

September 13, 2023

TO: DCHC Technical Committee  
FROM : Kelly Fomenko, LPA Staff  
SUBJECT: Public Input for SPOT 7 Project Submissions

Summary

The DCHC MPO released the Strategic Prioritization of Transportation (SPOT) project lists for public input from August 15 – September 4, 2023. The MPO received 1,009 survey responses in addition to public input received through emails and phone calls.

Survey 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 also 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.

Participant-selected priorities were used as one of several criteria in choosing a final project submission list and the additional comments received will be used by staff in review of project details and scoping.

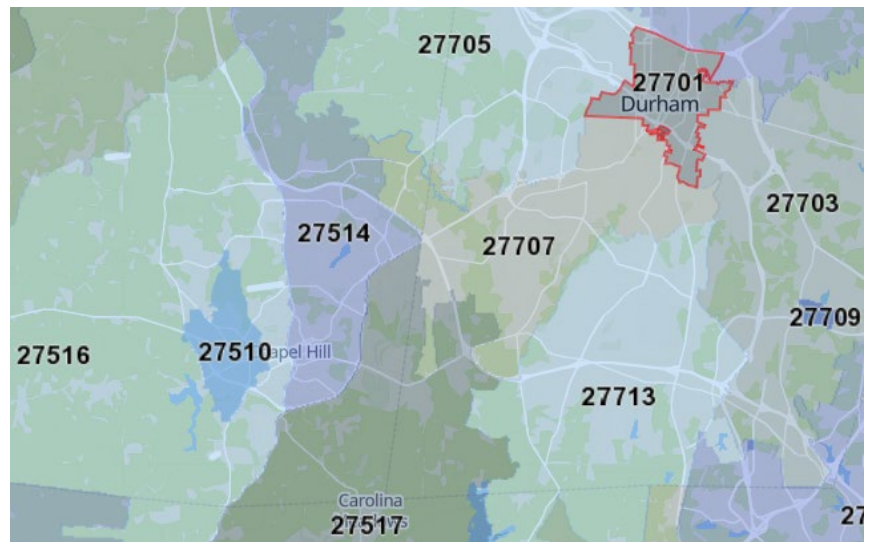
The comments below show the different ways in which the public commented on the SPOT 7 project lists and are organized as follows:

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## 1. Demographics

### Zip Code

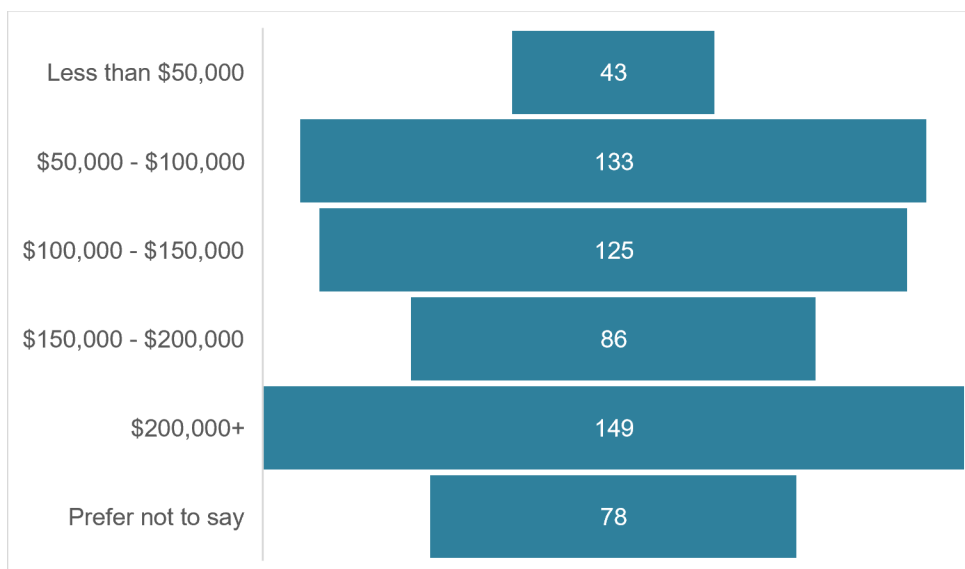
Survey Responses by Zip Code	
27701	281
27516	79
27707	70
27705	56
27510	34
27278	22
27514	21
27704	20
27713	17
27517	10
27703	9
27302	2
27519	2
27572	2
37610	1
27523	1
27712	1
27520	1
27791	1
27702	1
27312	1
27708	1



Local zip codes

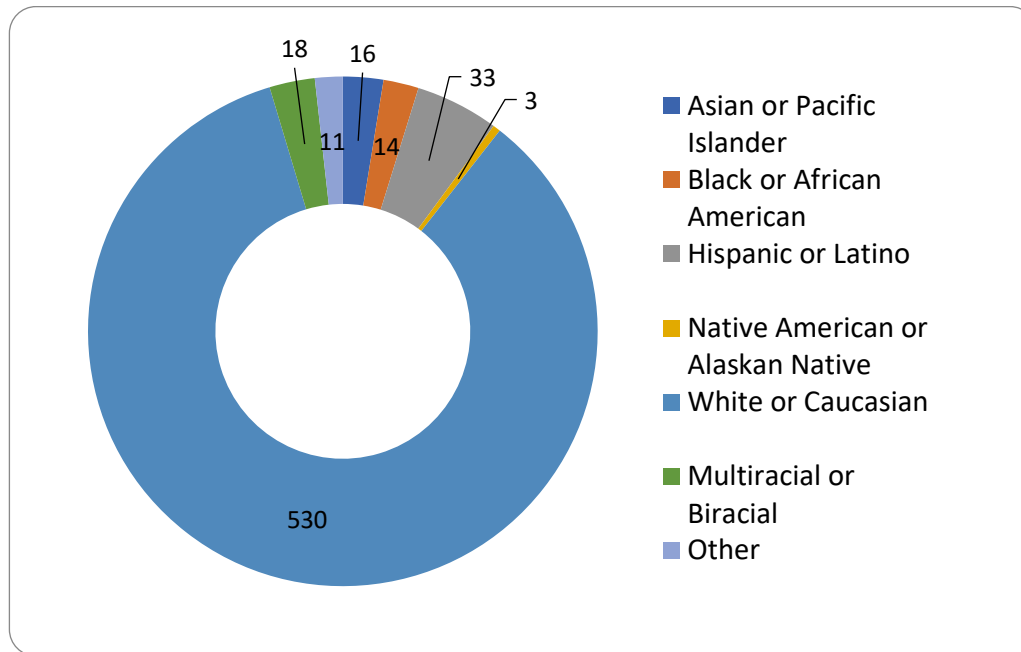
*Note: This question was optional and submitted by 635 survey participants, or 62.9% of all participants.*

### Household Income



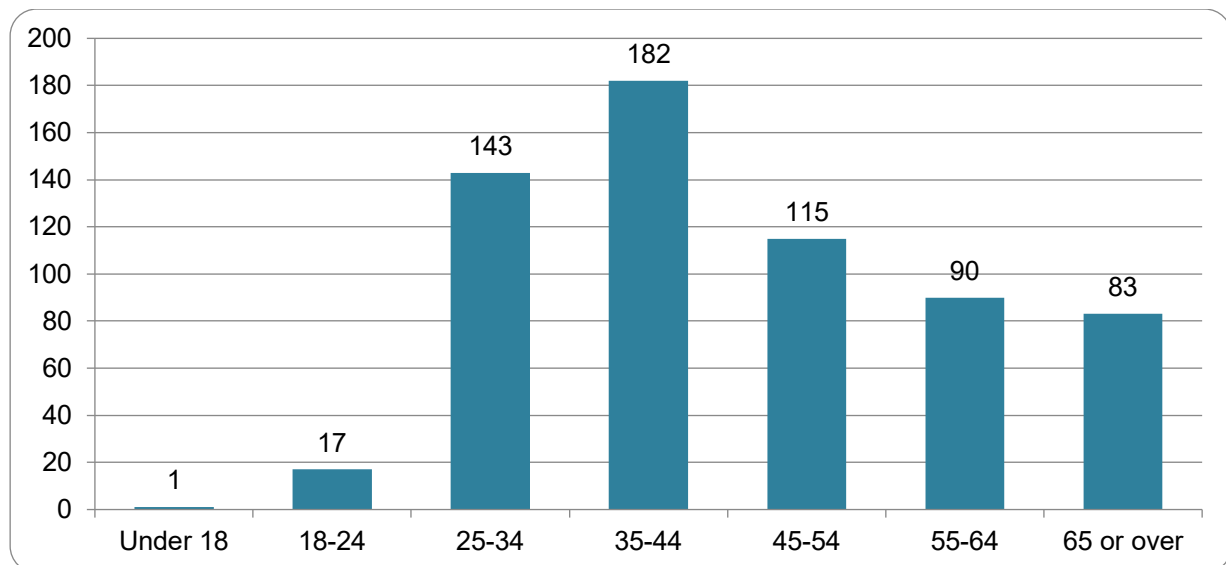
*Note: This question was optional and submitted by 614 survey participants, or 60.9% of total participants.*

### Race/ Ethnicity



*Note: This question was optional and submitted by 625 survey participants, or 61.9% of total participants.*

### Age



*Note: This question was optional and submitted by 631 survey participants, or 62.5% of total participants.*

## 2. Bicycle and Pedestrian

Project	Comment
ATT / Durham Rail Trail Connector	Connectivity with the Durham Rail Trail is critical, thank you!
Bennett Road Sidewalk	There is not a good way for people near the traffic circle to get to Southern Village despite being very close. This would provide a safe walking path.
Bolin Creek Greenway Extension	I support the greenway extension but not the creekside option.
	Bolin creek Greenway should be a priority in both chapel hill and Carrboro
	Many many people enjoy this greenway--extending it would have huge practical and recreational advantages!
	Definitely! Long over due!
	The Bolin Creek Greenway in Carrboro should additionally be the #1 priority among projects within the Town of Carrboro
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.
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.
Downtown Rail Trail To R. Kelly Bryant Bridge Trail	This seems to be the wrong description for this location. That said, I would love to see bicycle infrastructure on Avondale and E. Geer, my husband is a city employee and rides his bike to work everyday.
	If you're going to put money into the trail, you need to improve access to it from the neighborhoods around it!
Erwin Rd	This would be so valuable! I wish they could do all of the bicycle and pedestrian projects!

Estes Drive	The marker is on MLK, not Estes. Estes Dr is already nearly done with construction. I'm prioritizing MLK with this selection.
	There is a large median on both sides that provide ample room for folks who want to connect for now. Eventually this would a great project, but as the forest is to the north of Estes drive, it's not as regularly used as other locations by residents for recreational purposes. Hopefully with a few greenway additions, folks will be able to access the creekside greenway through their neighborhoods in the ironside neighborhood, etc.
	Both MLK and Estes need better bike lanes. It is absolutely terrifying to bike on them.
NSBRT Multi-Use Sidepath	Traffic on this road is hideous. Make it possible to bike.
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.
	Please make the traffic areas safe especially where children ride bikes.
	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.
	This is so critical - it is an incredibly high volume stretch for both cyclists and motorists. Cyclists block traffic and are at high risk.
	This is the most often suggested road improvement in Carrboro
Raleigh Road Sidepath	This is a busy street that feels unsafe for pedestrians and cyclists, even though it is a main way to access UNC campus (large employer in the region).
	Protected bike lanes with concrete barriers would be better than a side path. Would require removing two lanes of traffic, which I think is fine
	Currently this stretch is both dangerous and difficult to ride. It is a huge barrier for biking from the east side of chapel hill hill into the university and beyond to carrboro. Improvements here will vastly help connect this part of town with the university and downtown as there are no other viable options to get between the two

	This offers a good bike commute option for all of the new apartments in Glen Lennox. I support it only if it doesn't require cutting down any trees to make the path.
SR 1008 (Mt. Carmel Church Road)	The neighborhoods bordered by Mt. Carmel and Morgan Creek have no bicycle or pedestrian connectors to 15-501 that don't involve going on Mt. Carmel which is very fast despite its 35 mph posted limit. Additionally there is not enough shoulder to walk/bike safely. Since the Morgan Creek bridge project does not seem likely to happen, I think this would serve these CH residents well.
SR 1843 (Seawell School Road)	<p>This should be a proper, grade separated sidepath. Flex posts are not enough when children (walking, biking, and driving) are involved.</p> <p>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 &amp; 4.</p> <p>This should instead be the Bolin creek greenway!</p> <p>The Bolin Creek Greenway extension in Carrboro should be on this map.</p> <p>this should be built one day, but the Town of Carrboro is working on Bolin Creek Greenway Phases 3 &amp; 4, and that should also be an item in the STIP process</p> <p>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</p> <p>I hope the greenway along Bolin creek gets priority and gets funding--this would be a safer and more enjoyable way to commute. Drivers are crazy along Seawell Road. Folks I know would always rather walk or bike along a greenway rather than in a bike lane.</p>
Swift Ave	I drive this everyday and students and others walk through here and I worry every time someone will get hit. It's unsafe
US 15-501 (University Dr)	<p>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.</p> <p>If I could only vote for one improvement across all projects, this is it</p>
US 501 (Roxboro Road)	<p>We need to tie in Roxboro in a positive way.</p> <p>We use this road all the time and would bike but it's way to dangerous. High priority!!!</p> <p>How about something not on the side of a literal highway? A completely separate greenway?</p>

<b>General Comments</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..
	The MLK bike lane project is listed as an Estes Drive bike lane (already in progress). MLK needs bike lanes!
	Extending the Bolin Creek Greenway in Carrboro and connecting under Estes Drive should absolutely be included here as well - we need a continuous greenway across both towns!
	Connecting these areas via greenways would be great. But, don't ruin the Bolin Creek watershed as part of this. Use the Seawell School route for a greenway connector.

### 3. Highway

Project	Comment
Cornwallis Rd / NC 55 Intersection Improvements	Bike safety at this intersection is critical for bicycle commuters between Durham and RTP
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.
	The 5' paved shoulders are sorely needed. Would be better to have true bike lanes from Old 86 to/from Rocky Ridge. SINGLE LANE roundabout, with 5' shoulders on Old 86 from Carrboro town limit to Calvander also needed. Existing turn lanes seem sufficient.
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.
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.
	I'm adding this as a priority but please consider closing most or at least some of the roads inside the loop. Imagine how great five points or CCB plaza would be if they were true pedestrian squares completely or mostly isolate from cars.
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!



Good afternoon many children live in the apartments and neighborhood. It is very dangerous just to walk them out to the cars, wait for the school bus in the morning. We don't know when a car can hit us. They should also put speed bumps cars going at 45 -50 km per hour very fast. Let's hope nothing ever happens but our fear is to hear that a person died from a high-speed accident.

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.

This is a critical improvement. One way streets that encourage high speeds have no place running through the middle of a walkable neighborhood.

It will make it very difficult to cross these streets at stop signs both on foot and while driving,

Both this and the neighboring Mangum Street conversion would be great for Durham. The residential streets are currently not sized for high speed 1-way traffic (35mph but average speeds are 45+ and are very dangerous as a result. Regular accidents and some deaths over the years.

These streets are so dangerous! We need more sidewalks and pedestrian crossings and traffic calming here.

Keep one way to reduce traffic in the quiet neighborhoods

	This needs more traffic easing parts like medians in the middle of the road, trees, etc. Way too dangerous as it exists
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.
Fayetteville Road Intersection Improvement	This intersection sucks as is
I-85/NC 86 Interchange Improvements	Yes - if this includes widening the bridge and adding turn lanes at each end.
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.

Being one-way is not the problem. The problem is simply the bottle neck: south of the I-85 bridge to where Roxboro meets Mangun. To widen: The west side is of higher ground, difficult for widening. I wonder if the city can widen the east side. If it is not possible, the other possibility is to build a north-south bridge for one direction of the traffic. (For instance, northbound on bridge, fairly straightforward, southbound below bridge, on ground following the present pattern.) --ST

This would have a very negative effect on the neighborhood as a whole and threaten the historic nature of the neighborhood. The bulk of traffic would stay on roxboro, rather than being divided between roxboro and mangun as it currently is, and would create a high traffic division of the neighborhood.

This is by far one of the biggest barriers for our ability to safely move across the city. We've almost been hit by cars jumping curbs and ignoring crosswalks. I've seen houses and multiple cars hit by speeding cars. The road noise and pollution are terrible. We need these repurposed to local use now that I-885 is complete.

As a resident on N. Roxboro Street, I would love to see any potential measures to help with traffic flow and speeding.

So many accidents happen here. Many are not reported!!!

These two roads cut through downtown durham chopping up and ruining the experience of a welcoming and walkable downtown. The current design encourages unchecked speeding and even crashes. This is one project that has more than local benefits. Downtown Durham is an amenity and the whole city benefits from it. An additional note: while creating multimodal accommodations, please preserve parking (you can charge for it). It slows down the roads and street parking is beneficial for local businesses.

YES this should be a priority! This is a night mare for walkers and bike riders as well as those of us in the neighborhood who drive the speed limit but face cars racing and driving recklessly. The noise especially in the evening of motorcycles racing is really loud.

Yes this is a priority! It's a nightmare for walkers and bike riders and the noise of motorcycles racing at night is crazy. Those of us who drive the speedlimit are dodging speeders who ignore the speed limit.

	<p>Our priority for those who live near it. It is a nightmare for bicyclists and walkers and a speed raceway for cars who ignore the speed limit. Motorcycles racing at night is really and scary</p> <p>Please consider also making Mangum/Roxboro one-way streets with only one lane for driving. eg. use one lane for a bike path.</p>
Mt. Carmel Church Road/15-501 Intersection Improvements	This is a dangerous intersection with no shoulder on one side that is nearly impassible for bike and pedestrian traffic as well. Choke point for people commuting from Chapel Hill/Carrboro to points east and vice versa
NC 10 Improvements	Would really like a bike lane here.
NC 54 Improvements	Please focus on providing alternate transportation methods - bike, pedestrian, bus. Adding lanes just encourages more traffic.
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.
NC 751 (Hope Valley Road)	Bicycling infrastructure would be quite useless if NC 751 does not also have bicycling infrastructure. This road is already easily navigable by bike due to low traffic.
New Hope Commons Drive	The DOT plan for this is terrible
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.
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.

Townwide Signal System Upgrade - Chapel Hill & Carrboro	If it prioritizes buses.
	This needs to change but NCDOT has already screwed things up in Carrboro so worried this will just be the trend
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.
<b>General Comments</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.
	Protected bike lanes on every road would be nice
	Now that the 885/East End connector is open, Duke and Gregson are in even more need of significant traffic calming. Traffic seems to be at a lower volume but much higher speeds. These are both neighborhood roads used by students K-university, and connecting roads for motorists' convenience and bus pickups--and Gregson and DUke are not safe for any users in the current set up.
	While I believe it would be a good idea to convert the downtown loop to two-way, this would be a terrible idea for Roxboro/Mangum. There are better traffic calming measures for N. Roxboro St. that would be better for pedestrians and neighborhood children walking to nearby schools, while also being less expensive and easier to implement. Please consider reducing these two streets to one-lane each, with bike lanes on either side. Reduce the lane width- which is 18ft per lane in a residential area!

None! Stop expanding and building new highways!  
They are the least efficient, most dangerous and most  
polluting form of transportation. On top of that adding  
lanes creates more traffic!! Stop doing it and spend  
money on projects that actually help the community  
and don't make North Carolina look like we are stuck  
in the mid 19th century. No new highways!!

#### 4. Transit & Rail

Project	Comment
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.
Durham-Chapel Hill BRT	PLEASE PLEASE PLEASE
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.)
Hillsborough Regional Transfer Station	Yes! This will be a great complement to the Hillsborough Train station
NCRR H Line from MP 41.7 to MP 42.2.	More important to build new rail than upgrade existing rail.
New passenger service from Charlotte to Washington, DC	we need better trains to Washington DC and New York.
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.
<b>General Comments</b>	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
	just want commuter rail between durham, chapel hill, raleigh, and rdu

## 5. 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. Speaking of traffic...</p> <p>The following need attention more than anything on the proposed listings... 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 Raliegh. 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 Durm should be guided by "When in doubt, help the East Durm 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.
119	Connecting greenways across Chapel Hill and Carrboro, as well as extending safe travel paths for non-motorized transit between Chapel Hill and Durham, is critical to maintain a safe and scalable transit model while reducing emissions.
120	All projects should focus on increasing grids throughout the area. Lack of grid leads to congestion, busier and less safe main thoroughfares, less safe communities, and less interconnection among communities/neighborhoods.
121	I'd prefer bike/ped projects most of all, then bus projects, then rail projects, then car projects.
122	Extending the Bolin Creek Greenway to Carrboro should be a top transportation priority!
123	The bolin creek path through chapel hill and carrboro and non-car connections across Fordham Blvd would be game changers in chapel hill
124	More bicycle improvements in N. Durham around Roxboro Rd. between I-85 and Independence Park please, making safe connections between existing routes and destinations.
125	Please stop spending billions on congested roads. Durham and Chapel Hill need protected bike lanes (Not the useless unprotected ones), sidewalks, and reliable public transport. The area already has too many cars and the problem is only getting worse.
126	The Carborro Bolin Creek Greenway project is a top priority for me, but was not listed in this poll. I would rank it first among the other priorities I did endorse!
127	make things beautiful!
128	I would prefer to prioritize transit projects over all other categories, as they would have the widest possible benefit for the most possible people at the least cost.

129	What about the side walk on South Greensboro Street?
130	Would love to see better transportation from Carrboro and Chapel Hill to the airport. Thanks!
131	We need better bicycle linkages given the growth of ebikes
132	Please add rail line from triangle main locales to airport
133	I am disappointed that the Bolin Creek Greenway Carrboro extension is not listed as a project. It should be the top bicycle/pedestrian priority within the Town of Carrboro. This would have the largest effect on my family because my children could ride their bike to school instead of having to use the bus system. This would provide exercise and less burden on transportation. We could also use this to connect to different parts of town for shopping and recreation, getting to the exchange pool, etc
134	Top priority is safe alternatives to driving (sidewalks, bike lanes, etc)
135	The interface to vote on these options is very hard to use and confusing! Please consider adding a list view and a search function so people can more easily find the projects they want ti vote for :)
136	A multi-purpose path along each side of roadway provides greater safety and more efficient travel than single path along only one side of roadway.
137	This tool is awful. It's no wonder that it is so hard to get feedback on projects. Links don't work when sending the survey tool. The photos that are associated with the projects aren't actually real photos of the area. There is no easy way to search for projects other than by clicking on the map because the projects aren't labeled.
138	Please develop rail!!
139	In terms of bus service the real priority ought to be 15-501 between Durham and Chapel Hill. Commuters have to stand on the side of the highway. There are no bus shelters, no shoulders, it's disgraceful!
140	Please finish the Bolin Creek Trail! This is an awesome greenway that should be extended as far as possible.
141	Please make the Sportsplex accessible by bike from intersection of 70 business and Churton! That would also make it possible for all the communities on 70 business to get to the train station by bike, which would be awesome!
142	The traffic improvement projects near Calavander are critical for safety - especially since it is heavily used by cyclists. There are two many close calls due to the limited width and lack of shoulder on Dairyland road.
143	Improvements are needed badly for pedestrian access at Dimmock's Mill and Eno St Rail bridge beside Gold Park in Hillsborough. Thanks
144	I'm disappointed that the Bolin Creek Greenway in chapel hill is not listed as a project. I think this project should be a top priority.

145	Make it overall easier for people to commute via foot, bike, bus, rail
146	Build!
147	Stop building highways, and give priority to building a smart commuter rail system. Prioritize alternative transportation, making our streets and cities more pedestrian and bike friendly.
148	We need light rail connecting Durham, Chapel Hill, and Raleigh to RDU
149	Put in more public transit i.e. commuter rail, bus lines, bike paths! Make it easier to get around WITHOUT CARS. The Triangle is growing too fast to support all these cars.
150	S. Churton St. Improvements project is important, not shown in this survey.
151	Need more pedestrian, biking and public transit options.
152	We should be planning for better pedestrian, bike, bus, and other public transportation needs. Cars should be last priority, as they are the worst for environment and for equity. I say this from a multi-car household.
153	Durham's failure after two decades to build the Belt Line trail has been expensive in terms of cost and to the quality of life for residents living east of Roxboro St. It's now worse than before the city owned the rail line, because at least then one could walk along the rail to parks or between Shawnee streets to get to parks or other parts of the neighborhood. The city's delays mean, in addition to eating up funds, the rail has overgrown and is impassible. I will never forgive Durham City.
154	Please de-prioritize highway improvements and prioritize infrastructure that allows walking, biking, & rail transit to work best. I wish I could be easily get around by bike especially outside of downtown Durham but the over reliance of car infrastructure has made that difficult. If cars are de-prioritized, Durham residents will find other modes of transportation.
155	We need actual passenger rail transit, not just 5 trains that are always late. Even a handful of stations between Hillsborough and Raleigh would be amazing.
156	more bike lanes near alston avenue would be lovely
157	The downtown map has a couple errors in pointer placement.
158	repave cameron ave
159	The Carrboro Bolin Creek Greenway needs to be a project. A study was completed decades ago and a path still hasn't been built. The Seawell School road path is a project, yet no formal study has been conducted. This should be a top priority in Carrboro.
160	The Bolin Creek greenway is paramount.



161	I appreciate the opportunity to vote on priorities
162	<p>Highest priority for me would be a quick way to get between Durham and Chapel Hill without a car. A rapid direct bus with no stops from downtown Durham to Franklin Street would be the second best (the first would be rail but that seems unlikely).</p> <p>I also would love to be able to bike to work but there's no safe bike path from Durham to CH.</p>
163	Please consider building a subway system in Durham/CH/Raleigh.
164	I think we need to suspend all prioritization on single occupancy vehicle improvements for a few years. We need substantial improvements in transit, pedestrian, and bicycle infrastructure throughout the region. I want a bus system so good, people don't even want to bother with cars. We also need to create spaces in our metro areas that are dedicated to people, not cars.
165	Need light rail bad!
166	We desperately need light rail. Please advocate for that.
167	Please please fix magnum and roxboro. We are desperate
168	I am so excited to see plans to help us get less dependent on private vehicles! The improvements that focus on multimodal use and transit enhancements are wonderful. I cannot express how delighted I am to see plans to undo the terrible road designs of the midcentury period and revert failed expressways to calmer two-way traffic.
169	I live old North Durham and the speeding and accidents on my street are dangerous to both those who live here and drivers. We need to reduce the speed of the cars on North Roxboro street before it becomes fatal.
170	Connect Ellerbee Creek Greenway to downtown
171	Mangum and Roxboro traffic calming is my #1 concern followed by more protective bike lines
172	I do not support 2-way directions on Roxboro and Magnum but I do support reducing it to 1 lane for cars and one lane exclusive for buses OR widening the sidewalks or adding an exclusive bicycle lane, physically separated from cars.
173	We live in Old North Durham, and strongly (and desperately) urge city planners to mitigate the danger to foot traffic along Mangum and Roxboro.
174	All of the bicycle and pedestrian projects would improve my life and the quality of our community!
175	Excessive speeds lead to accidents and injuries. Improved transit will augment business activity in the city. Please fund the projects which will add value to the health of local citizens and businesses.

176	Thank you for listening to us!
177	I was sent here by neighbors to encourage converting Duke & Gregson and Roxboro & Mangum to two way streets. I am in favor of that and know it would reduce death rates.
178	Please improve bike lanes!
179	I'd really really like to see all the two-way conversions in Durham happen. I wish there was info on how many people each project would impact. Some explain why they would matter but others don't. (What would the rail bridge over I40 be for?) There was one project I had marked as important and then wanted to choose something else so marked it as not important, but it's not actually less important to me than the unmarked projects.
180	Public transportation to airport necessary.
181	Please do the roxboro Mangum project!
182	We live in one of the most dense parts of Durham, close to the elementary school, but cannot walk or bike safely with the madness of roxboro/mangum/gregson/duke streets. please return these to streets friendly to city living/walking/biking - not the racetracks they are today.
183	Sadly, I would have preferred to see more projects connecting outskirts of Hillsborough to Downtown via walking, and biking paths. For example, what ever happened to the proposed Kings Highway Park connector to West Hillsborough?
184	More roundabouts!!
185	Yes! Bus service is a spoke system and we need more cross town plus better service to Raleigh and it needs most of all to be free. Roxboro-Mangum is a nightmare. Fix it.
186	Carrboro's Bolin Creek Greenway desperately needs funding. It is a high-impact project. The dollars will be well spent.
187	Thank you for creating this survey! It was very well done.
188	Just to encourage traffic calming efforts and promoting the bike-ability of Durham as a whole!
189	In general more bike lanes and especially towards campus in roads like Chapel hill are necessary.
190	Public transit and bikes promote small businesses!
191	Pedestrian and bicycle safety should be the highest priority. People are hit and killed by cars in the Triangle on a weekly/monthly basis.
192	Better bike lanes everywhere!!!!!! Too many deaths and accidents. Not okay!!
193	People are dying and getting injured due to inadequate bike lanes. We need to do better.

194	Prioritize improvements in biking infrastructure
195	BRT should be a priority
196	Love bike improvements in the town!!
197	We need more protected bike lanes.
198	Should concentrate on mass transit from Greensboro to Raleigh going through Hillsborough, Chapel Hill and Durham or an Outer Beltway for through traffic
199	A protected bike line along Anderson st between Erwin and chapel Hill Road should be a priority.
200	I strongly support one bicycle and pedestrian project not on the list - the Bolin Creek Greenway extension in Carrboro (creekside alignment)
201	Prefer more public transit and biking/pedestrian improvements, and reduction of roadways for cars.
202	Really need safe bike routes between Durham and Chapel Hill.

## 6. 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>
4	<p>My first choice is your highest rated A7 Seawell School Road Side path. My alternative choice is A17 Campus to campus connector. There is no reason to choose A18, the path that runs along the Bolin Creek, in the natural area. This choice will drastically impact the health of the Creek, wildlife and plants along this portion of the creek.</p> <p><i>Comment has been incorporated into "Yes" scores below.</i></p>

5	<p><i>Comment received prior to official comment period</i></p> <p>"Having driven most major roads within this and adjacent districts, Hillsborough's Churton Street -- Between I-40 and Danville, but specifically I-40 and NC-57 -- is an 11-hour nightmare at shift changes in Wake, Durham, and Southern Orange Counties. The situation was bad in 2004 and has grown worse every year. There was some relief during the pandemic, but traffic congestion now is worse in September 2022 than it was in September 2017. Nc-70 East from I-85 at Eno Fire Station -- frequently sees two and three-mile backup congestion, both ways. For a 9:30 a.m. appointment at Durham VA Medical Center, patients must leave before 7 a.m.</p> <p>My problems are with NC-86 and NC-70 in Norther Wake -- North of I-40 to VA West of I-85 where NC-70 carries heavy commute traffic into Hillsborough and then north on NC-86.</p> <p>The 86 traffic is congested to the extreme about 10-15 hours daily, depending upon a hundred factors.</p> <p>The last 86 bypass plans DOT presented would have been great when the first need arose at least 40 years back - around 1975 to 80.</p> <p>As it was, DOT proposed destroying entire neighborhoods, major historic features and only partially solving the problems.</p> <p>Everything I have referred to is in Orange County, NC-70 and NC-86 through Hillsborough, to the Virginia border. DOT cannot widen Churton Street section through Hillsborough, you must find a by-pass."</p>
6	<p><i>Comment received prior to official comment period</i></p> <p>I live in Hillsborough, NC off of Old NC 10, in the Strayhorn Hills neighborhood. I wanted to ask how to make a request to the state to consider putting in bike lanes and/or sidewalks on Old 10, between Durham and Hillsborough. We have a lot of cyclists out there and there is hardly any shoulder on the road. The current situation is not safe. Also, with Brumley forest open, it would be wonderful for neighbors to be able to walk or ride to that park, but you need a car to get there because of the lack of room on the road. It would also be fantastic to have the potential to use other than car transportation to reach the shopping centers in Hillsborough or connect to bus lines that run on highway 70. Is there a process to make a request for protected bike lanes or sidewalks?</p>

## 7. Survey Participant Prioritization Selection

Survey participants were allowed to choose up to a maximum of (5) projects per mode as their top priorities by clicking on a project and selecting “Yes”. There were also unlimited opportunities to comment on projects by selecting “Comment” or show disapproval for a project by selecting “No”. The lists below are the project selections for “Yes” to signal the top public priorities across the DCHC MPO area, followed by the selections for “No”.

### “Yes” Selections

#### *Bike and Pedestrian*

Project #	Bike/Ped Project	Public Input Count ("Yes")
1	ATT / Durham Rail Trail Connector	346
2	Rail Crossing & Pedestrian Safety Improvements	316
3	Downtown Rail Trail To R. Kelly Bryant Bridge Trail	262
4	US 15-501 (University Dr)	244
5	Swift Ave	238
6	ATT Forest Hills Park - Lyon Park Connector Trail	190
7	Erwin Rd	189
8	US 15/501 (Durham-Chapel Hill Boulevard)	133
9	NC 751 (Academy Road)	123
10	SR 1183 (University Drive)	122
11	Bolin Creek Greenway Extension	103
12	Old NC 86 - Hillsborough Road	99
13	Estes Drive	99
14	SR 1843 (Seawell School Road)	93
15	I 40 / Triangle Bikeway (NC 54 to NC 55)	88
16	Campus to Campus Greenway	87
17	Downtown Chapel Hill Streetscape	85
18	US 501 (Roxboro Road)	77
19	East Franklin Sidepath	76
20	Raleigh Road Sidepath	59
21	Carrboro Morgan Creek Greenway, Phase 2	44
22	Cook Road	36
23	Warren Creek Trail Extension	33
24	Exchange Park Lane Rail Trestle Improvements	33
25	NC 55 (Apex Highway) from AT Spur to Cornwallis	27
26	SR 1959 (Miami Boulevard)	27
27	NSBRT Multi-Use Path	27
28	I 40/ Triangle Bikeway	25
29	NC 98 (Holloway Street)	23

30	I-85 Pedestrian Bridge	23
31	Orange Grove Road/I-40 Pedestrian Bridge	22
32	Orange High School Rd/Harold Latta Rd Sidewalk Improvements	21
33	Old Durham-Chapel Hill Road	20
34	Sandy Creek Trail Extension	19
35	Weaver Dairy Road Sidewalk	16
36	NC 55 (Apex Highway) from Carpenter to NC54	14
37	15-501 Ped Crossing	14
38	Trail Connection from Patriot's Pointe to Timbers Drive	13
39	Alston Avenue	11
40	Ephesus Church Road Sidewalk	11
41	15-501 South Sidepath	9
42	SR 1008 (Mt. Carmel Church Road)	5
43	Fordham Pedestrian Bridge	5
44	Trail Connection from English Hill Lane to Buttonwood Drive	5
45	Bennett Road Sidewalk	2

### Highway

Project #	Highway Project	Public Input Count ("Yes")
1	Mangum St / Roxboro St Two Way Conversion	521
2	Duke St / Gregson St Two Way Conversion	515
3	South Roxboro Street Intersection Improvement	301
4	Downtown Loop Two Way Conversion (Morgan & Ramseur St)	293
5	North Roxboro Street Intersection Improvements	211
6	Duke University Rd / Academy Rd / Cameron Blvd Intersection Improvements	137
7	Townwide Signal System Upgrade - Chapel Hill & Carrboro	123
8	Holloway Street Intersection Improvement	111
9	US 15/501 Upgrade (modernization)	110
10	Dairyland Road Improvements (SR-1177)	103
11	Mt. Carmel Church Road/15-501 Intersection Improvements	83
12	US 70	70
13	Horton Road Intersection Improvement	66
14	SR 1401 (Cole Mill Rd)	63

15	NC 751	63
16	I-40	60
17	NC 10 Improvements	58
18	NC 98 - Ganyard Farm to Nichols Road	54
19	New Hope Commons Drive	53
20	NC 751 (Hope Valley Road)	50
21	NC 54 Intersection Improvement	48
22	Orange Grove Road Extension/ NC 86 Connector	46
23	Fayetteville Road Intersection Improvement	46
24	Cornwallis Rd / NC 55 Intersection Improvements	45
25	Garrett Rd/Pickett Rd Roundabout	44
26	NC-54 Improvements	43
27	Townwide Signal System Upgrade - Hillsborough	38
28	I-85/NC 86 Interchange Improvements	38
29	US 501 (Roxboro Road) – Omega to Duke Street	37
30	Orange Grove Road Improvements (SR-1102)	36
31	Danziger Drive Extension	34
32	Dodson Crossroad Improvements (SR-1102)	33
33	Orange Grove Road (SR-1102) Widening with Bicycle and Pedestrian Improvements	31
34	US 70 Business (Hillsborough Road)	30
35	I-85/1-40 Connector (SR 1239)	29
36	Glover Road	28
37	NC 98 - SR 1811 (Sherron Road / Patterson Road)	20
38	Village Way/15-501 Intersection Improvements	13
39	Leesville Rd Ext	9
40	NC 98 (Holloway Street)	7
41	Northern Durham Parkway	6
42	US 501 (Roxboro Road) – SR 1006 to NC 55	0



## Rail

Project #	Rail Project	Public Input Count ("Yes")
1	Bundled Pedestrian/Bicycle Improvements at Rail Crossings in Durham	267
2	US 15/501 Business (Roxboro St) in downtown Durham	247
3	Central Durham Track Improvements	201
4	NCRR/NC Line at Blackwell/Corcoran Streets in Durham	188
5	King to West Durham Track Improvements	134
6	Research Triangle Park (RTP) Station	134
7	Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham	131
8	New passenger service from Winston-Salem to Raleigh	126
9	NS/NCRR H Line crossings at Blackwell Street, Mangum Street, and Fayetteville Street in Durham	84
10	S. Driver Street Rail Crossing Improvements	84
11	S. Plum Street Rail Crossing Improvements	82
12	East Durham Rail Yard Relocation	74
13	Hillsborough Regional Transfer Station	64
14	I-40 Rail Bridge in Durham County	62
15	SR 1317 (Neal Road)	60
16	Sullivan to Nelson Track	60
17	New passenger service from Charlotte to Washington, DC	45
18	Exchange Park Lane (Crossing #735 158U)	38
19	East Durham to Sullivan Track Improvements	36
20	MP 44.5 to MP 48 east of Hillsborough	33
21	NCRR H Line from MP 41.7 to MP 42.2.	31
22	NS/NCRR H Line crossing of Dimmocks Mill Road in Hillsborough.	30
23	MP 38 to MP 40.4 near Efland	18
24	East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham	12
25	SR 1954 (W. Ellis Road)	0
26	Ellis Road North Rail Crossing Improvements	0

## Transit

Project #	Transit Project	Public Input Count ("Yes")
1	Downtown Durham Transit Emphasis Zone (TEZ)	166
2	Central Durham BRT - Route 100X	157
3	Chapel Hill Road Transit Emphasis Corridor	146
4	North-South Bus Rapid Transit - Eubanks Park & Ride to Southern Village	142
5	Fayetteville Street Transit Emphasis Corridor	133
6	North Durham Crosstown	116
7	Durham-Chapel Hill BRT	100
8	North-South BRT w/ Hillsborough	100
9	Durham - Chapel Hill - Arterial BRT	98
10	200 / Holloway TEC	94
11	Route 3 Expansion	93
12	GoDurham Route 4	84
13	Village Neighborhood Transit Center	76
14	Fayetteville Street BRT	74
15	GoDurham Route 9	56
16	GoTriangle Route 800 Headway Reduction	53
17	North-South Bus Rapid Transit - Hillsborough to Pittsboro	53
18	Durham-Cary BRT	45
19	Commuter Rail Transit West Durham to Auburn	39
20	GoTriangle DRX Route Expansion	35
21	GoTriangle ODX Headway Reduction & Hillsborough RTC	31
22	ODX Route Headway Reduction	20
23	Orange County Public Transportation Circulator II Vehicles	19
24	Route 2 headway reduction	13
25	GoTriangle Route 100X arterial / highway BRT	1
26	Holloway Street BRT	0

## “No” Selections

### *Bike and Pedestrian*

<b>Bike/Ped Project</b>	<b>Public Input Count ("No")</b>
SR 1843 (Seawell School Road)	13
ATT / Durham Rail Trail Connector	11
Campus to Campus Greenway	10
Downtown Chapel Hill Streetscape	9
Rail Crossing & Pedestrian Safety Improvements	9
Estes Drive	8
ATT Forest Hills Park - Lyon Park Connector Trail	8
Swift Ave	8
SR 1183 (University Drive)	7
NC 751 (Academy Road)	6
East Franklin Sidepath	6
Sandy Creek Trail Extension	5
Bolin Creek Greenway Extension	5
Old NC 86 - Hillsborough Road	5
Carrboro Morgan Creek Greenway, Phase 2	5
Erwin Rd	5
US 15-501 (University Dr)	4
SR 1959 (Miami Boulevard)	4
Weaver Dairy Road Sidewalk	4
US 15/501 (Durham-Chapel Hill Boulevard)	3
US 501 (Roxboro Road) – Omega to Duke Street	3
Raleigh Road Sidepath	3
Fordham Pedestrian Bridge	3
Downtown Rail Trail To R. Kelly Bryant Bridge Trail	3
Trail Connection from Patriot's Pointe to Timbers Drive	3
Cook Road	2
Ephesus Church Road Sidewalk	2
15-501 South Sidepath	2
Bennett Road Sidewalk	2
SR 1008 (Mt. Carmel Church Road)	2
Orange Grove Road/I-40 Pedestrian Bridge	2
Trail Connection from English Hill Lane to Buttonwood Drive	2
NC 55 (Apex Highway) from AT Spur to Cornwallis	1
NC 55 (Apex Highway) from Carpenter to NC54	1
Alston Avenue	1
NC 98 (Holloway Street)	1

Warren Creek Trail Extension	1
NSBRT Multi-Use Path	1
15-501 Ped Crossing	1
I-85 Pedestrian Bridge	1

### Highway

Highway Project	Public Input Count ("No")
Duke St / Gregson St Two Way Conversion	42
NC 10 Improvements	33
Mangum St / Roxboro St Two Way Conversion	27
Downtown Loop Two Way Conversion (Morgan & Ramseur St)	25
New Hope Commons Drive	24
Duke University Rd / Academy Rd / Cameron Blvd Intersection Improvements	23
South Roxboro Street Intersection Improvement	23
NC-54 Improvements	19
NC 751	19
Orange Grove Road Improvements (SR-1102)	18
Danziger Drive Extension	18
Dairyland Road Improvements (SR-1177)	17
US 70	17
Dodson Crossroad Improvements (SR-1102)	16
SR 1401 (Cole Mill Rd)	16
US 70 Business (Hillsborough Road)	15
NC 751 (Hope Valley Road)	14
I-85/NC 86 Interchange Improvements	13
I-40	13
Mt. Carmel Church Road/15-501 Intersection Improvements	12
Glover Road	11
Holloway Street Intersection Improvement	11
US 15/501 Upgrade (modernization)	10
Leesville Rd Ext	10
Garrett Rd/Pickett Rd Roundabout	10
Northern Durham Parkway	10
I-85/1-40 Connector (SR 1239)	10
Orange Grove Road Extension/ NC 86 Connector	9
Fayetteville Road Intersection Improvement	9
Townwide Signal System Upgrade - Chapel Hill & Carrboro	8
NC 54 Intersection Improvement	8

Orange Grove Road (SR-1102) Widening with Bicycle and Pedestrian Improvements	7
Village Way/15-501 Intersection Improvements	7
Townwide Signal System Upgrade - Hillsborough	7
North Roxboro Street Intersection Improvements	7
Horton Road Intersection Improvement	7
NC 98 - Ganyard Farm to Nichols Road	6
NC 98 - SR 1811 (Sherron Road / Patterson Road)	5
US 501 (Roxboro Road) – Omega to Duke Street	4
NC 98 (Holloway Street)	4
Cornwallis Rd / NC 55 Intersection Improvements	2

### *Rail*

<b>Rail Project</b>	<b>Public Input Count ("No")</b>
US 15/501 Business (Roxboro St) in downtown Durham	11
NCRR/NC Line at Blackwell/Corcoran Streets in Durham	6
S. Driver Street Rail Crossing Improvements	6
King to West Durham Track Improvements	6
NS/NCRR H Line crossing of Dimmocks Mill Road in Hillsborough.	5
S. Plum Street Rail Crossing Improvements	5
Bundled Pedestrian/Bicycle Improvements at Rail Crossings in Durham	5
SR 1317 (Neal Road)	4
Control Point Funston (MP 49.8) to East Durham Yard (MP 56) in Durham	4
NS/NCRR H Line crossings at Blackwell Street, Mangum Street, and Fayetteville Street in Durham	3
I-40 Rail Bridge in Durham County	3
MP 38 to MP 40.4 near Efland	3
MP 44.5 to MP 48 east of Hillsborough	3
NCRR H Line from MP 41.7 to MP 42.2.	3
Central Durham Track Improvements	3
East Durham to Sullivan Track Improvements	3
Research Triangle Park (RTP) Station	3
East Durham Yard (MP 58.5) to Nelson (MP 63.5) in Durham	2
Hillsborough Regional Transfer Station	2
New passenger service from Winston-Salem to Raleigh	2
Sullivan to Nelson Track	1
East Durham Rail Yard Relocation	1
Exchange Park Lane (Crossing #735 158U)	1

## Transit

Transit Project	Public Input Count ("No")
Central Durham BRT - Route 100X	7
North-South Bus Rapid Transit - Eubanks Park & Ride to Southern Village	6
Fayetteville Street BRT	5
200 / Holloway TEC	5
Durham-Chapel Hill BRT	3
Durham - Chapel Hill - Arterial BRT	3
Durham-Cary BRT	3
Chapel Hill Road Transit Emphasis Corridor	3
North-South BRT w/ Hillsborough	3
GoTriangle Route 800 Headway Reduction	2
GoTriangle DRX Route Expansion	2
Downtown Durham Transit Emphasis Zone (TEZ)	2
Route 2 headway reduction	2
Route 3 Expansion	2
North Durham Crosstown	2
ODX Route Headway Reduction	1
Village Neighborhood Transit Center	1
GoTriangle ODX Headway Reduction & Hillsborough RTC	1
GoDurham Route 9	1
GoDurham Route 4	1
North-South Bus Rapid Transit - - Hillsborough to Pittsboro	1
Orange County Public Transportation Circulator II Vehicles	1