

## US 15-501 Corridor Study -- Final Report

### Compilation of Public Comments (as of October 2, 2020)

---

This document presents the public comments the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has received concerning the final report for the US 15-501 Corridor Study. The comments arranged by the date in which they were received; the earliest are first.

---

Andrew,

I own the building, address below, on the Durham Chapel Hill Boulevard.

I, and I think I can generally speak for my neighbors, want good access, public utilities, and good design.

Simply adding additional lanes, and reducing access is not the answer. We have owned our property since 1979 (which probably would have been the time to make 15-501 limited access from South Square to Chapel Hill), but that ship has sailed.

We need less concrete and asphalt and more imaginative engineering, sustainable landscape, and better maintained current infrastructure.

I am extremely opposed to any limited access "improvements" on 15-501.

---

More, intense, building along the corridor will only serve to make a bad situation worse.

Transit systems have already maxed out the number of busses that can travel along this route. The heavy traffic, combined with the absence of sidewalks and lack of trees makes the route dangerous and undesirable for pedestrians--especially in the heat of the summer months.

Already the lack of trees and vegetation along the route causes significant noise and pollution which threaten the health and comfort of the adjacent communities.

Additional dense development along the corridor will make it unlivable.

---

Dear Mr Henry,

I like the proposed changes to the 15-501 corridor. I avoid using 15-501 because of the heavy traffic and congestion. It looks like these changes will improve the access to 15-501 and driving. I appreciate that you are concerned about preserving the natural areas along the corridor.

Thank you,

---

This is in the area I have been discussing for the last year. I hope they finish the Greenway behind The Sheraton and connect our Greenway at Greenfield Commons, CH, to the street and sidewalk at Europa. The old people have to climb up hill and walk through parking lot with cars backing up, very dangerous. I have already written to everyone and they said the area belongs to DOT, they should fix, (I wrote to them also).

They wait for new builders to add Greenway sections, but this won't happen behind The Sheraton.

It's sad, the last time I tried to take my bike up that rough area to Sheraton parking lot, to reach sidewalk at Europa, I tripped on tree limb, I quit riding my bike after that.

You're probably not the right one to write to, I've written to all others, so please, don't send me addresses.

Thank you for listening.

[Editor note: This comment was referred to Chapel Hill transportation staff.]

---

Hello Mr. Henry,

I am a Durham resident and I would love it if bicycle transportation was given more priority both in this review and in future visions for the city. I know distances here are greater than in the great biking cities of the world like Copenhagen, Amsterdam, and Paris, but this mode of transportation must be a focus of Durham in the coming years as people become more aware of the true socio-environmental impacts of oil/fossil fuel use.

Thank you for considering my words,

---

Thank you for this opportunity to comment on the 15-501 Corridor Study for the northern part of 15-501 in Chapel Hill.

For the section of 15-501 that the study covers, I am optimistic that the proposed changes will result in a more urban and multi-modal / pedestrian / cyclist friendly live and work place. However, given Chapel Hill's continued low desirability for locating medium to large businesses in the area, commuting to Durham, RTP, and Raleigh will continue to be an intensifying reality. How many more people does this 20 year planning horizon assume will need to use this corridor?

Sections of the corridor are already of insufficient traffic carrying capacity for morning rush hour. A predictable net gain in population continues each year, with high and low density housing continuing to be added to the south and west of Carrboro and Chapel Hill. People choosing to live in these rapidly

expanding / sprawling locations now and over the next 20 years will add many vehicles to the road to travel to jobs on the east and north east of Carrboro and Chapel Hill.

Noting this, my largest concern about this study is it does not include the most congested portion of 15-501 in my commuting experience, which I find to be the section between Glenn-Lennox/15-501 and S. Columbia St where Hwy 54 and US 15-501 become one road. This section is the ONLY artery for people commuting from the south side of Carrboro/Chapel Hill and points further West and South to get to jobs in Durham, RTP, Raleigh. I have commuted from south end of Carrboro to North Hills Raleigh for the last 6 years. The slowest and most consistently slowest section of my morning commute is the section where 54 and 15-501 are the same road. This section of road and the area of 54 through Glenn Lennox (the ramps are outdated and dangerous for pedestrians/cyclists/buses) turns an ave 48 min commute into a 55 min commute each way.

Please consider adding a lane in each direction on the 54/15-501 corridor. I anticipate this congestion will intensify to the point of total gridlock as developers continue to add a lot of housing along 15-501 south of Carrboro, and those cars load onto 54/15-501 and 54 on to RTP and Raleigh. There are several accidents a week in this area from the current congestion (pre-COVID). I anticipate instances of road rage, driving off the side of the road, cutting off buses, collisions with pedestrians and cyclists will likely all significantly increase in several years if plans are not made now to increase the traffic carrying capacity of 54/15-501 and 54 to I-40.

I am concerned because road projects in the Triangle have a tendency to spend years and a lot of money, and then do much less than they could have to alleviate traffic congestion and shorten commute times. This in spite of well predicted population growth and multi-year advanced notice / indications of where developers intend to add density/vehicles to the road. Whatever it takes to get that done and fix the poor condition (regular deep potholes that damage vehicles under the bridge and deep standing water) and dangerous arrangement (ramp entering 54 alongside Fresh Market where I've seen several pedestrians/cyclists/buses almost get hit; ramp from 54W entering 15-501 South) of the Glenn Lennox / 54 / 15-501 clover leaf.

Thank you again for the opportunity to comment,

[Editor note: Staff notified this citizen that TIP project U-5304 is to make multimodal improvements along the segment of Us 15-501 identified in this comment.]

---

I really like the conceptual design. My only issue is the timeframe. We need to get this project finished in 5-10 years, not 20+ years. Please raise taxes or do whatever it takes to get this done sooner rather than later. Traffic between Durham and Chapel Hill is intolerable. I can't imagine waiting 20 years to get relief.

---

Hello,

I read the study about reimagining 15-501, and I just wanted to say that I love all of the ideas there! Thank you very much for your hard work. This plan would be a big improvement for the whole 15-501 area, and I hope we can implement it as quickly as possible.

Thanks again,

---

**RTA endorses a new 15-501 vision**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, a member of the RTA Leadership Team, has released a recommended improvement concept for the 15-501 corridor between Chapel Hill and Durham. The MPO vision includes new transit priority lanes for US 15-501 while eliminating all stoplights north of I-40. RTA has endorsed the general recommendation, and we are working with our founding member chambers in the western Triangle, The Chamber For a Greater Chapel Hill-Carrboro and the Greater Durham Chamber of Commerce, to explore and highlight additional opportunities for enhancement of this corridor concept. *You can read more about the proposed improvements in [this RTA blog](#).*

---

hello Andrew

I don't have in detail comments but I am writing in support of all separated bike and ped improvements along 15-501. lowering MV speeds along the corridor would help as well.

thank you

---

We own and operate hotel business at 5310 McFarland Drive in Patterson Place Development in the area.

We are very concerned about the impact proposed rerouting of the traffic would have on our business, entire Patterson Place shopping center and adjoining other commercial developments.

We urge you not proceed with the design as outlined in the study. It would put viability of the entire existing developments in the area in Jeopardy.

Thank you in advance for your consideration.

---

## PROPOSED FUTURE CHANGES TO MT. MORIAH ROAD X 15-501 INTERSECTION

Hello,

I am writing this in opposition to the proposed changes at this intersection. Eliminating the traffic light will severely impact the access to our restaurant. In fact, the proposed access will be re-routed past our direct competitor (Chipotle) and make us irrelevant.

Please leave the traffic light at Mt Moriah Road to preserve the life of the retail businesses that have already been severely impacted by Covid-19 and are barely surviving. If there is a need to turn 15-501 into a freeway, please start it at least a half a mile North of this vital intersection.

Thank you..

---

Thanks for the opportunity to comment on the horrendous 15-501 corridor. Pre-pandemic I had to drive it twice a day from I-40 to the Europa Center. My suggestions are:

1. Although roundabouts can be very effective, the one on 15-501 is not. It would greatly help to make that more efficient.
  2. coordinate the numerous traffic lights.
  3. install safe bike lanes.
  4. obviously Wegman's in Chapel Hill will increase the amount of traffic. At some point, not every business that wants to locate here can be allowed. Hopefully the Wegman center will not morph into another strip shopping center. The amount of nail salons, fast food restaurants & boutique stores don't actually create a significant amount of jobs, they just add to traffic congestion.
  5. Planting of large tree's near 15-501 to mitigate pollution and decrease the road appearing to be a gateway to a large industrial park.
-