

On November 18, 2009, a public workshop was held at the Friday Center in Chapel Hill to gather input regarding the overall vision for land use and transportation in the NC 54 corridor.

The session began with an informal open house that allowed meeting participants to review and discuss the information that had been gathered as part of the initial corridor scan. After a brief introduction to start the formal part of the workshop, members of the public were invited to participate in the first activity of the evening—each person was given three post-it notes on which to write three items that represented their vision for what the NC 54 corridor should be. These were posted on large boards in the meeting room, and were organized into broad themes, which were reported back to attendees later in the workshop.

The following broad themes were evident in the vision elements noted by workshop participants:

- Safety is a major concern of many participants, with a special emphasis on safety at intersections and safer access for pedestrians.
- Many participants noted a desire to improve intersections in the corridor, particularly those at Farrington Road and Interstate 40.
- There is a desire for the corridor to be multi-modal.
- There is strong interest in light rail transit in the corridor, as well as some interest in increased bus service and bus rapid transit (BRT).
- There is strong interest in improved bicycle and pedestrian accessibility in the corridor.
- Participants showed interest in decreasing environmental impacts in terms of air, water, and noise.
- Many participants noted a desire to preserve green space as a visually-pleasing gateway feature and buffer between NC 54 and surrounding neighborhoods.
- Many participants noted a desire for improved traffic flow and less congestion. Several ideas were noted for how this might be done, including: increased capacity on NC 54, greater connectivity between neighborhood streets, and the development of a new road that would connect the US 15-501 and Interstate 40 corridors south of the NC 54 corridor.
- The greatest degree of disagreement between participants was evident in the land use comments. Most comments were generally in favor of more residential development in the corridor. Several people would prefer mixed-use development, and several more are in favor of high-density development, to support transit improvements. However, another group of participants noted a preference for low-density development, similar to what is currently there.

The vision exercise was followed by a brief PowerPoint presentation on the activity completed to date and the goals for the workshop. A second participant exercise followed the presentation. In this exercise, participants were invited to work together with the other people sitting at their tables to mark up two maps. One map was marked-up with a land use and transportation scenario (or scenarios), while the other was marked-up with general comments, issues, and opportunities. At the end of the exercise, each table was provided with a sheet on which to record the main ideas discussed (and largely agreed to) at each table for reporting back to the larger group. The table below shows the priority comment summary presented by each table. The section after the table shows complete comments from each table (summary presentation and comments made on maps).

Summary presentations from each table group

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|---------|---|
| Table 1 | <ul style="list-style-type: none"> • Limited amount can be accomplished by improving NC 54 • Future conditions and development outside the corridor (e.g. Carolina North) will determine the future of the corridor • Think about more I-40 interchanges • Park and rides should be away from interchange or there should be more lots |
| Table 2 | <ul style="list-style-type: none"> • Bicycle/pedestrian/scooter/wheelchair lane from Farrington Road along collector lane to Meadowmont and into Chapel Hill • Safe all-purpose crossings along NC 54, from Farrington Road to 15-501 • Shopping street along “New Farrington” • “Town Center” along north side of NC 54 between existing Farrington and George King • Widen NC 54, but in balance with non-car uses • Exit to I-40 from existing north bridge • Bypass from Southern Village to 751 or Fayetteville Road |
| Table 3 | <ul style="list-style-type: none"> • Green space near NC 54 • Alternate east-west routes both north and south of NC 54/I-40 • Employment near Barbee Chapel Road/NC 54; shuttle to nearby transit stops • High-density residential around Leigh Village transit stop • Maximize pedestrian and bike access and trails • Additional access to I-40 between NC 54 and 15-501 • HOV on I-40 and lanes that change directions at peak times |
| Table 4 | <ul style="list-style-type: none"> • Connect neighborhoods to reduce traffic • Relocate UNC Hospital to I-40/NC 54 intersection (near Transit Station 1) • Expand and complete network of off-road greenways and bike paths from “inner” NC 54 out to I-40 • Build southern east/west connector road to funnel Chatham traffic to I-40 – somewhere south of this project’s study area |
| Table 5 | <ul style="list-style-type: none"> • Increase road capacity and add access points (an exit off I-40 to Ephesus Church Road, change Barbee Chapel Road to 4 lane to take traffic off NC 54 heading into Chapel Hill) • Develop east side (Farrington Road side) of NC 54 with low density • Use express bus instead of rail. When relocating stops, use existing roads – don’t build new tracks • Improve pedestrian/bike safety, perhaps by adding a lane? • Development close to UNC campus should be more mixed-use |
| Table 6 | <ul style="list-style-type: none"> • Separate bike lanes from traffic lanes on NC 54 and connect the bike lanes to Meadowmont and beyond • HOV/express bus lanes added to NC 54 and I-40 • Village center high-density development around transit in ¼ mile – village center low density in ½ mile • Hospital center near golf course transit stop • Town center near elementary school/15-501 and NC 54 • Park and ride garages right off I-40 • More bike racks on buses and trains and connect bike lanes to transit stops • If there is increase in road capacity, then transit will be less likely |
| Table 7 | <ul style="list-style-type: none"> • Density and mixed use at transit stops • Create neighborhoods and employment centers – places rather than stops • Hospital campus at the Friday Center and Barbee Chapel Road • More East 54-type development at NC 54/15-501 Bypass • Develop Southwest Durham Parkway/George King Road |

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| Table 8 | <ul style="list-style-type: none"> • Create outer loop from Jack Bennett Road to I-40 • Run rail along NC 54 – rail is essential • Preserve NC 54 and Farrington’s full access • Consider sound barriers for residential areas along NC 54 • Consider 4 lanes for NC 54 from I-40 to 751 |
| Table 9 | <ul style="list-style-type: none"> • Build out George King Road to NC 54 before projected housing build. Do not collapse Meadowmont Lane and Barbee Chapel Road intersections (as was done to Farrington Road). • Move transit station closer to Farrington Road/I-40 for ingress/egress to I-40. This makes access easier to a park and ride at I-40/NC 54. • Make transit line parallel to NC 54 to gain economies of scale in bridge system over creek and Corps land on the way to Meadowmont station • Connect bike/ped trails between the neighborhoods: the Oaks, Meadowmont, Downing Creek, Falconbridge |
| Table 10 | <ul style="list-style-type: none"> • Reduce number of cars on NC 54 with a park and ride lot closer to I-40 – have commuters exit off I-40 straight into the lot. This lot can also be a commercial/housing center as well. • Need 0.6 miles of pedestrian/bicycle crossing over the wetland • NC 54 as a “complete street” from at least Meadowmont to 15-501 (unclear step down I-40 to Meadowmont) • Protect the ability of residents of north neighborhoods to get through • Fix the I-40/NC 54 intersection • Need bike/ped crossing over NC 54 near Farrington Road • Need bus stops at the rusty signs on NC 54 at Falconbridge |
| Table 11 | <ul style="list-style-type: none"> • Traffic through corridor is mainly off map • Alternate route from 15-501 to I-540 and RTP besides NC 54 • Connect roads through area for locals, so they can avoid NC 54 • Light rail is in the wrong place –should go to Raleigh/RTP to relieve congestion • Funnel I-40 traffic off NC 54 using extra lanes, maybe toll roads, and cloverleaf intersection • Developers should pay for redirecting traffic, or development should be contingent on them to fund this • Some additional bike/ped paths |
| Table 12 | <ul style="list-style-type: none"> • Preserve and protect Eastwood Park as a residential neighborhood. Add landscaping/walls/berms/whatever to isolate the neighborhood from NC 54. • Move the drainage ditch from between Celeste Circle and the NC 54 service road to the other side of NC 54 • Complete Southwest Durham Drive through Meadowmont Lane • Make NC 54 bike/ped friendly • Locate park and ride lot outside of the corridor (e.g. near 751 and I-40) • “Do not block intersection” sign eastbound on NC 54 at Huntingridge Road • Double-T intersection at Crossland/Huntingridge Road |
| Table 13 | <ul style="list-style-type: none"> • Try to get traffic off NC 54 instead of accommodating it on NC 54 • Dense development near transit nodes: employment closer to the university, residential further out • Take Carolina North into consideration – make sure it is rail/transit accessible • No new interchange at Farrington Road – maintain low density residential there. Keep in mind that neighborhood is environmentally sensitive, historic, area where change is not anticipated (LDR), Creekside School, interchanges are points of congestion, transit node moved to south • Continuous bike lanes along NC 54 and a north-south connection • Usable green spaces by Leigh Farm Park, with some noise abatement • Accommodate Chatham County development and commuter traffic |

Workshop 1 map exercise- complete comments

Complete comments from each table – on both maps, along with priority summaries as presented at end of workshop.

A record of post-workshop comments received is included after the workshop comments.

Table #1 Main Points

- **Limited amount can be accomplished by improving NC-54.**
- **Future conditions and development outside the corridor (e.g., Carolina North) will determine the future of the corridor.**
- **Think about more I-40 interchanges.**
- **Park and rides should be away from interchange or there should be more lots.**

Issues and Opportunities Map

- Full cloverleaf at north end of I-40
- Moratorium
- Park and ride to east of I-40
- First responder input.
- Park and ride at I-40 and NC-54 intersection.
- Get ride of I-40/NC-54 interchange and start over – use a full cloverleaf design.
- High density development along SW Durham Drive proposed road.
- Non-polluting electrical rail.
- Need a rail stop near the Meadowmont side of the Phase II planned rail corridor.
- No thru-traffic along SW Durham Drive proposed road.
- Bus stop at Rashkis.
- Very high density development at Flemington Road in Glen Lennox.
- Redevelop Glen Lennox.
- Any new development should not add air pollution or make pollution worse.
- How do you get to Carolina North if you live in the study area?

Workshop Basemap

- Rail design has a flaw – no direct to RTP.
- Southern end of the proposed Arterial (S Durham Drive) (off of George King Road) is marked through as “No Way” (aka “not happening).
- Corridor is a bridge to other growth areas we can’t control.
- No build to 1,000 year flood plain.
- 3rd interchange – Southern Parkway and LA I-540 at the southern end of I-40.
- Park and Ride lot along Farrington (at NC-54).
- Park and Ride lot at current Palladium development.
- At Transit Station 1, inner circle is VRH.

Table #2 Main Points

- **Bike/ped/scooter/wheelchair lane: from Farrington Road along Collector Lane to Meadowmont into Chapel Hill.**
- **Safe all-purpose crossings along NC-54, Farrington Road to 15-501.**
- **Shopping street along “New Farrington.”**
- **“Town Center” along north side of NC-54 between existing Farrington and George King.**
- **Widen NC-54, but in balance with non-car uses.**
- **Exit to I-40 from existing north bridge.**

- Bypass from Southern Village to 751 on Fayetteville Road.

Issues and Opportunities Map

- New exit ramp to I-40 from Farrington Road.
- Widen NC-54 (east of I-40) from two lanes.
- Widen NC-54, just off of I-40 exit. Need to double.
- The existing NC-54 bridge over I-40 should be widened.
- On southern end of study area, need a new east-west connector between 15-501 and I-40 and between I-40 and 751. Barbee Chapel Road can be improved to divert traffic from NC-54 to 751.
- **fix map: NC-54 at Barbee Chapel is prone to accidents and should be included in the “High Crash Areas” circle.**
- Transit Station 1 is a potential center of new employment and should be a top priority.

Workshop Basemap

- The collector plan is not considered in the Pedestrian Facilities Map. We’ve identified where there should be bike/ped lanes. Bike/ped along Farrington Road and NC-54. The bike/ped lane along Farrington Road should be safe enough for elementary students.
- Need a bike/ped bridge across I-40 to Farrington Road.
- At Transit Station 1, consider having a bicycle parking facility.
- Along NC-54, provide wheelchair access to cross over NC-54 in several places.
- Make a bike path on eastern end of NC-54 and connect it with the existing trail.
- At Celeste Circle neighborhood, opposing views: commercial vs. residential with local business/daycare development.
- Paved trail like American Tobacco Trail that connects to ATT.
- Pedestrian bridge across NC-54 near Barbee Chapel Road.
- At NC-54 and 15-501 intersection, improve the bike/ped crossing accessibility.

Table #3 Main Points

- **Green space near NC-54.**
- **Alternate east-west routes both north and south of NC-54/I-40.**
- **Employment near Barbee Chapel Road/NC-54 with shuttle to nearby transit stops.**
- **High density residential around Leigh Village transit stop.**
- **Maximize pedestrian and bike access and trails.**
- **Additional access to I-40 between NC-54 and 15-501.**
- **HOV on I-40 and lanes that change directions at peak times.**

Issues and Opportunities Map

- New interchange at I-40 and Farrington Road.
- HOV lanes on I-40.
- No walled developments next to school (Creekside).
- Bigger green buffers along Farrington Road – Retired don’t need to walk to school.
- Green buffers along NC-54.
- Shuttle between Finely Forest and Downing Creek neighborhoods.
- Do not widen southern end of Farrington Road and Barbee Chapel road.
- Environmentally sound development in the grey place opportunities.
- Trails in the floodplains.

Workshop Basemap

- Transit is not a silver bullet, lots of solutions needed.
- Partial interchange at I-40 and Ephesus Church Road intersection.
- Widen NC-54 to same width all the way across.

- Keep green buffer along NC-54.
- Keep the Friday Center park and ride.
- Add trails in the floodplain to connect Downing Creek and Falconbridge neighborhoods.
- Alternate more-southern route from Chatham to RTP.

Table #4 Main Points

- **Connect neighborhoods to reduce traffic.**
- **Relocate UNC Hospital to I-40/NC-54 intersection (near Transit Station 1).**
- **Expand and complete network of off-road greenways and bike paths from “inner” NC-54 out to I-40.**
- **Build southern east/west connector road to funnel Chatham traffic to I-40 – somewhere south of this project’s study area.**

Issues and Opportunities Map

- High density, mixed-use development on either side of 15-501 at Willow Drive (near Estes and Ephesus Church Road).
- Need several transit bus stops along NC-54, from I-40 to 15-501.
- Redevelop the Quadrangle complex to a park and ride garage.
- Pedestrian/Bike Bridge or sidewalk across wetlands along NC-54 east of I-40.
- Bike/Ped bath along outside of Phase Opportunities 2, 3, and 4; connecting to Barbee Chapel Road and NC-54.
- New Road from 15-501/Mason Farm down south (as an East-West corridor) that connects 15-501 to I-40.
- In Phase Opportunity 1, HC with VCH and VCL development on the edges and a park on the southwest end. Move hospital from campus.
- In Phase Opportunity 2, have a park on the east end and HC on the southern end bordering NC-54 and Barbee Chapel Road.

Workshop Basemap

- At Transit Station 1, inner circle is UNC Hospital; in outer circle, the development north of Celeste Circle neighborhood is VCH.
- At Transit Station 2, inner circle is VCH, outer circle has one area of HC and one area at the Barbee Chapel and NC-54 intersection is VCL.
- Along NC-54, time lights both ways.
- At Burning Tree/Finley Golf Course and NC-54 and at Hamilton and NC-54, have a 4-way stop intersection, with “no right turn on red” to facilitate heavy bike/ped traffic.
- Close Farrington Road.
- Make the bus stop at Celeste Circle a “real” place to wait for the bus.
- Local bus along NC-54.
- New tunnel below NC-54 east of Barbee Chapel.
- Roundabout at NC-54 and Barbee Chapel intersection.

Table #5 Main Points

- **Increase road Capacity and add access points (an exit off I-40 to Ephesus Church Road, Change Barbee Chapel Road to 4 lanes to take traffic off NC-54 heading into Chapel Hill).**
- **Develop east side (Farrington Road side) of NC-54 with low density.**
- **Use express bus instead of rail. When relocating stops, use existing roads, don’t build new tracks.**
- **Improve pedestrian/bike safety, perhaps by adding a lane?**

- Development close to UNC campus should be more mixed-use.

Issues and Opportunities

- The traffic on Farrington is due to huge development in Chatham County. They must be linked to I-40 to cut down on traffic.
- Additional interchange off I-40 at Farrington Road intersection.
- Co-locate shopping, dining, and park and ride north of the I-40 exit (exit 273B).
- Need 2 left turn lanes at NC-54 and Farrington.
- Extra merge lane off I-40 onto NC-54.
- Remove median on NC-54.
- Synchronized stop lights on NC-54.
- Reversible lane ability.
- Do not expand Meadowmont lane.
- NC-54 is 6 lanes at Meadowmont. Maybe make it 6 lanes from I-40 and use “lane change” arrows to help steady flow of traffic from UNC workers and on UNC game days. Incorporate bike/ped lanes.
- No rail. It would bring more people in and make NC-54 more congested. We do not need more density and ruined greenways with a train. Aesthetically unpleasing.
- Over the road pedestrian bridge across NC-54 at Hamilton. School children and Glenwood shoppers cross this 6-lane road and it is very dangerous.
- To access 15-501, additional north/south exit lanes.

Workshop Basemap

- BRT along NC-54
- Bus station and park and ride lot on the east side of the I-40 exit ramp, to divert traffic away from Farrington side of I-40.
- Transit station 1 is considered not possible as an express bus stop.
- There should be a connection from Chatham County to I-40.
- Solar housing is good at the acreage near Stagecoach and Farrington.
- Need a stoplight at Barbee Chapel and Stagecoach.
- Pedestrian bridge across NC-54 near Glen Lennox.
- At Transit Station 2, expand current VCH. This stop is a possible priority bus stop.

Table #6 Main Points

- **Separate bike lanes from traffic lanes on NC-54 and connect the bike lanes to Meadowmont and beyond.**
- **HOV/Express bus lanes added to NC-54 and I-40.**
- **Village Center High Density around Transit in ¼ mile – Village Center Low Density in ½ mile**
- **Hospital Center near golf course transit stop.**
- **Town Center near elementary school/15-501 and NC-54.**
- **Park and ride garages right off I-40.**
- **More bike racks on buses and trains and connect bike lanes to transit stops.**
- **If increase road capacity, then transit will be less likely.**

Issues and Opportunities Map

- **Bike lane along NC-54, 751, Barbee Chapel (to Southpoint), through Meadowmont, up to Easttowne.**
- **Rapid bus lanes/Commuter bus lanes along NC-54 and to Cary**
- **Add HOV lanes on NC-54, each way.**

Workshop Basemap

- More bike capacity on bus and rail.
- Better bus connection from Chapel Hill transit to Durham, Cary, and Raleigh.
- Bike lane along Farrington Road (south of I-540 and NC-54) to Amberly.
- Bus route along Farrington Road (south of I-540 and NC-54) to Amberly.
- Bike lanes down NC-54.
- Connected bike route along Barbee Chapel, through Meadowmont, to Ephesus Church Road and Easttowne.
- Bus lanes and HOV lanes, inbound and outbound, a
- HOV lanes and priority bus lanes on I-40.
- Along NC-54, traffic too heavy for **WOL**, need separated bike lane.
- No interchange at the Farrington Road and I-40 intersection (north of NC-54).
- Park and Ride lot at Ephesus Church Road and Farrington Road, with a dedicated bus route taking commuters down George King Road.
- Park and Ride lot at Celeste Circle neighborhood.
- Neighborhood at the Barbee Chapel and NC-54 intersection is marked VRL.
- Glen Lennox neighborhood is marked TC.
- At Transit Station 1, inner circle is VCH, outer circle is VCL.
- At Transit Station 2, inner circle is HC.
- At Transit Station 3, inner circle is VCH.

Table #7 Main Points

- **Density and mixed used at transit stops.**
- **Create neighborhoods and employment centers – places rather than stops.**
- **Hospital Campus at the Friday Center and Barbee Chapel Road.**
- **More East 54-type development at NC-54/15-501 Bypass.**
- **Develop SW Durham Parkway/George King Rd.**

Issues and Opportunities Map

- Extend rail down I-40 to Triangle Metro Center.

Workshop Basemap

No comments on map, everything was colored and labeled.

Table #8 Main Points

- **Create outerloop from Jack Bennett Road to I-40.**
- **Run rail along NC-54 – rail is essential.**
- **Preserve NC-54 and Farrington’s full access.**
- **Consider sound barriers for residential areas along NC-54.**
- **Consider 4 lanes for NC-54 from I-40 to 751.**

Issues and Opportunities

- Need 751 to 15-501 loop north and south of NC-54. This outer loop will take congestion off of I-40, NC-54, and 15-501. The more cars coming from Pittsboro and Raleigh that use the outer loop, the less on NC-54 and 15-501.
- Preserve full access at I-40/NC-54 intersection. Do other things to address congestion.
- Support transit, but consider transit impacts on NC-54.
- Near Transit Stations 2 and 3, have sound barriers for residential areas?

Workshop Basemap

- Transit line should follow NC-54 and I-40, not go through residential property that has already been established.
- School should preclude congested transit.

Table #9 Main Points

- **Build out George King Road to NC-54 before projected housing build. Do not collapse Meadowmont Lane and Barbee Chapel Road intersections (as was done to Farrington Road).**
- **Move transit station closer to Farrington Road/I-40 for ingress/egress to I-40. This makes access easier to a park and ride at I-40/NC-54.**
- **Make transit line parallel to NC-54 to gain economies of scale, in bridge system over creek and Corps land on the way to Meadowmont station.**
- **Connect bike/ped trails between the neighborhoods: the Oaks/Meadowmont/Downing Creek/Falconbridge.**

Issues and Opportunities Map

- Bus shelter needed on both sides of NC-54 near Celeste Circle neighborhood.
- Need bike/ped path connecting Downing Creek and Falconbridge neighborhoods and eventually connect bike path along NC-54 across I-40 to the American Tobacco Trail. This path would easily and safely create a whole bike network. Existing bike/ped tunnel allows connect for all of Falconbridge and Meadowmont if connection across wetlands is fixed.
- Planned rail corridor is in a terrible place. Should renegotiate with core folks to put rail easement along NC-54. Reasons are as stands: 1. economy of scale of building over creek, 2. access over creek as NC-54 develops, and 3. closer to NC-54 for easier park and ride access. System should come down Farrington Road to NC-54.
- Preserve Glen Lennox.

Table #10 Main Points

- **Reduce number of cars on NC-54 with a park and ride lot closer to I-40 – have commuters exit off I-40 straight into the lot. This lot can also be a commercial/housing center as well.**
- **Need 0.6 miles of pedestrian/bike crossing over the wetland.**
- **NC-54 as a “complete street” from at least Meadowmont to 15-501 (unclear step down I-40 to Meadowmont).**
- **Protect the ability of residents of north neighborhoods to get through.**
- **Fix the I-40/NC-54 intersection.**
- **Need bike/ped crossing over NC-54 near Farrington Road.**
- **Need bus stops at the rusty signs on NC-54 at Falconbridge.**

Issues and Opportunities Map

- **At Creekside School, traffic safety capacity.**
- **Disagree on: staging transit vs. no public transit and pay for improvements vs. no combined governments (Durham and Chapel Hill).**
- **Water problem in the floodplain area north of NC-54.**

Workshop Basemap

- **Crosswalk-bridge across NC-54 by Celeste Circle neighborhood and by Glen Lennox.**
- **Bike/ped path alongside NC-54.**
- **Keep NC-54 light.**

- Boulevard quality bridge across NC-54 by Glen Lennox – wide sidewalks or “Long Bridge” (shops along overpass).

Table #11 Main Points

- **Traffic through corridor is mainly off map.**
- **Alternate route from 15-501 to I-540 and RTP besides NC-54.**
- **Connect roads through area for locals, so they can avoid NC-54.**
- **Light rail is in the wrong place. It should go to Raleigh/RTP to relieve congestion.**
- **Funnel I-40 traffic off NC-54 using extra lanes, maybe toll roads, and clover leaf intersection.**
- **Developers should pay for redirecting traffic, or development should be contingent on them to fund this.**
- **Some additional bike/ped paths.**

Issues and Opportunities

- Study should be expanding to Garrett Road/751.
- Need safe bike/ped crossing on I-40.
- Cloverleaf intersection at I-40 and NC-54.
- Farrington Road and NC-54 must be a grade-separated interchange.
- Park and ride lot off I-40 near Farrington.
- Express frontage roads to/from I-40.
- Bikes and sidewalks along NC-54.
- Grade separated bike/ped paths across NC-54 (bridge or tunnel) at various places.
- Reduce congestion by route to RTP to I-540
- Make the connection between Farrington Road and Barbee Chapel Road.
- Road improvement on Stagecoach Road and Barbee Chapel Road.

Workshop Basemap

- No left turn lane on I-40 exit ramp.
- Jordan Lake/Colvard Farms needs to pay for NC-54 improvements to mitigate their traffic impact.
- Need traffic signal at Farrington and Stagecoach and Farrington and Barbee Chapel and Farrington Mill Road.
- Light rail wrong route to RTP and Raleigh. Relieve traffic.
- Take watershed into development plan.
- Development should pay for any road expansion.
- No further development until alternate roads/paths are done. Then, have low density with green space.

Table #12 Main Points

- **Preserve and protect Eastwood Park as a residential neighborhood. Add landscaping/walls/berms/whatever to isolate the neighborhood from NC-54.**
- **Move the drainage ditch from between Celeste Circle and the NC-54 service road to the other side of NC-54.**
- **Complete SW Durham Drive through Meadowmont Lane.**
- **Make NC-54 bike/ped friendly.**
- **Locate park and ride lot outside of the corridor (e.g., near 751 and I-40).**
- **“Do not block intersection” sign eastbound on NC-54 at Huntingridge Road.**
- **Double-T intersection at Crossland/Huntingridge Road.**

Issues and Opportunities Map

- Move Friday Center park and ride lot somewhere else, for example, on 751 near I-40.
- Need more frequent TTA buses, especially around lunch.
- Rail stations are good.
- Add a “Do Not Block Intersection” sign at the exit-bound lane of Huntingridge Road and NC-54.

Workshop Basemap

- The tunnel under NC-54 is great. Need more ways like that to cross NC-54.
- Keep Celeste Circle neighborhood residential.
- At Transit Station 1, mixed use is ok in inner circle, mostly near I-40 and the transit center.
- Put in I-40/Farrington Road interchange and have a UNC park and ride.
- Do make the SW Durham Drive connection.
- Need to make NC-54 pedestrian/bike friendly.
- Protect Eastwood Park. Between the service road and NC-54, put vegetation/walls/earth beams to isolate Eastwood Park from NC-54. Close access between light at Huntingridge and the service road, making a T-intersection. The collector street plan calls for a nearby intersection of Crossland Drive with NC-54. This intersection will form a “Double-T” intersection which, with lights timed appropriately, functions as a single light.
- The Farrington Mall parking lot drainage goes under NC-54 to a ditch between Celeste Circle and NC-54 service road. The volume of running water and mosquitoes are dangerous. It is a failed engineering project. A modern storm drainage system is needed, preferably on the Farrington Road side of NC-54.
- Need a bus shelter at the bus stop in front of Celeste Circle.
- Need an “outer loop” to connect 15-501 with I-40.

Table #13 Main Points

- **Try to get traffic off NC-54 instead of accommodating it on NC-54.**
- **Dense development near transit nodes: employment closer to University, residential further out.**
- **Take Carolina North into consideration – make sure it is rail/transit accessible.**
- **No new interchange at Farrington Road – maintain low density residential there. Keep in mind that neighborhood is environmentally sensitive, historic, area where change is not anticipated (LDR), Creekside School, interchanges are points of congestion, transit node moved to south.**
- **Continuous bike lanes along NC-54 and a north-south connection.**
- **Usable green spaces by Leigh Farm Park, with some noise abatement.**
- **Accommodate Chatham County development and commuter traffic.**

Issues and Opportunities

- Re-route I-40 between Raleigh and Greensboro, bypassing the Triangle to the south.
- No interchange at I-40 and Farrington Road.
- Noise abatement wall for Leigh Farm and residents.
- Along NC-54, bike lane/green way.
- At I-40/NC-54 interchange, improve exit flow.
- Outside of Transit Station 1, maintain low-density.
- Along NC-54, need safe pedestrian crossing facilities.
- Pave George King Road and make it a viable artery.
- Need a southern connection between 15-501 and 751 to ease pressure off NC-54.
- Take into account Chatham County development.

Workshop Basemap

- Along NC-54, bike lane.
- White parcels of areas of potential change east of I-40 and way north of NC-54 will not change because it is owned by Durham County, not town of Chapel Hill.
- Along Farrington Road, maintain low density residential.
- Noise abatement wall for Leigh Farm.
- Have some sort of north-south bike connection along Farrington Road, to Meadowmont.

Post-workshop comments

A record of post-workshop comments received follows, largely from e-mail but some mailed-in.

The majority were additional follow-up comments from focus group Invitees and public workshop participants, although several were from people who were not able to attend the workshop.

Traffic Issues

I-40/NC-54/Farrington Road intersection:

- The left hand turn problem from westbound NC-54 into southbound Farrington Road remains, in my mind, the most difficult situation to resolve. Diverting some of that traffic elsewhere seems to be an absolute imperative. Some traffic coming off of I-40 cannot find a space in the left hand lane and is coming down to the traffic light at Huntingridge Road and making a 180-degree turn to get back to Farrington Road.
- Difficulty with left hand turn onto Falconbridge Road from westbound NC-54 during rush hours (eastbound traffic is backed up and blocks the lane despite DO NOT BLOCK INTERSECTION signs.)
- Much concern about possible increase in cut through traffic onto Huntingridge Road due to backup problems on NC-54. At present this mostly occurs during rush hours but can occur at other times due to congestion on NC-54.
- What do the I-40 / NC-751, I-40 / 15-501, I-40 / NC-86 interchanges look like during rush times? Could there be ways to make these interchanges more appealing that would take pressure off the NC-54 situation? One thing that differentiates the NC-54 interchange from I-40 west bound when compared to 751, 15-501, and 86 is that 54 is the only without a traffic light bounded left turn at the end of the exit ramp. Comparing 54 to 15-501, during non-traffic times, 54 seems like a faster drive to UNC than 15-501 when starting from their respective exit ramps. Obviously, the most important question is, where is everyone taking their cars such that slow downs and unsafe situations are being caused by back-ups. For example, if many of them are going to the Friday Center to park and ride to UNC then working with the 751 route (via Stage Coach and Barbee Chapel) to the Friday Center would likely be more helpful than others.
- Adding lanes and an interchange at Farrington Rd. would only funnel more traffic to the already abysmally dysfunctional intersection of Farrington Rd., NC 54 and I-40. Interchanges CREATE slowdowns and congestion; they do not relieve them. Open stretches of interstate highway allow for free flowing traffic; interchanges gum up the works. There is a logical reason why federal guidelines stipulate that interchanges should be 2 miles apart; that principle is violated here. Interchanges also bring tremendous pressure for dense, intense land use changes...simply not appropriate along this low-density residential portion of Farrington Rd. That decision was affirmed by the removal of a transit stop from the area (near Creekside School).
- Creekside School would be negatively impacted by the congestion accompanying an interchange.
- Pressure for an interchange is coming from Chapel Hill; Durham needs to say no to the continual push of development and congestion out of Chapel Hill and into SW Durham.

That process began by pushing Chapel Hill's outer belt loop, the Laurel Hill Parkway, from Sage Rd. to Pope Rd. to Farrington Rd. in an ever eastward progression. The name is now Southwest Durham Drive!

- While at first blush, an I-40 interchange at Farrington Road might seem like a good idea, upon appropriate examination, the negative consequences of such an interchange will again be realized. Last year such a proposal was put before the Transportation Advisory Committee. It was removed from ANY further consideration. An interchange at I-40 and Farrington Road would put our children at risk, threaten the historic Leigh Farm and environmentally sensitive Water Fowl Federal Lands, and violate the graves of those laid to rest at Markham Memorial Gardens cemetery.
- Specific land uses in the vicinity of Farrington and I-40 include the Prescott Place, Glenview Park and Trenton neighborhoods, the Markham Memorial Gardens cemetery and Leigh Farm Park, 86 acres of open space protected over the last 20 years by a public private partnership including the Jr. League of Durham and Orange Counties, Triangle Land Conservancy, the State Dept. of Cultural and Natural Resources, DUTAG, DOST, Historic Preservation of Durham, Durham Parks and Rec, SEEDS and Piedmont Wildlife. There is literally no room for an interchange without destroying something of great value (homes, graves, park land).
- Farrington Rd. is a low-density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. Leigh Farm Park in particular is a gem of open space and anchor to the New Hope Creek Corridor trail system. It should be protected, not drowned in asphalt and congestion.
- As the director of Piedmont Wildlife Center, a nonprofit that actively uses Leigh Farm Park to teach children and adults the importance of protecting wildlife and our natural resources, I believe that Leigh Farm Park and the surrounding New Hope Creek watershed would be severely damaged by any increase in traffic brought on by an interchange at Farrington Road and I-40. The wetlands in Leigh Farm Park are already being damaged by runoff from I-40 and any additional impact could kill the wildlife and plants that protect our watershed. Please fight to protect the future of our environment!
- I live in the Trenton neighborhood. Several residents have been very vocal in their opposition to an interchange at I-40 and Farrington Road. I am not one of them. I would welcome easy access to I-40, and the ability to avoid the very busy and sometimes dangerous intersection at Farrington and 54.

Increased Congestion:

- Concerns about increased congestion from possible UNC medical facilities going into two buildings recently vacated on NW corner of NC-54 and Farrington Road. Egress from that site onto Farrington Road very difficult because entrance is only 30 to 40 feet from NC-54.

Other Traffic Issues:

- Is there a plan for a crossover at Hwy 54/Hamilton due to 54 East/Walking Traffic/schools?
- George King Road is re-routed to make a T-junction with NC54 via Crossland Drive, which is in our neighborhood. The Leigh Village map proposes to seal off and thus prevent access of our neighborhood to NC54 via the light at Huntingridge Road which leads from NC54 into the Falconbridge neighborhood. Thus, remaining would be a "double T" arrangement of George King and Huntingridge Roads which the developer thought were close enough so that the signals would be timed so that they functioned as a single light. Importantly also,

the Service Road and Celeste Circle access to NC54 would be via Leigh Village. To exit our neighborhood we would have to drive into Leigh Village and circle around to get to NC54. The neighbors that I have spoken with like this plan. It would make commercial development on the Service Road and Celeste Circle unattractive since access to NC54 would be inconvenient and there would be more plantings between the Service Road and NC54 which would make our neighborhood less visible.

- George King Rd. should be paved and the Meadowmont Connector built as planned.
- A Southern connector joining 15-501 and 751 should be investigated as an alternative route to help relieve congestion on NC 54.
- Another concept to investigate: Existing I-40 could become business I-40 (as with I-85 in Greensboro and I-40 in Winston-Salem) with a new I-40 bypassing the Triangle to the south.

Alternative Transportation

- Funding for transit may never materialize; exploding densities (based on the presupposition of transit corridors) could be a serious mistake, destroying the very character that makes North Carolina more attractive than New Jersey.
- The issue of a lack of good public transportation along the corridor was raised. Whether our residents in significant numbers would use it is questionable.
- Epcon senior citizen neighborhood is in full-swing (wrt construction), and these residents should have public transport as well. Stats show that with increase in age (past retirement) comes an increase in automobile accident incidents, and many older people no longer have a valid driver's license.

Public Bus Stops:

- 3 separate comments about getting a Durham public bus stop within walking distance of Creekside Elementary, as well as the Epcon Senior Citizen Neighborhood:
 1. Creekside Elementary currently is the only school (of which we are aware) that has no public bus stop within walking distance. Creekside is a beautifully diverse school, in terms of ethnicity and socio-economics, but this comes with its challenges. I have been involved in the School Improvement Plan, and the great disparity between low income students and mid-high income students was a subject of most serious concern. We have a tremendous number of bus riders, a large number of whose parents do not have personal transportation. This hinders their involvement and our ability to provide services/workshops/etc. for them at Creekside. At the very least, these low income families need reliable transportation outside of school bus hours in order to participate fully in the programs available to them at the school. Lack of public transport was also seen as an impediment to the involvement of 'Families and Community,' which is a goal upon which Creekside and all schools are judged. The fact that public bus transportation does not extend to Creekside was seen as the biggest problem with engaging the community and the parents.
 2. Any after-school (or before-school activities) must necessarily involve private transportation -- adding to traffic in this area. The lack of public transportation serving our school's area limits family and community involvement at our school. The bus stop would enable parents to come to school for parent-teacher

conferences, math/literacy nights, family socials, PTA meetings, movie nights, etc.

3. I have contacted the Durham school board about this, and have been told they would support a public bus stop here. However, the city has not been as encouraging. It would help if you all recommended to the city that a public bus stop be put in this area to facilitate school transportation (particularly extracurricular transportation), and possible connection to public transport to Chapel Hill from Durham. If you could also involve the Durham Public School Board, that would help too!

Strong interest in biking, but safety is a concern:

- I live in Southern Village on the southern part of Chapel Hill and work in RTP. I love to cycle but have to extend my cycling path to commute to work via Stage Couch Rd, Massey Chapel, etc. as the 54 corridor is not negotiable safely. That extends my bicycle commute to ~75min one way which would likely be ~55min if I could safely go straight on 54.
- In my opinion an express bus or rail system to RTP as a center of gravity for employment would already reduce contention on this corridor significantly.
- Though I strongly lobby for off-road bike paths the impact to contention during rush hour will likely be limited. Other alternatives will need to consider alternative corridors going in parallel. Further widening of the current road falls short of increasing capacity as the intersections are and stay the bottleneck. Even with 4 lanes on 54 most people will have to turn right onto I-40 and thus funnel into one lane which will continue to gate the capacity. If higher vehicle capacity along this direction is required it will require alternative corridors connecting to I-40 further south/east in parallel to 54. Hopefully that can be avoided by improvement in public transportation and connections of bike and pedestrian facilities to enable people to get to bus and rail stops.
- I am concerned about 54 as one of the few routes between Chapel Hill and Durham which is extremely unfriendly to cyclists. The narrow section through the wetland has no shoulder and steep banks on either side. Riders have been pushed off the road and down the embankment through the blackberry bushes. One concept program that has the right idea is the complete streets program. The link is: <http://www.completestreets.org/resources/new-pedestrian-safety-ranking-calls-for-complete-streets/>.
- From my perspective, equal safe access for all modes of travel is a civil rights issue, just like the Americans with Disabilities act requires public ways and buildings be handicapped accessible, shopping centers, post offices, banks, government centers, churches, etc all need to be accessible by walking or bike, too. Pedestrians and cyclists are essentially fenced in by uncrossable highways. Whole most peds and cyclists travel locally, some do want to go to Durham. There are not any comfortable ways of getting there. While crossing Estes Drive during dusk, inside a crosswalk and with a crossing light, this commenter was almost hit by a car whose driver did not see her – and this has happened several times. Each time, she reports to the town of Chapel Hill that something needs to be done to improve safety. I have written to the town traffic people suggesting more light at this intersection, to paint the crosswalks solid white so a body silhouette is visible to drivers at dusk, and that there be rumble strips place a few seconds on approach to any crosswalk to alert the driver physically that a crosswalk is ahead.

Development Issues

- Eastwood Park neighborhood would like to avoid commercial development in their neighborhood and protect it from the hostile environment of NC-54 through the use of landscaping and vegetative/earth barriers. The proposed Leigh Village development shows a good way to incorporate commercial development while leaving the Eastwood Park neighborhood residential.
- To blame the UNC park and ride lots for the traffic on Highway 54 ignores the development along the corridor, the fact that housing in Chapel Hill has become less and less available for people who work in the Town and therefore have to travel to work, and the fact that more businesses are there now than in the past. It is unfortunate that the focus group organizers did not invite UNC representatives to come to the meetings with, for example developers, so that this could be clarified. The UNC park and ride lots are just one of many reasons for the high traffic counts on the highway, and on a given day make up a small percentage of the total traffic on the roadway.
- The development of Carolina North must be taken into account when studying future traffic needs in this area.

Other Issues

- Farrington Rd. is a low-density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. Leigh Farm Park in particular is a gem of open space and anchor to the New Hope Creek Corridor trail system. Preservation, not more pavement, is our watchword.
- When a small turn in lane was added for eastbound traffic to turn into Huntingridge Road they made it very sharp so they did not have to move existing storm drain. This is a problem for many of our residents.
- Speed limit should be enforced. On the 54 corridor described, it goes through a wetland, so any expansion of the road immediately presents water displacement issues for the surrounding buildings. For this reason, the only way to add is to build a long bridge. If you do build a bike-ped path, make it far enough away so the traffic noise doesn't make the cyclists deaf. I am convinced that my husband's hearing issues are from years of traffic noise as he ran or biked on the street. I measured the traffic noise beside 15-501 to be over 80 dB with my sound meter.
- I am confused and concerned that all of the scheduled workshops are in Orange Co. and the majority of the proposed activity and destruction is in Durham Co. for the benefit of the people that live or commute to Orange Co.. Why are Durham residents being excluded or at least inconvenienced by you holding all workshops in Chapel Hill/Orange Co.? I also understand Carrboro has declared hands off and they will not be part of a "regional solution" to problems created by their continued lack of infrastructure improvements.