

STATEMENT OF THE OAKS VILLAS RESIDENTS' CONCERNS AND
SUGGESTED IMPROVEMENTS TO THE CONSULTANT'S RECOMMENDED
SOUTHWEST DURHAM COLLECTYOR STREET PLAN

We have two serious concerns about the recommended plan and corresponding suggestions for solutions.

#1 We are concerned that George King Road is proposed to be paved by developers in bits and pieces as developments are approved one by one over a long period of time. That will cause traffic from the initial developments to be diverted for years onto existing neighborhood streets -Lancaster, Nottingham, Donegal, and New Castle, and eventually to Pinehurst and Burning Tree Drives in the Oaks. Those streets will become de facto mini-thoroughfares for many years.

Thus we urge two modifications to the plan to solve this problem:

- A. Early in the development of the area, pave the entire length of George King Rd from Ephesus Church Rd. to Hwy 54 and improve the intersections at both ends of George King Road. The plan will not work if you depend on piecemeal implementation of that critical collector street by developers.
- B. Limit connections from new developments to Lancaster and other existing neighborhood streets to emergency vehicles until such time as George King Road provides collector street service across the entire area.

#2 The plan provides no implementation component to retrofit existing streets that are incorporated into the collector street system, so that our neighborhood streets approximate the standards proposed for new streets.

- A. Thus, we urge modification of the plan to incorporate a capital improvement funding program by local governments, particularly the Town of Chapel Hill and Durham County or the MPO, to bring existing streets to the approximate standards of the new streets. Retrofitting cannot be feasibly implemented through subdivision and other development regulations.

I am presenting a petition signed by residents of 27 households in Eastwood Park to voice our objection to the proposed Collector Street Plan. We consider any collector or arterial road system connecting Farrington Road to Highway 54 via Eastwood Park to be detrimental to the quality of life and property values in our neighborhood.

Residents of Eastwood Park have participated in the collector street plan community workshops and our input is not reflected in the final plan. There are alternative road systems that will not destroy residential units, and these have not been adequately considered. Modifications to the CSP have been made to preserve an arboretum on George King Road, but no modifications have been made to accommodate the people who live in Eastwood Park and pay property taxes.

Preserving affordable housing in Eastwood Park is an issue that should be relevant to all members of the TAC. Many of the residents of our neighborhood work in Chapel Hill, for employers including the University of North Carolina and the Chapel Hill-Carrboro school system. Our neighborhood is neither large nor wealthy, but our concerns are relevant and should be addressed. I respectfully request that you take these issues into consideration when voting on the Collector Street Plan.

Eastwood Park Petition to DCHCMPO

RE: Collector Street Plan

Date: May 29, 2006

To: The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; the City of Chapel Hill; the counties of Orange and Durham; the North Carolina Department of Transportation; and all agencies and individuals associated with the Southwest Durham Collector Street Plan:

We, the residents of Eastwood Park, petition the above agencies and individuals to remove all new streets within the boundaries of Eastwood Park, and all local streets that have been incorrectly labeled as existing collector streets, from any consideration pertaining to the Southwest Durham Collector or Arterial Street Plan. We wish to maintain the character of Eastwood Park and Celeste Circle as is, without upgrades designed to handle collector or arterial traffic.

We, as residents, consider any collector or arterial road system connecting Farrington Road to Highway 54 via Eastwood Park to be in direct conflict with preserving the neighborhood as an affordable residential community, or as a viable commercial site in the long term.

More specifically, we as residents believe there are alternative road systems that will not:

- jeopardize the safety and welfare of Eastwood Park homeowners and their families as they walk or drive through a low density neighborhood.
- generate noise and sound pollution associated with significantly increased traffic flow through narrow streets.
- destroy the quality of life and residential property values in Eastwood Park.
- destroy residential units, when less complicated and intrusive infrastructure is possible.

As residents of Eastwood Park, Durham City and County, we encourage the above agencies to consider placing any connecting, or arterial roads through less developed areas of Durham County, and to remove all streets in Eastwood Park from any proposed connector or arterial plan.

Respectfully Submitted,

The signatures on the attached pages are intended to be an integral part of this document.

Eastwood Park Petition to DCHCMPO

RE: Collector Street Plan

Date: May 29, 2006

	Name	Address	Signature	Date
1	Sue Hunter & Chuck Garrison	211 Celeste Circle	<i>Sue Hunter/Chuck Garrison</i>	5/29/06
2	Margaret H. Walker	214 Celeste Circle	Margaret H. Walker	5/29/06
3	William C. Walker Mary Ellen Mangin Marian A. Rankin	153 Celeste Circle	William C. Walker Mary Ellen Mangin Marian A. Rankin	5/29/06 5-29-06
4	Julia Teasley Julia Teasley	151 Celeste Cr.	Julia Teasley	5/29/06
5	Stuart Evans RONALD H. EVANS	141, Celeste Cr.	Stuart Evans Ronald H. Evans	5/29/06 5/29/06
6	Eric H. Evans	142 Celeste	<i>Eric H. Evans</i>	5/29/06
7	Rene K. W. LISA W. VINN	133 Celeste Circle	Rene K. W. Lisa W. Vinn	5/29/06
8	Sam Black Sam Black	130 Celeste Circle	Sam Black Sam Black	
9	Ode Ogede Sherry Ogede	129 Celeste Circle	Ode Ogede Sherry Ogede	5/29/06
10	Robert A. King	125 Celeste Cir	Robert A. King	5.25.06
11	WILLIAM MARSHALL	126 CELESTE CR 41100 ELLIOTT AVE W 22455	<i>William Marshall</i>	5.29.06

Eastwood Park Petition to DCHCMPO

RE: Collector Street Plan

Date: May 29, 2006

	Name	Address	Signature	Date
12	Tom & Karen SANDERS	121 CELESTE CIRCLE CHAPEL HILL, NC 27517	Thomas Sanders	29 May 06
13	SHANNON SMITH	100 CELESTE CIRCLE CHAPEL HILL, NC 27517	Shannon Smith	5/29/06
14	Ally & Zack King of	3338 Nelson Hwy Chapel Hill, NC 27517	Philip H. King Zack King	5-29-06
15	Arith & Doresey Elks	134 Celeste Circle Chapel Hill, NC 27517	Arith & Doresey Elks	5-30-06
16	Tony & Libby Williams	146 Celeste Cir Ramp Hill, NC 27517	Tony Williams	5-30-06
17	Rick & Sandy Weld	147 Celeste Circle CH. NC 27517	Richard E. Weld	5-30-06
18	Chris Selby Kristin Anderson	138 Celeste Circle Chapel Hill, NC 27517	Chris Selby Kristin Anderson	5-30-06
19	Lee & Carol Meyer	137 Celeste Circle Chapel Hill, NC 27517	Carol Meyer Lee Meyer	5-31-06
20	Pranve B. Wibley	2412 Yuleom Hwy Chapel Hill, NC 27517	Pranve B. Wibley	5-31-06
21	Grant Perry Tau	110 Crossland Dr Chapel Hill, NC 27517	Grant Perry Tau	5-31-06
22	Rolo & Jessica Soler	207 Celeste Circle Chapel Hill, NC 27517	Jessica Soler Rolo Soler	5/31/06

Eastwood Park Petition to DCHCMPO

RE: Collector Street Plan

Date: May 29, 2006

	Name	Address	Signature	Date
23	Jacquelyn Bower Matthew L. Hirsch	208 Celeste Circle	Jacquelyn Bower Matthew L. Hirsch	6/7/06
24	JOAN W STYVES	210 CELES TE CIRCLE	Joan W Styves	6/10/06
25	Ann Tietz Joan L. Harrison	2408 NELSON HWY	Ann Tietz Joan L. Harrison	6/14/06
26	BEN STIKOLEATHOR BETSY STIKOLEATHOR	229 CELES TE CR.	Ben Stikoleathor Betsy Stikoleathor	6/14/06
27	STEVEN HILL	157 Celeste Cir	Steven P. Hill	6/14/06
28				
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30				
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33				

Public comment from Chris Selby, resident of Eastwood Park:

Six of my neighbors from Eastwood Park are signed up to speak immediately after me, and they plan to cede their time to me, with the permission of the Chair.

At the May 10th meeting here, when Mr. Henderson presented the CSP, he said that the residents of Eastwood Park got a real double whammy. The first whammy was finding out that we had been placed in a commercial land use area in the Durham Comprehensive Plan. The second whammy, was finding out about all of the streets crossing our neighborhood in the CSP. Mr. Henderson was correct. We were unaware of the change in long-term land use designation from residential to commercial. We are content living in a residential area where we enjoy affordable housing on half-acre lots, with a good location. We are looking into amending the Comprehensive Plan to locate us in a residential use area. We are currently zoned as residential.

We are here to respond to the second Whammy, the CSP. On this map I'd like to note that the plan is for medians to be erected, to prevent traffic from crossing Highway 54 here at Farrington and at Celeste. At Huntingridge, a light is being put up by the state. Also, roads are to replace residential properties here (Huntingridge to Celeste), and here (New Farrington to Celeste). Finally, Farrington Road is rerouted to connect with Celeste from 2 directions, and Celeste is to be upgraded from a local to a collector street. Consequently, motorists traveling between Farrington road on the north, to points south including I-40, Highway 54 and Farrington Road south, will need to travel through the light at Huntingridge, and along Celeste. Now, before development, Farrington handles over 9,000 trips per day. Running this heavy traffic of Farrington down Celeste will destroy the character of our community. It is **NOT SAFE, NOT EFFICIENT, AND NOT CONSIDERATE TO THE RESIDENTS!**

Other reasons the Plan is a whammy are the re-routing of George King to cross our neighborhood, and the requirement to bulldoze homes to provide right-of-way. We realize that new roads will be built only after we sell to developers, and that we do not have to sell. However, our community is

vulnerably to a real whammy, if only a few select residents sell their properties to provide right-of-way.

Opposition of Eastwood Park to the Street Plan is stated in the petition that has been presented.

Among the errors in the Street Plan map that you have been provided, we note that Celeste is currently a local street, not a collector. Also, Farrington is a minor thoroughfare, not a collector. Re-routing of Farrington, like Southwest Durham Drive, should actually be considered not here but at the review of the Long Range Transportation Plan.

At the Street Plan Workshops, Alternative Plans A, B, and C were presented, discussed, and voted on. These Alternatives are in Chapter 4 of the Plan document. From our perspective, either A, B, or C is better than the recommended plan, which incorporates the worst features of each, and turns Celeste into a major east-west corridor. Two positive attributes of A, B, and C, which are omitted from the recommended plan, include a collector that borders Celeste properties to the north, which carries east-west traffic. Another big positive is the rerouting of George King through the stubout at Crossland Drive, with an intersection of Crossland and NC 54. Each of these features reduce the need to bulldoze housing, and the use of stubouts is required by Durham's UDO.

We also have 3 alternatives, that try to reduce the whammy. The first assumes the worst case scenario, that the new Farrington and George King Roads traverse Eastwood Park, (and as shown here and here). The alternative is simply **DO NOT UPGRADE CELESTE TO A COLLECTOR TO ENCOURAGE OR ATTEMPT TO ACCOMMODATE REROUTED FARRINGTON TRAFFIC**. Already, alternatives are in the plan, the service road for local traffic, and east-west collectors to the north for more distant Farrington traffic. Also note here that the previously mentioned east-west collector just north of Celeste, would function very nicely here. If anything, traffic calming may be needed on Celeste.

Alternative #2 is based upon information from staff. For permits to be issued, to allow the complete development of this large area of land (here), at least 2 collector streets will need to run north/south from Ephesus Church to Highway 54. The recommended CSP map shows that Old Farrington and

George King are both collector streets to be included in the plan. They both run N/S and connect Ephesus with 54, so it is not necessary to create or divert new roads that cross Eastwood Park. Alternative #2, is stick with the old Farrington and George King Roads. If there are problems upgrading the southern end of George King, through wetlands, it could be rerouted through the Crossland drive stubout.

A drawback to Alternative #2 is that there is only one real access point along Highway 54, at the Huntingridge light. The intersections at Celeste and Farrington will be atrophied. This one light seems inadequate, though it is the same level of access provided by the recommended Street Plan. Considering that 3 lights on NC 54 service Meadowmont, and 2 lights service the Oaks and Glen Lennox, more access here seems appropriate.

Alternative #3 proposes another intersection with a light, located (here) where George King currently comes within feet of 54. There would be options as to where this intersection on 54 could connect to the north. We suggest that it cross E/W where there is an unmapped roadbed, and connect with the new Farrington Road near the proposed transit station. Again, if there are problems with wetlands, use the Crossland Drive stubout.

A road linking an NC 54 intersection at the south, in the area of George King, with Farrington Road to the north, would make many people happy. It would provide the new developments with an attractive, functional, southern entry. When the long-range plan is reviewed, it could provide a new path for the Southwest Durham Drive, which will make the Meadowmont residents very happy. It will make the transportation people happy, because it will replace the current Farrington Road light at NC 54, which is too close to the interstate, with a light as far as possible from I-40, and allow for maximal traffic mixing. It will make us happy because it diverts arterial traffic from our neighborhood. Also, it should make the TAC happy, because it will have avoided destroying the character of our community, and the destruction of affordable housing, and it will have acted consistently with its role to create roads that enhance the livability of all communities.

As a comparison, the intersection constructed at I-40 and Fayetteville Road, to service Southpoint Mall, has improved the community at large, and we believe that an intersection at or near NC 54 and George King, while being much more modest in scale, will have a similar positive impact. One of the guidelines used to create the CSP, was that roads were to stay away from

Corp of Engineers land. Preserving affordable housing and the character of communities were not guidelines of the consultant. However, they are guidelines for the TAC and the Comprehensive Plan, and they are reasons to seriously consider the popular George King option.

In summary, we feel that it is not appropriate for our neighborhood to be whammied, and that the Street Plan should be modified so that **CELESTE IS NOT UPGRADED** to handle heavy traffic. We have noted the positive ideas from the workshops that were not incorporated, including the routing of George King to the Crossland Drive stubout, and a collector that would parallel Celeste just to the north.

In our alternatives, **CELESTE IS NOT UPGRADED** to handle heavy traffic. We note that east-west traffic may use any of several east-west collectors that parallel Celeste. We note that Farrington and George King Roads, in their current locations, could satisfy the requirement for north-south collectors to service future development. Finally, we suggest that an intersection with a light be located where George King or Crossland Drive approach Highway 54. This southern intersection could connect with Farrington Road to the north.

We believe that unbiased, critical review, and incorporation of our suggestions, which has not been done to date, can lead to an improved Street Plan.

We also have an emotional message. Many of us are terrified of the opportunity here for our lives to be made miserable. Please do not be insensitive in your decision.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)

FROM: Chris Selby, 138 Celeste Circle, City of Durham

DATE: June 13, 2006

RE: Lead Planning Agency (LPA) Memo to the TAC
Dated June 14, 2006

Background

A memo dated June 14, from the LPA to the TAC, provided clarifications to several issues raised when the Collector Street Plan was presented on May 10. This memo offers further clarification and also responds to the memo from the LPA.

George King Road

Two very popular ideas among the residents who attended the Collector Street Plan Workshops and the TAC meeting on May 10, were (1) the upgrading of the southern end of George King Road, and (2) the upgrading of George King plus an intersection of George King with NC 54 with a light. The LPA offers three reasons for its objection to both of these uses of George King.

The first reason is that “the southern segment runs along and crosses U.S. Army Corps of Engineers property, and thus there might be delays or permanent barriers to receiving a permit to make improvements...” By accessing the Corps of Engineers website, the question and answer section, one finds that the permitting process normally takes 3 to 4 months, that less than 3 percent of all permits are declined, and that when declined, an applicant may re-submit.

Permitting may require justification on the basis of need, demonstration of a lack of alternatives, and will require cooperation with the NCDOT. The

TAC is the deciding body charged with determining need and alternatives, and with coordinating local and state transportation planning in the MPO area. Since this potential route is highly popular among residents in the Meadowmont and Eastwood Park neighborhoods, and would have broad positive impact, the TAC should be compelled to involve the state DOT and to study the feasibility of this route, rather than "throw the baby out with the bathwater" and anticipate its own failure. The permitting required to upgrade southern George King and to create an intersection with NC 54 is likely to be of a level of difficulty comparable to the process involved in upgrading Stagecoach Road, and therefore is likely to be doable.

Figure 3.3 of the CSP shows features of the Corps of Engineers land in relation to George King. An important determinant of success in an effort to permit the upgrade of George King is how much wetland does the road cross. Figure 3.3 shows very little.

Figure 3.3 also shows that Crossland Drive, with a stubout, is close to and parallel to George King, and is not near wetlands. Stubouts are required to be used, as described in the Durham Unified Development Ordinance. Re-routing George King through the Crossland Drive stubout offers an excellent alternative in the event that difficulties do arise in permitting George King. As the CSP document shows, the rerouting of George King to the stubout was in fact proposed in Alternative "A" (Fig. 4.2), which also included an intersection of Crossland Drive and NC 54 with a light (p. 4-11). Alternative "B" (Fig. 4.3) also re-routed George King to join the stubout at Crossland, and included an intersection between Crossland and NC 54 (p. 4-13).

The second reason for objecting is the probable need for earth moving to create an acceptable grade, if an intersection were to be constructed. Fortunately, developers, who would be the ones to undertake such a task, are generally capable of moving and grading earth. It is not as though bankers or school teachers would be asked to move earth, and this objection does not constitute a serious obstacle.

The final objection, is that development could not occur on the Corps land that George King passes through. While this is probably true, there are compensatory advantages to this popular route. For one, such a planned entrance to a community, through a beautiful, natural area such as southern George King would be esoterically pleasing and would likely increase the

livability of the new developments that would be served by an upgraded George King. Since southern George King is sparsely populated, there would be minimal disruption to current residents. In contrast, the alternative, the re-routing of George King proposed in the CSP, involves bulldozing affordable housing and deteriorating the character of a community. Already, George King Road functions to allow traffic to flow from Ephesus Church and NC 54, and points between, thus, it is functional, and traffic is increasing since Creekside Elementary was built. The fact that the southern end of George King is located where development cannot occur, also has advantages for developers. With George King as a collector already in place, the CSP map will not require as many collectors that will have to be incorporated in the site plans of developers, so they will be less constrained. Also, by needing only narrower local streets on their land, and fewer wide collectors, they can locate more units per acre.

Other advantages exist to the use of southern George King (or George King re-routed through Crossland Drive) that are more global. It could connect to New Farrington Road to the North. Regarding this scenario, a major objective of the State is to atrophy the intersection of Farrington and relocate it at a site more distant from the I-40. The George King (or Crossland Drive) site would be the most distant site possible, and would allow for more complete traffic mixing on NC 54 between the George King intersection and I-40.

NC 54 Service Road

The Service Road is not included in the CSP as a collector street, Celeste is. At the May 10 meeting, it was noted that the NC 54 Service road is already a collector street that could function in the CSP in place of Celeste.

The LPA states that the Service Road is not designated as a collector street in the CSP because it creates intersections with other collectors within 60 feet of NC 54 that would not be optimal for safety and efficiency reasons. In particular, the LPA is referring to the intersections of (1) the Service Road with Celeste, and (2), the Service Road with Huntingridge.

The Service Road will remain a collector after adoption of the CSP, since it links numerous businesses and local streets to NC 54. The CSP is the entity that creates the two suboptimal collector-collector intersections, by making upgrades to Celeste and across from Huntingridge. Furthermore, the CSP

reroutes the heavy traffic of Farrington Road through these two suboptimal intersections, creating even less safety and efficiency.

If the new Farrington is joined to Celeste first, and there are delays in constructing the Celeste-Huntington Road, then the **all of the heavy traffic from Farrington will have to use the Service Road as a collector, passing through both of these suboptimal intersections.** Therefore it seems that if New Farrington is linked to Celeste before the Celeste – Huntington Ridge light connection is made, a potentially serious situation will arise that is not addressed by the CSP.

If Farrington is rerouted to join Celeste, as dictated by the CSP, travel between Farrington and the light at Huntingridge is to travel along an upgraded Celeste and along a new road that joins Celeste with the planned light at Huntingridge. The plan thus proposes to have the traffic of a minor thoroughfare, Farrington, travel along a future collector street, Celeste. Already one can reasonably predict that collector street Celeste will not have the capacity to carry the thoroughfare traffic anticipated in the plan. This scenario is, at best, not optimal for safety and efficiency reasons especially considering the concentration of residential use on Celeste. While theoretically, the use of the Service Road as a collector may not be optimal for safety and efficiency reasons, it would be the lesser of two evils, that is, it would probably be safer than using Celeste.

Importantly, options are available that are not incorporated in the CSP that could avoid these safety and efficiency issues.

Regarding efficiency, the Service Road functions now as a collector, serving not only those living on the Service Road but also George King, Crossland, Celeste and businesses on the east end of the Service Road. Perhaps, from a design standpoint, the Service Road would not appear to be efficient enough to qualify for consideration as a new road; however, the idea is not to develop a new Service Road, the road already exists. The Service Road could act as a collector in place of Celeste. Importantly, the Service Road is wider than Celeste, is 35 mph (versus 25 mph, Celeste) and is located next to an expansive, flat median where it may be widened further, if necessary. Celeste, in contrast, will require expensive upgrades to serve as a collector.

Farrington, over 9,000 trips a day and climbing, down a local street, Celeste Circle.

Why would the planners attempt something that is not appropriate? I believe that the planners are under pressure to re-route Farrington and feel unable to wait until the long-range plan is reviewed in the fall of 2008. At the review of the long-range transportation plan, it will be appropriate to consider re-routing minor thoroughfares such as Farrington and Southwest Durham Drive. Rather than wait, they have erroneously called Farrington a collector street, and are trying to re-route it now, in the Draft Collector Street Plan that is under the review of the TAC.

The ultimate goal of the planners, I believe, is to remove the light at the Farrington/NC 54 intersection since rush hour traffic backs up onto the interstate. This ultimate goal is good, but inappropriately re-routing Farrington traffic down our local street is not good, especially considering the availability of options.

Re-routing Farrington down our local street will destroy the character of our community. It will destroy affordable housing that is in the path of proposed streets. If it is done according to the current Draft Collector Street Plan, I believe that it will be done by inappropriate means.

I will be very grateful if you will please consider these facts and viewpoints as you review the Plan.

Sincerely,

Chris Selby, Ph.D.
138 Celeste Circle
Chapel Hill, NC 27517
cselby@med.unc.edu
403-1388 (h)
966-8824 (w)

P.S., the recent memo from the LPA to the TAC clarifies that Celeste Circle is not currently a collector street.

To: Transportation Advisory Committee

Subject: Southwest Durham/Southeast Chapel Hill Collector Street Plan

We urge all committee members to read carefully the report by Kinley-Ham and Associates. Please note how poorly it has been thought out. Should you approve it, consider how it will negatively reflect on both TAC and your respective government entities.

Please note the following:

- The plan has no data on number of cars, pedestrians, or bicycles that should be or could be managed. Shouldn't an effective plan be based on some capacity data?
- The plan has no data nor has any thought been put toward where people are coming from or going to. Shouldn't a transportation plan be designed to help get folks to where they want to go?
- The plan expects to use current streets like Nottingham and Lancaster as collector streets but has no thought as where the money will come from to upgrade them to the plan's collector street specifications. Shouldn't the governments involved be concerned about the necessary expense this will cause?
- The plan dumps cars somewhere along route 54 hoping that there will be some DOT solution to the current 54/Farrington Road/I40 problems. Shouldn't an effective plan complement the eventual solution to this current traffic problem?
- The plan makes quiet residential areas into busy streets. Shouldn't the effect on the quality of current neighborhoods be part of any planning?
- The plan ignores current right-of-ways drawing planned streets through existing homes and neighborhoods with out reason or purpose. Shouldn't the effect on existing residents and neighborhoods be part of the planning process?
- The plan includes a transit line with stations but no access to those stations. Shouldn't a plan support the use of this transit system?
- The plan degrades the Oaks neighborhoods, changing streets from quiet residential to high volume collector streets. Is this killing the goose that is laying golden eggs? Homes in the Oaks have high tax values and low demand for services... a small percent of current homes put any demand on the school system. This will be changed by the plan. Shouldn't the impact of the plan on tax revenue and demand for that revenue be considered?

We urge TAC to disapprove this current plan. It will reflect poorly on any committee or government agency that would approve it. It does not address the critical questions this body should be asking. Virtually all area residents and neighborhoods have excellent reasons why what is in this report should not be followed.

Everett Kemp
President Oaks III HOA
208 New Castle Place, Chapel Hill

June 9, 2006

Dear Members of the Transportation Advisory Committee,

I am writing to the members of the Transportation Advisory Committee, which will meet on June 14, 2006 to hear public comment regarding the Draft Collector Street Plan.

I live off NC 54 near I-40 on Celeste Circle in the Eastwood Park Neighborhood. Most of my neighbors and I are opposed to components of the Plan as they pertain to our neighborhood. We plan to present a petition, and explain our position and possible alternatives to the plan at the meeting.

I would like to take this opportunity in advance of the meeting on June 14 to make one point very clear so that it does not get lost among the many speakers and details that are presented.

The Plan proposes to atrophy the intersection of Farrington Road and NC 54, and to create a new Farrington Road. The re-routing of Farrington Road is inappropriate, because the scope of the Collector Street Plan is collector streets. Farrington is a minor thoroughfare, not a collector street. The literature describing the Plan goes to great lengths to say that minor thoroughfares such as the planned Southwest Durham Drive are not to be considered in the Plan, because thoroughfares are outside the scope of the Plan.

The Plan enables itself to re-route this thoroughfare, Farrington, by erroneously drawing Farrington on the Plan map as "currently a collector street". This is one of several errors on the map in the area of my neighborhood. The map also indicates part of Celeste Circle and Crescent Drive as "currently collector streets". However, Celeste is a local street, and Crescent Drive is partly a gravel road and partly a dirt path waist high in weeds where the Plan indicates that it is a collector street. Also, the NC 54 Service Road currently functions as a collector street, but is not indicated as such in the Plan.

The net result of these mapping errors is to make the rerouting of Farrington appear to be both reasonable on paper and legitimate. However, it is not reasonable because the net result will be to send the arterial traffic of

Note: Subsequent pages of this letter were not submitted at the Public Hearing.

Memorandum

From: Bill Wicker, Vice President TOPS Petroleum Corporation
To: Members of the Transportation Advisory Committee
Date: June 14, 2006
Subject: Farrington Road-Highway 54 Intersection at I-40 Interchange

Dear Members:

Tops Petroleum Corporation ("TOPS") of Durham, North Carolina owns the Shell convenience store located at the corner of Farrington Road and Highway 54 in Durham County and has owned it from its inception when it was one of the first businesses in this area.

TOPS is very concerned about the part of the proposed Plan that recommends de-emphasizing the Farrington Road-Highway 54 intersection by removing existing traffic signals, eliminating movement through the intersection, allowing right turns only and otherwise re-routing traffic from using that intersection, thereby limiting access to its store from I-40 and egress to Chapel Hill.

TOPS urges the members to defer any action on this recommendation until the North Carolina Department of Transportation completes the following actions which it has plans to do to improve and enhance the functionality of motorists through this intersection and the adjacent avenues of access:

- a) Add signage to exit ramp A to direct traffic to Farrington Road in order to alleviate traffic build-up and congestion on westbound Highway 54;
- b) Widening exit B ramp to two lanes;
- c) Convert existing two lanes to three lanes on the bridge and extend the additional lane to the Farrington Road-Highway 54 intersection;
- d) Add an additional lane along the southern side of Farrington Road;
- e) Synchronize the traffic signals at the intersections relating to or within the Highway 54/I-40 interchange.

Until all of these less-costly measures have taken place and ample time has occurred to properly and fully assess the results of these improvements, no decision should be made to re-route traffic from using the Farrington Road-Highway 54 intersection.

TOPS is willing to provide a portion of its property as additional right-of-way to widen the southern side of Farrington Road.

This recommendation will result in a drastic negative impact of TOPS' business and will have a similar impact on the neighboring businesses such as eating establishments, banks and professional offices.

Good Evening

My name is Charles Paterno. I represent 100% of Durham County and Orange County Meadowmont Lane residents. We support a common position with the East West Partner Development group and the Meadowmont Community Association Board of Directors in making three basic points:

First, we support a Collector Street Plan provided it is not contingent upon Meadowmont Lane being upgraded from a Collector Road to an Arterial Road.

Upgrading Meadowmont Lane to an arterial street will move a high volume of traffic through a highly dense residential neighborhood, anchored by an elementary school and a senior residential facility. We share the concern of the Durham County commissioners that the proposed arterial road will pass in very close proximity to both the Creekside Elementary School in Durham County, and the Rashkis Elementary school in Chapel Hill. This is not necessary, practical, or prudent.

Second. We are not opposed to connectivity. Provided Meadowmont Lane remains a Collector Road with appropriate calming devices and traffic control, we can see the benefit of connectivity.

Third and finally, we ask that this committee more thoroughly evaluate commercial and residential development plans along, and to the East, of George King Road. It is our belief that an arterial road can better be aligned with the collector street plan in a safer, less intrusive manner at a significantly lower cost, especially in the proximity where George King Road stubs out at 154.

To summarize, our intent is not to oppose the Collector Street plan or connectivity through our neighborhood.. Rather it is to have this committee go on record as stating that acceptance of the Collector Street Plan does not entail acceptance of the arterial alignment as contained in the recommendation before you.

Thank You

My name is Eric Teagarden. I am a Meadowmont Community, Chapel Hill, and Durham County resident. I have been asked to represent 100% of Durham County Meadowmont Lane residents. We support a common position with the East West Partner Development group which developed and continues to promote Meadowmont as a safe, pedestrian and environmentally friendly, community. Along with the Meadowmont Community Board of Directors, we have looked closely at the Collector Street Plan and have come to the following conclusions:

First. We are not opposed to the proposed Collector Street Plan provided it is NOT contingent upon the current alignment of Southwest Durham Drive as an arterial road through a highly dense, residential Meadowmont community.

The proposal of Meadowmont Lane as an arterial road - presented as a given to the collector road consulting group - will move a high volume of traffic through a residential neighborhood anchored by an elementary school AND a seniors residential facility.

As I believe Mrs. Heron noted at the last TAC (transportation advisory committee) meeting, she opposes placement of the Southwest Durham Drive alignment (aka Meadowmont Lane) collocated with schools like Creekside Elementary.

Well, Meadowmont Lane has Rashkis Elementary adjacent to it. Thank you to this committee for opposing the mistakes of the past that have placed major thoroughfares.

Second. In looking at the May 10, TAC clarification issues, I would like to reinforce concerns expressed about the cost of elevated bridge systems and elevated road beds associated with spanning the swamps and creek systems in the Army core land. The elevation change from the core land to Meadowmont Lane is in excess of 25-30 feet for a quarter to a half mile, depending upon exact alignment positioning.

As the long range transportation plan moves forward with updating the Highway 54 corridor and signalized intersections along it, I fervently request that the arterial alignment of the Southwest Durham Drive be moved to the East of the Army Core property for safety, environmental, and fiscal responsibility concerns.

Finally, I request that this committee go on record as stating that the acceptance of the Collector Street Plan does not assume approval of the current arterial Southwest Durham Drive alignment.

Given the manifold options for alternate alignment of Southwest Durham Drive running to the east of the Army Core property, it seems that channeling arterial traffic volumes over extensive bridge systems via protected wetlands, routing twelve to fifteen thousand transit vehicles a day past an elementary school and across retirement pedestrian crossings, and funneling a major thoroughfare into a quiet residential community that was architected to promote bicycle and foot traffic should merit careful scrutiny and reconsideration.

Thank You,
Eric Teagarden

Good Evening,

I'm Bill Freeman. I reside at 104 Springdale Way just off Meadowmont Lane in Chapel Hill, Durham County. My property abuts the trails used for biking, running and walking through the Chapel Hill Park along the Army Corps of Engineers wetlands and down through the game lands.

My neighbors, friends and I enjoy using the trails and enjoy seeing others use them as well.

Not only does the proposed conversion of Meadowmont Lane into an arterial road disturb the wetlands but also it could negatively impact the scope and use of this trail system.

To the layman, there are obvious, less intrusive alternate routes for the proposed Southwest Durham Drive alignment.

One specific alternative, using George King Road, would solve the environmental and recreational problems associated with the current proposed route. Further there is sufficient open land in that area to provide ample space for a park and ride lot which would reduce traffic in and out of Chapel Hill on 54.

I ask the planning commission consider these factors in their decision making.

Statement to the Transportation Advisory Committee, June 14, 2006

Last week the Meadowmont Community Association adopted the following motion in support of the Southwest Durham Collector Plan. It included two important provisos. First, let me read the motion:

- 1. The Board supports the general concept of connectivity that will provide Meadowmont residents with convenient access to Southwestern Durham County and Route 15-501 to the North.**
- 2. The Board supports the current (collector) plan insofar as it includes all of the other proposed collector streets, including those in the Oaks and George King Road.**
- 3. The Board does not support the proposal to make the connecting road through Meadowmont an arterial road designed to carry significant volumes of traffic.**

Now let me underscore the provisos included in the motion. The Board recognizes the need to connect neighborhoods in order make sure that we are not all trapped in our neighborhoods by overly congested arterials. We recognize a need to do our part to address

the need for connectivity in southwest Durham and in the eastern side of Chapel Hill.

At the same time, we recognize that unless the other collectors shown on the current Southwest Collector Street Plan are built, Meadowmont residents will bear a disproportionate part of the burden of providing for connectivity. Furthermore, if Meadowmont Lane is connected as currently planned—that is as an arterial instead of as a collector—the volume of traffic will be excessive. And this traffic would move through one of the most dense neighborhoods in Chapel Hill, passing an elementary school and a large retirement community. Worse yet, if it were connected as an arterial, it would be ineligible for traffic calming measures that would slow traffic to safe speeds. We urge the TAC and the MPO to think of Meadowmont Lane only as a connector and not as an arterial.

Related to this recommendation is our plea that this body insist that at least one connector on the Durham side intersect with Highway 54, preferably as an arterial, if Durham planners believe that an arterial is in fact needed at all in this plan.

Thank you.

Gary Barnes, President
Meadowmont Community Association

John and Bunny Shillito
102 Cedar Meadows Lane
Chapel Hill, NC, 27517

June 14, 2006

TO: Transportation Advisory Committee
SUBJECT: Collector Street Plan for Southwest Durham County,
and the Meadowmont Lane section of Chapel Hill.
FROM: Dr. John Shillito, resident of the Cedars of
Chapel Hill

Gentlemen: 1 - *Current Problems*

The Main Entrance to The Cedars retirement community is at Meadowmont Lane at the foot of Sprunt Street. Traffic from the UNC Wellness Center contributes to making this a busy corner. A traffic light has been approved for this area.

Another part of the Cedars, a cluster of 15 cottages, in one of which we live, is entered from Barbee Chapel Road. This road sweeps in a loop through Meadowmont, passing our part of the Cedars, an entrance to Meadowmont Apartments, and after crossing Meadowmont Lane, on past the Village and Harris Teeter, another Meadowmont residential area, and exits onto NC54 close to Finley Golf Course Road.

Barbee Chapel is already a busy one, for drivers turn right off of NC54, sweep around to Meadowmont Lane, and on to parts unknown. Few stop in the Village. The road is downhill from NC54, and few drivers observe the 25 mph limit. Traffic is heavy in early morning.

Some "traffic calming" devices are needed on Barbee Chapel between NC54 and Meadowmont Lane, and beyond, where it passes a cluster of townhouses on the hill above the Village.

Many drivers, including ourselves, cut into Pinehurst Drive to get from Meadowmont to Ephesus Church Road, and thence to Chapel Hill or Durham, through a highly residential part of Meadowmont and then The Oaks and the Chapel Hill Country Club areas.

There should be a good option to this shortcut, away from any residential area.

John and Bunny Shillito
102 Cedar Meadows Lane
Chapel Hill, NC, 27517

2 - SUGGESTIONS

a) - Traffic-calming devices, as noted above, in the residential areas of Meadowmont.

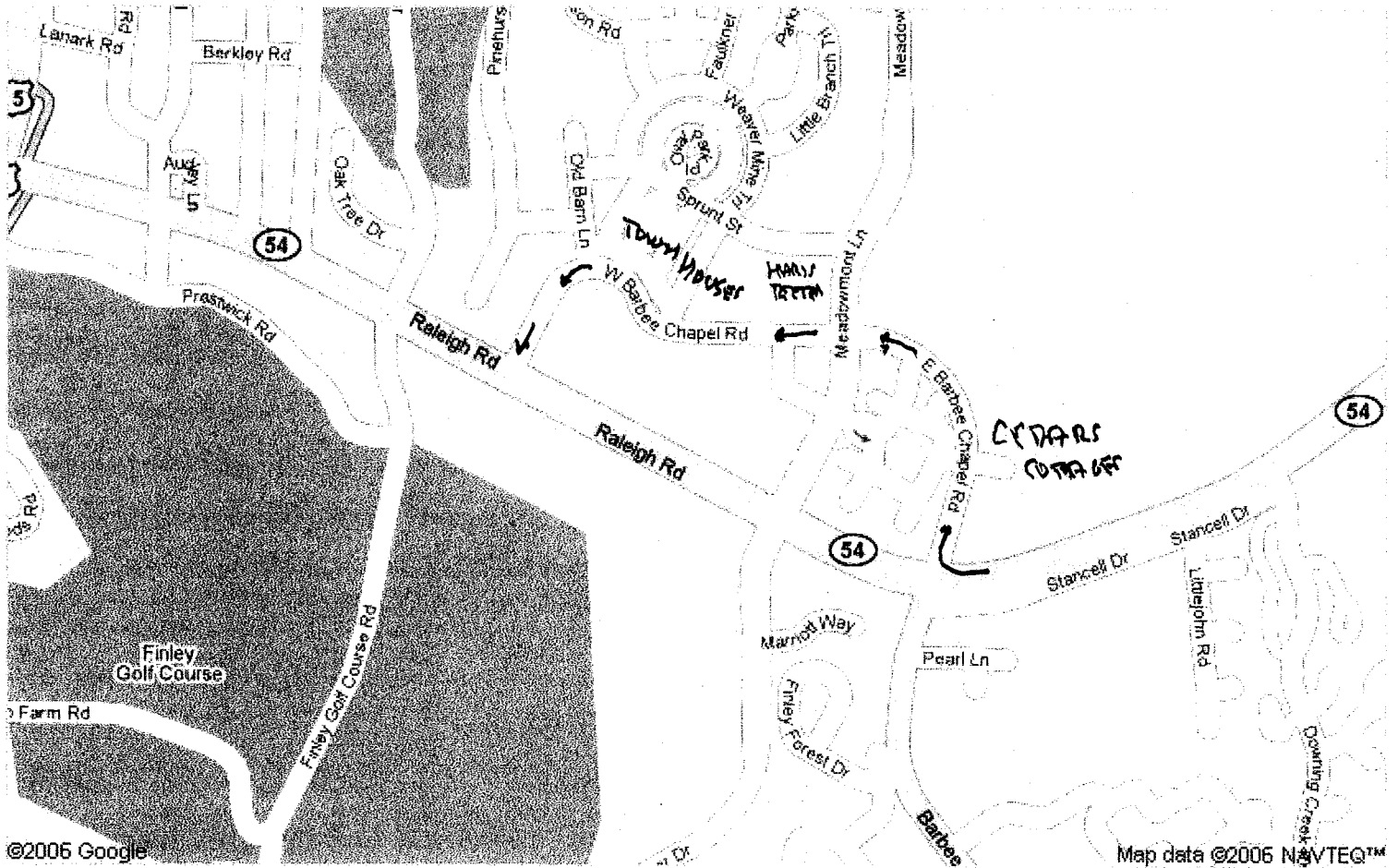
b) - When an extension north of Meadowmont Lane is planned, consider abandoning the proposed use of Mt. Moriah, which passes Home Depot and leads directly to the busy intersection of US15-501 and the entrance to the Mt. Hope shopping area,

Use instead the existing short-cut, Farrington Road, which crosses NC54 at Falconbridge, goes north through a less-densely settled area to a crossing at Old Chapel Hill Road, then continues northward as Southwest Durham Drive to pass Patterson Place, which is the shopping area next to that of Home Depot, Witherspoon Nursery, and joins US15-501 just northeast of where Mt. Moriah enters. There is already a traffic light there, and control of this "T" intersection is easier than an already-busy full crossing at Mt. Moriah.

Realize that Farrington Road, which, as it goes south from Falconbridge, becomes Farrington Mill Road, then Farrington Point Road, provides access to Stagecoach Road, which is a shortcut to NC751 and Southpoint, continues on to the Governors' Club area, Carolina Meadows, Farrington Village, Jordan Lake and its Crosswinds Marina, and ultimately US 64 at Wilsonville. This is already a very popular commuters' alternative to US15-501.

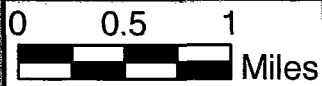
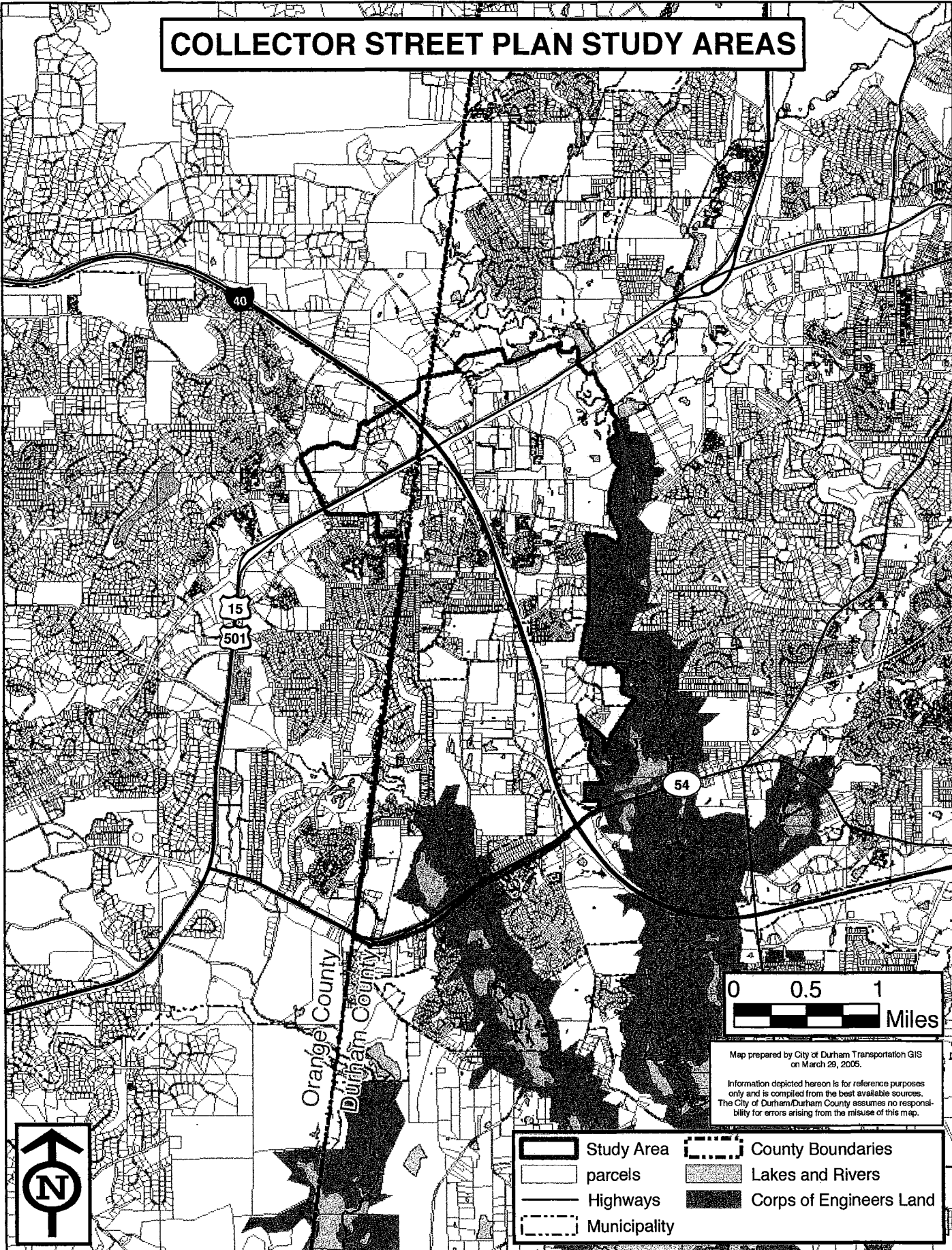
Utilizing this straight shot south from US15-501 would provide a better option than a Meadowmont collector street with traffic-calming devices and speed limits, and still permit easy exit north or south for Meadowmont and Cedars residents.

John Shillito MD



BARBEE CHAPEL RD.

COLLECTOR STREET PLAN STUDY AREAS

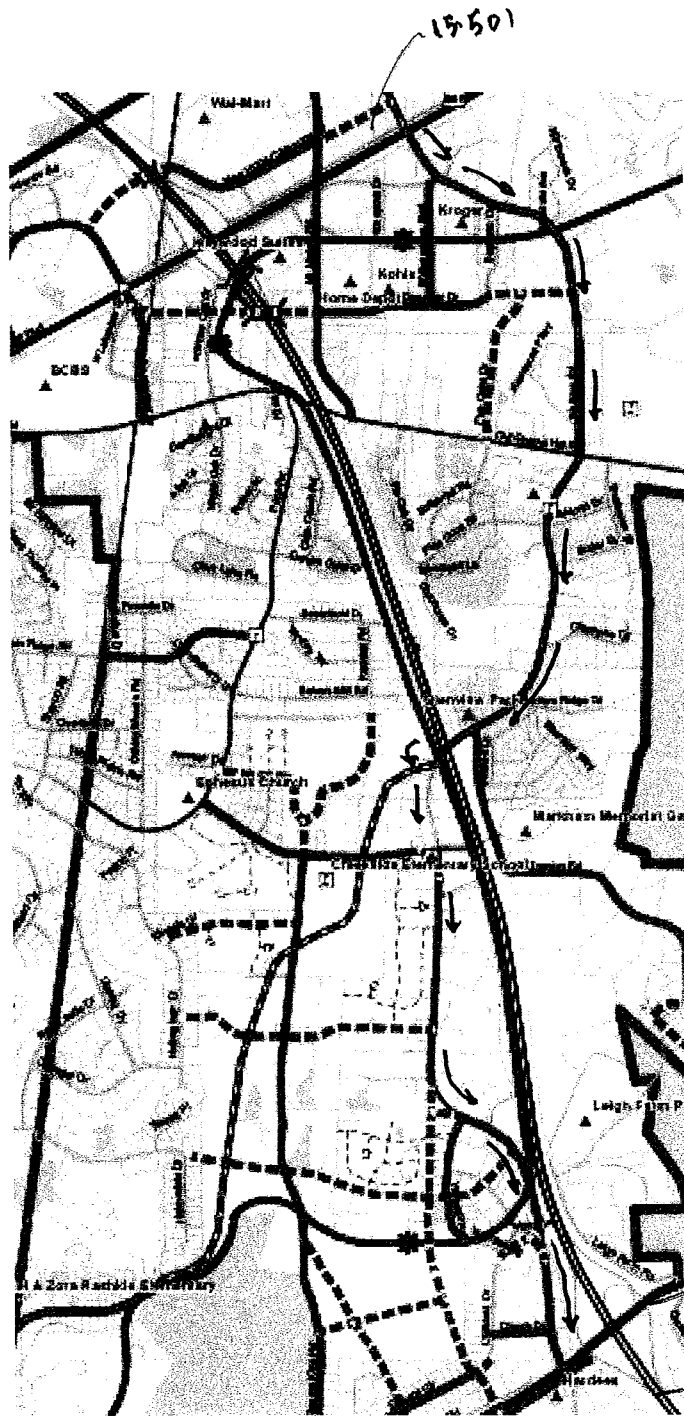


Map prepared by City of Durham Transportation GIS on March 29, 2005.

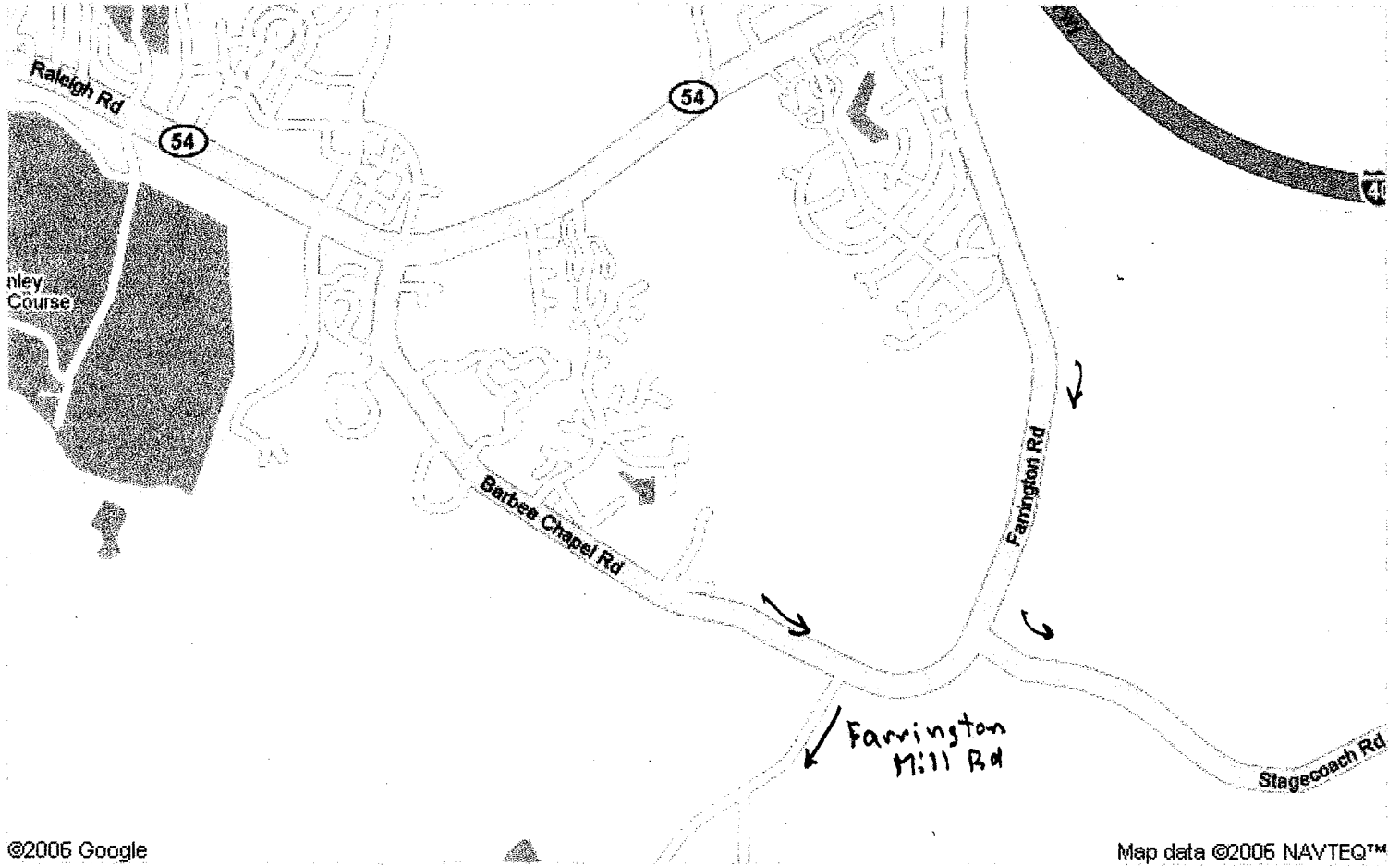
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

- Study Area
- parcels
- Highways
- Municipality
- County Boundaries
- Lakes and Rivers
- Corps of Engineers Land





CURRENT FUNCTIONAL SHORTCUTS
AROUND MEADOWMONT



BARBEE CHAPEL, FARRINGTON,
and STAGECOACH RDS.

