

DCHC MPO

Draft CTP Comments (as of 01/17/17)

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
