

CTP Amendment #3

Compilation of Public Comments (as of 5/4/21)

Email Messages

4/26/21

Hi Andrew, I am writing to comment on the Durham-Chapel Hill Comprehensive Transportation Plan.

I am concerned specifically with a proposed **paved greenway** called **The Rocky Creek Park Trail** from West Corporation to East Geer. (On **page 71** of [CTP Amendment #3](#),) I walk the current footpath daily. This is a sewer easement and is truly green with lush vegetation (except when the city do their annual cutting.) I have seen other Durham greenways go in and it eliminates everything that's green, with what I measured is a 30 ft wide swath of foliage destroyed, ultimately leaving a 10 ft wide impervious surface. This would be next to an already unhealthy stream burdened by too much unfiltered runoff. (Wouldn't this violate the stream buffer ordinance of 50' of undeveloped land next to waterways?) Parts of the corridor are barely 50 feet wide. I would really be saddened to see Rocky Creek and it's buffer get even more damaged and polluted than it already is.

This footpath is, and has been for years, very enjoyable to me and my neighbors in Old North Durham because of the nature around it, much of it which would be destroyed by a 10 ft wide asphalt pedestrian and bike road.

To be clear I am for a path going in but just not one that is so damaging and obtrusive as the other greenways I've seen Durham recently construct in town.

Is the multi-use path that the CTP describes less invasive? It's not clear on the report. Is it a narrower surface? Does Durham have a designation that would allow a less massive and impervious roadway to go through for pedestrian and bike use.?

Thank you,

Todd Levins

4/26/21

Regarding the planned bikeway improvements. I am an avid bike rider and live where I can commute into campus at UNC.

My concern is that these plans place bikeways on or directly adjacent to major highways, and I cannot think of a worse environment to ride a bike on than right next to a loud, polluting, and downright dangerous highway.

I live adjacent to the Fordham blvd. in Chapel Hill and I would respectfully invite you to come and stand by the side of the highway, where people ignore the speed limits routinely, and tell me that this is a good place to put a bikeway. That is crazy.

Put these AWAY from these highways, on quiet streets and footpaths. I will not ride on any of these bikeways adjacent to busy highways, and I cannot understand why you are promoting them.

Come stand on the side of the Fordham blvd. with me for 5 minutes and tell me you think this is a good place for a bikeway.

Crazy,

Scott Madry, Ph.D.
402 Morgan Creek Roak
Chapel Hill.

4/26/21

Comment on Changes to Bicycle/Pedestrian and Other Transportation Projects in Long-Range Plan

I especially support better facilities for pedestrians and bicyclists, aging persons, and disabled persons.
Transportation planning needs to be a subset of planning for long term economic sustainability.

John Claydon
Hillsborough

4/27/21

Thanks Andy,

I don't have any particular comment, but I did want to express my appreciation for all the effort put into these plans, especially with respect to the bike/MUP items. I really value their availability.

Thanks,
Nathan Barber
Chapel Hill

4/27/21

- [Attachment](#) is almost impossible to read, even after enlarging the window.
- It would be helpful if the info was presented in such a way as to be able to filter for just OC, or just CH, etc.
- Some of the maps don't have streets so difficult to tell what the exact routes of bike facilities are.
- Why has (CH) Stateside Drive-Water Tower bike connector been eliminated?
- The designation of Estes Drive in CH & CB should be upgraded from Minor Thoroughfare, Existing to Major Thoroughfare, Needs Improvement (Map p. 15). It should become a 3-lane road from Franklin St to Greensboro, with a center turn lane throughout and with dedicated bike lanes and sidewalks along both sides.

Eleanor Howe

4/27/21

Dear Andy,

Thanks for your quick response and for telling me to [click the map icons at the top of \[the\] web page](#). Once I did that I could see that the Stateside Drive bike route through the OWASA water tower property *is* in the CTP amendment as “off road, recommended.” I can of course also see the streets & street names in this map, and focus only on Chapel Hill, or wherever. Sorry I missed this earlier!

And although Estes Drive may be considered a “local” issue affecting only Chapel Hill and Carrboro, I’d still like to see the CTP amendment recommend the improvements I suggested.

Best regards,

Eleanor

4/27/21

Hello, Mr. Henry,

I want to take this opportunity to voice my concerns about the removal of two bus stops closest to my office in January 2020. We are a state agency located 4312 Western Park Place in Durham where we have been for several decades. The community knows where we are and what we do. Shortly before COVID, we experienced a huge barrier to serving clients who could not get to our location because two bus stops (one on Operations Dr and one on Hillsborough Rd) had been removed. The next bus stop is a mile away and is not accessible to our location. Our agency serves individuals with disabilities (including physical and cognitive disabilities) so walking the distance is not an option. We have been able to get by during COVID with remote/virtual services, but as we shift back to providing services in person, I am hopeful we can find a way to work with the City and the County to make our office accessible again.

Thank you!

Ashley J. McKenna, M.S.

4/27/21

Hi Mr. Henry,

I just wanted to take a moment to reiterate a comment which you may have had several responses about so far: the removal of the bus stops closest to the Vocational Rehabilitation office at 4312 Western Park Place. As COVID restrictions ease and clients are allowed back into the office, the lack of a bus stop near this location will provide an insurmountable barrier to a number of our clients who rely on public transportation to access our services. As it is our mission to serve those with physical and mental disabilities, groups who may already have limitations in transportation and mobility, it is of the utmost importance that a bus stop be reinstated near our facility. We serve hundreds of clients, so I have no doubt that this stop will be utilized and will be a great benefit to the Durham community as a whole. Thank you for your time and for allowing the community a chance to bring up important issues in a direct way.

Best,

Daniel H. Secret, MS Candidate

4/27/21

Hi Andrew,

Thanks so much for your work on this. I think this is the product of some really great work. I only have one suggestion, which is a "hair on fire - needs to be completed asap" type of suggestion.

The downtown loop needs to be added to the conversion to two way traffic with more bike and pedestrian infrastructure. If we want downtown Durham to be bike and pedestrian friendly, the downtown loop is killing that goal. It was built to get cars around downtown as quickly as possible. That should no longer be the goal.

Not to mention, the economic growth that would come. There is no way a suburban style McDonald's with tons of surface parking should be the highest and best use downtown. Yet, it exists there because of the two-way loop. If the walkable part of downtown is expanded, there will be more incentive for developers to create much needed housing and other improvements, making more out of a lot like the one McDonald's currently sits on (with McDonald's being motivated to sell b/c the parcel just increased in value).

More for residents, higher tax income, better pedestrian and bike infrastructure. Converting the downtown loop will have HUGE ripple effects and should be placed as a #1 goal of this plan.

Best,
Dave

4/27/21

Hi Mr. Henry,

When I look at the map of bike lanes, I see many "multi-use paths" with "0 lanes" of "0 width". Is that just a way of saying that no new infrastructure is proposed, and bikes would just use existing streets?

If that is true, I suggest that instead of using the very narrow and dangerous Broad St between Stadium Drive and Duke Homestead, you use the streets one block east, Birmingham and Winstead, wider with MUCH less motorized traffic.

Ned Kennington

4/28/21

Hello,

I am a Durham resident and would like to express support for the expansion of Bus Rapid Transit plans in the Triangle. I am pleased to see BRT taking the place of previously planned light rail connections between Durham and Chapel Hill. Our particular family travels more to Raleigh than to Chapel Hill, so we would be pleased to see more transit options in that direction. We would happily take BRT for a day at the museums in downtown Raleigh or an afternoon/evening at the Museum of Art.

Thank you for your work on behalf of our community.

Elizabeth Sappenfield

4/28/21

Dear Andrew,

I'm a Carrboro resident who likes to cycle and run. I was looking at the proposed changes and one area stood out to as something I could provide feedback on based on years of experience. I split my comment up to match the list items as I understood them.

1) Bike boulevard on James Street between W. Main St. and Hillsborough St in Carrboro (ORAN0142-B).

Better infrastructure is really needed here because it's heavily used by cyclists and pedestrians. It's a very natural part of a cycling or running route because it's the last place before 54 where you can connect to other areas. The challenge here is that car traffic is pretty heavy (and soon will get heavier with some upcoming commercial development nearby) and often pretty fast moving on a narrow street. Many residents of other neighborhoods, work trucks, etc. use this street as a way to cut through between Main and Hillsborough. I think that figuring out how to slow or reduce car traffic here would be something most cyclists and runners in town would benefit from because it's so widely used.

Aside from that, it's really hard for pedestrians to cross W. Main from James so you see people taking all sorts of different approaches. I'm not sure if that factors in but the situation as it stands makes no sense for how pedestrians actually use this intersection.

2) My other comment is about an area right nearby. W. Main from Laurel to James St. (ORAN0216-B).

This is kind of similar. There's already a bike lane but it's a really high traffic area and traffic moves faster than the speed limit because Main has no impediments until you get closer into town. I think a separated bike lane is a great idea, I just wonder if that should be accompanied by a speed limit reduction. I've spent a lot of time going up and down Main and (just my opinion) but you can tell drivers are paying less attention than they do closer to town. It's kind of like people treat that as their runway to getting on 54.

Thanks for gathering feedback and doing this kind of planning. As someone who particularly wants to feel safe while cycling, I really appreciate these efforts.

Gordon Chadwick

4/28/21

Hi Andy,

Many thanks for your response!

Are you saying that on the section of Broad Street I am talking about the proposal is to build a multi-use path that bicycles could use that is separate from the street? (I think that section is bordered by drainage ditches that would make construction of curb and gutter and a multi-use path difficult.)

Ned

4/29/21

P.S. Hi Andy, I see lots of "multi-use" paths on the map at <https://linkprotect>

As a cyclist, this is very appealing, but it seems like it would cost a LOT of money. Wouldn't that money be better spent on things like schools and hospitals and supporting children?

Thank you for promoting cycling,

Ned Kennington

4/29/21



Tab Combs @DrTCombs · 1h

Hey @DCHCMPO I have a question about amendment 3. Specifically, about the "Bike MUP" map. Where the legend indicates "existing facilities" does it mean "already called for on a plan" or actually present?

If the latter, I see some discrepancies w/ real life.



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4/30/21

Hi Andrew, thank you for your work for the local community!

I am writing specifically about the bicycle/pedestrian paths being added along major roadways and the addition of the multi-use paths. As a decades-long commuter bicyclist, I am in favor of pretty much any

and every possibility for getting bikes (and pedestrians) off of roads to safer situations. I have also seen over and over how having safe transit corridors like that see a HUGE jump in the number of people biking and walking in the area, making the community safer AND healthier and reducing human-made global warming at the same time. It's a win-win-win all-around.

Thanks for considering my enthusiastic encouragement.

In peace. Ti Harmony

5/2/21

I am disappointed in there not being any transit emphasis into northern Durham north of I-85. Service up there is really bad as it is and it needs to be improved dramatically for it to be useful for people living there.

These proposed bicycle lanes should not be removed from the CTP, unless they're being replaced with a paved greenway/multi-use path:

- Durham County
 - Broad Street between Carver Street and Stadium Drive. In my opinion, there should be bike lanes on Carver Street from Broad to Roxboro Streets as well.
 - Hebron Road, having bike lanes or, more preferably, a multi-use path along the road is a MUST. The road is not safe for bicyclists due to the hills and high speed limit.
 - MLK Pkwy Extension, mainly because of the bike lanes already existing on MLK
 - N. Roxboro Street between Main Street & Monk Road. This would be very useful, especially for people who are biking from the Carver Street/Danube Lane/Hebron Road area.
 - Old Oxford Road between Hebron Rd and Roxboro Street. I feel this is necessary because of the high speed limit and narrow roadway on Old Oxford, and would honestly probably be better off being a multi-use sidepath.
 - TW Alexander Parkway. I feel this is necessary due to the high speed limit and would honestly probably be better off being a multi-use sidepath.
 - Highway 54; This one is a must, though it would be better as a multi-use path, mainly due to the high speed on NC-54 along most of the route, connecting to the ones in Meadowmont and RTP.
 - Main Street. This should be done because of how much it would help bicyclists getting across Durham via this road.

-Connor Lane

5/3/21

Good morning,

Thank you for expanding the number of bicycle lanes in Durham. As a cyclist, this work supports and affirms my values and makes me proud of the city I live in. Also, and no less important, it increases my sense of safety. In particular, the bike lanes on Washington Street make my work commute easier, safer, and more enjoyable. Please continue to include bicycle lanes in your transportation plans.

Thank you very much,

Joel Wright

5/4/21

Good morning Andrew,

I want to know if there will be another hearing for the public at a time more accessible for working people about Amendment #3 before the public involvement period ends?

I live in Hillsborough and work for the Town of Chapel Hill and would like to attend but the only available time is in the middle of summer camp registration. Will there be another opportunity?

Thanks so much,
Samantha Slayer
