

DCHC MPO

Draft CTP Comments (as of 02/22/17)

Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) released the draft Comprehensive Transportation Plan (CTP) for public comment on December 14, 2016. The public comment period will close on February 24, 2017. This document compiles the public comments that the MPO has received on the CTP by email and use of the public comment form as of February 6, 2017.

For comments, questions and additional information:

- Andy Henry, andrew.henry@durhamnc.gov, 919-599-9405 ext. 36419.
- Julie Bogle Bolinger, jbollinger@ncdot.gov, 919-707-0945
- DCHC MPO Web site: www.dchcmppo.org
- CTP Web page: www.bit.ly/DCHCMPO-Draft-CTP

Comments by Email

11/21/16

Bill Judge, City of Durham, Transportation Department, noticed that the draft CTP is missing a Wake-Durham Street System road. The Stallings extension to create a four-way intersection with Olive Branch is in the Wake-Durham but not in the draft CTP. There are no notes on a discussion of this roadway during the CTP highway review. Staff believes that this extension would have a difficult time being publicly funded or privately built.

12/31/17

Thank you for the opportunity to comment on the draft CTP. Regarding Mount Carmel Church Road in Chapel Hill/Orange County, can you clarify the specific projects that are in the long range plan for this road? I am aware of the current roundabout plans for the intersection of Bennett Rd and Mt. Carmel Church Rd, and the plans for the bike lanes for Mt. Carmel Church Rd on the Chatham County side. However, in the past there were plans for sidewalks and bike lanes for Mt. Carmel Church Rd from 15-501 to the Orange County line. Are these plans still in place?

If not, I urge you to consider adding sidewalks and bike lanes to Mt. Carmel Church Rd because of the pending future growth in traffic in this region. Today this busy and dangerous road has no shoulders yet it is well-traveled with bikes heading to Jordan Lake or UNC. It is within walking distance to Southern Village, UNC, the Morgan Creek and Fan Branch trails, Merritt's pasture, and the future Obey Creek development, yet there are few pedestrians because there is no place to walk along the side of the road. Pedestrians can't access the nearby bus locations, so they must drive and park in the park and ride in Southern Village in order to take the bus into town-- time, parking space limitations, and carbon emissions that could be avoided with a safe walking route to the bus stop which is less than a mile away.

Thank you for your consideration.

Kirsten Rieth

12/31/17

In this urban area or 77 square miles, the population cited below is very well served by a mass transit system built over 100 years supported by major manufacturing and commercial industries. The density cited below is lower than it was when the systems were built. Systems interlock with suburban transit throughout the county. When the urban area was 6th in population in the US and had employment for all, it could afford the transit types associated with cities. Raleigh-Durham-Chapel Hill area is too large, density too small, governments too disassociated fiscally to handle such systems. Serving hinterlands (counties) with less population than one suburb in the previously mentioned urban area is financial folly. Promoting a transit line to one of the least populated counties in the state with a very low gross revenue is another bad idea, supported, I am sure, by political weight, but not common sense.

In short, no to plans as mapped and promoted at the websites below. Focus development efforts on improving existing systems in each town in the Triangle. Make them profitable before taking state money for losing propositions, without sustaining density, and riding entirely on a wave of ignorant bliss from a period of growth without stable, mature demographics and economies.

- Density 5,107.0/sq mi (1,971.8/km²)
- Urban 1,780,673 (US: 25th)
- Metro 2,064,725 (US: 31st)
- CSA 3,501,538 (US: 15th)

Tom Glendinning

formerly Triangle J committees, Chatham Planning Board, Chatham Tax Boards, etc.

01/01/17

I live at 109 Hunters Ridge Rd in Chapel Hill (off Parker Rd, which is off Mount Carmel Church Rd).

I was reviewing the Comprehensive Transit Plan on the DCHC MPO website, and noticed something odd about the current assessment of Mount Carmel Church Rd on the Pedestrian & Multiuse Path map. Screenshot below with a red circle around the segment of Mount Carmel Church Rd from Parker to the existing multiuse path at US 15 501).

I'm not sure if I'm reading this map correctly, but I believe this map says we recommend pedestrians walk along Mount Carmel Church Road. In my opinion, I would never walk along this fast, winding road, that has no shoulders, a high speed limit, and dozens of blind turns. I have also never seen anyone walking along this road, because most folks have the common sense to not walk along a very fast road with no shoulder. I actually laughed when I saw the classification of "On road, Recommended." Mount Carmel Church Rd is no place for pedestrians in its current state.

I would love to be able to walk or bike from my own home to the multi-use path at the intersection of Mount Carmel Church Road and US 15 501. However, under the current CTP, this will never be possible, because it appears you are mis-classifying Mount Carmel Church Rd. This road needs either a paved additional bike lane, or a trail/sidewalk added along one side. Otherwise, it is not safe to be on that road unless you are in a car.

Let me know if there is any additional way I can help advocate for a sidewalk or trail along this segment of road. I think it'd be beneficial to the health of our community and encourage more walking and biking into downtown Carrboro and downtown Chapel Hill from areas currently inaccessible that way.

Thanks,
Rosie St. Germain

01/03/17

I am a resident off of Mt. Carmel Church Road in Orange County and have comments on the plan. There are currently no sidewalks, bike lanes, or useable shoulder on this stretch of road. I cannot safely walk from my neighborhood (Hillside Drive) to the next street (Old Lystra Road, which is under a half mile). The easement is a ditch on one side and a poorly maintained dirt hill on the other. The only way to travel is in the road. When I say "in the road" I mean literally this - in the same space where cars are driving by upwards of 60mph, without regard to the speed limit. Additionally, there are blind spots due to the curves and hills on the road making the problem worse. Drivers do not help - I routinely get honked at or have headlights blinked to pull over, however there is nowhere to pull over to.

I travel this road by multiple means of "alternative" transportation - foot, bicycle, and moped, in addition to a standard vehicle. At least 10 times a week I travel this road on something other than a 4-wheeled vehicle. I know others in my neighborhood that have the same issues, particularly with those with teenage children who travel to high school. I would love to take my child out of the neighborhood

without a car, but this would be anything but safe in the current condition. In an area where alternative transportation is prized, this should be addressed as a key component.

My recommendation would be to provide at least full shoulder with a curb and sidewalks. This is the only way to provide safety to pedestrians. If this is not possible (due to cost, space) I'm interested what other ideas there are in addition to a shoulder. Roundabouts, speed tables, flashing lights, etc?

Thank you for your consideration,

Chris Sherman, Crestwood Lane

Additionally, I love the Buck Branch Trail project!

01/03/17

I live in Orange County, at the intersection of Parker Rd and Hunter's Ridge Rd. I would like to voice my support for the Ashe Place Bridge Project. I see the current status is Recommended. This bridge will connect a large community to Chapel Hill. Currently no safe route for bicycle travel exists from my house into Chapel Hill. Mt Carmel Church Road is the most direct route and is a very dangerous road for cyclists.

In addition to the Ashe Place Bridge Project, I would like to propose sidewalks and/or a separate, off-road bike lane or path along Mt Carmel Church Road. I drive on this road everyday and I feel very unsafe passing cyclists on this road. Traffic is often obstructed by the inability to safely pass a cyclist. I never ride my bike on this road, but I would love to be able to do that safely.

Thank you for your consideration,

Ben Redmon

01/20/17

Dear Mr. Henry,

My family and I reside near downtown Durham. We moved here from Atlanta and have been concerned by the rapid uptake in car traffic in Durham and the Triangle. We ardently support the Light Rail project and hope that you will too. Thank you.

sincerely,

Tammy Wells-Angerer
Durham, NC

01/20/17

Dear Andrew,

My name is Jeff Herrick and I live in Carrboro, NC in Orange County. I am writing in support of keeping the Light Rail project between Chapel Hill and Durham in the Comprehensive Transportation Plan. I believe that this project will have many benefits to our community through time. First of all, it will take cars off the road lowering vehicle air pollution emissions, reducing traffic and take pressure off of expanding roads. It will also have the benefit linking 2 of the biggest employers and create opportunities for transit-friendly development along the route. Young people in the workforce will be attracted to our community with the light-rail available. I am very much looking forward to seeing the light rail project come to our community.

Thanks for your time,

Jeff Herrick

Carrboro, NC

01/21/17

I have heard that the CTP review period is open so I want to express my support for the Durham Orange Light Rail plan. I have followed this with excitement for several years.

I think the DOLRT will provide an important service for me and my family by giving us easy, car-free access from Carrboro (on the J bus!) to Chapel Hill and then on the LRT to Durham. It even opens up Amtrak service to the whole country. Please keep this a priority for NC state government.

Michael Adamson

01/21/17

Good morning,

I appreciate your time reading this message. I write to express my disappointment that for the past couple of years local and regional transportation departments have focused on the ill-advised "LRT" project, instead of on the services currently under their charge. For instance, the GoTriangle (or whatever it's called now- they're not exactly brilliant brand managers) website has not functioned correctly in two years- how is this in any way acceptable? Also, is there a difference between DATA and GoDurham? If not, why are there two different looking buses?

A few years ago, local marketing efforts for mass transit/alternative commuting were some of the best in the nation. I remember "It's Easy, Baby", "As the Bus Stops," and a super funny and engaging social media presence. The website worked great, getting people on the buses was the primary focus, and services were expanding, not dissipating. Despite several people having transferred from NCDOT to

GoTriangle (with obscene and [unwarranted raises](#)) the quality of the services, resources, and output from that agency has frankly been abysmal. As a Durham taxpayer, I'm incensed that I may be called upon to shore up funding for a project that the current management at GoTriangle would, given their track record of letting bus services and branding activities decay on their watch, bungle completely. Please, do us all a favor, and reject the LRT. Further, do something about the abysmal performance of GoTriangle management, and their (to me at least) race-based preoccupation with light rail.

Sincerely,
Jonathan Beeker

01/21/17
Hi Mr. Henry

As a Durham Resident whom recently bought a home here and is here to stay, I think the LightRail project is essential to the Triangle Community! As a healthcare provider, I would absolutely love to use the lightrail to work at UNC or Duke in the near future! The Triangle community is severely lacking in public transportation and the roads are getting much too clogged (especially the 15-501 corridor). I do everything I can to avoid going to Chapel Hill because it is an absolute nightmare. My hope is that the lightrail project will help ease the traffic burden and may even bring my business to Chapel Hill!

Please make sure that it remains on the "funded projects" list. Please let me know if there is anything I can do to ensure it come to fruition!

Thank you!
Tara Hanaway-Quinlan
Proud Durham Resident!

01/21/17
Hi Andrew. Thank you for your help. As I mention during this week's MPO CTP session, our local community has been unable to get traffic analysis / traffic count for Downing Creek Parkway (unsignalized) and Littlejohn Road (unsignalized). All of the studies to date have tended to end at Barbee Chapel (from Orange County) and Huntingridge / Falconbridge (from Durham County). We seem to fall thru the cracks between each of the counties.

We have repeatedly asked various organizations including NCDOT, Durham City / County, Orange County, Town of Chapel Hill and GoTriangle to assess traffic counts and traffic analysis for these two intersections. These are of particular concern due to the challenges of merging onto NC 54 highway, and we are concerned that this problem will only increase with the introduction of DOLRT at-grade crossings.

It is anticipated that there will be 150 daily train crossings where the train will pre-empt other vehicles. With 40 to 60 seconds per train crossing, this will be 150 minutes (or 2.5 hours) of delay during the 18.5 hours of DOLRT daily operation, which we estimate will further constrict daily traffic flow at these intersections by 10%.

So would appreciate any help you could provide on traffic counts / traffic analysis for these two intersections.

Sincerely,
Alex Cabanes

01/21/17

Hi Andrew, I wanted to follow up on our earlier discussion and share a few items on anticipated impact of autonomous vehicles on traffic congestion.

Here is a nice short video that talks thru causes of traffic congestion, and then how autonomous vehicles could help address this issue.

- YouTube video: <https://www.youtube.com/watch?v=iHzzSao6ypE>
- TED Talks: [What a driverless world could look like.](#)
- [What if Uber kills off public transport rather than cars?](#)
- [MIT: Carpooling services could replace most NYC cabs](#)
- [Mathematical study shows exactly how big an impact ride-sharing could have](#)
- [Self-driving taxis could signal the end of car parks](#)

Here are some articles and studies that also explore the impact of AV on traffic congestion.

- <https://smartrtransitfuture.org/2015/08/28/future/>
- <https://twitter.com/NC54transit>

According to Philippe Crist, an economist with the Organization for Economic Co-operation and Development (OECD) *“Fleets of shared, self-driving vehicles could indeed remove nine out of every ten vehicles on city streets, eliminating the need for all on-street parking and 80% of off-street parking, according to a recent study by the group.”* — [Urban Transit’s Uncertain Future](#)

The rise of a “taxibot” may further reduce the need for car ownership and enable the sharing of vehicles that make shared, self-driving vehicles possible. According to Emilio Frazzoli, head of Future Urban Mobility for the Singapore-MIT Alliance for Research and Technology *“You couldn’t have imagined this ten years ago when people didn’t have smart phones and mobile computing was not available. Now you have this ability to connect and book a car. You see it with Uber and the proliferation of taxi booking apps or public transportation schedule routing apps, and this is at the same time you have autonomous vehicle technology that is evolving. You can marry the two.”* — [Urban Transit’s Uncertain Future](#)

Also, the technology is quickly advancing as seen here:

Imagine a company like Uber or Lyft using self-driving cars and a mobile app to provide point-to-point transportation. So instead of your going to the transportation system (DOLRT station), the transportation system (Uber) comes to you! Just use your mobile app, select your destination, schedule your pick-up time and you will be taken from your front door directly (or even [carpooling](#)) to your destination. This would help eliminate the waste of unnecessary side trips, parking, platooned with coordinated traffic signals.

Uber and Gilt are selling passes for [unlimited uberPOOL](#) rides in New York City. *“The deal is being called a “commute card” and can only be used Monday through Friday during commuting hours (7-10am and 5-8pm) in Manhattan. These are the same hours during which Uber offers \$5 flat rate uberPOOL rides in NYC. As a refresher, [uberPOOL](#) is Uber’s carpool product where the company matches you with riders headed the same direction ... this deal means commuting in an uberPOOL is cheaper than taking the subway.”*

Uber and Lyft are looking beyond competition with traditional taxi services. They may be creating the first practical, affordable personal rapid transit (PRT) systems that will [compete with buses](#). In 2014, Uber launched [UberPool](#), enabling multiple parties to share a ride along similar routes. The following year, the company announced [uberCOMMUTE](#) in China, which they described as “carpooling at the press of a button.” In the U.S., it’s being tested in Chicago. Then, in December, Uber launched [uberHOP](#) in Seattle, which operates along pre-selected commuters routes.

Virtually all mass transit systems are publicly subsidized. Farebox revenues rarely cover more than 50 percent of expenses, which are labor and capital-intensive. *In Pinellas Park, Florida—a Tampa suburb—has just replaced two bus lines with Uber service, subsidized to the tune of \$3 per ride. It’s cheaper than running the buses. The Pinellas Suncoast Transit Authority budgeted \$40,000 a year. Running the two bus lines cost four times as much. — [Uber and Lyft Revolutionize Public Transit](#)*

Alex Cabanes

01/22/17

The Durham-Orange Light Rail Project will have a positive long term impact on our community by reducing traffic, improving the environment, and providing affordable transportation options to all of our community members. This is an important aspect of the region's economic growth moving forward and is therefore an important aspect of community planning moving forward.

Please include the light rail in the CTP. Thank you.

Cindy Frantz

01/22/17

I would like to see the "light rail In the CTP" happen sooner rather than later. North Carolina is growing in leaps and bounds. Durham is becoming a popular community to live in and young people are moving here in the area. Our traffic situation is becoming a nightmare with our roads heavily traveled. The light rail would be so beneficial in our area and those towns close in proximity. Let's make it happen! Thank you for all your efforts.

Sandy Martin
Durham Resident

01/24/17

Hello,

I'm writing in support of the overall plan, with a request that particular attention be paid to pedestrian/bike crossings of 15-501 bypass at Morrene Road and Hillsborough Road/US 70 Business.

There appears to be a high concentration of pedestrians and bikers passing through the intersection of 15-501 and Morreen Road. The traffic light at the southbound offramp to Morrene deserves pedestrian controls and crosswalks, and a continuous sidewalk and/or bike lane from (at least) Campus Walk to (at least) American Drive. In particular, just west of the traffic light at Morrene/15-501 SB ramp there are two factors that currently appear dangerous:

1. Morrene Road narrows just before American Drive, where many bike riders prepare to turn left while navigating a tighter squeeze into traffic, creating a dangerous situation where cars try to pass
2. A bus stop on the North side creates frequent pedestrian crossings away from the intersection.
3. There is little space to walk on the north side of Morrene between the edge of pavement and a drainage ditch.

There is frequent a confluence of pedestrians, bike riders, cars and buses all trying to pass through this section and daily near-misses.

Similarly, creating a continuous sidewalk on Hillsborough from Neal to the bridge over 15-501 would provide an alternate pedestrian path across the freeway. For the residents and workers west of 15-501, in and around American Village, there is no safe pedestrian or bike option for crossing 15-501.

I am also strongly in support of the continued development of the city-wide off-street multiuse path system, particularly completing the connection along Ellerbe Creek between Guess Road and Stadium Drive, and North of Horton Road to West Point on the Eno park.

Thank you for your consideration.

Joe Fitzsimons

[Staff provided Mr. Fitzsimons with information on the TIP project that will construct bicycle lanes and sidewalks on Morreene Rd, from Neal Rd to Erwin Rd, in 2018]

01/25/17

I wanted to write to advocate for light rail here in the triangle and Durham!

I think we really need to have it to support our growing population. As more and more people move here we are going to need good, clean, public transportation alternatives.

They will lessen the traffic burdens, as well as the need for parking, and will make the area more attractive for tourists and businesses.

thank you!

Laura Ballance

01/27/17

This will follow up on some of the ideas we discussed at the session on Tuesday

1. Add at least one midday express bus esp between Durham and Raleigh
2. Light rail on exiting rail line between Durham and Raleigh
3. Realign the 4 bus route so it goes through downtown (turn left on Seminary then right on Mangum)

Daniel F. Read

01/28/17

Hi Carrboro Planners,

I am a resident of Carrboro, and have a comment on the long-range transportation plan. We need to plan for, and add, more electric vehicle charging stations throughout Carrboro. I am a new EV driver, and strongly advocate everyone to get EVs for reduced emissions and lower car ownership fees. But our town needs MORE charging and parking spaces for EVs if we want to encourage and maximize the benefits that this new form of transportation can provide.

Besides the 4 charging spots in the one lot on Roberson St. Carrboro has ZERO electric vehicle charging stations. This is FAR behind Chapel Hill and Durham in their adoption and support for EV transportation.

Please add this to the long-range plan. Even if not building charging stations directly, at least some incentives for EV spots on private property would be an important component of our long-range transportation plan.

Thank you,

Nicholas Johnson

01/30/17

Hi,

Thanks for soliciting public comments on the long-range transportation plan. I like what I'm seeing in the draft plan! One thing that seems to be missing is a plan to set up more public charging stations for electric vehicles. Although this would not just be for public transit but also for private vehicles, I think adding more stations would really help to show our region's commitment to greener energy technologies. Bonus points if some of the charging stations can be powered with solar and/or wind!

Please let me know if you have any questions about my feedback.

Thanks,

Anne Johnson, Carrboro Resident

01/30/17

Dear Andy and Julie,

I am writing to express my strong support for the Durham-Orange LRT project and urge that it remain in the CTP. We have no other good option for dealing with our growing transportation demand between the Durham and Chapel Hill communities, and the DOLRT will promote wise land use and have significant environmental benefits.

Thanks for your work for our transportation challenges.

Wib Gulley

01/31/17

Hello, I'm a resident and business owner in Carrboro. I really support the multi-modal focus and the detailed effort that has gone into putting this plan together. However it seems invalid to call this a 25-30 year plan and not address in some way climate change and energy depletion. I would think at a minimum that you would want to show how priorities could change when if the focus shifts to reducing carbon and minimizing energy spent on construction and maintenance. Even in our university-heavy region of the state, people still have trouble translating what the science says into regional impacts and so showing the possibilities in a detailed plan like this could be very helpful. I've moved all my local cargo

via utility trike and electric truck for years now and have learned something about the opportunities, but also the limitations of a reduced energy future.

Thanks for considering my comments,

--Abraham Palmer

01/31/17

Hello Mr. Henry,

I hope you're well. I was reviewing the sidewalk plan for the DCHC CTP and I noticed that there is a sidewalk proposed for in front of my house on Taylor Street. I am firmly against this recommended sidewalk, as putting in a sidewalk will require that you remove two of my trees as well as tear up my garden which I have put a lot of time, work, and money into. The trees, both mature and large, are very important to me and provide a service to our environment. I bought my home in large part because of these two trees. As it is a historical neighborhood, my house is not far off the street and a sidewalk will bring pedestrians right up next to my front porch and greatly diminish the value of my property and the comfort I feel being on my porch. I am not supportive of this proposed sidewalk, please remove it from the plan.

Thank you for the opportunity to provide comments,

Brooke Massa

01/31/17

Hi,

With regards to the proposed sidewalk project on Taylor Street, I am assuming that my comments won't make a difference and this project will likely go through, do you all have an idea of the time frame for implementation? I didn't see any information online. I am going to try and sell my house and move before this happens. It will really ruin my lovely home. :(

Thanks,

Brooke Massa

[Staff replied to Ms. Massa on the long-range nature of the CTP (i.e., a new sidewalk is not imminent nor currently funded), and public input process that would precede sidewalk construction. The project will likely be part of the Durham Bike+Walk Implementation Plan.]

02/02/17

Thanks so much for getting back to me, Mr. Henry.

I am very aware that many of the projects on the CTP might be on a very long time frame, however, my neighbors across Alston Ave. on Taylor Street, only a block from my house, have already had to 'sell' their land to NCDOT for sidewalks. I am concerned that this will happen on my block sooner than later, and although I love my house and my neighborhood very much, I think it would be smart to sell my house before a good portion of my front yard is paved over and my beautiful mature trees are cut down. I think the sidewalk will have a pretty devastating impact on my home's value and since buying a house was partially an investment, sadly I think I will need to sell it before movement is made on going forward with this sidewalk project. I don't want to be trying to sell it once the project is already under public review, again, because it will impact my ability to sell the property. Any information on a timeline on this project, or where it is on the list of sidewalk project priorities, is greatly appreciated.

Thanks,
Brooke Massa

02/04/17

Sir:

I live at 5708 Crescent Drive and I am president of the Woodland Acres Homeowners Association, which consists of many of the residents who live in the proposed Leigh Village Transit District. My neighborhood association has been involved with the potential development of this area for the past 15 years. We have participated in numerous public meetings and workshops, including the 54/I-40 Corridor Study, the Collector Street Plan, the D-O LRT workshops, and the Compact Neighborhood meetings. I and my association support both the proposed traffic improvements at the 54/Farrington intersection, the location of the rail transit line, and the placement of the Leigh Village transit station. Much of the current plans have incorporated the input from my neighbors and myself so we are in agreement with the proposals.

I do have one suggestion. Current NCDOT plans call for the extension of Falconbridge Rd north to Farrington Rd, and making a flyover of old Farrington Rd over Hwy 54. This is a good solution to some of the problems at this intersection. However I understand that Chris Howlett has promised to invest significant funds into the improvements of the Farrington Rd/Hwy 54 intersection as part of developing the old Farrington Road Baptist Church property. If the timing could be worked out, it might make more sense for Howlett to contribute to the new Falconbridge extension as a major entrance to his development via a short extension of Cleora. There is no sense spending money to improve the current intersection if it will soon become useless with the flyover, and old Farrington Rd will no longer be a major thoroughfare and entranceway to his property. Just a thought. If it seems reasonable, please pass it along to the appropriate Durham and NC committees.

John Eaddy

02/07/17

Hi,

This is an excellent-looking draft. In the map that's headed Bike and Multiuse Paths, I have 2 suggestions. These are ideas that I've already presented at DOST, where I serve on the Trails committee. These suggestions would capitalize on the multi-million \$ investment in the ATT bridge over I-40 by improving its connectivity options to Durham, Chapel Hill and RTP.

1) Add 10' sidepath to Massey Chapel Rd (attachment 1). This 1,500' sidepath, in conjunction with the already-mapped D&SC RR connection down to Stagecoach Rd, would provide a safer connection (compared to NC 751) for Chapel Hill-Durham-RTP bike commuters.

2) Connect the Third Fork Creek Trail to the ATT I-40 bridge. <http://www.mapmyride.com/routes/fullscreen/774908177/> This 1.4 mile connection could be accomplished by upgrading existing streets and asphalt paths through Woodcroft. There are 2 options: Use Rollingwood Dr, which already has a push-button stoplight at NC 54, or Southpark Dr, which is flatter/easier to ride. A new stoplight would be needed to cross 54 at Southpark.

Thanks for your consideration,

Dave (David T) Connelly

02/07/17

Hi Andrew,

Thanks for this note.

My general comments are that:

- The light rail is very important for the next generation of connectivity of communities, schools, and businesses.
- There need to be safe biking and walking routes at distance, preferably in the form of greenways, to connect our communities.
- More emphasis should be put on bike and pedestrian accessibility.

Thanks,
Chris

Christopher Paul, Ph.D.

02/14/17

Randee,

The neighborhood list serve had a note that you were interested in the degree of support for light rail in Carrboro. Susan and I are for it. The plan to connect with Durham should be the first step in a long term plan to connect the Triangle, including RDU with trains.

Delays and cost and NIMBY have made the start of our system seem to drift into the far future, and that is a shame. We should have been well underway already so that we'd be adding to the system now rather than starting it. But start it now we should. It will help focus, rather than sprawl, development. It will better connect our centers, starting with the universities, and it will be less expensive to start now than to postpone again.

We are now spending considerable time in Seattle with family — read grandson! People think of Seattle as having a monorail. But it is really a gimmick left over from their world's fair and goes only a mile. But voters turned down more than one opportunity to extend the monorail into a real transit system. For decades. Sound Transit does go to the airport, and it is being slowly expanded. They have a good system of "Rapid Ride" express buses. Now the need for rail is so obvious they have just approved a \$54 billion (with a B) plan for light rail expansion. The plan when introduced at \$50 B did not include enough places in a reasonable time frame so it met fatal opposition. The revised plan was approved by voters last fall. It has an almost 30 year build-out, and is popular. As sections of rail that have been underway for a few years are opened, they have ridership much greater than what was projected.

We can wait in this area as Seattle did until there is gridlock. Or, we can start now to prevent gridlock and promote better development. I once hoped that a train would come to the Carrboro Station (a demonstration run was made there years ago), and wish Carrboro was still on the plans. But I am convinced that even an imperfect plan is better to get under way than to wait longer. And it will serve many people. All those who work at the two largest employers in our two counties — UNC and Duke. There will be traffic both morning and night going both ways as it is not hub and spoke but hub to hub.

One other aspect of Seattle's experience might be important. Much of the extra land that is needed during construction around stations is being dedicated to affordable housing once the project is finished. This helps insure that the system will not leave out those who truly can't afford to commute by car.

Other forms are good, too. Buses, including express ones. Park and Ride facilities. Dedicated lanes. But nothing is more efficient in the long run than trains.

We hope this is helpful. Feel free to share.

Allen.

Comments on the Comprehensive Transportation Plan for the DCHC-MPO

GENERAL

In looking over the recommendations of the CTP, it appears the presumption is that the best way to deal with motor vehicle traffic congestion is by adding more road capacity. While more capacity relieves congestion temporarily, it also attracts more vehicles. If **more cars on the road is NOT the solution being sought**, either from an air quality viewpoint or as a sustainability view, then other ways of dealing with congestion should be explored.

Has NCDOT looked at other methods of finding relief for crowded roads? Congestion charges (which limit traffic in crowded areas), dynamic tolling (which can encourage people to drive outside rush hours, lanes reserved for buses or carpools (which can discourage personal driving and improve traffic flow), and bike facilities and pedestrian facilities (that encourage the use of alternative forms of transportation) are all options to look at before adding traffic lanes.

Another reason to look to other solutions is the problem of cost. Adding lanes—especially to interstate highways—is an extremely costly road “improvement.” Congestion charges or dynamic tolling, on the other hand, collect money.

NCDOT’s Mission, according to its website, is: *Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.* It says nothing about one mode of travel being more important than another, but by having a scoring system that scores highly when adding travel lanes not designated for buses or high-occupancy vehicles, it seems to be giving single occupancy vehicles and their drivers an advantage over other modes of transport, thereby promoting their use. Would not the mission of the NCDOT be easier to achieve if there were fewer cars on the roads?

Maintenance also needs to be considered. NCDOT already has over 80,000 miles of roadways they must maintain. The maintenance of these roads is important, costly, and, time-consuming. Bridge maintenance is also crucial and needs to be prioritized. We have roads that are behind on maintenance schedules now, adding more traffic lanes will only add to the cost and make it harder to keep up necessary repairs.

When roads are re-paved, resist the urge to widen the car lanes (which encourages higher speeds), and instead add wide shoulders that can serve more than one purpose (eg., safe pull-off for a disabled car, space for an emergency vehicle, space for bikes to use.)

Please consider the addition of road lanes for car capacity only after all other options are explored. If additional lanes are necessary, they should be prioritized for HOV and Bus travel.

ORANGE COUNTY

OLD 86

Old NC 86 from Hillsborough to the Carrboro Town Limits is identified as “needing bike lanes and safety improvements,” which are described as 4' shoulders. Old 86 offers a beautiful scenic connector between Carrboro and Hillsborough. It could be a wonderful cycling experience, but in its current state, it is not safe for bike or pedestrian travel. That is a shame, because there is a school located near Old 86 at Eubanks, there is Twin Creeks Park, and Blackwood Farm Park is just down New Hope Church Road. In addition, there are attractions in both towns that would serve as destinations for those visiting our communities.

Adding 4' biking shoulders to Old 86 would only serve the most confident cyclists. However, a separated bikeway or greenway that would stretch from Carrboro to Hillsborough would serve a larger purpose. It would provide a cycling attraction and destination that would not only serve the growing developments in Hillsborough and Carrboro, but it would also bring bicycling tourism and tourism dollars into Orange County. It would give the less confident cyclists as well as cycling families a way to travel between the two towns, both for recreation and for transportation. Many articles exist about money brought in by bicycle tourism. It brings \$133 billion annually into the outdoor recreation economy. The North Carolina Outer Banks have realized \$60 million a year from its \$6 million dollars in original bicycle facility investment.

Please evaluate this road for the possibility of a separated bikeway or greenway for the reasons stated above.

DATA COLLECTION

Please collect more data on cyclists riding throughout Orange County, especially on Dairyland Road and on Orange Grove, and continue gathering it on Old 86. Cyclists are seldom recorded as road users.

CARRBORO

N. GREENSBORO ST. (SR 1772) FROM ESTES DRIVE EXT. TO E. MAIN ST. (SR1010)

The intersection at Estes Drive Extension and N. Greensboro is scheduled to receive an improvement (TIP U-5846). The speed limit in the commercial district is 20 mph. It would be good to **lower the speed limit** from the commercial district all the way to the North Greensboro-Estes Drive intersection. This is an area of heavy pedestrian activity and contains a large curve, a hill, bus stops and crosswalks.

E. MAIN ST. FROM ROBERSON ST. TO ROSEMARY ST., and ROSEMARY ST. FROM MAIN ST. TO THE CARRBORO TOWN LIMITS

Recently, the Town of Chapel Hill added bike lanes along Rosemary St. Unfortunately, the bike lanes end at the Carrboro Town limits. It would be good to extend those bike lanes from the Carrboro Town limit on Rosemary to Main St., and then along Main St. from Rosemary to Weaver St. This could be achieved

with removal of one of the lanes on Main St and with better signaling. Please consider adding this to the CTP.

GREENWAY

Add an off-road north/south connection from central Carrboro to Chapel Hill High School and Smith Middle School. Many of the residents in Carrboro are districted to these schools.

Thanks for your consideration.

Sincerely,

Heidi Perov Perry

Andrew & Julie:

Thanks for taking the time a few weeks ago to host the Durham transit open house at the bus station. I promised to send in some feedback on a few items, but got a bit sidetracked.

I've attached a picture of some items. I've got thoughts all over town, but these are a few bigger ones. I left out some generally know about topics like the mess of the downtown loop, and kept this generally bike focused. The 70 bike route could use bus service between the cities.

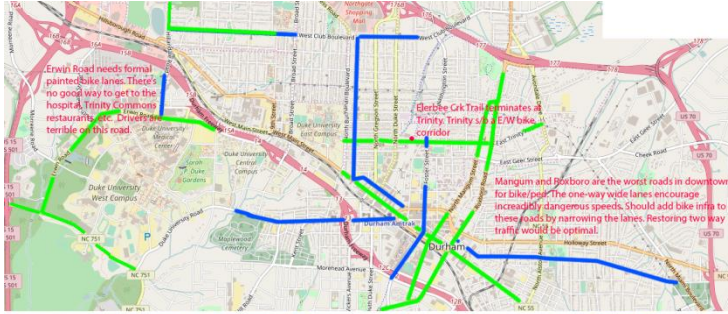
Andrew: I would be interested in helping out on the Bike/Ped counsel you mentioned. Let me know what I need to do to get involved.

Thanks,

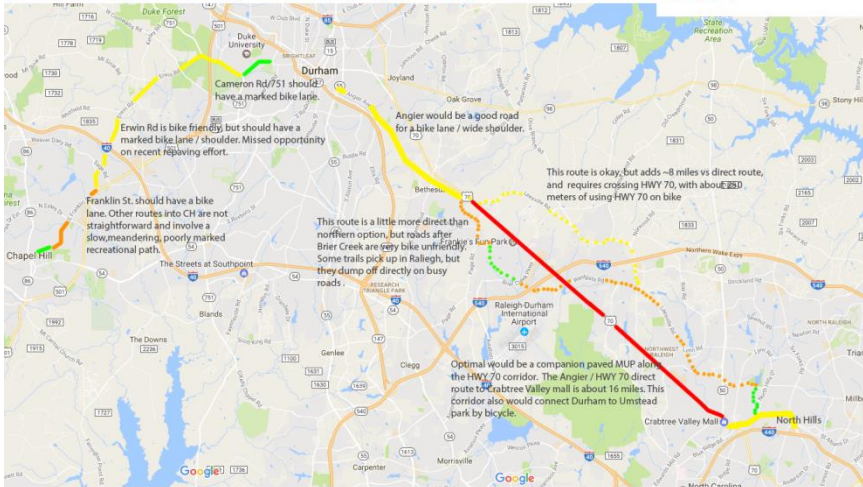
Chris Chaten

Durham, NC

(see next page for maps)



Blue = Existing Draft Bike Focus Corridor
 Green = Problem areas / need



Green = Current bike lane / trail / neighborhood road for most commuter level cyclists.
 Yellow = No real bike accommodations, okay for stronger riders, but not great.
 Orange = Particularly troubling route on bike even for strong riders.

Red = Ideal corridor, but not available to bikes

Dotted lines = current options for getting to Raleigh.

02/22/17

Re. draft CTP:

~\$100 million dollars per stop: No!

**Build a better bus system;
 busses are more flexible &
 bus stops don't cost \$100,000,000 each.**

I see light rail as
 part of the
social segregationist
 "Gentrification" of Durham...

Just say NO! to Light Rail...

02/24/17

Hi,

I'm on the Chapel Hill Transportation and Connectivity Advisory Board. For that board, I looked at the existing and proposed transit routes in Carrboro and Chapel Hill and checked whether they had

pedestrian infrastructure, so that people can safely walk to the bus stops. The Chapel Hill info was submitted through the Transportation Advisory Board but I wanted to submit the Carrboro informatoin as a private citizen. I recommend that sidewalks and pedestrian infrastructure be added everywhere there is transit. The most glaring need for this is along NC-54 in Carrboro, where there are lots of apartment buildings and bus stops but incomplete sidewalks along the busy road. The complete list for Carrboro is attached.

Thanks,
Heather Brutz

[The contents of Ms. Brutz' attachment are directly below]

Areas where there is existing or proposed transit routes but incomplete or missing pedestrian infrastructure

- NC-54 leaving Carrboro to Hatch Road
- Backside of Carrboro Plaza
- NC-54 in Carrboro between 15-501 and Old Fayetteville Road
 - existing bus routes
 - incomplete sidewalks
 - no indicated plan for pedestrian improvements
- Carol Street between Old Fayetteville and Hillsborough Rd.
- Davie Rd. between W. Main St. and Jones Ferry
- High St. between Hillsborough Rd. and W. Main St.
- South Greensboro St. between W. Main St. and Smith

02/25

I favor expanding bus services
I oppose light rail.

Thank you.

Margaret Heath

02/28

[Note: The referenced maps are on the three pages that follow this comment.]

I would like to register some points that have led to the development of this proposal.

Point 1.

Given the **2010** ADT predictions coming out of the **US 15-501 Corridor Transportation Master Plan** ("Corridor Master Plan", or "CMP") when compared with actual **2013** ADT's, **I think there is good reason to be skeptical**

of 2040 ADT predictions and how they drive a “need” for the conversion of 15-501 to a “freeway” to provide a “freeway-to-freeway” connection between I-40 and NC-147/I-85. I used the figures in the CMP for a location between Southwest Durham Drive and Garrett Road (rightmost blue shaded figures) for comparison with the 2013 actual of 46,000 trips, and **this 2013 actual fell far short of the minimum 2010 predicted ADT of 78,000 trips/day, with figures for other 2010 development scenarios running as high as 107,000 trips/day.**

Point 2.

Having lived with them since the early ‘90s, I understand the arguments for upgrading 15-501 to a “freeway” between I-40 and New Hope Creek, but think that in light of the above and community decisions made from the **15-501 Major Investment Study (MIS)** onward, including the votes in Durham and Orange counties to generate and allocate new sales tax revenue to (i) current transit upgrades and (ii) future fixed-guideway transit, I think it is very poor public policy to consider the conversion of 15-501 until such time as:

- (a) fixed-guideway transit is in service, a significant of TOD level land uses have been developed and we see what the mode split and/or absolute 15-501 volumes are, or
- (b) a decision is made to abandon the development of fixed-guideway transit in the 15-501 corridor.

I would hope that no public official considered about the responsible use of public dollars would want to spend “**freeway**” dollars (i) ahead of or (ii) simultaneously with **fixed-guideway dollars**.

Why should significant public investments work at cross purposes?

Note that these comments do not apply the creation of a grade-separated interchange at Garrett x 15-501 - that is a very different situation, and while I think slower travel times through Garrett would help promote fixed-guideway transit ridership, I can understand and accept that this is a road improvement which likely will be de-coupled from a major transit investment.

Point 3.

On June 6, 2016, **the Durham City Council adopted the Patterson Place Compact Neighborhood (CN)** boundary shown on the attached, expressing a desire to create a significantly more urbanized area straddling 15-501.

Point 4.

Current adopted plans show **Mt. Moriah Rd. (MMR)** and **Southwest Durham Drive (SWDD)**, which provide **two** ‘front doors’ to 15-501 for either side of 15-501 and two points where crossing traffic can move from one side to the other.

My Proposal:

I am proposing that a **third** intersection/crossing point be established on 15-501 - **[(6)/⑥]** on the attached above] - to take advantage of that portion of land planned for an extension of a road from that new intersection to SWDD and beyond in the vicinity of the proposed Light Rail Transit (LRT) station location due east of the existing Kroger.

South of 15-501, this road would run west of and immediately adjacent to the LRT alignment.

This new road would add crossing and turning capacity to serve adjacent land uses, particularly on the south side of 15-501, make it easier to serve the 27 acre combination of University Ford and Boulevard property land, which otherwise would be dependent upon (i) a new signalized intersection at Witherspoon or (ii) other points of entry to get off SWDD and into a 27 acre assemblage that will be located immediately across the street from the relocated station platforms.

I am also proposing the Durham Planning/Transportation “**map**” and **protect** a road alignment (i) generally running from the eastern end of what is developable north of 15-501, which (ii) intersects with the third road crossing 15-501, (iii) intersects MMR at the current signalized intersection serving New Hope Commons and (iv) runs through New Hope Commons on a combination of existing internal drive and across what are currently parking lots, becoming the primary E-W corridor serving the northern side of 15-501 and which ultimately become the road that extends across I-40 on a bridge to the Eastowne quadrant north of 15-501. This is shown with the pink solid and dashed segments on the above attachment and marked with a combination of **(3)/(3)** and **(4)/(4)**, leading to the bridge at **(5)/(5)** and continuing into the Eastowne quadrant.

The two Chapel Hill quadrants should be tied together with North-South connections across 15-501 in many of the ways that the consulting group in town last week for “station area planning” has discussed. My principal concerns are with

(i)

N-S connections on the east/Durham side of I-40 - principally a third intersection/crossing point east of Southwest Durham Drive;

(ii)

a “Main Street” spine identified and protected on the North side of 15-501 intersecting with all 3 roads crossing 15-501 and ending up at crossing I-40 at the bridge recommended by the 15-501 Corridor Master Plan;

(iii)

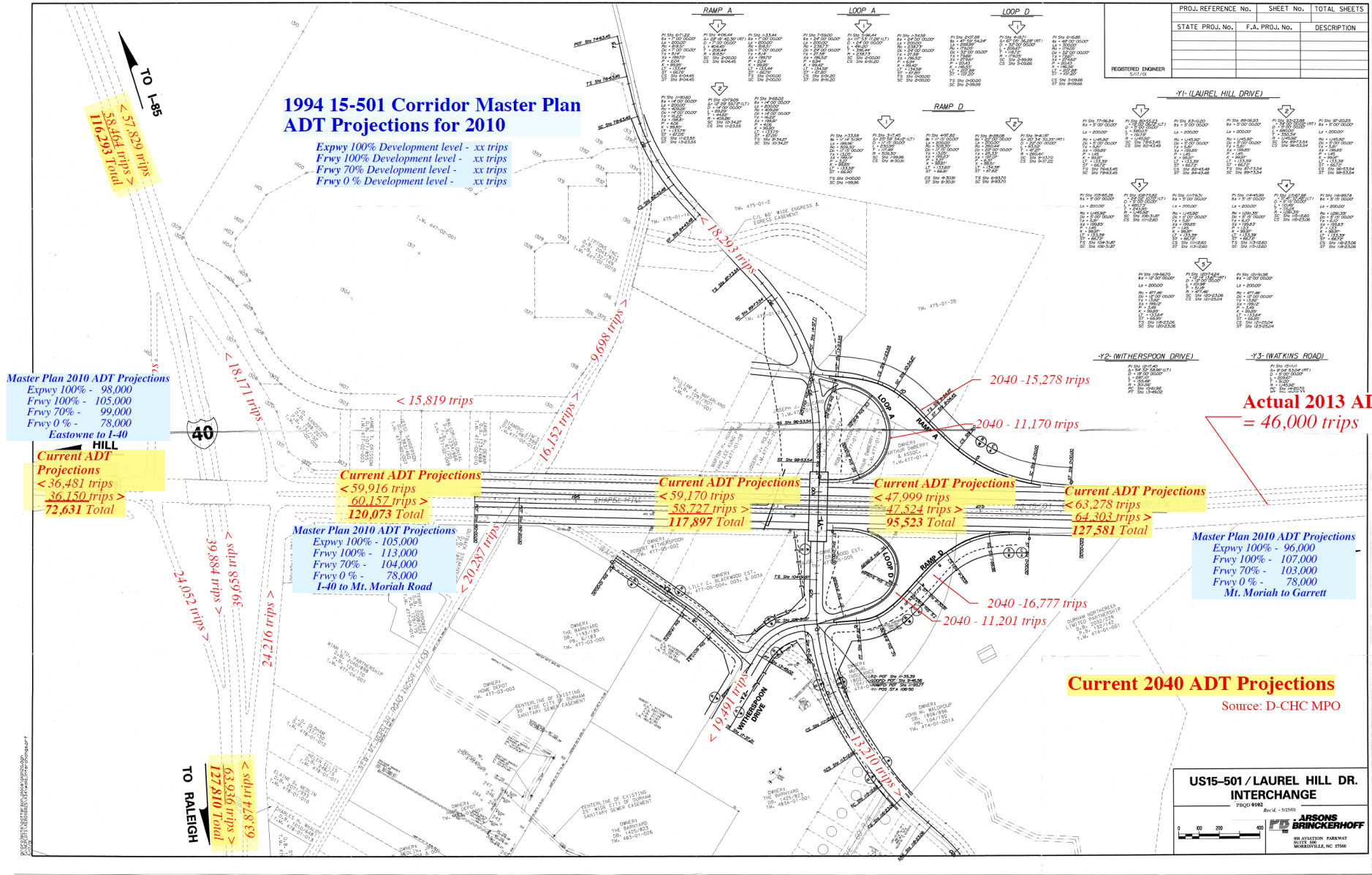
good bike/pedestrian access from the SW corner of the Patterson Place Compact Neighborhood (CN) to the Gateway Station.

Please do not hesitate to call with comments or questions.

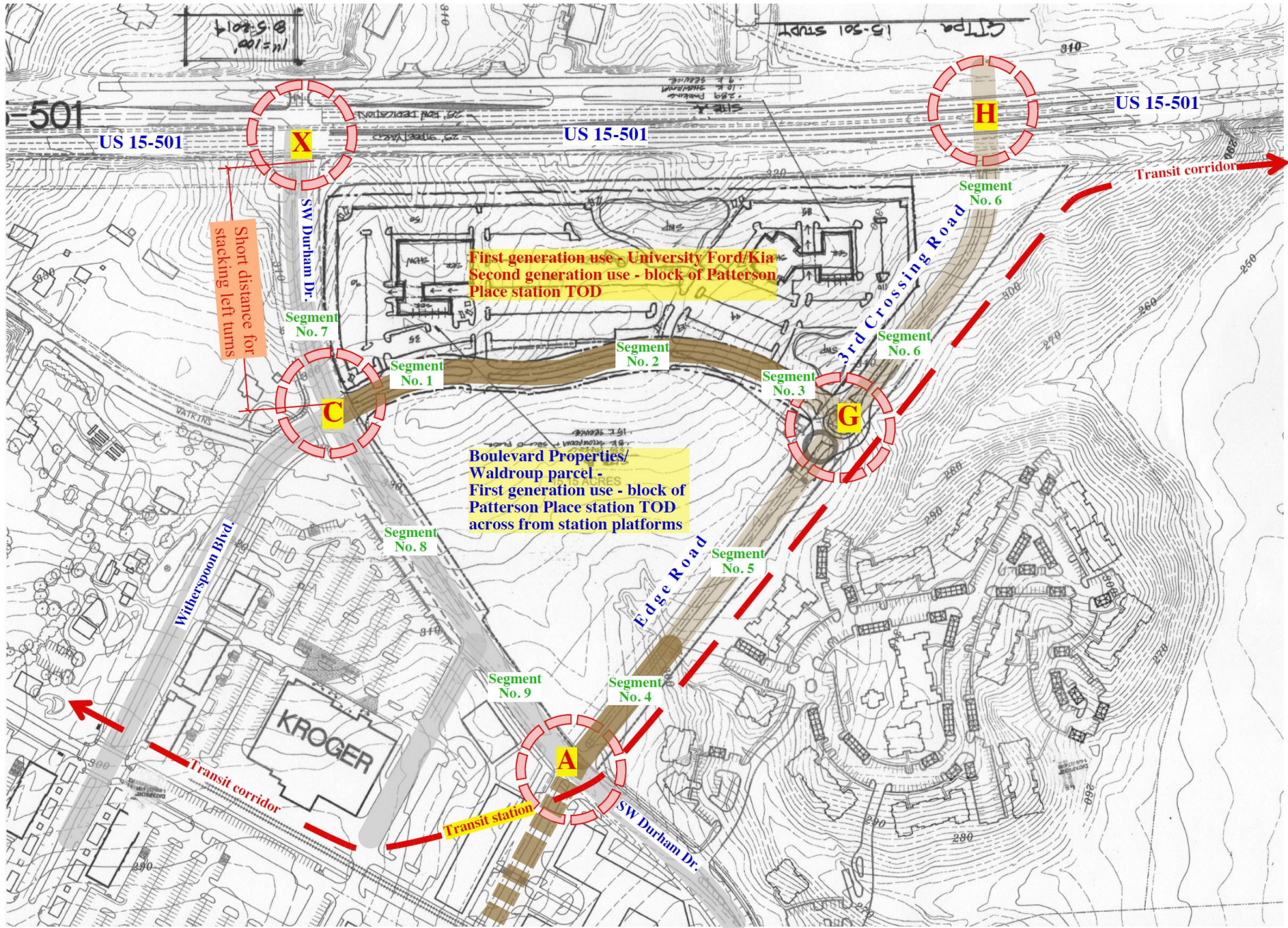
Many thanks.....

J Michael Waldroup

[Note: The maps referenced in this comment are on the following three pages]



[From J Michael Waldroup]

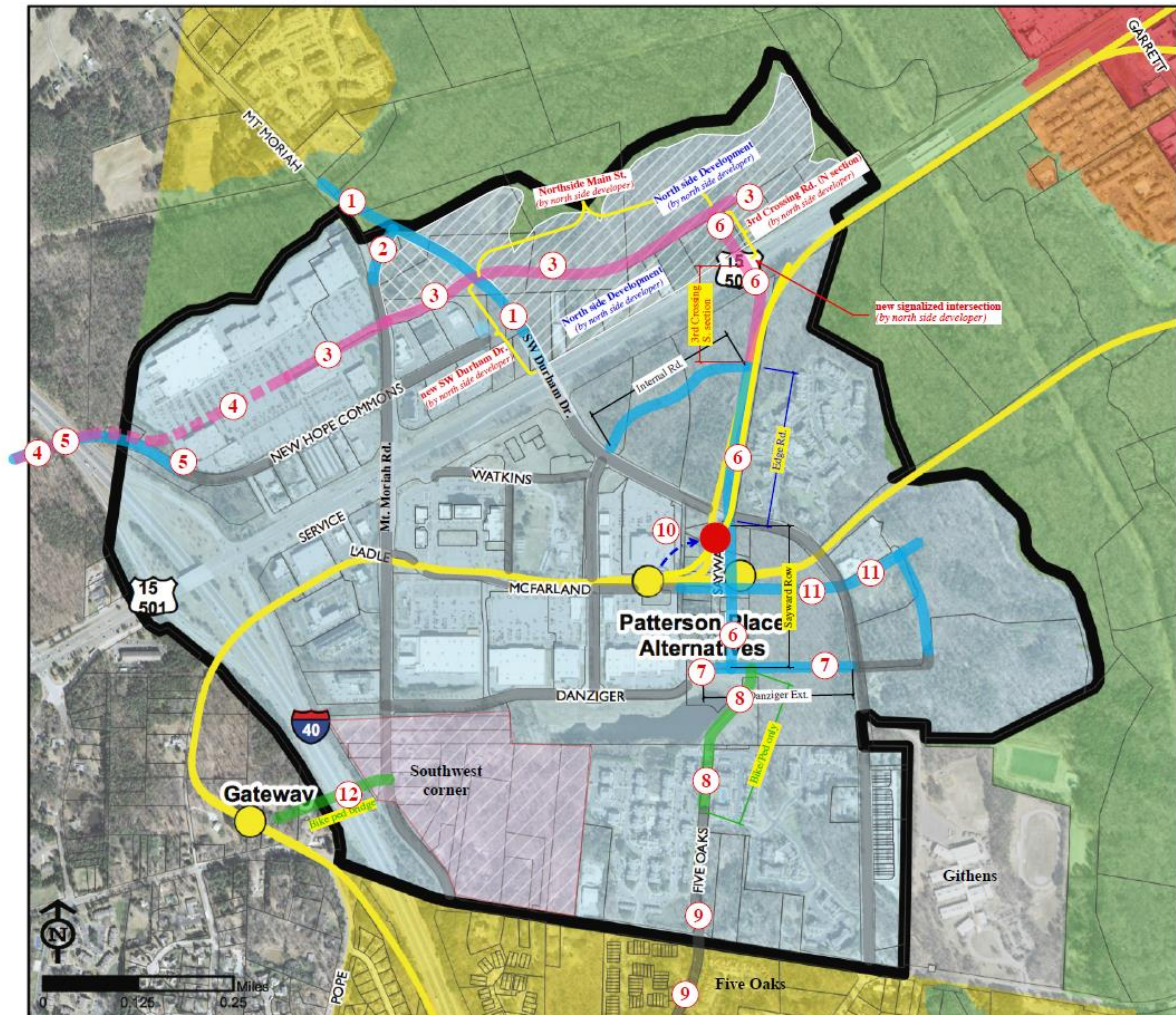


[From J Michael Waldroup]

Patterson Place Compact Neighborhood Boundary as adopted by Durham City Council, June 6, 2016

Figure 4: Proposed Future Land Use Map

(base illustration provided by Durham City-County Planning Department)



- ① new Southwest Durham Drive - per 15-501 Corridor Master Plan
- ② Mt. Moriah with connection to new Southwest Durham Drive - per 15-501 Corridor Master Plan
- ③ 'Main Street' spine for Compact Neighborhood (CN) development North of 15-501 - proposed
- ④ future spine for CN development through New Hope Commons area and over I-40 bridge - proposed
- ⑤ New Hope Commons Drive extension over I-40 bridge - per 15-501 Corridor Master Plan
- ⑥ third crossing of 15-501, feed to LRT station, spine for CN development South of 15-501 - proposed
- ⑦ Danziger Drive extension to SW Durham Dr. - per Patterson Place development plan
- ⑧ pedestrian & bicycle link across Patterson Place dam - no autos/trucks
- ⑨ Five Oaks Dr. corridor extending into the heart of Five Oaks Dr. residential area - existing
- ⑩ Relocate LRT station to point east of Kroger, rather than south of Kroger, for greater visibility & access
- ⑪ McFarland Rd. extension across SW Durham Drive
- ⑫ New pedestrian bridge connecting "Gateway Station" with residential node in SW corner of Patterson Place CN - recommendation from multiple groups at Planning Department's CN public meetings

Existing █
 Future █
 Proposed █
 Ped/bike █

Comments from Comment Form

Serious concerns that the proposed LRT, which would serve a very limited population, would use transportation dollars needed for the region. The BRT option would be more cost effective, serve more people, and be more flexible for future growth.

Downing Creek community is adjacent to NC 54. We have repeatedly asked Chapel Hill, Durham MPO GoTriangle and others to please look at traffic counts for Little John and Downing Creek Parkway along NC 54 but all traffic analysis stops at Barbee Chapel in Orange and resumes at Huntingridge/Falconbridge in Durham ignoring Little John and Downing Creek. PLEASE do a proper study of these roads and publish publicly.

Alex Cabanes

[Staff forwarded this comment to GoTriangle and they sent manual traffic counts from April 2015 for the NC 54/Little John, Stancell Dr/Little John, and Stancell Dr/Downing Creek intersections. MPO staff forwarded these counts to Mr. Cabanes]

The light rail project, which only has 3 stops in OD, must be stopped and Orange County money that would have gone there needs to go to public transportation that will serve all of Orange County, including seniors, rural residents of OC, people who don't want to travel from UNC hospitals/campus to Duke/NCCU. Let UNC take on the cost requested from Orange County.

More bus rapid transit and subsidized projects (like uber for public transport) that are flexible (and not stationary) should be featured in the CTP.

We also need public transportation from various parts of Orange County to RDU.

The frequency, connections and time (evenings, weekends) of buses need to be expanded and improved.

High Priority Offroad Bike Paths

1—Connector from Merritts Pasture to Kings Mill Road in Morgan Creek, Chapel Hill. Needed to connect with Southern Village. This is a serious safety issue! Currently, bicyclist and pedestrian must travel on Fordham Blvd. A very dangerous road for bicycle and pedestrians.

2—Bridge from – Bayberry to NC botanical Gardens. This will connect this isolated neighborhood.

3—Offroad path from Merrit Mill to Fordham Blvd. with grade separation crossing. Many people cross Fordham Blvd. each day here and this is extremely dangerous. The off road path is needed to connect to downtown and Chapel Hill and Carrboro.

Thank you for including bike lanes on proposed new roads! I hope the State government will allow money to be spent on bike-related improvements. I'd especially appreciate any labels (signs, symbols on the road) that let drivers know bikes are allowed on the road.

One idea I had was to start a program like "Swat a Litterbug" program where citizens can report unsafe behavior on the roads, resulting in a warning being issued. I know it's probably impossible, but I dream about it every time a driver nearly hits me. I memorize their license number and imagine I can do something. (A conversation would be better, but that never happens.)

My Dad asked me to pass this on:

(1) He finds the bus website completely confusing. He's considered trying to catch the bus at Durham Tech (HBoro) and can't figure out how.

(2) He wonders if you track ridership on the buses and if you'd consider using vans for low volume routes, to save gas.

I really like the idea of having dedicated lanes for public transit, to allow people who ride the bus to benefit by getting to work faster.

Thanks!

P.S. This probably isn't your jurisdiction, but I wish there were a "car share" throughout the county. I know UNC had something, but if you don't have a car to get there it's not so helpful. I enjoy not having a car, but it would be nice to be able to "check out" a car for a few hours to go to a movie every once in a while.

As someone who lives in Northern Orange outside of Hillsborough, we are having a hard time wrapping our heads around plans that do not help us.

However, I also realize that Northern Orange badly needs a plan for more density – both homes and business.

Thank you,
Aimee Tattersall

Add County Bike Routes to Bike map.

- (1) Sidewalks are needed along Orange Grove Road from S. Churton St. all the way to the Occoneeche Mtn. park road (beside I-85). This street gets walking pedestrian traffic and handicapped powered-wheelchair traffic.
- (2) If #10 New Collector is extended from Orange Grove Rd Extension to Millstone Drive, then Millstone Drive needs to be seriously upgraded, as it is barely adequate to carry the commercial traffic that uses it now.
- (3) #5 S. Churton St. upgrade does not warrant upgrading to 4-lane divided cross section with raised median. A 4-lane street with a divider island will be sufficient. More important is to consolidate some of the many driveways that intersect S. Churton, especially south of Mayo St.
- (4) I don't see anything on these maps about the Railroad's plans to eliminate grade crossings in the Hillsborough area.

Jim Parsley
2/16/2017

Old 86 -- Add greenway or separated bike path from Carrboro Town limit to Hillsborough.

Show county bike routes on Bike map – prioritize wide shoulders on Dairyland, Orange Grove.

Carrboro -- Connect existing bike lanes on Rosemary St. in CH with ones on Main St. (or to Weaver St.) in Carrboro.

Show off road n-s connector between central Carrboro & CH High School / Smith Middle School.

See comments on Bike Map.

[Staff: To add Bike Map comments here...?]

Reduce speed limit on Lawrence Rd.

- Bike Boulevard (off-road) connecting Durham, Hillsborough, Carrboro, Chapel Hill. Connect points of interest.
- OLD 86 – reduce speed limits to 35 mph.
 - add “Bikes May Use Full Lane” signs.
- Wider bridges for bicycler or all bridges except interstate bridges.

Boulevard at 751/O'Kelly Chapel & South will eat up all the private land on both sides of the road and destroy the rural flavor and uniqueness that is disappearing from the area – everything is homogenized.

Kathryn Butler

Appreciate efforts to improve bike/ped infrastructure. Specifically see need for bike lane on Old NC 86 between Hillsborough and Dairyland.

I'm writing my plea for the reconsideration of the proposed additions of bike/ped lanes to Farrington Mill Rd, Old Farrington Mill Rd, Mt. Carmel Church Rd, & Hwy 751 north of Hwy 64 to not be done. The current & future high volume traffic from the south every day, especially weekdays, which is increasing as we speak, does not allow the safety or guarantee for the safety or enjoyability of these lanes for both drivers & cyclists.

A separate pathway along these roads would be better and safer for all. As much as we would like to think everyone involved will do what's right and be more cautious that will not be the case on these rural/country but well used roads. Widening these roads is necessity however, with speed limit signs at more intervals.
