

Name	Mailing Address	Physical Address	Phone	Email	Contact?	Comments
Billy Keith	7329 Jonathan Drive Wendell NC, 27591	Same	919-422-8431	billyk@capitalpest.com	Y	We would like to keep Jonathan Drive a dead end. We would also be interested in making it a cul-de-sac or hammerhead.
Ray Hinnant	PO Box 426 Wendell, NC 27591	205 Dogwood Trail, Wendell		rhinnant5@nc.rr.com	Y	I like the proposed route
Regina Harmon	6616 Tells Branch Road, Wendell NC, 27591		919-365-4115			Thanks. Just want to know when you will do 3 lane on my road front.
Billy & Rose Godwin	9333 Applewhite Road Wendell, NC 27591	Same	919-365-7794		Y	
Ken Tyndall	7325 Jonathan Drive Wendell, NC 27591	Same	919-815-8275		Y	Currently Jonathan Dr is 'closed' & we do not want to see the road opened to through traffic. It is a small neighborhood, < 30 homes & the street is resident friendly for walking, biking & kid traffic.
Mark Mixer	7328 Jonathan Drive Wendell, NC 27591	Same	919-763-4301	mamixer@gmail.com	Y	Those of us on Jonathan Dr don't it ever connected to outside our subdivision. We want to make it a turnaround/circle at the end. Please inform me of the final decision. THANKS.
D Bergmark						Lady on Taylor Road may not have left comment. Road curve of Taylor cuts across property on northern side. Need to adjust.
Curt Phipps	515 Liles Dean Road Wendell, NC 27591		919-365-6658			See no need for Green Road running parallel to Liles Dean Road.
Carol Hinnant						1) Still 4 lane at Rolesville, but go strait down and then curve back to Eagle Rock. 2) Align new 4 lane Wendell Valley Blvd extension closer with Old Tarboro Road.
Steve Buus	300 Wendell Falls Pkwy Wendell, NC 27591	Same	919-365-5201	kabuus13@yahoo.com	Y	Continued concerns about the traffic & foot traffic at the intersection of 3rd and Wendell Falls Pkwy continue on to the Park. The current road is overloaded for all the new activity at the park.
Lucius Jones						Make Academy Street a collector road.

James Pearce	1404 Captain's Pond Road Tarrboro, NC 27885	7921 Old Nowell Road Wendell	252-883-1149	james_pearce@ncsu.edu	Y	Proposed road splits farm in half. Make it economically unfeasible to develop a farm, cost of new road is added in. This proposed connector is duplicative as it is ~ .2 mile from Eagle Rock Road. Restrictions on my & my family's current use when/if this is adopted is to difficult to deal with with regard to my current plans.
Donna Dean Frazelle	604 Huske Fayetteville NC 28305					Road disecting the Dean Family farm in Eagle Rock needs to be moved North to property line. Martin St/Falconwood St
Julia McMillian	6216 Knightdale Eagle Rock Road Wendell, NC 27591	Same	919-368-5142	jmcmillian349@gmail.com	Y	The event was both helpful and bit confusing due to the commercial and governmetn distinctions as for as development plans/timelines. However this was mitigated by having people/staff available to assist. It would probably be helpful (but not feasible) to have developers share their intentions/plans and progress. People are impacted by different developers. It would help to breakeout future sessions according to sections of Wendell. It might help guage the impact by area.
W Q Dean	105 Liles-Dean Road Wendell, NC 27591		919-365-6056		Y	
Ted G. Roberts	1701 Eagle Rock Road Wendell, NC 27591	Same			Y	
Joe & Julia Ledford		3 Ledford Lane	919-365-7176	jlaverne@bellsouth.net	Y	Great displays & info!
Harvey Murphey	808 Eagle Rock	Same	919-366-1814		Y	Check out where our home is and see that we are in grave danger of losing the value and privacy if the purple and gree and re-routing of Eagle Rock Road. These are stupid, as we have been saying for 2 years!! Betty Murphey
Frank & Shamra Braswel	4116 Rolesville Road Wendell, NC 27591	Same	919-217-1123	shamra@live.com	Y	Interested in possible and probable changes to Rolesville Road - NCSE Credit Union - and past EWHS.
						Favor "square beltline" around Wendell vs. numerous 3 lane undivided collector roads thru town. For construction \$, the uncompleted portions of the sq offer a faster, cheaper & less disruptive to move traffic thu the area. Favor traffic circle east of town at intersection. Prefer one way thoroughfare east & west on 2 seperate roads vs. construction to widen Wendell Blvd & Third St. Suggest a scenario showing more dense residential development in town where old warehouses are located. Also floor level retail w/ residential overhead. Would require amenities such as walking trail & biking lane in town to attract upwardly mobile young adults. Also a place to drink adult beverages & eat outdoors. Otherwise Wendell my likely continue to provide starter housing for young families/singles only until they find a better job & move closer to it. Amenities need to be provided for the town, not just a specific developmetn eg. Wendell Falls. Do not see benefit of 4 lane to 3 land corridors into town. Town unliely to have large business within corporate limits. See large building development more on outskirts around town.

Adam Marshburn	PO Box 28 Wendell NC 27591	10300 Poole Road, Wendell		adamm2244@yahoo.com		Against making Poole Road a 4 lane at Lake Myra. Very concerned about destruction of historical and aesthetic significance of Lake Myra and surrounding property. Including personal residence of Martin-Yeager family.
Joe Phillips	1601 Lake Myra Road Wendell NC 27591		919-365-9142	jphill.pso14@nc.rr.com	Y	very much opposed with Poole Rd. becoming 4 lane through the Lake Myra area. I feel it is not necessary even 20 years from now.
Mike Hits		Hwy 97		bikecruiser@att.net		Open bridge on Old Battle Bridge Road. Exit & enter of Edgemont to Hwy 64. Redo road on Hwy 97/Wendell Blvd.
Richard & Kim Todd	816 Sandy Hill Farms Lane Wendell NC 27591	Same	919-365-3477		Y	Thank you for the opportunity to receive information about road plan.
Phillip Davis	2653 Hunstman Trail Zebulon NC	Same	919-614-2352	davisps1@aol.com	N	I was on board in the 80's The same issues with thoroughfaire plan still exist. A focus should be on expanding Wilson Ave capacity from Hephzibah to Zebulon. This will involve longer term \$'s planning leading to bulldozers. Once this is done, a plan can be developed that will be practical.
Melissa Anderson	313 Old Battle Bridge Road Wendell NC 27591		919-524-8153	melissa.mlou.anderson@gmail.com	Y	
M'Lou Anderson	313 Old Battle Bridge Road Wendell NC 27591	Same	919-669-9949	greeneyes1259@aol.com	Y	
Sid Baynes						Look at realigning Old Zebulon Road to match Selma Road/wendell Blvd intersection.
Yvonne Stanley	916 Bryan Blvd, Goldsboro NC 27530				Y	Upset over inclusion in plan and inclusion within Wendell's ETJ
Mr. Strickland						Wanted to ask about impact on 651 Lake Glad Raod. No concern expressed.
Tommy Moorman						Wanted to confirm that draft plan would not impact the EMS station submitted along Wendell Blvd. Staff confirmed that it would not.
James _____			252-492-0824		N	WakeWynn subdivision owner. Asked about plan's effect on his subdivision. After given an explanation, he had no concerns with the plan.
Lisa Pearce						Wanted to ask about the impact on multiple properties she owned along Eagle Rock Road (which would be widened if development occurred). Following discussion with staff, no concern was expressed.

Kat Bukowy	Damascus & Rolesville Rd			kbukowy@hntb.com	Y	This document does not include all of the Capital Area Metropolitan Planning Organization's (CAMPO's) future projects that would affect the area of study. Of particular interest to me is that it does not include CAMPO project A-402b, Buffaloe-Riley Connector, found in the 2040 Metropolitan Transportation Plan. It is included on the Knightdale Arterial and Collector Street Plan figure (page 25), although it extends past the Knightdale USA. The traffic volume on Rolesville Road in 2013 is approximately 4,000 vehicles per day (vpd) south of US 64 Business. It does not show traffic volume north of US 64 Business, a rather glaring error for comparison purposes. As shown in the 2040 Traffic Volume Projection figure the volume of traffic north of US 64 Business increases to approximately 40,000 vpd. This is a massive increase in vehicle traffic in around 25 years. The Buffaloe-Riley Connector is the primary influence of this traffic increase according to the CAMPO traffic model. Immediately after the Connector, the volume drops to approximately 10,000 vpd. At present it would not be a justifiable improvement to increase Rolesville Road to a 4-lane median divided facility. It only makes sense to increase the capacity of the road if it is warranted by traffic volume and decreased level of service. I am concerned that the plan only indicates that Rolesville Road will be increased to a 4-lane median divided facility, but does not explain under what conditions this would take place, when this is expected, and the process necessary to complete this widening.
Sorng Buntoum				sbuntoum@nc.rr.com		Can you tell me what a minor collector, 2-lane undivided means?
unknown				kbuus13@yahoo.com	Y	Can you email me the cross-sections for the Wendell Falls Development?
Lisa Staley	Stewarts Ridge (off Eagle rock rd)			lisa@alphacustomexteriors.com		We received the letter inviting to attend the meetings but unfortunately schedules conflicted. However we are interested in knowing a little more as we have viewed the draft and map. We are located in Stewarts Ridge off of Eagle Rock and noticed that a major 4 lane divided is up for possibilities, which we think is great as the traffic has grown and become very dangerous driving. Every day we are either having a hard time getting out/in to the neighborhood, close to be ran off of the road or even close calls with head on. But our concern is since we are at the Wake/Johnston line if this road is widened how and where will we be able to get out onto the road and into neighborhood? Will it bottle neck since Johnston County line is right here? When will this project begin?
John Anderson			919-740-2668			Requested that the new major collector (connection btwn Old Battle Bridge and Liles Dean Road) be moved to the north side of the bridge to not require a second bridge crossing. Mr. Anderson and his partners also requested that the ACS Plan document include a reference to the conditional use rezoning which applies to the Anderson Tract.

Nancy Gardner	206 Old Whitley Rd	Wendell NC 27591	919-365-7564	gigigardner@bellsouth.net	Y	<p>"It was decided prior to 2015 to drop/delete the [northern section of the U-5323 project] but the road is still on the 2015 map. How can it be determined where and what kind of road(s) is (are) needed when one does not know who will develop a property or what kind of development will put on the property? This is in reference to the large tract between knightdale-Eagle Rock road and Wendell Boulevard. Planning staff keep saying "These roads are flexible". Put htai n writing by footnoting on the Plan Map(s) that road size, location, etc. are flexible and will be developed as appropriate as the area is developed.</p> <p>The Section of the 4-lane road coming north out of Wendell Falls should go to Wendell boulevard, not to Eagle Rock Road. Motorists using that road from either Wendell Falls or other development of the property will seek a direct way to get to a major road (Wendell Bouelvard). I suggest that it go to Martin Center stoplight via a route that does not cross the college or take out any of the current existing houses. That will create a five street intersection at the light. Glenwood Avenue in Raleigh is a heavy traffic road and the Five Points intersection has worked well for a long time. I also suggest you remove the new 4 lane road shown between Eagle Rock Road and Wendell Boulevard. The minor collectors to the south of the new 4-lane road (north of the RR tracks) should be deleted, with one minor collector connecting the 4-lane road to Eagle Rock road along the Railroad tracks.</p> <p>Public transportation is not addressed in these plans. There are no designated park and ride areas, train stations/stops in the plan. Where will these be?</p>
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<p>Nancy Gardner</p>					<p>The 2016 Transportation Plan is the 2015 Plan with very few changes. In 015, I stated tha the plan was obviously put together in haste and needed work. It appears the plan developers never actually saw any of the properties on the map. The engineering firm created a new road that ran from I-540 all hte way to Zebulon. A citizen pointed out that the new road sould connect to Doctor Proctor Road to get to Zebulon. The engineering firm creatd a new road rom Lake Glad Road that connects to nothing. A citizen pointed this out. The engineering firm extended Pleasants Road in two directions thru the Marsh Creek Nature Park (which will always remain natural and never be developed). The engineering firm put a large number of roads thru wetlands all over the map.</p> <p>The developers of the plan and the town don't seem to understand or care that these lines on a map affect property owners. An example: The road behind the Credit Union is no longer watned; but, there will be a cost to delete it (i.e. pay back grant money) while leaving it in the plan and constructing the unwanted road will affect Measurements Group as well as cost whoever develops the property. In Wake County the state put roads on a map and never built hte roads. Putting the roads on the map prevented developmetn or sale of the land. A recnet lawsuit awarded compensation to the landowners.</p> <p>Has there been an y discussion/consulting between Wendell's Planning Departmetn and the Planning Departments of neighboring towns? The roads join.</p>
<p>K.O. Medlin</p>					<p>The transportation plans, maps, and documents should be footnoted and highlighted that - "These roads plans are just plans and as such are subject to reasonable and justifiable changes". The two roads that cut across the Baptist College property from east to west should be deleted. Students on foot do not need to be corssing roads across their campus tha are not necessary. The portion of the new minor thoroughfare that is shown as running from Eagle Rock Road to Old Battle Bridge road should be deleted, as it is not necessary because old tarboro road is already in place. Instead of two roads cutting through the baptist college, you should have one road that connects to eagle rock road along the north side of the railroad. The four lane road coming north out of Wendell Falls (across the railroad track) should connect to the Wendell Boulevard/Rolesville Road intersection. This portion of this intersection with Wendell Boulevard will remain after the Eagle Rock Road intersection with Wendell Boulevard is relocated. At that time the existing eagle rock road intersection with Wendell Boulevard will be closed at the present stoplight.</p>

K.O. Medlin						Alternatively, you could have the southern part of the U-5323 plan built to form one intersection, and have rolesville road go straight south instead aligning with eagle rock road to form a second intersection (Mr. Bergmark stated that hte engineer wanted a simple two road intersection at the rolesville road/Wenell Boulevard intersection). The U-5323 plan (on the south side of the road) divides the Medlin farm into 3 parts (Old Tarboro already has the property divided into two parts). This would destroy the family farm home, barn, trees, barn, spetic system, etc. The new minor thoroughfare (4 lane) cutting across this property would cut the property into 4 parts. Cutting the farm into 4 parts when it is not necessary is a waste of land and money. The 4 lane road cuttting through the Medlin property should be delted. Old Tarboro already serves the same purpose. The portion of U5323 south of Wendell Boulevard is needed, but the northern portion is a mistake. Plans for smithfield road should be identified on the map. Has anyone given thought for a Metro from points east to Raleigh?
K.O. Medlin						Submitted 5-27-16. These maps are not to exact scale. The new roads shown on the maps are not darwn-in in scale and are for general reference. Mr. Bergmark stated that my comment on page 4 of my memo dated april 12, 2016 that suggests a road being added, would put the suggested road too close to Eagle Rock - Knightdale Road. Before you make that decision, you should at least go physically verify the facts. Because of maps being of scale and the additions not being of the same scale, what seems to be: is not, what is.
Kim Todd	unknown					Wanted to know about bona fide farm criteria and how it impacted transportation plan.
Kelly Blades						Interested in Lake Myra road area in relation to plan.
Billie J. Poole	PO Box 1955 Wendell NC, 27591	1521 Wendell Falls Parkway Wendell , NC 27591	919-365-5818		Y	Recommend removal of 2-lane collector between Wendell Falls Pkwy and Eagle Rock Road (by Central Baptist Church). 2 homes would be affected and family farm-land (1732 Eagle Rock Road). Also, address replacement of existing homes on smaller lots.
Kenneth O Medlin	3715 Swift Drive Raleigh NC 27606		919-851-4742		Y	
SECU						Opposed to U-5323 portion of plan which would reduce visibility and access for credit union.
SHEETZ						Opposed to U-5323 portion of plan which would reduce visibility and access for SHEETZ.
Vishay Micromesurements						Opposed to U-5323 portion of plan which would run a new road (and potentially a bridge) through the property directly to the west of Vishay.
Sherry & Billy Hughes	1700 Marshburn Rd, Wendell	same	919-588-1942	sjh2272@hotmail.com	Y	Concerned about widening marshburn road

						<p>First, I had completely misunderstood the actual meaning of how the plan could be implemented in the future. Knowing that my home won't be demolished for a proposed road and the Open Space behind me is most highly likely to remain undisturbed removed my concerns regarding the plan. While I can't reproduce the contents of our conversation in its entirety, I do know that I feel I have a strong understanding of the circumstances that would be at play in order for some of these proposed roads to be created.</p> <p>I would recommend anyone who like me, needs to gain a clear understanding of the reasoning behind the transportation plan, that they contact you directly. You answered my questions, including the ones I hadn't thought to put into words. As I see it, the plan as put forth is benign and economically driven as you explained. The decisions of those of us who own properties that may be affected are essentially in our own hands. And the exact routes of planned roads are subject to change as warranted. Meaning, if a road were planned to come through my property if I chose to sell it, the road would not be designed in such a way as to create the need for demolition of my home. A big plus! LOL.</p>
Kristina Fowler	1556 Pleasants Road, Wendell	same	919-518-6123	krisfowler55@gmail.com	Y	
Nancy Gardner						Additional comment (6/27/2016): The Wendell Planning Department contracted with an engineering firm to update the Transportation Plan. That firm created a mess. They are unwilling to admit it is a mess and are unwilling to make changes/corrections. The Planning Department should cancel the present plan and ask DOT to create a plan.
Marshburn road residents				See attached petition		Opposed to 4-lane divided road for Marshburn - See attached petition.

Ref. Agenda # 7D

PETITION

Residents of the Marshburn Road Community south of Highway 97 are united in our opposition to a four-lane divided highway as recommended in the draft long-range transportation plan prepared by Wake County Planning and the Town of Wendell Planning. This is the portion of the road running roughly from the Alphin family's farm to Highway 97. Our signatures follow this petition to avoid planning a divided four lane highway on Marshburn Road. Here's why:

1. **Bundle of rights.** When we purchased our homes and land, the deed conveyed not only the physical premises but also the 'bundle of rights', including the legal right to quiet enjoyment of our properties. A four-lane divided highway would support a high level of traffic much closer to the fronts of our homes, effectively eliminating our lawful right to quiet enjoyment.
2. **Financial jeopardy.** A four-lane divided highway would destroy the rural character and charm of our community. Homes in our neighborhood would be less desirable than comparable properties that do not have a four-lane divided highway with a median in their front yards, resulting in a lower resale value.
3. **Logistics.** With the proposed plan, we would have to plan every single trip to allow for the inflexibility of the median strip. If I now turn left out of my driveway to go to work in Wendell, I would be forced to turn right instead and go to either Hephzibah Baptist or Zebulon to get to work in Wendell. If I must drive to Zebulon to get to Wendell, why not shop in Zebulon instead? As individuals we may choose to support our local community. We also want our local community to choose to support us.
4. **Safety.** Marshburn Road is a hilly road with poorly banked and blind curves and a 45 MPH limit. Many people still drive 55, the former speed limit. Especially during commuting hours, there are more than one or two people who drive faster than 55. It is unsafe to cross the road to get your mail after 3:30. Families with children strongly prefer a safer home environment that does not have an adjacency to a four-lane divided highway.
5. **Data interpretation and assumptions.** It may be tempting to assume that more cars on Marshburn Road means the road needs to be widened. People don't choose to drive on Marshburn Road because it is a safe road or because of the location. They choose Marshburn Road because they can drive the 45 MPH stretch at any speed with no fear of reprisal. What the data really tells you is that there are increasing numbers of people who want to drive at beltline speeds to make good time around Wendell, so they have made their own 440 Beltline on Marshburn. You may not have realized previously that putting in a divided four-lane highway on Marshburn Road may facilitate an increasing number of drivers who engage in this dangerous and unlawful behavior.

When homeowners were asked about the draft recommendations for a long term transportation plan for Wendell and the surrounding area, they were unaware of the plan. Not one supported a divided four-lane highway. Let's have a conversation to determine transportation alternatives that work for everyone, including the Marshburn Road Community homeowners. Please do not plan for a divided four lane highway in the middle of our neighborhood.

June 20, 2016

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Name	Street #	Email
Paul & Mary Moser	1601	mmoser3@nc.rr.com
Rob & Melissa Wilson	1609	glassfix@juno.com
Brian & Debbie Hartley	1620	brianhartley@att.net
Melody & HARTLEY	1624	MELOTAY 4730@ATT.NET
Pam & Chick Lamm	1628	NARBORSMAN1@AOL.COM
Pat Crane	1704	NO email - pls contact by Post ofc
William & Priscilla	1633	Marshburn Road no email, pls contact by post ofc
Jill & Schmanille	1521	Marshburn Rd. no email, pls contact by post ofc
Michael Carrara	1521	Pat TeamAudio19@gmail.com
Edward - Clorissa J. Evans	1433	Clorissaevans@gmail.com mc.evansdu@yahoo.com
Auke A. Leheri	1126	no email, pls contact by Post ofc
J.H. Alpha III	1216	no email. Pls contact by Post ofc
Bill Sanderson	1432	wsanderson@nc.rr.com
Emilie Wences	1613	Wenrique 75@yahoo.com
Miguel Vidal G.	1523	Miguesca Vidal.09@gmail.com
Victor Vidal G.	1523	Vidalggca.victor@gmail.com
GORDON H. KNOX	1726	GKN0X39@AOL.COM
Sherry & Billy Hughes	1700 Marshburn Rd	sjh2272@hotmail.com
	919-588-1942	