Transportation Plan Update, the public provided feedback at two community events, two public workshops, two open houses, and on online survey. Town Council and the Planning and Zoning Board also held work sessions. Detailed information on the public engagement activities is located in <a href="#">Appendix D</a> of the Draft Comprehensive Transportation Plan Update.</p> <p>In addition to outreach opportunities prior to the consultant preparing the Draft Comprehensive Transportation Plan Update, the public provided feedback to the Planning and Zoning Board in the fall of 2017. As a result of that feedback the Planning and Zoning Board made the following roadway extension revisions: removal of the Green Drive/Clements Drive connection, revising the alignment of the proposed NC 147 Extension, and adding requirements for further study of the Crabtree Crossing Parkway Extension and Millicent Way connection to Little Drive (see <a href="#">page 3-10</a> in Chapter 3 for more information).</p>

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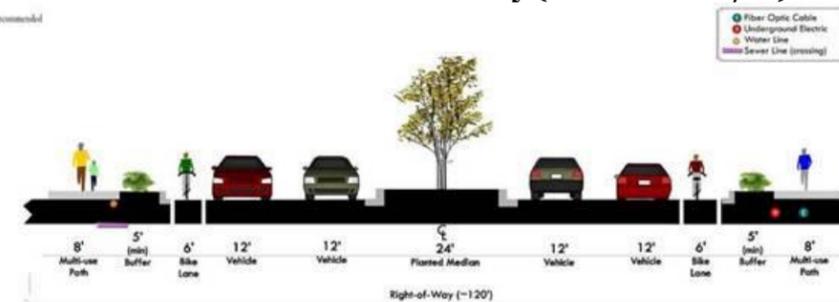
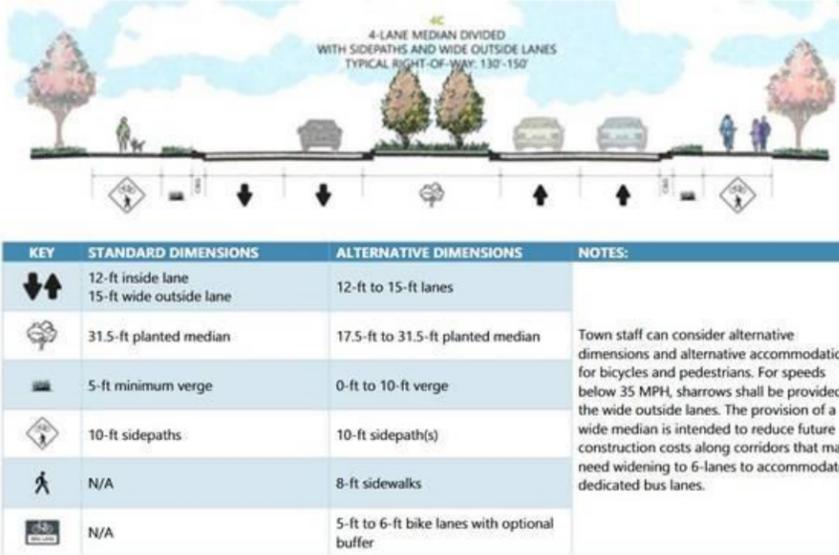
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3. <b>Jeff Gilchrist</b>	2311 Kudrow Ln	<a href="mailto:jeffgilchrist@aol.com">jeffgilchrist@aol.com</a>	The proposed Multi-Use trail (green) located in the Kudrow Ln area already extends further than what appears on the proposed plan. There is a lot of curiosity about how the trail will ultimately cross under Chapel Hill Rd, however it does not show any of those plans in the proposal. Perhaps it was an oversight. I appreciate your attention to he matter. –J	Online Portal	03/05/18	The Crabtree-Hatcher Creek Greenway is labeled as an existing greenway on <a href="#">Figure 4-6</a> , even though the section under bridge is funded, but not constructed at this time. Detailed project information is available through the Parks, Recreation and Cultural Resources Department at: <a href="http://www.townofmorrisville.org/government/departments-services/parks-recreation-cultural-resources/parks-and-greenways/ongoing-projects/crabtree-creek-hatcher-creek-greenways">www.townofmorrisville.org/government/departments-services/parks-recreation-cultural-resources/parks-and-greenways/ongoing-projects/crabtree-creek-hatcher-creek-greenways</a> .
4. <b>Beverly Ford</b>	1211 Kelton Cottage Way	<a href="mailto:carpediem0911@gmail.com">carpediem0911@gmail.com</a>	<p>...some comments responding to the Morrisville Planning and Zoning Board and Town Council before reviewing "The Plan" further</p> <p>This is a very hollow, disappointing announcement, this request for feedback on "The Plan", because experience tells me it is also likely insincere. I say that in light of the reality that the Planning and Zoning Board and Town Council completely ignored the public's overwhelmingly negative outcry, demonstrations and statements of disapproval via microphone at meetings that have already taken place. Citizens totally rejected the plan as recently as autumn of 2017.</p> <p>At that time, voters were invited to meetings with the understanding that they were to discuss a new proposal to resolve a generally perceived problem. However, it finally became obvious and was in fact stated, that the plan had already been thoroughly discussed and planned and laid out in private, behind closed doors by legislators themselves, for as many as a couple of years BEFORE these meetings where they went public with their intention to disrupt homes, neighborhoods, schools and roads! We really want your opinion, please speak up, we're deaf . . . what did you say?</p> <p>It seemed apparent that feedback is not what you were interested in at that time, but simply to make the gesture, the transparent appearance of interest in constituent opinions and honest concerns that could delude some voters and retain their loyalty.</p> <p>Shame on you! Such an arrogant dismissal of the public voice and flagrant misrepresentation of any actual interest in public welfare, democratic process and leadership from elected officials does not invite confidence in their decisions or the value of their representation!</p> <p>Beverly Ford</p>	Online Portal	03/05/18	<p>Prior to preparing the Draft Comprehensive Transportation Plan Update, the public provided feedback at two community events, two public workshops, two open houses, and on online survey. Town Council and the Planning and Zoning Board also held work sessions. Detailed information on the public engagement activities is located in <a href="#">Appendix D</a> of the Draft Comprehensive Transportation Plan Update.</p> <p>In addition to outreach opportunities prior to the consultant preparing the Draft Comprehensive Transportation Plan Update, the public provided feedback to the Planning and Zoning Board in the fall of 2017. As a result of that feedback the Planning and Zoning Board made the following roadway extension revisions: removal of the Green Drive/Clements Drive connection, revising the alignment of the proposed NC 147 Extension, and adding requirements for further study of the Crabtree Crossing Parkway Extension and Millicent Way connection to Little Drive (see <a href="#">page 3-10</a> in Chapter 3 for more information).</p>

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5. <b>Sivakumar Khajjayam</b>	1021 Historic Circle Morrisville	<a href="mailto:kshivaki@gmail.com">kshivaki@gmail.com</a>	<p>I would like to bring it to your notice on safety of railway crossings in Morrisville. Rail crossings indicator comes in very late ~&lt;30 secs before train arrival which is not giving enough time to alert the vehicles to stop. Over the past one year traffic in morrisville increased, especially in the peak hours. My request is to activate the rail crossing indicators time for few more seconds before blocking the traffic so that drivers has enough time to move out of the Rail road crossings and avoid crashes .</p> <p>I am emphasizing especially on Crossing ID: 734750N Location: McCrimmon Pkwy near NC 54</p> <p>Thanks in advance</p> <p>Regards, Siva Khajjayam</p>	Online Portal	03/06/18	<p>The Town does not maintain railroad crossings. However, rail safety is important and the Town is installing interim improvements, including left- and right-turn lanes across the railroad track, as part of the <a href="#">McCrimmon Parkway Extension Project</a>. A grade separation, which is expected to take the road over the railroad and NC 54, is also funded for this intersection by NCDOT, with construction expected to occur 2020-2023.</p> <p>Staff has contacted Norfolk Southern, who maintains and operates the railroad, with these concerns. For additional concerns please call 800-453-2530.</p>
6. <b>Charles Persons</b>	401 Harrison Oaks Blvd Cary, NC 27513	<a href="mailto:CPersons@bainbridgere.com">CPersons@bainbridgere.com</a>	<p>Good afternoon, Benjamin. Hope you've been well. I recently reviewed the February 23 draft of the Transpo plan and have the following notes:</p> <p>2-20 – Not showing Lake Crabtree Apts sidepaths or adjacent Greenway</p> <p>3-8 – Why is widening recommended on Evans Rd, and what would this look like? I didn't see the cross section in section B. I'd encourage the Town not to pursue adding lanes in this short stretch (or at least not cover any cost overruns) as the fiber and drainage relocation would be a nightmare and consume immense resources.</p> <p>4-3 – Proposing wide outside lane with shared lane markings on Aviation...Is this still recommended where speeds exceed 35 mph? I couldn't tell from the 4C cross section.</p> <p>4-5 – Not showing sidepath connection to greenway at Bainbridge Lake Crabtree Apts (are existing sidepaths not shown on this map)?</p> <p>B-7 – We obviously have some concerns with the 4C cross section proposed for Aviation as we planned our future community with 120' RoW, which is wider than DoT's current standard. What does the cross section look like with a dedicated bus lane? What impact do you foresee to Lake Crabtree Apt at Evans &amp; Aviation, which has Duke facilities between a retaining wall and the RoW?</p> <p>Thanks for your consideration, and we're looking forward to receiving your comments on the Aviation Crossing site plan and TIA.</p>	Email to Staff	03/23/18	<p>The mapping for the Existing Conditions Report was completed prior to the construction of the sidepaths near the Lake Crabtree Apartments and Crabtree Hatcher Creek Greenway. Staff will recommend adding this change Draft CTP.</p> <p>A four-lane cross-section is recommended for Evans Road in Appendix C, as the Town approved a Transportation Plan Amendment in 2015, and the Town of Cary identifies Evans Road as a four-lane cross-section.</p> <p>Shared lane markings are generally not recommended on roadways with speeds higher than 35 MPH, but may be installed on these roadways in coordination with wide outside lanes in certain circumstances.</p> <p>The 6-lane cross-section is only planned to be implemented if bus service is provided. At this time, it is unknown what the impact to specific properties may be.</p>
7. <b>Danny Howell</b>	PO Box 58054 Raleigh, NC 27658	<a href="mailto:danny@realengineeringinc.com">danny@realengineeringinc.com</a>	Ben,	Email	03/27/18	The rights-of-way widths for the cross-sections in the February 23,

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			<p>I am looking at multiple projects along the Aviation Parkway corridor in Morrisville, and I have questions and concerns with the Draft CTP.</p> <p><b>‘Current’ ToM CTP - Aviation Parkway (120’ Public R/W)</b></p>  <p><b>‘DRAFT’ ToM CTP - Aviation Parkway (130’ – 150’ Public R/W ?????)</b></p>  <table border="1" data-bbox="1289 1199 2128 1512"> <thead> <tr> <th>KEY</th> <th>STANDARD DIMENSIONS</th> <th>ALTERNATIVE DIMENSIONS</th> <th>NOTES:</th> </tr> </thead> <tbody> <tr> <td>↕↕</td> <td>12-ft inside lane 15-ft wide outside lane</td> <td>12-ft to 15-ft lanes</td> <td rowspan="5">Town staff can consider alternative dimensions and alternative accommodation for bicycles and pedestrians. For speeds below 35 MPH, sharrows shall be provided the wide outside lanes. The provision of a wide median is intended to reduce future construction costs along corridors that may need widening to 6-lanes to accommodate dedicated bus lanes.</td> </tr> <tr> <td>🌳</td> <td>31.5-ft planted median</td> <td>17.5-ft to 31.5-ft planted median</td> </tr> <tr> <td>🚲</td> <td>5-ft minimum verge</td> <td>0-ft to 10-ft verge</td> </tr> <tr> <td>🚶</td> <td>10-ft sidepaths</td> <td>10-ft sidepath(s)</td> </tr> <tr> <td>🚶</td> <td>N/A</td> <td>8-ft sidewalks</td> </tr> <tr> <td>🚲</td> <td>N/A</td> <td>5-ft to 6-ft bike lanes with optional buffer</td> <td></td> </tr> </tbody> </table> <p>I cannot find any information to tell me what the distance is from the right-of-way to the outside edge of sidewalk/path to somehow total 130’ -150’. [10+5+2.5+15+12+31.5+12+15+2.5+5+10] = 120.5’, missing 9.5’ to 29.5’, or half 4.75’ to 14.75’. This is extremely hard to follow, and can you please provide clarification?</p> <p>Also, I think it would be way more efficient, and less confusing, to have the ToM Roadway Inventory Table B-2 before the cross-sections in Appendix B.</p>	KEY	STANDARD DIMENSIONS	ALTERNATIVE DIMENSIONS	NOTES:	↕↕	12-ft inside lane 15-ft wide outside lane	12-ft to 15-ft lanes	Town staff can consider alternative dimensions and alternative accommodation for bicycles and pedestrians. For speeds below 35 MPH, sharrows shall be provided the wide outside lanes. The provision of a wide median is intended to reduce future construction costs along corridors that may need widening to 6-lanes to accommodate dedicated bus lanes.	🌳	31.5-ft planted median	17.5-ft to 31.5-ft planted median	🚲	5-ft minimum verge	0-ft to 10-ft verge	🚶	10-ft sidepaths	10-ft sidepath(s)	🚶	N/A	8-ft sidewalks	🚲	N/A	5-ft to 6-ft bike lanes with optional buffer				<p>2018 Draft Comprehensive Transportation Plan are based on NCDOT standards. Staff has identified that the large widths may be a concern, and have recommended a review of the cross-section rights-of-way widths to ensure the rights-of-way widths provide the minimum needed for the cross-section elements.</p>
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			Thanks,  Danny L. Howell, Jr., PE Principal/Project Engineer			
<b>8. Patty Cheng</b>			<p>To Town Manager Martha Paige, Mayor TJ Cawley, Morrisville Town Council Members, Planning Director Courtney Tanner, Transportation Planner Ben Howell, &amp; Morrisville Planning &amp; Zoning Board Members:</p> <p>A couple of issues that seem to have been overlooked in projects added to the Town's Long Term Transportation Plan in 2017:</p> <p>(1) How does Morrisville intend to handle building a road over the existing Greenway (completed in Dec. 2017)? The CCPE Road would intersect the Crabtree Crossing Greenway and the Crabtree-Hatcher Greenway in the section where the two greenways are merged (photo attached). Possible options as I see it.</p> <p>(A) To have grade separation between the existing greenway and the elevated, above ground road, the Road would have to be built 8 feet above the ground level of the floodplain.</p> <p>(B) The greenway would be altered to include a long, gradual slope as required by federal guidelines and a Traffic Light would be installed in the Crabtree Crossing Extension bridge road so that the greenway would have a crossing at the level of the elevated road. The \$ 5 Million Crabtree-Hatcher Greenway was federally funded with more specific requirements than locally funded greenways.</p> <p>(C) Both the Crabtree-Hatcher Greenway and the Crabtree Crossing Greenway will be destroyed when the CCPE is built. Funded completely at \$5,240,000.00 March 13, 2018. See PnZ January 2018 Meeting Minutes referenced below.</p> <p>(2) Since the Crabtree Creek wetlands area has been on the EPA Watch list for water contamination due to commercial pollutants, How was it determined that No Environmental Impact study would be necessary in placing a bridge road over the floodplain prior to, or as part of the plan to build a bridge road over this wetland area?</p> <p>(See Morrisville Transportation Plan 2009 <a href="https://user-cjghrlw.cld.bz/Morrisville-Transportation-Plan-2009">https://user-cjghrlw.cld.bz/Morrisville-Transportation-Plan-2009</a> Appendix G, p. 101)</p> <p>Thank You for your consideration.</p> <p>Patty W. Cheng</p>	Email to Staff	04/10/18	<p>The details of how the proposed Crabtree Crossing Parkway Extension will be constructed and how the construction may impact the greenway cannot be determined at this time. These concerns will be addressed through the preliminary engineering, design and permitting of the proposed Crabtree Crossing Parkway Extension, if the Town Council funds the construction of the road. The specifics of how the future potential roadway extension and the existing greenway interact will be studied further once the roadway extension is funded by Town Council. All standard engineering guidelines, as well as specific NCDOT or federal requirements, will be met as required.</p> <p>The Planning and Zoning Board evaluated all of the public comments submitted and revised the recommendation for the extension of Crabtree Crossing Parkway to include the following points of consideration in the February 23, 2018 Draft Comprehensive Transportation Plan Update:</p> <ul style="list-style-type: none"> <li>• Crabtree Crossing Parkway will not be extended until the NCDOT project to extend NC 147 is completed. Upon completion of NC 147, further study will need to occur before action is taken by Town Council to consider the project as part of the CIP.</li> <li>• Crabtree Crossing Parkway Extension is a lower-priority project than the widening of NC 54 in Town.</li> <li>• Prior to construction of this extension, the Town will review potential ways to legally limit cut-through traffic (on the section</li> </ul>

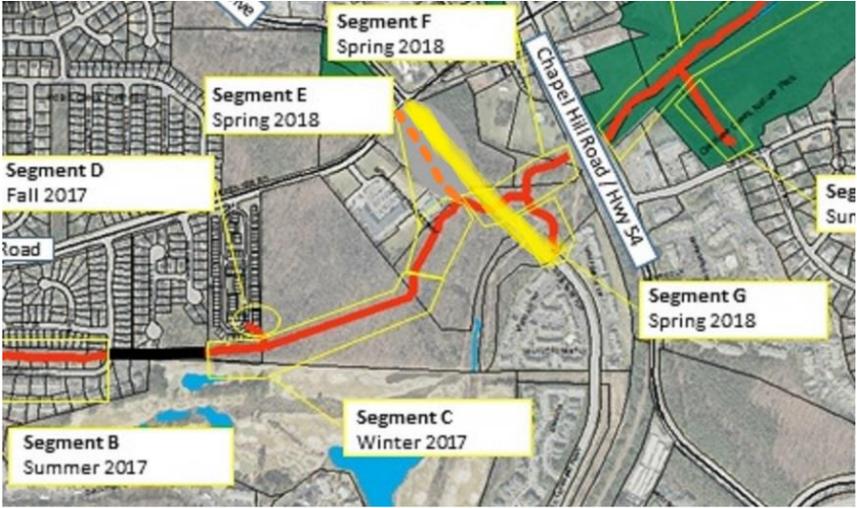
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			<p>Audio from Jan 11, 2018 PnZ Meeting  <a href="http://morrisvillenc.swagit.com/play/01192018-732">http://morrisvillenc.swagit.com/play/01192018-732</a> @ 41:30                      The CCPE Road "Destroys the Greenway"</p> <p>January 2018 PnZ Meeting Minutes: bottom of page 3:  <a href="http://publicrecords.townofmorrisville.org/weblink/o/edoc/223716/PZB%20January%20Minutes%202018-01-11.pdf">http://publicrecords.townofmorrisville.org/weblink/o/edoc/223716/PZB%20January%20Minutes%202018-01-11.pdf</a></p> <p>Chairman Prichard summarized the positive reasons for the CCPE as connectivity and emergency response time. There were positive requests for connectivity from folks who wanted better access for the northern part of Morrisville to reach the southern part, such as Park West Village. The connection would also preserve right-of-way for the future. The arguments against the CCPE include the potential for diverting commuter traffic through a residential neighborhood, it would destroy the greenway, and the expense to build the road in a floodplain area. The Chair continued by adding that the models show 200-400 additional trips per day</p>  <p>Caption: Intersection of Crabtree-Hatcher n Crabtree Crossing Greenways</p>			<p>Crabtree Crossing Parkway south of Morrisville Parkway) and messaging on traffic congestion navigation mobile applications, such as Waze.</p>

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			 <p data-bbox="1268 953 2125 1014">Caption: Trees to be removed for Road from Greenway Intersection-B</p>  <p data-bbox="1268 1594 2125 1622">Caption: Crabtree Hatcher Greenway Map</p>			
9. <b>Patty Cheng</b>			<p data-bbox="1268 1628 2125 1657">Hi Courtney,</p> <p data-bbox="1268 1695 2125 1755">Please include the link to the photos in the public comments, &amp; comments package.</p> <p data-bbox="1268 1794 2125 1882">(1) How does Morrisville intend to handle building a road over the existing Greenway (completed in Dec. 2017)? The CCPE Road would intersect the Crabtree Crossing Greenway and the Crabtree-</p>	Email to Staff	04/12/18	The details of how the proposed Crabtree Crossing Parkway Extension will be constructed and how the construction may impact the greenway cannot be determined at this time. These concerns will be addressed through the preliminary engineering, design and permitting of

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			<p>Hatcher Greenway in the section where the two greenways are merged. Photos available here:  <a href="https://photos.app.goo.gl/LHSvvPPL4zDvaI4s1">https://photos.app.goo.gl/LHSvvPPL4zDvaI4s1</a></p> <p>The public outreach summary in Appendix D only provides general information about public concerns, "one word exercise results". There is one reference on p. 131 of a comment card from an unnamed source citing "Crabtree Crossing Extension (at least a greenway) is most important to me."</p> <p>Where are the public comments with the data supporting the need to overturn the February 2009 Town Council decision to build the Greenway without the elevated bridge road over the floodplain? That decision was made after the appointed 2008 Transportation Commission of citizens studied the issue, the Louis Berger Group, commissioned by the Town of Morrisville, conducted a thorough study on the project, and the PnZ Board of 2008 recommended against building the road. None of which is mentioned in your new "Crabtree Crossing Parkway Extension - 04.04.18" update. <a href="http://www.townofmorrisville.org/home/showdocument?id=1804">http://www.townofmorrisville.org/home/showdocument?id=1804</a></p> <p>If the 2009 Comprehensive Transportation Plan was understood to cover a "25 year time frame" from 2009-2035, why would the Crabtree Crossing Parkway Extension, defined as long-term, 25 or more years need to be included in the 2018 Comprehensive Transportation Plan?</p> <p>on p.2 of <a href="http://www.townofmorrisville.org/home/showdocument?id=1804">http://www.townofmorrisville.org/home/showdocument?id=1804</a></p> <p>"Potential negative impacts to Morrisville citizens and business owners" No mention of the negative ecological and environmental impacts of building a vehicular access road through a natural floodplain and waterway.</p> <p>The section: Does the NC 147 Extension connect directly to Crabtree Crossing Parkway?                      "The Draft Comprehensive Transportation Plan Update recommends extending NC 147 to Davis Drive, not McCrimmon Parkway, to minimize impacts to Crabtree Crossing Parkway."</p> <p>- Omits that Morrisville Town Council Unanimously voted on Nov. 14, 2017 to recommend that CAMPO extend NC147 to Davis Drive and Not Town Hall Drive at McCrimmon Parkway to minimize traffic impact to the schools and residential communities near Morrisville Center. This paragraph is written as though Morrisville's Planning Department hopes that CAMPO will go against the wishes of Morrisville Town Council and connect NC147 directly through Town</p>			<p>the proposed Crabtree Crossing Parkway Extension, if the Town Council funds the construction of the road.</p> <p><a href="#">Appendix D</a> provides a robust summary of the public outreach during the development of the Draft Comprehensive Transportation Plan Update as well as comments, survey responses and feedback on maps that was provided during the public outreach.</p> <p>The February 23, 2018 version of the Draft Comprehensive Transportation Plan Update recommends aligning the proposed NC 147 Extension directly to Davis Drive at Little Drive, with no connection between the proposed NC 147 Extension and McCrimmon Parkway, per Town Council and Planning and Zoning Board direction (See Figures <a href="#">3-1</a>, <a href="#">3-2</a>, <a href="#">3-3</a> and <a href="#">5-2</a>). In addition, the February 23, 2018 version of the Draft Comprehensive Transportation Plan Update includes the following points of consideration for the Crabtree Crossing Parkway Extension, based on the recommendation from the Planning and Zoning Board after considering the public comments received on the September 25, 2017 Draft Comprehensive Transportation Plan Update:</p> <ul style="list-style-type: none"> <li>• Crabtree Crossing Parkway will not be extended until the NCDOT project to extend NC 147 is completed. Upon completion of NC 147, further study will need to occur before action is taken by Town Council to consider the project as part of the CIP.</li> <li>• Crabtree Crossing Parkway Extension is a lower-priority project than the widening of NC 54 in Town.</li> </ul>

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			<p>Hall Drive to increase traffic through Town Center that will help justify the cost of the exorbitantly expensive elevated road project.</p> <p>The Crabtree Crossing Extension greenway recommended in the 2009 Transportation Plan is now proposed as a recommendation for a roadway in the current update...</p> <p>"The Town did not start the update process with a preset list of roadways and greenways to add, keep, or remove from the adopted 2009 Transportation Plan."</p> <p>- All the available data certainly points to the fact that you did in this case.</p> <p>- How was all the written comments, over 550 written comments, collected on the Transportation Portal between October 2017-February 2018 incorporated into the decision? Those comments were negligible?</p> <p>"The road extension was added as a result of information gathered from public input" It was added Prior to October 2017. - where specifically in Appendix D is that located?</p> <p>Sorry, it still appears to be a poorly vetted project. If the Crabtree Crossing Parkway Extension should not be funded until after NC 147 is constructed, that would imply the project may not be economically justified. Why not wait to evaluate the project at that time to determine if it needs to be included in the "Comprehensive Plan"?</p> <p>Best Regards, Patty</p>			<ul style="list-style-type: none"> <li>Prior to construction of this extension, the Town will review potential ways to legally limit cut-through traffic (on the section Crabtree Crossing Parkway south of Morrisville Parkway) and messaging on traffic congestion navigation mobile applications, such as Waze.</li> </ul> <p>More information about the Crabtree Crossing Parkway Extension in the February 23, 2018 Draft Comprehensive Transportation Plan Update is provided in the <a href="#">Frequently Asked Questions</a> document posted on the project webpage.</p> <p><a href="#">Figure 4-6</a> shows the Crabtree Hatcher Creek Greenway connection to Morrisville-Carpenter Road and Crabtree Crossing Parkway. The greenway connection to Morrisville-Carpenter Road is located adjacent to the gas easement to the west of the proposed road extension, and should not be impacted by construction of the road.</p>
10. Cullen Gabler		<a href="mailto:cullengabler@gmail.com">cullengabler@gmail.com</a>	<p>Hi Ben,</p> <p>I was looking at Table 5-8 in the transportation plan and was wondering if you could clear something up for me. In the near-term section, the widening of NC 54 from NW Cary Parkway to Weston Parkway is listed. Is this being proposed as widening to 6 through lanes as it is already 4 through lanes? In the mid-term section, the widening of NC 54 from Weston Parkway to Perimeter Park Drive is listed. Would this technically be from Rise Drive to Perimeter Park Drive as the Weston Corners development already widened the section of NC 54 from Weston Parkway to Rise Drive?</p> <p>If the above statements are correct, I would imagine the near term project should actually the widening from Rise Drive to Perimeter Park Drive as this is the "pinch point" right now being two lanes and heavily traveled. The widening to 6 lanes of NC 54 from NW Cary Parkway to Weston Parkway should then be put back to mid term if</p>	Email to Staff	04/15/18	<p>Mr. Gabler,</p> <p>Thank you for your email. Yes, in the near-term section, the widening of NC 54 from NW Cary Parkway to Weston Parkway would be to 6 lanes; however the Town's recommended cross-section (page C-13 in the draft Plan) only recommends widening to 6 lanes if two lanes are dedicated as bus lanes. The section limits for the second section (Weston Parkway to Perimeter Park Drive) have been in use since before Rise Drive existed; in addition, with widening that section, there may be additional work needed in the section that Weston Corners has recently constructed to</p>

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			<p>these really need to be split up into separate phases and separate terms.</p> <p>Thanks for all your work,</p> <p>Cullen</p>			<p>have the new widening properly tie-in, so that is why the limits go to Weston Parkway.</p> <p>Your comments will be included in the comments sent to the Planning &amp; Zoning Board and Town Council as well. Thank you again for taking the time to ask questions and provide input.</p>
<b>11. Scott C</b>	107 Downing Brook Ct	<a href="mailto:ScottNC18@gmail.com">ScottNC18@gmail.com</a>	<p>Hello,</p> <p>The closure of the railroad crossing at Barbee Rd, as well as the crossing from 54 to Church near 540, added traffic to the already stressed crossings at Hopson, McCrimmon and Morrisville-Carpenter Road. I support projects that can reduce traffic at those bottlenecks, like the Airport Road extension.</p> <p>Regards,</p> <p>Scott</p>	Online Portal	04/18/18	N/A
<b>12. Patrina W Hemingway</b>	110 Great Ridge Ct	<a href="mailto:patrinahemingway@gmail.com">patrinahemingway@gmail.com</a>	<p>If the proposal for the extension of Millicent Drive to Little Drive is just a proposal, what can we do at this point to stop it? Even though town staff is in favor of it. I am concerned that they are not considering the safety of our children or the safety of Breckenridge neighborhood. I am frustrated, as it feels like they are saying "It's happening, so get use to it." At this point, what rights do we have and what can we do?</p>	Online Portal	05/10/18	<p>The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.</p>
<b>13. Becky Davis</b>	503 Willingham Rd	<a href="mailto:becky.davis77@gmail.com">becky.davis77@gmail.com</a>	<p>I do NOT want the road extension from Millicent Dr. to Little Dr. I have previously submitted comments against this. I live on Willingham right near this and fear my children being able to wait at the school bus stop and play out front safely. I do not want the additional traffic right in front of my house and would not have purchased my home if it had existed or we knew it was being constructed. With the access from Louis Stephens to the community we do NOT need this additional access right on Willingham and Millicent.</p>	Online Portal	05/10/18	<p>The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.</p>
<b>14. Ella Jo</b>	214 Canyon Lake Cir Morrisville	<a href="mailto:elyasunshine@gmail.com">elyasunshine@gmail.com</a>	<p>I'm EXTREMELY AGAINST extension of Millicent way to Davis Dr! I'm EXTREMELY AGAINST drop off zone through Parkside valley drive for Parkside elementary!</p> <p>I'm VERY FOR drop off zone for Parkside elementary through little Dr!!! I'm VERY FOR STREET LIGHTS on Davis drive, chapel Hill Rd, mccrimmon Pkwy!</p> <p>Instead of ruining subdivisions with extra traffic, how about you focus on building middle and high schools in town!!!! And focus your efforts on securing school does instead of approving new</p>	Online Portal	05/10/18	<p>The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.</p> <p>The Draft Comprehensive Transportation Plan Update does not address street lights or schools.</p>

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			construction thus taking away land for schools. OR WILL VOTE YOU OUT IN NEXT ELECTIONS!!!!			
15. <b>Randall Robinson</b>	403 Shakespeare Street	<a href="mailto:randall.robinson@gmail.com">randall.robinson@gmail.com</a>	<p>Hello Planning &amp; Zoning Board and Town Council,</p> <p>Thank you for your diligence and for providing a forum for feedback on the proposed transportation plan. I really appreciate your service to the community and the thought you are putting into the future.</p> <p>I am concerned about the proposed extension of Millicent to Little Drive. With the new school, walking trail to Willingham, and completion of O'Kelly Church and Louis Stephens, it would be easy to envision parents coming into the neighborhood and dropping kids off at the walking trail. In that scenario, Willingham would become more dangerous, and it would (maybe) become congested at times.</p> <p>Is there a way to limit this sort of behavior? Maybe traffic calming or some set of rules in partnership with the school? I'm currently opposed to the extension, but if there is a way to address the potential issues, or if we can demonstrate that the issues will not happen, I would potentially support it.</p> <p>I also submitted some comments back in the fall on a card but I don't see them in the public comments document, so I am pasting them below:</p> <ol style="list-style-type: none"> <li>1. Many children walk along Parkside Valley Dr. Would appreciate crosswalk with signal at a minimum, if not traffic light or roundabout.</li> <li>2. Please ensure traffic from Davis/55/O'Kelly is considered as this will become an alternate commuter route and O'Kelly will be extended to Parkside Town Commons.</li> <li>3. Need to ensure appropriate noise dampening for town homes.</li> <li>4. Please consider impact to traffic at Louis Stephens/Redwood Park, Louis Stephens/McCrimmon.</li> </ol> <p>Thanks,</p> <p>Randall Robinson</p>	Online Portal	05/10/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
16. <b>Jay Patel</b>	107 Crescendo Dr	<a href="mailto:Jay1184@yahoo.com">Jay1184@yahoo.com</a>	<p>I am resident of Breckenridge community in Morrisville, NC and I have safety concerns regarding planned transportation plan connecting Millicent Way to Little Drive. There are four (4) access point to the community and there is no need for this additional access point. The community members of Breckenridge are NOT requesting this access point as it would significantly increase traffic from RTP commuters and in-turn increase safety risks for neighborhood residents.</p> <p>Please reconsider the planned connection between Millicent Way and Little Drive in Morriaville, NC.</p> <p>Best Regards,</p>	Online Portal	05/10/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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			Jay Patel			
17. Eric Davis	503 Willingham Rd	<a href="mailto:eric.davis74@gmail.com">eric.davis74@gmail.com</a>	I do not want the extension of Millicent Drive to Little Drive. Not only will it add more traffic to Willingham, which we already have too many cars speeding thru, it is another potential easy access for more crime. With all the breakins Breckenridge has been having (with quick getaway access on Louis Stephens) this would just be another avenue for criminals to get in and out of the neighborhood faster as well. With the Louis Stephens extension by Northwest Park already planned as an access route, we don't need the Millicent option.	Online Portal	05/11/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
18. Patty Cheng	304 Millet Drive	<a href="mailto:pwcheng@fastmail.com">pwcheng@fastmail.com</a>	<p>At the April Planning and Zoning Board meeting there was talk of having the Parks and Recreation Master Plan being tied to the Transportation Plan. Unfortunately I have not seen evidence of this.</p> <p>Phase 3 of the Morrisville Community Park expansion project is scheduled for YR 2020 and 2021 based on the 2019 Town Budget p. 77, p.125. This plan includes building 4 tennis courts next to the Community Park Parking Lot at the End of Kudrow Lane.  <a href="http://www.townofmorrisville.org/Home/ShowDocument?id=2868">http://www.townofmorrisville.org/Home/ShowDocument?id=2868</a></p> <p>However, in the 2018 "Morrisville-Carpenter Road Improvement Plan" <a href="http://www.townofmorrisville.org/residents/current-projects/morrisville-carpenter-road-improvements-project">http://www.townofmorrisville.org/residents/current-projects/morrisville-carpenter-road-improvements-project</a></p> <p>The NC DOT plans to build a median in front of Kudrow Lane, preventing Left Turns to and from Kudrow Lane.</p> <p>With expressed concerns from local residents about the Primary Entrance to Two Subdivisions (Preston Creekside with 136 residential units in 17 buildings and Carpenter Park Single Family Homes with 98 Single Family Homes) being Closed off to Left Turns at the Kudrow Lane entrance to Morrisville-Carpenter Road, adding public amenities like Tennis Courts and Greenway Access that will be difficult to find from the nearest main road certainly suggests poor planning or at least Park Plans that have not been integrated into the new Transportation Plan.</p> <p>Below are facts about this area for which residents have expressed concern.</p> <p>(1) Kudrow Lane, where the median will be placed is the Primary Entrance to both the Carpenter Park Single Family Homes subdivision of 98 Single Family Homes as well as the Primary Entrance for the Preston Creekside Condominium neighborhood of 17 Buildings with 136 Residential Units with 2 bedrooms and 2 bathrooms in each unit.</p> <p>(2) There is no signage to Preston Creekside at Millet Drive only at Kudrow Lane.</p>	Online Portal	05/14/18	The Morrisville-Carpenter Road Widening Project is currently under design and Right-of-Way acquisition. Since the road is a NCDOT-maintained road, the widening, median construction and access points have to comply with NCDOT standards and guidelines, which is why several neighborhood accesses will be limited to right-in/right-out access. However, in all cases where access will be limited to neighborhoods, there will be a median cut on Morrisville-Carpenter Road on either side of the restricted access point (allowing for U-Turns), or in some cases a full access can be accessed through neighborhood interconnectivity.

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			<p>(3) There is no signage to the Morrisville Community Park parking lot at either Kudrow Lane or at Millet Drive.</p> <p>(4) Even though the Project intends to limit access to the two communities with 234 Residential Homes, No accommodations are being added at Millet Drive for Residents of the 234 Homes to Turn Left into the planned 4 lanes of Morrisville-Carpenter Road.</p> <p>(5) North of Morrisville-Carpenter Road directly opposite Millet Drive is the Primary Entrance of the Ridgemont neighborhood of Single Family Homes at Gratoit Drive.</p> <p>The Preston Creekside, Carpenter Park SF Homes, and Ridgemont communities have a combined total of (136 + 98 + 92) or 326 residential homes where traffic access Morrisville-Carpenter Road. This is the Only Left Turn Access for the 236 homes in Carpenter Park SF Homes and for Preston Creekside.</p> <p>(6) In 2007 a child died in a school bus accident at the Gratoit-Millet intersection with Morrisville-Carpenter Road just outside of the Ridgemont neighborhood.</p> <p>(7) In 2011 a Board Member in Carpenter Park SF Homes received his only traffic ticket for not stopping at the stop sign leaving this neighborhood after waiting in a queue behind other cars at the stop sign.</p> <p>(8) Crosswalks were placed in front of the Savannah Intersection this is accessed by ONLY 157 homes. Near the Addison Park- Carpenter Park Townhomes intersection is that is accessed by about 232 homes/residential units. Both the Madres Lane- Leafycreek intersections and the Old Savannah intersections provide access for residents of FEWER residential homes than 326 homes that must access the intersection at Millet-Gratoit once Left Turns are prevented at Kudrow Lane and yet, there is still no plans for any Left Turn accommodations, intersection improvements to slow down traffic, or signage at this intersection.</p> <p>(9) Morrisville Police conducted a traffic check at the Savannah crosswalk in late 2017. They noted the effort was "dangerous" because cars would not stop.</p> <p>What would it take for the NC DOT/ Town of Morrisville to do something to accommodate access for local residents in these neighborhoods? Particularly at the Millet-Gratoit Intersection of Morrisville-Carpenter Road that is accessed by residents of 326 individual homes, more than twice the number of local residential vehicles that access the 4-lane State Road than at the Old Savannah</p>			

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			<p>Intersection where NC DOT placed crosswalks across Morrisville-Carpenter Road and flashing lights to help slow down traffic?</p> <p>If Morrisville want the public to access the Crabtree Hatcher Greenway from Kudrow Lane or provide easy access to new Tennis Courts at the end of Kudrow Lane, they will also bring more traffic to these Intersections, creating additional need for accommodating traffic turning from Millet to Morrisville-Carpenter Road and the need for better Signage to promote and not hide the available amenities.</p> <p>Thank you for your service and for not degrading our neighborhood.</p> <p>Patty Cheng 304 Millet Drive Member, Town of Morrisville, Board of Adjustment</p>			
<b>19. Eric Davis</b>	503 Willingham Rd	<a href="mailto:eric.daivs74@gmail.com">eric.daivs74@gmail.com</a>	<p>I absolutely do not support the proposed Millicent Way extension. Traffic directly in front of my house, where my little children will wait for the school bus and play will increase dramatically. I consider this a huge safety concern and may also have a negative impact on my property value. NO!!!</p>	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>20. Kristen Merryman</b>	422 Willingham Rd	<a href="mailto:merryman.kristen@gmail.com">merryman.kristen@gmail.com</a>	<p>As a resident of Breckenridge who lives on Willingham Rd, I oppose the plan to connect Millicent Way with Little Rd. with a roadway for cars. Cars already speed down our road and this will bring more traffic. I would support a greenway to connect the two for pedestrian and bike traffic.</p>	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>21. Brendan Wiley</b>	414 Willingham Rd	<a href="mailto:bwiley@gmail.com">bwiley@gmail.com</a>	<p>I am strongly opposed to the Millicent Way extension being used as a two-lane road for vehicle traffic. I live very close to where this road will be constructed, and there are a number of significant problems this extension would create. One, the extension would connect with a long, hilly stretch of Willingham Rd where a large number of young school children live and play in that area. It poses a safety risk. Cars regularly drive very fast on Willingham, there are parked cars on either side, and due to the hilly terrain and turns, visibility on this road is very limited in multiple locations, not just at the proposed intersection. It simply makes the entire area more dangerous in a residential area, and Willingham is already dangerous enough to begin with. I live on a turn on a hill, and this proposal will just make pulling out of the driveway and taking my children to the local park more unsafe.</p> <p>With the elementary school opening in 2019, I can already tell you that cars will be using the proposed intersection heavily in the morning to pool their kids into school.</p> <p>However, should Morrisville decide to extend this way, a greenway</p>	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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			would be a MUCH better idea, especially as it could connect to the large greenway that runs through RTP. I actually think a greenway at this extension point would be a huge improvement, especially when you consider the only greenway connection point to the RTP greenway is at the main Breckenridge entrance where there is significant vehicle traffic. A properly constructed greenway there could actually add to the safety of the community.			
<b>22. Jennifer Andersen</b>	105 Cypress Mill Rd Morrisville	<a href="mailto:jenn.s.andersen@gmail.com">jenn.s.andersen@gmail.com</a>	Highly opposed to the Millicent/Willingham - Little Rd Connection. Creating a cut through for non Breckenridge residents will only increase traffic in the neighborhood, not alleviate it. There are too many children that live in this section of the neighborhood to increase the traffic on an already busy street that people speed through regularly. This is also a bus stop for many schools. Having children wait at the corner of a busy intersection is not safe. Our neighborhood has an issue with crime on the Louis Stephens side. I believe it is because they have easy access out of the neighborhood. Creating another easy access point out of the the neighborhood invites more crime. I feel like that's one of the reasons our side of the neighborhood doesn't get "hit" as often. There's no "quick" way out and we like it that way. Once the Louis Stephens connection is complete, that will alleviate a good bit of the traffic trying to leave the neighborhood. Focus on that.	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>23. Daniel Pope</b>	105 Millicent Way	<a href="mailto:pope_danielj@yahoo.com">pope_danielj@yahoo.com</a>	<p>I am very much against putting a connection road here. There are a lot of kids that play in this area and there is already a problem of cars going a bit too fast around the blind turns.</p> <p>I just imagine all of the cars trying to get home from Little drive now during rush hour. They wait to make a right turn onto Davis. If a connection from Millicent was open then they would zoom down either Willingham or Millicent to get to the Parkside Valley/Davis light. This is extraordinarily dangerous for all of the kids here. The problems with the drivers using this as a shortcut would be:</p> <ul style="list-style-type: none"> <li>Blind turns</li> <li>Kids that unpredictably go into the street</li> <li>Non-familiarity with the neighborhood or that there are kids</li> <li>Drowsy and dulled senses from working all day</li> <li>Eagerness to get home and beat the traffic.</li> </ul> <p>In my opinion these add up to give big odds for a disastrously and sad accident. Please do not put a road to connect Millicent and Little drive. No problems with a greenway.</p> <p>Thank you, Daniel</p>	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>24. Renata Tracy</b>	401 Willingham Rd Morrisville	<a href="mailto:Renataltracy@gmail.com">Renataltracy@gmail.com</a>	My family highly OPPOSES this route. We do NOT want this. One of the reasons that Breckinridge does not get "hit" often by burglary is the limitations of open exits. You have eliminated this safety. This needs to stop NOW.	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road,

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						greenway, or no connection will be constructed at this location.
<b>25. Cindy Shetensky</b>	320 Willingham	<a href="mailto:Cindyshetensky@comcast.net">Cindyshetensky@comcast.net</a>	Willingham road is already a highway and dangerous please do not make it worse and add additional safety concerns for our families	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>26. Rajesh Mahadevan</b>	315 Willingham Rd Morrisville, NC 27560	<a href="mailto:rxmahade@gmail.com">rxmahade@gmail.com</a>	Hi,  I strongly oppose the new proposal to extend Millicent Way to Little Dr . This was open up for more vehicles to flow through Breckenridge subdivision causing dangerous conditions to the folks living in this neighborhood especially children. Specifically, it would allow motorists to enter Breckenridge on Willingham Road, in addition to the three entry points along Louis Stephens and the main entrance at Davis Dr.  So kindly stop this extension and look for a different alternative that would keep everyone safe.  Thanks, Rajesh.	Online Portal	05/16/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>27. Nithya Rajesh</b>	315 Willingham Rd	<a href="mailto:nithraj@gmail.com">nithraj@gmail.com</a>	Our family strongly opposes the plan to connect Willingham to little drive because if the following reasons,  1. The road is full of uphill and down hills and visibility is very hard in some parts. With already cars pacing down hill more than the speed limit this addition is gonna even more threaten the safety of the kids playing in this road. 2. It's gonna become an easy getaway route and invitation to the crimes.  We are fine with the green way .. but this connection to little drive is gonna cause more traffic congestion inside the community and especially on our road. Hope you consider our request.  Thanks.	Online Portal	05/17/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>28. Vidya Akkisetty</b>	406 Willingham Road Morrisville, NC 27560	<a href="mailto:vdakkisetty@yahoo.com">vdakkisetty@yahoo.com</a>	Opening up or extending Millicent Way will not only is it dangerous traffic wise and for the children that live in this area, but it's another easy access point out of the the neighborhood that invites crime. I feel like that's one of the reasons our side of the neighborhood doesn't get "hit" as often. There's no "quick" way out.	Online Portal	05/17/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>29. Lauren Wells</b>	419 Willingham Rd Morrisville, NC 27560	<a href="mailto:gl Laurenwells@gmail.com">gl Laurenwells@gmail.com</a>	I live very close to the road that is being proposed to be built from Little Dr. to Willingham Rd. It is an awful scenario. That part of Willingham Rd. is filled with activity, especially after school is over and all the children are out playing. Children cross the street with	Online Portal	05/17/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study

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			frequency and we already have a terrible issue with cars speeding down the hill in front of 419 Willingham Rd, and have almost had children run over multiple times, without the addition of ANOTHER ROAD. Please, come visit our street for a week and watch the activity. A road that connects Little Rd. to Willingham Rd. is dangerous and also erodes the neighborhood feel. Already, we are getting a large road at the outermost edge of our neighborhood to connect to 540; please do not add another intrusion to our neighborhood. It is just too dangerous. Aside from school traffic, people will use it as a cut-through to get to and from work in RTP, people who do not live in our neighborhood. People should be fine driving on Little Dr. to get to Davis. My husband and I strongly oppose this road.			before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>30. Laurie C Brummitt</b>	107 Millicent Way	<a href="mailto:lauriebrummitt@hotmail.com">lauriebrummitt@hotmail.com</a>	<p>I am very much against putting a connection road here. As a resident of Breckenridge, I see this as a dangerous transportation plan. There are a lot of kids that play in this area and there is already a problem of cars going a bit too fast around the blind turns.</p> <p>I just imagine all of the cars trying to get home from Little drive now during rush hour. They wait to make a right turn onto Davis. If a connection from Millicent was open then they would zoom down either Willingham or Millicent to get to the Parkside Valley/Davis light. This is extraordinarily dangerous for all of the kids here. The problems with the drivers using this as a shortcut would be:</p> <ul style="list-style-type: none"> <li>-Blind turns</li> <li>-Kids that unpredictably go into the street</li> <li>-Non-familiarity with the neighborhood or that there are kids</li> <li>-Drowsy and dulled senses from working all day</li> <li>-Eagerness to get home and beat the traffic.</li> <li>-Actually would most likely not solve the traffic issue by making another road cut through.</li> </ul> <p>In my opinion making a neighborhood a cut through to a main road is not a solution. Imagine, if you had to drive through a bank parking lot to get to a main road. It would obstruct the life of that business and cause lots of traffic issues. This is similar to a neighborhood, so many cars would be piling up along with the buses during school hours and others coming and going to and from work. This would clog up our very narrow neighborhood street. This is an unsafe plan and really adds up to give big odds for a disastrously and sad accident. Please do not put a road to connect Millicent and Little drive.</p> <p>Another proposal would be to turn that land into a greenway or purpose it with something more neighborhood friendly. The greenway would be an excellent idea that the neighborhood would support.</p>	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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			Thank you, Laurie			
<b>31. Sunil Battula</b>	501 Willingham Rd Morrisville, NC 27560	<a href="mailto:sunilbattula@yahoo.com">sunilbattula@yahoo.com</a>	<p>Hello All,</p> <p>Last year we submitted our comments regarding the same issue, and as per the information given to us it will be removed from the proposal if i remember it correctly, not sure why this is coming up once again.</p> <p>I'm against having a connection from Little Road to Willingham Rd, due to safety and traffic issues.</p> <p>With the new school coming up on little road and car pool is passing through parkside valley road for the school, the streets are going to be busy in Breckenridge community, with this additional proposal i think it will be impossible for the community folks to walk on the side walks especially kids.</p> <p>I would request the Planning &amp; Zoning Board and Town Council to remove it permanently from your proposal.</p> <p>Regards Sunil Battula.</p>	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>32. Sure-Lai Lam</b>	400 Willingham Road NC 27560	<a href="mailto:Sllam@hotmail.com">Sllam@hotmail.com</a>	I opposed to the proposed extension of Millicent Road to the Little Road. It will bring too much traffic to the nearby houses where a lot of kids like to hang and play.	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>33. Gowri Tanikella</b>	305 Millicent Way Morrisville, NC 27560	<a href="mailto:gtanikella@yahoo.com">gtanikella@yahoo.com</a>	We do not need to access road from Little drive to Millicent way. Currently the Subdivision has enough access points to little drive. This will not in anyway server the purpose of reducing the traffic. It actually increase the risk of accidents in the neighborhood.	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>34. Joe Campo</b>	501 Sutter Gate Lane	<a href="mailto:josephcampo524@gmail.com">josephcampo524@gmail.com</a>	Quite concerned about all the access to Breckenridge Subdivision. What additional purpose would be served by creating more access to a residential area from a commercial zoned area? Who owns the property on Little Drive and why do they feel they need this easement?	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>35. Gabriela Freeman</b>	408 Willingham Rd Morrisville, NC 27560	<a href="mailto:Gabriela.Freeman@gmail.com">Gabriela.Freeman@gmail.com</a>	<p>Construction road on Millicent Way Extension project will just create more traffic that will affect the safety of all children in the neighborhood. I'm really concerned of safety for our children if this is open for traffic and school buses. Kids would not longer be able to safely play on the streets!!!</p> <p>Instead, I propose to keep our children safe by building a green way that connects the school with other areas of the neighborhood. This will keep our children safe and still will give accessibility to the</p>	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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			school and other green areas in Morrisville. Thanks!			
<b>36. Luis Freeman</b>	408 Willingham Rd Morrisville, NC 27560	<a href="mailto:Luis.Freeman@gmail.com">Luis.Freeman@gmail.com</a>	Construction road on Millicent Way Extension project will just create more traffic that will affect the safety of all children in the neighborhood. I'm really concerned of safety for our children if this is open for traffic and school buses. Kids would not longer be able to safely play on the streets!!! Instead, I propose to keep our children safe by building a green way that connects the school with other areas of the neighborhood. This will keep our children safe and still will give accessibility to the school and other green areas in Morrisville.	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>37. Matt Wells</b>	419 Willingham Road	<a href="mailto:gmattdaddy@gmail.com">gmattdaddy@gmail.com</a>	I am absolutely opposed to the proposed road that would connect Little Dr. to Willingham Rd. This would be a nightmare for families and children living on Willingham Rd. This section of Willingham is populated with children who play back and forth across the street, and populated with pedestrians taking walks by themselves, with their families, with their pets, etc. Already, it is somewhat dangerous because the speed limit is not obeyed by many, and many times children have had close encounters with speeding cars, even with parents outside supervising. This problem will be compounded by extra traffic. Many people, who are not Breckenridge residents, will use the proposed road as a cut-through to avoid Davis Drive to get to and from work in RTP. Breckenridge is already faced with a major road being built at the uppermost edge of our neighborhood. Having an additional thoroughfare will take away from the community and place residents at risk. Please consider a greenway as an alternative. A greenway would be a welcome addition and would be a great way to connect Morrisville.	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>38. Linda L. Shaw</b>	311 Shakespeare St	<a href="mailto:lindalshaw@juno.com">lindalshaw@juno.com</a>	Currently the traffic is so cumbersome as to cause a > 30 year resident to seriously consider moving. I do not understand why road improvements take so incredibly long to be accomplished once eventually being started! Breckenridge subdivision has had Lois Stephens & niw possibly Millicent Way open the subdivision up to being a cut through rather than a true conduit for residents to travel. Please consider keeping trees & unpaved open land as much as possible to retain one of the reasons people move here. It's possible there could be incentives for the local farmland & farmers to be encouraged to not sell to more developers since it adds to the attractive visual appeal of the community. There is no point in so many housing developments with out public safety schools,roads etc. being improved. Taxes are quite high relative to other communities & yet home Burglery's,break Ins & increasingly serious auto traffic accidents, are a constant in just the past 5 years. This is a lovely community with a strong relationship with its residents & even yet there is room for improvement. Thank you to our local public servants & the opportunity to contribute.	Online Portal	05/18/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>39. G. Powell</b>	207 Whitney Oaks Ln	<a href="mailto:go83016@gmail.com">go83016@gmail.com</a>	I wish to voice my objection to the proposal to create the Millicent Way extension (located within the Breckenridge subdivision. I'm unhappy enough that it was decided to build a school directly next to our neighborhood (stupid idea). This extension will create even more	Online Portal	05/19/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study

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			undesired traffic through our community and will cause the potential for further decreased pedestrian safety, traffic noise, increased vandalism (easier escape accesses) . We already have increased traffic due to the Northwest Park opening and then once Louis Stevens is fully developed, we will have traffic cutting through the neighborhood getting to/from RTP, in order to avoid NC55 and Davis Drive.			before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>40. Andrew Bank</b>	424 Willingham Road	<a href="mailto:andrewbanks424@att.net">andrewbanks424@att.net</a>	<p>I have been very supportive of all previous improvements to the transportation plan in Morrisville as well as the decision to place an elementary school adjacent to Breckenridge. I see these as very beneficial changes, and I generally support change. The Millicent extension project, however, is one that I view as expensive, ineffective and fraught with opportunity for unintended consequences.</p> <p>Completing the connection means building a bridge to cross over the 100 year flood plain and creating an intersection with a four lane divided major thoroughfare (we must look into the future and intended future state of Little Drive).</p> <p>Further, I cannot believe that a 25 mph neighborhood street lined by dozens of homes in a medium density planned community is intended to decompress the congestion of either Davis Drive or NC Hwy55, both of which are shown to be over-capacity. The plan actually shows both Louis Stephens and Little Drive as below capacity, even in the updated plan.</p> <p>So, it is reasonable to expect that a likely result will be unintended consequences: drivers hoping to shorten their commute will follow the path of least resistance, travelling through the middle of Breckenridge hoping to jump a few cars ahead on either Davis Drive and Hwy55. At what cost to the residents of Breckenridge, the students of the new elementary school and Northwest Park? The modelling of traffic on Parkside Valley Drive performed to justify the connection for the elementary school did not include this new influx of traffic, and the current intersection at Parkside and Davis drive will not be sufficient to serve as a storage lane for commuters making a short-cut of Breckenridge.</p> <p>The Millicent extension does not solve a need for residents of Breckenridge (or resident of Morrisville for that matter) and is not the correct solution for the problem of commuter congestion on Davis Drive and Hwy55. It is a solution looking for a problem and in my opinion a very poor use of public funds. There are many other thoroughfare projects that should instead be prioritized to improve traffic flow through our Town, and I would recommend the permanent removal of the Millicent Extension from the long term plan for Morrisville.</p>	Online Portal	05/20/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>41. Anne Marie Antonescu</b>	201 Mannington Dr	<a href="mailto:amantonescu@gmail.com">amantonescu@gmail.com</a>	I do not think the Millicent Way Extension is needed and also do not think it is a good idea as this could be used as a cut through to avoid	Online Portal	05/20/18	The extension of Millicent Way is identified in the Draft

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			Davis drive traffic. These are small neighborhood roads with small children playing around and driveways exiting that cannot bear pass through traffic. A greenway could be a good option. I suggest a study to evaluate that option.			Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>42. Brian Flynn</b>	100 Berlin Way Morrisville, NC 27560	<a href="mailto:beflynn@frontiernet.net">beflynn@frontiernet.net</a>	<p>To whom it may Concern:</p> <p>I Brian Flynn and Lada Flynn own and reside at the corner of Berlin Way and Willingham Road. We have advocated to have no road to the school from Millicent way in the past and are strongly opposed to the idea for solid reason and just plain common sense. Number one is safety , many children line up ( the corners are filled with playing children) in the morning and in the evening they get off the busses. They cross the roads and the increased traffic which would be caused by the proposed road would be of tremendous concern. The other very serious fact in the matter is the grade of the road on willingham road would not support traffic and or school buses or emergency vehicles in the winter. The grade and or slope of the road makes parents get their children off bikes, skate boards etc. and walk down the hill. You will essentially create a fishbowl effect as millicent way is at the bottom of these two gradient roads. In the winter the cars would not be able to stop going down the hill and the cars , trucks, school buses, emergency vehicles would not be able to get up the hill. From the safety aspect I voted and vote no to any adjoining road at that location as it is a tremendous accident just waiting to happen.</p> <p>Thank You for your time Brian and Lada Flynn 100 Berlin Way Morrisville NC 27560 <a href="mailto:beflynn@frontiernet.net">beflynn@frontiernet.net</a> (585)944-2993</p>	Online Portal	05/21/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
<b>43. Charles L Robotti, Sr</b>	110 Rock River Rd	<a href="mailto:crobotti@lscomm.net">crobotti@lscomm.net</a>	<p>Hello,</p> <p>I've given the roadway connection from Millicent/Willingham to Little Rd a lot of thought. My understanding is that the road being put in, was part of the approval for the development. So I don't understand why this has become an issue. People who purchased their houses here in Breckenridge should have done their due diligence researching the property they eventually bought. Then they would have known a road was supposed to be put in. Honestly, I don't see a major increase in traffic. i believe anyone who complains with that as an issue, really is wrong in what they believe. The bottom line, is that traffic won't increase substantially on Willingham, people already drive fast on it, and they are the ones that should be worried about, not imaginary potential traffic, that probably won't happen. and, this will make getting to the shopping center and RTP, for those of us that live in Breckenridge, much quicker</p> <p>Thank you for your time</p>	Online Portal	05/22/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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			Charles L Robotti, Sr			
44. Anne Robotti	110 Rock River Road	<a href="mailto:arobotti@gmail.com">arobotti@gmail.com</a>	<p>I'd like to thank the people who came to Breckenridge to explain the upcoming transportation projects to us. They were well-informed and explained things very clearly.</p> <p>I live in Breckenridge, and I'm concerned that there still seems to be an idea that we can extend Millicent Rd out to Little Road for the new school. Willingham Road and Parkside Valley Road don't seem to be built for the volume of additional traffic this would produce, and I'm concerned about how this would affect traffic patterns in our neighborhood.</p> <p>Please put that to bed, and make the proposed road a greenway.</p>	Online Portal	05/23/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
45. Charles L Robotti, Sr	100 Rock River Road	<a href="mailto:crobotti@lscomm.net">crobotti@lscomm.net</a>	<p>Hello,</p> <p>I've given the roadway connection from Millicent/Willingham to Little Rd a lot of thought. My understanding is that the road being put in, was part of the approval for the development. So I don't understand why this has become an issue. People who purchased their houses here in Breckenridge should have done their due diligence researching the property they eventually bought. Then they would have known a road was supposed to be put in. Honestly, I don't see a major increase in traffic. i believe anyone who complains with that as an issue, really is wrong in what they believe. The bottom line, is that traffic won't increase substantially on Willingham, people already drive fast on it, and they are the ones that should be worried about, not imaginary potential traffic, that probably won't happen. and, this will make getting to the shopping center and RTP, for those of us that live in Breckenridge, much quicker</p> <p>Thank you for your time</p> <p>Charles L Robotti, Sr</p>	Online Portal	05/23/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
46. Biswadev Roy	504 Willingham Road	<a href="mailto:DEVROY2007@YAHOO.COM">DEVROY2007@YAHOO.COM</a>	Refer to page 3-10, Table 3-6. Regarding local road "Millicent Way Extension" Note, I do not approve a greenway connector.	Online Portal	05/26/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.
47. Biswadev Roy		<a href="mailto:devroy2007@yahoo.com">devroy2007@yahoo.com</a>	<p>Refer to page 3-10, Table 3-6. Regarding local road "Millicent Way Extension" Note, I do not approve a greenway connector.</p> <p>Sincerely,</p> <p>Biswadev (Dev) Roy</p>	Email to Transportati on Account	05/26/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

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<b>48. Daniel Pope</b>		<a href="mailto:pope_danielj@yahoo.com">pope_danielj@yahoo.com</a>	<p>Hey Ben, It was good to meet you at the transportation update that yall gave a couple weeks ago. It was great to see all of the awesome projects going on in Morrisville. And exciting to see all of the wide sidewalk plans as well! Thank you for your service to the town and I'm proud to call Morrisville home!</p> <p>I was wondering if you would be able to update the recommended changes to the draft transportation plan with regards to the Millicent way to Little dr connection. The desire is that it would be a study for a greenway and that the study for a roadway would be dropped. Here is the document link:</p> <p><a href="#">Recommended Changes to the Draft Comprehensive Transportation Plan Update</a></p> <p><a href="http://www.townofmorrisville.org/home/showdocument?id=2922">http://www.townofmorrisville.org/home/showdocument?id=2922</a></p> <p>Much thanks, Daniel</p>	Email to Staff	05/29/18	The extension of Millicent Way is identified in the Draft Comprehensive Transportation Plan Update as needing further study before action to determine if a road, greenway, or no connection will be constructed at this location.

**\*\*For the compilation of Public Comments on the September 25, 2017 Draft Comprehensive Transportation Plan Update, please visit [www.townofmorrisville.org/transportationplanupdate](http://www.townofmorrisville.org/transportationplanupdate)\*\***