

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Monday, July 27, 2015 6:39 PM  
**To:** Smart, Lindsay  
**Cc:** Henry, Andrew  
**Subject:** FW: Public Comment/Transportation Priorities\DCHC MPO

**Categories:** Public comment on 16-25 TIP

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** Selby, Christopher P [mailto:christopher\_selby@med.unc.edu]  
**Sent:** Monday, July 27, 2015 1:20 PM  
**To:** Nwoko, Felix  
**Cc:** Selby, Christopher P  
**Subject:** Public Comment/Transportation Priorities\DCHC MPO

Dear Felix Nwoko,

I write to provide input on transportation priorities such as included in the draft 2016-2025 MTIP. My input here will address plans associated with upgrades to NC54 between I-40 in Durham and Meadowmont in Chapel Hill. I live beside this NC 54 corridor, on Celeste Circle in the Eastwood Park neighborhood, and much of my understanding of transportation plans in this corridor come from the Collector Street Plan Meetings, the NC54/I-40 Corridor Study Report, and from my reading of projects U5774A through U5774F.

Overall it appears that NC54 will be widened from 4 to 6 lanes (project U5774C), and it is unclear whether this upgrade will include the superstreet arrangement recommended in the NC54/I-40 Corridor Study Report. Also, there will be upgrades to the intersection of NC54 with I-40 (project U5774F), and the intersection of NC54 at Farrington Road will be converted to an overpass (project U5774E).

A couple of land use issues are in the works that will be relevant to future transportation needs. This spring, the City of Durham Planning Department held meetings to consider changes to Future Land Use Map (FLUM) designations for areas surrounding future light rail transit stations. Notably, the planned location of the Leigh Village Station is within about a half mile of NC54. Our neighborhood will be located between NC54 and the Leigh Village station. Based upon results of the meetings held this spring, the City plans to designate our neighborhood FLUM as Residential. Also, the City currently plans to designate over 200 acres surrounding Leigh Village as Compact Neighborhood Tier in order to stimulate development in the area. In other efforts taken to encourage the light rail initiative, a sales tax increase to support rail was approved in Durham and Orange Counties, and the State has dedicated around 125 million dollars towards the project. Leigh Village and light rail developments are likely to be progressing when transportation improvements are being made to the NC54 Corridor, and these developments, including population growth and park and ride facilities, will impact service on NC54.

Following is my specific input towards the transportation plans:

1.) The Corridor Study Report Recommends installation of hardscaping/landscaping between NC54 and the Service Road (also called Nelson Highway) in our neighborhood when NC54 is upgraded. Landscaping/hardscaping should be a high priority as it is needed to shield our neighborhood from noise and visual pollution caused by the highway traffic. During the Corridor Study, I spoke with Mr. Joey Hopkins, with the NCDOT, and he considered it likely that the noise levels associated with NC54 beside our neighborhood will require mitigation. There is a signalized intersection connecting our neighborhood with NC54 at Huntingridge Road. The Corridor Study recommends atrophy of this intersection. Ideally, the short road connecting the Service Road with NC54 at Huntingridge Road will be removed and replaced with landscaping/hardscaping, to achieve a continuous barrier between our neighborhood and the upgraded highway.

2.) Across highway NC54 from our neighborhood is Falconbridge Mall. Construction of the mall created many acres of impervious surface. Unfortunately, stormwater from much of the Falconbridge Mall area is channeled under NC54 into our neighborhood. Once in our neighborhood, it traverses a ditch on private property. Mr. Graham Summerson with the City of Durham Stormwater Division considers this ditch to be highly unconventional in its design, at functional capacity, and in need of continual maintenance. On the properties where the ditch is located, it is at an elevation higher than the homes. Consequently, when it is breached in heavy rains, homes are prone to flooding.

It would be of considerable benefit if, during the upgrades to NC54, the stormwater channel from Falconbridge Mall were re-directed to flow more directly downhill towards the Upper Little Creek without crossing under NC54 and Nelson Highway into our neighborhood. Stormwater currently flows under NC54 from the south (Falconbridge Mall) to the north (Eastwood Park), then downhill to Upper Little Creek in the Corps of Engineers Land. From there it flows back from north to south under NC54. Preventing the Falconbridge Mall stormwater from ever being directed north of the Service Road (Nelson Highway) would be of enormous benefit to our neighborhood. This appears to be a realistic possibility, since the slope of NC54 from Falconbridge Mall towards Upper Little Creek is downhill, and there are stormwater conveyances on both sides of NC54, and also between the lanes of NC54.

3.) Creation of a new intersection which directly connects Crossland Drive with NC54 is recommended by the Corridor Study Report and the Collector Street Plan. This link will be needed for several reasons. A great deal of new traffic will use Crossland Drive since it will constitute the terminus of Southwest Durham Drive. Southwest Durham Drive was originally planned to connect with Meadowmont Lane, but this plan was voted against by the local TAC, and by default, Crossland Drive became the point of intersection of Southwest Durham Drive and NC54. Thus, considerable traffic will travel between Crossland and NC54. Currently, the only avenue of access between Crossland and NC54 is via the Service Road and the link at Huntingridge Road. The Service Road is a local street and Southwest Durham/Crossland Drive will be a collector street. It would be inappropriate to link the heavy traffic of a collector street with NC54 via a local street. Furthermore, the close spacing between the Service Road and NC54 would make heavy use of the intersection at Huntingridge Road inefficient and unsafe. The signalized intersection at Huntingridge Road is planned to be atrophied. Consequently a new intersection linking Crossland Drive with NC 54 is absolutely essential.

It is unclear whether the planned upgrades to NC54 in U5774C include an intersection at Crossland Drive, but this intersection should be included. It should be noted that replacement of the Farrington Road/NC54 intersection with an overpass (project U5774E) will create a much greater need for the Crossland/NC54 intersection.

4.) The project U5774E includes upgrades to the intersection where Celeste Circle on the north and

Falconbridge Road on the south intersect with NC54. This project is not funded. The project is ambitious and calls for a grade separation and appears to require modifications to the Falconbridge Mall property. While it may not be possible to do this project in its entirety, some upgrades to the intersection, especially on the Celeste Circle side, appear to be needed. This need arises from the anticipated Light Rail Transit Node to be developed at Leigh Village. An important connection between the Leigh Village Node (including park and ride facilities) and NC54 will be via an intersection at Celeste Circle. Without upgrades to this intersection, it will be inadequate as it currently exists. This intersection will be the main path by which Leigh Village traffic travels to and from I-40, as described in the Corridor Study Report. Also, this intersection will take on much of the traffic diverted when the Farrington Road/NC54 intersection is converted to an overpass (U5774E).

5.) Overall, service on NC54 is expected to continue to deteriorate with time based upon anticipated growth in traffic use, and local development. Upgrade of NC54 as a superstreet-type of facility is recommended by the Corridor Study to prevent traffic from worsening in the future. Widening of NC54 alone will be associated with worsening function.

6.) The Corridor Study Report recommends that a pedestrian/bike path along the north side of NC54 be constructed when NC54 is upgraded. This path is to include a boardwalk-style structure traversing the Corps of Engineers wetlands. This path should be given high priority. Non-vehicular travel along NC54 in the project area is dangerous at present, and non-vehicular travel in the area is inhibited due to the lack of facilities.

I appreciate this opportunity to have input on long-range transportation planning.

Sincerely,  
Chris Selby  
138 Celeste Circle  
City of Durham

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Wednesday, July 08, 2015 12:16 PM  
**To:** Smart, Lindsay  
**Cc:** McKeel, Dale; Henry, Andrew  
**Subject:** FW: transportation plan remarks clarified  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged  
  
**Categories:** Public comment on 16-25 TIP, TIP-related

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** Jackie Stonehuerner [<mailto:science-ed@hotmail.com>]  
**Sent:** Wednesday, July 08, 2015 11:23 AM  
**To:** Nwoko, Felix  
**Subject:** RE: transportation plan remarks clarified

I want to clarify my use of the expression “misappropriation of funds”. It’s not that I think there is some evil mind out there ignoring the safety of babies and their parents. I don’t think so. What I should have said was “definitely an inappropriate use of funds at this time”. The situation has changed drastically since the plan was approved and the funds allocated. At that time no one worried about baby carriages on the streets of West Hillsborough because there were none. What I’m suggesting is basically a two part plan. 1) Don’t spend \$600,000+ extending the Riverwalk from Gold Park to Allison Street at this time. 2) Buy land so that there is room for a pedestrian path going from Nash Street to Collins Street on the north side of Eno Street. So far I think everyone is ok with part 1. For part 2 more time is needed to discuss my proposal and alternatives, taking into account what is done with the railroad trestle on Dimmocks Mill Rd.

Thanks for your quick response.

Jackie Stonehuerner

---

**From:** [Felix.Nwoko@durhamnc.gov](mailto:Felix.Nwoko@durhamnc.gov)  
**To:** [science-ed@hotmail.com](mailto:science-ed@hotmail.com)  
**Subject:** RE: transportation plan  
**Date:** Wed, 8 Jul 2015 00:30:02 +0000

Many thanks for the comments. We will collect all comments during the comment period and then release one document with responses to all comments/questions received. Final documents will be posted on the DCHCMPO website – [www.dchcmpo.org](http://www.dchcmpo.org)

Felix Nwoko, PhD

---

**From:** Jackie Stonehuerner [<mailto:science-ed@hotmail.com>]  
**Sent:** Tuesday, July 07, 2015 1:53 PM  
**To:** Nwoko, Felix  
**Subject:** transportation plan

To me it is a huge misappropriation of funds to use limited resources to extend Riverwalk from Gold Park to the bridge over the Eno (project # C-5184, Riverwalk Trail) when there is no safe pedestrian connection of Riverwalk to West Hillsborough. The people most endangered by the lack of pedestrian access are people pushing baby carriages. There are more of these all the time in West Hillsborough. A four bedroom house was recently built next to my house in West Hillsborough, and a family recently moved in less than a block away who often push their baby in a carriage. These people need a safe way to walk to Riverwalk more than hikers along the Mountain to the Sea Trail need an easier way to get to Riverwalk. My personal suggestion of the most appropriate use of funds at this time would be to purchase land along Eno Street that could provide pedestrian access between Collins Street and Nash Street. Other people may have other ideas about the best way to make the connection, but I think there is wide agreement that connecting Riverwalk to West Hillsborough for pedestrians is a more important priority than the connection between Gold park and the Eno River bridge. I suggest that for now money not be spent on Riverwalk Trail, project number C5184, and that the funds be set aside so that more time can be given to formulate the best way to connect West Hillsborough to Riverwalk.

Thank you for taking the time to consider my suggestion.

Jackie Stonehuerner

**Smart, Lindsay**

**From:** Nwoko, Felix  
**Sent:** Tuesday, July 07, 2015 8:26 PM  
**To:** Smart, Lindsay  
**Cc:** Henry, Andrew; McKeel, Dale; Scully, Margaret  
**Subject:** FW: Riverwalk Trail Project #C5184

**Categories:** Public comment on 16-25 TIP, TIP-related

[More public comments](#)

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** [rockskipper@embargmail.com](mailto:rockskipper@embargmail.com) [<mailto:rockskipper@embargmail.com>]  
**Sent:** Tuesday, July 07, 2015 8:18 PM  
**To:** Nwoko, Felix  
**Subject:** Riverwalk Trail Project #C5184

All Town Commissioners, (thanks Felix, for forwarding to the rest)

Re: Riverwalk Trail Project #C5184

I'm following up at the suggestion of Jackie Stonehuerner.  
 I feel that the safety of pedestrian traffic should be the highest priority among improvements to Gold Park and the Riverwalk.

Gold Park and the connecting Riverwalk are a wonderful resource that is becoming observably more and more popular, increasing the likelihood of pedestrian mishap at the Gold Park entrance.

A simple **\*walking\*** field trip from the **\*west\*** by a few commissioners to the vehicle entrance of Gold Park will make it obvious that something needs to be done soon, before someone gets hurt.

There is a sidewalk the parallels the driveway into Gold Park that simply ends on Dimmock's Mill Road, with no connecting sidewalk. There is no safe way for pedestrians to enter or exit here without walking on the pavement of Dimmock's Mill, which is narrow and curvy, with vehicles whizzing around the blind turn.

On top of that, the Gold Park entrance is flanked by two serious physical hazards:

- 1) On the north - The narrow railroad overpass, both lanes of which are too narrow to safely accommodate both pedestrians and vehicles.
- 2) On the south - A deep creek culvert, right on the curve.  
 There is a scary sheer drop off of approximately 10 feet to the rocks below on each side of the road. There is absolutely no shoulder and no guard rail on the precipice. The edge of the road is the drop off. People walking here must walk on the road in the narrow curve to avoid the drop off.  
 I feel that there is a high probability that someone, likely a child,

will plummet over the edge, whether from simple misstep or from trying to avoid oncoming traffic. I'm surprised that it hasn't happened already. (This is a particularly hazardous place for bicycles too.)

WFO Board / 12/2015 - Item 8

Please, please make the entrance of Gold Park safe for pedestrians and bicycles before tragedy makes it imperative.

Thanks,

Rob VanVeld  
303 West Margaret Lane

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Tuesday, July 07, 2015 8:15 PM  
**To:** Smart, Lindsay  
**Cc:** Henry, Andrew; McKeel, Dale  
**Subject:** FW: Hillsborough Resident Comments to DCHC MPO Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Public comment on 16-25 TIP, TIP-related

[More comments.](#)

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

**From:** Brika P. Eklund [<mailto:breklund@gmail.com>]  
**Sent:** Tuesday, July 07, 2015 8:08 PM  
**To:** Nwoko, Felix  
**Subject:** Hillsborough Resident Comments to DCHC MPO Plan

Mr. Nwoko, I am a resident of Hillsborough and I wanted to take the opportunity to provide my comments on the 2016-2025 Transportation Improvement Plan for the area. Thanks for the opportunity to contribute to the plans in District 7.

- C-5184 - I am in great support of connecting the Riverwalk/Gold Park to Occoneechee Mountain State Park. Thanks to the group for making this a priority.
- U-5549 - Downtown Access - The plan mentions removing on-the-street parking in downtown Hillsborough. I would hope that not all street parking would be removed. I believe that helps contribute to the small-town feel that is popular in Hillsborough.
- U-5845 - Please include sidewalks and bike lanes (at least on one side of the road) from I-40 (Waterstone/Hospital) down to the Eno River during the S. Churton Street expansion. I have talked to MANY people in Hillsborough who would do that walk regularly (it's only about 2 miles) - my husband and I would do this as well. It would be a lovely way to get to downtown Hillsborough from the rapidly developing Waterstone/hospital area.
- P-5701 - The railway station is very exciting!

Thank you,  
 Brika Eklund

--

Brika Eklund, MCRP  
[breklund@gmail.com](mailto:breklund@gmail.com)

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Wednesday, July 29, 2015 8:04 AM  
**To:** Smart, Lindsay; Henry, Andrew  
**Subject:** FW: Eastwood park and development

**Categories:** Public comment on 16-25 TIP

FYI

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** Ben & Betsy Stikeleather [<mailto:bstikeleather@hotmail.com>]  
**Sent:** Tuesday, July 28, 2015 11:40 PM  
**To:** Nwoko, Felix  
**Subject:** Eastwood park and development

Hello

I own 209 Celeste Circle off highway 54. We are at the end of the street drainage system and have experienced flooding as a result. The drainage from the commercial office at the corner is sent into the neighborhood. When water exceeds capacity for the ditch in front of our houses on Celeste and the ditch between Celeste and Nelson highway, we have water running

- over our driveway
- through the front yard
- between the house and the detached garage

Our house is on a slab with no crawl space. We had interior water damage as a result of overflow in the past.

Please help ensure that future development is accountable for a drainage system that does not dump it into our neighborhood.

Regards  
 Betsy Stikeleather

Sent from my Verizon Wireless 4G LTE smartphone

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Monday, July 06, 2015 9:07 AM  
**To:** Smart, Lindsay; Henry, Andrew  
**Subject:** FW: NC 54 Upgrage

**Categories:** Public comment on 16-25 TIP

[Comment on the draft MTIP](#)

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

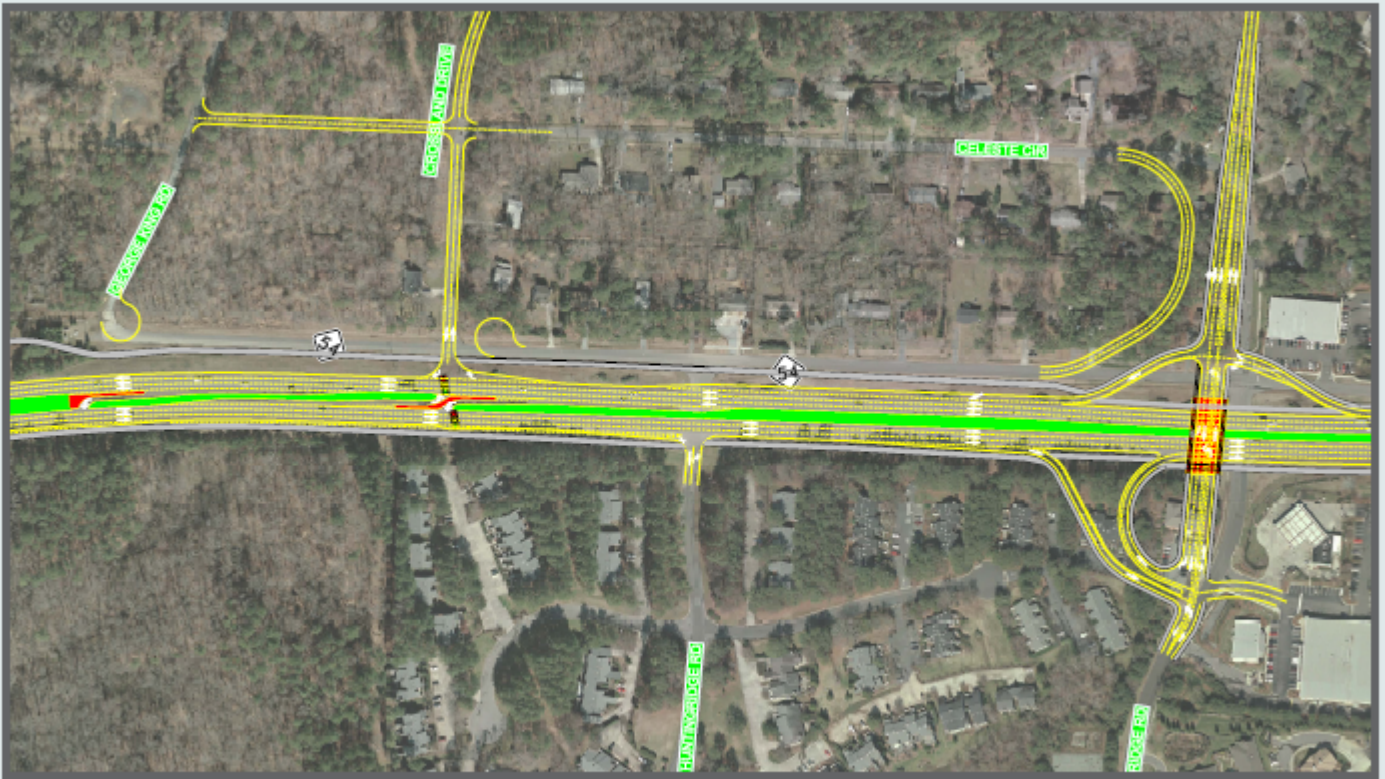
**From:** Brian Stynes [<mailto:btstynes@gmail.com>]  
**Sent:** Monday, July 06, 2015 8:42 AM  
**To:** Nwoko, Felix  
**Subject:** NC 54 Upgrage

Hello Mr Nwoko,

I am writing to you as a homeowner in the Eastwood Park subdivision alongside HWY 54 between George King and Fearington roads.

I request that you consider changing how storm water drainage flows from the Falconbridge shopping center. Currently it is diverted under NC 54 and into our neighborhood, which leads to flooding in our neighborhood during heavy rains. Please consider diverting it more appropriately in which it will not have an impact to homeowners.

Please work to try to limit our street to one access point in the event a large neighborhood, Leigh Village, were to be built behind our neighborhood. Having 2 access points, at the East end and West ends would cause extra cross through traffic in our neighborhood and greatly diminish the safety of our neighborhood.



**Figure 6-10: Potential Access Reconfiguration for Celeste Circle**

I also request that you design an appropriate buffer with trees and shrubs between Nelson Highway and NC 54 to limit air and noise pollution in the neighborhood.

Sincerely,  
 Brian Stynes  
 204 Celeste Circle  
 919-623-5840

**From:** [Nwoko, Felix](#)  
**To:** [Smart, Lindsay](#)  
**Cc:** [Henry, Andrew](#)  
**Subject:** FW: U-5774  
**Date:** Wednesday, July 01, 2015 9:11:08 AM

---

MTIP public comment

Felix Nwoko, PhD  
Transportation Manager, City of Durham, DOT  
Administrator DCHC MPO  
919-560-4366

---

**From:** Selby, Christopher P [mailto:[christopher\\_selby@med.unc.edu](mailto:christopher_selby@med.unc.edu)]  
**Sent:** Monday, June 29, 2015 8:24 PM  
**To:** Nwoko, Felix  
**Subject:** U-5774

Hi Felix Nwoko,

Thank you for returning my call this afternoon. I am interested in commenting on transportation priorities regarding U-5774. However, first I would like to confirm what is entailed in the plan U-5774 C. This includes upgrades to NC54 from Barbee Chapel Road to I-40. This section passes my neighborhood of Eastwood Park/Celeste Circle. I think you said that the upgrades were described in the NC54/I-40 Corridor Study Report.

What exactly do the upgrades in U-5774 C include? There were many transportation components in the Corridor Study Report. These included increasing the number of lanes from four to six, including superstreet turns, creating an intersection at Crossland Drive and NC54, atrophy of the signalized intersection of Huntingridge Road with NC54, and others. It is unclear what will be done at the Farrington/Celeste Circle intersection with NC54 since the planned intersection in the Report is not funded.

In addition to the actual roadway improvements were recommendations for landscaping/hardscaping between NC54 and the Service Road in Eastwood Park, and a pedestrian/bike facility along NC54 which would include a boardwalk through the Corps of Engineers Land.

I would appreciate if you could fill me in on these details so that we can make informed comments to the MPO

Thank you for your help.

Chris Selby

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Friday, July 10, 2015 10:51 AM  
**To:** Smart, Lindsay; Henry, Andrew  
**Subject:** FW: # C-5184, Riverwalk Trail

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Public comment on 16-25 TIP, TIP-related

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT Administrator DCHC MPO  
 919-560-4366

-----Original Message-----

From: Administrator [<mailto:jgs246@yahoo.com>]  
 Sent: Thursday, July 09, 2015 2:53 PM  
 To: Nwoko, Felix  
 Subject: # C-5184, Riverwalk Trail

After I contacted you about this project and urged other people from West Hillsborough to do so as well, I found out that I was misinformed. I had hoped that the funds for this project could be set aside for now and used at some later date to make a safe pedestrian connection between Riverwalk and West Hillsborough, a connection that many people in West Hillsborough see as a much higher priority. However, Mayor Stevens and Town Commissioner Jenn Weaver have since explained to me that ~80% of the money for project #C-5184, Riverwalk Trail, is federal money through CMAQ and could never be used for anything else. I therefore wish to withdraw any previous objections I made to project C-5184 and give it my full support. I apologize for any confusion.

Jackie Stonehuerner

## Smart, Lindsay

---

**From:** Nwoko, Felix  
**Sent:** Friday, July 10, 2015 10:06 AM  
**To:** Smart, Lindsay  
**Cc:** Henry, Andrew  
**Subject:** FW: HWY 54 Widening  
  
**Categories:** Public comment on 16-25 TIP, TIP-related

[More comments.](#)

Felix Nwoko, PhD  
Transportation Manager, City of Durham, DOT  
Administrator DCHC MPO  
919-560-4366

---

**From:** Kurt Franke [<mailto:kurtf24@yahoo.com>]  
**Sent:** Thursday, July 09, 2015 2:40 PM  
**To:** Nwoko, Felix  
**Subject:** HWY 54 Widening

Mr. Nwoko - are there any images/plans for the road widening project H090531-C / U-5324C? Will there be barriers built between this widened road and the Woodcroft subdivision?

Thank you,

Kurt Franke

**Smart, Lindsay**

---

**From:** Nwoko, Felix  
**Sent:** Friday, July 10, 2015 11:13 AM  
**To:** McKeel, Dale; Smart, Lindsay; Henry, Andrew  
**Subject:** FW: Riverwalk Trail Project #C5184

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Public comment on 16-25 TIP, TIP-related

FYI

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** [rockskipper@embarqmail.com](mailto:rockskipper@embarqmail.com) [<mailto:rockskipper@embarqmail.com>]  
**Sent:** Friday, July 10, 2015 8:49 AM  
**To:** Nwoko, Felix  
**Subject:** Re: Riverwalk Trail Project #C5184

Felix,

I apologize for the less than respectful tone of my previous rant.

I'm embarrassed that I allowed myself to get sparked by neighborhood listserv flames, before checking the actual facts.

Mayor Tom Stevens sent clarifying and cooling details about the project to concerned folks on the listserv.

If you feel it's appropriate, please forward this apology to the others who may have seen my rant.

Thanks,  
 Rob VanVeld

On Jul 7, 2015, at 8:18 PM, [rockskipper@embarqmail.com](mailto:rockskipper@embarqmail.com) wrote:

All Town Commissioners, (thanks Felix, for forwarding to the rest)

Re: Riverwalk Trail Project #C5184

I'm following up at the suggestion of Jackie Stonehuerner.  
 I feel that the safety of pedestrian traffic should be the highest priority among improvements to Gold Park and the Riverwalk.

Gold Park and the connecting Riverwalk are a wonderful resource that is becoming observably more and more popular, increasing the likelihood of pedestrian mishap at the Gold Park entrance.

A simple **\*walking\*** field trip from the **\*west\*** by a few commissioners to the vehicle entrance of Gold Park will make it obvious that something needs to be done soon, before someone gets hurt.

There is a sidewalk the parallels the driveway into Gold Park that simply ends on Dimmock's Mill Road, with no connecting sidewalk. There is no safe way for pedestrians to enter or exit here without walking on the pavement of Dimmock's Mill, which is narrow and curvy, with vehicles whizzing around the blind turn.

On top of that, the Gold Park entrance is flanked by two serious physical hazards:

- 1) On the north - The narrow railroad overpass, both lanes of which are too narrow to safely accommodate both pedestrians and vehicles.
- 2) On the south - A deep creek culvert, right on the curve.  
There is a scary sheer drop off of approximately 10 feet to the rocks below on each side of the road. There is absolutely no shoulder and no guard rail on the precipice. The edge of the road is the drop off. People walking here must walk on the road in the narrow curve to avoid the drop off.  
I feel that there is a high probability that someone, likely a child, will plummet over the edge, whether from simple misstep or from trying to avoid careening traffic. I'm surprised that it hasn't happened already. (This is a particularly hazardous place for bicycles too.)

Please, please make the entrance of Gold Park safe for pedestrians and bicycles before tragedy makes it imperative.

Thanks,

Rob VanVeld  
303 West Margaret Lane

**Smart, Lindsay**

**From:** Nwoko, Felix  
**Sent:** Tuesday, July 28, 2015 11:28 AM  
**To:** Smart, Lindsay; Henry, Andrew  
**Subject:** FW: Comments future road improvements to the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)

**Categories:** Public comment on 16-25 TIP

Felix Nwoko, PhD  
 Transportation Manager, City of Durham, DOT  
 Administrator DCHC MPO  
 919-560-4366

---

**From:** Stephen Noe [<mailto:Steve@BIZITPRO.COM>]  
**Sent:** Tuesday, July 28, 2015 9:49 AM  
**To:** Nwoko, Felix  
**Subject:** Comments future road improvements to the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)

It is wonderful to see progress planned on dealing with the traffic and other issues on NC 54. We are in support of this project and have the following comments:

- 1) Storm water issues
  - a. Eastwood Park is already overloaded by storm water runoff that was diverted under NC 54 from the shopping center on the south side of NC54 between Farrington and Falconbridge roads. This water is overrunning our private ditch and flooding a number of homes on the south side of Celeste Circle. This storm water should be fun down between the East and west lanes of 54 to Little Creek and in no event can Eastwood Park sustain any further runoff from the widening of 54
  - b. Eastwood Park is also overloaded by storm water runoff coming from the Farrington Road area north of 54. Developing the Farrington Road overpass must also consider this storm water runoff into the plan and ensure that additional runoff there is not diverted uphill from Eastwood Park.
- 2) Entrance and Egress for Eastwood Park, Chapel Creek and George King residents
  - a. Exiting from Eastwood Park and Chapel Creek onto NC 54 Eastbound during rush hour is currently only possible due to the stoplight at Huntingridge Road. When that stoplight is not functioning properly, it is impossible to safely turn left across traffic. If that intersection is changed, provisions need to be made for safe entrance and egress to Eastwood Park, at George King Road or Crossland Drive
  - b. The Intersection of Celeste Circle @ 54 crossing Nelson Highway is the primary entrance for most residents when traveling westbound on NC 54. Please leave that entrance in place.
    - i. Also, the 2 stop signs on Nelson Highway and the stop sign on Celeste **indicate a 4 way stop, when it is actually only a 3 way stop**. This causes confusion and is a huge potential for accidents as traffic turning into Celeste does not have a stop sign. Vehicles leaving the medical complex, travelling west on Nelson Highway don't realize they are pulling in front of traffic exiting 54 at a higher rate of speed.
  - c. Access to the planned Leigh Village will also require upgrades to the NC54/Celeste Circle intersection and construction of an intersection between NC54 and Crossland Drive. These upgraded and new intersections are also called for in the Corridor Study Report and the Collector Street Plan. These upgraded intersections will be needed for two reasons. One reason is capacity. Increased capacity will be needed for the anticipated growth of Leigh Village, and because the planned improvements to NC54 include atrophy of the NC54/Farrington Road intersection (and replacing it with an overpass).

3) Noise and visual buffers

MPO Board 8/12/2015 Item 8

- a. We strongly favor the installation of landscaping/hardscaping between the upgraded highway and our neighborhood. This would function as a barrier to visual and noise pollution, and a landscaping/hardscaping barrier is recommended in the NC54/I-40 Corridor Study Report. Noise from the highway is significant and will only increase over time.

4) NC 54 Bike and pedestrian traffic

- a. We support a pedestrian/bike path along NC54. The Corridor Study Report suggests that together with the upgrades to NC54, such a path should be constructed on the northeast side of the highway (our side of NC54), and include a boardwalk - type structure traversing the Corps of Engineers wetlands. Non-vehicular travel along NC54 in the project area is dangerous at present.

Thanks,

Steve Noe  
211 Celeste Circle  
Chapel Hill, NC 27517  
Eastwood Park subdivision  
(Durham County/City off NC 54)