

US 70 Corridor Study

Public Engagement – Online Survey Comments

The US 70 Corridor Study conducted an online survey from November 2022 through January 2023 and received 396 total responses. The majority of the survey was multiple-choice, which has been summarized in a separate slide presentation. This document compiles all the comments that respondents provided to an open-ended question that asked, “Do you have anything else you’d like to share?” The compilation starts on the following page and is ordered alphabetically by the comment text.

Do you have anything else you'd like to share? / ¿Tiene algo más que quiera compartir?
70 corridor is the most urgent need
Access in/out of the Brightleaf subdivision is currently over capacity. Any changes to US 70 need to include additional capacity for people living in this neighborhood
Add more businesses, more stoplights, and decrease the speed limit
Additional stop lights are needed and longer turning lanes to help disperse traffic at the S Miami and Sherron rd and Bright leaf neighborhood exit onto 70.
An interchange is needed at the corner of US 70 and Sherron Road.
Anything that can be done to slow traffic down along that are would be great.
As this area of Durham continues to grow, I would love to see more attention paid to pedestrians, biking, and public transportation. All three right now are very dangerous.
Better map of corridor
Build a road/highway with collector lanes that allow for on/off access to side roads and businesses. Increase the flow of traffic.
Build dedicated bus lanes and separated bike paths along the route
Build the freeway
Can you add the option of riding the bus to less than once a month. I bike most places & used to catch the bus to the airport. But now I have a neighbor who is glad to take me, so I haven't needed the bus.
Changing the stoplight order and timing at 70/Miami had a strong negative impact on commute times in all directions
Consider adding turning lanes into the businesses along the corridor. Going from 45 or 55mph to zero because someone is taking a right hand turn into a business is so dangerous.
Cürrrent signage is confusing. Road seems excessively complex compared to similar stretches
Currently, US 70 has no options but to drive. However, until they fix public transportation, I'm not sure giving more bike/walk options adds any real value (with the exception of sherron/miami should allow for save pedestrian crossing). Public transit is really the answer to fix 70 to offload the traffic but it would have to be a fast train like solution since once public transit is faster than sitting in traffic, everyone will want to go that way.
Deprioritize single occupancy vehicle traffic. We are well past time where we need to rebalance towards more sustainable transit options.
Doing anything besides putting more traffic lanes and a faster speed limit would only be suggested by someone who does not live in this area. Bicycle and Pedistrians would get killed. Who is getting paid off to even ask these stupid questions.
Don't run busses that operate mostly empty.

<p>Durham politicians are again trying to circumvent the wishes of citizens in favor of their own narrow political agenda.</p> <p>Motorists utilizing US 70 should be able to use it for it's designed purpose; to safely facilitate large numbers of motorized private vehicles to and through Durham in a timely fashion.</p>
<p>Ever since I-885 opened up there has been more traffic on US-70. It's a major road in our community and I am concerned that there are plans to convert it from a freeway to a boulevard. Adding traffic lights and slowing down traffic on this road will just make congestion even worse. It should remain a freeway, with a focus on cars because that is how the majority of people use it and will be using it in the future.</p>
<p>Follow what NCDOT spent a lot of money on and make this a highway as planned.</p>
<p>Get rid of the stop lights</p>
<p>Going south on 70, the lefthand turn lane onto Pleasant Rd is far too short. There is so much traffic wanting to make a left turn, it spills over beyond the turn lane and blocks traffic on 70 during rush hour. This Lane could easily be extended</p>
<p>Have encountered pedestrians jumping across this stretch in the dark before; needs sidewalks and crossings!!</p>
<p>Highway 70 is a primary through-way connecting Durham to neighboring cities and not for leisure activities which should be on secondary roads with less traffic.</p>
<p>Highway 70 needs to be a Freeway to eliminate traffic congestion and to promote safety for the residents.</p>
<p>Highway interchanges would be disastrous, in my opinion. We need to have a neighborhood community experience; I didn't move here to live next to a highway interchange. The intersection at Miami/Sherron is expansive and dangerous as it is. The current speed limit is too high. I'd like to see changes at Angier-horrifically dangerous junction. Red light running is a major issue.</p>
<p>I attended the public meeting on 12/17/22. If changes are made to the US 70 East corridor, it should be widened to at least six lanes to accommodate additional traffic that will result from planned new developments on Sherron Rd. and Mineral Springs Rd. I do not see bicycle or foot traffic being a high priority to consider when making changes to the US 70 corridor.</p>
<p>I don't think more stoplights are needed but where they exists there should be defined crosswalks</p>
<p>I don't think there should really be any changes to this section of the road. What it is now is great for the traffic it receives without hurting businesses with overpasses or slowing traffic with unnecessary stops. I don't think I'd even consider adding lanes for this section of road.</p>
<p>I drive both 70E & 70W daily. Your video does not show this route during peak drive times. During those times, 70E traffic is stop & roll through multiple light cycles at Pleasant Dr, and 70W traffic is stop & roll through multiple light cycles at Sherron Rd/S Mineral Springs Rd.</p> <p>You need to talk with the drivers that experience this traffic nightmare on a daily basis. We do NOT need bike paths or walking paths through this corridor. You need to handle this current horrible traffic situation, which will only get worse with all the new developments in the works for this area.</p>
<p>I have used 70 to commute to work in the past. It's very convenient but the traffic is chaotic during rush hour.</p>
<p>I intend to follow the progress of this project. I grew up go ing thru Miami and 70 intersection to get to high school. With amount of traffic that continues to grow,. Something else must be done to alleviate wait times and traffic.</p>

<p>I listened to the virtual meeting on Dec. 13. Initially the concept of a boulevard for 70 struck me as an attempt to hourglass traffic from 85 through a slender boulevard here then back out to widened lanes along Glenwood towards Briar Creek. That felt wrong. But the more I thought about it, the boulevard concept would slow things down, hopefully with more lights, crosswalks, bike paths such that faster through Traffic would be forced to find alternate routes. But what would the alternative be for cars and trucks that just want to zoom through here? Would 98 be widened? Would a corridor from Northern Durham Parkway through to 70 on the southeast end, and over to 85 on the northwestern end be considered? Increasing developments along Sherron Road and Leesville Road along with high density townhomes, apartment buildings are already making access to 70 nearly impossible during rush hours. And the overall volume of traffic on 70 from early morning till evening is considerably heavier, particularly after the east end connector was opened. We were amazed by the ease of travel along 70 when we moved here 15 years ago leaving behind the Eden's expressway and the Dan Ryan in Chicago. Well, hello! We now see similar expressway volumes of cars and trucks on roads very much ill equipped to handle that traffic.</p>
<p>I live in a neighborhood with an access road that connects to 70. This is a critical ingress / egress point for my family and it is dangerous and inconvenient at times. Any updates to 70 need to address it. With the addition of more apartments along this same access road in the near future, the issue will become more critical. Thank you.</p>
<p>I looked at the videos for traffic going east and west. To me it did not depict what traffic is really like. This video must've been taken on a Sunday morning. I drive that quarter almost daily or at least go through the intersection at Sherron Road. The traffic is horrendous.</p>
<p>I see many folks panhandling there and I worry I am going to hit them in the dark!</p>
<p>I think a highway should be built that accommodates multi-modal transportation while allowing vehicles to move quickly. As this region grows, it is important to have an efficient corridor option to I-40.</p>
<p>I usually use my bike as transportation but the corridor is only built for people who can own cars.</p>
<p>I vote with the DOT plan because I worked for State Wide Planning - NC DOT and know that is the best for our future of this entire area. Thank You for this opportunity.</p>
<p>I want to say that I don't use bus services b/c getting to the nearest stop includes walking across busy Hwy 70. I can't imagine doing that as the conditions on that stretch of the highway currently stand.</p>
<p>I would like a light and an ability to turn left out of Brightleaf neighborhood without having to make a u turn</p>
<p>I would like to see 70 made into a limited access highway, with access/frontage roads and underpass/overpass crossings available for cars and pedestrians.</p>
<p>I would like to see the freeway plan given more consideration. At the least, look to improve the throughput along US70 to 885. Maybe look to build an overpass at Miami or find a way to create another lane on each side?</p>
<p>I would like to use bus but there is no stops and it is not safe to cross 70 to access the closest bus stop</p>
<p>I'm concerned about the possibility of the Hwy 70 entrance to our housing development (Brightleaf) being blocked/closed</p>
<p>I'd love for that area to become a nice family area with shopping and useful family retail.</p>

<p>I've lived in this area for 29 years. This stretch of roadway has never been more congested and unsafe to drive than it is right now. More lanes are needed to move the current levels of traffic and future additional vehicles driving this corridor everyday. This corridor turns into a parking lot everyday for the morning and evening commuters. The last thing this corridor needs is bike lanes to make congestion and safety even worse.</p>
<p>If you don't reduce speeds. Add sound barriers. The type of material used for concrete makes for a LOUD freeway..</p>
<p>Improvements for safety should include some sort of reflective road marking paint for night and inclement weather driving so drivers can see lane markings and more overhead lighting near intersections.</p>
<p>It doesn't make sense to me to try to accommodate bus stops, pedestrians and bicycles on US 70 because there is neither demand nor connectivity to the existing travel network.</p> <p>First, there is a high demand for vehicle traffic and low demand for bike/peds. This is because US 70 is the most direct connector between Durham and North Raleigh along I-540; NCDOT's Traffic Volume Map shows 35,000-45,000 as the 2021 AADT along us 70 in this area. There is a low demand for pedestrians and bikes along US 70 because the trip between Durham and North Raleigh isn't done on foot or bike.</p> <p>Next, there is not adequate connectivity along US 70 for pedestrian and bike facilities to be logical. On one side of the US 70 East Corridor Study area is the recently completed U-0071 East End Connector which is a full controlled access corridor with grade separated interchanges at intersecting roads. On the other side is Brier Creek which is planned to be converted to full controlled access with grade separated interchanges at intersecting roads. The only intersecting roadway with pedestrian accessibility inside the US 70 East Corridor is Miami Blvd/Sherron Road. Safety of these pedestrians could be increased by grade separating the intersection of US 70 and Miami Blvd/Sherron Rd and providing signalized pedestrian phases at ramp intersections.</p> <p>As someone who lives in this neighborhood on Angier Avenue and uses US 70 corridor daily, I do understand that US 70 should be improved for vehicle safety and travel times. A fully controlled access corridor with larger vertical and horizontal curves fulfills these needs.</p> <p>To give access to bus, pedestrian, and bike, the existing intersecting roads can be improved with safer bus stops and additional crosswalk/greenway access ACROSS the US 70 corridor at/along Pleasant Drive, Miami Blvd/Sherron Rd, and/or Page Rd Ext rather than along US 70. The goal of adding bus stops, sidewalks and/or greenway along the US 70 corridor does not make sense.</p>
<p>It is a highway, not a boulevard. Please stop ruining our roads for less than 1%</p>
<p>It is inconceivable DCHCMPO is considering implementation of a "boulevard" along this stretch of US70. I am not a fan of NCDOT but the proposal(s) regarding conversion of US70 into a freeway between Durham and Raleigh is the way to handle growth. Durham is a major metropolitan area in North Carolina and it is time planning boards, elected officials, etc... accept the fact this area has, and will continue to have, tremendous growth. All one has to do is look at the boondoggle created along NC147/I-885 when additional lanes were not included from the northern merge to I-40. Vehicular traffic is a present day concern and the problem will only get worse if steps are not taken to address the issue. Whether it is accepted or not personal motor vehicles are the primary means of transportation in the area and must be the primary concern of DCHCMPO. Alternative methods of transportation will surely be present in the future but the current, and near future, conditions MUST be addressed!</p>

It needs to stay more highway like. People will get killed if you add bike lanes or ground level crosswalks. Crosswalks need to be elevated. Bus lanes would probably be okay.
It's proven fact (not a matter of opinion) that widening roads only causes traffic to get *worse* as more people are encouraged to drive. The *only* thing that will help congestion along this stretch of road is making driving less appealing than other modes of transport such as walking, biking, and public transport.
Keep this as a freeway.
Lots of unsafe driving noted with few police monitoring, and very unsafe for local communities who walk or bike to businesses on that route.
Make the bike/pedestrian pathways completely separate from the road and each other!
Make the intersections along the corridor no right turn on red. I have seen accidents when people turn right on red onto 70 at Pleasant Rd.
make us70 into a freeway
Many of the uses mentioned in the questions (like walking/biking) are simply impossible with the current state of the road - you risk your life trying to do them - so you're not likely to get many responses from people saying they walk/bike there. But that doesn't mean those modes aren't needed or desired - people don't want to die, so they just don't do it, but if they could do it safely, many would.
More bikes fewer cars
More focus needed on vehicle driving vs. bikes and walking.
My preference would be a freeway configuration for the main road with bicycle , bus, and sidewalks along parallel side roads.
Na
NA
Na
Need a stoplight at the main entrance of Brightleaf at the park and 70. Especially with Apt Homes being built.
Need to create overpasses so the traffic coming off of 885 doesn't back up trying to get onto 70
Need to stop the building
Needs more stoplights
No
No
No
no
no
No
No

no
no
No
No
No
No
No
No
No
Nothing at this time. Thank you.
Our household drives this stretch multiple times a day. We'd love for it to be safer and more accessible as well as have more businesses to frequent along the corridor! It feels like we live along an undeveloped, unsafe area of 70
Pedestrian safety is key, visit a neighborhood there and we go on walks, would be nice to have it feel safe for families
Please address more than just Hwy 70. Sherron Road and Leesville Road are adding more residents by the month - which means more people who will be trying to get to Hwy 70 for the commute to and from work. This area is becoming VERY congested and there are growing choke-points at the main intersections for those who commute to work during those times.
I live about 1/4 mile from Hwy 70 off of Sherron Rd in Brightleaf at the Park. It can take 20 MINUTES to travel 1/4 mile to cross Hwy 70 on Miami Blvd during peak rush hour times. There are too many residents who access Sherron/ Mineral Springs road - all trying to get to Hwy 70 in the mornings. In the evenings - it's just as bad coming up Miami or up Hwy 70 to get home. It's a cluster now that will only get worse as more development is completed. PLEASE FIX THE MAIN INTERSECTIONS in addition to whatever you need to do for Hwy 70.
PLEASE build a freeway flyover from 885 to 540! So much congestion and so many stoplights now, it's hard to cross 70 from Brier Creek or S. Miami Blvd.
Please do not prioritize speed and cars. Make this safer for pedestrians and cycling
Please do not turn 70 into a freeway and please do not close off access to 70 from the surrounding neighborhoods and businesses.
Please don't add more stop lights!
Please extend the interstate and turn the major intersection into an exit. Getting on highway 70 during rush hour is an absolute nightmare both going and coming back home. We are actively looking at moving because it takes an additional 20 minutes to go one mile on this particular stretch of road.
Please make this road work better than it does now. Need more of a highway, not more lights.

<p>Please no additional stoplights no matter the outcome. It's already annoying watching people run red lights or having to sit till light is red because turn lane does not have leading green or it hardly works for amount of traffic. Angier/Miami is very backed up, anything to alleviate this issue would be appreciated. 70 is overcrowded as is.</p>
<p>Prefer to restrict truck and large equipment vehicles from the current scope. Prohibit left turns from intersections without traffic lights. Solve congestion at Miami intersection.</p>
<p>Residents and businesses on US-70 deserve dignity in their travel and accessing homes and businesses on this corridor. The highest quality of pedestrian safety should be prioritized to assure connections across and throughout this busy highway.</p>
<p>Since moving here in 2020, we've only seen increased traffic and accidents (involving neighbors) in this area. With all of the new housing (approaching 10,000) going in on both sides of 70 but particularly the east side of 70 will be at a standstill before there is any expansion of this road. This is a very poor vision!</p>
<p>Speed limits on highlighted portion of 70 is adequate. There is also a need to look at traffic volume as 3 more subdivisions are added to highlighted section. Traffic volume on Sherron Rd as well from increase in population/ housing growth.</p>
<p>Stop adding more homes/businesses to a road that can't support it already.</p>
<p>Stop destroying our forestry.</p>
<p>Thank you for trying to improve the congestion on this road. Crossing it or merging into it from Sherron Rd and N Miami is very difficult at times.</p>
<p>Thanks for allowing me to share my thoughts. This section of road can be crazy, particularly if nothing is done about alleviating some of the cross street traffic (at Sherron/Miami, for instance). I live in Brightleaf and in the morning cars are backed up Sherron so far and so densely that sometimes no one can move south through the light at South Mineral Springs. I understand the need for development in this area, but it should be limited until US 70 has a better design and flow through this section. Thanks again.</p>
<p>Thanks for asking for input and opinions!</p>
<p>Thanks for taking our input.</p>
<p>The bigger problem with 70 is the section near brier creek. Traffic there is terrible and there is no good way to avoid it/ get around it. Also all the homeless people at intersections is starting to get really dangerous</p>
<p>The current traffic load can be easily managed with a well designed boulevard. But in the future, the expected heavier loads will require a freeway. Considering the rate of development in this area, and by the time any work will have been completed, freeway-level traffic loads will be the norm.</p>
<p>The exit from my neighborhood, Brightleaf at the Park, to commute to the public high school I teach at in Raleigh involves an extremely dangerous turn around where you have to make a u-turn in the middle of 70 to head toward Raleigh. Please consider ways to make this safer—thank you very much!</p>
<p>The expansion/addition of new communities in this area of Durham is not needed, dangerous, and not efficient. Infrastructure should always first be examines and expanded, so that the increase in traffic can be accommodated.</p>
<p>The growth in this area will outpace the design or planned design of the roadways by implementation timeline</p>
<p>The intersection at Alston Ave and Glenwood Ave needs a traffic light.</p>

<p>The left turning lane is my main concern. Sometimes the light will only allow 3 cars to go through at a time so it's common to sit through 3 cycles of lights in 5pm traffic. As you can imagine, this will quickly back up traffic since that left lane only allows a handful of cars. I am always concerned of being side swiped while sitting there or watching cars try to go around the cars waiting to turn left can be dangerous with fast moving traffic going straight.</p>
<p>The new outlet/connection onto 147 is great, but it has really worsened traffic on 147 between that junction and the junction for I-40. The merge lanes really aren't functioning well. I commute from Durham to NC State every day and it has really lengthened my commute and worsened my quality of life. With this being one of the fastest growing metropolitan areas in the country, I implore you to plan better this time around.</p>
<p>The Pleasant Drive intersection with 70 is a pain. My church is on Lynn Road which no longer accesses 70. I have to go clear down to Pleasant Drive and sit and wait forever for a left turn signal which is then a very short opportunity to turn left. Miss the light and sit for several more minutes. It is also an awkward turn and I have seen people turn down the left side because of the malalignment of the lanes. Especially difficult at night because the intersection has no lighting.</p>
<p>The presentation in this survey is heavily biased/misleading. The fundamental question - boulevard v. limited access highway wasn't asked, and that along with the attributes for each would have provided much better information. Also, the demographic questions were unnecessary, but a question about how many vehicle trips/day one take on 70 that would have been useful was ignored.</p>
<p>The study asks about biking and walking as if this is something people do now. They don't it is not safe. The congestion and traffic needs to be addressed. The survey questions seem out of date.</p>
<p>The traffic backups need to be improved at 70/Miami Blvd.</p>
<p>The videos on this corridor site are not reflective of current traffic on US70. I would suggest taking a video around 5pm both east and west and see how the current backup is today. This area has freeways on either side of the corridor and some form of freeflow would be needed. I can understand more commercial access is important and some key planning is needed to attract a variety of commercial is needed.</p>
<p>There has got to be easier ways to get from Durham to Raleigh & vice-versa than 70 & 147!! They are both jammed - both ways - during commute times. I wish the 147 project had helped but it only made it worse</p>
<p>There have been many bad planning decisions made by politicians but this change away from limited access interstate highway will be the biggest mistake yet.</p>
<p>There is little to no police enforcement of the speed limit on Hwy70. Many drivers drive 65 to 70+ mph on the open stretches of the road, and weave in/out of traffic. Police enforcement, red light cameras and traffic cameras may help discourage these reckless drivers and discourage such behavior going forward to increase the safety of this corridor.</p>
<p>This area is extremely congested with traffic, something needs to be done, however the businesses need to be accessed easily with a new traffic pattern. A lot of them are mom and pop places.</p>
<p>This area is one of the major ways to get from Durham downtown to the airport. More emphasis needs to be placed on space allocated for public transit so that people who fly into the airport can easily get on a bus or train and then get to their destination. It promotes more people choosing to spend their time and money in Durham.</p>

<p>This area moves pretty slow during peak times and drivers tend to make reckless decisions (driving up turning lanes) etc to move faster. Addressing the congestion will address the safety. Adding pedestrian traffic without addressing the congestion issue first will lead to very unsafe conditions.</p>
<p>This corridor should be converted to an urban boulevard to make it safer to walk, bike, use transit, and drive and provide better access to businesses and homes along the corridor.</p>
<p>This corridor should not be considered in isolation from the rest of Durham's needs for walkable housing/businesses. Since the upcoming Comprehensive Plan and Transportation Plan calls for more "15-minute communities", a redesign of the US70 corridor should also consider how the study area can become a destination and community in and of itself (rather than just a passageway between other neighborhoods). The DCHC MPO is risking an underinvestment in the US70 corridor if it does not work with the city and/or county to turn this study into a de facto small-area plan.</p>
<p>This entire area is a traffic hazard. The light at 70 and Pleasant has cars backed up almost to where you get off 885 in the evenings. East bound and westbound in that same area continuing through has ridiculous traffic also. 70, Sherron, Mineral Springs- that traffic is almost impossible also. This area is growing too fast for the roads in the current set up to be sustainable.</p>
<p>This is a highway for fast travel. It should be upgraded to an interstate to support cars and buses. Pedestrians and Bikes should have a completely separated and distanced path from this road. Trying to put bikes and pedestrians on this road is way too dangerous and I can't believe it is being considered. I ride my bike but not on roads like this.</p>
<p>This is a major access route to I-85 N/S and I-885 into Durham. This route is already congested. Access along this route needs to be made easier and faster, not slower and more congested.</p>
<p>This is a major commute route for people and traffic already gets delayed during rush hour. I would like to be able to bike and walk this area but no impediments to through traffic should be added.</p>
<p>This past Sunday, my husband and I witnessed a bicyclist die after being hit by a car on Highway 98 directly in front of family property. These roads are NOT safe for foot traffic or bicyclists. Putting pedestrians in harms way is NOT wise.</p>
<p>This road is too congested and it gives me heartburn!!!</p>
<p>This road needs to move traffic, goods, services, and folks safely to and from each destination!</p>
<p>This road should be improved to a limited access freeway as an alternative to I-40.</p>
<p>this route is not at all suitable for bike use.. business types, distance between businesses and housing density simply make it not suitable. complex intersections such as on/off ramps and roundabouts would destroy many business locations. The simple and most efficient solution would be more traffic lanes with better engineered turn lanes and access lanes works well. Do not try to turn the highway into a park setting with foot paths and bike lanes and your long desired light rail path . And do not forget to run a bunch of empty electric buses up and down the road to really slow down things.</p>

<p>This section of road is a huge safety issue. People regularly drive 70+ mph as well as drive very aggressively. If improvements are made here in my opinion we should add more lanes and figure out a way to get traffic from speeding so badly. I hate to say knowing there is so much traffic on this stretch of road but possibly more lights would slow people down a little more. Also, the intersection 70 and Angier ave, there are so many accidents. That "hump" in the road needs to be removed because people coming onto 70 from Angier cannot see traffic coming. I don't believe even lights would help here as people will just run them as that's the "stretch" where Pelle just floor it.</p>
<p>This should be a freeway with service roads. The intersection of 70 and Miami is SO BAD and should be an interchange with off ramps. I am extremely concerned how rapid growth in the area will continue to affect already heavy traffic.</p>
<p>This study should also be connected to discussion of desired development in the corridor.</p>
<p>Traffic at rush hour is AWFUL anyone coming east to Pleasant risks slamming into traffic coming up over the hill and finding traffic stopped up almost to Lynn. A flashing message would be a smart idea.</p>
<p>Traffic backs up for 1/2 mile in front of my house daily due to stop light at Hwy 70 and Sherron Rd</p>
<p>Traffic congestion is already terrible on Hwy 70. Please do not make it worse.</p>
<p>Traffic headed west gets backed up daily from Miami Blvd back to Page Road. Some improvement that would hopefully improve traffic flow especially with new neighborhoods being added.</p>
<p>Traffic is a huge concern and should be seriously considered in future plans.</p>
<p>Traffic needs to be improved, not hindered more. This area is growing very fast and traffic on 70 is getting worse every day!</p>
<p>Traffic on 70 from 885 to Brier Creek Parkway is horrendous during rush hours and lasts for hours.</p>
<p>Traffic really backs up on 70 with wide rush hour windows</p>
<p>Transit and pedestrian safety and infrastructure needs to be a much greater priority</p>
<p>Travel speeds need to be reduced on this stretch of road. It is too dangerous, adding more sidewalks, bike paths, crosswalks, and bus lanes will not only reduce speeds and make this corridor safer, but also encourage people to engage more with the local businesses.</p>
<p>Ty for taking this situation seriously & allowing community input</p>
<p>US 70 access to Brighleaf subdivision is really important as well as morning traffic jam from Sherron Road to US 70 needs to be addressed.</p>
<p>Used to take the bus for my commute 3-4 times a week, but don't use it anymore since there is no line walkable to the house I moved to a couple years ago.</p>
<p>Very concerned with growing traffic in areas east of 70 especially along Leesville rd with continued major housing development. Need to address this situation too.</p>
<p>Volume on this road seems to grow every month with back ups making it difficult to get to businesses.</p>
<p>We don't need more traffic lights, just more lanes</p>
<p>We need sidewalks on University Drive and on Chapel Hill Blvd!</p>

We need to focus on vehicle access and safety. Riding a bike on US could be very dangerous.
We need to improve the entire transportation system and freeway would help with I-40, I-885 and connection to I-540.
What happened to the work that was supposed to be completed on US70 at Brier Creek Parkway and TW Alexander? The area is growing so fast with all of the construction going on that it is going to be very difficult to handle the growth.
Whatever design goes forward should have sidewalks included. So many possibilities!
Why do you let developers build prior to putting plans for infrastructure work?
Why is this study being undertaken? It doesn't seem like a viable option to create walking or biking options on this thoroughfare it's much too busy with car traffic to safely consider walking and biking options.
With the addition of 885, I feel that this portion of 70 needs to be more like a highway than what it is currently. There are way too many vehicles utilizing the new freeway. When I leave work at 230pm, I go down 147 onto 885 then onto 70 toward Raleigh. I need to make that first left onto Pleasant Dr. Even at 245pm, I have to sit through at least 1 cycle of that light in order to make it through on the green left turn arrow. Yesterday when I drove by, the cars were lined up so far back that they were stopped before they even got to the start of the turn lane. I continued to go straight and turned onto Sherron Rd instead of sitting at 70 and Pleasant for the next 15 minutes. Traffic is only going to get worse in this area as they have approved thousands of new homes off of 98, Olive Branch and Leesville roads. It's very frustrating as a homeowner and employee in this area when they keep approving more and more homes without any requirement of roads being improved. The flow of traffic is going to be terrible in a few years if nothing is done.
With the addition of the East End Connector this area can really change for the better so that it is not an area to commute through/speed through. Cars are already going too fast for accessing businesses safely so please please do not widen or add lanes. Commuting through to Raleigh should be routed through the East End Connector and this area can serve the communities there and be a destination and a place where I would go where now I would avoid because it is so unsafe to walk or do anything but try to navigate by car. No sidewalks even connect the businesses say if you were shopping for a car you can't move from one lot to another without a car!
With the seemingly unrestricted housing development occurring along Leesville Rd (where we live) and its tributaries, I find it hard to see how changing this stretch of road into a multi-modal boulevard is a good solution. I seriously doubt that the volume of bicycle and pedestrian traffic along this stretch of road would justify the boulevard approach. At this time I favor the median-divided highway approach. However, neither option addresses the failure to connect this project to with I-540. Congestion around Brier Creek is worsening by the day.
Yes
You could take the money from this corridor to get the NC54 corridor plan done sooner -- like before someone is killed at Farrington and NC54 (-: