

**August 24, 2023**

TO: DCHC Technical Committee  
FROM : Kelly Fomenko, LPA Staff  
SUBJECT: SPOT 7 Public Input Comments as of August 24

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## **Summary**

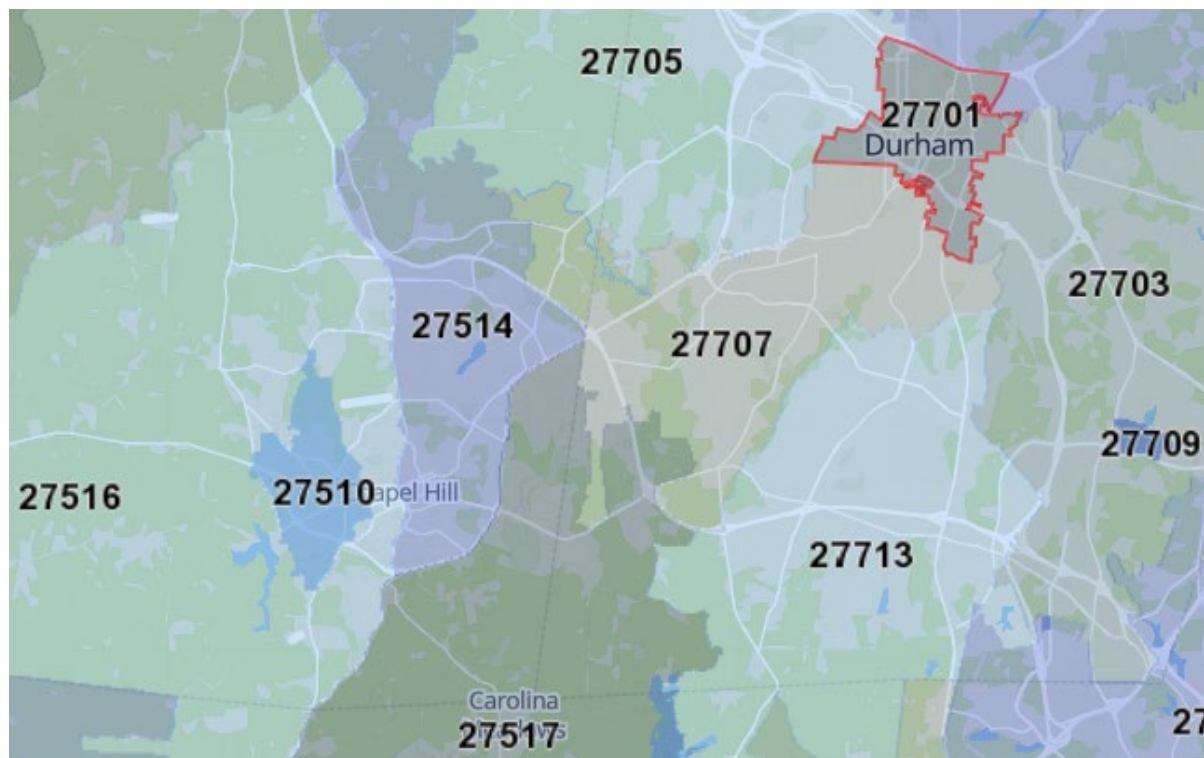
The DCHC MPO released the Strategic Prioritization of Transportation (SPOT) project lists for public input on August 15, 2023. As of August 24, the MPO has received 611 survey responses. Participants were able to select five projects per transportation mode that they considered priorities as well as provide comments on these project lists.

Participants were able to provide comments on each individual project, on each transportation mode (transit and rail general comments were received together while bicycle and pedestrian, and highway were collected separately), and as general comments on the survey or public engagement effort as a whole. Public input was also received through emails and phone calls.

The comments below show the different ways in which the public commented on the SPOT 7 project lists and are organized as follows:

1. Bicycle and Pedestrian
  - a. By project
  - b. General Comments
2. Highway
  - a. By project
  - b. General Comments
3. Transit & Rail
  - a. By Transit Project
  - b. By Rail Project
  - c. General Transit and Rail Comments
4. General Survey Comments
5. General Email and Phone Comments

Survey Responses by Zip Code	
27701	156
27516	52
27707	50
27705	44
27510	20
27704	12
27278	11
27713	9
27514	6
27517	4
27703	3
27519	2
27572	2
27302	2
27312	1
27708	1
27523	1
27520	1



## 1. Bicycle and Pedestrian

US 15-501 (University Dr)	Must be protected from traffic! The places with a current bike path is unusable because it is too thin and right next to the cars. There needs to be a barrier between cars and the path.
	If I could only vote for one improvement across all projects, this is it
ATT / Durham Rail Trail Connector	Connectivity with the Durham Rail Trail is critical, thank you!
US 501 (Roxboro Road)	We need to tie in Roxboro in a positive way.
	We use this road all the time and would bike but it's way to dangerous. High priority!!!
SR 1843 (Seawell School Road)	This should be a proper, grade separated sidepath. Flex posts are not enough when children (walking, biking, and driving) are involved.
	The inclusion of this project is shameful. Carrboro Town Staff enforced an undemocratic ban on discussing the Bolin Creek Greenway for years because a few wealthy homeowners complained despite surveys showing the BCG is popular throughout town. This project is a less safe substitute designed to appease wealthy NIMBYs. Carrboro was wrong to put it in, and leaving it in is inequitable and a monument to privilege. Please stop talking about equity until this project is replaced by BCG 3 & 4.
	This should instead be the Bolin creek greenway!
	The Bolin Creek Greenway extension in Carrboro should be on this map.
	this should be built one day, but the Town of Carrboro is working on Bolin Creek Greenway Phases 3 & 4, and that should also be an item in the STIP process
	This is a bad alternative to the extending the Bolin Creek Greenway. Of all the projects in CH/Carrboro the Bolin Creek extension along the creek should be the highest

Cook Road	Cook rd from MLK to Juliette is a disaster waiting to happen! With the blind S curve and no sidewalks and speeding cars is a nightmare!
	There is no sidewalk on this street and kids regularly use it to walk to the high school at the North end. A new Elementary school is being built near the MLK end, this further increases need for pedestrian facilities. This road is the current major connector between the ATT and Third Fork Creek trail for people on bikes. A multi-use path is the best option for this road. I live on this street, please give us something, even if it costs me yard space.
Campus to Campus Greenway	This is another project put in by wealthy NIMBYs to avoid building the Bolin Creek Greenway. Its inclusion is anti-democratic and using the railway is neither sensible nor realistic. Remove this project from the MTP.
Bolin Creek Greenway Extension	I support the greenway extension but not the creekside option.
Old NC 86 - Hillsborough Road	You could also create a parallel bike path up Union Grove to Borland to Orange Grove and into Hillsborough. Maybe side connectors from that route over to Old 86 where a bike could be put onto a bus and mass transit could come into the picture.
	Poor favor hagan seguras las zonas de traficos sobretodo donde hijos manejan biciletss .
	I live off Dairyland and commute into Carrboro. If there were bike lanes along this stretch I would bike into town. As it is, it's very dangerous with narrow road, no paved shoulder and no bike lanes, and lots of cyclists, cars and construction vehicles.
	As written, this doesn't make a lot of sense. A sidewalk seems unnecessary for the area, but a bike lane in each direction is a fantastic idea. Rescaled to a a bike lane, without a sidewalk, this is an excellent idea.
Estes Drive	The marker is on MLK, not Estes. Estes Dr is already nearly done with construction. I'm prioritizing MLK with this selection.
<b>General Comment</b>	I voted for projects close to downtown Durham that would allow access to Duke and downtown without cars.
	All of the above, please!
	You should compare this to a map of SES and prioritize the sections that will connect our lower-resource neighbors compared to places that will just allow for more recreational bike riding, everywhere-to-everywhere greenways to take people to school, work, amenities..

## 2. Highway

Orange Grove Road (SR-1102) Widening with Bicycle and Pedestrian Improvements	Projects that improve bicycle and pedestrian infrastructure must be prioritized. Paint is not infrastructure! Safe and protected bicycle lanes are infrastructure.
	YES!! We need bicycle and pedestrian paths along many roads in Orange County, e.g, old 86, new 86, hwy 70 between town and Sportsplex.
NC 10 Improvements	Would really like a bike lane here.
Dairyland Road Improvements (SR-1177)	I live right off Dairyland and there are many cars and cyclists. it's a windy road in spots with poor visibility. Improvements are much needed for safety.
Dodson Crossroad Improvements (SR-1102)	Try to modernize much of the infrastructure in North Carolina so that bikes can utilize the road surface with cars. Honestly, let's spend some money on education. Call it, "the world is big enough for everyone to have a place on our roads."
	Yes should be priority. Wouldn't let me answer yes.
US 70	I would really like to be able to bike to hillsborough from durham safely but I would really prefer a separated bike lane here. People drive very fast on 70.
New Hope Commons Drive	The DOT plan for this is terrible
Mangum St / Roxboro St Two Way Conversion	Priority #1-- cars have hit almost everything along this corridor. On one occasion, a car went flying into the 2nd floor bedroom of a home. How can Durhamites walk, bike, or even drive along this highway as it stands today? Thank you!
	Traffic calming
	I live on Mangum Street, and we've seen nearly every telephone pole on our block replaced multiple times in the last 12 years because of crashes. We can't bike on our street and fear for pedestrians and people accessing the bus. This is much-needed!
	This no longer has the same importance as a connection between NC147 and I85. Converting them back to two-way will be beneficial to the people who actually live here.

	This is absolutely imperative for vehicle and pedestrian safety. We have witnessed multiple serious crashes and countless fender benders on these streets. Converting to two way would make a confusing and unsafe street design immensely better for all users
	These roads both go through primarily residential areas with vehicles traveling much faster than they should.
	The intersection of Mangum / Roxboro just to the south of intersection with I-85 feels very unsafe and makes the neighborhood much less walk able. The shift back to two lane roads would be a major improvement to the safety and livability of the neighborhood With the new addition of the connector from Highway 70 to Highway 147, there is much less of a need for north-south corridors in Durham for traffic.
Duke St / Gregson St Two Way Conversion	Traffic calming
	Will there be a protected bike lane? Will there be a pedestrian crosswalk near the 1500 block of north duke? It's so hard to cross the street sometimes.
	I live on Gregson Street; I have lived on Gregson Street for 25 years; I agree with an upgrade to multimodal, but making these streets 2 way seems like the streets would have to be wider, and additional signals and stops could be necessary. I am against this project!
	People treat these one-way roads like racetracks, really unsafe for bikes or other modes of transport. Reducing speeds would likely also reduce cross-street accidents from people running red lights.
	There have been several accidents on gregson. Cars go so fast and it's dangerous!
	Big yes!
	Buenas tardes muchos niños viven en los apartamentos y barrio. Es muy peligrosos solo sacarlos caminado a los carros, esperar el Bus escolar en la mañana. No sabemos cuando un carro nos puede atropellar. Deberían también poner reductores de velocidad carros van a 45 -50 km por hora muy rápido. Esperemos que nunca pase nada pero nuestro temor es escuchar que una persona murió por un accidente de mucha velocidad .

	I lived on Gregson for 3 years and witnessed so many accidents from people going the wrong way or speeding since they were just coming off the highway. I saw pets get run over and killed and pedestrians narrowly avoid speeding cars. The street noise was outrageous. Please please make these into slower 2 ways streets. They pass through almost exclusively residential zones and controlling and slowing traffic would be a huge benefit for the community.
	We live near here and worry about our kids' safety as they'll grow up crossing these streets to go to school. A middle aged neighbor on Markham was hit last year crossing Duke while he was walking his dog and is now permanently disabled. Cars regularly go 50mph in a 35 zone. Converting these two-way streets can go a long way to discourage this highway mentality in the middle of a neighborhood filled with kids
	I would rather there be speedbumps and keep it one way. It is hard enough for those of us who live on duke to be able to back out of our driveways
	Please do not do this, increased congestion will reduce already marginal walkability.
	needs better pedestrian crossings. should remain one way.
Downtown Loop Two Way Conversion (Morgan & Ramseur St)	Yes. These one-way streets facilitate speeding and driver confusion, making it harder for cars and pedestrian/bike users to safely and efficiently navigate downtown.
Duke University Rd / Academy Rd / Cameron Blvd Intersection Improvements	I hope this means a traffic circle here.
	There are lots of businesses and restaurants in the area mixed with residential. Crosswalks are needed.
I-85/NC 86 Interchange Improvements	Yes - if this includes widening the bridge and adding turn lanes at each end.
NC-54 Improvements	Please focus on providing alternate transportation methods - bike, pedestrian, bus. Adding lanes just encourages more traffic.
North Roxboro Street Intersection Improvements	Why isn't the stretch of N. Roxboro from Club to Old Oxford Road not one of the options? Lots of speeding, lots of accidents. Whenever I contact people they always say it's someone else's problem (city), or nothing can be done until police enforce speed limits (state).

	North Durham remains ignored. Its infrastructure is dangerous and the intersections have many accidents. The side streets in residential neighborhoods are used as pass-thrus and people recklessly speed. The city will not install speed bumps in these areas because the streets don't meet the arbitrary distance requirement even though street length does not determine whether or not someone can speed. City cited outdated data from 2017 when Higbee Street requested speed humps.
NC 751	we need the sidepath but not the added capacity. we need better transit, biking and walking.
	Adding bike/pedestrian - yes. Widening to 4 lanes - no.
<b>General Comment</b>	we have enough highways. stop "investing" in them.
	I'd like to request that a light be added at the intersection of Yorktown and Smith Level Rd in Orange County.
	It is hard for me to vote without understanding what the improvements would be. It is important to me that any improvements are not just car-friendly, but support pedestrians, cyclists, and public transportation.
	I am opposed to continued over-reliance on automobiles. They highway projects I would like to see are trains, bike lanes and pedestrian routes.
	How are Duke and Gregson still one way streets? There is so much complaining that they're ncdot roads and the city just has to take action on reclaiming them or pushing ncdot. This has been talked about for as long as the Belt Line, let's just do a thing here.
	No highway widening period, create complete streets, add bike-bus-ped infrastructure to existing highways to facilitate mode shift away from single occupancy cars.

### 3. Transit & Rail

Durham-Chapel Hill BRT	PLEASE PLEASE PLEASE
Commuter Rail Transit West Durham to Auburn	One hour intervals are unacceptable - would reduce usage of service. Please consider a push for more regular service.
GoDurham Route 9	Yes!! Currently, people have to wait for buses in ditches and in hot sun. Please, please upgrade this route- it's the most glaring example of the lack of dignity we afford people who take buses in Durham. (and an example of the racism in our planning and access.)



NS/NCRR H Line crossing of Dimmocks Mill Road in Hillsborough.	The Burlington train stop on the commuter routes (especially train 71) should be reinstated after NCDOT cruelly removed stops at the lowest income cities without even telling the local governments and businesses.
	The closure of both W. Hill and Bellvue will cut off the West Hillsborough area and force all traffic through the Dimmocks Mill curve. Supportive of improving Dimmocks Mill but not the other two aspects.
SR 1317 (Neal Road)	This crossing is a nightmare on your vehicle!!
	The Burlington train stop on the commuter routes (especially train 71) should be reinstated after NCDOT cruelly removed stops at the lowest income cities without even telling the local governments and businesses.
Hillsborough Regional Transfer Station	Yes! This will be a great complement to the Hillsborough Train station
New passenger service from Charlotte to Washington, DC	we need better trains to Washington DC and New York.
General Comment	prioritize whatever connections will serve the highest % of transit-dependent folks; look to connect lower-resource dwelling areas with areas of job opportunities.
	Need regular transit options from Chapel Hill & Carrboro to/from RDU

#### 4. Survey General Comments

Comment #	Comment
1	Please invest in bike/ped/transit. We spend way too much money on car traffic and the planet is on fire because of it.
2	Stop highway expansions. Pivot from rail to BRT. Do BRTs along Erwin and chapel hill, 98, 55 and 147
3	I'm not an expert, so while I hope that you weigh the desire for more bike, pedestrian, and rail use heavily, I hope you only take my Chapel Hill suggestions seriously!
4	This is a terrible way to get public input on projects. I'm fairly well-versed in transportation issues in the area and can't possibly evaluate what to prioritize. I don't know that specific intersection on Holloway! I don't take that particular bus!
5	Increase prioritization of separated bike infrastructure rather than painted lanes. Widen sidewalks to improve accessibility.
6	Would love to see intercity bike lanes in the metropolitan area.
7	In favor of all projects that promote non-car travel, and projects that slow down cars.

8	We need better bicycle access to and from and within downtown Chapel Hill and Carrboro. I think electric bicycles have the potential to catch on BIG here. Short trips to conduct basic errands and get exercise would become accessible to many. That's how all European cities and an increasing number of urban areas in the US thrive. Sign me up!
9	The best way to increase ridership of public transportation is to have fast, reliable service. In order to do that we need to prioritize transit projects that have their own infrastructure (bus lanes, rail that is not shared with freight). To increase the number of people who choose to walk or bike, we need to prioritize separate, protected, and pleasant bicycle and pedestrian infrastructure. A shaded path separated from traffic will get used far more than a hot painted road gutter.
10	Don't understand why highly bike traveled roads like Old Hwy 86 and Homestead heading west aren't having shoulders added, plus bike lines, minimally in Carrboro municipality adjacent areas.
11	Let's try to focus on a Rails to Trails project once the UNC Coal Plant shuts down. UNC to Old NC 10. Also I will send this survey out to my friends but you should try to form an extension program to reach more people and students. Promote it at Campuses, and other places, churches schools. Get young kids involved, it is going to be their world.
12	This site access was exceedingly difficult for someone with an advanced degree and patience and good internet. This will skew your data on capture. FYI
13	In this era when we need to encourage people to exercise - and when we need to reduce vehicle use because of climate change, I'd like to see the focus be on commuter rail, sidewalks, and bikepaths.
14	None. Thanks for the opportunity to provide input.
15	Very very awkward survey to do
16	I do not support a commuter rail in hillsborough if there are studies that it will foster more homeless traveling to hillsborough.
17	More bikes more better! My dream is to be able to bike from anywhere to anywhere in the Triangle. Currently there are huge impassable zones that prevent bicycling between Chapel Hill and Durham and RTP without having to add 5-10 miles or risk riding on a dangerous road. Not a big deal for leisure riding, but it is a big deal for bike commuting. Thank you for prioritizing these efforts!
18	Calvander Crossroads intersection is a mess and a far cry from current traffic engineering practices.... a traffic circle there is badly needed. As are bike lanes from N. Greensboro & Old 86, N. up 86, and W. down Dairyland
19	I think bike lanes on both sides of Hillsborough Rd from Calvander to Fayetteville Rd is desperately needed. Very dangerous, imo.
20	Bicycle lane improvements would be a significant safety improvement

21	Traffic calming measures on all neighborhood streets. 20mph is plenty for a neighbor. Most people in Hillsborough live close to downtown, but don't feel safe walking or cycling. Remove yellow center lines on neighborhood streets to create a more open space for all road users and reduce motor vehicle speeds. Lakeshore, King Street (especially west of Nash), and West Hill Ave. all need safety improvements. Also, wasn't Circulator II approved months ago? We need it and evening / weekend service.
22	Bike paths from Carrboro to Calvander are critical
23	Please prioritize public transportation in your decisions.
24	It would be great to connect eno river trail to sportsplex, so people don't have to drive to the sportsplex. A bike like on old 86 between Hillsborough and Chapel Hill would be amazing!
25	I travel the road between Calvander and N Greensboro daily. This is very dangerous for bikers and would also connect many people to Carrboro and McDougle schools via bike, reducing car traffic. Please, please consider!
27	I would love to see some drastic safety improvements along Dairyland Road. Several of my family members use the road for biking and as someone who has bikes there myself, it just seems like an accident waiting to happen.
28	There should be more bike/ped projects in northwest Durham - Cole Mill Road, Hillandale Road, Rose of Sharon Road, Sparger Road, NC 751.
29	Please do NOT fund any more highway projects. We need to find ways to get more cars OFF the road, not make it easier for cars to get on down the road. Please fund transit, bicycle and pedestrian projects!
30	strongly believe in better train access for dc, atlanta - more like europe
31	This survey is overwhelming
32	Prioritization should include expanding multimodal options (especially bicycling), race equity (which this survey should include potential racial equity impacts with each option - even a positive, neutral, or negative would be helpful), pedestrian safety, and climate impacts.
33	<p>Bike lanes are nice yet I rarely see them utilized and shouldn't be added if it creates more congestion at intersections resulting in more backed up traffic.</p> <p>Speaking of traffic...</p> <p>The following need attention more than anything on the proposed listings...</p> <p>885 connection to I40 BOTH directions! Widen to three lanes past the nonsensical congestion to Ellis Rd exit!</p> <p>HWY 70 @ Miami!</p> <p>The xchange at HWY 70 and Pleasant Dr is a NIGHTMARE!</p>
34	Thank you for the opportunity to provide input! I hope you will prioritize transit, improvements and bike/walk options rather than any new roads.
35	Bike lanes essential!

36	One of the highest priority projects in the Chapel Hill Carrboro area, that is not included in the list because of Carrboro staff's failure to properly prioritize projects, is the Bolin Creek Greenway in Carrboro along the OWASA easement. It should be the top transportation priority within the Town of Carrboro.
37	The Burlington train stop on the commuter routes (especially train 71) should be reinstated. NCDOT Rail Division cruelly removed stops at the lowest income cities without even telling the local governments and businesses. So many people depended on that for years, and now they are being forced to drive.
38	We are close to Magnum and Roxboro. There keep being accidents with people going the wrong way and cars not stopping at red lights. Live in fear of being run over when trying to cross.
39	Please prioritize those neighborhoods with the most limited access to cars and disposable income. Immediate improvement to bus routes serving East Durham and lower income communities should highly outweigh bike lanes in high-income areas.
40	Duke/Gregson and Mangum/Roxboro conversions should be top priorities.
41	Two pedestrians lost their lives on Avondale in last year . Not considered on the survey . Who surveys the dead ?
42	Duke/Gregson doesn't need to be two way. They are blocks apart and would be doing the same thing and serving the same purpose. It would cause issues with turning vehicles with so many residential streets that would cause massive back ups. Leave it alone.
43	Projects prioritizing pedestrian safety including one-way street conversion, traffic calming, and dedicated right of way for bikes/pedestrians should be utmost importance.
44	Walking and biking is still very dangerous for most of durham and as it's population grows, the traffic gets scarier. Thoughtful planning makes it so pleasant and saves lives, too.
45	We urgently need to address the Duke/Gregson street dangers. The speeding and lack of protection will continue to injury our community.
46	Option not on here was to put sidewalks on Avondale Drive 1700 block . One side has sidewalks the other doesn't. also that segment needs either speed bumps or solar operated flashing speed signs . Average speed is around 55 miles an hour in a 35 . Someone was killed on my block last week by a drunk driver . It is one of the most dangerous stretch of roads in a residential area in the city and no one seems to care
48	I hope that road intersection improvements prioritize traffic circles as much as possible.
49	North Duke Street is so dangerous being 1 way through the downtown/trinity park area. Cars are disruptive and way too fast for a residential area. We have been witness to dozens of accidents in our year of living in this neighborhood and we've had a car crash into our home after being in an accident at a North Duke Street intersection. Something needs to be done about it asap.
50	Please get the two-way conversions done in Durham

51	I wasn't sure what to choose on the transit and rail projects. I take the bus a couple times a month and the train maybe once or twice a year. If there was a train to get from Raleigh to Durham at night (after 10pm) I would definitely use that to go to cultural events in Raleigh. For the buses, we just need more frequency. Instead of every 30/60 min which is my stop on Gregson, I'd take it more if it was every 15 min.
52	Would really love to see Mangum/Roxboro as two lane roads. We live on N Roxboro and people race down it all the time. We have a baby on the way, and want our neighborhood to be safe for her childhood. Thanks for your consideration!
53	There isn't a direct or safe way to walk or ride a bike from the N. Roxboro/I-85 to Club Blvd. I didn't see that this was directly addressed in any of these proposals.
54	Not 100% sure that my survey responses reflect this axiom, but I believe all planning decisions in Durham should be guided by "When in doubt, help the East Durham folks out"
55	My highest priority is that N Duke and Gregson St are turned into two way streets, it is a residential area that experiences nonstop dangerous reckless driving
56	Please add flashing lights at cross walks. I have seen so many close calls for pedestrian crossings.
57	We need good, reliable options that don't require individuals to own cars! All road projects should always be bike, pedestrian and transit friendly.
58	Durham City Counsel is the worst!
59	Covered bus shelters and seating areas for buses should be a priority.
60	It would be helpful to see concept plans with the questions.
61	Anything to make biking and walking safer
62	Thank you for the opportunity to weigh in.
63	Make all bike lanes safer with flexposts at a minimum.
64	More bike friendly roads! It is insane the amount of bike accidents that happen for the size of Durham.
65	Thank You for taking the time for community input.
66	Additional bus pick-up drop-off times that go later into the evening could accommodate people who want to take the bus to Greensboro or Raleigh and back. It would create more tourism and help small businesses, and less drinking and driving if people want to go out.
67	Make Duke and Gregson two way again
68	Sidewalk on university connecting the Rockwood Plaza area to the Compare Foods would help businesses at both ends
69	Durham Rail Trail - when will it actually be built? We have been waiting for years!
71	N. Roxboro from I-85 to Old Oxford Road desperately needs traffic calming measures.
73	More dedicated bike paths please!
74	I would love to see Mangum/Roxboro and Duke Streets turned into 2-way roads. This would make conditions safer for pedestrians and cyclists as well as make for more cohesive neighborhoods. Currently these roads are used as highways
75	More sidewalks in Southside (Durham) please!

76	There should be rail to RDU. Why are they allowed to prevent inexpensive public transportation so they can charge a fortune for parking?
77	No more highways. Yes more public transit and bike trails. :) please and thank you
78	Light rail
79	Please make N Duke and Gregson two way! Very serious high volume and speeding traffic issues on these neighborhood streets. Thank you!
80	Would love to see greater expansion of sidewalks and safer crossings (lights, crosswalks) especially surrounding university campuses and within a few miles of downtown. As a non-car-owner and a runner, I cover a lot of distance by foot - and anytime I leave the immediate downtown area, I have to look up my routes in advance and check street view before deciding on a path. I've especially noticed this near/along Duke University Rd.
81	Thank you for requesting community input, fingers crossed we see some of these changes in the near future!
82	I think the elimination of the downtown loop and better walking access to the Main Library should be a priority as well as making Duke and Gregson two way. Thank you for doing this survey.
84	Please please please convert Duke/Gregson to two way. They are SO scary and dangerous.
85	Work to repair the disinvestment of structural racism.
86	The one way streets through Durham are such a problem, but pedestrian life could be vastly improved with sidewalks all over town on both sides of streets
87	Really would love the path on the old train tracks from old north Durham to downtown.
88	Light rail, light rail, light rail!!!!
89	I love the bike/bus infrastructure and I use it every day here in Durham! Keep it up! Thanks for your efforts.
90	Our highest priority is improved bike and pedestrian access and safety. We would also support the revival of plans for a light rail in Durham.
91	Gracias por el trabajo y considerar la vos del pueblo
94	Guess road from 85 to broad street is the most dangerous road in Durham, one person killed this year, more will come if that traffic is not slowed. Lights, speed bumps, turns... I don't know, something. It's really bad.
95	The triangle region is growing with families. Please prioritize safety for children and families - improved sidewalks, crosswalks, bike lanes, etc thank you!
96	Please help my children not fear for their lives from fast cars on Chapel Hill Rd
97	Please prioritize people and the earth over time and cars.
98	Do something to slow cars down on Roxboro Rd from Club to Old Oxford Rd. The speed limit of 25 is never respected. Dangerous. Light at pedestrian crossing Lavender and Club should be on demand.
99	Improvements must be made to bus schedules to allow for easier transfers at bus stops
100	Fewer bike lanes and more lanes for cars

101	Please invest heavily in walking, biking, and transit. Do not waste money on more highway expansions. Just one more lane bro will never fix traffic problems.
102	If I could only prioritize one item from this whole survey, it would be RTP station!
103	Please prioritize improvements which significantly help pedestrian and bike safety and ease of transportation.
104	Please please please we need actual bike lanes. Ideally protected bike lanes. Drivers want it and cyclists want it, and there's room!
105	I ONLY care about making Duke and Gregson 2-way. Feel free to disregard my other answers.
106	Thanks for reading!
107	Please prioritize bike and pedestrian infrastructure! Durham needs it for the health, safety, and enjoyment of our residents, and it is essential to prevent the area from becoming horribly congested as the triangle continues to rapidly grow.
108	Walk-ability and bike lanes should be priority for downtown areas. Rail to connect the different economic centers of the city is also a must.
109	It's absolutely vital to the thriving of the region that the two lane one ways in inner Durham be changed to more sensible two ways and have dramatic speed cessation strategies implemented (max speed limit of 25mph, bike lanes, alternating sided of street for parking with planter barriers). These roads are a great safety risk and a detriment to the city as a whole, discouraging the walking/biking/mass transit that a thriving downtown area demand. Mistakes from the 1970s should be corrected!
110	I did see anything about commuter rail between Raleigh and Durham . This should be a high priority as well.
111	I was struck by a car going 35mph in my adolescence while walking from Forest Hills to QShack on the right turn/on-ramp to 15-501 from University. I broke my collarbone and was bedridden for weeks. Please improve the pedestrian facilities along this route! I think this area could transform over the next ten years if given the right treatment. Thank you
112	Please add bikelanes on Dairyland and Union Grove Church Roads. There is a lot of bike traffic on these roads, and curvy roads make motorist passings treacherous .
113	prioritize equity, climate change, mode shift.
114	Please prioritize safe bike/walking pathways to K-12 schools in our region.
115	Significantly Slow down traffic on duke and Greg's on by providing circles at strategic intersections w/o traffic lights.
116	The traffic on north duke right south of club is dangerous for residents who live on north duke street
117	We need a better pedestrian crossing at Duke St and Urban St.
118	I believe the Bolin Creek Greenway along the creek should be the highest priority for Bike/Ped projects in the CH/Carrboro area. It's disappointing that it wasn't on the survey.

## 5. Email Comments

Comment #	Comment
1	<p>I was taking the Spot 7 survey and was surprised to see the proposed roundabout on US 70 Business (Hillsborough Road) at the Neal Road intersection. As a regular (daily) user of Hillsborough Road for 20+ years, I strongly oppose placing a roundabout in this location for several reasons.</p> <ul style="list-style-type: none"> <li>• US 70 has a 45 mph speed limit. Forcing all traffic to slow to essentially zero would be a waste of time and fuel. Roundabouts have their place, but not on a main highway where forcing traffic to slow will likely result in an increase in rear-end accidents.</li> <li>• The vast majority of traffic is travelling straight on Hillsborough Road. There is very little turning traffic, and rarely any wait for traffic turning onto Neal Road.</li> <li>• US 70 is a 3-lane road on either side of this intersection. The work that's needed here is to connect those 3 lane sections, extending the center turn lane through the Neal Road intersection so traffic that is turning can wait without blocking through traffic.</li> <li>• The 3-lane section of US 70 also needs to be extended through the Sparger Road intersection to the west, which regularly sees backups due to the lack of left turn lanes in both directions.</li> <li>• You should also consider adding a ramp from US 70 to southbound NC 147, about a 1/4 mile from the Neal Road intersection. This would allow traffic in this area direct access to the Durham Freeway and US 15-501 without using the congested commercial area near Cole Mill Road.</li> </ul> <p>Thank you for considering my comments.</p>
2	<p>Although not included among the roadway projects mentioned in the SPOT survey, Durham Freeway from I-40 to I-85 has long lacked a sufficient number of speed limit signs. As a result, it is left to the imagination of the driver as to what the speed limit actually is along various stretches of the highway. The opening of 885 as a commuter thoroughfare in particular seems to have compounded this confusion (judging from driving behaviors, particularly at the heavily trafficked and risky juncture with Hwy 147).</p> <p>Please ask fellow Durham County residents if posting more speed limit signs should be considered a priority in the near future.</p>
3	<p>My kid (and the others in the neighborhood) should be able to walk to school safely, but Chapel Hill Rd is a kill zone right around the cross walk near Vineyard. Not to mention no sidewalks on most of the roads around here.</p> <p>Thanks James on Sarah Ave</p>