

NC 98 Corridor Study

Public Comments as of 8/14/2018

Technical Committee 8/22/2018 Item 5

Submission		
Date	Contact Info	Notes
7/27/2018	ericpulvino@gmail.com	Would really like to see some sidewalks and bikelanes on the 98. It is a wonderful long stretch of road that is only useful for cars. It cannot even be walked upon as doing so would require courage unlike any possessed by mortal men.
8/10/2018	Mdcinforequests@yahoo.com	Newspaper
8/11/2018	tnjspencer@hotmail.com	PLEASE put a stoplight in ASAP at the corner of Camp Kanata Road and 98!! For the residents living off Camp Kanata, this intersection is nightmare - and a death trap! There are more neighborhoods being built along Camp Kanata which is only going to make it worse. Sometimes we sit on Camp Kanata, trying to turn left onto 98 for 10+ minutes. WE NEED A LIGHT!!! Thank you in advance, Jodi Spencer
8/11/2018	noonystock@aol.com	Hello, I am building a new home in Waterstone Reserve off Camp Kanata. I am very concerned for my safety at the intersection of Camp Kanata and 98. Making a left turn onto 98 from Camp Kanata is nearly impossible at peak times because of 98 traffic volume in both directions. Please, please, please consider adding a traffic light at this dangerous intersection. Thank you.
8/12/2018	lesleyjg@gmail.com	I turn left from camp kanata onto 98 to take my kids to school and pick them up during peak rush hour everyday. I am okay with waiting but there have been times when I can be at the stop sign for 10 minutes. More than the time I wait, I feel that I have to gun my car when I have the slightest opportunity to get in. There have been multiple accidents in the intersection on 98 and camp kanata in the few months I have lived here and I only see this getting worse as more communities continue to come in along this road. I urge you to come and try to take a left from camp kanata onto 98 any day of the week between 7-8 am or 5-6 pml hope your team will consider getting a traffic light at this intersection. It would be great even if it was only working during those times. Thanks!
8/12/2018	Pepmailnow@earthlink.net	Please consider adding a shoulder to reduce accidents. Also there are numerous fisherman who park in the dark, late at night or early morning to access Falls Lake. A pull off with parking would make this much safer. Thank you
8/13/2018	kpwrhart9@aol.com	I read the article in the News and Observer. I totally agree about the four way stop sign on 98 and Moores Pond Rd. You can't hardly cross over 98 onto Moores Pond Rd. especially now with the circle at 98 and 96 hwy. There are way to many accidents happening at the crossroad.

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8/13/2018	susanbreis@gmail.com	Feel there is a need for a stop light at the intersection of 98 and Camp Kanata Road. That is a very busy intersection and difficult to maneuver, either coming onto 98 or exited from 98. If stop light not option then that intersection needs to be redone - minimum is to remove the island on Camp Kanata and add turn lane on 98
8/13/2018	rkeith@rkk.com	I live on NC 98 near the Stony Hill Intersection. Do you know at this point if the proposed section will be curb and gutter or shoulders? Do you know what design speed you envision for the four laned section in our area? I am assuming it will not be controlled access. Thanks for any information you could provide me. [Response from Will Letchworth: Thanks for your email. At Stony Hill NC 98 is shown in our plan as a 4-lane median divided shoulder section roadway with a 60 mph design speed. It will not be control of access. See the following link for the conceptual designs of the corridor which will give you a better idea of what is planned in the immediate vicinity of Stony Hill Road.] http://nc98corridor.com/pdfs/nc%2098%20corridor%20study%20report_appendix_%20080618.p df
	rkeith@rkk.com	Just a thought, but will that be posted 55? Seems kind of dangerous for those of us with driveways trying to turn in or get out with two lanes of traffic moving at those speeds. Do you know what year this is scheduled to be let? Thanks for your help. [Response from Will Letchworth: It would be. We did our conceptual design based on 60mph, but don't really have a recommendation that it be posted 55. Once the project goes through the environmental documentation process the design criteria will be set, which could call for a lower design speed to further minimize construction impacts. We wanted to show the "worst case" to set an upper limit on the construction cost estimates, ROW impacts, and environmental impacts. There is no current schedule for letting, the project is going through NCDOT's prioritization process at this time.]
7/29/2018	Tweet: Wizard Mom@WizardParenting	Several studies have found that simply adding MORE lanes won't alleviate traffic. It just causes more congestion. We need to encourage other forms of transport - bike lanes and sidewalks. Jul 29, 2018
7/27/2018	Tweet: Eric Pulvino@EricPulvino	Sidewalks and bike lanes are needed badly on NC 98. Adding more lanes is one option but giving people options other than cars is important too

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8/11/2018	Tweet: Oaks and Spokes@OaksAndSpokes	Hey @CapitalAreaMPO / @DCHCMPO. Serious q - would you [bike] on this stretch of highway? Would you let your kids? Unless we want system to be [vehicle]only, we've got to start building for something other than [vehicles] only. https://www.heraldsun.com/news/traffic/article216306530.html ...
8/12/2018	Tweet: Brenton Leanhardt@brentonson	98 would be another idea location for a dedicated bike/active transportation highway. It's a shame there's no enjoyable or practical way to ride from Wake Forest to Durham during rush hour. Whatever they build for cars will be saturated in 2-5 years.
8/11/2018	Tweet: Don Kostelec@KostelecPlan	Had a project experience in Asheville where NCDOT proposed something similar. It became clear that they really want shoulders along the outside lanes like shown here. They then just call/mark them bike lanes to attempt to silence critics, but that space is there to serve cars.
8/12/2018	Tweet: Oaks and Spokes@OaksAndSpokes	It's pretty disheartening to consistently see get more "buffer" and protection from traffic than humans. It's time to get serious about mobility options. This rendering reinforces that cars are the only mode that's considered when planning our infrastructure
8/11/2018	Tweet: Raleigh Cyclist@CyclistRaleigh	What's odd is that they saw the need to separate the opposite direction traffic with a grassy median and yet abandoned that logic in regards to the bike lanes. You could cut the bike lanes on the ends and stick them in the median so that cars and cyclists would be separated.

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