

Response Set

from the Public Survey

for the Orange County Comprehensive Transportation Plan

To view the responses:

Answer sets are in the same order as the questions on the survey.

Each question breaks down the response set. Scroll down to view graphs and comments.

Quick Facts:

The survey was open from September 23, 2009 to November 2, 2009.

491 surveys were completed.

The purpose of this survey was to obtain public opinions and identify transportation issues that are important to the citizens, businesses, and officials of Orange County. The results will be used in the development of the Comprehensive Transportation Plan.

The survey was compiled by the Comprehensive Transportation Plan steering committee, with input from the following:

- NC Department of Transportation
- Triangle Area Rural Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
- Orange Unified Transportation Board
- Orange County Board of Commissioners

Question 1

If you wish to receive updates on the future developments of the Orange County Comprehensive Transportation Plan, please provide your email address (your information will remain confidential):	
Answer Options	Response Count
	161
<i>answered question</i>	161
<i>skipped question</i>	330

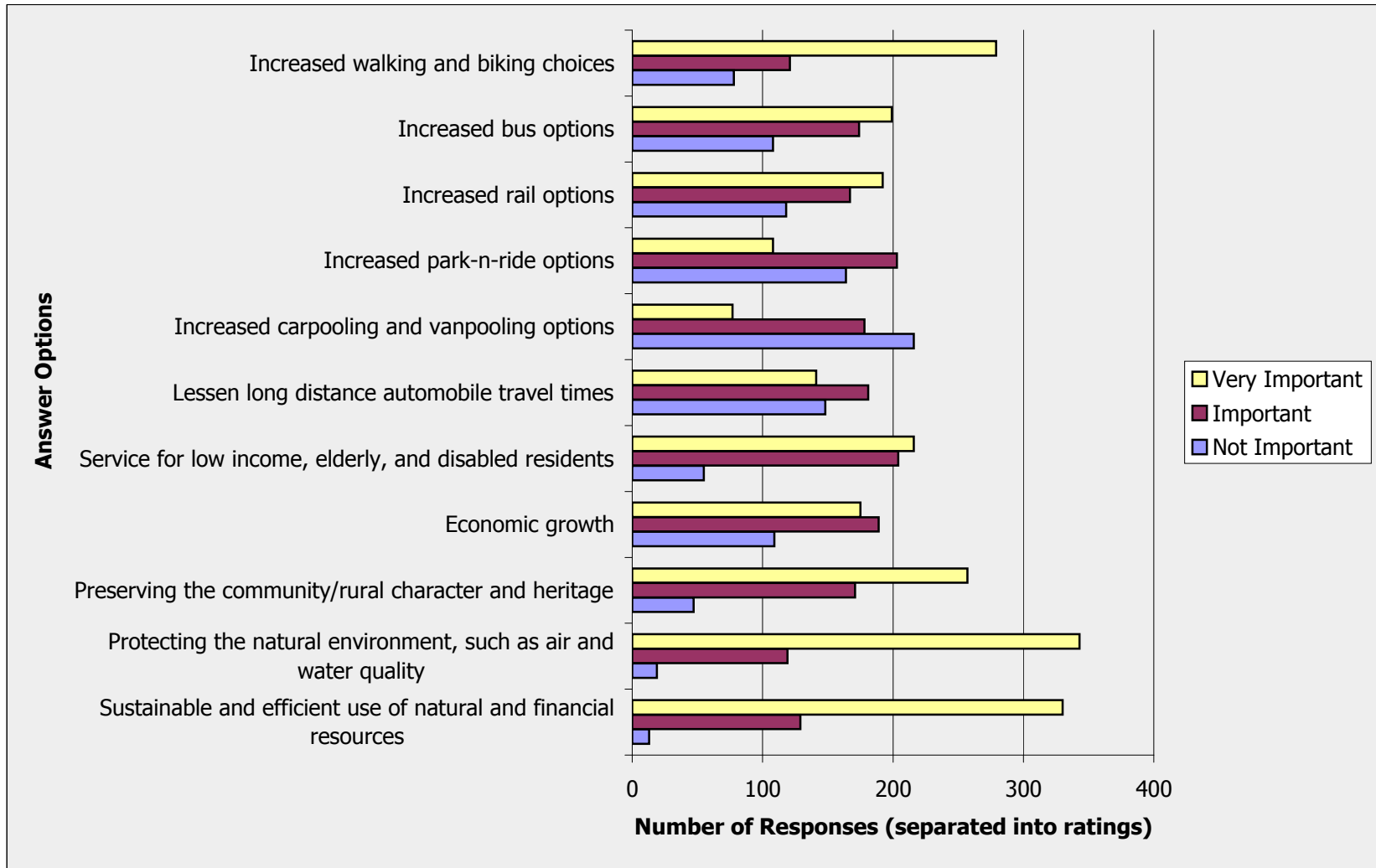
Number **Response Text**

(All info removed)

Question 2

How important are the following transportation issues to you? (Please check the appropriate box for each choice.)				
Answer Options	Very Important	Important	Not Important	Response Count
Increased walking and biking choices	279	121	78	478
Increased bus options	199	174	108	481
Increased rail options	192	167	118	477
Increased park-n-ride options	108	203	164	475
Increased carpooling and vanpooling options	77	178	216	471
Lessen long distance automobile travel times	141	181	148	470
Service for low income, elderly, and disabled residents	216	204	55	475
Economic growth	175	189	109	473
Preserving the community/rural character and heritage	257	171	47	475
Protecting the natural environment, such as air and water quality	343	119	19	481
Sustainable and efficient use of natural and financial resources	330	129	13	472
<i>answered question</i>				487
<i>skipped question</i>				4

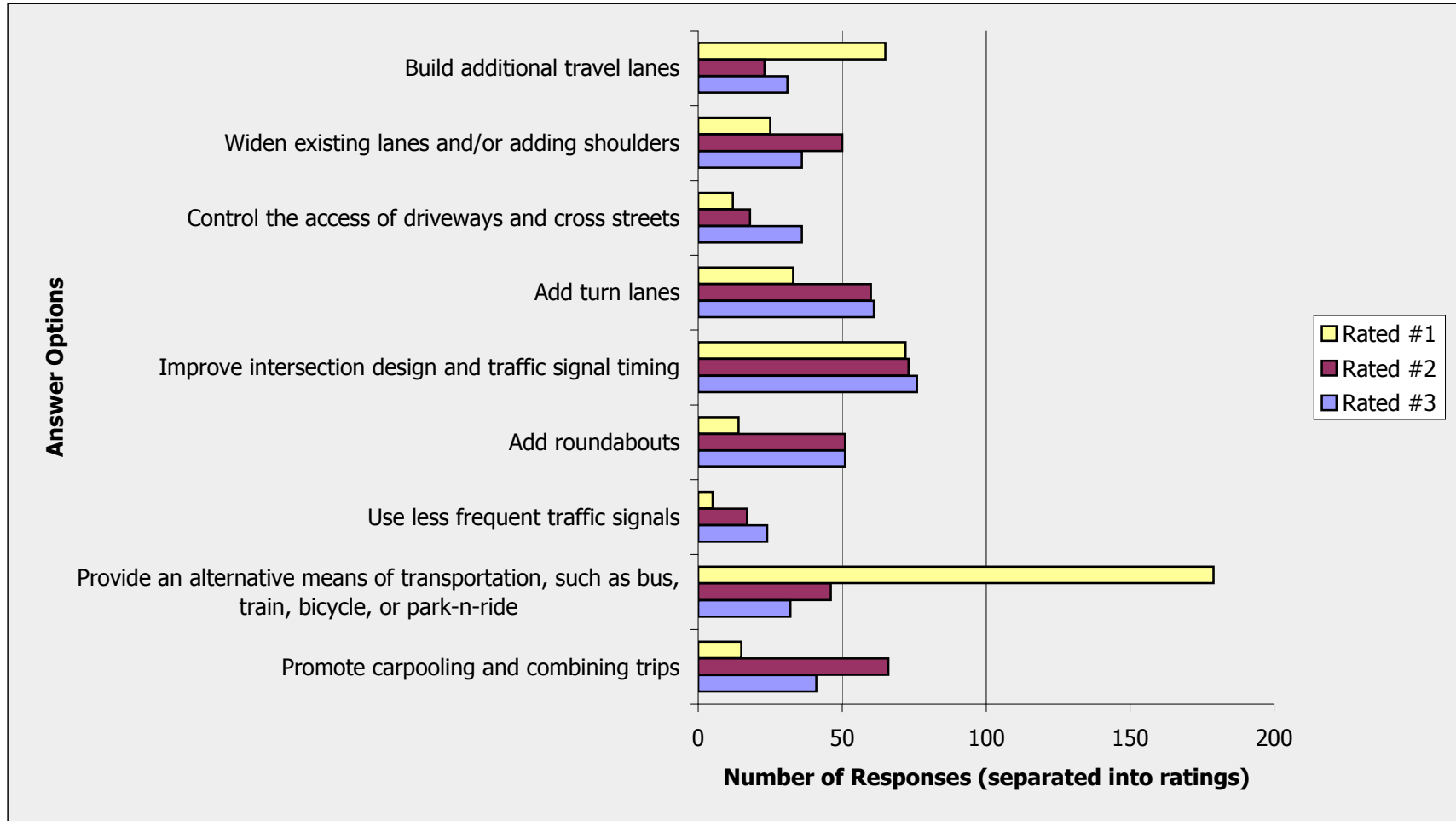
Question 2



Question 3

To alleviate traffic congestion, what measures do you think should be used to improve a road? (Please choose your top three.)					
Answer Options	1	2	3	Rating Average	Response Count
Build additional travel lanes	65	23	31	1.71	119
Widen existing lanes and/or adding shoulders	25	50	36	2.10	111
Control the access of driveways and cross streets	12	18	36	2.36	66
Add turn lanes	33	60	61	2.18	154
Improve intersection design and traffic signal timing	72	73	76	2.02	221
Add roundabouts	14	51	51	2.32	116
Use less frequent traffic signals	5	17	24	2.41	46
Provide an alternative means of transportation, such as bus, train, bicycle, or park-n-ride	179	46	32	1.43	257
Promote carpooling and combining trips	15	66	41	2.21	122
Please provide any other ideas: <i>(see comments below)</i>					89
					<i>answered question</i>
					425
					<i>skipped question</i>
					66

Question 3



Question 3

Number	Please provide any other ideas:
1	Frankly, people just need to get over having to wait three minutes to go through town.
2	No more road-building, road widening or bridge-building -- these projects are all wasteful and destructive. Promote mass transit -- rebuild rail infrastructure -- install roundabouts.
3	The timing is very important to me because sometimes I am sitting at a left turn and the straight green light next to me is still on but no one is coming in the other direction and I could be turning left if the sensors were there to see that I am waiting and no one is coming from the opposite direction. (Homestead Rd and MLK light in particular)
4	Promote telecommuting for jobs that do not require face to face contact.
5	We need more and wider bike lanes. I would love to ride my bike to work and on errands, but fear for my life on these roads where the shoulders are narrow/absent. It would also keep traffic flowing better as drivers won't have to slow to a crawl waiting to be able to get around a bike riding on the edge of the road.
6	Bike paths
7	Drastically increase bus service, add seperate bike paths AND bike parking racks all over Hillsborough and Chapel Hill.
8	Compleat bypass via Elizabeth Brady Road, Which should have been completed years ago!!!
9	WHY CAN'T THERE BE A BYPASS AROUND TOWN?
10	Put a Bypass around Hillsborough
11	Control the traffic flow on Churton Street. Also, add a left turn signal to the light located at Weaver Street Market for north bound traffic.
12	Bicylist and joggers make our roads dangerous. Adding bike lanes to rural roads would be helpful to motorist. Controlling the deer population.
13	Bypass
14	Slowing traffic by not widening for cars, not adding lanes for cars, keeping historic road character. However, widening road shoulders for bicycle transportation, or making adjacent easements to specific roads (parallel paths that are safer as they have in northern Europe) for regional bicycle transportation would be ideal.
15	I believe there at times when even the best coordination of light signals does not allow for the best or most efficient flow of traffic...especially through downtown (historic) Hillsborough. I would not be opposed to seeing "traffic cops" regulating traffic flow during peak traffic times of the weekday.
16	Prohibit bicycles on major routes or rural roads. Bicyclists in this county account for the majority of the traffic backups that I've witnessed. They ride two, sometimes three abreast and block entire lanes. START WRITING TICKETS!!! ENFORCE THE LAWS!!! If bicyclists want to ride on the roads, they NEED to follow the traffic laws. I'm sick and tired of seeing bicyclists weaving in and out of traffic, running red lights, and just riding where they damn well please...and the freaking cops do nothing, even when they're RIGHT THERE WATCHING. ENFORCE THE TRAFFIC LAWS!!!
17	Provide means to walk. There is a shopping area very close to my home and I would prefer to walk to it, but it would be suicidal to walk across the busy intersection to get there.

Question 3

18	Traffic lights at intersections should be controlled electronically based on real time traffic flow not the outdated standardized timed method.
19	Have a stricter drivers license test that measures IQ levels of applicants. Severely mentally retarded people have no business driving as they often go like 5 miles per hour and trigger wrecks. Also severely aged individuals should be retested every six months for vision and comprehension of road ways. Police need to be able to be sent instant messages from drivers in their area to notify them of speeders and other problematic drivers. It simply takes too long to call 911 to report such instances.
20	orange transportation survey
21	add more alternative routes such as connecting neighborhoods with through streets
22	People are not the problem. Planning is. <input type="checkbox"/> Include options that haul more people, quickly.
23	Public transportation for remote areas such as Hillsborough.
24	adding more asphalt & cutting of trees adds to the greenhouse effect!!!!
25	Add sidewalks! People like to walk but it is too dangerous.
26	Add bike lanes to county roads.
27	Provide bike lanes and education for drivers & bikers
28	Enforce the speed limits - too many people driving faster than posted speed
29	Make use of the rail line between Horace Williams site and main campus.
30	In urban areas, connect streets better so that traffic is distributed across a grid, not squeezed into single roads.
31	Attack the problem at the root: promote living near/in downtowns and where services are, so the need to travel by car will be reduced
32	I recommend you seek recommendations from the Department of City and Regional Planning at the University of North Carolina at Chapel Hill. Transportation issues cannot be treated separately from other planning issues. To improve road use, Orange County and its towns must adopt higher-densities, mixed-use, and transit-oriented development in their overall planning; the closer people can live to where they work and shop, then the less they'll need to drive.
33	Add bike lanes and sidewalks to reduce car travel
34	bike lanes everywhere so there is consistency for biker and cars/buses
35	Find ways to make the inconvenience associated with carpooling more appealing
36	Build pedestrian, bicycle, wheelchair accessible overpasses over major roads to facilitate non-motorized vehicle crossing of roads.
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Question 3

39	A light rail from Chapel Hill to RDU airport, from Durham to RDU airport, and from Raleigh to RDU airport would be fantastic! I'd like to bus to RTP but bus does not go to RTI International.
40	<p>2 items here: <input type="checkbox"/></p> <p>1) synchronize traffic signals for greatest flow of traffic and maintain the synchronization after power outages. When I say greatest traffic flow, that might mean for example, most traffic turns right at a particular traffic signal onto a road, then passes through 3 lights after that; however, the synchronization maybe currently geared to the less voluminous traffic already on that street (the one most of the traffic turned right onto). In addition, if the studies are known that traffic flows change different times of day or different days or even for special events, coordinate that with local authorities and change traffic signal synchronization accordingly. I am typing this survey and sending it by computer, so what I am suggesting is not rocket science when computers can monitor all this and be re-programmed as needed. <input type="checkbox"/></p> <p>2) divert traffic eastbound/that is currently heading north first on Churton St. in Hillsborough to Hwy 70 via proposed Orange Grove Rd. extension</p>
41	<p>2 items here: <input type="checkbox"/></p> <p>1) synchronize traffic signals for greatest flow of traffic and maintain the synchronization after power outages. When I say greatest traffic flow, that might mean for example, most traffic turns right at a particular traffic signal onto a road, then passes through 3 lights after that; however, the synchronization maybe currently geared to the less voluminous traffic already on that street (the one most of the traffic turned right onto). In addition, if the studies are known that traffic flows change different times of day or different days or even for special events, coordinate that with local authorities and change traffic signal synchronization accordingly. I am typing this survey and sending it by computer, so what I am suggesting is not rocket science when computers can monitor all this and be re-programmed as needed. <input type="checkbox"/></p> <p>2) divert traffic eastbound/that is currently heading north first on Churton St. in Hillsborough to Hwy 70 via proposed Orange Grove Rd. extension</p>
42	HOV lanes — or at least leave space for their introduction in the future.
43	The intersection at Erwin Road and the entrance of Springcrest is just a matter of time before someone is killed crossing that road or turning out with the speed, road development and total disregard to the speed limit on that road. People are always crossing that road at that spot also.
44	Improve connectivity. Much congestion in Chapel Hill seems to be heightened by fact that there are so few major arteries through town. The Horace Williams and Lakeshore Dr/Eastwood Lake areas are large tracts with few through-routes, forcing heavy traffic onto Estes and MLK Blvd.
45	Bike lanes might help. Especially a bike lane from Carrboro to Hillsborough.
46	<p>Road pricing <input type="checkbox"/></p> <p>I strongly support transit, but it must not be proposed as the 'solution' to congestion but rather as a viable alternative for those who want to avoid congestion and are ready to change their travel habits.</p>

Question 3

47	bike lanes
48	More sidewalks and greenways are needed in other parts of the county (besides Chapel Hill, Carrboro and Hillsborough!).
49	Make connector to Lawrence road at each end. South connect to NC86 and at the north use flyover or realign to Baldwin Road.
50	It is a mistake to think that automobile traffic congestion is a problem to be alleviated. We ought to let it get worse to encourage other forms of transportation.
51	Wide outside lanes for bicycles. Estes drive needs wide outside lanes for bicycles. Let me say that again, Estes drive needs wide outside lanes for bicycles.
52	What does "Control the access of driveways and cross streets" mean" What does it mean to "use less frequent traffic signals?" Does the latter mean fewer signals or does it mean signals that change less frequently? <input type="checkbox"/> <input type="checkbox"/> My top three all contribute to supporting better bicycle options and walking options.
53	Connect existing bike ways.
54	That we continue to pump millions of dollar into roads with miniscule resources allocated to improve the miserable biking condition in Orange County is absolutely ridiculous from the perspectives of energy conservation, safety, health. and use of tax dollars. Have any public officials looked at how Wake, Chatham and Durham Counties are doing better than Orange in this regard? Have any public officials seen how other college areas in the U.S. are doing much better and Europe is doing even much better? In 25 years someone will be looking back to see the horrible decisions now being made that are hindering the adequate development of biking to contribute to the solution of some of societies most pressing problems.
55	This doesn't provide for many options related to cycling paths/lanes. That is a real priority for me.
56	bike lanes!
57	Provide bike routes and bike lanes that connect residential and commercial/school areas safely.
58	1) better information technology - allow me to see traffic congestion and public transit timings on the same website (e.g. google maps). <input type="checkbox"/> 2) multi-purpose zoning, so one could live and shop walking dist from a work place
59	Do not do projects to re-distribute income. You are not God. Focus on providing good, accessible roads. Do not raise taxes.
60	Develop alternate routes to different locations. For example, in most cases, there is only route to certain places in Orange County.
61	More bike lanes!
62	More bike lanes would be appreciated. Orange County has an abundance of cyclists but with the upswring in automobile traffic, it is increasingly dangerous for both groups.
63	Light Rail sounds wonderful but only if it will get people from point A to point B conveniently. For the Triangle Area, light rail Plans are a BOONDOGGLE!

Question 3

64	add more bike lanes
65	Build / Develop alternative routes
66	The traffic lights need to be better timed, especially on Churton Street in Hillsborough. <input type="checkbox"/> And we need to build Elizabeth Brady road to bypass town traffic altogether. <input type="checkbox"/> Create a bike lane on Hillsborough (old 86) in Carrboro and an "alternate" traffic lane on 86 from Chapel Hill to Hillsborough for bikes, scooters, walking.
67	Stay home!
68	Reduce speed limits and discourage people from moving out to the country. If they want to live in the country/rural areas they should be prepared to spend the time necessary to get to where they are going and plan on leaving enough time to get there. No more roads, no more widening, no more cutting through the countryside
69	In the rural community, add bike lanes to get cyclists off the main roads and improve safety for everyone.
70	tax gasoline way more
71	More bike lanes
72	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbjodeq.com/]vkvnmbjodeq[/link], http://chuedguvjqmy.com/
73	Approve a Hillsborough by-pass N & S
74	I like incentives like HOV lanes.
75	Placing Orange County Offices in downtown Hillsborough was a VERY bad choice. It reduces the tax base of the city and crowds the historic district.
76	Consider closing off Churton Street to create (?) walking traffic with stores, restaurants, shops, services etc. i.e. Charlottesville, VA and Burlington. VT.
77	Build a bypass for 86 that goes down Lawrence Road
78	bypass so hiway 86 doesn't go through downtown
79	Need left turn arrows on traffic lights in downtown Hillsborough
80	fix roads "pot holes"
81	Add new bypass
82	Add bike lanes esp in rural areas
83	trains, more bus routes - esp from Hillsborough <input type="checkbox"/> Need bus route to New Hope Commons from Hillsborough
84	Widen Eno Mountain? Offer better alternative Routes around Churton St. <input type="checkbox"/> more sidewalks for safe walking around downtown. Hillsborough and immediate surrounding areas. IE no access from d.t. Hillsborough to Daniel Boone area.
85	Have traffic signals flash yellow and red off peak times. Dnot' make me stop on 15-501 at 2am.
86	Rural bicycle lanes also.
87	Encourage employers to stagger work hours.

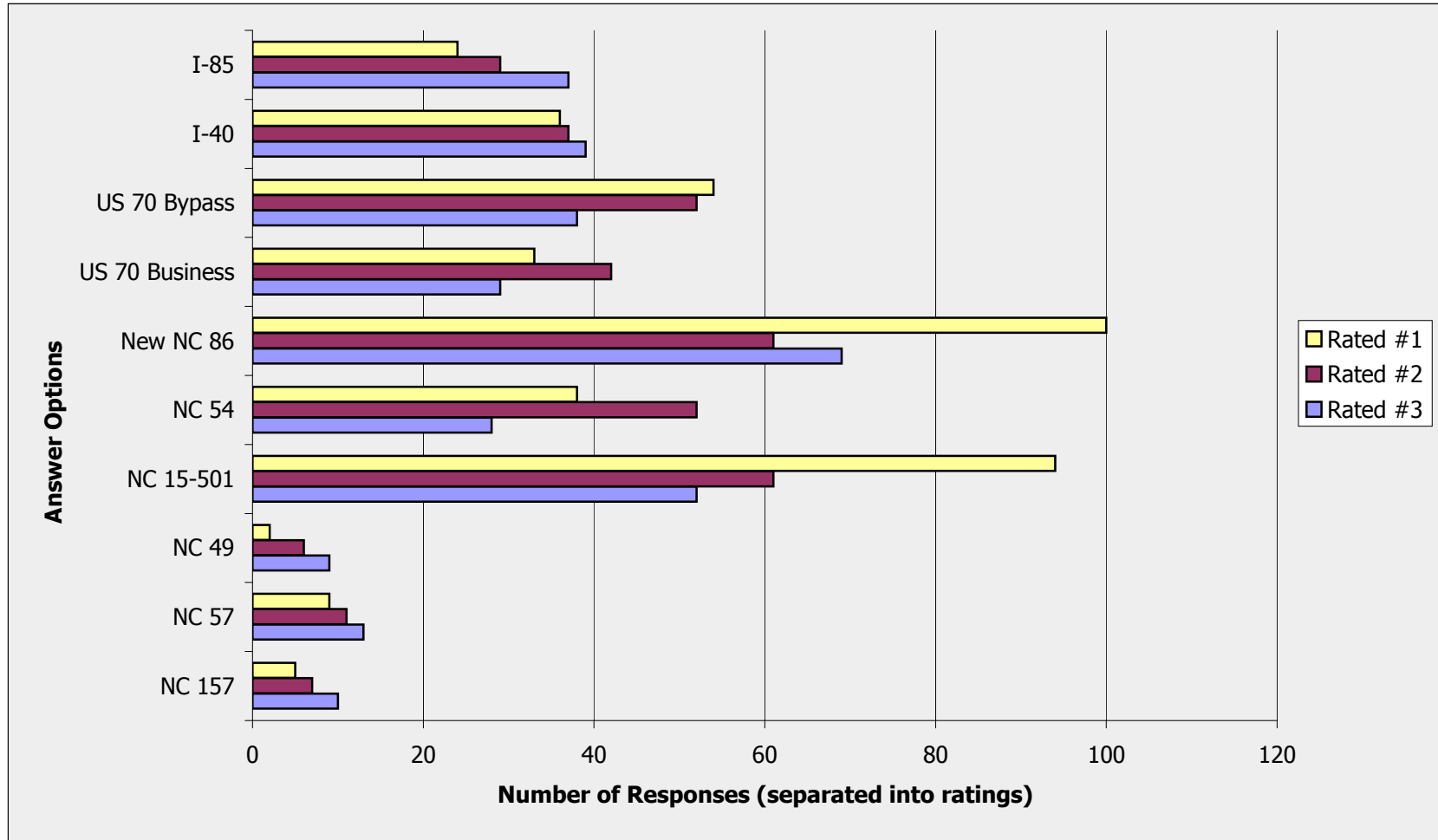
Question 3

88	bike lanes!
89	Promote telecommuting - incentivize businesses that adopt/encourage telecommuting

Question 4

On which of the following major roadways in Orange County would you like to see improvement efforts focused? (Please choose your top three. Please refer to the map below for reference.)					
Answer Options	1	2	3	Rating Average	Response Count
I-85	24	29	37	2.14	90
I-40	36	37	39	2.03	112
US 70 Bypass	54	52	38	1.89	144
US 70 Business	33	42	29	1.96	104
New NC 86	100	61	69	1.87	230
NC 54	38	52	28	1.92	118
NC 15-501	94	61	52	1.80	207
NC 49	2	6	9	2.41	17
NC 57	9	11	13	2.12	33
NC 157	5	7	10	2.23	22
Please elaborate with any specific locations, or with additional roadways you would like improved: <i>(see comments below)</i>					127
<i>answered question</i>					402
<i>skipped question</i>					89

Question 4



Question 4

Number	Please elaborate with any specific locations, or with additional roadways you would like improved:
1	I40 15-501 to New 86□ New 86 Bridge at I85
2	I'd like to see side walks and bicycle routes connecting Efland with Hillsborough and more public transportation service available in that part of the county. I am in favor of passenger train service coming through Hillsborough.
3	Reduce traffic congestion (at peak hours) for historic downtown Hillsborough. Add roundabouts at key locations, such as 1) the four-way intersection of NC 86 & US 70 Bus & Eliz Brady Rd, and 2) the four-way intersection of NC 86 & US 70 Bypass
4	Martin Luther King Jr.
5	I-40 between Chapel Hill and Cary is a MESS. It takes me about 1 1/2 hours to get to Capitol Blvd in Raleigh during rush hour traffic. Maybe having wider shoulders so wrecks can be moved to the side would help.
6	Bike lanes
7	Lawerance Rd, needs to be repaved, the new bridge is great! northern roads of the county need to be patrolled more for speeders!
8	No more road-building -- or road widening is necessary. Install roundabouts -- LIKE EUROPEAN NATIONS WITH MUCH HIGHER POPULATION DENSITIES.
9	Hwy 70 and 86 in Hillsborough is a nightmare and a total bypass is long overdue.
10	Narrow roads/2 lanes with little to no shoulders. Add wide bike lanes to promote safe commutes by bikes.
11	Old 86
12	Churton Street M-F, 7-8am and 4-6pm is very congested and getting worse.
13	Old 86
14	Hwy 86 near Hampton Pointe, Hwy 70 between 86 and I 85 near orange/durham county line, Hwy 86S into Hillsborough
15	Churton Street Hillsborough
16	OLD 86 from CARRBORO??? WHAT ABOUT IT?!?!?!? This road has a great deal of traffic and development along this road is increasing. Let's not focus of street/highway/interstate rights-of-way just from a CHAPEL HILL perspective!!!!
17	CHURTON STREET !!!!!!!
18	Hwy 70 bypass completely around Hillsborough
19	Old 86
20	bike lanes for old 86 and pleasant green rd
21	Improvements to roads around the future train station (business 70, new and old 86, etc.) that encourage walking, biking and transit use. Bikeways along roads are particularly needed between Orange County Schools in the county and population centers like Hillsborough, linking with an active Safe Routes to Schools program.

Question 4

22	Wouldn't it be lovely to have a by-pass around the downtown Hillsborough area? So much traffic through Hillsborough is just that...traffic THROUGH Hillsborough. It would be nice to maintain a quieter setting for the historic district, but as long as Churton Street remains the only way from/to 85 and 40 to access Hwys 57, 86, etc that does not seem possible. I don't know that we need so much to improve existing roadways, but provide reasonable alternative routes to eliminate congestion and traffic flow.
23	The intersection at Hwy 57 and Hwy 157 is one of the most dangerous in the county. I have responded to many traffic accidents there. That intersection needs improvement. Also, 15/501 at rush hour is horrendous, especially between Raleigh Rd and Manning Drive.
24	NC86 Bypass of Hillsborough is badly needed now, and will soon become an even bigger problem in the future
25	New 86 could be routed to Lawrence Rd and then 70 by-pass for travelers not seeking downtown Hillsborough
26	Improve timing of traffic lights on Martin Luther King Blvd. and S.Columbia St. in Chapel Hill.
27	15-501 ENTERING CHAPEL HILL FOUR LANS REDUCE TO TWO LANES.
28	Something to relieve congestion in Hillsborough
29	Hwy 86 needs a bypass around Hillsborough Badly
30	Martin Luther King Blvd...formerly called Airport in Chapel Hill is a disaster...the speed limit is too slow toward the downtown area and when it turns into 86, there are so many no pass sections if stuck behind a slow poke it is an accident waiting to happen. I think it is better to have higher speed limits and more police stationed to catch those who are speeding above a rational speed...the speed limits near the univ. are NOT rational. And the no pass areas going to Hillsborough are silly considering the high level of traffic.
31	start planning for statewide grid network at prime nc dot com
32	Old 86, from 54 in Carrboro to Hillsborough needs to be made a parkway. □ Speeds at 55. Two more traffic signals, one at Eubanks. The next at the big 4-way stop.
33	NC 62
34	Make Efland area accessible from the i-85 connector that is on the 161 exit. Improve Efland-Cedar Grove Rd. to Interstate access. Extend Mace Rd. to Lebanon Rd.
35	15-501 desperately needs a new lane added, especially right between Durham and Chapel Hill. It backs up very quickly during peak travel times such as weekends and around 4-6 P.M.
36	New Hope Church Rd is popular with bikers and needs a bike lane, old 86 also. We would like to be able to walk to school on New Hope Church Rd but it is too dangerous right now. Carrboro needs sidewalks along Estes Dr.
37	I85 between hillsborough and durham
38	Old NC 86 in Hillsborough could be less congested, near downtown.
39	New NC86 needs better turning lanes for A.L. Stanback Middle School
40	New 86 at Hampton Pointe - left turn lane onto I85 N. I40 at the Orange Durham line - additional travel lane or something for the backup going from 3 to 2 lanes. It is up hill and trucks slow down a lot or can't get going.
41	The new NC 86 bridge over I-85 would be my first priority!!
42	NC-10--needs a bike lane. So many bikers these days and it is getting dangerous for both bikers and drivers!

Question 4

43	Don't build a bypass in Hillsborough.
44	When I say improvements, I specifically mean bike lanes. Please do not add any additional vehicle travel lanes to Orange County roads.
45	Timing of lights on 15-501. I avoid this road at all costs because of the amount of traffic and poor light timing. An additional lane on Business 70. More blinking yellow turn signals on 54 and improved light timing as well as flashing red and yellows after 11p.m. at The Oaks, W. Barbee Chapel Rd, and the light just before the intersection of 54 and Fearrington Rd.
46	NC 54 needs more numerous and safer places for pedestrians to cross the street
47	I can't answer this question without knowing what "improvement" means in this context...it probably is about making more cars move faster--which I don't think is the right goal.
48	Making "better" or bigger roads is not going to solve (has never solved) traffic problems.
49	15-501 is awful!
50	better timing of lights on NC 54 to relieve traffic congestion between Chapel Hill and I40
51	I avoid 15/501 because of the traffic, plus it needs an upgrade. NC-86 is a major north-south road that could use an upgrade as well.
52	Add sidewalks, bike lanes and turn lanes.
53	Smith level needs sidewalks and bike lanes from the high school to 54.
54	NC 15-501/NC 54 from East Chapel Hill all the way to Durham (continuing on Business 15-501) and NC 54 from Chapel Hill to Durham (to Southpoint). There are many commercial businesses on both sides and very few adequate pedestrian crossings or bikelanes. A recent death (Mt Moriah intersection) was tragic and should have been avoided. There was at least one other death of a cyclist as I recall on NC 54. We need better crosswalks and/or pedestrian tunnels or bridges near the Eastgate shopping center and beyond. I've seen underdeveloped countries do a much better job at this than we have.
55	New 86: need to be able to bypass downtown Hillsborough driving n/s <input type="checkbox"/> need WDR/86 intersection made smaller, maybe a round about - ped crossing needs to be built in for those on west side of 86 <input type="checkbox"/> 86 needs bike lanes to from I40 to DTCC road <input type="checkbox"/> 86 needs mediums with plants in all of CH - it is too wide. <input type="checkbox"/> 15-501 is just a total mess. Good luck!
56	Cross walks are needed on NC 86 in Chapel Hill. The middle turn lane should be <input type="checkbox"/> converted into a grass median. Bike lanes should be added all the way to Franklin.

Question 4

<p>57</p>	<p>Orange Grove Road Extension be built asap and put aside any plans for the previous discussed Hillsborough loop. Orange Grove Road ext and other projects cost less and from what I understand will reduce major congestion without as severe an environmental impact. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>In the above choices, I believe much improved public transportation along that corridor from Durham-Chapel Hill would be a much better and less disruptive solution that more road construction. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I think it is very important to reopen the bus transportation from Hillsborough to Durham now and not wait for years to come. This time run the buses to Duke East Campus and then on down Main Street to Downtown, allowing the Duke riders to jump on the existing/longstanding inter-campus buses everyone at Duke is used to taking back and forth from Duke East to Main Campus... I reiterate, please do not wait for fancy bus stops to be built; do that later. People are happy to get things started by waiting at a posted stop even with our without benches, and to have those luxuries as</p>
<p>58</p>	<p>Orange Grove Road Extension be built asap and put aside any plans for the previous discussed Hillsborough loop. Orange Grove Road ext and other projects cost less and from what I understand will reduce major congestion without as severe an environmental impact. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>In the above choices, I believe much improved public transportation along that corridor from Durham-Chapel Hill would be a much better and less disruptive solution that more road construction. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>I think it is very important to reopen the bus transportation from Hillsborough to Durham now and not wait for years to come. This time run the buses to Duke East Campus and then on down Main Street to Downtown, allowing the Duke riders to jump on the existing/longstanding inter-campus buses everyone at Duke is used to taking back and forth from Duke East to Main Campus... I reiterate, please do not wait for fancy bus stops to be built; do that later. People are happy to get things started by waiting at a posted stop even with our without benches, and to have those luxuries as</p>
<p>59</p>	<p>alleviate traffic on Churton St.(86), downtown Hillsborough.</p>
<p>60</p>	<p>Erwin Road at the entrance of Springcrest subdivision. Very very dangerous with the speed of the travelers, the people trying to cross, including children and the people pulling out into traffic. An accident just waiting to happen.</p>
<p>61</p>	<p>Churton street from i-40 to US 70 bypass, Franklin St. in downtown Chapel Hill, Main/Weaver streets in downtown carrboro, 54 intersection with i-40</p>
<p>62</p>	<p>Expansion of UNC will bring much more commuting from No. Chatham and Hillsborough areas, so need more park and ride facilities on these routes, plus the incentives for drivers to use them.</p>
<p>63</p>	<p>Old NC 86 as well.</p>
<p>64</p>	<p>Sidewalk on at least one side of Churton Road between Hwys 85 and 40, especially with the new Waterstone Development growing between Churton Road and Hwy 86.</p>

Question 4

65	Add a bicycle lane/corridor to Erwin road. As a manager of a local bicycle shop, this is #1 request for a safe bicycle route by those who live in Chapel Hill/Carrboro and commute to Durham. Many folks want to take the next step toward a more eco-friendly lifestyle of bicycle commuting, but for those working in our neighboring county, there are no safe options other than driving.
66	Connect 86 to St. mary's Rd. via Elizabeth Brady Rd.
67	Old 86
68	We are retired and live 12 miles out from Hillsborough on Hwy 86 N. We think Hillsborough is a total bottle-neck and avoid it as much as possible. Thus a bypass around it would be wonderful! We get our library books from Chapel Hill, do our banking in Durham, and most shopping at either Wal-Mart on the other side of the bottle-neck, or Kroger. We would love to have easy access to biking and walking trails but only if safe for us to get there and use them. I'm not at all sure that public transportation would help us as so few folks live out this way. NC 86 has WAY to much traffic but only making it into I-86 would do much good (joking!).
69	Add lane on I-40 west of exit 270.
70	1. The merge from three lanes down to two on I-40 westbound right after the 15-501 exit is very dangerous as many drivers go as far and fast as they can in the left-most merging lane, and there are many serious accidents that occur there, as well as traffic slowdowns. The fact that this merge is right after the 15-501 merge from the right exacerbates the problem. Widening I-40 to three lanes up until after the 86 merge would help this area a great deal as many cars exit on 86, decreasing the total traffic flow on I-40 westbound after that point.□ 2. Extending bike lanes from existing bike lanes in Carrboro (Greensboro St/Hillsborough Rd) to Calvander on SR1009 would be VERY useful as this section of rural road is heavily used by bicyclists, and the existing single traffic lane is very narrow and has a minimal shoulder. Adding a bike lane on this stretch would increase safety in this area so that drivers don't have to pull into oncoming traffic to pass cyclists, or pile up behind cyclists, waiting for a chance to pass.
71	N 86 bridge over 85 needs widening, (North bound 86) cars turning left onto 85 at new light cause north bound cars 86 back up cars to Wall Mart. Three lane minimum rec for bridge over 86.□ □ Eminenate domain part of Joppa Mobile Park to connect to Lawerence Road. Hills borough bypass for 30% of N Bound 86 cars!!
72	Except to address urgent safety concerns, there should be no "improvements" to streets and roads at all.
73	Estes drive in Carrboro/Chapel Hill needs wide outside lanes for bicycles.
74	Jones Ferry Road: Wider shoulders for safer biking.□ Old Greensboro Highway: Wider shoulders for safer biking.
75	Estes in Chapel Hill Carrboro should have the bike lanes finished into Carrboro.
76	New 86 needs bikelanes
77	All of the above with respect to enhancing bicycle use. Bicycling across the bypass from 15-501 and up Columbia Street (from neighborhoods like Southern Village) toward campus and Town is so dangerous that many potential bikers and walkers choose cars for transportation.

Question 4

78	Intersection of Scottswood Blvd. and 70 Business needs a light. Terrible congestion in a.m. and p.m. rush hours, complicated by shopping center traffic.
79	Widen Dairyland Road, old Hwy. 86 and current Hwy. 86.
80	Old NC 10; Churton Street
81	<p>1) US-70 through Hillsborough is dangerous east of St. Mary's. Too many people are attempting to pass in "No-Passing" Zones. "No passing triangles" need to be posted on the opposite side of the road from the "No Passing Allowed" Rectangles. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>2) Better enforcement is needed along I-40 and I-85. A "70-Max" campaign would be beneficial (The maximum state posted speed limit.) And no negotiation below 70 mph by the attorneys. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>3) Complete the signal upgrades on 86 into downtown Hillsborough. Figure out a better signal timing by the Weaver Street Market Area (US-70 East, Exchange Street, the street in front of Weaver Street.) Also Improve the intersection at Churton (NC86) and Margaret - A left turn arrow from Margaret onto Churton would be beneficial - if only in the morning. The no right on red for the eastbound traffic on Margaret sharply reduces the allowable time to turn for those heading westbound and attempting to turn - either north or south on Churton. I have sat through 3 full changes in order to make a left turn - sometimes only one car ahead of me is able to turn left per cycle at this intersection. <input type="checkbox"/></p>
82	more ways to get across 40 so I could bike to work
83	Add turn lanes to US 70 bypass
84	Number one: Extension of new NC 86 straight through US 70 business into US 70 bypass/St. Mary's (NC 86 corridor with an eastern bypass of Hillsborough
85	<p>15-501 through chapel hill is a bottle neck with lights that seem unsynchronized. I-40 at 15-501 heading west is awful as the lanes go to 2. Please add lanes there. <input type="checkbox"/></p> <p>70 bypass is becoming heavily congested. In the future that road needs widening.</p>
86	Being able to go around town, instead of through it to get North and South would elevate traffic congestion with in the town center. A better access onto I85 at the Walmart exit would again elevate congestion. Linking the Elizabeth Brady Rd to US 70 would allow for an alternative route and maximize access to the surrounding areas of Hillsborough.
87	St. Mary's Road between 70 and downtown Hillsborough needs to be more pedestrian/bike friendly - would like to see a sidewalk or a designated bike lane
88	Bypass 86 out of downtown Hillsborough - the main road shouldn't go through town. It doesn't bring extra business, just causes traffic
89	North Churton Street

Question 4

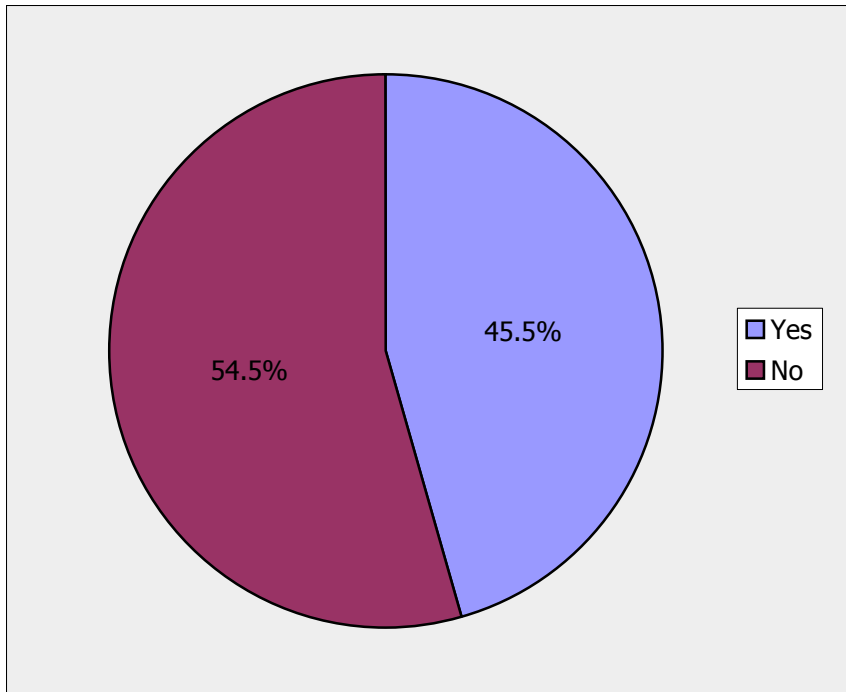
90	The long-delayed "Elizabeth Brady" road should be build to alleviate the congestion in downtown Hillsborough. It's hysterical that this project is being blocked by the same people that want to eliminate drive-in windows at fast food restaurants because idling vehicle cause pollution. It often takes more than 12 minutes to travel the mile or two between I-85 and US 70! How much pollution is being caused by that? <input type="checkbox"/> NC 54 between Meadowmont and I-40 needs widening!
91	15-501 needs to be a more functional highway without as many lights, and have exits instead, and the whole turn around area in chapel hill past lowes is ridiculous
92	Bike lanes added
93	Old 86. Especially with respect to bicycle facilities. It could be a majore cycle commuting route with some improvements.
94	Road through the center of Hillsborough should be diverted
95	Erwin Road, Weaver Dairy Road, (see below)
96	Dairyland between Old 86 and OrangeGrove road, Orange Grove road between Rte 54 and Old 86 in hillsborough, NC Old 86 between Homestead and I-85
97	I-40 between 15-501 and I-85: need an additional lane <input type="checkbox"/> 15-501: need better coordination of traffic signals through Chapel Hill <input type="checkbox"/> 70 business: need alternative routes from South Hillsborough to North Hillsborough - Churton getting real congested during rush hour traffic
98	I'd personally love to see New NC 86 extended north where it meets Business 70 so that it connects to Bypass 70 on the eastern side of Hillsborough. This would ease traffic through town and provide opportunity for more business expansion on the south east and east side of town
99	1- Traffic light needed out for intersection of Scottswood and US 70 Bypass. This is the area by the Food Lion shopping center. Many accidents have occurred. <input type="checkbox"/> <input type="checkbox"/> 2-Improvement on Old NC 86 / Churton Street going through town of Hillsborough and connecting Hillsborough to Chapel Hill. <input type="checkbox"/> 3-State Rd 1709 from US 70 Bypass to Old State Hwy 10.
100	The two intersections in Carrboro by Weaver St Market. For such a small town, the traffic there is a disgrace. <input type="checkbox"/> <input type="checkbox"/> Why not put a roundabout in opposite the Station/Armadillo Grill?
101	The new bridge on Lawrence Rd (Eno Twp.) is wonderful, but is certainly shows off how badly the rest of the road needs to be resurfaced between St. Mary's and 70 bypass.
102	Wider lane/shoulder for bicycles.
103	bike path along 15-501;
104	Pleasant Green : 70 intersection
105	Widen both NC 70 and 86 and create suffcient shoulders on both roads.

Question 4

106	I think our roads are fine - some are overimproved. I realize that we need to fix traffic tieups through Hillsborough on Churton Street - but I object to extending Elizabeth Brady way through Ayr Mount
107	Specifically, add bike transportation corridor along NC 54 and 15 - 501.
108	1) Intersection at Ephesus and Fordham is dangerous, un-walkable, and avoided by motorists who cut through neighborhoods and shopping centers. <input type="checkbox"/> <input type="checkbox"/> 2) Re-route RTP traffic from northern Chatham away from the 15-501-54 corridor. Build new access from 15-501 (south of Chapel Hill) to I-40 just north of Jordan Lake.
109	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbodeq.com/]vkvnmbodeq[/link], http://chuedguvjqmy.com/
110	I think our roads are great. Adding lanes just increases speed.
111	Lawrence Road - put stop sign by Palmer's Grove Ch Rd to slow down cars
112	86 North - better side shoulders and rails where needed
113	I-85 and New 86 - Bridge at intersection with New 86. Not really I-85, but state DOT?? Also 86 @ Biz 70
114	Build 86/70 bypass but use Lawrence Road and build new bridge over 85
115	na - I don't drive enough on any of these roads
116	Churton Street from Gateway (McDonalds) in Hillsborough thru town to Hwy 70 <input type="checkbox"/> Need more left hand turn LIGHTS
117	Estes!!
118	Downtown Hillsborough - too congested during busy hours
119	Hwy 70 - more turning lanes <input type="checkbox"/> I-40 widen from I-85 Hillsborough to 15-501 exit <input type="checkbox"/> I-85 widen from Hillsborough to 15-501 Durham
120	Estes Drive EXTENSION needs more turning lanes but more importantly needs some kind of sidewalk - Estes Drive has a sidewalk, why not the extension?
121	I feel the roadways are in good condition.
122	The trees should be trimmed in some places, pulling out its hard to see in some locations.
123	St Marys Rd, New Sharon Church need bike lanes please!!!
124	70 Bus and new 86 - alternative road out of town from Hills-Chapel Hill - better traffic pattern. tends to get backed up around the Churton St-7A traffic light.
125	No improvement needed. Stop high density house/apt complex building.
126	Old 86 1
127	The intersection of Hwy 57 & 86N

Question 5

When traveling to your area, do you find that you often must go out of your way to reach your destination, because the most direct route is too congested?		
Answer Options	Response Percent	Response Count
Yes	45.5%	215
No	54.5%	258
If yes, please provide examples of congested routes, including road names, starting area, and destination: <i>(see comments below)</i>		197
<i>answered question</i>		473
<i>skipped question</i>		18



Question 5

Number	If yes, please provide examples of congested routes, including road names, starting area, and destination:
1	I40 from 15-501 to New Hope
2	Getting through downtown from 70
3	I take Efland Cedar Grove Rd instead of Rt 86 when I travel north of Hillsborough to Caswell County and further. Expecially peak hours of school bus traffic and also to avoid Hillsborough congestion.
4	north of Hillsborough starting at the Coleman Loop
5	I always try to avoid US 15-501 between Durham and Chapel Hill-- especially between South Square and Franklin Street turn off
6	I have followed traffic from upper Orange county - THROUGH - Hillsborough on 86, to I-40 and the all the way to RTP many - many times. It astounds me that folks coming to RTP from the upper reaches would NOT take US70 East, through Durham Freeway (147) directly to the Park. It's shorted and faster, and smarter. Oh, sorry, just answered my question....
7	15-501, 54
8	I-40 from Chapel Hill until Wade Ave exit during rush hour.
9	I avoid traveling on Churton St. in the morning or at the end of the day.
10	Going through Hillsborough on Chrton.
11	town of Hillsborough, go to st mary's just to go to couny offices.
12	Downtown Hillsborough. Tractor trailers still go through downtown even though they are prohibited.
13	Accident on I-40 causing a backup.
14	hwy 40,15-501 and down town hillsborough
15	Only sometimes and usually when it is high traffic times anyway like right after work.
16	I live on Sawmill Road in Cedar Grove and try my best to avoid Downtown Hillsborough.
17	Getting from Carrboro to Durham takes me a long time. I tend to go Estes-Franklin-15-501, but the left turn from Estes to Franklin can take forever. It also takes a long time to go North on MLK Blvd., so the Weaver Dairy-to-Erwin shortcut isn't any better.
18	Margaret and Churton in Hillsborough <input type="checkbox"/> Most intersections in Carborro
19	I take Hwy 751 instead of Hwy 55 due to congestion.
20	rt 86 south churton st
21	Churton Street in Hillsborough.
22	Churton Street. Also the intersection of 57/86 heading south in the morning is bad.
23	East Franklin Street from 15-501 south into Chapel Hill downtown. <input type="checkbox"/> Downtown Carrboro - Weaver Street/Greensboro Street intersection
24	15-501 between Durham and Chapel Hill

Question 5

25	CHURTON STREET GOING INTO OR OUT OF TOWN. THERE IS NO BYPASS TO AVOID IT IF YOU HAVE TO TRAVEL THAT WAY TO AND FROM WORK. EVEN 86 COMING INTO TOWN FROM HWY 57 AREA.
26	I-40 towards Raleigh. Especially on UNC holidays. It is always so backed up that I have to go out of my way on 64 just to get home.
27	Going from Northern Orange County to Southern Orange County through Hillsborough. Hillsborough is too congested so we use Lawrence road to by pass town.
28	Going South on Highway 86. Intersection of 86/57 & 86/70 too congested.
29	On 86N into Hillsborough at the Hampton Pointe area, Hwy 70W into Hillsborough, 70Business into Hillsborough near Eurosport where 70 intersects with Churton St.
30	Control the traffic flow on Churton Street. Also, add a left turn signal to the light located at Weaver Street Market for north bound traffic.
31	Downtown Hillsborough traffic on Churton Street is horrible !!!!!!! I often have to go St. Mary's Road and then deal w/school traffic!!!!
32	Especially on Friday afternoons when you are getting onto I-40 going west traffic is very congested around 5-5:30 pm & will move at a snail's pace until after you pass the New Hope Church Rd. exit & then the flow becomes normal. Also in the morning it is challenging to turn onto old 86(going north) at the spot where it intersects with Lafayette Dr.
33	Going South on Highway 86. Intersection of 86/57 & 86/70 too congested.
34	Travel from southeast Orange County to Hillsborough via 15-501 to Old 86 rather than through Chapel Hill on Columbia St/MLK/New 86.
35	Old Fayetteville @ 54
36	Heading North through Hillsborough around 3p.m. - school's out (Churton St/86)☐ Heading North through Hillsborough around 5:30p.m - work traffic (Churton St/86)☐ I-40 from Raleigh to Greensboro and vice versa
37	15/501 - from chapel hill to durham☐ Downtown Hillsborough- intersection of Churton St and 70Bypass☐ Downtown Hillsborough - intersection of Margaret Lane and South Churton St.
38	15-501 can be congested at times.
39	Main Street and Weaver Street in Carrboro are often crowded.
40	I avoid Hwy 85 to downtown Hillsborough via Churton Street. I use 70 and then the lesser side streets to reach downtown Hillsborough. This causes me to bypass many of the local businesses on Churton Street...during the week anyway.
41	Carrboro to I-40/Raleigh via 54 or downtown.
42	where estes meets greensboro street
43	Churton Street Hillsborough From McDonalds to US 70
44	Churtan street through town

Question 5

45	15-501 at I40 near new hope shopping center and beyond
46	15-501, Fordham Blvd, 54 East, UNC Campus, Churton Street!, eastgate area
47	I avoid 15-501 and do not travel on ML King road during rush hour. I use smaller roads to get nearly everywhere.
48	Churton St thru Hillsborough, commuting to/from Chapel Hill from north east side of Hillsborough
49	Churton street
50	Downtown Hillsborough
51	Do not go through town because it is too difficult to make a left hand turn onto King Street from Churton. Need to install left hand turn lanes downtown Hillsborough.
52	Starting area near UNC Hospitals from Mason Farm Road to S. Columbia St. to Franklin Street in Chapel Hill.
53	86 through hillsborough
54	I avoid 40 during rush hour. First of all, there are too many cars to maneuver and speed demons to try to avoid. Yet on the other hand, when there is an accident, it takes forever to unclogged the traffic. Can't wrecked cars be moved a little faster? Also when a policeman pulls over a car, do they have to block traffic? Why not pull off to the nearest driveway or exit? Rubberneckers are going to cause far more fatalities unless something is done to fix it. 85 is very confusing...and the worst is when there is road construction for every one person working five Mexicans are standing around talking. I've thought of shooting a documentary film of all the construction sites over the course of a year and bring it back and show you guys...why do you hire ILLEGAL aliens? And why do you allow so many workers to be standing idolly by yet take MONTHS to finish a basic road construction project?
55	M.L.King BV.
56	15/501 business nearing Manning drive and heading towards 54 becomes incredibly backed up due to traffic from around 4:30pm to 6:15pm. I go a different route that takes me as long but just doesn't have to be stop and go so often since it is hard on the car.
57	Downtown Hillsborough (Churton St) in morning and afternoon, sit through a number of lights to get out of town to access I-85 or I-40. <input type="checkbox"/> <input type="checkbox"/> I may exit I-40 on Hwy 70 and go to Tryon St. without all the downtown traffic.
58	15-501, south churton over the river
59	Congestion in Chapel Hill is short-term. <input type="checkbox"/> Estes Drive needs to be four lane, from Fordham to Hillsborough in Carrboro. <input type="checkbox"/> Safety for school children, students, bikers and pedestrians will be assured.
60	Downtown Hillsborough.
61	Churton Street, staring at I85 to Hwy 70
62	Avoid Efland U.S. 70 during rush hours
63	see above
64	churton st north to south, south to north in Hillsborough
65	Qhwn compared to most other eastern states, our traffic congestion is a minor problem.

Question 5

66	Churton St. in downtown Hillsborough
67	MLK Blvd-New 86 from the intersection of 15-501 and 54 bypass in southern Chapel Hill to I-40 north of Chapel Hill
68	Estes Drive Extension. (Especially hard to make a left turn into Estes during rush hour.)
69	Through downtown Hillsborough - Churton St.
70	Almost entirely in Chapel Hill or Carrboro. Estes Extension at N. Greensboro, anything near campus, etc.
71	15-501 bypass between 54 East and Manning Drive
72	I often travel from Chapel Hill to Durham and avoid 15-501 at all costs because of the congestion and poor light timing. Additionally the entrance ramp onto I-40 east from 54 is very poorly designed and always leads to a back-up on the ramp making for slow highway entry. This is true for nearly 12 hours a day. Also I-40W should be widened from two to three lanes between the 15-501 and New 86 exits. There is always bad traffic congestion there at the end of the work day 2:30-7.
73	54 East of Chapel Hill from campus to Durham 15-501 Chapel Hill to Durham - I take Erwin Rd. instead
74	There are many but in particular in Chapel Hill I find E. Franklin St to be congested and I must use small cut throughs to access certain sections of the road or risk sitting in long lines at lights to get through the eastgate/university mall area.
75	The way between my home (downtown Carrboro) and work (downtown Chapel Hill) is quite congested at rush hour -- for cars. So I walk or take the bus. As it should be. So I do not find this congestion to be a problem.
76	Smith Level Road from Damascus Church to hwy 54 is horrible, congested and dangerous. We need to have an option for pedestrians in this area. Smith Level Rd from Damascus Church to 15-501 is a race track - there should be wider shoulders to allow for walking/biking on this road - especially with the new high school and the new park so close.
77	south columbia street from UNC hospital through Rosemary St. is TERRIBLE
78	15/501 between Chapel Hill and Durham is frequently congested. The side routes of Legion Road and Durham-Chapel Hill Road are becoming more congested and dangerous as people discover these "shortcuts".
79	NC 54 near UNC hospital. The Light rail would solve my problem.
80	15/501 between Durham and UNC's campus.
81	NC54 between campus at I-40 is increasingly congested due to the addition of new stoplights and development along the way. I sometimes detour onto Stagecoach Road to avoid the 20 minute delays.
82	I use rural roads to go to Duke because of traffic north and south of chapel hill.
83	I live near intersection of Business 70 and Bypass 70, and work in Raleigh. I use I-40 north of the Hillsborough exit at exit 160, use 85/70 connector to 70 heading east into town to go around traffic on Churton Street through Hillsborough.
84	Sometimes instead of traveling 15-501 to Durham from Chapel Hill, I take NC 54 then 751.
85	avoid 15-501 and go Sage, Erwin, WDR instead.
86	15-501 bypass and I 40.
87	15-501 bypass and I 40.
88	15-501 bypass and I 40.

Question 5

89	getting to nc-54 from south chapel hill: <input type="checkbox"/> get stuck on 15-501 going north-stop and go around manning drive
90	I go through UNC campus to avoid Hwy 54 during rush hour.
91	I have lived here too long; it is automatic to know where to go when. Sorry can't help with that one.
92	I have lived here too long; it is automatic to know where to go when. Sorry can't help with that one.
93	15 501 toward pittsboro at rush house times takes way to long to cross town. Through Hillsborough, congestion is long and serious.
94	I avoid going downtown from east of town because the congestion on Churton St. Mostly this is from 4pm - 6:30pm weekdays.
95	Congested routes include Estes Ext. at N Greensboro Rd; Estes at MLK; Estes at E Franklin.
96	Downtown Hillsborough from Mayo to 70 during the evenings and mornings.
97	Transit companies handle detours for those of us who use the bus.
98	15-501 to/from Chapel Hill is always very congested
99	15-501 between Ephesus Drive and Manning Drive. 54 from intersection with 15-501 (near Glen Lennox shopping center) to the stoplight after I-40 (at Exit 273).
100	Churton St. in Hillsborough between I-85 and 70 By-Pass
101	All of Hillsborough at most any time!!! NC Highway 86 North at most times. Destinations => Durham, Chapel Hill, Wal-Mart on NC 86 South, and any place else we go as we live at 8100 NC 86 North.
102	54 rush hours
103	nc 86 through hillsborough
104	South Columbia Street heading northbound in the morning
105	Churton St in Hillsborough is worth avoiding just about any time between 8 am and 7 pm.
106	The I-40 westbound merge from three lanes down to two after the 15-501 exit is a bad point during the afternoon commute, and I take the Durham Freeway and I-85 on my commute home from RTP to Efland to avoid I-40 in the afternoons.
107	-accessing Greenwood (to go home) from Raleigh Road due to heavy speeding traffic on Raleigh Road <input type="checkbox"/> -15-501 (direction Durham from Chapel Hill) through Sage Road is difficult to feed in or change lanes (from my home to Durham) <input type="checkbox"/> -15/501-54 By Pass direction Chapel Hill to Carrboro and vice versa from 5-6PM is extremely congested
108	Cole Mill Road (Hillsborough to St. Mary's), Guess Road (85-North on 157), Erwin Road (15/501)
109	Estes bike lanes are not maintained and is not connected into Carrboro. During rush hours it is extremely hazardous for cycling.
110	Cedar Grove area on New NC 86 through downtown Hillsborough to I-40 or 85. Takes a long time to go through downtown!!
111	East Franklin
112	Travel north of CH and Durham to reach Duke because 15-501 is too crowded

Question 5

113	Going from South Durham to Carrboro, 54 turning onto 15-501. Anytime around evening rush hour.
114	going home from durham via old nc 10, new hope, old 86 instead of 15-501 and 54
115	But everything would be less congested if attention and resources were directed toward bicycles use.
116	15-501 between Durham and Chapel Hill
117	We live in Churton Grove. To get to I-40/85, Chapel Hill, Carrboro, we go around via Lawrence Rd. It is very hard to get thru downtown Hills. in the am and pm rush hour, and when schools get out.
118	intersection of 70 busines/bypass/Palmer's Grove is very dangerous and inefficient
119	Churton Street from I-85 to 70
120	<p>I drop my daughter off at Cameron Park school when she misses her bus. Sometimes we park by the Vistor's Center and walk up St. Mary's. When I leave to head to work in Durham I head back out St. Mary's to get to I-85, when it would be easier to go through downtown and either take US-70A to get to 85 - the light at Margaret is a bear. The Light at US-70A is a bear. and between those two bears is the light at "Exchange St."□</p> <p>□</p> <p>The traffic on Churton/NC86 for "Fourth Friday's" is crazy. Traffic on any given Friday on Churton is ridiculous. I will often exit at exit 165 to avoid the traffic at exit 164. I will even exit 170 and drive in the whole distance to avoid the traffic at Churton/US-70A. Roundabouts would be difficult to install - due to space constraints - It may be feasible at US-70A and Churton</p>
121	15-501 between CH and durham is very crowded, and at night the lights are timed poorly. I take the Roberson scholars bus when possible, but if I drive I usually take smaller local roads (Erwin).
122	70 bypass
123	thru downtown hillsborough and 86
124	<p>Rt 40 West between exit 270 and 266.□</p> <p>□</p> <p>Also getting off 40 East, exit 273</p>
125	downtown hillsborough - only one lane in and out and the lights are terrible
126	70 bypass
127	Having to go from I 40 to the north side of town 70 Bypass, without going through town adds an additional two miles on my route travelling to and from any outlying areas South/Southeast of Hillsborough including, shopping areas, RTP and Durham.
128	Churton Street beginning at Business 70 heading into downtown Hillsborough, destination Churton Grove Boulevard
129	I avoid going through Churton Street in downtown Hillsborough, as it is way too congested. There needs to be an alternative way for traffic who is headed north/south on 86 to bypass downtown.
130	St. Mary's right outside the school
131	86 through Hillsborough, 70 has also become very congested between 85 and 86
132	Churton Street in Hillsborough. I live north of town and must travel through town for work and shopping. I will often take Lawrence Rd to NC 86 as an alternate.

Question 5

133	through downtown hillsborough, and to get to 57 from 70, so people cut through speeding on north scottswood
134	However, the most direct way is not very direct (70 Bypass to 85). I think there could be an on-ramp to 85 off Lawrence Road.
135	Although US 15-501 is a pain.
136	I live in Hillsborough and find the traffic manageable there. I find Chapel Hill to be very congested.
137	Chapel Hill to Danville. There is a bypass for Yanceyville but not for Hillsborough, which is much bigger.
138	I drive Churton Grove to RTP and avoid US70 (which is the most direct route) during commute times b/c of traffic congestion.
139	From NE Hillsborough (Churton Grove neighborhood at 70/St. Mary's), getting to New NC 86 to go south (to Walmart, Home Depot, Chapel Hill,...etc) is difficult. One route requires going through downtown Hillsborough, which is congested and has many stop signs. The other route requires going all the way east to Lawrence road. It would be great to extend Elizabeth Brady Rd up to 70/St. Mary's to avoid these problems.
140	15/501 from Chapel Hill to Durham. Currently often use Whitfield Road to Erwin road as an alternative. This is also becoming congested. Several additional turn lanes would help. Improved Erwin road and Old Durham/Chapel Hill Road (connecting to University in Durham) would help improve the flow of traffic between Durham and Chapel Hill.
141	Rte 54 from Orange Grove east bound to Carrboro. This road is marked at 55mph. Cars and trucks are routinely going 70 mph
142	I-40 between 15-501 and I-85: <input type="checkbox"/> 15-501 through Chapel Hill <input type="checkbox"/> 70 business: South Hillsborough to North Hillsborough <input type="checkbox"/> I avoid all these areas during rush hour traffic
143	Even if there is congestion, there is no other road to take to reach my destination.
144	15-501 is a mess most of the time, and a real pain going to Southern Village in the evening.
145	I-40 at Davis Drive going west through to 15-501 interchange
146	in town of Hillsborough, Churton St / Hwy 86 is too congested during the morning and afternoon rush hours. I end up taking US 70 Bypass to State Road 1709 to Old Hwy 10 to Hwy 86 to I-85 to Hillsborough exit. While its much longer in distance, its faster then going through Hillsborough. <input type="checkbox"/> 2- Taking US Hwy 70 Bypass from Hwy 86 in Hillsborough to I-85 N in Eno township during morning rush hours 7:00 AM to 8:30 AM. and going the reverse way during the afternoon rush hours. I end up taking US 70 Bypass to State Road 1709 to Old Hwy 10 to Hwy 86 to I-85 N going towards Durham.
147	Going through downtown Hillsborough any time of day.
148	Hwy 86 and downtown Hillsborough
149	Coming west from the I-40 towards Carrboro, have to go through campus on the old 54, because the 54 bypass is often jammed.
150	15-501 to Chapel Hill. I take the back roads ie. Erwin Rd, Kerley, etc. to get to Chapel Hill
151	I try to avoid crowded roads with no shoulder/narrow lanes.

Question 5

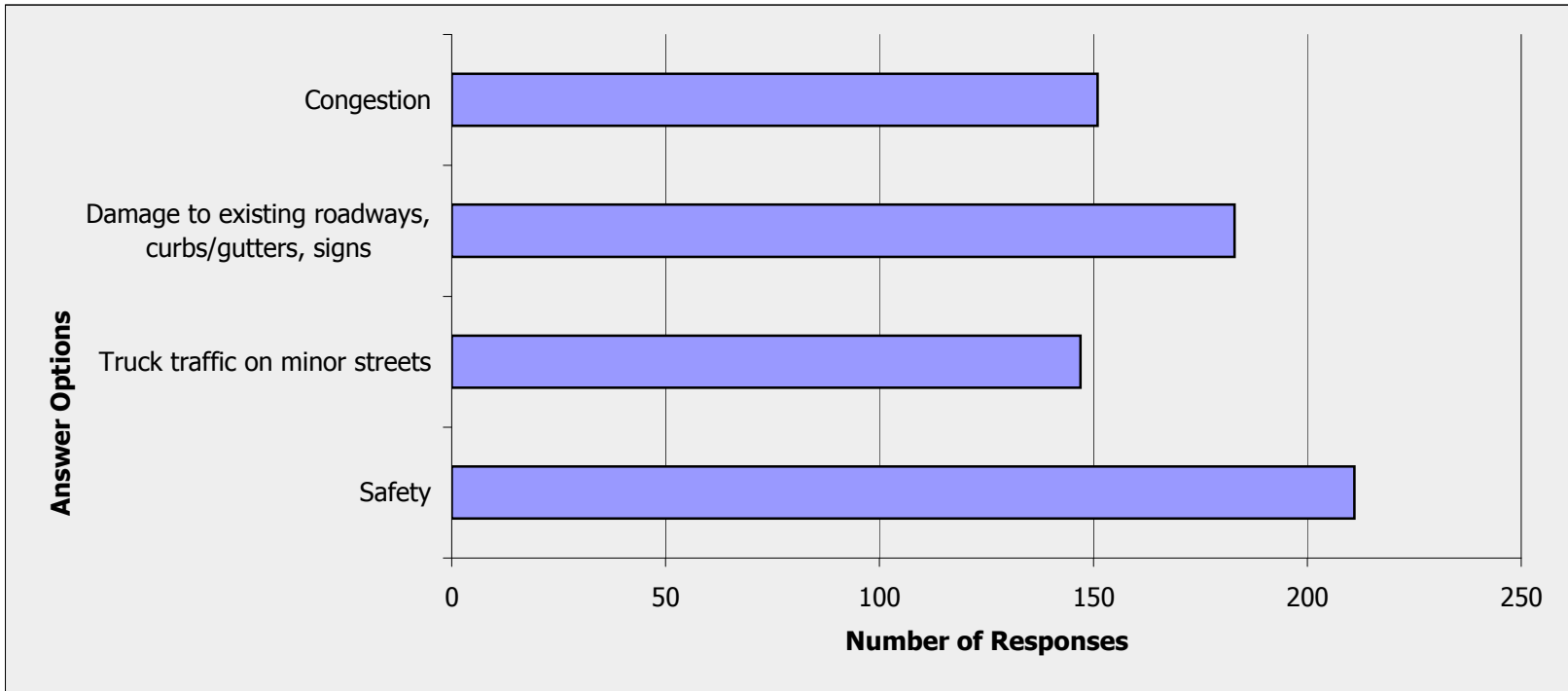
152	When going to Carrboro from the other side of Chapel Hill (around 54), its congested on 15-501 around the university/hospital and so I often take Estes as a route around, although I'm not sure it is actually any shorter in length of time due to traffic lights and it being a narrower road. But it usually flows more.
153	only when there is a major sports event
154	Main St in Carrboro coming from Chapel Hill, Hwy 54/15-501 from Carrboro towards Durham.
155	Churton Grove to Chapel Hill
156	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnbojodeq.com/]vkvnbojodeq[/link], http://chuedguvjqmy.com/
157	Downtown Capel Hill
158	Churton Street
159	Hwy 86N and 70 E/W Intersection - Hwy 57 and 86N
160	I-40. I-85. From Hillsborough to Durham or Chapel Hill.□ -Any time through downtown Hillsborough.
161	70 - 4pm-6pm
162	86. the encouragement of development in Hillsborough and lack of alternative routes has created problems
163	getting to 86 North through town @ rush hour - I divert to Eno-Nash-70-86□ Churton St at rush hour, especially south to North is the worst jam in town
164	Going Countain Rd b/c of intown traffic
165	New 86 and old 86 into Hillsborough
166	I avoid going through downtown unless I have business there. I live on West Hill Ave. and go over Eno Mountain to get to 70A or New 86 (as well as I-85)
167	40 to 85 on Churton Streen (old 86) and through town heading North.□ UNC Hospitals (Columbia St, Airport to 40) campus is horrible. need larger NS route during peak times.
168	Hwy 86 / Churton Street going North and South
169	but timing to miss school buses is important on 86N
170	15/501
171	Estes
172	Weaver Dairy Road - Chapel Hill - School bus lane would help
173	Hwy 86 intersect w/ Hwy 70
174	Church Street is terrible in the evening from Daniel Boone to 86N
175	The corner of Buckhorn and US 70 W - especially during rush hour times.
176	I-85, I-40, Efland Cedar Grove
177	downtown Hillsborough is always backed up!
178	15-501/54 thru Chapel Hill
179	Main St. to Marthin Luther King Dr.

Question 5

180	downtown Hillsborough 86/Churton
181	Estes Drive ext. because of people and bikes
182	Churton Street by Weaver St. Mkt. to Highway 86 North
183	Estate and Franklin Street
184	Previous answer, for biking safety
185	Sometimes I-40 is very congested at 5pm. Also 15-501 between Durham
186	avoid downtown Carrboro <input type="checkbox"/> avoid I-40 to Raleigh
187	I-40 through RTP/Cary is crazy busy
188	West on I-40 on Friday. Have to exit on 15-501 instead of NC-86
189	15/501 from Chapel Hill to Durham
190	Using Lawrence/New Sharon Church Rd. to go around/avoid Churton St. to get to Walmart shopping center from Hwy 57
191	86 and 85 intersection
192	Smith Level Road
193	St. Mary's Rd in front of Cameron Park School is backed up when parents are picking up their children.
194	occasionally
195	- Franchise ROW going into Hillsborough from Chapel Hill on Old 86/Churton St. <input type="checkbox"/> - Estes Dr.
196	I avoid downtown Hillsborough - especially during rush hour. Buckhorn Rd. exit is to be avoided during weekend flea market. Also exiting on & off Buckhorn Rd. is often a scary experience due to truck weigh stations.
197	15-501 between Chapel Hill and Durham is a nightmare much of the time.

Question 6

What problems with truck traffic affect your frequently traveled areas? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Congestion	38.6%	151
Damage to existing roadways, curbs/gutters, signs	46.8%	183
Truck traffic on minor streets	37.6%	147
Safety	54.0%	211
Please provide road names or locations: <i>(see comments below)</i>		182
answered question		391
skipped question		100



Question 6

Number	Please provide road names or locations:
1	I40W 15-501 to New 86
2	On Rt 86N of Hillsborough, sometimes 2-4 tractor trailers convoy. And county leadership is blind to this as they ignore, for the most part, North Orange County's real problems. It seems the last time they truly looked at N. Orange County was back in the 80s.
3	86 particularly at the intersection of 70 from the east , at the entrance to 2 service stations on the N side of the junction and then N to Coleman Loop.
4	40 & 85
5	I don't normally observe problems with truck traffic
6	Highway 70 Bypass
7	Hwy 70
8	Hwy 57 <input type="checkbox"/> I-40 <input type="checkbox"/> I-85
9	85, 40
10	New Hope Church Road - many large trucks speeding toward old 86.
11	70 behind st. marys is so noisy with trucks that our windows rattle---we certainly don't want more lanes.
12	All of them. Trucks are dangerous and frequently driven dangerously -- especially later at night when convoys are assembled to block smaller vehicles.
13	Rosemary St.
14	The truck traffic to and from Virginia on Hwy 86 is very scary and two lanes is not adequate for the volume and speed.
15	Interstates, New 86 through Hillsborough/chapel hill,
16	Franklin St. and Rosemary St. in Chapel Hill/Carrboro.
17	I 40 and I 85.
18	Weaver Street/Greensboro Street
19	Old Hwy 86, Hwy I-85, Hwy I-40
20	TRUCKS THAT HAVE TO LOAD OR UNLOAD AND THEY HAVE TO STOP ON KING STREET AND TRAFFIC HAS TO GO AROUND.
21	Hwy 70 west to Mebane
22	I-85
23	Truck traffic on W. Corbin St in Hillsborough. I think the GPS units are telling them to come 70E to Hillsborough, turn onto Revere Rd, onto W. Corbin. Its listed as 70 Business. The trucks should access 86S from US70 and not come down Revere to W. Corbin to get to Churton St./86S or 86N.
24	Churton Street and Exchange Street.
25	debris from these trucks crack windows, can't see around trucks, it is a safety issue...

Question 6

26	Churton Street, NC Hwy 57
27	When traveling on I 40 either east or west truck traffic can cause major congestion & slow down from 7:30-8:00 am & 5:00-5:30pm
28	I-40, Hwy 57
29	57, Old and New 86, Hwy 70, Side streets as well as Churton St, King St and Margaret Ln. Most side streets in Hillsborough unless recently re-surfaced are horrible - Mitchell St for example.
30	Efland-Cedar Grove Rd is a speedway.
31	On Churton Street in Downtown Hillsborough, and smaller streets surrounding Churton, King, Queen, W Margaret
32	none. Not letting trucks through town (Unless they have business there, delivery trucks) is a good thing.
33	Downtown Churton Street sometimes
34	Trucks trying to back into Weaver Street Market from Greensboro Street
35	NC 86 North of Hillsborough to County Line North
36	Any trucks making deliveries to the historic district are a nuisance and hazard...not just Churton Street, but the side streets as well. This is due mainly to the size of the streets, which do not allow for passing stopped vehicles. It is also a problem for the larger trucks to maneuver/turn on the smaller streets, which causes traffic issues as well. In general, commercial trucks are not a positive influence to the historic area.
37	All those little county roads where 'truck' through-traffic is supposed to be prohibited, but used anyway.
38	Trucks parking on Franklin St to drop off goods. They block a whole lane of traffic and aren't ticketed. WTF?! What happened to the law enforcement in this county?
39	Martin Luther King Blvd. <input type="checkbox"/> Interstate 40
40	Especially Weaver Dairy Road
41	70 bypass <input type="checkbox"/> 15-501 <input type="checkbox"/> 54
42	NC 86
43	S. Columbia St. is the worst, especially around 5pm in both directions. The volume of cars coming out of the parking garage at UNC Hospitals onto Mason Farm Road is huge, and backs up for at least a quarter mile.
44	none of the above
45	I-85
46	People who should be given drivers' licenses allowed to drive because of special minority status....raise the driving age to 18; create harder tests that do discriminate against the chronically ignorant because mentally challenged people should not be put behind a ton of power to do damage to others.....the rest of us have a right to SAFE highways.
47	Enforce the ban on truck traffic on Churton St. in Hillsborough.
48	Trucks are critical to economic health. <input type="checkbox"/> Only allow double axle on Columbia. Buses require access in downtown and university areas.

Question 6

49	Intersection of NC 86 & 70 Bypass. Have seen truck coming off of 70 east onto 86 almost rear-ending someone. After the intersection of 86N & 57 there are several hills, in the mornings headed south I have almost been rear-ended at the stoplight @ 86 & 57. From Major Busins Forms on 86N the speed limit should be 35 all the way to the Hillsborough City Limits!!!!
50	Semi trailers that speed down Schley Rd/Pleasant Green Rd
51	Highway 86 north and 70 bypass.
52	NC 54
53	I40
54	I40
55	Efland Cedar Grove and U.S. 70, access from Efland to I-85 on Mt. Willing
56	I'm sorry but trucks don't bother me. They are a part of our consumer society and are a necessary evil when it comes to traffic and I don't think it'd be fair to truck drivers to have to go out of their way through a detour because of consumer complaints (the same consumers who purchase what those trucks are carrying).
57	I haven't noticed a problem with trucks.
58	orange grove road
59	Dairyland Road, Dodson's Crossroads
60	Again, around Hampton Pointe on NC86 and I40 at the Orange/Durham line
61	I 85 I 40 US 70 NC 86 Fortunately the trucks are rarely a problem now in the town of Hillsborough.
62	I-85
63	Cannot use Estes Drive Extension on a bike or on foot, and can't walk on Umstead Drive at night because there are no lights.
64	I85 and I40
65	I 40
66	Construction near UNC
67	Construction vehicles on minor streets cause a great deal of damage that must then be repaired by the municipality. This is work the developer should have to pay for. Many truckers on I-40 drive too fast which is a safety concern.
68	54, Franklin St.
69	old 86
70	Truck traffic is dangerous as well as irritating (because of the noise) for pedestrians and bicyclists. Not so much for people in cars.
71	none
72	Churton Street in Hillsborough, Business 70
73	Areas with no sidewalks or bike paths. Bikers and cars on the same road are very dangerous especially with no street lights on the roads.
74	I noticed more truck traffic and trucks traveling at high speeds when I used to travel on I 40 Chapel Hill to Raleigh.
75	Eubanks road is being destroyed and from Millhouse to New 86 is especially bad.

Question 6

76	see lots of accidents at the culbreth/15-501 s interesection
77	In general large trucks go too fast and are aggressive drivers.
78	1) Churton St., Hillsborough <input type="checkbox"/> 2) I-85 from the 85/40 split to The Durham Freeway <input type="checkbox"/> 3) New Sharon Church Road/St. Mary's Rd. (Multi-Flora is a Mega business, trucks night and day); Perhaps they should be additionally taxed for their usage
79	1) Churton St., Hillsborough <input type="checkbox"/> 2) I-85 from the 85/40 split to The Durham Freeway <input type="checkbox"/> 3) New Sharon Church Road/St. Mary's Rd. (Multi-Flora is a Mega business, trucks night and day); Perhaps they should be additionally taxed for their usage
80	West King Street, Hillsborough
81	Erwin Road has had more and more Trucks traveling and buses are speeding on the slow side of Erwin and Friday and Sat evenings the cars are going at speeds of 60+ because of the way the road is banked on the corner by Springcrest. <input type="checkbox"/> Trucks going through the main street of Hillsborough are loud for vendors on the main road and dangerous.
82	Dimmocks Mill and Nash St, Hillsborough
83	54 W toward White Cross (the shoulder is often dirty and full of gravel/debris), downtown Chapel Hill (along Franklin Street-b/t Church St and intersection with Malette) in westbound lane (extensive damage to right lane asphalt).
84	Down Columbia (501) toward Mt carmel turnoff. Pavement seems to stay seriously damaged in both directions. <input type="checkbox"/> Also some rather slovenly strewn extra asphalt on road surface at overpass just before turnoff. (not truck related) This can be very dangerous to cyclists! Crumbling shoulder going up the hill back into town.
85	NC 86 North of I-40
86	nc86 bridge over I85
87	Culbreth Road <input type="checkbox"/> Smith Level road
88	Smith Level Road, Damascus Church Road
89	I-40 westbound traveling uphill from 15-501 exit to 86 (trucks often go very slowly, backing up and frustrating other drivers). Same for the I-40 westbound uphill stretch leading to the Hillsborough exit.
90	Efland =Cedar Grove Road ..damage to road by big trucks
91	Rt. 86, New Hope church Rd., Old Rt. 86
92	visibility is compromised on the 15/501-54 by pass and 15/501 between Durham & Chapel Hill
93	147 (terrible pot holes), 15/501, Guess Road (157), Russell Road, Cole Mill Road
94	New Sharon Church is heavily damaged by overweight trucks. <input type="checkbox"/> <input type="checkbox"/> New garbage trucks have single rear axel, yet trucks seem as big/heavy. residential roads damage
95	Old 86, Dairyland Rd, 54 West of Chapel Hill

Question 6

96	Greensboro Rd, Main St, Weaver St (Carrboro)
97	A lack of attention to safe and responsible driving when in the presence of bicyclists. (Not all truck drivers fall into this category, but many do.) Increased education and enforcement would be helpful.
98	Damascus Church Rd, Smith Level Rd
99	Estes is hazardous because there is no lane coming into Carrboro and I frequently have near misses during my bicycle commute.
100	New NC 86 & NC 70
101	Union Grove Church Rd between Arthur Minnis and Dairyland Dairyland from Calvander to Orange Grove
102	Union Grove Church Road
103	eubanks road
104	There's an awful lot of damage this year on secondary roads in the Northern part of the county from overloaded trucks. On a bike it's very obvious. When frost comes, the roads will be full of potholes. Truck loads limits need to be enforced!
105	hwy 70 has ruts(near bridge near Lawrence Rd intersection, and congestion. Would like to take the bus that has bike holder to Duke/durham from Hillsborough.
106	Churton St. through downtown Hillsborough
107	School bus stops on Hwy 86 and Hwy 70 bypass
108	We live in Churton Grove. Construction traffic is driving in excess of 35-45 MPH on the street. It is supposed to be a boulevard - not an avenue. It is currently a state maintained road. I have been in contact with DOT and stop signs will not be installed to reduce through-flow traffic speeds. The State Legislature approved a bill, now a law, to allow traffic calming devices on state maintained roads. People cut through our neighborhood when they see a red light at Miller, even if they plan on turning north on Miller. <input type="checkbox"/> My recommendation is 'concave' islands down the middle of the road - to help reduce stormwater run-off - infiltration islands - whatever you want to call them. Speed humps would work as well. Roundabouts would work as long as they did not encroach on the corner property owners' yards. Scotswood Blvd has a 60 foot width as does Churton Grove Blvd.
109	15-501
110	70 bypass
111	70
112	No objection. They have as much right to use public roads as anybody else.
113	15-501, 86, Estes Rd
114	On 70 bypass between Hwy 86 & Exit 170 on I-85
115	Construction in phase 4 of Churton Grove needs to enter from Baldwin Road rather than from N. Scotswood or Churton Grove Boulevard
116	Guess, 86 Hillsborough

Question 6

117	Practically any primary or secondary state highway.
118	Downtown-- Churton Street and St. Mary's around Cameron Park
119	No problems with truck traffic
120	Hwy 54. volume of traffic, truck speeds (too slow and too fast, both), ingress and egress, particularly of dump trucks (especially at the quarry, there need to be turn lanes here.
121	NC86 through downtown Hillsborough
122	Highway 70
123	Truck traffic on old 86
124	The center-city areas of both Chapel Hill and Carrboro become backed up with trucks delivering on Franklin Street and Weaver/Greensboro Streets. These add to the congestion at lunch time and rush hour.
125	Orange Grove road, Saxapahaw Road,
126	None. They have as much right as anybody else to use the roadways.
127	Churton st in Hillsborough
128	70 East west often bogs down with slow accelerating trucks due to the lights. I wish the lights gave more preference to the traffic on 70 rather than the cross streets, since it is such a major through-fare
129	Old Durham Road
130	St Mary's Rd and Old Oxford Road, Snow Hill Road, Stagville Road and around Bahama.
131	N Scotswood Blvd and US 70 Bypass
132	Ainsworth Blvd, Hillsborough
133	Hillsborough
134	Mt. Sinai Rd. Erwin Road
135	fNone of the above!
136	Durham-Chapel Hill Blvd.□ The On ramp to i 85 from US 70
137	Schley Road has gravel truck traffic that goes too fast. The morning traffic goes too fast on these roads as well. Please reduce the speed limit on this rural road to 45 MPH
138	Elm Street in Carrboro
139	Erwin Road; NC 86; Eubanks Rd
140	Franklin St in the mornings can slow down significantly- especially at the Franklin/Columbia intersection.
141	all major highways in county
142	Saint Marys Rd
143	I85 and I40 sometimes diffciult to enter exit safely due to truck traffic.
144	nc 54
145	none
146	Route 40...trucks go too fast! And damage to roads.

Question 6

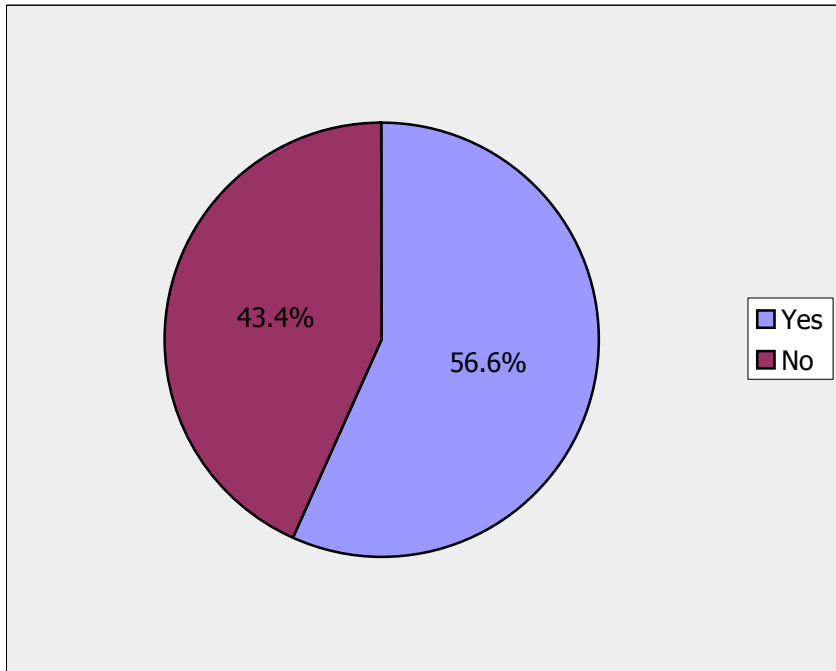
147	Eubanks road, New 86, old 86 from Calvander to Eubanks, Homestead - Dairyland corridor, South Road hill to Meadowmont area, Jones Ferry road
148	Truck traffic on Estes Dr. Extension in Carrboro and Chapel Hill
149	Don't have problem w/ truck traffic
150	Fordham and Franklin St.
151	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbodeq.com/]vkvnmbodeq[/link], http://chuedguvjqmy.com/
152	Between Hillsboro and Durham
153	need more shoulder space for cyclists and pedestrians
154	86, 70
155	safety - re walking and biking <input type="checkbox"/> Orange Grove, Dodson Cross Road, Dairyland
156	Downtown sometimes <input type="checkbox"/> 70
157	on Highway 85
158	Churton St, Margaret Lane. <input type="checkbox"/> Still a problem in downtown Hillsborough
159	Trucks should keep to the right on I-85 and I-40 as they travel up long hill from Durham to Hillsborough
160	none
161	Greensboro!!
162	none
163	Buckhorn Road
164	The corner of Buckhorn and US 70 W - big trucks have a hard time with the corner
165	I-85 should have a lane for large trucks
166	Orange Grove Road <input type="checkbox"/> Orange Chapel / Clover Garden Road
167	Main St. and Marthin Luther King Dr.
168	Ben Johnston Rd/Dimmocks Mill Road - small neighborhood roads dealing w/ speeding trucks; blind curves; damaged shoulders <input type="checkbox"/> NOTE - this also includes hazardous school bus driving
169	85/40 @ Buckhorn
170	Highway 86 downtown
171	New 86 and I-85 at bridge going N on 85 - needs left turn lane
172	St Mary's Road
173	I-40 <input type="checkbox"/> Highway 57 North of Hillsborough

Question 6

174	I-40
175	New Hope Church Rd. Irwin Road
176	Churton St. @ Business 70 overpass
177	There oughtta be a law that hauling trucks MUST ALWAYS be covered! None of this "not responsible..." BS
178	18-wheelers on E. Tryon St.
179	Hillsborough!
180	Buckhorn Rd. exit -truckstop and nearby weigh stations.
181	57N
182	Too much large truck traffic on Efland Cedar Grove Rd.

Question 7

<p>Orange County has identified three Economic Development Districts in unincorporated areas targeted for future commercial development. Transportation networks will need to be considered if development is to be realized. Are you concerned if transportation networks currently in these districts can adequately support anticipated economic growth? (Please refer to the map below for reference.)</p>		
Answer Options	Response Percent	Response Count
Yes	56.6%	235
No	43.4%	180
If yes, please provide the location(s), including road name or intersection: <i>(see comments below)</i>		168
<i>answered question</i>		415
<i>skipped question</i>		76



Question 7

Number	If yes, please provide the location(s), including road name or intersection:
1	US 70 in Cheeks Township
2	The problem with these districts is more should be done to provide mixed use development where residents could bike, walk or live close (above) the workplace.
3	NC 10, Pleasant Green and 70 intersection
4	West Ten Road will not be able to accomodate increased traffic to the Economic Development District. We also need sidewalks, bike routes and access to public transportation throughout this part of the county to reduce car traffic to the economic development districts.
5	Intersection of US 70 and Mt Hermann Ch/Pleasant Green <input type="checkbox"/> West 10 and Buckhorn Rd; West 10 and Mt. Willing Rd.
6	All 3 locations
7	Hillsborough EDD
8	I am constantly having to find transportation for client's to Hillsborough appointments that the public transportation system does not go to.
9	Buckhorn EDD
10	Buckhorn EDD
11	Rt 86 south of Hillsborough through EDD <input type="checkbox"/> West Ten Rd. Efland
12	Buckhorn EED and Buckhorn Road - Hillsborough EEd and 86
13	All of these areas will have to have improved traffic flows are we end up with the problems that exist on Hwy 86 @ I-85 (Wal-Mart, Home Depot Shopping Center).
14	I 40 south of hillsborough is only 2 lanes and gets quite busy with traffic moving between Greensboro and Chapel Hill.
15	rt 86 and rt 70 intersection
16	Hillsborough Area along Old 86.
17	Hillsborough EDD
18	Hillsborough EDD around old 86 and I-40
19	all three
20	Buckhorn Rd. If the proposed developments go there, that road cannot current accomodate the increased traffic that will come with the development. Currently on weekends traffic is horrible due to the flea market; in particular the exit ramps!
21	HILLSBOROUGH AREA
22	Buckhorn
23	There are too many semi-trucks coming through downtown Hillsborough. Churton and the side streets just can not handle that kind of traffic.
24	85/40 in mebane

Question 7

25	Hillsborough, Nash & Collock, Churton Street
26	Hills EDD
27	Old 86 in the Waterstone development area. There are already issues with turning left onto old 86 when leaving Lafayette (entrance to Cornwallis Hills). This is very challenging from 7:30-8:30 am.
28	Buckhorn Road, NC 86 and US 70
29	Hillsborough EDD, 86 and old 86 are already busy roads as is. More commercial will back them up even further. There's only one main street in Hillsborough and that road is barely manageable.
30	There is limited growth in the Buckhorn EDD and Eno EDD due to lack of transportation.
31	All three will need to be addressed because the development will obviously increase traffic in those areas
32	NONE of the existing roads have safe bicycle, transit or walk options which are critical for a transit-oriented development at an EDD
33	Hillsborough EDD: The bridge on 86 over I-85 can barely handle traffic now. Once the areas south of I-85 are developed there will surely be congestion on that bridge and the bridge appears to be in need of repair. <input type="checkbox"/> All three development zones would benefit from incorporating public transportation into the plans as their locations certainly will increase driving if that is the only way of getting there. In my opinion individual driving needs to be discouraged and collective transportaion encouraged in any new development plan.
34	It's difficult to respond when the type of development is unclear. Number of potential employees or new residents to the areas would be major concerns for any of these areas.
35	Old 86/S. Churton
36	Buckhorn Area
37	All three
38	Old NC 86 South at Interstate 40 <input type="checkbox"/> Hwy 70 West near Mebane
39	NC 86 from New Hope Church to NC70 Bypass.
40	Downtown Hillsborough
41	Create bike and walking lanes to and from downtown Hillsborough - immediately. Many residents of Hillsborough are likely to use these methods of transportation. Redirect traffic to existing bypass routes.
42	86 in Hillsborough between 70 and 85.
43	Hillsborough EDD
44	old 86
45	Hillsborough's major roadways will have to be expanded, especially entering the downtown area to accomodate economic growth.
46	overall lack of access from different directions - very single route dependent
47	Hillsborough is a mess. <input type="checkbox"/> Other areas referred to are a problem, especially Eno EDD.
48	Eno EDD - US 70

Question 7

49	Old NC 86 and Hwy. 40 intersection.
50	all three
51	In this area, if you build adequate transportation hubs, the economic development will follow.
52	everywhere
53	I think Hillsborough in particular could use more commercial development. It would create jobs and it does not have much commercial development now so I doubt some commercial development would affect its overall small town and rural beauty.
54	buckhorn rd, I 85/40
55	NC 86 in the Hillsborough EDD is only 2 lanes. That is a concern for future growth, as it is already a very busy area.
56	Hillsborough I40 and NC86 (New and Old) Eno at I40 and US70
57	New NC 86 between New Hope Church Rd & US 70 - since Hampton Pointe went in, traffic has increased.
58	86 around Old NC 10 (would need traffic light or round-a-bout plus 86 would need to be 4 lanes); 70 around I-85 (70 would need to be 4 lanes)
59	Buckhorn and I85
60	I think alternative transportation should be an important factor in these areas.
61	NC-10
62	No familiar enough with the areas
63	I don't understand why the County want to focus development in areas with little or no infrastructure. I would prefer a more compact, transit-oriented approach.
64	Hillsborough EDD - again impact on Churton St. through Hillsborough.
65	Don't know the first one well (Buckhorn) but the other two would be significantly impacted (congested and dangerous) by increased growth.
66	I'm concerned about the effect on the roads in and through downtown Hillsborough. Hillsborough will lose much of its appeal if it grows rapidly and deals with years of road construction and growth
67	Eno EDD
68	My concern is that too much attention is given to cars. New developments should be designed to utilize public transportation and alternative transportation.
69	NC-86 would be the biggest area of concern
70	I don't frequently travel to Mebane or Hillsborough but am concerned about the issue in all 3 areas.
71	40 at Buckhorn - can't easily move back and forth to Burlington
72	Hillsborough - NC 86 between I-85 and I-40
73	Churton Street in Hillsborough EDD, Buckhorn Road in Buckhorn EDD
74	Eno EDD; in my humble opinion, Hwy 70 is very congested here without any further development
75	Eno EDD; in my humble opinion, Hwy 70 is very congested here without any further development
76	Erwin Road and Sage Road and the main street in Hillsborough EDD

Question 7

77	I live near the area in Hillsborough where New 86 and 85 cross. With the Wal-mart and Home Depot traffic it's already hard to get past easily. I will move it traffic gets worse with future development.
78	Eno - where 40 and 70 come together. Hillsborough intersection of 40 and old 86 - bridge is old and small and the on ramps to 40 are too short and dangerous
79	Please keep the safety of bicyclists in mind when designing/adding/improving roads and drives in these areas.
80	all of them are lacking in mass transportation
81	Bradshaw Quarry Rd. Buckhorn Rd. <input type="checkbox"/> NC 86 North of I-40 <input type="checkbox"/> NC 70 Business from Cole Mil to St. Mary's Rd.
82	86 and 70 bypass.
83	Buckhorn EDD..will definitely need more road lanes and turning lanes
84	Buckhorn Rd. near I85 <input type="checkbox"/> Old Rt. 86 <input type="checkbox"/> Rt. 70 and Rt. 70 Business
85	Cole Mill Road (Umstead & Cole Mill), Russell Road (Guess/Cole Mill/Umstead)
86	Keep away from Mebane, leave last open space alone between HillyB and Mebane <input type="checkbox"/> And is Hilly B Keep away from any changes to OLD 86 to chapel hillUse eno EDD for O/County waste transfer center
87	ENO EDD
88	Mebane Oaks Rd, Hwy 54
89	70 off of I 85 near exit 170
90	70-85 corridor to Durham
91	New hope road and 40,
92	anywhere along hwy 70, east of hillsborough
93	hampton pointe
94	Eno EDD
95	Eno EDD (I-85/hwy 70 interchange)
96	Mt. Hermon Church/70/Pleasant Green

Question 7

97	<p>Eno EDD has a terrible traffic flow if a driver wants to head 'south' of I-85. A driver has to exit from westbound I-85 and head west on US-70 and perform a U-turn at the first light. The intersection of US-70 and I-85 (NW Triangle) is a nightmare during the rush-hour times of 8 AM and 5:30 PM. The area south of 85 is in need of investment - once again, the traffic from the south side of the interstate needs to go north to go south to go west - This entire interchange needs rehabilitation and reconfiguration. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Buckhorn EDD is an interesting area to encourage development - and I am being sarcastic. There is no development in this area at this time, and it is comprised of two exits that can cause confusion. The area close to I-40/I-85 is probably well suited for development - it seems to sprawl development from Mebane - this is not needed. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>The Hillsborough EDD is really comprised of three areas 1) The area just south of I-85 opposite where the Eagles gas station is located - an old 'truck stop' by all appearances - that is ripe for redevelopment. 2) An area just south of I-85 on</p>
98	Churton st is the only road through downtown hillsborough, and the heavy traffic makes the area hard to walk.
99	There are a lot of single lane roadways in Hillsborough. Further growth will create increased traffic among most of the roadways around the major highways
100	downtown hillsborough - one lane in and one lane out
101	hillsborough
102	This must be a joke. There is no commercial development in Orange county. Businesses either go to Durham or Alamance counties. That means, if I need anything, I also must go to Durham and Alamance counties. <input type="checkbox"/> Your socialist anti-business permitting prevents any economic development in Orange county.
103	Downtown Hillsborough is congested, so a bypass would be great, but only using existing roads and not going through sensitive and historical areas.
104	Churton Street, 70, 86 in Hillsborough
105	In Eno EDD, 70/85 interchange is a huge pain in that you can only exit in one direction and do a u-turn if you need to head the other way. If major economic growth is to happen in this area, planning to enhance this interchange should be done ahead of the need.
106	The Hillsborough EDD will increase the traffic along 86 and old 86.
107	to lower our tax burden it would be worth augmenting existing roads to bring in more traffic to new business areas
108	Hillsborough EDD intersections with New & Old Rts 86 & the ability of the Rt 86s to handle the traffic burden.
109	Yes, Hillsborough (EDD) is growing, but no modifications are being made to the roadways to accommodate the growth.
110	Concern is for increased traffic on Buckhorn Road. It's already congested in the I-85 area at times.
111	Buckhorn: West 10 and Buckhorn Road are very basic roads in this area. Hillsborough: Old 86 needs upgrades. Eno: NC10 needs upgrades to handle additional traffic.
112	US70 in the Eno EDD
113	I worry about Churton Street and 70 (Eno EDD) handling the traffic.
114	Highway 70 and I-85

Question 7

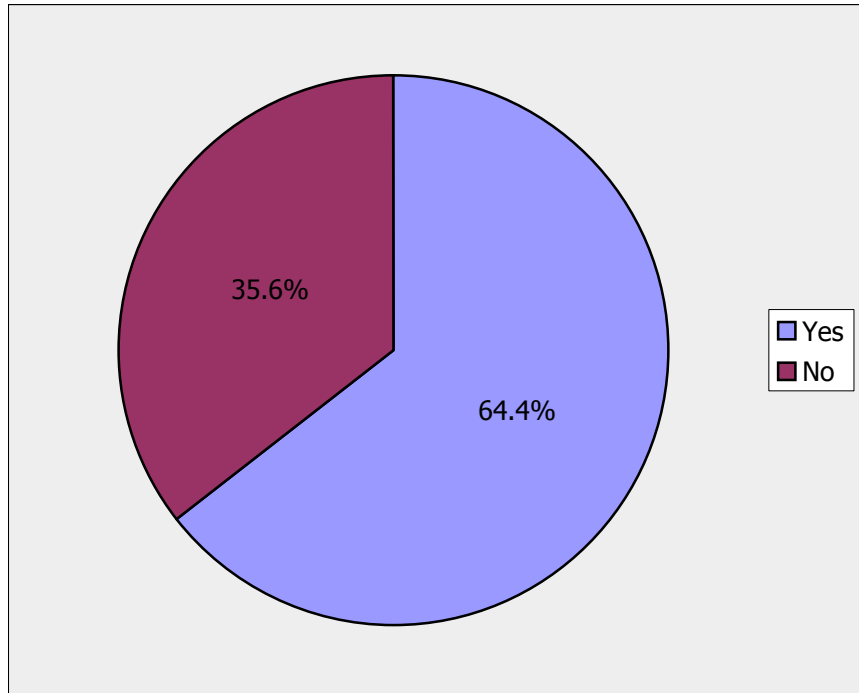
115	The are around 70 and 85, Eno EDD
116	Highway 70 near I85
117	86 extension through 70 business to 70 bypass. eastern bypass of hillsborough
118	I-40 in Hillsborough EDD <input type="checkbox"/> Old 86 south of 40 in Hillsborough EDD <input type="checkbox"/> West Ten road in Buckhorn EDD
119	Hillsborough EDD - With growth to the south, we need alternate ways around downtown (Churton St.) Need to connect 70 and 86 to allow efficient alternative routes. <input type="checkbox"/> Eno EDD - The light/flow at Pleasant Green/US 70 needs reworked to allow traffic to move off 85 to those business areas without backing up.
120	Hwy 86 into Hillsborough
121	Re: Hillsborough, I would NOT want to see a highway going through any part of the Ayr-Mont Park. This is a place that needs to be preserved.
122	US 70, new 86
123	Rt. 86, 70A
124	I'm concerned about where US 70 meets i 85.
125	Unless the development is higher density than I expect, the roads in the Hillsborough and Eno EDDs can probably handle the traffic, provided turn lanes and such are added so that traffic on the main roadway can flow without interruption. I am not familiar enough with the Buckhorn EDD to say anything about it.
126	Unfamiliar with these areas.
127	Low volume country roads, good for cycling, can become over-crowded and dangerous.
128	Hillsborough EDD
129	hwy 70 (all of it)
130	Highway 70 business
131	I-85 exit onto US70.
132	don't know - really depends on the nature of the economic development and the traffic impacts
133	None of the areas shown have significant bicycle transportation options such as bike lanes and greenways.
134	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbodeq.com/]vkvnmbodeq[/link], http://chuedguvjqmy.com/
135	Hillsborough EDD
136	70 Business / 86
137	Hboro EDD Churton and St Marys <input type="checkbox"/> Eno EDD 70
138	Dimmocks Mill Rd going towards Mebane <input type="checkbox"/> Buckhorn Rd

Question 7

139	Orange County offices should be in these areas
140	I am unaware of ANY public transportation available to/from the Buckhorn and Eno EDD's.
141	See bypass notes above
142	Bridge crossing I-85 on new 86
143	should be ok in these areas
144	This will be ugly for me - I live at Lafayette Dr and Old 86. Impossible to make a left hand turn out of subdivision.
145	Churton Street
146	all 3
147	Buckhorn
148	Buckhorn EDD
149	I-85, I-40
150	Churton Blvd - need to do something downtown
151	Old NC 86 needs to be widened <input type="checkbox"/> Widen I-85 for Eno project
152	Same thing
153	86 and 70 Hillsborough
154	Buckhorn - Old #10
155	Buckhorn Rd
156	Hillsborough 86-70-85
157	Highway 86 between Hillsbrough and I-40 - widen lane
158	Buckhorn EDD
159	86
160	too much traffic already
161	No more growth.
162	@ 86 from I-85 going south. @ Buckhorn & along 70 et al.
163	I want to see development in the Hillsborough EDD! The other two don't interest me.
164	86 and 85 intersection
165	Absolutely - don't we need to use what is already built but is empty before we create MORE just for economic growth? Can't we grow economically without being so wasteful?
166	Buckhorn Rd. is a problem now without any current development.
167	57 N & 86 N
168	Hillsborough EDD

Question 8

Are you concerned with safety or crash problems at any specific locations? Please include vehicle, bicycle, and pedestrian issues.		
Answer Options	Response Percent	Response Count
Yes	64.4%	278
No	35.6%	154
If yes, please provide the locations, including road name or intersection: (see comments below)		268
<i>answered question</i>		432
<i>skipped question</i>		59



Question 8

Number	<u>If yes, please provide the locations, including road name or intersection:</u>
1	US70
2	At the intersection of 86 and 70 by-pass, where cars routinely cross double yellow line to turn left into the Citgo station! I've seen rear-ender collisions there. <input type="checkbox"/> <input type="checkbox"/> On a daily basis, a worker in downtown Hillsborough bikes from Coleman Rd up/down Rt 86 to downtown HILLSborough. I pity him because he's forced to walk his bike each time traffic passes. There is no bike lane, tractor trailers, sometimes 3-5 at a time pass him. The poor man could be killed. Why should he not bike to/from work? I see him between 3-4 each day, struggling to bike to work. So sad we support him.
3	Ben Johnson road into Hillsborough from the 85/40 connector. It is winding, has no shoulder and people frequently travel too fast.
4	Churton Street (Hillsborough) between I-40 and US 70 Bypass is unsafe for bicycles and pedestrians. US 70 Bypass (Hillsborough) between West Hill St. and St. Mary's Road is unsafe for bicycles and pedestrians. US 70 Bus (Hillsborough) between NC 86/Eliz Brady Rd and Churton Street is unsafe for bicycles and pedestrians.
5	Vehicular speed, too often above the speed limit, on Hwy 70 Bypass is of concern for drivers, cyclists, and walkers/joggers.
6	15-501 and Franklin Street near Estes around Eastgate. That area should be much more walkable and safe.
7	I 40 vehicle accidents.
8	As a frequent bike rider in Orange County, I am always concerned about safety when riding because of the lack of appropriate bicycle lanes.
9	High speeds on secondary roads.
10	Hwy 70, on all of the above. There are no passing opportunities and it is very dangerous for bicycles and pedestrians, due to the lack of a shoulder or bike lane. Semi-Trucks (which are too large for this road also travel frequently, adding to the problem.
11	St. Mary's Rd has no shoulder in many places making it dangerous for vehicle, bicycle and pedestrian safety. The same issues arise with Hwy 57 and Hwy 86.
12	toen of hillsborough and Chapel Hill, Pedestrians do not obey cross walks!
13	I-40 from 15-501 to 119 (Mebane)
14	Bicycles are always a crash concern especially in town where they don't obey the same traffic signals as motorized vehicles.
15	on hwy 70 coming from Efland at the end of the splits where people make U-turn go go back toward Mebane
16	Hwy 70 and 86 intersection in Hillsborough and all the way up Hwy 86 North.
17	bike issues on Erwin Road, Whitfield Road and 751. -very narrow. Some bike lanes present, but they disappear at points along the road making bikers ride on the white line.

Question 8

18	At Exit 270 off of I-40 East, the dashed line between the left-turning lanes is too faded and needs to be re-painted. Without a clear line it is very hard to see what lane of 15-501 you're supposed to be turning into. I've been run out of my lane more times than I can count by people who do not see where the line is trying to guide them. I have witnessed many, many near-accidents here.
19	bicycling on Old 86
20	mebane rt 70 rt 86 and rt 70
21	Bicycle and pedestrian safety will always be a serious issue until there are designated bike lanes and sidewalks.
22	Intersection of old 86 and Eubanks Road - new elementary school has exacerbated problems and potential for accidents. Limited visibility heading north on 86, and very difficult to make left turn out of Eubanks. The 4-way stop further up old 86 seems to work well - would a 3-way stop work at this intersection?
23	bicycle use and jogging or walking on Orange County country roads without bike lanes or shoulders vehicle use on 15-501 between Chapel Hill and Durham and the roads that feed this highway vehicle use on I-40 between Chapel and Raleigh
24	people walking on west hwy 70
25	New 86 Overpass of I-85
26	New 86 Overpass of I-85
27	Intersection of Old #10 and New 86
28	The McDonalds parking lot at 15-501/Europa Dr. speed bumps are needed to slow down exiting traffic on drive-thru exiting traffic. Hwy 70 and Holiday Park Rd/Lakeshore Dr. Traffic stopped to make turns are subject to rear end accidents from straight thru traffic. S. Nash St. near train trussel at very sharp curve.
29	The intersection of Churton and Nash & Kollock.
30	Churton Street, intersection of King and Churton, Margret and Churton
31	Bicyclist need to ride single file at all times. They are a nuisance and only getting worse. They do not own the road and need to realize they lose every time in a bicycle/auto accident..no matter who is at fault.
32	Bicycle lanes are needed on high traffic, two lanes roads like St Mary's, Old 86S and Pleasant Green/Schley
33	Bicycle traffic on ALL county roads - bicyclist do not stop at stop signs, nor obey laws. They travel side-by-side causing conjection on rural roads. Miller Road, Pleasant Green Rd., Walker Road are very dangerous for both bicyclist and motorist - more so, with so many bicyclist having the attitude that they do.
34	Intersection of Lafayette Dr. & old 86
35	corner of cameron and st. mary's road--near board of education building
36	Mt. Carmel Church Rd & Bennet Road Bicycle safety along Mt. Carmel Church Road, Fayetteville Road, Old 86 (need bicycle lanes)
37	Mount Carmel Church Road bicyclist
38	bicycle - old 86 and pleasant green rd.

Question 8

39	57 and 157; Hillsborough - 4 way stop at Churton, Cameron, King due to entrance of Bd of Education being treated like a 5th stop; bicycles everywhere that there isn't a bike lane - Orange Grove Rd, Chapel Hill/Greensboro Hwy; Pedestrian - On the East side of Churton St in Hillsborough, there are no side walks running North/South. Two cars can't pass each other if pedestrian doesn't get off road and there is no where to go but down into a ditch or uneven yard when they do get off the road. Horrible conditions for children and County/Town workers who walk for various reasons.
40	Lawrence Road and 70A West Hill Ave and 70
41	I do not believe bikes should be on the major roads. Groups of bicyclist riding together cause dangerous situations on the road ways.
42	1. By pass 70 & OHS Rd or Gwen Rd, and north 86 & Holman or Renter (sp?) crosswalks/sidewalks for all downtown and Northern Fairview children districted for OHS or Stanford Middle schools. 2. Churton and King, for pedestrians on the south side of King crossing Churton with motorists only concerned with turning car traffic.
43	Bicycle safety is a huge issue on all the 2 lane roads such as old and new 86 between Chapel Hill and Hillsborough.
44	Bike riders all through Carrboro and Chapel Hill where there are no bike lanes. Estes Drive Extension is especially bad.
45	Elliot Road and East Franklin St. vehicle traffic
46	In Efland, the intersection of Hwy 70 and Brookhollow...by the Efland Supermarket and the United Methodist Church. Visibility is very poor/short due to a slight hill on Hwy 70 coming from the Hillsborough direction. There is also a short distance for the intersection of Efland-Cedar Grove Road and Lebanon Road in Efland due to a curve.
47	Please improve the ability for pedestrains to cross Hwy 54 near Kingswood!! I know many people who would take the bus if it wasn't so dangerous. Some risk their lives to cross the highway because the bus is their only option.
48	Anywhere on Churton Street, also King Street near Cup o Joe
49	Complete lack of bicycle/pedestrian lanes/greenways, or even 'paved' shoulders along the roads outside of the city limits (that would be the 'unincorporated areas')(those 'scenic', 'quiet' areas where people like to ride).
50	bikes all areas
51	ALL of Chapel Hill and Carrboro. Bicyclists do not follow traffic laws. INCREASE TRAFFIC ENFORCEMENT FOR BICYCLISTS!!!
52	South Churton street and downtown Churton st.
53	Old NC 86 at New Hope Church Rd. needs a flashing light or stop light
54	Especially on Mt. Sinai Road there are a lot of bicyclists who ride out in the lane and risk getting hit. Either build a bike land or educate cyclists to stay towards the edge of the road.
55	lots of foot/bike traffic and no sidewalks in near laundry mat and ABC store on 70 in Hillsborough

Question 8

56	Other concerns include downtown Carrboro near Weaver St. Market and downtown Hillsborough along Churton. Intersection at Ashbrook Apts. and Jones Ferry Road. No signal light, no sidewalks and graduate students cross the street without enough time on the light. Also Jones Ferry at Abbey Court apartments. There is a hill that prevents drivers from seeing pedestrians who cross the street dangerously every day.
57	NC86 and Old NC10 is extremely dangerous, I see near misses and accidents there frequently.
58	Biking danger on Dairyland
59	Intersestion with Highway 57 and 157 in Caldwell. Accidents happen frequently.
60	Estes rd and N Greensboro st in Carrboro
61	I would bike or walk to downtown Hillsborough but am afraid of traffic on St Marys Road. It is narrow, winding, lacking any shoulders and is main traffic entry to downtown from the east.
62	In Hillsborough the intersection of Saint Mary's Road and 70 is unsafe for pedestrians.
63	Old NC Highway 10 and NC 86 South
64	Pedestrians/bicycles crossing four lanes on MLK Blvd b/t the crossing of Estes Dr and the crossing of Hillsborough/Umstead.
65	S Columbia St. and all intersections between Mason Farm Rd. and Franklin St. 2 pedestrians have been hit and killed by busses there, and the "improvements" thus far still seem dangerous.
66	Bradshaw Quarry road and Buckhorn road should be a 4 way stop as should most major 4way intersections where speed is involved.
67	the corner of 15/501 in Chapel Hill across from the Borders where the Wendy's is....it is a four way stop and very confusing to try to exit Wendy's to go to the left. I'm almost been hit there dozens of times.
68	fordam BV
69	narrow roads, bushes near street
70	Estes, between MLK jr and Franklin.
71	Pedestrian and bike safety in and around Hillsborough -- providing safe access across US 70, I-85, and I-40 to downtown areas.
72	Again, Intersection of 86 & 70 Bypass....pedestrians, vehicles, bicycles, transfer trucks. The 2 stores being there is an added concern. Also trucks pulling out from Thalle Construction Co. @ Gov. Burke Rd. on 86N. There will be additional traffic in the area when the Town of Hillsborough maintainance moves into the Hertz building. All this adds more concern for the safety of all.
73	Hwy. 85, Buckhorn exit. Truck weight station is very busy with trucks intering 85 southbound very close to vehicles exiting on Buchorn exit. Hwy 70 bypass, Nc 86 north, busy intersection.
74	It should be safe to walk or bike to any new developed areas. We should not force people to use cars
75	everywhere
76	doe run rd in Mebane and also Lebanon rd also in mebane
77	I-40 nc
78	Buckhorn Rd. to the EDD will need reworking and turn lanes.

Question 8

79	All roads in Orange county concern me about saftey while riding my Bike.
80	OLD GREENSBORO RD, there are bicyclists on that road EVERY DAY backing up traffic. Old Greensboro has no shoulders or bike lanes. Old Fayetteville Road also for the same reason. In the city limits it does have a bike lane but that ends quickly once the city limits end.
81	New Hope Church and 86 has no sidewalks so we can't walk to school from our house even though it is less than half a mile.
82	bicycle traffic is extremely heavy throughout the northern half of the county
83	Dodson's Crossroads and Hwy 54 intersection
84	Pedestrian & biking lanes in Hillsborough along Churton Str. south of the Eno River bridge, and along 70A all the way to the Sportsplex. My daughters are terrified to cycle with me to town because we have to go on 70A and cross Churton Rd. bridge, where we had nasty encounters with cars almost every time. Walking to town from Tuscarora Drive along 70A would be possible, but there are not pedestrian walks along 70A and Churton.
85	Need sidewalks on Saint Marys Road between downtown Hillsborough and 70. Need better traffic control at 86 and Old NC 10.
86	On ramps to I 85 from both old and new 86.
87	Cyclists on NC 86 toward Chapel Hill! <input type="checkbox"/> <input type="checkbox"/> Serious speeding problems on I 85/I 40!
88	US 70 business (bikes and ped) <input type="checkbox"/> Old 86 (bikes) and new 86 (especially at ALS school level) <input type="checkbox"/> South Churton St (ped) <input type="checkbox"/> St Mary's road (Cameron Park Elem.) <input type="checkbox"/> similar problems at most OC schools
89	NC-10/Mt. Herman Church Rd.
90	No specific location
91	Martin Luther King Blvd at Umstead/Hillsborough.
92	I85 between Durham and Graham - vehicles - primarily Trucks.
93	Students trying to cross Martin Luther King Blvd to catch buses.
94	The intersection of Willow and 15-501-- turning from Willow onto 15-501 south is especially hard, and that intersection is frequently blocked by 15-501 traffic.
95	Most major intersections in OC need pedestrian crossing improvements. I would like to see a dedicated pedestrian cycle on each traffic light timing.
96	Airport Rd and Estes
97	In Hillsborough at the intersection of Corbin and Churton. The merge from Corbin to Churton is difficult to manuever due to the Churton hill cars are coming over before hitting the merge with Corbin.
98	Need more numerous, safer pedestrian crossing locations on NC 54 and around the UNC campus

Question 8

99	<p>Pedestrians running across MLK in Chapel Hill to get to bus stops. Piney Mt/MLK intersection bike and ped safety - as well as vehicle. <input type="checkbox"/></p> <p>In fact, all of MLK is too wide to safely cross without lights and cross walks.</p>
100	<p>There need to be more bike lanes throughout Chapel Hill and Hillsborough (rural and city streets) to encourage people to use alternate transportation - churton st., 70, estes, franklin, piney mtn,</p>
101	<p>I am worried about lack of bike lanes, especially on Old NC 10</p>
102	<p>[1]The intersection of Legion Road and Scarlett Drive, Chapel Hill, has become a dangerous intersection as a result of the aforementioned shortcut. Drivers tend not to obey the stop signs there. [2]The intersection of Main Street and N Greensboro Street, Carrboro, frequently becomes blocked during peak hours because motorists enter the intersection even though there isn't room. This poses a hazard for other motorists, cyclists, and pedestrians. [3]W Franklin Street, Chapel Hill, between Roberson and Mallette, needs an additional crosswalk. Drivers routinely exceed the posted speed limit and the roadway is 4 lanes wide, making it difficult and dangerous for pedestrians.</p>
103	<p>Legion Rd and Scarlett Dr - cars rarely stop or even slow down at the stop sign there, even though it is a four-way stop. Often traffic is through-traffic, people trying to avoid taking 15/501, but driving just as fast (45mph in a 35mph zone). I have witnessed accidents at the intersection, and avoided several myself. We moved out of Chapel Hill largely because of that intersection, which was a block from our house. Children and pets live in the neighborhoods near that intersection, and I feel like it is unsafe for pedestrians, cyclists, and motorists.</p>
104	<p>NC 10 at old 86</p>
105	<p>Lawrence and 70 business</p>
106	<p>Pedestrian and bicycle use along NC54. There needs to be a way to safely use the 54 corridor to South Durham for multimodal transit/bicycles.</p>
107	<p>bicyclist don't OBEY the laws of the road</p>
108	<p>vehicles and pedestrian paths/sidewalks on 86, 70 (byp and bus) and 54, along entire stretches within the county. I've seen too many pedestrians and bicyclists forced into conditions that are clearly designed for cars only.</p>
109	<p>NC 15-501 at Ephesus Rd, at Sage Rd, at Mt Moriah and Garrett Rd intersections (lack of safe pedestrian crossings, bike lanes) <input type="checkbox"/></p> <p>NC 54 East Chapel Hill to Durham (no bike lanes) <input type="checkbox"/></p> <p>MLK Blvd in Chapel Hill (lack of true bike lanes and lack of pedestrian crossings despite many apartment complexes along the road) <input type="checkbox"/></p> <p>Weaver Dairy Rd in Chapel Hill (lack of sidewalks/bike lanes) <input type="checkbox"/></p> <p>Rosemary St Chapel Hill to Carrboro (lack of connected sidewalks) <input type="checkbox"/></p> <p>Main St and Weaver St corridors in Carrboro (congested with car traffic and lack of bike lanes or alternative route for bikes)</p>
110	<p>WDR, Eubanks Road and New 86</p>

Question 8

111	<p>Wallking and/or cycling on 15-501 and S. Columbia from UNC to Southern Village is dangerous. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Cross walk is needed on 15-501 at Arlen Park Dr for access to bus stop on east side <input type="checkbox"/></p> <p>of 15-501.</p>
112	Orange Grove and Mayo/Eno Mountain roads
113	crossing 15-501
114	crossing 15-501
115	crossing 15-501
116	more bike lanes, sidewalks and cross walks are needed on along Hwy 54.
117	lack of in-town bicycle lanes
118	<p>education in rural areas to assist in becoming more sensitive to bicyclists. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>educate the public with state coordination that pedestrians have the right away when crossing the street. this is not just in Orange County. From what I have seen all over NC, many drivers think that a turning vehicle has the right-of-way over a pedestrian in the cross-walk. Also, look at what other countries do such as what is referred to as "Zebra-Crossings", since the crosswalks are painted in zebra-like stripes. Btw, this is in countries that don't have zebras, but people get it, especially after excellent positive public education campaigning. Are we not the most developed nation in the world? Hmmm, let's prove it.</p>
119	<p>education in rural areas to assist in becoming more sensitive to bicyclists. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>educate the public with state coordination that pedestrians have the right away when crossing the street. this is not just in Orange County. From what I have seen all over NC, many drivers think that a turning vehicle has the right-of-way over a pedestrian in the cross-walk. Also, look at what other countries do such as what is referred to as "Zebra-Crossings", since the crosswalks are painted in zebra-like stripes. Btw, this is in countries that don't have zebras, but people get it, especially after excellent positive public education campaigning. Are we not the most developed nation in the world? Hmmm, let's prove it.</p>
120	Speeding on West King Street, Hillsborough
121	vehicles, bicycle and pedstrian issues at Erwin Road crossing to get to Springcrest subdivision. VERY SERIOUS PROBLEMS
122	New 86 North of Chapel Hill- Narrow shoulders make it a hazard for bike and cars
123	King St. and Nash St. in Hillsborough
124	Carrboro: Crosswalks on North and South Greensboro are extremely hazardous because of traffic speeds (unenforced speed limit); intersection of Main St. and Greensboro St. very dangerous for pedestrians and cyclists because of traffic congestion interfering with visibility and right and left-turners careening around across the crosswalk (Wendy's driveway also a problem because cars turn suddenly into it).
125	Bikes are in danger when riding down New 86.

Question 8

126	area without sidewalks on King St. People speed extremely fast and police do not give citations. St. Mary's Rd between town and Ayr Mount - sidewalk would be great to get to Ayr Mount.
127	Drivers are very uneducated about sharing the road with cyclists. Cyclists do flaunt traffic laws (signals esp--for which they should be ticketed), but also find that the infrastructure does not serve them safely or sensibly.
128	South Greensboro/smith level road and 54 bypass on a bicycle is very dangerous
129	With the Waterstone Development beginning to grow, it is important to our family to have at least one sidewalk on one side of Churton Road between Hwys 85 and 40.
130	There is no safe way to get out of west chapel hill on a bike. I know so many people who would bike commute to from CH and Durham if there were a safe way past this section.
131	NC 54 around Chapel Hill is very dangerous without any type of crosswalk or traffic signals because all of the college kids living in the apartment communities along 54 scramble across the road to catch the bus. It's very dangerous and I've witnessed more than a few "close calls."
132	Any area that has entering/exiting traffic off a main road onto another main or smaller road. Examples include: moving across 54E over I-40 (Exit 273), intersection of 15-501 and Raleigh road, moving along S. Greensboro/Smith Level Rd under 54, along 86 under 85 just into Hillsborough.
133	St. Mary's Rd. north of 70 By-pass needs to be widened. It's too curvy and there's no shoulder to speak of.
134	Crossing MLK to reach the bus stop
135	Hwy 86 and Hwy 70 just south of Hillsb.
136	Note my comment above in truck traffic. That whole area is dangerous travel and cyclists might use that brief section to get down to the lake area. (out Mt Carmel)
137	Old Greensboro north of Chapel Hill/Carrboro Bicycle and pedestrian. Any of the roads that do not have bike lanes or sidewalks yet have considerable traffic.
138	St. Mary's Rd. between 70 Business and Durham County line should be 45 mph. Widening would help as well. Unsafe for Bicycles Pleasant Green Rd. Should be 45 from St. Mary's to NC 70 Bus, again unsafe for bicycles.
139	Bicycle and pedestrian issues with people trying to get to campus from the south (South Columbia) and leaving campus in the afternoon heading south. Culbreth and 15-501 south.
140	Smith Level Road
141	Greensboro St. in Carrboro near downtown (Weaver St. Market area) and Estes drive intersection. There are many bicyclists and cars in a small area, and as a cyclist, I have to be extra careful in this area to be seen and to watch for cars coming out of and turning into parking lots that may not see me.
142	At Buckhorn EDD...all type of travel would be increased therefore more chances of problems. Pedestrian 1st, then vehicles and bicylces

Question 8

143	Old Rt. 86 is very dangerous for cyclists due to fast moving trucks on narrow, winding road.□ On New Rt. 86 the bridge over New Hope Creek just north of Mt. Sinai Rd. is very dangerous and badly needs a pedestrian/bicycle lane.□ On New Rt. 86 the bridge over I-40 has no dedicated pedestrian/bicycle lane and is also very dangerous.
144	Intersection of Estes Drive and Franklin Street and sections of Rosemary Street without sidewalks and areas around campus and hospital and the intersection of Greensboro Street and Estes Drive where the bike lanes end as you enter the intersection!
145	No bicycle shoulders/lanes in any metropolitan or rural areas...Russell Road, St. Mary's, Guess Road, Cole Mill Road, Umstead Road
146	Saint Mary's between Lawrence and New Sharon need bike lane or separated pathway for bikes
147	Old Hillsboro Rd(Old 86) in the section between the intersection of Fayetteville Rd. and Homestead Rd. Lacks bike lanes and this is very heavily bike trafficed. As well the road is heavily used by large trucks going to American stone and Eubanks Rd. landfill
148	Everywhere. Cars make all roads and intersections unsafe.
149	Bicycle safety on MLK in Chapel Hill where there is no solid white line for bike lanes, or no lanes marked at all. Parts of Greensboro St and extension (CH, Carrboro) with no bicycle lanes marked□ □ Pedestrian safety on MLK in Chapel Hill with no light or crosswalk or overpass for bus riders to cross at bus stops (for example, stops between the police station and Timberlyne)
150	Estes drive in Carrboro/Chapel Hill.
151	Jones Ferry Road and Old Greensboro Highway are heavily used by bicyclists and, at certain times of the day, by motor vehicles. Wider shoulders would contribute to safer clearances when motor vehicles pass bicyclists.
152	Estes Extension for bicycles and pedestrians.
153	Estes and N. Greensboro into Carrboro.
154	individuals and packs of bicyclists are a serious hazard on Homestead / Dairyland / Dodson's Crossroads
155	NC 70 seems to be an alternate for I-85 and people fly down this road. We have a lot of high school kids who run across this road to get to the downtown area!!
156	Buckhorn for cyclists 70 near Mebane and 70 off I 85 for cyclists
157	Bicycle safety; absence of bike lanes or separate bike trails
158	Roads around Carrboro. Drivers come out of town to save time. A more direct route would be throught town, but it is faster to drive out of town and around then come back into town. Example from South Chapel Hill or Carrboro to Eubanks park and ride, drivers will go through Carrboro to get to the park and ride. Also bike lane ends on Old Fayetteville after Hillsborough comes in. This is a major bike route to get out of Carrboro.
159	Bicycling on old 86 between Hillsborough road and Calvander,
160	Highways 86 and 57 N or Hillsborough badly need wider shoulders for bicycles, etc. Secondary roads do not connect very well and cyclists need to use these routes as well.

Question 8

161	hwy 70 and Scotswood Blvd
162	See above. Chapel Hill and Orange County are horrible places to use bicycles because government has devoted miniscule attention and resources for encouraging bicycle traffic.
163	15/501 near the university
164	St. Mary's Rd. - esp. blind curves at both ends of St. Matthew's property - the one at Cameron Park is especially dangerous at the start and end of school day.
165	Erwin Road - bicycle safety
166	70 by pass/business/Palmer's Grove intersection
167	Old NC 10/Mt. Hermon Church: very dangerous intersection for all users. Needs a light and better signage, possibly reducing hill east of intersection for better visibility. <input type="checkbox"/> Old 86 South of I-85 near Walmart; very congested, dangerous for cyclists, inaccessible for pedestrians. Same with 86 North of Hillsborough (no bike lane or shoulder). <input type="checkbox"/> All of Churton St. in Hillsborough.
168	15-501 at Estes Dr. Left turning traffic is a danger to pedestrians/cyclists westbound from Estes Dr. Extension. Left turning traffic into northbound 15-501 needs to be halted to allow bike/ped to cross safely. <input type="checkbox"/> <input type="checkbox"/> Estes Dr. at Franklin St. Pedestrians are only accommodated on the east side of the intersection. Pedestrian access needs to be allowed on the west side as well. Currently, pedestrians using the westbound bus stop on Franklin St must go all the way around the intersection to avoid (technically) jaywalking. All four sides of the intersection should be available to pedestrians.
169	Lawrence and US-70 (At least until the road work is completed) <input type="checkbox"/> US-70 and I-85 (East side of Hillsborough) Where the lanes from the south merge with the traffic exiting from westbound 85. People regularly travel down the hard shoulders - even though they have solid white lines - using them as travel lanes and turn lanes at Pleasant Green Road. Eastbound US-70 uses the hard shoulder to turn west on Pleasant Green Road and Northbound traffic uses the right shoulder as a turn lane for Eastbound Pleasant Green Road.
170	US 70 By-pass and 86 <input type="checkbox"/> St Mary's Road for pedestrians btw town and US 70 By-pass
171	Intersection of Old 10 and 86 in Hillsborough
172	In and around town where there are no sidewalk options, including St. Mary's Road near Cameron Park Elementary, East and West Tryon Streets, Wake St., Hassell, etc. <input type="checkbox"/> <input type="checkbox"/> The outlying scenic rural routes including, Orange Grove Road, St. Mary's Road, old and new NC 86 (outside of the city limits) where Bicycle riders frequent, these areas
173	Bypass 70 and Scotswood Boulevard
174	Bicyclists on 70 bypass are always a safety concern (for themselves and to motorists)

Question 8

175	Lawrence and 70 Bypass
176	Lawrence Rd and Route 70 bypass
177	"Walkable" Hillsborough is a joke. Few right-of-way or sidewalks exist for pedestrians, even in town. Virtually no thought or money has been appropriated for non-motorized transportation. Many streets are too narrow for vehicles, let alone bicycles or foot-traffic.
178	the left hand turn from occaneechee onto 70 is blind to oncoming traffic. Also there are regularly pedestrians, joggers, cyclists on 70 and there is an extremely small shoulder.
179	St Marys
180	Weekend bicycle traffic on Orange Grove, Dobson Crossroads & St. Mary's roads. All too often bicyclists are riding tandem vs indian file on very narrow roads to facilitate conversation & are reluctant to yield. This creates a very serious safety hazard for the driver of an automobile.
181	70 Bypass an 751
182	St Mary's Rd in downtown (near Cameron Park and Ayr Mt)
183	Intersection of Hillsborough Street/Homestead Road/Dairyland Road at Calvander. It needs redesign/improvement to increase cyclist safety.
184	In front of Cameron Park Elementary School on St. Mary's Road
185	Pedestrian facilities are virtually non-existent in Orange County. Only in the Towns do you seem to have any sidewalks at all.
186	Old 86/Old Fayetteville Rd south of Homestead Rd./Calvander (before reaching the bike lanes in Carrboro)--no bike lanes and no paved shoulders.
187	If you're driving north on Lawrence Road and making a left onto 70, it's an awkward angle and hard to see oncoming traffic in order to yield to them. In addition, it is tempting for both north- and southward-bound traffic making a left to pull very far forward (almost into each other), making me worry about head-on collisions.
188	Highway 70 and Lawrence road interection
189	Eubanks and old 86 due to poor visibility No bike lanes on old 86, Fayetteville road into Carrboro
190	Smith Level Road around Carrboro High School. This area needs sidewalks/bike lanes. Widening the road to 4 lanes would only exasperate the problem. This is a residential district not a thoroughfare.
191	Intersection of Eubanks Road and Old 86
192	Old 86 and Davis Road - northbound traffic comes from blind curve Old 86 and I 40 - merging onto I-40 east from north and south 86
193	My friend was attacked by dogs from a property bordering St Mary's Road, north of Rt 70. Also the large number of people that have been killed or struck by cars while riding their bikes along roads in Orange County.
194	My own street - N. Scotswood Blvd. It's a new residential street that should have a 25 mph speed limit, but last I heard it was still legally 45 mph so enforcement is lacking. It's a street that many families and kids cross without out any designated crossing area as cars continue to speed through.

Question 8

195	The cross roads of 15-501 between Eastgate and I-40 are treacherous.
196	N Scotswood Blvd and US 70 Bypass for safety, needs a traffic light, especially during times of 7:00 AM - 9:00 AM and 4:00 PM - 7:00 PM.
197	After coming off the I-40 westbound at its junction with hwy 54 in Chapel hill, the right hand lane on the 54 ends suddenly without warning.
198	I-85 interchange with Rt. 86 has become more congested with the new Walmart
199	Bicycles should be allowed in only certain areas of the county where there is room on the sides of the road for them to ride. Since they pay no taxes for bicycling, no insurance, and no tags, they are not supporting the maintenance of the roads. Many of them do not follow the rules of the road for driving on the highways.
200	I'm concerned about Deer on US 70 between Hillsborough and I 85, as well as on New Sharon Church Rd.
201	Why do bicyclists like to take pleasure rides on winding two lane country roads? I am always afraid that some day I will go around a curve at the speed limit and find a bicyclist too close in front of me to stop, and a car coming the other direction so I can't pass it. Perhaps if they had a route in northern Orange that was just as scenic, paved, and off the main road (or even a bike lane along their favorite stretches) there would be less of a danger, but this should be discussed with the bicyclists to make sure they would use such an option if it were to be built.
202	Schley road from Hwy 57 to US 70. The traffic goes too fast. This road is used as a primary bike route and there has already been a fatality. The number of driveways from homes has increased in the past few years and it is dangerous to pull out onto Schley Rd from residential driveways because of the speed of the traffic.
203	15-501 and pedestrians crossing at, particularly to get to the apartments on the south side. There needs to be a pedestrian bridge so people can safely cross over.
204	Rural areas that are targeted for commercial development have roads that were built for rural traffic. Safety for pedestrians, cyclists, daily travelers must be considered.
205	Dairyland and Albert
206	Highway 57 and 157 intersection
207	Speed on St. Marys Rd. Lack of bicycle or pedestrian walkways.
208	cyclists on Dairyland, Orange Grove, Dodsons, Arthur Minnis and Borland
209	Safety is and should always be the most important factor in anything relating to transportation
210	speed limit is too high on Hwy 70 from St. Mary's Rd. to Pleasant Green Rd.
211	The exit ramp from 40 onto route 54 going towards Chapel Hill. It's a mess. Cars going across all three lanes to get to the left turn lane to turn onto Farrington Road. Very dangerous.
212	all intersections along the 54 bypass, Jones Ferry & Davie, Cameron & Columbia, Old NC 10 and New 86
213	NC 54 could be a major bicycle transportation corridor for traveling between Chapel Hill and Durham. I've tried to ride it a few times and it was way too busy and narrow. Cars were in a hurry and didn't want to budge an inch.
214	Bypass 70 and Scotswood Blvd

Question 8

215	- Willow Drive at Fordham. Vehicles often hit. Adding lanes helped, but need protected left. <input type="checkbox"/> <input type="checkbox"/> - Ephesus at Fordham. No safe walk-bike route without danger.
216	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnbojodeq.com/]vkvnbojodeq[/link], http://chuedguvjqmy.com/
217	It is challenging on I-85 if there is a collision since there are only 2 lanes.
218	Lawrence Rd and Palmer's Grove Ch Rd. <input type="checkbox"/> With new bridge traffic has increased and so has speeding
219	Hwy 86N @ 70 E/W Store entrance/exit
220	On Old 86 and New 86 outside of Hillsboro and Orange Grove Road.
221	Bicycle safety/awareness is NOT supported by law enforcement or governing officials - it should be mandatory in all drivers ed and law enforcement training.
222	too many to list
223	pedestrian - Hillsborough downtown where there aren't any sidewalks <input type="checkbox"/> cycling - Mebane on Route 70 - crash problems
224	86/70 through downtown Hillsborough
225	86 - w/ schools - New Hope and Stanback
226	70 Business and cross streets <input type="checkbox"/> 70 and Orange HS Rd <input type="checkbox"/> especially King/St Mary/Cameron St
227	see #6 - bike lanes on New and old 86 north and south are needed, as cyclists risk accidents every time they travel on these roads
228	Hwy 70 and 86
229	-Churton and King <input type="checkbox"/> -Drivers don't watch out for bikes and people
230	Bike safety along New 86 is poor. Also along Rt. 70.
231	It is difficult to turn left onto Nash St. From King St. (going east or west) because you can't see over the hill. <input type="checkbox"/> A sidewalk is desperately needed along North Nash St. where there was a pedestrian death (in 2007 or 2008). There is absolutely no shoulder in some places so nowhere for a pedestrian to get out of the way of a car.
232	No sidewalks or bike lanes on Old 86
233	Intersection Lawrence Rd and Business 70
234	Shoulders along old NC 86
235	All over
236	M L King / Franklin
237	Not many bike paths in Hillsborough EDD

Question 8

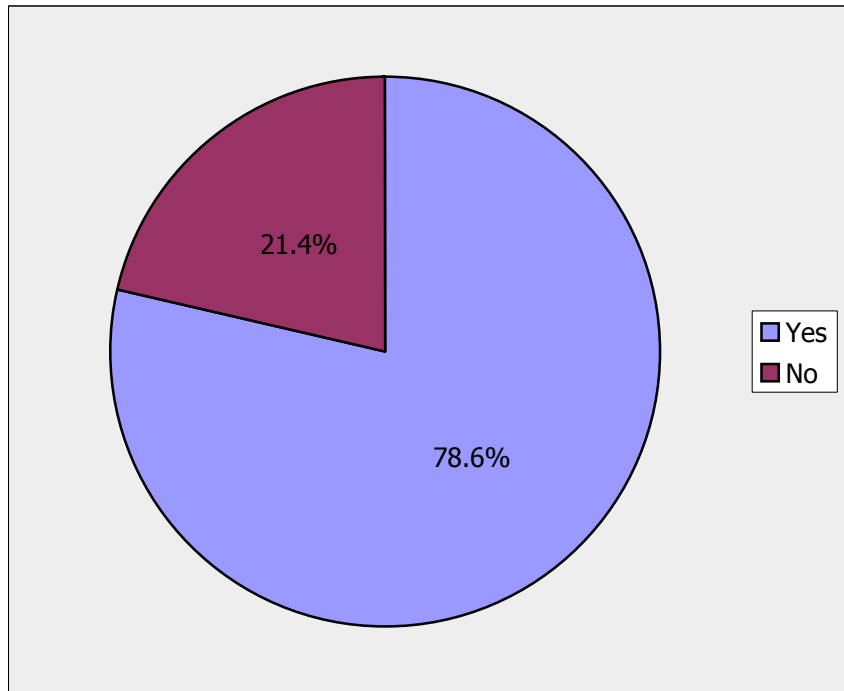
238	Egress to 15/501 from Rt. 40
239	Martin Luther King
240	all bicycle: West 110, Bushey Cooke, Buckhorn
241	Painted island on eastbound Franklin St at superstreet merge with 15/501. very dangerous. people drive through it.
242	Traffic on Buckhorn and US 70 W gets badly back-up on Buckhorn and I've personally witness several near miss accidents.
243	St. Mary's road is a winding street w/ lots of potential for accidents
244	Old Greensboro Hwy
245	Intersection of Hwy Bus. 70 and Hwy 10
246	Bicycle dangers on Old NC 86 from Carrboro North! Road seems too narrow, cyclists are hard to see, esp. @ dusk!
247	All
248	Estes Drive Extension
249	bicycle traffic on Hwy 86 (old) and Orange Grove Road
250	Buckhorn EDD - Old #TEN
251	Estes Extension and Greensboro
252	Town of Hillsborough Churton St - needs sidewalks and crossings at S Churton and N Churton
253	NC 86 and NC 57 NC 86 and Walnut Grove Church Rd
254	Along rural roads St Marys and New Sharon Church
255	All rural roads
256	more pedestrian walkways in Hillsborough downtown, immediate residential areas, Eno Mountain pass, Daniel Boone business area btw. 85-d.t. Hillsborough
257	On all area
258	Estes Extension - C.H. 15-501
259	bicyclists on Smith Level Rd in Carrboro, and Estes Rd. in Carrboro
260	Bicycle traffic on Irwin Rd, Mt. Sinai, New Hope Church, Dairyland, Old Greensboro, Old NC 86
261	Suggest caution light @ New Sharon & Hwy 57 due to downhill traffic & length of stopping/slowing range for semi trucks/larger vehicles
262	Smith Level Road South of 54 bypass needs more protection for bicyclists!! I am more nervous walking at N. Greensboro and Weaver St. @ afternoons on weekdays than when I skydive. N. Greensboro @ Southern States is dangerous to cross.
263	86 near Joppa Oaks---lots of pedestrians
264	Emergency and police vehicles speeding through intersection of Churton and Tryon Sts.
265	Bike travel on 70, 70A, 86 (new and old)
266	Orange Grove Road, 86, Old 86, St. Mary's Rd

Question 8

267	57 N & 86 N
268	Hillsborough EDD

Question 9

Are safe and convenient bicycle routes important to you?		
Answer Options	Response Percent	Response Count
Yes	78.6%	367
No	21.4%	100
If yes, please identify specific routes on which you would like to see improvement or new facilities, such as wider shoulders, bike lanes, or off-road greenways. (Example: Please put bike lanes on XYZ Road.) <i>(see comments below)</i>		267
<i>answered question</i>		467
<i>skipped question</i>		24



Question 9

Number	<u>If yes, please identify specific routes on which you would like to see improvement or new facilities, such as wider shoulders, bike lanes, or off-road greenways. (Example: Please put bike lanes on XYZ Road.)</u>
1	See above <input type="checkbox"/> <input type="checkbox"/> All of Churton St should be walkable, right to the Community College. Bike lanes should extend down Churton St to
2	Between Efland and Hillsborough, connecting the Economic Development District at Buckhorn with Hillsborough and Efland. Please put bike lanes on 70, Ben Johnson and West Ten Road.
3	1. Bike lanes on Churton Street between I-40 and US 70 Bypass (Hillsborough) <input type="checkbox"/> 2. Bike lanes on US 70 Bypass between West Hill St. and St. Mary's Road (Hillsborough) <input type="checkbox"/> 3. Bike lanes on US 70 Bus between NC 86/Eliz Brady Rd and Churton Street (Hillsborough)
4	Bicycle lanes on New NC 86
5	See number 8.
6	Bike lanes on main roads and off road greenways accesible by bike lane.
7	Erwin Road- is already used by bike commuters and could be much more heavily used if properly developed as a bike route. <input type="checkbox"/> Old 86 <input type="checkbox"/> NC 10
8	Highway 49 and Highway 70 could both benefit from a bike lane, for the safety of both bicycle riders and pedestrians (or residents living on those streets).
9	Bike lanes on Dairyland, Orange Grove, Bradshaw Quarry, & Dodsons Crossroads.
10	Bike lanes on St. Mary's Road, Hwy 86, Rt. 70. Off road greenways all around town.
11	Orange Grove road, Dodsons cross roads, Dairyland road
12	Many cyclists use New Hope church Rd, and travel through to Maple View Farms. Some consideration should be given to providing bike lanes on NHC Rd as most people travel well over the speed limit on this road and it has many hills and curves which detract from sight lines.
13	Bike Lanes on: 70 bypass, 70 business, NC 86, Old 86, Churton Street, St Mary's, Revere Road,
14	Rural roads mainly such as New 86 and Old 86. We have numerous bicyclers in Cedar Grove and Sawmill and Walnut Grove Church Roads are certianly not accomodating to them.
15	Erwin Road (Durham and Orange Counties) Whitfield Road, New and Old Hwy 86 between Chapel Hill and Hillsborough.
16	Any in orange county without a bike path.
17	Please add bike lane or shoulder to Churton St/Old 86.
18	bike lanes or wider shoulders on country roads favored for cycling and jogging

Question 9

19	It would be nice to have off-road greenways running throughout Hillsborough. This will promote a healthy lifestyle and give not only bikers, but joggers a safe place to run in town.
20	Bike lane on St.Mary's road
21	Old 86 near Homestead Rd / Dairyland rd. Old 86 in general.
22	Get them off the highways!!!
23	See above
24	This "share the road" is ridiculous for most "roads" in Orange County. Bicyclists do not have insurance and thus should not be allowed on State roads like other state-mandated insured vehicles. "Share the Road" advocates do not take into consideration the safety impact (causing traffic congestion, driver frustration, unsafe efforts to pass cyclists) cyclists have on vehicular traffic. Where there is designated, stripped line bicycle paths - fine; however, on these rural road where there is no designted, stripped line bicycle paths - only "Share the Road" signs - cyclists should be ticketed and banned from these roads....
25	Only allow bicyclist on roads with wider shoulders - keep them OFF MILLER RD, PLEASANT GREEN RD AND WALKER RD - before someone else gets killed.
26	Old 86, New 86, 57
27	highway 86 n
28	Mt. Carmel Church Road, Fayetteville Road (extend existing lanes), Old 86
29	Orange Grove, Dodsons Cross Roads, Mount Carmel Church Road, Old Greensboro Hwy,
30	old 86 and pleasant green
31	Don't care - just put bike lanes everywhere!
32	Downtown needs bike lanes on all the major roads and along saint marys. Bikers LOVE those roads and its so dangerous for them right now.
33	Bikers should have to pay for any bike lanes through license to operate, taxes on bikes (like we have on cars) and insurance.
34	bike lanes on major roads in Northern Orange. There needs to be improvements to provide a larger population the opportunities that other urbanized areas of Orange County enjoy.
35	yes, if having them bike routes would prevent bikers from getting on the roads.
36	Need bike lanes or off road byways for all new 86, including connections to New Hope Elem., Stanback Middle, New Hope Park at Blackwood Farm. Also a bike lane on St. Mary's historic corridor if possible.
37	Please put bike lanes on old and new 86 between Chapel Hill and Hillsborough, business 70 in Hillsborough from Meadowland Dr. to Churton St.
38	Estes Drive, Estes Drive Extension,
39	I do not ride but encounter cyclists often. seems dangerous when passing them.
40	Many of the "country" roads in Efland are used frequently by bikers. It would be nice to have some type of accomodation (sp) for these riders. I'm not a biker, but I don't want to hit anyone on the curve-laden roads.
41	Need Bike Lanes on Old 86 & New 86

Question 9

42	It keeps them off the roads.
43	Too much bicycle traffic on Orange Grove Rd., Dairyland Rd. and Dodson's Crossroads. Bicycle lanes need to be added.
44	New 86 & Mt. Sinai Road. Mt. Sinai has more auto traffic than it used to, and it is a popular bike road. It needs help.
45	Please put bike lanes near residential areas along main roads such as 70, St. Mary's toward downtown Hillsborough to encourage walking to nearby businesses/downtown
46	Lack of bicycle paths and shoulders on old 86 cause cyclists to ride on a narrow road. I drive this road every day and see motorists crossing yellow lines to pass cyclists almost every day. Often it's dangerous since the motorist cannot see if there's any oncoming traffic.
47	Shoulders on St. Mary's Rd from Fox Hill to St. Matthews <input type="checkbox"/> <input type="checkbox"/> A way to safely walk from Ayrmount to visitor center
48	Rather than engineering changes, I would prefer that motorists, cyclists, & pedestrians were educated as to safety & laws, & that the laws were enforced.
49	Estes RD
50	ASAP - bike lane on St Mary's Rd into downtown Hillsborough. It is narrow, winding, lacking any shoulders and is main traffic entry to downtown from the east.
51	Estes Dr., Carrboro <input type="checkbox"/> Old Hwy 86, Carrboro to Hillsborough
52	In Hillsborough bikers frequently ride on St. Mary's Road this presents safety risks for bikers and motorists because there are hills, curves, and the road is too narrow to accomodate traffic in both directions and a biker. Bikers need safe options and should be discouraged from using unsafe options.
53	Greater concentration of bike lanes in Downtown Chapel Hill, esp close to the crossing of Franklin and Columbia. Also, Smith Level Road, south of Carrboro.
54	Please put bike lanes on Dairyland Road.
55	There should be a bike route in Chapel Hill going all the way to the University Hospital running parallel to 15/501 on both sides as many students live off of this main road.
56	MLK BV
57	Eubanks <input type="checkbox"/> Franklin from downtown toward Estes
58	Please put bike lanes along US 70 and NC 86.
59	54, wider shoulders
60	There's no way to add bike lanes to downtown Hillsborough but future development should incorporate it. Also, bike lanes or wider lanes down Old 86 to from H-boro to Carrboro or leading into H-boro from the north would help commuters who use alternate transportation.
61	Churton stree

Question 9

62	Eubanks road and Old 86, south of Eubanks, needs bike lanes
63	Bikers use roars with no bike lane to do nothing but exercise and are a danger to drivers.
64	no where to ride my bike safely anywhere
65	bike lanes on all roads in mebane nc
66	Chaple Hill down town
67	Chaple Hill down town
68	Take the currently identified bike lanes (the 1999 plan) and widen those roads by three feet. Be sure shoulders are good (no quick drop off).
69	Dairyland, orange grove, old nc 10, bradshaw quarry
70	I am personally not a bicyclist but since there are so many avid cyclists here, I don't want to see anyone injured. Old Greensboro Road DESPERATELY needs a shoulder or bike lane. Also as I stated above, Old Fayetteville Road does also once out of city limits.
71	New Hope Church, <input type="checkbox"/> Old 86 <input type="checkbox"/> Estes Drive Ext
72	all secondary roads in the northern part of the county,,, tax bicycle owners
73	Bike lanes are needed on Highway 54, 86, 15/501. This would allow safe travel along main arterials. additional area include Weaver dairy road, Dairyland road, Barbee chapel road, Farrington road.
74	Bike lanes on Dairyland Road, Orange Grove Road, Old Greensboro Highway and Highway 54 (though Hwy 54 has a wide shoulder)
75	Bike lanes crossing the Eno river on Churton Bridge. <input type="checkbox"/> <input type="checkbox"/> Complete the River Walk with bridges across the Eno to connect Gold Park with the Occoneche Speedway.
76	Old 86 between 40 and Hillsborough, New 86 between 85 and 40
77	Greenway/path from downtown Hillsborough to the Eno River State Park. Path from Poplar Ridge to the Sportsplex using the existing county owned gravel road to the water storage tank on 70 business.
78	Bike lanes on 54, 70, old and new 86.
79	bike lanes on old/new 86 <input type="checkbox"/> on70 bus/bypass
80	NC-10, 86
81	Need bike/ped connections of any kind from the Umstead/Village Dive/Estes Park area to downtown Chapel Hill and especially Carrboro. Would like to re-establish the path through Estes Park until something more formal can be established. Biking on Estes Drive is too scary.
82	Old 86 <input type="checkbox"/> Dairyland road. <input type="checkbox"/> bike lanes

Question 9

83	Old NC 86 and new 86, specifically, need bike lanes. I commute daily between Chapel Hill and Hillsborough, and would like for biking to be a viable (aka safe) option for doing so.
84	ability to cross 15-501 bypass
85	Add bike lanes through downtown Hillsborough. Create a safer route along 54 to campus for students who live in Finley Forest, Meadowmont, Glen Lennox, etc. particularly where 15-501 intersects with 15-501. This area is also inconvenient for pedestrians.
86	Bike lanes on Estes Dr Ext <input type="checkbox"/> Greenway connecting N. Greensboro/Estes/greenway intersection to Bolin Creek greenway or to McMaster's St--connect northern Carrboro to northern Chapel Hill <input type="checkbox"/> Bike lanes on Rosemary St and Columbia St between Mason Farm and Manning
87	Bike lanes on 54 and 86, Hillsborough
88	Every major street (and segment of street) in Carrboro that does not already have bike lanes should
89	bike lanes - Estes Drive- Chapel Hill to Carrboro <input type="checkbox"/> MLK between North Chapel Hill and downtown/campus - there's no way to make this road completely safe for bicycles. There should be off-road bike/ped paths if we're serious. <input type="checkbox"/> Bike paths N to S, E to W, and around Chapel Hill/Carrboro
90	see above
91	Old 86 around Calvander
92	Wish I felt safe biking on the road between Carrboro and Chapel Hill downtowns, without having to take ridiculously circuitous routes or ride on the sidewalk (which isn't safe for bikes either, and is terrible for pedestrians). I don't feel safe, so I usually walk or take the bus. <input type="checkbox"/> <input type="checkbox"/> One specific example in Carrboro regarding bicycles: Estes Dr extension (Carrboro) is a hostile environment for bicyclists. Virtually no room. The bicyclists need a wide outside lane or shoulder. Ditto for South Greensboro Street between downtown Carrboro and the Hwy 54 intersection.
93	NC10
94	Again, a wonderful resource exists via UNC-CH: http://www.PedBikeInfo.org/ . There are many great ideas out there, applicable to all of Orange County. My only specific recommendation would be to REMOVE bike lanes and increase efforts toward public awareness and education about bicycle safety. Bike lanes seem to cause more problems than they solve: they give motorists an increased sense of a margin of error, thereby actually increasing the danger for bicyclists (a study quoted in the recent book "Traffic" indicates that motorists drive closer to cyclists in bike lanes than cyclists where there are no bike lanes); and motorists tend to use bike lanes as additional lanes of traffic in order to pass left-turning vehicles.
95	We need safe cycling routes between Chapel Hill and Hillsborough

Question 9

96	I would like to see more education for automobile drivers, so that "share the road" is seen as the law (which it is) and not a suggestion. I would like to see signs reminding drivers that cyclists are allowed to bike on roads like 15/501. I prefer off-road greenways to bike lanes, because drivers often use bike lanes to pass illegally without even checking to see if there is a bike in the lane.
97	NC 54 between campus and south Durham. <input type="checkbox"/> off-road greenway between downtown Carrboro and the Bolin Creek area.
98	Bike lanes and pedestrian sidewalks on entire lengths of 86, 70 (bus and byp) and 54 within the county.
99	Smith Level --- sidewalks and bike lanes
100	Please put bike lanes on MLK Blvd. Improve and extend greenways so that Chapel Hill and Carrboro are better connected. Please add bike lanes to Estes Drive and Estes Drive Extension. In general, add bike lanes or greenways that connect more residential areas to commercial areas so that it is not always necessary to drive.
101	Bike lanes on Eubanks Road. <input type="checkbox"/> Bike Lanes on Weaver Dairy Road. <input type="checkbox"/> Bike Lanes on New 86 to the cut off for DTCC
102	The greenway in Southern Village should be extended so that it crosses over 54 into <input type="checkbox"/> the Dogwood/Westwood neighborhood. This would provide an easy safe means for <input type="checkbox"/> Southern Village residents to commute to UNC/Chapel Hill. This would also provide an easy <input type="checkbox"/> safe way for students and town residents to get to Southern Village and the Southern Community Park. All that is needed is about 1/4 mile extra greenway to make this happen.
103	bike lanes on Orange Grove road near schools
104	W. Rosemary st., W. Franklin St., S. Columbia St. (CH downtown), E. and W. Main St. (Carrboro)
105	Add wider shoulder or bike lanes for bicycle travel from Hillsborough to Durham and on to Research Triangle Park. Hwy 70 to New 86, New 86 to Old NC-10, Old NC-10 to Cornwallis, and Cornwallis to the county line.
106	Old NC 86 between Calvander and Hillsborough appears to be popular bike route, but not much room.
107	Defined bike lanes between Chapel Hill and Hillsborough
108	Greenways along NC 86 between Chapel Hill and Hillsborough <input type="checkbox"/> Bike lanes on West King Street, Hillsborough
109	Erwin Road, Weaver Dairy, two main roads
110	If I could get from the New 86/85 area of Hillsborough to the downtown area on a safe bike trail I would use it often.
111	Ideally I'd like to see a dedicated greenway connecting connecting CH/Carrboro with Hillsborough/Northern Orange
112	Carrboro: Greensboro St. (bike lanes needed further south of where they exist now, including on S. Greensboro St.) <input type="checkbox"/> <input type="checkbox"/> Chapel Hill: Franklin street needs bike lines on the central blocks- biking is SCARY because cars are going way too fast.
113	New 86, downtown Hillsborough, & improvements to some of the bike routes in CHapel Hill along 15-501 (near the University Mall) & 54 (on the Raleigh Road segment).

Question 9

114	please put bike lanes in 86 - New and Old.
115	bike lanes along or paths parallel to 15-501, 54 and 85.
116	Estes Drive, Carrboro section - really needs to be widened. I worry over the safety of all bicyclists I see on this part of Estes.
117	Don't bother with sharrows. They are meaningless. Wide outside lanes or paved shoulders more effective. <input type="checkbox"/> All signal loops should be adjusted to detect cyclists and cyclists need to be educated to properly use them.
118	Bike lanes on Smith Level road, greenway connecting university lake and Smith Level Road, bike lanes in downtown Carrboro - Weaver street, Main Street, etc
119	It would be nice to have bike routes in and around downtown Hillsborough, i.e. Churton Road, Orange Grove Road, Hwy 86, etc...
120	(see comment above about connecting CH and Durham trail systems) <input type="checkbox"/> consider putting a divider to block the bike lane on MLK north of Columbia st. There is plenty of road width to do this and would make biking much safer on this fast highway. Maybe a combination bike/bus lane.
121	Expansion of bike lanes along 15-501 near UNC would be wonderful. They currently end just outside campus and make it difficult for anyone to commute to work if they wanted to (especially given the traffic congestion in that area as well). Bike lanes along Franklin St and MLK Jr. Blvd would be a great addition as well.
122	Please put bicycle lanes and signage along Dairyland Road, Old 86 from Hillsborough Road to Hillsborough town, 86 from the Harris Teeter shopping center (at I-40) to Hillsborough town, along 54 from Raleigh Road to county line (at least) toward Burlington, along Old Greensboro from Jones Ferry to county line, along Erwin Road from intersection with 15-501 to roundabout in Durham
123	New Hope Church road and New 86
124	Would like to see traffic rules enforced for bikers
125	Through Hillsb. North/South
126	Likewise connect Columbia-> Mt Carmel Church Rd (1008) by bike lane I think that would be great! That hill out of town is a huge mess!
127	Bike lanes on Old Greensboro, Jones Ferry, Dairyland, Dodson, 54, business 70 to name a few.
128	Old 86 from Dairyland to Hillsborough St. in Carrboro should be widened with Bike lanes.
129	bike lanes on old nc 86
130	The route from the south, the greenway from southern community park, dumps onto a dangerous road for bikes and walkers, South columbia street. Many could walk or cycle to town if the bridge (promised by D. R. Bryan) had been constructed over the bypass. And had the previous chancellor of UNC accepted the improvements to South columbia, we could have a good bit walking/biking to campus each day. As it is people drive and some take the bus.
131	wider shoulders, bike lanes, or greenways on/by Smith Level Road, connecting lower Smith Level Road (Heritage Hills neighborhood) with Carrboro High
132	Bike lanes coming out of Carrboro on Old Fayetteville Rd to Dairyland Rd. Also bike lanes on 86 between 70 bypass and Sawmill Rd.

Question 9

133	Wider shoulders, bike lanes, off road greenways ...Estes Rd., Weaver Dairy Rd.
134	Complete bike lane on Estes extension.
135	See above - bike lanes on SR 1009 would be my highest priority. SR1104 to Dairyland is slightly lower priority for bike lanes but would also be of good benefit as this is also a busy stretch for both bikes and cars.
136	I ride a variety of roads in southern Orange County and feel very strongly that all primary and secondary roads should have adequate shoulders. If this policy is introduced any time a road is resurfaced, it will increase the safety of non-motorized individuals.
137	Bike lanes on Buckhorn Road would be helpful
138	See my answers to #8 above for specific roads. <input type="checkbox"/> <input type="checkbox"/> Wider paved shoulders on all county roads are very important.
139	Please put bike lanes/off road greenways on Chapel Hill Road and Erwin Road between Durham & Chapel Hill as well as 54 between Durham and Chapel Hill and Chapel Hill and Carrboro and 86 to Hillsborough and 15/501 to Pittsboro <input type="checkbox"/> -Please put bike lanes/off road greenways that would connect neighborhoods, schools, and shopping areas in Chapel Hill
140	Cole Mill Road, Umstead Road, Highway 70, 86
141	NC10 is perfect for Bike path to durham <input type="checkbox"/> Oragne Grove road was widened when last repaved with 24 inch shoulder for bike safety, do for all repaving projects
142	Old 86 to hillsborough, Dairyland from Homestead Rd/Old 86 to Bethel Hickory Ch. Rd.; Homestead Rd.
143	Everywhere.
144	off-road greenways between Chapel Hill and Carrboro (including the Carolina North connection) <input type="checkbox"/> More bike lanes on MLK and Greensboro (ext also). Bike Lanes on Homestead leading to the parks and schools. Better designated shoulder areas for riding in more rural Orange county.
145	Estes drive in Carrboro/Chapel Hill needs wide outside lanes. Bike lanes are OK, but I prefer wide outside lanes. If bike lanes are built, please do not add bike only stop signs. This has been done on the outer banks and parts of Florida. It makes the bike lane worthless for a commuter.

Question 9

<p>146</p>	<p>I support wider shoulders more than bike lanes because local bike lanes are typically badly marked. Bicycles are responsible for following traffic laws, yet many bike paths in Carrboro and Chapel Hill suggest approval of dangerous or illegal activity for cyclist/motor vehicle interactions. (For example, at the intersection of Estes Dr and Greensboro Street, there is a right turn lane and a straight-through lane. The sign at the intersection states that turning drivers should yield to bikes. But if a cyclist is going straight, he should not be in the right turn lane. Similarly, on Cameron Avenue, signs say that drivers should yield to cyclists when, in fact, cyclists and drivers should be following the same laws. Given that bike lanes around here are dangerously signed, I suggest wider shoulders specifically on the following roads: <input type="checkbox"/> Old Greensboro Highway <input type="checkbox"/> Jones Ferry Road <input type="checkbox"/> Old Fayetteville Road between McDougal School and Calvander <input type="checkbox"/> <input type="checkbox"/></p> <p>I also want to request that there be a continued effort to make all traffic signals respond to cyclists. The new flurry of signs telling cyclists where to position a bike to make the signal change is very helpful. Signals that don't respond to bicycl</p>
<p>147</p>	<p>Bike lanes on Estes Extension, Main St in Carrboro downtown near Chapel Hill, Estes in general needs to be safer. Way too much traffic for alternative travel. And East Franklin St between Columbia and Estes is a nightmare.</p>
<p>148</p>	<p>Estes and N. Greensboro into Carrboro.</p>
<p>149</p>	<p>see above</p>
<p>150</p>	<p>Orange High School Road, NC 70, 57, 86 to downtown Hillsborough</p>
<p>151</p>	<p>All of my answers to the survey have been from a cyclist point of view. I never ride on old 86 because it is too dangerous. Wider lanes or shoulders would make it safer for cyclists. Wider lanes or shoulders on Dairyland would make it safer. It is a popular cycling road.</p>
<p>152</p>	<p>Off road greenways are best.</p>
<p>153</p>	<p>Separate paved bike paths would do much to improve safety. For example near Dairyland, Dodson's Crossroads, Orange Grove Road; Crawford Dairy Road</p>
<p>154</p>	<p>Bike lanes that are clean and safe to ride in. Pleas add a bike lane on Old Fayetteville after Hillsborough comes in. This is a major bike route to get out of Carrboro. At least to Calevander.</p>
<p>155</p>	<p>Bike lane or wide shoulder on Old 86 between Hillsborough street and Homestead road. <input type="checkbox"/> Need push button for stoplight at 15-501 bypass and botanical gardens</p>
<p>156</p>	<p>see response to Q 8.</p>
<p>157</p>	<p>Bike lanes on: <input type="checkbox"/> Homestead Rd <input type="checkbox"/> Dairyland Rd <input type="checkbox"/> Smith Level Rd</p>
<p>158</p>	<p>bike lanes on NC 10, Hwy 86(new and old).</p>
<p>159</p>	<p>See above.</p>

Question 9

160	St. Mary's Rd from downtown to Hwy 70. A bike path further along St. Mary's, at least to Rose of Sharon would be great.
161	Bike lanes on Dairyland Road, Old Hwy. 86, current Hwy. 86, Erwin Road. <input type="checkbox"/> Wider shoulders on Hwy. 751, Hwy. 57, Jones Ferry Road, Old Greensboro Road.
162	Bike lanes on Franklin St, and on Fayetteville Rd from Hillsborough St to Dairyland, and further north on Old NC 86
163	off road greenways
164	Bike lanes on major arteries into downtown Hillsborough (e.g., Hwy 86 and Hwy 70 by-pass)
165	Bike lanes needed on 70 business; Old NC-10; St. Mary's Rd. from Hillsborough to 70 bypass; business 70 from Hillsborough east to bypass; 86 North from Hillsborough (no bike lane--very dangerous)
166	Bicycle routing is needed from East Franklin to downtown/Carrboro along the big hill. Perhaps re-stripe Franklin to 2 wide lanes with bike lanes, similar to the layout on Cameron. <input type="checkbox"/> <input type="checkbox"/> The Bolin greenway needs to be connected to Carrboro.
167	St. Mary's Road - especially around St. Matthew's Church and Cameron Park School <input type="checkbox"/> Churton Street through downtown <input type="checkbox"/> US-70 between St Mary's and Orange High School Road - Including St. Mary's and Orange High School Road.
168	old 86 has no shoulders for bikes
169	all
170	St Mary's Road btw town and US 70 By-pass
171	Mostly around side roads. Will becoming increasingly dangerous as traffic growth occurs
172	Route 70 bypass
173	Bycycle routes should not be based on higher taxes, or asking autos to share the same small roadway that has no extra lanes or shoulders with bicycles.
174	It seems very dangerous for bikes to be on very rural, winding roads with little or no shoulder. St. Mary's, New Sharon Church, Pleasant Green, Lawrence Rd, 86
175	St. Mary's (Downtown Hillsborough to 70 bypass)
176	Please put bike lanes on St. Mary's Road.
177	Wider shoulders on 70 bypass between 86 & Exit 170 of I-85
178	St. Mary's Road in it's entirety needs bike lanes.
179	It would be nice to have shoulders on the roads particularly where there are schools. It would be easier at drop off/pick up times as well as for events. It is very dangerous without any shoulders on the roads. Cameron Park is especially difficult.
180	I believe that new 86 should provide for safe bicycle/scooter traffic. This is a relatively flat, heavily travelled north-south route. It's far too dangerous for slow-moving vehicles. A dedicated, generous (6-8 feet) shoulder would be beneficial.
181	70, st mary's

Question 9

182	St Marys <input type="checkbox"/> Bypass & hwy 70 <input type="checkbox"/> 86
183	See item #8.
184	Any off-road greenways would be appreciated. It would be nice for families especially those with children to be able to bike to school, ball games or the store. <input type="checkbox"/> <input type="checkbox"/> An off-road greenway or sidewalk that connected downtown Hillsborough to Carrboro, following Old NC 86.
185	There are no pedestrian or bike paths in Hillsborough....no where for the kids to walk to school and no where for cyclists.
186	Major downtown streets and St Mary's Rd
187	Old NC 86, especially between Carrboro and Calvander. As well as improvements to the intersection at Calvander. <input type="checkbox"/> <input type="checkbox"/> Also the rest of Old NC 86 between Calvander and Hillsborough could become a very nice bicycle commuter route if it were to be widened.
188	Bicycles need a bike path. There are a lot of recreational cyclists on County roads, especially in the southern part of the County and they are DANGEROUS. There is not enough room to pass safely (speed limits are at least 45 mph). When you come behind a cyclist on a curve and another car is coming in the opposite direction, there is a definite safety problem.
189	Too many weekend bicycles on roads like Dairyland and Dodson's Crossroads. These bicycles don't have bike lanes, and they drive without regard to the rules of the road.
190	Bike lanes along Old 86/Old Fayetteville Rd south of Homestead Rd. (before reaching the bike lanes in Carrboro), and on Homestead Rd. between NC86 and Old NC86.
191	Please put bike lanes on 70, 70 Bypass, New 86, and Lawrence Road.
192	Downtown Hillsborough.
193	Calvander to Carrboro
194	Dairyland between Old 86 and OrangeGrove road, Orange Grove road between Rte 54 and Old 86 in hillsborough, NC Old 86 between Homestead and I-85
195	Dairyland Road Wide shoulder or bike land, Extend bike lane on Old 86 from Carborro town line to Calvander, Wider and smoother shoulder or bike lane on Orange Grove Road from NC 54 to Dimmocks Mill Road, Bike Lane or wide shoulder on the Old Greensboro Highway to the county line.
196	St Mary's between Highway 70 and downtown Hillsborough
197	This is a big concern for me! Need bike lanes or wider shoulders on Old 86 and connecting secondary roads frequently travelled by bikers. Suggest a biker survey to determine most frequented routes.
198	Put bike lanes on NC 86, and find a place to put an off-road greenway trail. Anywhere north of I-40 would be nice! North of I-85 would be even better!
199	Bike lanes on Irwin road would be helpful, as well as safe bike ways to Middle Schools and High Schools

Question 9

200	St Mary's Road, Old Oxford Road, Roxboro Road and Snow Hill Road bike lines
201	Put bike lanes on US Hwy 70 Bypass from Hillsborough to Durham. <input type="checkbox"/> Put bike lanes on St Marys Rd from Hillsborough to Durham. <input type="checkbox"/> Put bike Lanes connecting Hillsborough to Duke University / Duke Medical Center in Durham. <input type="checkbox"/> Put bike lanes to allow one to travel through out Hillsborough.
202	Bike Lanes on the following roads: Rt. 70/70A, Churton St., St. Mary's Road, Dairyland, Homestead, Mt. Sinai, Whitfield Rd. Rt. 86 from south of I-40 to Hillsborough, Cedar Grove Church Rd, Walnut Grove Church Rd.
203	New Sharon Church Rd. <input type="checkbox"/> St Mary's <input type="checkbox"/> US 70 <input type="checkbox"/> Lawrence Rd.
204	There are frequently bicyclists on New Sharon Church Rd., which doesn't seem to be a very safe place for them. Wider shoulders or bike lanes might help, if the cyclists were inclined to use them.
205	Please put bike lanes on Schley Road
206	Please put bike lanes on Smith Level Rd./Greensboro Rd. in Chapel Hill.
207	Please put bike lanes and shoulder down Colombia away from campus past the Merritt Mill Store as well as on Greensboro street out of Carrboro. There needs to be a safe bicycle route to get from Carrboro/Chapel Hill across 15-501 to Southern Village (SV). I know many people I work with in SV who would bike commute if there was a safer route to get there - including me! Currently we have to go up Greensboro/Smith Level road which has no bike lane and lots of trucks, or else down Colombia which is the same (and has buses on a narrow stretch). Its really demotivating to choose between these poor options. I am certain that students who live in SV would like to have a better option as well. This would make a huge impact on my life if I could safely bike to work. I really hope improvements can be made to better link these two areas.
208	NC 86 North of I-40; Erwin Road; Eubanks Rd; Pleasant Green Rd. Bike lanes would be my first choice, then wider shoulders to accomadate cyclists
209	Please place a bike lane on south Greensboro St in Carrboro, and improving Main St-Franklin Street bike areas
210	Wider shoulder Old 86 <input type="checkbox"/> Wider shoulder Old Fayetteville Rd. between Calvander and Farm House Rd. <input type="checkbox"/> Wider shoulder Dairyland
211	St. Marys
212	Saint Marys Rd to Northern Durham: Limit large truck traffic. Lower speed limit to 45!
213	Bike lanes/shoulders on all roads 70, 86, 54, 57, 157. Bike lanes on 70 would allow bike commuting to Durham.
214	see above
215	Wider shoulders and bike lanes. Greenways like the tobacco trail in durham.
216	more bike lanes on sections of Weaver Dairy and Franklin Street between Estes and Eastgate
217	Wide shoulders: Dairyland rd corridor, Fayetteville rd (Carrboro), Old 86 from Hillsborough road to Eubanks

Question 9

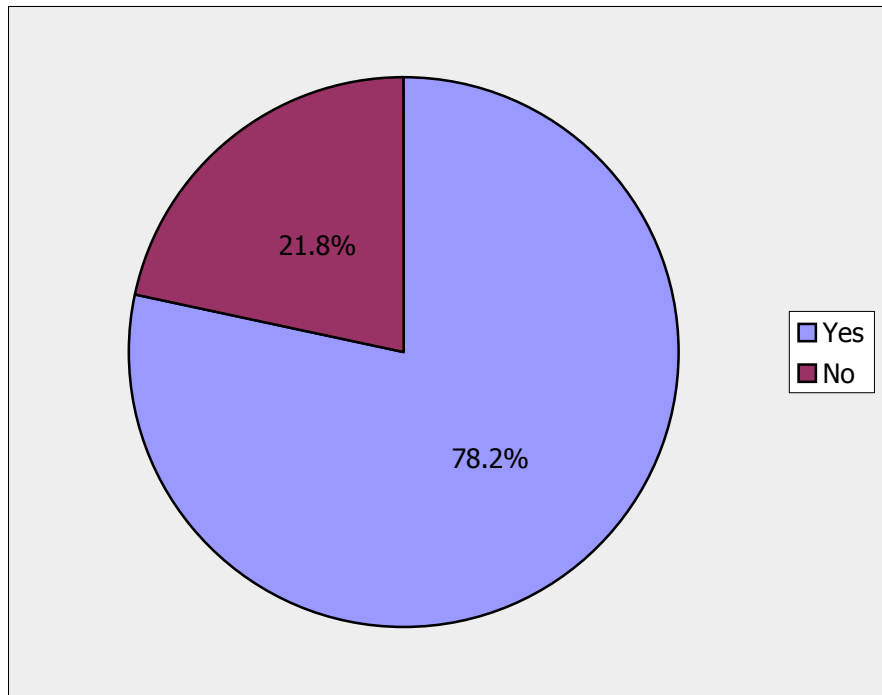
218	Please put off road bicycle options along NC 54 between Chapel Hill and Durham. Also, please put bike lanes along Dairyland Road, Homestead Road and Eubanks Road.
219	St. Marys from 70 to Downtown
220	Across (under/over) Fordham between Manning and Ephesus.
221	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnbojodeq.com/]vkvnbojodeq[/link], http://chuedguvjqmy.com/
222	MLK Pkwy
223	All around Hillsborough
224	Old 86, New 86, Orange Grove Road.
225	All of the above - bike lanes should be on all NEW roads and any major thoroughfares
226	157☐ 57☐ 15-501
227	bike lanes on Old 86! and all over northern Orange County! Also routes into Chapel Hill, Durham from Hillsborough
228	Back roads to and from Carrboro (i.e. Dairyland Rd., Orange Grove Rd., etc.)
229	AL Stanback - New Hope - 86 in general.☐ Also Orange Grove, Dodson Crossroads
230	New and Old 86, north and south!!!
231	bypass will make Hillsborough safer for bikes and peds
232	Routes btw. Hillsborough and Chapel hill (esp. along new 86).☐ an off-road greenway would be ideal, but bike lanes would be an improvement.
233	Please put bike lanes on Churton St. from Exchange Park Rd. to Hiway 70 and along King St. from Churton St. to West Hill Ave.
234	Get them off the road
235	Wider shoulders on Old 86
236	wider shoulders should be added to any resurfacing projects and road updating efforts. St Mary's Rd in town, Miller Rd, New Sharon Church Rd
237	Bike lanes on new and old NC 86, New Hope Churh Rd, Old NC 10
238	86N
239	Estes, Greensboro
240	Provide bike lane through Hwy 86
241	Hwy 86 N/S (both 86's) needs more bike lanes b/w Hills and Chapel Hill
242	Please put more marked bike lanes on Chapel Hill streets
243	Bicycles cause dangerous situations and the blame is always on the car drivers
244	Weaver Dairy bike lane
245	Old 86, NC 57, New 86

Question 9

246	bike lanes whenever possible
247	Bypass 70
248	70 bypass - nowhere for cyclists and pedestrians□ Round by Walmart - same thing.□ down near Daniel Boone! no sidewalks! bike paths!
249	Old NC 86
250	Every road
251	Estes Drive Extension
252	see above
253	All road wher bike lanes do not exsits
254	Bike lanes on Ben Johnston Road, Dimmocks Mill Road
255	Bike lanes on St Mary's Rd and Pleasant Green Road (fatality!)
256	Please put bike lanes on St Marys (from Hillsborough out) and New Sharon Church.
257	Highway 57 N. - for cars too - no shoulders on parts of this road.
258	VERY!! walking access to Gold Park. very dangerous if approaching on foot.
259	Estes Extension - bike lane□ old 86 - bike lane□ Homestead Rd - bikelane
260	Smith Level Rd, Estes Blvd in Carrboro... both need bike lanes.□ Also, need a bike path that would safely connect Durham, Raleigh and Chapel Hill!!!
261	Bike lanes on Dairyland Rd, Dodson's Crosroads, New Hope Church, Old NC 86 to Carrboro
262	Bike lanes every or any where along any rural road the County can manage to place them!!! (Especially to/from parks in Orange Co. to include Little River)
263	86 near Joppa Oaks---lots of pedestrians
264	Bike lane to Maple View Dairy Ave.
265	70, 70A, Old 86, New 86, Old Ten, St. Mary's Rd., Hwy 57, New Sharon Church, Mt. Willing
266	Please put bike lanes on Orange Grove Road, 86, Old 86, St. Mary's Rd
267	West Ten is one of MANY examples. Also Hwy 70. I live 1 mile from Gravely Hill Middle School yet my children cannot safely walk to school. A sidewalk and/or bike lane would allow us to avoid driving.

Question 10

Are safe and convenient walking routes important to you?		
Answer Options	Response Percent	Response Count
Yes	78.2%	359
No	21.8%	100
If yes, please identify specific routes on which you would like to see improvement or new facilities, such as sidewalks, crosswalks, or off-road greenways. (Example: Please put sidewalks on XYZ Road from 123 Street to downtown.) <i>(see comments below)</i>		193
<i>answered question</i>		459
<i>skipped question</i>		32



Question 10

Number	<u>If yes, please identify specific routes on which you would like to see improvement or new facilities, such as sidewalks, crosswalks, or off-road greenways. (Example: Please put sidewalks on XYZ Road from 123 Street to downtown.)</u>
1	All of Churton St should be walkable, right to the Community College. Likewise, They should extend from Hillsborough, down new 86, pass the Community College, and at least go to the school properties. Plans should be made for them to continue on to Martin Luther Blvd. Sidewalks also should be extended. That's for starters.
2	Sidewalks on West Ten Road.
3	1. Off-road greenways or sidewalks (with crosswalks) on Churton Street between I-85 and US 70 Bypass (Hillsborough) <input type="checkbox"/> 2. Off-road greenways or sidewalks (with crosswalks) US 70 Bypass between West Hill St. and St. Mary's Road (Hillsborough) <input type="checkbox"/> 3. Off-road greenways or sidewalks on US 70 Bus between NC 86/Eliz Brady Rd and Churton Street (Hillsborough)
4	Walking routes on New NC 86, Old NC 86, Hwy 70 Bypass, Hwy 70 Business
5	See number 8.
6	No problems thus far.
7	Franklin Street
8	See above statement.
9	I enjoy walking in Hillsborough. Sidewalks from Revere Road into the downtown area would be great.
10	Off road greenways anywhere would vastly improve the quality of life and bring more people to settle in Hillsborough. It would also improve the health of the population.
11	Sidewalks are needed in Hillsborough - Churton street in commercial area from Eno Bridge to Durham Tech/Waterstone.
12	Side Walks and bike lanes on: 70 bypass, 70 business, NC 86, Old 86, Churton Street, St Mary's, Revere Road,
13	hillsborough from one side of town to other
14	I don't have specific locations that I would like to see them, but would like to see more designated walking areas. Also improved sidewalks. I tripped in Hillsborough recently on a raised piece of sidewalk and fractured a finger.
15	Please put sidewalks on Estes Dr. Ext. between N. Greensboro St. and Seawell School Rd. I see people walking here often, and would like to start walking here myself, but there's nowhere safe to walk, since the shoulders of Estes operate as bike lanes.
16	more off-road greenways anywhere possible <input type="checkbox"/> sidewalks extending further westward on Homestead Road
17	More greenways throughout the County.
18	Hwy 70 in Hillsborough near Faucette Mill Rd, Holiday Park Rd., Rainey Ave to Churton St. Nash St. Churton St. after you pass 70 Business all the way to Millstone Dr.
19	any and all designated waking routes should be safe and convenient; in addition to their positive impact on one's

Question 10

20	Sidewalks on old 86 from Waterstone to McDonalds
21	no specific route--anywhere you walk should be safe.
22	Do not live in an area conducive to walking, but highly support enhanced walking opportunities in more heavily populated areas.
23	sidewalks in downtown hillsborough, stoller accessible
24	Sidewalks throughout Hillsborough. □ Sidewalks or off-road greenways or bridges to get to Parks and all schools.
25	We've got effective sidewalks
26	identify that all new developments provide sidewalks.
27	For the size of the town there are adequate places to walk.
28	sidewalk are needed in Hillsborough
29	Nash Street for Central Elem and Hillsb Elem., St. Mary's Rd for Cameron Park Elem., Crosswalks via Corbinton Commons across bypass 70 to Orange High School Rd. and all along Orange High School Road., again across north 86 near 57 split for school students, connections to future Mountain to Sea Trail, riverwalk, Poet's Walk
30	Please put sidewalks on Churton St. from Weaver Street Market to Mayo St. as well as sidewalks on business 70 in Hillsborough from Meadowland Dr. to Churton St.
31	Parts of Weaver Dairy Road
32	I live in Efland...not too many roads there would provide for lengthy sidewalks...
33	It keeps them out of the roads.
34	Side walks down Orange Grove to Cedar Ridge High School and Grady Brown Elementary
35	see above
36	sidewalks near apartment building where students have to catch buses.
37	A way to safely walk from Ayr Mount to visitor center in Hillsborough
38	All routes from schools to neighborhoods
39	See above
40	ASAP - sidewalk on St Mary's Rd into downtown Hillsborough. It is narrow, winding, lacking any shoulders and is main traffic entry to downtown from the east.
41	sidewalks down S. Greensboro St., Carrboro
42	Please put sidewalks and crosswalks in Hillsborough at intersection of Saint Mary's Rd and 70.
43	Sidewalks in spades, but we need a traffic light w/ crosswalk b/t Estes Dr and Hillsborough/Umstead on MLK Blvd in Chapel Hill.
44	Improve sidewalks on S. Columbia St. and on Mason Farm Rd. in the places where there are none.
45	In highly congested areas like University Mall area, I see people RUNNING across 15/505 regardless of the traffic or the time of day or night. Why not build an over the highway walkway for people to use as many of these people have no money for cars and rely on walking to and from the grocery store.
46	MLK BV

Question 10

47	New crosswalk on the south side of Margaret Lane crossing Churton Street.
48	cut sidewalks the length of Eubanks <input type="checkbox"/> apartments are going in <input type="checkbox"/> Duke Forest is near <input type="checkbox"/> same with Rogers Road
49	Please put sidewalks along S. Churton St. in Hillsborough, with crosswalks at important locations.
50	There are not any sidewalks, except for downtown Hills. Please put sidewalks from Nash St. to King St. And all the surrounding areas.
51	orange grove rd, south churton
52	Need more sidewalks
53	there are no sidewalks in hillsborough except in the middle of town
54	also in mebane and the contry
55	we should have a singner for work.
56	Greenway from Efland to Eno Mt. park area along Megowan (sp?) creek to Eno.
57	I live 4.5 miles down Old Greensboro. There are no sidewalks, shoulders, bike lanes, no safe place to walk on down that road.
58	Hwy 86, New Hope Church Rd
59	Sidewalks or off-road greenways on Hwy 54 from Hank Anderson to Cane Creek Reservoir.
60	Sidewalks for pedestrians & bikes from the Sportsplex to downtown Hillsborough along 70A and crossing the Eno at Churton Rd. bridge.
61	Old 86 to Hillsborough, New 86 to Hampton Pointe
62	Greenway/path from downtown Hillsborough to the Eno River State Park.
63	I look forward to the completion of the river walk and mountains to sea trail.
64	sidewalks on South Churton <input type="checkbox"/> sidewalks on 70 bus. from 86 crossing to downtown Hillsborough <input type="checkbox"/> sidewalks on new 86 from Beckett's ridge to walmart <input type="checkbox"/> greenways all along new 86
65	Need connections from the Umstead/Village Dive/Estes Park area to downtown Chapel Hill and especially Carrboro. We have good bus service, but only to CH and only until 7 pm. Would like to re-establish the path through Estes Park until something more formal can be established. A greenway along the rail line would be ideal.
66	The main reason I moved to downtown Carrboro was the walkability of the area and its sidewalks. Sidewalks the entire length of Rosemary Street from Main Street to Columbia Street would be helpful.
67	I would rather see sidewalks on municipal roads than county roads, but mowed and maintained shoulders are critical on all county roads.
68	sidewalks on Rosemary St, ability to cross 15-501 bypass

Question 10

69	Create a safer route along 54 to campus for students who live in Finley Forest, Meadowmont, Glen Lennox, etc. particularly where 15-501 intersects with 15-501. This area is also inconvenient for cyclists. Sidewalks throughout Carrboro
70	Crosswalks on NC 54 in Carrboro
71	North Chapel Hill to downtown without following road ways - in other words, off-road. <input type="checkbox"/> Connect greenways so that it's possible to get to all parts of town.
72	downtown Hillsborough, Piney Mtn rd. in Chapel Hill and downtown Carrboro
73	1) The intersection of Merritt Mill and where Franklin St (western end of Chapel Hill downtown) turns into Main St (eastern end of Carrboro) is a disaster waiting to happen for pedestrians crossing on the south side of the intersection. There is no walk light and no way for pedestrians to tell when their light is green. It's actually safer to cross when the light is against pedestrians because then you don't risk being hit by cars whipping around from Main St. (heading east) to Merritt Mill (going south) without yielding to you. <input type="checkbox"/> 2) The sidewalk on the north end of West Rosemary Street (the stretch from around Graham St to Columbia St; this is in downtown Chapel Hill) is incomplete. This street is heavily traveled by pedestrians and needs continuous sidewalks on both sides. <input type="checkbox"/> 3) Estes Dr extension in Carrboro is a hostile environment for pedestrians and bicyclists. Virtually no room. The bicyclists need a wide outside lane or shoulder, pedestrians need sidewalks. Ditto for South Greensboro Street in Carrboro between downtown Carrboro and the Hwy 54 intersection.
74	Sidewalks on Millstone Dr between Churton and Beckett's Ridge <input type="checkbox"/> and sidewalks or bikelanes along Churton from Beckett's Ridge to downtown
75	Again, see http://www.PedBikeInfo.org for good recommendations. Walkability is the hallmark of every good urban design; it should be incorporated everywhere. Rather, it should be incorporated well; too often I see sidewalks to nowhere in front of new developments on high-traffic roads, and of course those sidewalks never see foot set on them. Higher densities, mixed use, and TODs that incorporate pedestrian use are preferable.
76	I would like to see more crosswalks on West Franklin Street between Columbia and Main St in Carrboro.
77	Downtown Carrboro between downtown and the new Northside elementary.
78	Bike lanes and pedestrian sidewalks on entire lengths of 86, 70 (bus and byp) and 54 within the county.
79	Sidewalks need to be extended on MLK Blvd and several crosswalks need to be added. Connect Bolin Creek greenway from Chapel Hill to Carrboro. Add sidewalks and better crosswalks on NC 15-501 and Ephesus Rd intersection. Add sidewalks to both sides of Estes Drive and Estes Drive Extension. Sidewalks need to be improved in Chapel Hill on Rosemary St and a bike lane or greenway from CH to Carrboro on the north side of town. South Columbia St and Smith Level Rd need bike lanes and crosswalks.
80	Please up sidewalks on New 86 from Eubanks to WDR. <input type="checkbox"/> Please put sidewalks on Eubanks from Millhouse to New 86

Question 10

81	Sidewalks are needed on South Colombia near Merritt's store. These are planned, but continuously delayed. <input type="checkbox"/> <input type="checkbox"/> Cross walks are need on East Franklin and NC 86/MLK/Airport.
82	All over Hillsborough - not enough sidewalks exist (New Grady Brown School Road, Oakdale, NC 86, etc.)
83	complete sidewalks on Cubreth road. Easy pedestrain access to Carrboro High School and ability to walk to downtown Carrboro via Smith Level Road
84	Walking from downtown Hillsborough south.
85	Walking from downtown Hillsborough south.
86	downtown hillsborough to gold park to eno mtn. (in plans).. route east along eno out of Hillsborough?
87	New development MUST build in sidewalks and wheel chair curbs
88	Weaver Dairy continuation of sidewalk from Silvercreek to Erwin.
89	King St. in Hillsborough needs a sidewalk to enable east-west movement through town
90	Crosswalks need improved signage and enforcement- I can't tell you how many times I've stood waiting at a crosswalk (with a stroller) with a police car parked within view, and still cars whiz right through while the officer does nothing. (Carrboro and Chapel Hill)
91	Please put sidewalks on Margaret Lane from downtown to Nash St in Hillsborough. Perhaps a sidewalk on King St from West Hill to Calvin St.
92	sidewalks all the way up King St. and on St. Mary's Rd.
93	sidewalks and paths along 15-501 near the merge with Franklin Street.
94	Estes from Greensboro to MLK Blvd
95	Intersection of Rosemary and South Columbia in Chapel Hill gives drivers the green for a right turn to Rosemary at the same time peds are signaled to cross. <input type="checkbox"/> Rosemary Street desperately needs sidewalks.
96	With the Waterstone Development beginning to grow, it is important to our family to have at least one sidewalk on one side of Churton Road between Hwys 85 and 40.
97	Expansion of sidewalks along N. Greensboro St/Smith Level Road to Carrboro would be great for all of the residential/apartment communities located off of Smith Level. Additionally, extension of sidewalks from Raleigh Rd/15-501 to University Mall area would be great. Overall,
98	Please put sidewalks along 54 near James Tayor bridge to Jones Ferry on both sides of the road and then crosswalks across 54 (road for CH Tennis club to Carolina Apts and then between Kingswood apts and Laurel Ridge)
99	New 86
100	Sidewalks needed in many areas of downtown Hillsborough
101	there are too many streets without sidewalks to mention.
102	Dogwood Acres drive now has a park, but the residents of the neighborhood do not have a safe walkway to get there on the main road. Sidewalks stop where the city stops, this makes us feel like second class citizens, our own children can't get there, but the southern village kids can safely walk or bike. Add sidewalks to Dogwood acres drive.

Question 10

103	sidewalks on Smith Level Rd
104	Need a walk along Sawmill Rd to 86 and then north on 86 to the senior center/park.
105	Sidewalks are needed on all heavily travelled residential roads.
106	sidewalks needed on Buckhorn Road
107	Please see my answer to #8 above for specific roads.
108	sidewalks on Rosemary Street and improvements to crosswalks under the 15/501-54 overpass on Raleigh Road and to crosswalks on busy roads in general
109	Sidewalks fully along old 86 between Fayetteville Rd and Homestead rd.; then along Homestead Rd to existing sidewalks.
110	Everywhere.
111	Better shoulder areas for the school runners on Erwin, Sunrise, etc. following after school routes.
112	Fordham and all roads in downtown Chapel Hill that do not have sidewalks.
113	<p>The intersection at Al's Garage in Carrboro/Chapel Hill needs pedestrian signals. Because of the layout of the intersection, there is no way a pedestrian can know when to cross any of the streets. The signal needs to have a countdown clock on it, particularly for crossing from Al's Garage to the south side of Franklin Street. A button to cause the signal to change is less required than signs that simply let pedestrians know when they can safely cross. (I've suggested this in every single transportation survey I've completed over several years.)<input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>On Martin Luther King Blvd, east side, there's a stretch (can't remember exactly where) where the sidewalk suddenly disappears. A little while later, it reappears. Make the sidewalk continuous along that stretch.<input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Add crosswalks along MLK Blvd so bus riders and others can safely cross the street. (How many times has this been raised?)</p>
114	Rosemary St.
115	OHS to downtown Hillsborough
116	There really needs to be a sidewalk or bike lane on Old Fayetteville Rd from Macdougles school to Rt 54. It is dangerous to run along there. I think more children could walk or ride to school if it were safer.
117	see above
118	A side walk on South Greensboro street. South of Carr street, down the hill.
119	Crossing 15-501 by pass at Botanical gardens and Finley Road
120	See above. Have a look at Raleigh and other more populated areas. We are way behind.
121	off road greenways
122	Major arteries into downtown Hillsborough (e.g., Hwy 86 and Hwy 70 by-pass)
123	Crosswalks on Churton

Question 10

124	<p>Sidewalks along Martin Luther King south of Homestead. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Sidewalks along both sides of Estes west of Franklin all the way to MLK. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>In general, no single sidewalks along major arteries. Sidewalks need to be available on both sides. Pedestrians should not be forced to cross back and forth along a roadway in order to have access to sidewalks. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Many sidewalks are segmented, terminating for no apparent reason. Identify segments that are close to each other and connect them.</p>
125	HWY 70 By pass like St Mary and HWY 70
126	all
127	St Mary's Road, near Cameron Park Elementary in Hillsborough
128	if you do, do not raise taxes.
129	Please put sidewalks on St. Mary's Road from Bypass 70 to downtown.
130	Sidewalk from Churton Grove Shopping Center to downtown Hillsborough via St. Mary's Road. Would allow residents of Churton Grove and Braddock Park to walk to downtown merchants, schools, church, etc.
131	St. Mary's Road between 70 and the board of education (don't know that road's name)
132	I would like to see continous sidewalks along Churton St. in Hillsborough, from US 70 south to I-40.
133	st marys heading to hillsborough
134	St Marys
135	St. Mary's Road From Hillsborough to 70.
136	Sidewalks on St. Mary's Road from Churton Grove to the Hillsborough PO.
137	An off-road greenway or sidewalk that connected downtown Hillsborough to Carrboro, following Old NC 86.
138	70 Bypass, 751, St. Mary's Road
139	New 86 needs crosswalks at intersections where there is not a light (ie, by the Burwell School); St Mary's Rd
140	It would be nice to require all new developments to have sidewalks on at least one side of the street. Also there are ways to design "shortcuts" between cul-de-sacs and dead end streets that tie multiple streets together for pedestrians and cyclists. These increase the likelihood that the locals will use the sidewalks/walkways/paths for recreation.
141	From Churton Grove to downtown
142	All roads (including subdivision roads) need sidewalks, even if just for people to walk for exercise.
143	I don't have particular areas in mind (because I often drive on rural roads, where I don't think sidewalks are cost effective), but I do feel there should be sidewalks around all school, even when it is a rural area.
144	I often seen people walking on the shoulders of 70 Bypass and Lawrence Road. I would love to see sidewalks on these roads.
145	Please put sidewalks from Highway 70 to downtown hillsborough

Question 10

146	Dairyland between Old 86 and OrangeGrove road, Orange Grove road between Rte 54 and Old 86 in hillsborough, NC Old 86 between Homestead and I-85
147	St Mary's between Highway 70 and downtown Hillsborough
148	Would love to see a simple greenway (or wider shoulders) on Ode Turner Road. Many community members walk and cars do not always obey the speed limit. Taking small children for walks or in a stroller is a challenge. We have to be on the road and then get off for passing cars.
149	How about a walkway between Churton Street and NC 70 bypass, along St Marys.
150	I would love to see St. Mary's from downtown Hillsborough out to Rt. 70 more accessible to walking. The school is an important aspect of the community on that side of town, yet getting to it from either downtown or Rt. 70 is almost impossible on foot. We live about a mile away and would definitely have our kids ride/walk if there was a safe way for them to do it.
151	Old Oxford Road sidewalks are not sufficient especially going north out toward Treyburn.
152	from intersection of St. Mary rd and US Hwy 70 Bypass to Downtown Hillsborough walking on St Mary's Rd.
153	<p>The lack of sidewalks in this area is an absolute disgrace. I'm European, and I think they road layouts here would be illegal in Europe. The most pressing problems: <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Put sidewalks on S Columbia st at least as far south as that shop that sells BLTs. At the moment you have to walk in the mud. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Put sidewalks on both sides of Merritt Mill road as far south as the 54. And more street lighting. At the moment, to get safely from Franklin St to Edwards St, you have to cross twice, once at a blind corner (by Edwards st). <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>Put a crosswalk near Edwards st. There are loads of houses there, and people always have to dodge fast traffic coming off the 54.</p>
154	Yes, but since I am in a rural area, I probably wouldn't be the person using them much!
155	If you want to safely take a walk on Schley road you have to walk in the ditch.
156	Smith Level Rd. needs sidewalks.
157	PLEASE place a sidewalk on South Greensboro St in Carrboro- our road is VERY unsafe for pedestrian and bike traffic!
158	Greenway from the Churton Grove development to downtown Hillsborough.
159	St. Mary's road to downtown Hillsborough.
160	Along Estes Drive Extension from Greensboro to MLK.
161	70 to Downtown, via St. Marys
162	Across (under/over) Fordham between Manning and Ephesus. Crosswalks are dangerous, and biking has no protection. Greenway connections should be completed as per comprehensive greenways plan adopted in 2004.

Question 10

163	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnbojodeq.com/]vkvnbojodeq[/link], http://chuedguyjqmy.com/
164	I LOVE the LACK of sidewalks in the Historic District. If you must add sidewalks, do so on one side of the street. Keep other side for bike lane?
165	Sidewalks on I-70 by Sportsplex
166	St. Mary's
167	sidewalks in neighborhoods east and west of Churton St in Hillsborough
168	Orange Grove, Old 86 into Hillsborough, Churton Street - closed - redirect <input type="checkbox"/> maybe a shopping/complete walk area.
169	Churton St from downtown South to I-85 or beyond
170	All in-town roads, including w. Margaret, Churton from 70 to Daniel Boone, etc.
171	Btw. downtown Hillsborough and Daniel Boone Village area.
172	Sidewalks should go, as a minimum, from Nash St. to downtown along King St. Even better would be for sidewalk to go along King St. from West Hill Ave. to downtown.
173	The River walk along the Eno and greenway to Occoneeds Mt. Needs to get finished
174	sidewalks on Old 86 (or Churton St towards downtown) from Durham Tech to 70 Business
175	Washington or US 70W
176	All over Hillsborough
177	Lots of kids going to schools! <input type="checkbox"/> 70 bypass (Churton Grove Shopping Ctr) to Maxway (no sidewalks exist). <input type="checkbox"/> 751 - lots of walkers and runners - no sidewalks.
178	All
179	Estes Drive Extension needs sidewalks.
180	Sidewalks on Ben Johnston Rd, Dimmocks Mill Rd.
181	Would like to see county wide sidewalks <input type="checkbox"/> crosswalks need stand up signs
182	Sidewalks - Churton St <input type="checkbox"/> Crosswalks - Churton St
183	VERY
184	Crossway to NCBG over 15-501 <input type="checkbox"/> Crossway to New Hope Commons 15-501
185	Walkway/bike route that joins park systems & shopping areas within Hillsborough area i.e. downtown with Gold Park & Daniel Boone area.
186	I want sidewalks made of rubber particle (like oval running tracks) so there's less stress on the ankles, knees and back.
187	86 near Joppa Oaks---lots of pedestrians

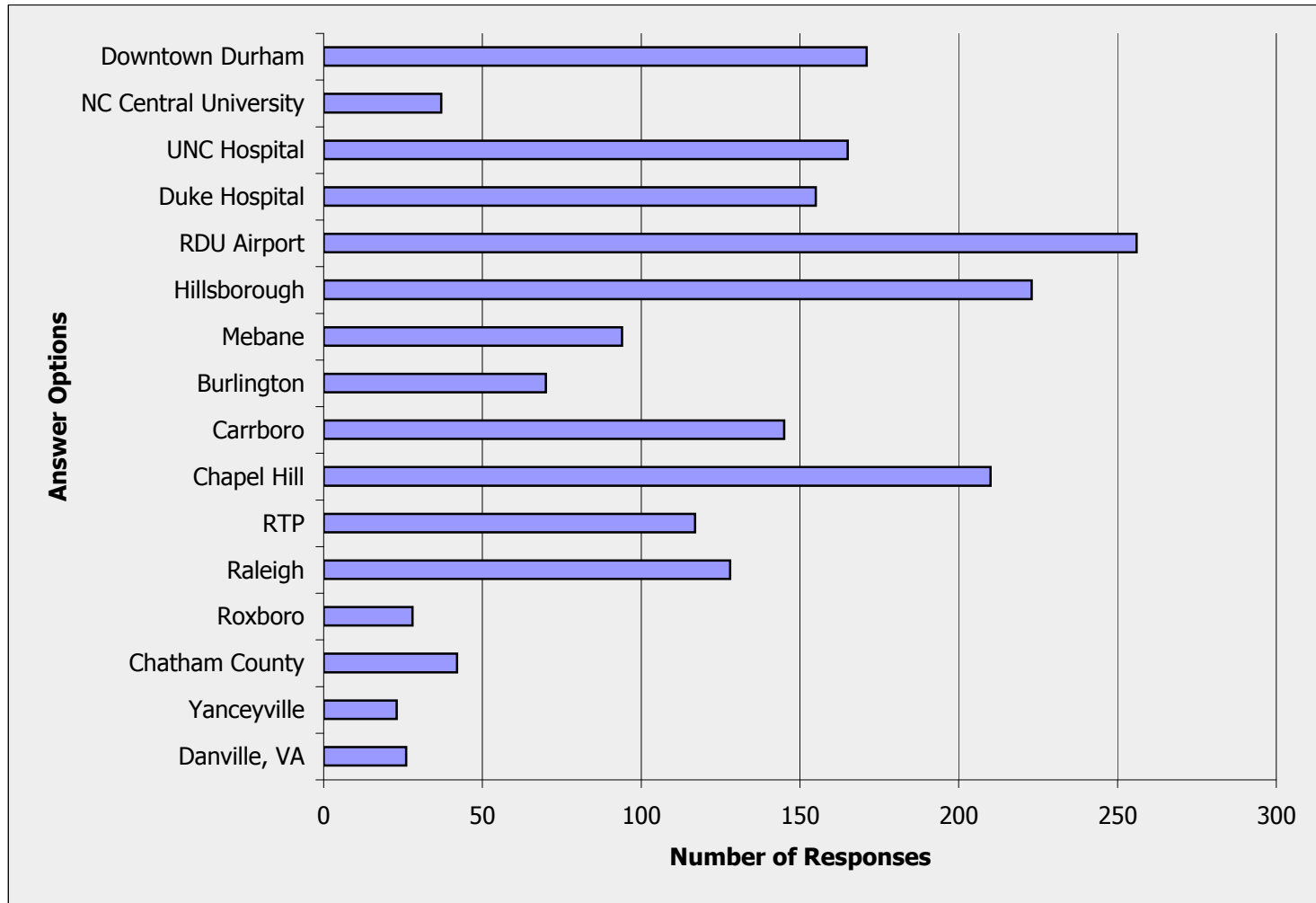
Question 10

188	Sidewalks needed-Margaret Lane, Cameron St.
189	Safe walking route from St. Mary's Rd to downtown
190	King St. (Cameron to Kings Hwy Park). Connect Schools to residential areas. Ari Mount to Hillsborough
191	Hillsborough from downtown connecting to Cameron Park School
192	West Ten
193	Hwy 86 & 70

Question 11

To which destinations would you like to have taxi, bus, or van service? (Please check all appropriate boxes.)		
Answer Options	Response Percent	Response Count
Downtown Durham	45.8%	171
NC Central University	9.9%	37
UNC Hospital	44.2%	165
Duke Hospital	41.6%	155
RDU Airport	68.6%	256
Hillsborough	59.8%	223
Mebane	25.2%	94
Burlington	18.8%	70
Carrboro	38.9%	145
Chapel Hill	56.3%	210
RTP	31.4%	117
Raleigh	34.3%	128
Roxboro	7.5%	28
Chatham County	11.3%	42
Yanceyville	6.2%	23
Danville, VA	7.0%	26
Please provide any other ideas: <i>(see comments below)</i>		61
<i>answered question</i>		373
<i>skipped question</i>		118

Question 11



Question 11

Number	Please provide any other ideas:
1	Gameday traffic to and from UNC football and Basketball to hillsborough
2	Alamance Community College
3	Mass transportation - train service to RDU, RTP, Raleigh
4	Taxi to Amtrak/Rail in Durham
5	Would prefer train service.
6	Major shopping areas, such as Southpointe and Crabtree Valley Mall
7	Accessible service for medical facilities just over the Orange County border
8	Rougemont in Durham County
9	Alamance Community College
10	None
11	None
12	Connector to Mebane where the P.A.R.T. busses are taking passengers to the Triad area.
13	Probably should also ask 'from where'- what's the origination point for the trip.
14	You need more service to the DTCC Orange Co campus so we can build our student base there especially in English as a Second Language
15	Saturday bus service b/n Hsbo & Chapel Hill
16	Bus from Durham to Hillsborough
17	Efland
18	graham nc
19	Efland
20	To Jordan Highschool along Hgwy 54
21	All these destinations are good, but where would the service START?
22	Services that connect from Guildford to Wake (not necessarily the same transit provider).
23	I already use these facilities, but coverage (times) should be expanded
24	duke univ.
25	direct route morning and evening from Eubanks park and ride to Duke University.
26	need park and ride on south side of chapel hill to ride 500 express bus to NC State
27	Connect the AMTRAK stations in Central NC
28	Pittsboro/Fearrington area
29	RAIL SERVICE to all of the above- CHECK!
30	rail service.
31	pittsboro. 86 superwalmart
32	Durham to Chapel Hill with more times
33	Everywhere.

Question 11

34	I'm not sure I understand. Service to these destinations from where? Service to many of them already exist, depending on your starting point. I'd like to see CH Transit bus service extended out Jones Ferry Road (to the Chatham County line or even beyond) and Old Greensboro Hwy.
35	not applicable
36	shuttle bus or rail spur to RDU
37	None.
38	UNC-CH campus
39	Southpoint Mall
40	A Hillsborough-Carrboro bus along Old 86 with stops at major intersections (such as Dairyland Rd.).
41	NCSU/Hillsborough Street in Raleigh specifically.
42	None
43	ashboro zoo, to Ashville NC, to Brevard NC
44	A bus to RDU that starts in time for morning flights.
45	State Fair Grounds, RBC, Carter-Findley. Should there be publicity about park and ride for occasional visitors to Chapel Hill, to ride the free buses from the periphery.
46	I know there are options to these places already, but they could be improved.
47	Gguch
48	Durham Willowdaile area
49	if you pay taxes it should be for all
50	White Cross, ColePark Plaza, other rural areas of Orange County
51	None
52	Cary/Apex
53	Every
54	None will affect me
55	New Hope Commons, Walmart Shopping area on Hwy 86
56	not terribly important to me. but would be nice.
57	Train for all above
58	Transfers@ existing Park-n-Rides?
59	I want less taxis. I want RAIL SERVICE in the Triangle!!!
60	increase the services
61	Southpoint, Northgate

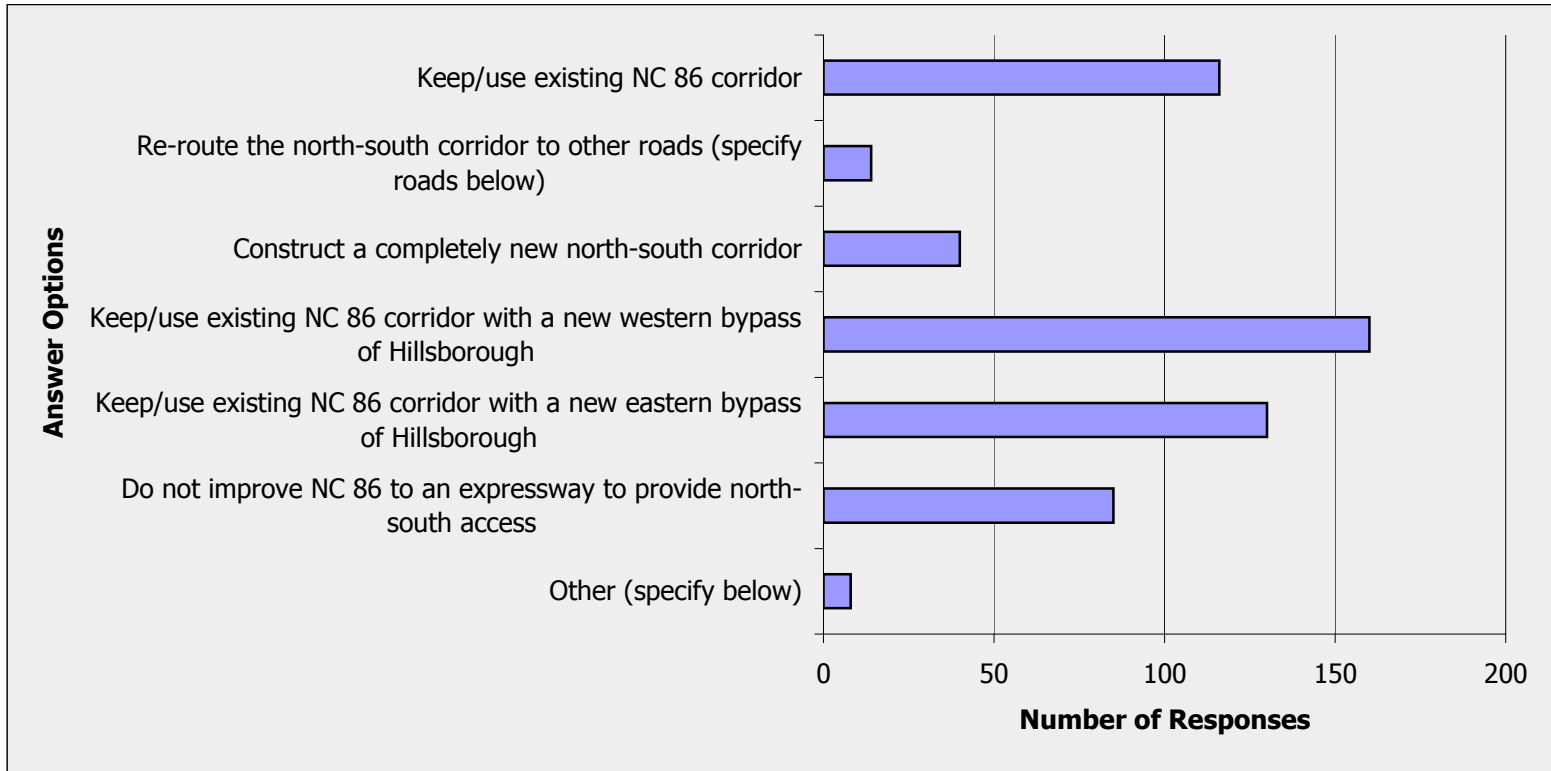
Question 12

The Strategic Highway Corridors initiative of NCDOT states that the long-range vision (in 25-30 years) for the NC 86 corridor in Orange County (from Hillsborough to the North) is an Expressway. The goal of Strategic Highway Corridors is to maintain mobility and connectivity throughout North Carolina on core highway corridors, and NC 86 serves as a primary connector from Danville, VA to the Triangle area. An Expressway is a median divided facility, usually with 4 lanes. The speed limit is 45-60 mph with no traffic signals. Connections are made at interchanges, public roads, and right-in/right-out driveways.

Which of the following would you suggest for a north-south corridor to achieve this goal? (Please check any you would support.)

Answer Options	Response Percent	Response Count
Keep/use existing NC 86 corridor	29.2%	116
Re-route the north-south corridor to other roads	3.5%	14
Construct a completely new north-south corridor	10.1%	40
Keep/use existing NC 86 corridor with a new western bypass of Hillsborough	40.3%	160
Keep/use existing NC 86 corridor with a new eastern bypass of Hillsborough	32.7%	130
Do not improve NC 86 to an expressway to provide north-south access	21.4%	85
Other (specify below)	2.0%	8
Please elaborate on above choices: <i>(see comments below)</i>		96
<i>answered question</i>		397
<i>skipped question</i>		94

Question 12



Question 12

Number	Please elaborate on above choices:
1	N-S traffic to/from VA will continue to grow. What to do? Much of it re-routes to Efland-Cedar Grove Rd. (Just look at all the VA tags on that Rd.) The by pass on 86N starts at the intersection of Rt 157 and Rt 86 N and extends into Hillsborough. The intersection of 70 and 86 is a nightmare. Access to convenience stores (primarily Citbgo) have congested that intersection and made it dangerous. A by-pass should start before 157 both to the west and to the east, taking traffic well beyond Hillsborough commercial districts, both to the west and *across* the Eno to the east, say at Lawrence Rd. Lawrence Rd already is a by-pass through Hillsborough.
2	need to get around Hillsborough
3	I've driven this route to Danville and have found it to be a pleasant drive with little to no traffic as it is.
4	Shorten the Western bypass to use Nash Street.
5	An expressway from I-40 to 86 North running roughly parrallel to 86 but bypassing Hillsborough on the western side of town.
6	orange co is farm country any suggestions is going to damage the beauty of this co.
7	This Strategic Highway Corridor for NC 86 is a very bad idea. The traffic on 86 north of Hillsborough is very light. The road is perfectly capable of managing the traffic density into the foreseeable future. No other developed nation would consider widening 86 North of Hillsborough under the current or even foreseeable circumstances -- unless the population of Danville is scheduled to explode into the millions in the next fifty years.
8	Don't know.
9	I assume this would bypass Hillsborough on the I-85 / I-40 side.
10	Any of the above. A lot depends on land owners, environmental concerns, cost, etc.
11	Your map shows 86 heading west away from the Triangle on 70. It goes east. Current intersection of 86 with 70 is congested, and an eastern bypass (with a connection south to Chapel Hill?) might also divert traffic from down Hillsborough.
12	I don't see the need to make changes. You will risk ruining the beauty of that area and you will increase speeding/busier traffic.
13	People that live on NC 86 North have a hard time getting out of their driveways on to the highway.
14	to link up with the interstates via Efland-Cedar Grove Rd. or similar long stretch or North South Rd.
15	People that live on NC 86 North have a hard time getting out of their driveways on to the highway.
16	Based on the current economic conditions and projected diminishing oil supplies, I'm thinking that in another 25-30 years there will probably be a fewer private vehicle traffic to worry about...probably should start planning for more mass transit options and denser mixed-use development. Where have I heard that before?
17	To complete the corridor, widen US 70 Bypass east of Hillsborough to 4 lanes and connect with I-85.
18	The Western bypass should break from 86 and cut around to the west of Fairview and then join in with the connector
19	86 is currently bypassed for trucks. Need to re route north flowing to Lawrence rd and 70 bypass. No new construction close to Hillsborough downtown or over Eno River.

Question 12

20	Western Bypass to begin north of where 57 merges into 86
21	Use whatever route that does NOT ANNEX anybody from their homes. I think greater care needs to be taken by our government to RESPECT private property rights and not throw people off their land to build a damn road....cut some trees down, dig up a swamp but leave people's homes and businesses alone.
22	not sure which would be better.
23	statewide grid needs to conform to a more coast line directional alignment, thus 86 perpendicular in a se-nw angle - maybe bypass as far east as Durham
24	Old 86 is in place. <input type="checkbox"/> Interchanges can work well for UNC games, using 54 from the south and west for people who aim for Hillsborough, Burlington and points west. Access roads for driveways can be put in place. Old 86 takes people directly to shopping in Hillsborough. Cut traffic around Hillsborough to the west, rather than the East, a by-pass option, if you will. <input type="checkbox"/> Eubanks, widened to four lanes, can move people from MLK, jr.
25	Do not expand NC 86, maintain it but provide bypass around downtown Hillsborough.
26	From intersection of 86 & 70 By-pass North for approx 4 miles there are stores, homes and commercial businesses. Making this a major corridor would be a danger to those living along that area, along w/pedestrians constantly walking to area businesses. The thought of 86 & the section of 70 being widened is frightening.
27	Bypass for Hillsborough to I-85 needed otherwise 86 bypass will dump into nothing. If the current plan is used, Efland Cedar Grove rd. will still have a lot of VA traffic on it.
28	Use the existing NC corridor but widen it.
29	widen 86 n , find a by-pass for hillsborough
30	Rt 119 through Mebane
31	I 86 connect from Cedar Grove to US70 By-Pass then extend By pass to I40/I85 connection
32	Don't build a bypass through HOST and Ayr Mount.
33	Add an on/off ramp at I-85/Lawrence Rd to be an eastern bypass that connects to 70.
34	Keep corridor, add lanes, but do not make an expressway. Instead aim for rail service.
35	improve 15-501 north of Durham for North-South access
36	Use the existing road but add 2 additional lanes and a green, planted buffer in the middle (to create the 4 lanes). (Perhaps this is listed above, I just interpreted the choices wrong.) Please no new by-passes through OC's precious farmland and natural areas. The area where the connection from 85 to 86 is much more vibrant than what would be destroyed between Hillsborough and Yanceyville/Danville.
37	Reduce need for expressways by providing alternative transportation options - buses, rail, etc.
38	There are many communities located along NC 86 that would be extremely effected if it was to become an expressway. It would be unsafe for residents along the road and further disturb the charm of the area, it would also increase the amount of developments that extended north of hillsborough and would contribute to negative urban sprawl. Please don't build an expressway!!!!!!!!!!
39	I use this corridor rarely, but it sounds like a reasonable plan.

Question 12

40	Let's look at the bigger picture and re-think how we could avoid "needing" this... for example, by promoting denser living within walking and biking distance of areas with services. We've already given over too much of our land to car travel.
41	But if NC86 is widened, PLEASE PLEASE PLEASE do not have it go through historic downtown Hillsborough!!!!
42	Honestly, I'm not particularly familiar with that corridor. However, I would ask whether the current and predicted use justifies any changes? Furthermore, can this corridor be considered for commuter rail?
43	Please don't destroy northern Orange county with a freeway. NCDOT has mindlessly paved over so much of our state, mostly for reasons of political patronage. Right now they are rebuilding a freeway between Wilson and Goldsboro that carries minimal amounts of traffic. The freeway was never needed in the first place, and because it was built wrong, we're wasting our tax dollars to rebuild it. Danville, VA is not some major metropolis to which we need to connect with gold-plated highways for economic benefits. Please kill this dumb idea, now. Getting a train station built in Hillsborough is far more important than this.
44	don't live or use that area so I can't comment on the needs
45	I'm not familiar enough with this area to have an opinion
46	great idea!
47	If this road becomes an expressway make biking and walking possible. I do not feel safe biking to Southern Village from Chapel Hill/Carrboro and there is no longer a movie theatre that makes walking/biking to it possible. The theatre in Southern Village is now the closest to Chapel Hill/Carroboro.
48	I just can't see it; all the way to Danville? Has someone lost their mind or is this a result of a lobbying effort by the trucking industry? This sounds like something trucks would use a lot, but not everyday people. <input type="checkbox"/> <input type="checkbox"/> Consider other alternatives mentioned in comments sections of this survey above. <input type="checkbox"/> If this must be done, west of Hillsborough makes sense to me, because there is already the I-40 extender and much less disruption to existing housing and perhaps environmental and historic sites.
49	I just can't see it; all the way to Danville? Has someone lost their mind or is this a result of a lobbying effort by the trucking industry? This sounds like something trucks would use a lot, but not everyday people. <input type="checkbox"/> <input type="checkbox"/> Consider other alternatives mentioned in comments sections of this survey above. <input type="checkbox"/> If this must be done, west of Hillsborough makes sense to me, because there is already the I-40 extender and much less disruption to existing housing and perhaps environmental and historic sites.
50	First choice is no change.. if you build it, they will come! But if build we must, I guess a bypass west would tie to either 40 east or 85N... my concern being increased traffic directly down churton for those taking a straighter line north or east.
51	Getting North of Hillsborough traffic to Chapel Hill Should eb done with a better connection around the east or west end of Hillsborough.
52	Why do we need this? Unless you're ready to face pressure to develop the rural buffer, don't build it.
53	Address bottlenecks only.

Question 12

54	If the existing NC 86 corridor is used to create an expressway it needs to begin north of old town Hillsborough. Outside of that, I would want to see a bypass developed.
55	Sections of NC 86 in Caswell County has some great features, such as wide shoulders and "smoothed out" driving areas (less hills, better visibility). I feel that if such improvements were made between US 70 bypass and the VA border it would be a step in the right direction!
56	No strong feelings.
57	Danville is isolated and will not substantially increase VMT
58	I don't know enough about what these options would mean to have an opinion.
59	Construct a bicycle path from Chapel Hill to Hillsborough.
60	If you build more roads, you increase traffic. We do not need more roads or traffic. Trucks are already re-routed from downtown Hillsboro.
61	Use Hwy. 501 corridor, with western by-pass around Durham from near Bahama Road, intersecting with I-85 about mile 171.
62	Improve Hwy-70 as eastern and western by-pass around downtown Hillsborough.
63	Through traffic, esp. trucks should be diverted around Churton Street and not allowed to cut through Hillsborough.
64	Misallocation of resources. Is there actually a need for this, relative to other needed projects in the Triangle?
65	Use Efland-Cedar Grove Rd from I40/I85 to 49N - That will avoid lots of residential area on 86N - be more direct to I85/I40
66	Connect through the Buckhorn EDD
67	NC can not be a corridor, until it becomes a straight road with an eastern bypass of Hillsborough
68	I do not want this to affect/intersect the Ayr Mount historic property in Hillsborough.
69	See comments about Elizabeth Brady Rd. to relieve traffic in downtown Hillsborough. Further north is rural and is likely to remain so for a long time - no jobs! Why waste money widening it in order to get to Danville - what's there?
70	Realign parts of current NC 86 to straighten it out a bit. There are some very winding sections, especially around Mt. Sinai Road.
71	I would support converting NC86 to a 4-lane expressway with any sort of bypass around Hillsborough.
72	need a true 86 corridor. zig zagging through Hillsborough is not a corridor
73	Expand roadway and increase speed limit
74	I know I'm beating a dead horse - an eastern bypass that connected 86 to 85 would be great.
75	Current NC 86 is scenic and pleasant. If an X-way is needed, it would not take the place of this route.
76	a new eastern bypass of Hillsborough going towards Durham
77	No idea
78	North of Hillsborough, the existing corridor would probably work fine. Isn't most of that expressway already anyway? From Hillsborough to I-85 would require going "out of the way" quite a ways in one direction or the other, so having bypasses going both directions (or upgrading US-70 for the task) seems necessary.

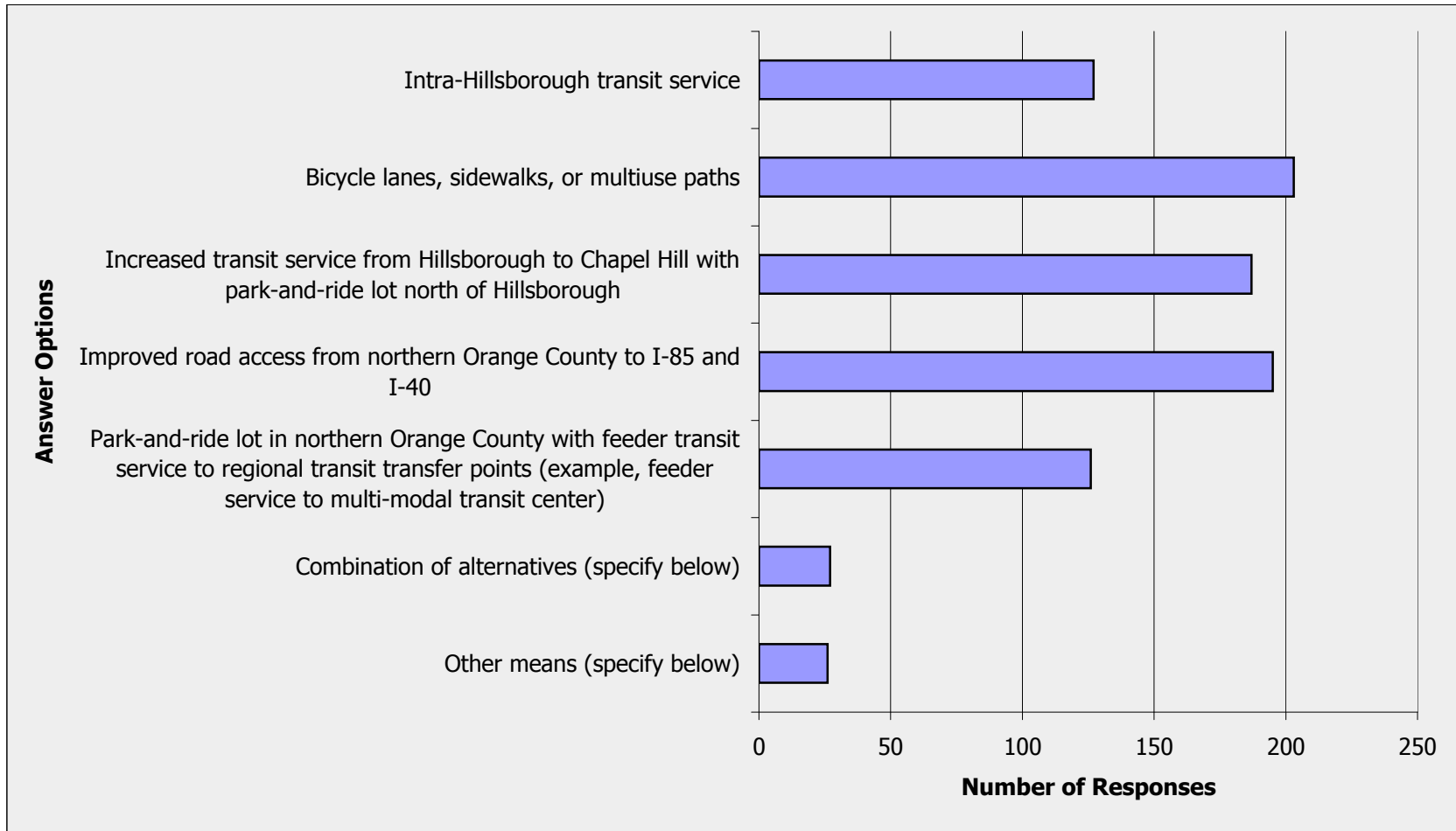
Question 12

79	There is a wonderful character about the existing NC 86. Why mess it up with interchanges and speed. The most would be to increase the lanes to a total of 4. Why do we have to keep building more roads?
80	reroute to use NC 70 as a bypass
81	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbodeq.com/]vkvnmbodeq[/link], http://chuedguvjqmy.com/
82	I drive the Northern 86 "corridor" somewhat regularly and have never had a problem with traffic North of Hillsborough.
83	Do not build a road near AYR Mount!
84	Turning 86 N into a thruway will only encourage over-development from Hboro to Yanceyville. Bypassing Hboro will hurt the town economy, though I can see an argument for an Eastern bypass IF the environmental issues can be addressed (like Eno River protection), and I'm not sure they can. DOT has no vision, only an outdated playbook from the last century. We should decide our future for ourselves. Protecting No. Orange's rural character is essential to the county's identity...
85	(drawing provided - extension of 70 split to the south, over 85 to 40)
86	Western would catch the Burlington, Mebane traffic as well as the 57 corridor. Can't go near the Eastern side of Hillsborough.
87	Connect them to I-85 somehow; avoid expanding 86 too much - don't want too much commercial in Hillsborough Don't know this area (Danville)
88	We need better and easier roads. Change is always good, for the better!
89	Avoid Eno River basin - use existing corridors. Try for no new river crossings
90	Consider noise pollution! The MAJOR PROBLEM of 21st century! Keep rural character of Northern Orange County!!! NOT on 57 - the noise of I-40 has already RUINED much of Orange County.
91	Maybe a belt would work. The 86 corridor as marked in the picture seems inefficient. Perhaps a belt with one accessing 40 and the other accessing 85. Avoiding going so close to downtown Hillsborough. That would also allow 57 to pick up the beltline without going into Hillsborough.
92	Waste of resources
93	If 86 becomes an expressway, both east and west will need to be upgraded to handle expected through traffic. Existing 70 lanes should be utilized for this.
94	Does not affect me
95	I have no idea. Good luck with this one!
96	Use Efland-Cedar Grove Rd.

Question 13

<p>A critical issue affecting traffic flow in the county is traffic through downtown Hillsborough. A preliminary comparison of traffic performance measures based on a recent Elizabeth Brady Road Extension study indicated the three most effective alternatives would reduce traffic congestion in downtown Hillsborough by only 16%.</p> <p>Other multi-modal alternatives might help reduce congestion. Which would you choose to address this issue? (Check any that apply.)</p>		
Answer Options	Response Percent	Response Count
Intra-Hillsborough transit service	31.8%	127
Bicycle lanes, sidewalks, or multiuse paths	50.8%	203
Increased transit service from Hillsborough to Chapel Hill with park-and-ride lot north of Hillsborough	46.8%	187
Improved road access from northern Orange County to I-85 and I-40	48.8%	195
Park-and-ride lot in northern Orange County with feeder transit service to regional transit transfer points (example, feeder service to multi-modal transit center)	31.5%	126
Combination of alternatives (specify below)	6.8%	27
Other means (specify below)	6.5%	26
Please provide your suggestions: <i>(see comments below)</i>		86
<i>answered question</i>		400
<i>skipped question</i>		91

Question 13



Question 13

Number	Please provide your suggestions:
1	see above
2	I don't believe the 16% figure to be accurate
3	By intra - I would include transit service from the surrounding area into Hillsborough (Efland, mebane, Gravelly Hill & the Soccer fields, EDD)
4	Three smaller projects at intersections within Hillsborough are under study. These projects should be funded.
5	It would be nice to have a bus service from say Highway 70 to Weaver Street Market and back, running hourly. Same for the other direction, from the Interstate.
6	Park-and-ride lot along a connector road that people who live out in the county could park at, and ride the bus or train to Raleigh, RDU, Chapel Hill (also have the option of taking their bike with them).
7	Beltway around Hillsborough
8	Nothing needs to be done. there are three traffic lights total and the entire wait is less than 5 minutes...deal with it and put the money to better uses. NO BUILD ON Elizabeth Brady!
9	The traffic flow -- even at peak times -- is nowhere near the traffic flows in European countries that have retained the character of their historic communities and areas far better than America by not building new roads -- but by providing public transit, park-and-ride, light rail and encouraging bicycling, walking and multiuse corridors.
10	Train service out of Hillsborough feeding the Triangle with transfer points.
11	A convenient/nonstop bypass around Hillsborough that North/South travelers would use.
12	Construct a multi-lane bypass loop around the town with no stoplights. Like 540
13	Hillsborough needs to have more than just one road allowing access to its downtown. More roads into Hillsborough (from the north, south, east and west) are needed.
14	bypass
15	Future train station would be a good multi modal center for regional transit, regional bike, walk to downtown Hillsborough and riverwalk.
16	New transit service from Hillsborough to Durham with park-and-ride lot north of Hillsborough.
17	Hey, 16% improvement is better than nothing. Again, mass-transit, mass-transit, mass-transit. <input type="checkbox"/> Boy was that a leading question (critical, only 16% improvement?). Really, how many hours does it take people to get from one end of Hillsborough to the other? Who are these people and what time of day are they trying to crawl through town? And how is downtown Hillsborough's traffic any different than any other city (Chapel Hill, Raleigh, Carrboro....)? And by what percentage does it need to improve to become 'non-critical' or 'tolerable'?
18	NC-86 bypass east of Hillsborough. Think beltway.
19	There is no obvious alternative to 86 or an eastern bypass. Wherever a new route would be built, it would attract substantial residential and some commercial building, so choose an area that you want to see developed and design a road to get there. The traffic will follow.
20	None of these are likely to reduce congestion enough to matter

Question 13

21	86 is currently bypassed for trucks. Need to re route north plowing to Lawrence rd and 70 bypass. No new construction close to Hillsborough downtown or over Eno River.
22	Straighten "dog-legged" roads that are frequently used to move East-West or North-South like Orange Gove Road and 70.
23	One way roads in and out of Hillsborough's downtown area...putting a grocery store in the middle of the traffic mess was NOT a good idea...
24	Dig out some forest and swamps and let the environmentalists squawk. Route around people's homes and build enough access roads to the major roads to reduce the traffic. I'm sorry but I'm never going to bike to work or ride with someone because people like me have to get to somewhere fast and as soon as we are done we go to a second work location immediately.
25	the 3 other marked
26	west river crossing around Nash+Allison, east river crossing E. Brady ARE ABSOLUTELY NECESSARY
27	On track. <input type="checkbox"/> Go for it. <input type="checkbox"/> Hillsborough, like Chapel Hill, is no longer a village.
28	Bus service from Hillsborough to Durham -- US 70 is always packed with commuters who live in Hillsborough and work in Durham -- provide alternatives to them!
29	Foot raffic only in downtown Hillsborough and traffic rerouted to a perimeter with parking.
30	by-pass hillsborough
31	Congestion in downtown Hillsborough is not bad. Need paths from downtown along Eno River coorridor all the way through the Preservation North Carolina land to West Point on the Eno.
32	Improve Lawrence Road access.
33	I am not interested in reducing traffic through Hillsborough except by expansion of alternative modes, or continued efforts to shift commercial through-traffic to alternative routes. A healthy downtown requires frequent traffic.
34	to service the public works area
35	Encourage people to live and work in the same community and provide extra time in their commuting timeframe to account for the traffic. I think having two high schools has helped traffic flow as well as the starting time of the local high schools. Offer bus service from N. OC to Chapel Hill to link up with Triangle Transit lines.
36	Exactly. Folks north of Hillsborough (and I was one for nearly 30 years and my children and grandchildren will be for many years) should be able to leave their cars north of town and catch a bus to Durham and Chapel Hill. Or even into and around downtown Hillsborough. With greenway options.
37	Consider why is so many people are having to drive so much (because too many people live nowhere close to anywhere they need to go), and attack the problem at the root.
38	What if you re-routed NC-86 around Hillsborough? Say, from the vicinity of Waterstone Drive, north-east for about a mile to Lawrence Road and then to the US-70 Bypass north of the Occoneechee Golf Club, then back west to reconnect with NC-86 at Cornelious Street and N Churtan Street.

Question 13

39	Survey Hillsborough employees to find out where they work. \$10 says it's mostly south and/or east, and not north of town. Design bus routes accordingly.
40	86 should bypass Hillsborough, preferably on the east side of town to access planned development centers, but on the west side would be okay, too.
41	I don't know
42	how much of this is commercial traffic? Required "Truck Route" another way. This seems to work in other places, why not require trucks to stay off the downtown drag?
43	how much of this is commercial traffic? Required "Truck Route" another way. This seems to work in other places, why not require trucks to stay off the downtown drag?
44	Improve access to/from NOC to 85 and 40, while making Churton street a less attractive option for through traffic via speed tables, other inconvenient measures on Churton Street.
45	The low 16% figure suggests that either the study wasn't done well or the EB ext. design wasn't good enough to be a useful bypass for through traffic.
46	I wish I had an answer for this problem! As mentioned earlier, we tend to go from our house to Efland and gain access to I-40, or I-85 and bypass Hillsborough altogether. It is a few miles further that way but it avoids the bottle-neck.
47	I am sure it will require a combination of Bus, Bike, Walk, and better trafic flows.
48	I drive Churton St. often. It's slow and congested. I like it that way. If you build a faster route, that attracts more cars and more urban sprawl.
49	transit service from hillsborough to duke.durham.
50	How about establishing decent bikeways throughout Hillsborough?
51	Loaded question? Build the eastern bypass
52	St. Mary's Rd is major connector, popular for bikers, runners and walkers, esp. to Cameron Pk. Elem. It needs bike lane and sidewalks
53	Connector between Hwy. 70 and Hwy. 86 west of Lawrence Road (with I-85 access) coupled with upgrade of Hwy. 86 between Hillsborough and Chapel Hill.
54	Prefer the Elizabeth Brady Road Extension
55	some better route for I-85 to 70A
56	HILLSBOROUGH NEEDS ANOTHER OPTION TO GET FROM 85 AND 40 OVER TO 70 OTHER THAN ZIG ZAGGING TO LAWRENCE OR GOING THRU DOWN TOWN. EXTEND 86 OVER TO 70 BYPASS WOULD BE IDEAL.

Question 13

57	<p>Build Elizabeth Brady Road!! The study you cite is tainted and only deals with the current traffic situation. The truth is that Churton Street is over crowded and unsuitable for the volume of traffic that it receives each morning and evening. As more development occurs north of Hillsborough, the traffic will only get worse. Most of the alternatives mentioned above will NOT provide relief of any kind. Bike lanes or sidewalks in town would be for recreational use and will do nothing to reduce north/south commuter traffic.□</p> <p>In Hillsborough there are many people that oppose the project because they travel ion the traffic - they're either working from home or retired or they head east to RTP or Duke. Their obstructionist mentality is really seated in their fear that somehow Hillsborough will become Cary if the road is built. The sole purpose of the "historic" NASCAR preserve is to prevent the construction of the road. My opinion is that many of the people that oppose disturbing the remains of a short-lived, long-forgotten racetrack have never been to a stock car race of any kind! The irony of preventing vehicles (because</p>
58	Find a way to keep large trucks from driving through downtown Hillsborough.
59	bypass around Hillsborough
60	I did not follow the precise phrasing of the question, but let me repeat that I very much favor extending Elizabeth Brady Road up to 70.
61	New Western 86 Bypass plus Elizabeth Brady Rd extension
62	NC 86 corridor
63	Improve Eno Mtn Road access from Orange Grove Rd to downtown. Also improve access to northern Hillsborough via St. Mary's road
64	Just build Elizabeth Brady Road Extension! None of these alternatives would get me from St Mary's road north of RT 70 to Home Depot or Walmart. 16% is a reduction of 16% of traffic going through the town of Hillsborough with it's 5,000 traffic lights.
65	One more time - extending New NC 86 from Bus. 70 to Bypass 70 on the east side of town.
66	increased transit service from Hillsborough to Durham / Duke Hospital area, with park and ride lot north of Hillsborough.
67	Construct the Elizabeth Brady Road Extension.
68	Light rail from Hillsborough to Durham or Chapel Hill with transfer stations to Raleigh, RTP, elsewhere.
69	Everybody knows that if you're going from NC-57 or NC-86 to I-85, that you turn onto US-70 instead of going through Hillsborough, don't they? Downtown Hillsborough is beautiful, and it's also a traffic nightmare. I would LOVE to have a park and ride north of Hillsborough with inexpensive and convenient intra-Hillsborough transit, such as something along the lines of a trolley or shuttle. Decent sidewalks throughout downtown would help a lot, too.
70	have no useful suggestions
71	I don't know
72	bypass
73	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnbojodeq.com/]vkvnbojodeq[/link], http://chuedguvjqmy.com/
74	There are lesser known routes to 85/40 from Nash and 70

Question 13

75	A west-north bypass of Hillsborough seems unnecessary, but a north-east bypass is very important and necessary.
76	We need an integrative plan to reduce traffic that begins with mass transit alternatives and park and ride lots to serve them. Building roads only works short-term, NEVER long term, as they ultimately yield more traffic and the same congestion as before. Bad, bad, bad...
77	TRAIN from Hillsborough into RTP with stop at Chapel Hill Park and Ride
78	Bus service from P and R by Dur. Tech Hills. campus needs a RETURN service at 3:30 to 4pm (p/u UNC Hospital) <input type="checkbox"/> most shifts end at 3-3:30 <input type="checkbox"/> current time is too long to wait once you get off work
79	Exit off I85 at Lawrence Road
80	Need a bypass around Hillsborough <input type="checkbox"/> traffic in Hillsborough too congested
81	Create a park and ride lot near downtown Hillsborough
82	Expand the roads or lanes
83	bypass around Hillsborough
84	Beef up Eno Mountain pass. Provide bike/sidewalk lanes in ALL downtown areas. I would walk more if there was pedestrian access to places in Hillsborough thus reducing traffic congestion.
85	I often ride TTA route 420. I like it. I'd like more protection for bicycles on OLD 86 Carrboro-Hills.
86	Promote/incentivize telecommuting - offer tax breaks or other incentives to businesses that encourage telecommuting

Question 14

What other transportation issues would you like to see addressed in Orange County? Is there anything we forgot to ask?	
Answer Options	Response Count
	119
<i>answered question</i>	119
<i>skipped question</i>	372

Question 14

Number	Response Text
1	The county needs to think about consolidated growth, mixed use, not sprawl. Building a shopping center on the county line is sprawl, explodes vehicle dependence. We need to discourage drive-in enterprises. We need to think in terms of walkable, liveable, economic districts, encourage small business that returns revenue to the county and employs residents. We need to consider work/live/entertainment communities! Then we need to network dependable, conveniently scheduled travel from these communities (i.e. mass transit) to elsewhere (work, RDU, entertainment - Memorial Hall, PAC, etc).
2	Regional Rail into Raleigh and Durham
3	Need to improve opportunities and incentives for children to walk and ride on bus to school. Too many parents drive their kids to and from school, which is a significant and unnecessary contributor to congestion.
4	Electric cars and scooters.
5	Runaway spending by County.
6	I think Hillsborough needs a lot more bike paths and walkways. People like those and it would bring revenue to the Hillsborough area.
7	Need to look at improving Efland-Cedar Grove Road especially at intersection of highway 70. It is most direct route from Danville to I-40/85. Just look at the number of vehicles with Virginia license plates.
8	Why has there been zero emphasis on encouraging low emission vehicles and motor scooters? In Europe, many people of all ages (from teens to nineties) use motor scooters for their basic local transportation. Why can we not become that intrepid in Orange County?
9	I think it is obvious that the major problem in Orange County is the Hillsborough area and needs to be addressed soon as the area grows. We purchased our home and moved here 5 years ago, and each year the traffic problem gets a little bit worse.
10	Improved signalization at New 86 & New Hope Church Rd Intersection.
11	Improved signalization and turn lanes at New 86 & New Hope Church Rd Intersection.
12	Do not let transportation issues over-ride environmental, social and historic issues. Especially, do not extend Elizabeth Brady Road.
13	Pedestrians & bicyclists seem to have all the rights. Vehicles that try to move over to miss them are in danger of hitting other vehicles.
14	GET THE BIKES OFF THE HIGHWAYS, TAX THEM, AND TICKET THEM FOR NOT RIDING SINGLE FILE!
15	Pedestrians & bicyclists seem to have all the rights. Vehicles that try to move over to miss them are in danger of hitting other vehicles.
16	Good Survey, thank you.
17	Improving transportation for people who do not drive is extremely important especially for the rural areas of the county. This transportation needs to cross county lines as addressed in an earlier question here.

Question 14

18	Could brief-use rental car service (like Zip cars) be made more available? Could these be linked to rail stations or bus stations between the cities?
19	Um...more mass transit options, less dependence on private autos?
20	ENFORCE TRAFFIC LAWS FOR BICYCLISTS AND PEDESTRIANS!
21	Better timing of lights on ML King to ease congestion. Educate drivers to learn and obey the speed limits on major arteries. Threaten to take away their caffeine.
22	Where to lock bikes. Having a bicycle coordinator to bring cyclist issues forward and to promote cycling. Building more awareness for sharing the road.
23	Bike and walking all around Hillsborough and other towns.
24	In Chapel Hill/Carrboro - a direct bus line from Carrboro to Chapel Hill via Old Fayetteville to Homestead to Martin Luther King Jr and back to downtown
25	1 --Please help DOT understand adding new roads and traffic signals frequently may not improve the motorist's experience. I would not mind driving a longer distance if I could keep moving instead of sitting at lights, burning expensive fuel, and polluting the environment. <input type="checkbox"/> 2--Roundabouts/cloverleaves need to be carefully designed or they become a 4-way stop sign.
26	I'm still interested in regional light rail connecting Durham and Chapel Hill.
27	Adequate parking
28	There are several roads in Orange Conuty that are paved and then change to chrushed stone for a section before returning to paved....this is 2009...we all pay taxes to help create good roads. Residents shound not be able to keep sections of roads unpaved because that is their preference. They enjoy riding through other citizens neighborhoods with entire streets paved. <input type="checkbox"/> This practice is outdated and not justifiable...please pave these roads (like Arthur Minnis Rd.).
29	payers, pay for international GUESTS in this area and illegal aliens to ride for free?The only people who should ride for free are the elderly (those over 65), the disabled (like missing a leg, not those who CLAIM disability because they have want to get disability from the government, and those truly LOW income people who are going to go to a verifiable JOB....
30	There are a number of traffic signals that run on a timing system instead of using a sensor. A number of times throughout the day in my work all around Orange County (from north to south) I find myself stopped at a traffic light with a line of cars behind me and no one coming from the other directions. This costs gas, causes congestion, and is not good for the environment.
31	more routes will be needed parallel to 70, 85, 40, 54 between Chapel Hill and Hillsborough
32	Yes. <input type="checkbox"/> The dump. <input type="checkbox"/> The airport for UNC medical, academic, and sports use. <input type="checkbox"/> Sit down with the agencies and PLAN PLAN PLAN.

Question 14

33	New roads or larger roads should not be considered. Mass transit is our future.
34	We also need to ensure we maintain existing roads and bridges
35	Better Streets
36	Fraiser rd. need to continue on to Harmony Church. Light needed at Lebanon and Efland Cedar Grove. Light will be needed at US 70 and Buckhorn, Mace and Fraiser once those go through to Lebanon and Harmony Church, they will need to be timed right.
37	mention of Mountains to Sea Trail as a through transportation experience.
38	An improved traffic flow around the Orange County Schools, particularly Grady Brown Elementary, would improve safety and congestion during critical pick up and drop off times.
39	More emphasis on long-range bike path & connectivity, e.g. connecting River Walk, Mountain to Sea Trail, and American Tobacco Trail.
40	Bridge replacement or update over the Eno into Hillsborough, as well as the bridge over I85 at Hampton Point
41	The Elizabeth Brady Road Extension is misguided because it would destroy the view from Ayr Mount and the large tract of Preservation North Carolina land near downtown Hillsborough that in the future will be like a priceless central park. Either use existing roads (e.g., add ramp from I-85 to Lawrence Road) or do not add roads but add walking/biking paths.
42	There is a gap for people with disabilities who live in the rural areas of the county. There is no service for anyone outside of the towns of Hillsborough and Chapel Hill. Service needs to be extended for people with disabilities - not just the elderly.
43	Please, continue to focus attention on regional transportation issues. With so many commuters leaving Orange County each day, and many others entering from elsewhere, we need to focus our efforts on putting into place NOW the feeders transit service and transit-mentality to support regional rail.
44	transportation to and from the public works building
45	fast track rail service to Durham
46	Consider adding HOV/Bus lanes to I-40. Consider putting a light rail line down the center of I-40 since the land is already owned by DOT. Provision of free bus passes for Orange County employees and other incentives to encourage people to give up their cars to get to work. Express routes are great! There is no discussion of streetscaping in your survey. New road should be aesthetically pleasing, burying powerlines, planting a variety of native species (that do not need mowing or fertilization or water (beyond their initial transition period), including pedestrian and bicycling amenities, green separation between lanes of traffic, wildlife corridors (around bridges) that provide safe movement of wildlife and pedestrians. Thank you for designing the new 15-501 bridge to accomodate wildlife! Keep up good work like that! Additionally as you purchase land, work with non-profits and government planning and parks are rec departments to temporarily allow it to be used for open space...community gardens, nature reflection, informal trails, etc.
47	Regional rail to rest of triangle <input type="checkbox"/> Fast transit route to Durham Amtrak station, or Amtrak station in Chapel Hill/Carrboro
48	Expand Chapel Hill Transit service - more frequent buses every day, and running later on Saturdays <input type="checkbox"/> Build intra-Triangle light rail

Question 14

49	What motivation do we provide to convince people to leave their vehicles behind? How do we encourage and support the use of alternative transportation? How do we help them see beyond now into the next 20+ years?
50	Would love to see better public transit between major locations in Orange County and RDU airport. Triangle Transit buses don't run all the times/days that the planes fly, so that option is often impractical.
51	If it's not already being done, then there should be increased communication and cooperation between the various planning agencies of Orange County and the planning agencies of neighboring counties, in order to form a cohesive regional plan.
52	Yup- get the train station to Hillsborough built, ASAP. We deserve one-seat ride access to NYC just like every other county between Raleigh and Charlotte.
53	Rail service from Carrboro/Chapel Hill to RTP, Downtown Durham, and Raleigh is key to our success as a competitive "creative economy" in the future! Please directly address what we can do as a county to promote rail service in your next survey!
54	Currently the bus service to Durham via TTA SUCKS. Would like to use a park and ride but have no desire going to downtown chapel hill to hook up with a bus to duke. It would take me 3 times longer than driving my car.
55	Add sidewalks wherever you can! Having a community where one can walk around is crucial to the social and economic life of a small town. Making more room for cars in small towns is a sure way to ruin the atmosphere that draws so many people to live and visit Hillsborough.
56	What is the role of old and "underused" railway systems? It seems that they could provide an important link.
57	CH is in Orange County. Carolina North is going to be very impact intensive on the northern area of Chapel Hill and up into Orange County. How do you plan to address this HUGE issue. <input type="checkbox"/> I think regular buses to and from DTCC and Eubanks Park and Ride are important - at night too if there are classes
58	Rather than making existing roads bigger, encourage people to bike, walk, or take public transportation. I'd love to take a bus or light rail to RTP for work but I end up driving because it is not a bus stop close enough to my work (RTI).
59	Is there anything we are doing that is discouraging an enthusiastic entrepreneur from having an efficient taxi service? Is there anything we should be doing to encourage such businesses?
60	Is there anything we are doing that is discouraging an enthusiastic entrepreneur from having an efficient taxi service? Is there anything we should be doing to encourage such businesses?
61	Please expedite the rail/multi-modal hub currently considered for the former Collins property.
62	Senior shuttle service for non-driving assisted living residents to regional doctors' office complexes.
63	WE NEED TO BUILD A RAIL STATION IN HILLSBOROUGH. Every other transportation issue is secondary to getting Orange County back on the regional and national rail network.
64	Congestion on 15/501 towards Pittsboro exit. <input type="checkbox"/> Erwin Road and Springcrest Entrance and road speed and pedestrians crossing. Very dangerous situation.
65	RAIL RAIL RAIL SERVICE - WHEN WHEN WHEN?

Question 14

66	<p>1. A light rail service connecting all parts of the Triangle Region. Anyone should be able to use public transit to get from any Orange County downtown to any major point in the Triangle within an hour. <input type="checkbox"/></p> <p>2. Better bus coordination between the TTA and Chapel Hill Transit. There is too much route overlap and the schedules are not coordinated to get OC residents quickly onto regional buses. <input type="checkbox"/></p> <p>3. More park-n-ride lots with dedicated express buses to RTP. <input type="checkbox"/></p> <p>4. Several dedicated bus transfer stations where passengers can connect to TTA and local buses. <input type="checkbox"/></p> <p>5. Clear and easily navigable maps of bus routes, bike lanes and greenways across the county. This would make it easier to figure out a convenient route to get from A to B with a combination of walking, biking and bus-riding. <input type="checkbox"/></p> <p>6. A website for ride-sharing and carpooling.</p>
67	rail service
68	<p>I think the problem most people that would like to bike or walk to various retail and community areas in Chapel Hill and Hillsborough is that doing so is dangerous due to the traffic congestion coupled with the lack of sidewalks and bike lanes. In addition, most people who choose to drive to/from work do so because of a lack of public transportation options...inconvenient timing, additional travel time required, etc.</p>
69	Perhaps a tax credit for non-car owners--a sidewalk and bicycle lane cost far less to maintain than a road.
70	<p>I just submitted my survey, when I realized that I forgot to mention surfaces for approved greenways. It is my understanding that only non-pervious surfaces can approved for NCDOT funding. There options for more sustainable surfaces that will allow corridors along streams, rivers and areas where firm ground is nonexistant. One example is the Grassy Paver; this would allow areas of Duke Forest and along Bolin Creek to serve as a bicycle/pedestrian corridor without affecting the watersource. Expand our minds and expand our options.</p>
71	long traffic light waiting to enter MLK from Piney Mtn Rd
72	weekend shuttle service of some sort to orange county cities
73	Widen the roads around the west side of chapel hill, where so many bikers are on the road.
74	<p>The need for a light rail system goes without saying. Hillsborough to Chapel Hill and Carrboro would be great! Also need more bike lanes, greenways and just about anything else that isn't related to fossil fuel vehicles.</p>
75	Amtrak stop in Hillsborough!
76	<p>The questions you asked are appropriate. I would just reiterate the importance of incorporating shoulders for bicycle access and safety. There are virtually no locations in the triangle area of NC to ride a bicycle off of the road and on a shoulder.</p>
77	<p>Sustain Rural Road as Historic and unique. Rustic road category equakl to scenic road category. <input type="checkbox"/></p> <p>Lower speeds to 45 maximum on secondary roads. <input type="checkbox"/></p> <p>Noise abaitment where fed ICETEA dollars are used.</p>
78	<p>We need a way to make suggestions in between these surveys. Create a mechanism for citizens to suggest specific needs as they experience them.</p>
79	Pot holes and road maintenance before building more roads.

Question 14

80	I don't like the structure of this survey. Some things fall between "Important" and "Not Important" Questions and info are not clear
81	Work on building new developments with alternatives in mind. Example having people run across the 54 bypass is not good. If we plan for more ways to get around than just cars, that would help. Any new development needs to have bike lanes / walking options to town or a major destinations like shopping. If the opportunity is there, bus only lanes would help make the bus ride faster than driving a car. That would go a long way to uping ridership.
82	We cannot easily/safely walk and bike to Orange High School, Standford Middle, Cameron Pk Elem, Pathways Elem, Cedar Ridge. Bike routes and sidewalks would make this possible.
83	Saturday evening and Sunday bus service, including service to Hillsborough and Durham, esp. the Durham train/Greyhound stations. Saturday evening and Sunday service to RDU airport. <input type="checkbox"/> <input type="checkbox"/> Generally, aspire to the same transit options currently available in the Great State of Mecklenburg.
84	Open up dead end road by old racetrack in Hillsborough. It links old 86 and 70.
85	Route 70 bypass - extra lanes or turning lanes <input type="checkbox"/> <input type="checkbox"/> Access in and out of downtown hillsborough - traffic is terrible and the lights are badly timed.
86	Focus on NC 86 corridor with an eastern bypass of Hillsborough
87	I would discourage anyone from suggesting that a railroad station be constructed in Hillsborough. It would be a tremendous waste of money. I commuted on a train for 25 years, so I'm not against trains. However, if I missed a train, there was another in less than 30 minutes, sometimes as few as 10 minutes! That will not be the case with this proposed station. So few trains pass through town that the commuter option isn't viable. There's only 1 track, so the logistics would be horrendous. When you arrive at the destination station, you still need to get somewhere else. There are few local transit options - no trolleys or subways and few buses and taxi cabs. The time and expense required to travel via train in such an undeveloped area prevents it from being an attractive alternative to cars.
88	No looks good
89	Expand lanes in downtown Hillsborough
90	Road surface quality. There are some very nasty surfaces, due to neglect and erosion. I would like to see surface quality taken into consideration when planning the roads to be paved in any given year.
91	None, you asked a lot of great questions.
92	Build the Elizabeth Brady Rd extension. Currently I drive 4-5 miles from my home to the Home Depot-Walmart shopping area when it is only about a mile or so with the extention. <input type="checkbox"/> <input type="checkbox"/> Also, adding turn lanes to specific areas of Highway 70 may encourag people to exit I85 and use 70. Left turn lanes are needed at 10, Linden, and from Riverside all the the way to St. Mary's.
93	Seems like a commuter rail would benefit the whole triangle area. Stations on the route could be located in the EDDs of Orange County.

Question 14

94	CUrrently there seems to be a decent flow of traffic from central/north Orange Co. to the centers of growth in RTP/Durham/Raleigh. My worry is that as the population of Orange grows over the next 10-15 years these routes (70/85 to 147) will get overburdened and eventually stifle growth. I would love to see a commuting rail service to RTP/Durham/Raleigh to provide the population reasonable access to these employment centers so that we can sustain long term growth. If there was a rail service in operation right now, I would be a daily rider.
95	I know this may be above your pay grade, but what about a light rail service to Durham and Raleigh/RDU?
96	Last time I checked, for me to take public transportation to Raleigh required riding a bus from Hillsborough to Chapel Hill, from there to RTP, and from there to Raleigh. Why isn't there service to Durham?
97	transit service from rural nodes to the proposed train depot in Hillsborough
98	I appreciate Orange County looking into these issues.
99	Light rail between Chapel Hill and Durham, RTP and Raleigh - really an important need.
100	Thank you for conducting this survey!
101	am extremely interested in future of a rail system throughout the area
102	It is very challenging to ride a bicycle southward from Chapel Hill. Jones Ferry, Smith Level and Columbia/Mt. Carmel Church are very busy.
103	need a new airport
104	K1wcyL bjbtpwstabws, [url=http://ypvpowsvujjo.com/]ypvpowsvujjo[/url], [link=http://vkvnmbodeq.com/]vkvnmbodeq[/link], http://chuedguvjqmy.com/
105	I think we could move much of the Churton traffic to Orange Grove / to the quarry, to Dobbins Mill / Nash - to 70, as example
106	Widen I-40 and I-85 through Orange County to 3 lanes to match Durham and Alamance.
107	Transportation between Nwrest Durham and Hillsborough e.g. Willowdaile/Pleasant Green area and Triangle Sportsplex and downtown Hillsborough
108	No - a good survey. Thanks. ...
109	Please get train service going from Hillsborough to RDU and RTP
110	a charge of 25 cents per trip to anywhere would not kill us and may help pay for the much needed improvements
111	Better/faster access to CARRBORO from Hillsborough
112	pot wholes
113	Please enforce speed limits. There are many vehicles traveling at very high rates of speed, making it dangerous to enter Highway 86.
114	Lower speed limits;
115	Plan I-85/hwy 70 E bridge to allow for deer crossing - see earlier study in Orange Co. Planning Dept.
116	PLEASE, PLEASE, PLEASE preserve rural peace and quiet. We moved to country to get away from crime and congestion and NOISE of inner city Durham. "Progress" does not always mean "more and faster." Sometimes progress means "less and slower." Thanks for having this survey.

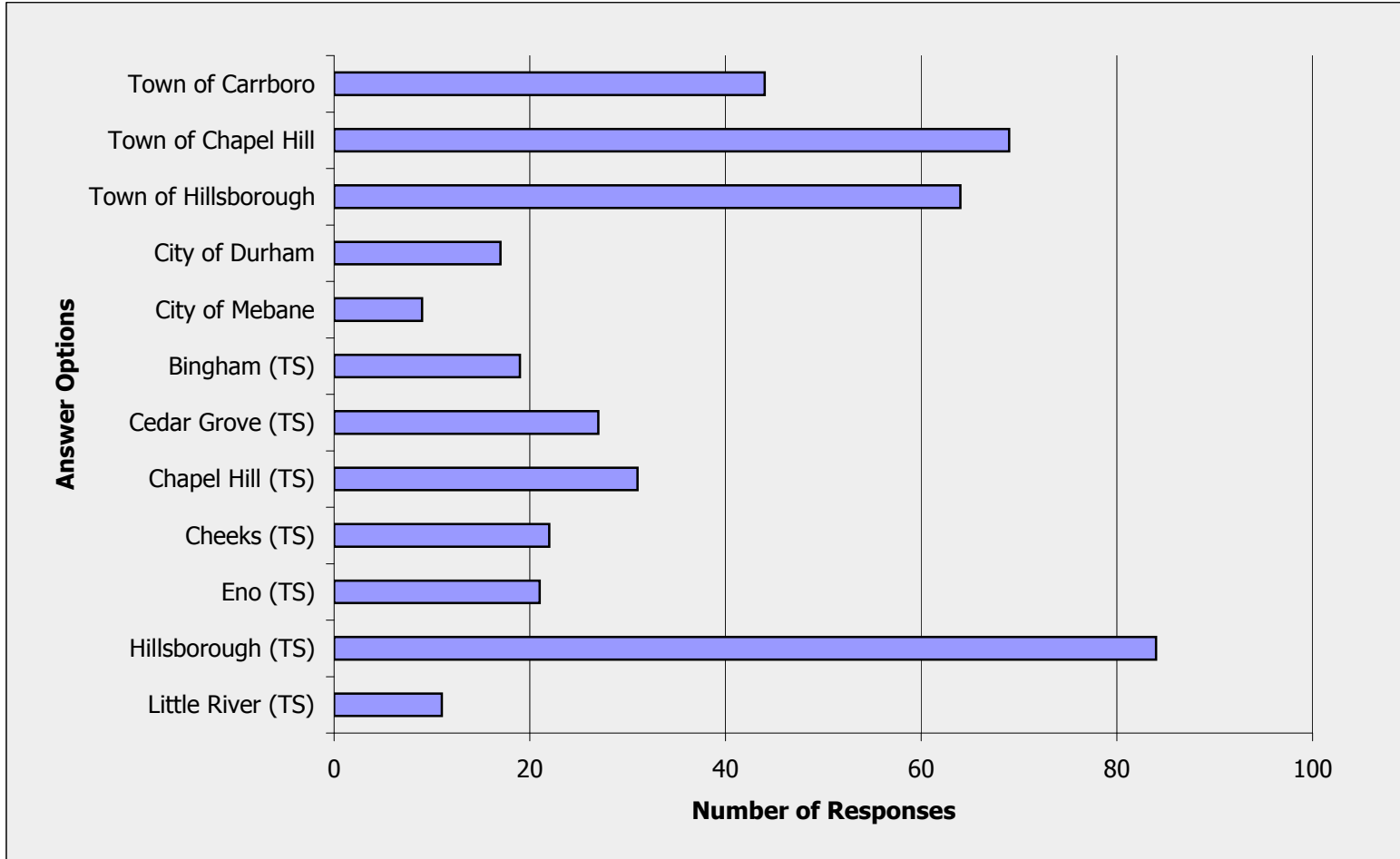
Question 14

117	Beautification of Daniel Boone/Industrial area when you get off 85. Also where Churton St meets 70. It looks a bit trashy. Takes away from Historic Hillsborough feel. :-)
118	Study roundabouts, they seem a viable option as opposed to utility support of traffic lights, especially in town, off the main roadways.
119	The intersection of Hwy 57N & Rencher St + 86N needs to be fixed, before someone is killed.

Question 15

In what community of Orange County do you live? (If you live in an unincorporated area, please choose a township (TS) from the map below.)		
Answer Options	Response Percent	Response Count
Town of Carrboro	9.6%	44
Town of Chapel Hill	15.1%	69
Town of Hillsborough	14.0%	64
City of Durham	3.7%	17
City of Mebane	2.0%	9
Bingham (TS)	4.1%	19
Cedar Grove (TS)	5.9%	27
Chapel Hill (TS)	6.8%	31
Cheeks (TS)	4.8%	22
Eno (TS)	4.6%	21
Hillsborough (TS)	18.3%	84
Little River (TS)	2.4%	11
Other (please specify your involvement or tie to the county) <i>(see comments below)</i>	8.7%	40
<i>answered question</i>		458
<i>skipped question</i>		33

Question 15



Question 15

Number	Other (please specify your involvement or tie to the county)
1	i work in Orange County
2	Roxboro
3	Burlington
4	Work in Orange. Live in Durham
5	Work in Orange
6	burlington
7	I work in Carrboro and Chapel Hill and live in Rougemont in Durham County.
8	employment
9	Work in Orange County
10	Alamance County
11	Efland
12	live in another county but work in orange county
13	North Chatham county
14	county employee
15	Raleigh
16	Timberlake
17	County employee
18	I live in Efland. I think this is in Cheeks Township.
19	Live in Alamance Co., work in Hillsborough.
20	Durham
21	contry of mebane
22	graham Alamance County nc
23	Hillsborough Township
24	15-501 south (hwy traveling south to pittsboro)
25	former resident
26	Former UNC Student
27	rural buffer
28	Northwood neighborhood - OC with CH overlay
29	Property co-owner in Orange County
30	TarWheels Club Member and Bike rider
31	Bike in Orange County on weekends
32	rural buffer north of Chapel Hill, South of Hillsborough
33	caldwell
34	na

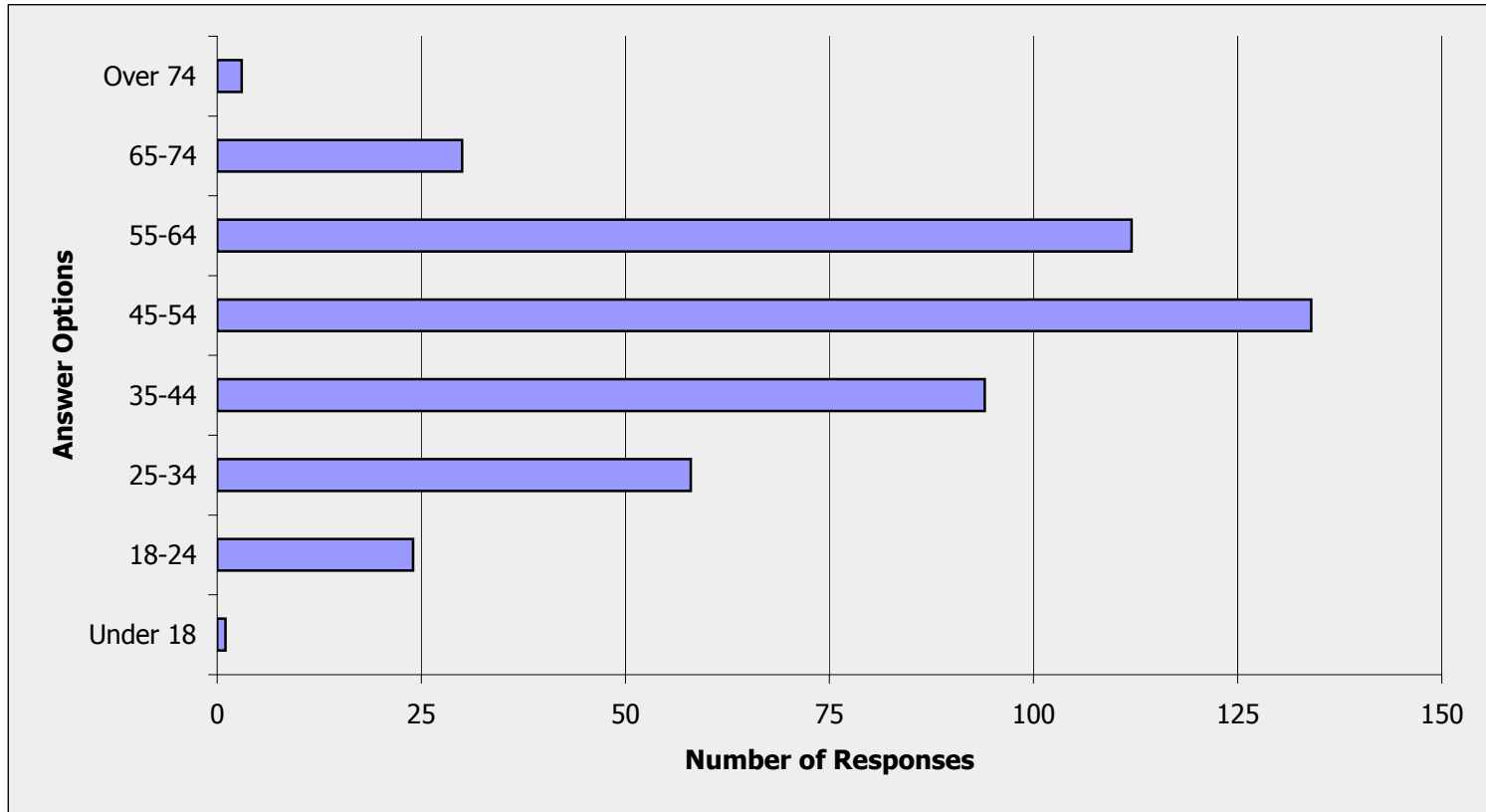
Question 15

35	live on east border of Eno Township
36	Efland
37	Efland, very west Orange Co.
38	Roxboro
39	Mebane outside city limits
40	Moore County

Question 16

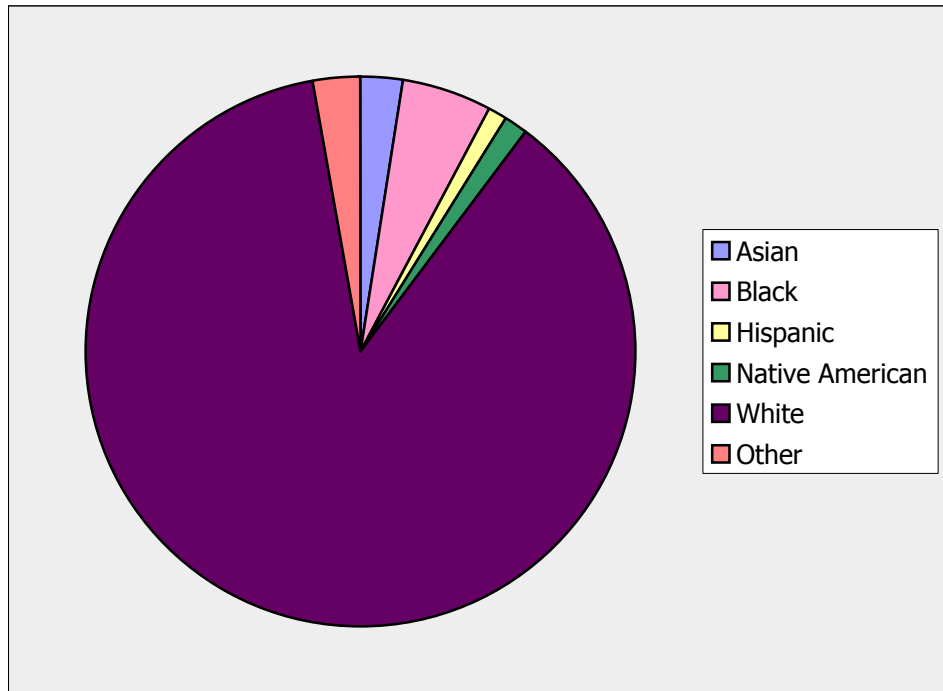
What is your age?		
Answer Options	Response Percent	Response Count
Under 18	0.2%	1
18-24	5.3%	24
25-34	12.7%	58
35-44	20.6%	94
45-54	29.4%	134
55-64	24.6%	112
65-74	6.6%	30
Over 74	0.7%	3
<i>answered question</i>		456
<i>skipped question</i>		35

Question 16



Question 17

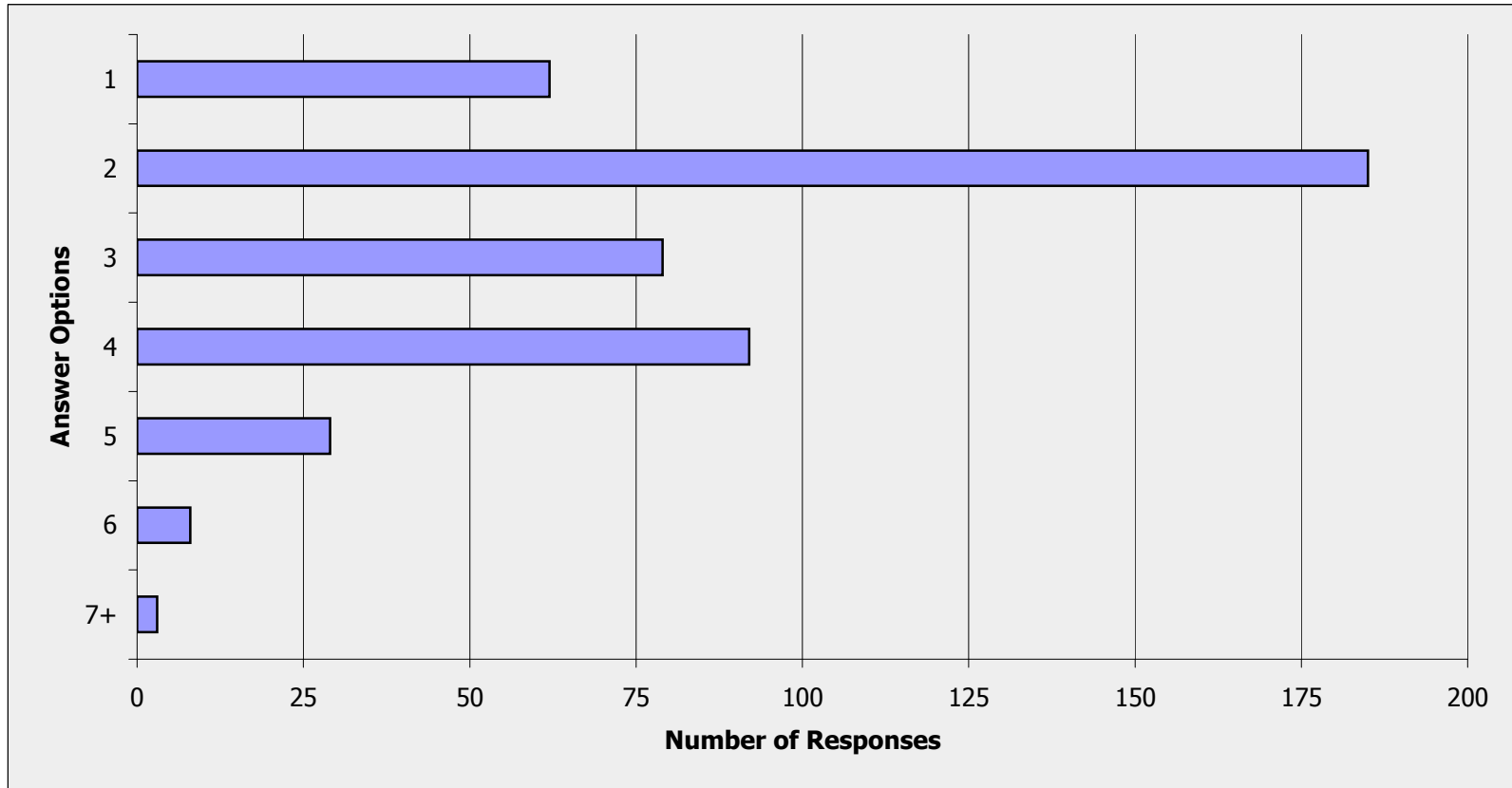
How would you classify your race? (Please check all that apply.)		
Answer Options	Response Percent	Response Count
Asian	2.5%	11
Black	5.4%	24
Hispanic	1.1%	5
Native American	1.6%	7
White	88.6%	395
Other	2.9%	13
<i>answered question</i>		446
<i>skipped question</i>		45



Question 18

How many people live in your household, including yourself?		
Answer Options	Response Percent	Response Count
1	13.5%	62
2	40.4%	185
3	17.2%	79
4	20.1%	92
5	6.3%	29
6	1.7%	8
7+	0.7%	3
<i>answered question</i>		458
<i>skipped question</i>		33

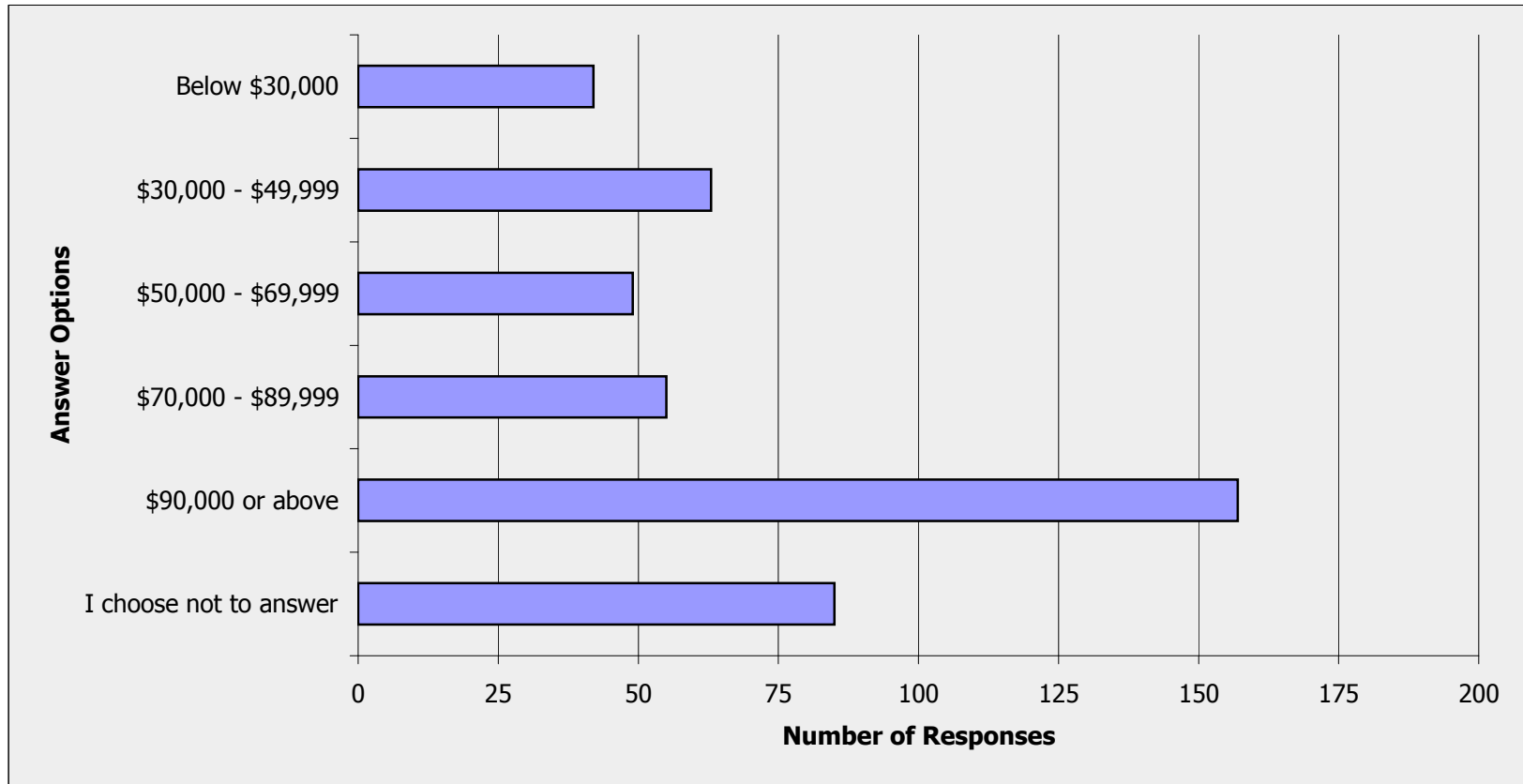
Question 18



Question 19

What was your household income last year?		
Answer Options	Response Percent	Response Count
Below \$30,000	9.3%	42
\$30,000 - \$49,999	14.0%	63
\$50,000 - \$69,999	10.9%	49
\$70,000 - \$89,999	12.2%	55
\$90,000 or above	34.8%	157
I choose not to answer	18.8%	85
<i>answered question</i>		451
<i>skipped question</i>		40

Question 19

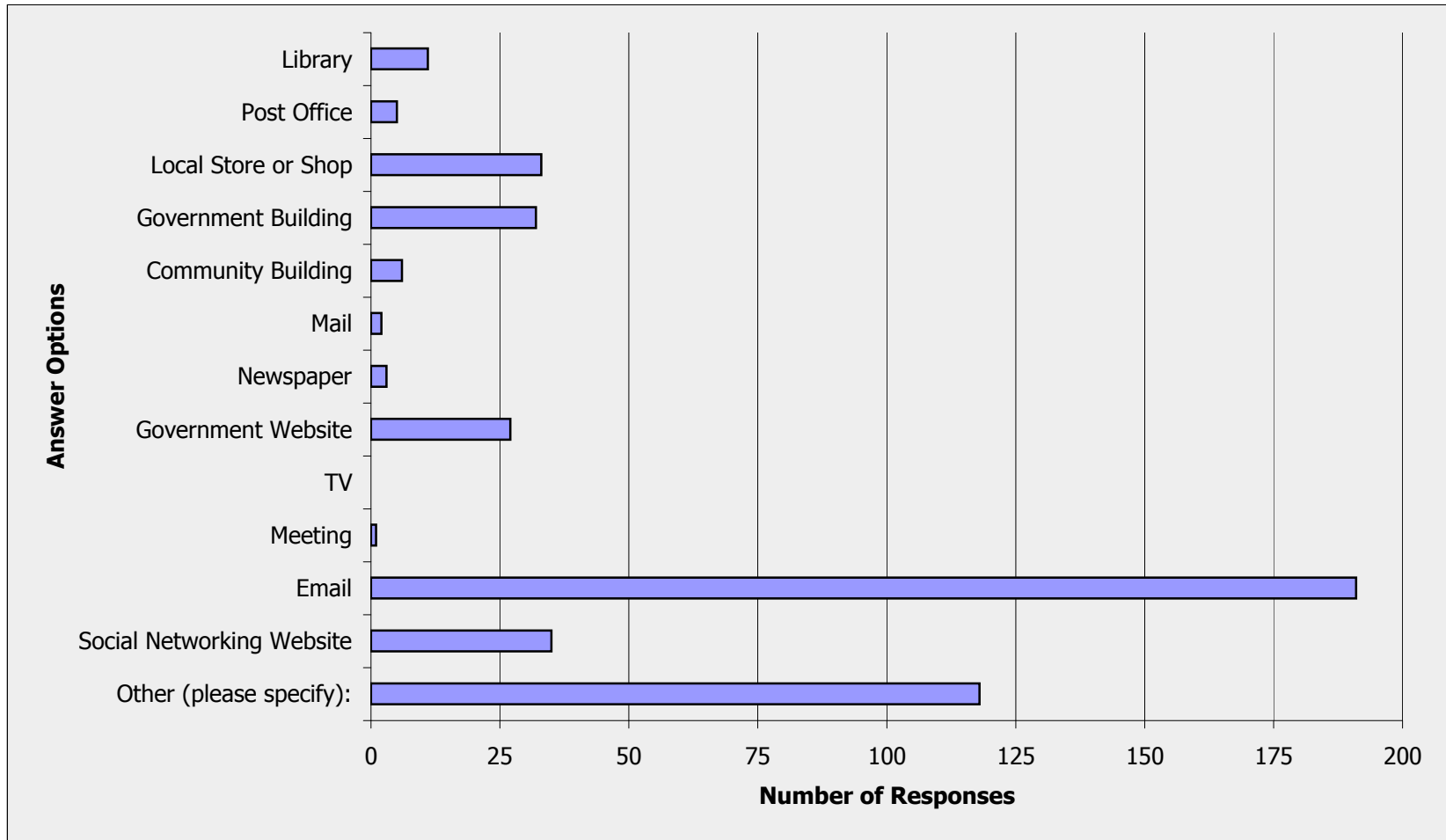


Question 20

Where did you get this survey?		
Answer Options	Response Percent	Response Count
Library	2.4%	11
Post Office	1.1%	5
Local Store or Shop	7.1%	33
Government Building	6.9%	32
Community Building	1.3%	6
Mail	0.4%	2
Newspaper	0.6%	3
Government Website	5.8%	27
TV	0.0%	0
Meeting	0.2%	1
Email	41.2%	191
Social Networking Website	7.5%	35
Other (please specify):	25.4%	118
<i>answered question</i>		464
<i>skipped question</i>		27

(see comments below)

Question 20



Question 20

Number	Other (please specify):
1	News of Orange Online
2	I work for Orange County Gov and received an email.
3	Circulated to County personnel
4	email, I'm a county employee
5	Through my workplace.
6	School
7	my car's dealer
8	school
9	Durham tech of orange country
10	Durham Tech
11	friend
12	sent home with child from school
13	got a notice from school
14	Friend
15	note from school
16	email foward
17	Public School
18	OrangePolitics.org
19	web
20	orangepolitics.org
21	orangepolitics.org
22	blog
23	orangepolitics.org
24	linked by website
25	friend
26	friend (Bryn)
27	OrangePolitics blog
28	http://orangepolitics.org/2009/10/orange-unified-transportation-board-survey
29	orangepolitics.org
30	orangepolitics.org
31	Orange chat blog
32	Orange Politics website
33	OP

Question 20

34	School
35	school newsletter
36	email from a friend
37	Orange Politics Web Site
38	flyer
39	Gentleman brough it to my front door
40	e-mailed to be
41	bike shop
42	Tarwheel e-mail forum.
43	Friend who I bicycle with.
44	e-mail from Tarwheel Cycling Club
45	Bike Club newletter
46	CArolina Tarwheels
47	Int'l Walk to School Day / CPE
48	Triangle Sportsplex
49	Left at door
50	Walk to School Day
51	friend
52	friend
53	Neighborhood Association / Churton Grove
54	subdvision representative
55	referral from homeowners association
56	Community Newsletter
57	via an email flyer
58	coworker
59	HOA email
60	HOA
61	Senior Center (on Homestead Rd.)
62	www.tarwheels.org
63	Colleague
64	HOA email for our development
65	Handy Andy's Store
66	Google Reader
67	Bicycle club (Tarwheels) forum email
68	neighborhood association
69	orangepolitics.org

Question 20

70	friend
71	Sportsplex
72	Churton Grove website
73	Tarwheels
74	Orange Politics website
75	Churton Grove
76	The Bicycle Chain
77	Hillsborough Senior Citizens Center
78	Sportsplex - Hbo
79	Sportsplex
80	Central Orange Senior Center
81	Senior Citizen Center
82	sportsplex
83	Triangle Sportsplex
84	Cup of Joe
85	Cup of Joe
86	Cup of Joe
87	Health dept
88	Social services
89	Cup of Joe
90	Cup-A-Joe, Hillsborough
91	Cup of Joe
92	Cup of Joe Hillsborough
93	DMV
94	DMV
95	Senior Center
96	Senior Center
97	Senior Center
98	Seymour Center
99	Seymour Center
100	DMV
101	Sr Center
102	Senior Center
103	DMV
104	DMV
105	DMV

Question 20

106	na
107	Front door deliver
108	Door to door person
109	Clean Machine
110	Orange County Campus (Durham Tech)
111	DTCC
112	man came to house and gave it to me
113	bike shop
114	Cup-A-Joe coffee house
115	OC - Durham Tech
116	DTCC - Orange Campus
117	Durham Tech. Comm. Col. Orange Co. Campus
118	McCoy's Temple UHC