

Survey on Neighborhood Traffic and Carolina North
 Conducted by Neighborhoods for Responsible Growth, April 2009

Comments submitted on the question “**How concerned are you that more cars might use your neighborhood to avoid traffic on major corridors (cut-through traffic) due to Carolina North?**”

Bolin Forest	My street is a dead-end, but could be connected, although a bridge over vulnerable creeks would have to be built at a large cost, not something I would like to see as a taxpayer.
Carrboro	already a problem that will only get worse
Carrboro	Carrboro has taken a stance about the importance of connectivity, which means more and more traffic through our neighborhoods. Mine in particular has not sidewalks, curbs or gutters, and has very narrow streets.
Carrboro	I am lucky to live in a grid neighborhood of reasonably small, well-connected streets. Traffic speeds remain low most of the time and the numerous connector streets disperse traffic through the neighborhood.
Carrboro	I am more concerned about traffic on Homestead, Estes Extension, Old 86 and MLK than traffic in my immediate neighborhood.
Carrboro	If this is going to increase I would like to see more sidewalks on the streets that run between Greensboro and Hillsborough Rd.
Carrboro	Only egress is N. Greensboro St. - can't use Wilson Park Townhome neighborhood as a cut-through.
Carrboro	Our street is a direct path to NC 54. Without adequate public transit from the beginning, traffic will spill over into many neighborhoods. Carrboro is not equipped to handle a large additional volume of traffic.
Carrboro	The already existing traffic overburden on Estes Dr means there is no question that people will re-route through Carrboro and Rosemary or Franklin St. to get to MLK Blvd. So, yes, this is going to affect me and my neighborhood.
Carrboro	There are, in fact, no major corridors to Carolina North from the west. Looking at the map, Oak Street appears to be a fairly direct path from Hwy 54 to Estes Drive Extension.

Cedar Hills	<p>Cars and trucks began to use our neighborhood as a cut through even before East Chapel Hill High School was completed. We petitioned the town to install stop signs throughout the neighborhood because so many vehicles were endangering the lives of small children and older children on bicycles. We now need additional and taller speed tables in the neighborhood.</p> <p>Most recently, our petitions to the town for speed control devices (speed tables) took three years to go from initial conversations with the town engineering department to the construction of the speed tables.</p> <p>If Weaver Dairy Road becomes a "connector road" to 15/501 then many travelers will be inclined to use Cedar Hills as a cut through to Chapel Hill North. To protect what is the neighborhood environment we have cultivated in Cedar Hills will require that traffic not be allow to use Cedar Hills as a "fast cut through" to MLK and Chapel Hill North.</p>
Cedar Hills	<p>The amount of through traffic is already very high, despite the installation of speed tables a few years ago. There is no enforcement of speed limits on Piney Mountain or on the smaller streets.</p>
Cobblestone	<p>Carrboro's policies regarding connected neighborhoods encourage the creation of cut-through routes. Carolina North will simply add pressure to the roads, encouraging drivers to find these cut-throughs and increase there usage.</p>

Coker Hills	<p>Being on the Somerset cul-de-sac, I'm certain that residents on the other side of the Huntington-Wellington service barrier are going to obstruct any efforts to provide residents on Huntington and Somerset Drive another option other than being trapped endlessly at the Somerset-Estes intersection or forced to turn right - from which we have no option to reverse direction to get to anywhere other than MLK or Estes Extension -- not to the library or post office or any of the commercial areas on West Franklin, where most of us do our business. (We're too close to MLK for a reasonable U-turn.)</p> <p>This already an inconvenience at rush hours, esp. when schools let out - just try it sometime - but it's going to be a much bigger problem when traffic for CN starts to pick up, and will be even worse if Estes is widened to 3-4 lanes (and perhaps divided). This is potentially dangerous as well, were there need to evacuate the neighborhood quickly, with only one exit.</p> <p>There would be no need to risk making Huntington-to-Wellington-to-Kensington a thoroughfare, which we wouldn't want either. Multiple, seriously obstructing traffic-calming devices to discourage through traffic work in many other cities and would work here.</p>
Coker Hills	Especially if the "fire lane" on Huntington were to be converted to a through lane.
Coker Hills	I doubt if UNC administrators are concerned about our problems in get in and out of our driveways
Coker Hills	If the fire lane between huntington and wellington is opened, there will be a flood of traffic through the neighborhood
Coker Hills	If the fire lane on Huntington is opened, it would become a major thoro fare.
Coker Hills	It is already a problem that has been increasing in the past several years.

Coker Hills	<p>Many cars might cut through from Weaver Dairy Road through Booker Creek, Lake Forest and Coker Hills West to get to MLK, Jr. Boulevard. And vice-versa. This is my BIGGEST CONCERN. Cutting through would cut these neighborhoods in half. Using such a cut through would absolutely destroy these neighborhoods. People living on any streets other than cul-de-sacs would have noise, lack of neighborhood ambience, and danger to small children. It would ruin also potential housing for those who might work at Carolina North -- i.e., who would want to live on a busy noisy street with cars racing by? Not pleasant, not safe for children. This is not just about housing values. It is about people living close to where they work which I think many of us think is an excellent idea if we could be so fortunate. And some may be that fortunate. Let's try to preserve some of our Chapel Hill neighborhoods as neighborhoods, not just as way stations for traffic to pass through.</p>
Coker Hills	<p>Many use the Piney Mtn/Cedar Hills as a 'cut through' to Weaver Dairy (just observe at the corner of Cedar Hills Circle and Kingston at 8:20-35 am and see the high school 'cut through' traffic).</p>
Coker Hills	<p>My neighbourhood curenly has no through route but there is a fire break that has been looked at for creating one. This would cause significant issues in this very quiet neighbourhood.</p>
Coker Hills	<p>North Lake Shore might be seen as a short-cut.</p>
Coker Hills	<p>Now a lot of cars cut through the neighborhood. I can not imagine how is going to be with the new Carolina North</p>
Coker Hills	<p>Our neighborhood ends with firelane access blocked to regular traffic but open to pedestrians and such. I am concerned that many cars will come up our street (Kensington) looking for a cut through (on many older maps the streets connect)and after finding a dead end the usual response is to tear back down the hill and out of the neighborhood. I believe that more signage at the entrance (there is a NO OUTLET sign there now) and possibly speedbumps could help a great deal.</p>

	<p>Our neighborhood, Coker Hills, may become a "cut-through" by those using the Carolina North site and needing to get to 15-501, Franklin Street or I-40.</p> <p>Our neighborhood consists of over 135 homee, many with school aged children. We have two neighborhood schools, Estes Elementary and Phillips Middle School. We are a walking neighborhood and becoming a cut through may present a major concern for children's safety and for those adults who run, walk and bike in the neighborhood.</p>
Coker Hills	
Coker Hills	Part of Cedar Hills Circle is used as a cut thru to go from MLK to E. Chapel Hill HS now. I am concerned that this will get worse when Carolina North is built.
Coker Hills	This could become a problem if a connection was built from Huntington to Wellington.
Coker Hills	This is very likely.
Coker Hills	We already have had an increase in speeding traffic on Elliot and Clayton Road - endangering the children that walk to Phillips school.
Coker Hills	We dead end . They cannot use our neighborhood.
Coker Hills	We're already a cut-through neighborhood. Drivers have learned to either go down Elliott Road or Clayton Road, and will choose the opposite of what the car ahead of them does in order to race ahead and beat them to the far end of the neighborhood.
Colonial Heights	As long as our Colonial Heights roads are not altered, we are somewhat protected; though a cut through is possible, it is not a direct path.
Colonial Heights	Cut-through traffic is already a major factor - and it will not end (1 motor vehicle every three seconds on Homestead at busy times of the day - I counted!)Inconvenient but inevitable. Up-grade of Homestead was rejected more than a decade ago and bicycle lanes were denied - yet injuries and deaths have occurred. This an on-going fact and will worsen. A norther outlet for Carolina North and traffic outlet on Homestead are needed and require inovative planning with all agencies --NOW!
Colonial Heights	It remains to be seen...

Colonial Heights	Speed bumps and restricted parking to residents only will need to be installed.
Colonial Heights	There are many children and many blind hills and curves in this neighborhood.
Colonial Heights	They already do!!!!!!!!!! And at unsafe speeds!!!!!!!!!!!!!! Ours is a family neighborhood with children at play and many families walking their dogs - in the streets, since there are no sidewalks.
Colonial Heights	This is my main concern related to Carolina North. Our neighborhood residents are very careful and aware of the children but others who are not familiar with our neighborhood are more likely to drive fast and carelessly. there are a few student renters in our neighborhood and we notice that they do drive faster.
Colonial Heights	Umstead Drive is already used as a cut-through - it is going to be constant with the advent of Carolina North - and the noise is going to increase as the cars take the curves at 60/70mph . . . not safe . . . for the pedestrians! HA!!!
Colonial Heights	We already have this type of traffic in our neighborhood. We certainly don't need more.
Colony Lake	Standish Dr may see an increase in traffic
Cross Creek	at this point my road does not go through however that can change in the future.
Elkin Hills	Because Elkin Hills is a cul-de-sac neighborhood, we wouldn't be a likely area for cutting through. However, increased traffic on Estes--particularly if they make another attempt to widen it--will make for a much noisier neighborhood.
Elkin Hills	Cars already use our neighborhood as a cut-through. Airport Drive, Barclay Rd and Branch St are used as cut-throughs from Estes to MLK. Barclay and Bradley are used as cut-throughs to Umstead. Morning and afternoon speeding increase as the UNC AOB and Facilities workers head to work and home. We fear Carolina North will make it much, much worse!
Elkin Hills	depends on if there is a plan toward connectivity through some of the deadend roads. even with existing roads if the mlk corridor is really bad our neighborhood might be used
Elkin Hills	I live on Branch Street--- already used as a cut-through for many speeding drivers, even with the 4-way stop (which many people don't even slow down for... NOT SAFE!

Elkin Hills	I think it's unlikely because our neighborhood doesn't offer a very direct cut-through, but I DEFINITELY DO NOT WANT a connector planned from Estes through to MLK!!! (right now it's a dead end at Estes, and we should keep it that way.)
Elkin Hills	I think Umstead Drive will be a major cut through. Many children use the park and ballfield there as well as walk along the street.
Elkin Hills	My street, Justice Street is not paved, and the dust from the road is already bad from neighborhood traffic, there is only worse to expect.
Estes Drive	Some traffic increase will be necessary for Carolina North to become a success for the community,
Estes Hills	Already there are people who speed through our neighborhood.
Estes Hills	Caswell Road makes a C or U shape in relation to Estes Drive and I could see drivers traveling towards Franklin Street, making a right onto Caswell Road to avoid traffic light cycles at Estes Hills School and making a right on to Estes at the lights to speed up their travel time.
Estes Hills	Estes Drive already has very heavy traffic.
Estes Hills	Estes Rd. will certainly be a major corridor and it is not designed to handle that amount of traffic.
Estes Hills	It's obvious that Estes Drive will become a nightmare!
Estes Hills	Many already use our street (Martha Lane between Brookview/Riggsbee and Partin/Kingston) as a cut-through. I am very sure that traffic would increase due to Carolina North.
Estes Hills	Our road, Caswell Rd., is a natural "cut through" one being semicircular and then on to Granville before linking up with Estes again. That's going from Carolina North eastward.
Estes Hills	This may seem to contradict the previous question, but it does not: the problem will come not inside our neighborhood, but at the edge -- we must all use Estes to get anywhere, and Estes will become even more congested and dangerous than it is now.

Fox Meadow	<p>Again, I'm not a resident, but we're all really one neighborhood. If things get congested, folks will cut through where they can. If it gets really bad, then UNC will look for ways to send cars through the forest.</p> <p>Questions unanswered: can trees sustain more gobs of CO2? What's the limit? Why should we risk getting anywhere near the limit? Will road and infrastructure count as part of the 250 acre limit for 5 years? What about sound pollution. 54W will turn 54 into a SOUND CORRIDOR because there is no buffering in front of the buildings and the buildings are right next to the road. How will the neighborhoods handle all the noise? Why hasn't preservation been addressed in this process, other than UNC saying it's out of the question? When will someone make a formal statement that this is backwards, and that we will not be fooled: 50 years for a tree is nothing, but we need to pressure UNC NOW to get with the preservation program. How many students would endorse UNC's insistence that they will not even consider preservation at a time of environmental crisis? When will the DTH publish a story CRITICAL of CN?</p> <p>Thanks for keep us up-to-date and informed.</p>
Fox Meadow	<p>At the moment, there is only one way into my neighborhood. So it is not possible to use it as a cut-through. However, I am VERY concerned about the increase in traffic through the neighborhood as a result of impending Colleton Crossing neighborhood.</p>
Fox Meadow	<p>I understand that there will be a through street cut from the Fox Meadow neighborhood to the proposed Colleton neighborhood. I am fearful that this will add to the traffic in Fox Meadow as drivers will cut through to Colleton and also to avoid part of Homestead Rd.</p>
Fox Meadow	<p>My concern for cut-through traffic will increase as our neighborhood is connected through to existing neighborhoods (waiting on two developments to be completed) and north to Eubanks.</p>
Fox Meadow	<p>Not my neighborhood specifically, but Rogers Rd, which is the only road into our neighborhood.</p>
Fox Meadow	<p>Traffic on Rogers Road will pick up.</p>

Franklin-Rosemary Historic	<p>I have lived at 500 North St. near the corner of Hillsborough St. for 22 years and each year the traffic and speeding cars gets worse. My street is a throughfare right now. I also grew up in Chapel Hill on E. Rosemary St. and of course there is no comparison with then and now. Progress can come but it should not bring such conflict and worry on a neighborhood which has existed almost since Chapel Hill has existed and which houses many people of all ages and incomes - students, affluent homeowners, renters, we love our neighborhood and hate to see the traffic, which is not contained right now in anyway, make our lives less safe and less secure.</p>
Franklin-Rosemary Historic	<p>I am worried that Hillsborough Street will become a major thoroughfare and make it difficult for residents on the northeast side of Franklin Street to have access to it; the nearly blind intersection at the corner of Hillsborough and North Street already scares me every time I use it.</p>
Franklin-Rosemary Historic	<p>I live on Battle Lane which is used as a cut through to Franklin and today I am concerned about speeding and the congestion at Battle and Franklin Street. There is no stop light, and it is very dangerous even now. When Carolina North gets completed, I can't imagine the problems that will arise.</p>
Franklin-Rosemary Historic	<p>There will doubtless be increased traffic on North Street as people cut through traveling to/from Hillsborough and North Boundary. The turn onto Hillsborough from North is a blind intersection and extremely dangerous. This is a walking neighborhood with minimal sidewalks, so obviously increased traffic poses a safety concern especially for the elderly and children.</p>
Glen Heights	<p>our development has one inlet and outlet, but without a sign at the entrance saying "no outlet" or "no access to carolina north" we may see increased traffic from people trying to avoid traffic.</p>
Hillsborough Street	<p>Currently, Hillsborough Street has reached maximum capacity with respect to traffic. The speed limit of 30mph is too fast, and traffic & public transit regularly exceed that limit. There are no traffic calming devices. Traffic never stops at legal crosswalks and often not at stopped busses...sometimes even school busses. The current speed limit is rarely enforced.</p>

Hillsborough Street	Hillsborough St will continue to be the artery used by regular and university vehicles as the only alternative to MLK Blvd in order to avoid the main block of Franklin St.
Hillsborough Street	Hillsborough street is the natural short cut to campus from Carolina North. Our street is already approaching its maximum capacity at peak hours - without significant steps, traffic will be unbearable and even more unsafe.
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Hillsborough Street	See above comments regarding Hillsborough Street. Hillsborough Street is already over-burdened. Any additional traffic will substantially diminish quality of life and property values for home owners on Hillsborough Street
Hillsborough Street	They already are
Homestead Road	There is talk right now of connecting Carolina Commons smaller parcel (17 homes) plus Tallyho neighborhoods through our development. It is a small road. Because of the Homestead traffic situation, and what I described above we would have constant backups.
Homestead Road	This is currently not an issue since our neighborhood ends in a cul-de-sac; however, there has been some talk about connecting Camden Lane to new developments, in which case cut-through traffic would be a major problem. Our neighborhood is actively fighting all attempts to cut-through to Camden Lane.
Homestead Village	Depends on the location of access roads into Carolina North, but cars currently cut-through our neighborhood to avoid the traffic light on Homestead and Seawell School Rds.
Homestead Village	Homestead Village has lots of young families with children. As it stands, there is very little car traffic, so the streets feel safe. But those drivers who do cut through our neighborhood (from Homestead to Seawell or vice versa) already drive too fast and too recklessly. Put more cars up here and you compound the problem.

Homestead Village	My neighborhood connects Sewell School Road with Homestead and nearby Weaver Dairy and I am MOST concerned with people cutting through at a high speed. The neighborhood has numerous children.
Homestead Village	Our neighborhood does not have speed tables, and is commonly used by CHHS students as a cut through after school from Seawell School Road to Homestead when there is congestion at the intersection of Seawell and Homestead. The increase in traffic is surely going to make this worse, unless speed tables are installed.
Homestead Village	This would be my primary concern.
Ironwoods	Even though Ironwoods Drive itself could not be used as a cut-through, Seawell School Rd certainly could be. We already have many drivers who use Seawell School Rd in that way to cut between Estes Dr Extension and Homestead Rd, as to avoid traffic on MLK, and many drive way too fast. It concerns me as a parent who often walks with my children across Seawell School Rd into the North Haven neighborhood.
Ironwoods	It is my hope that much of Seawell School Road will be protected from abuse by the protected land on either side of much of the Road. Further protection will need to occur, however, as the Road is currently experiencing ever increased cross traffic from Homestead Road due to the increased residential construction occurring along Homestead. Increased traffic along Seawall road would be a great disservice to the neighborhoods along the Road. Currently, there are no sidewalks on more than half the length of the Seawell School Road and only the most necessary of lighting. Historically, there have been very bad accidents along the road due in large part to sharp curves, limited lighting and its ease of use at night as an untrafficked cross-through road. While current neighborhood, school and considerable cross traffic from Homestead Road is fairly steady, but acceptable, at present. Increased traffic will require side walks, increased lighting, road widening and straightening -- all of which will decrease the attractiveness, desirability, safety and value of this neighborhood.
Ironwoods	No exit from Ironwoods

Ironwoods	Only concerned that they may use neighborhood streets to park on. Ironwoods has no streets that would provide cut through traffic.
Ironwoods	Our area doesn't have a way out, although someone will have to place a sign when you enter our area stating there is no outlet.
Ironwoods	Since Ironwoods only connects to exterior roads at Seawell School Road, it shouldn't be a problem.
Ironwoods	That is why we need to be sure there is no access to the Carolina North campus from Seawall School Road nor Estes Road Extension, and that these roads not be widened to they become alternate routes for drivers avoiding MLK backups.
Ironwoods	The neighborhood itself can't be used as a cut through, but I am concerned about increased traffic on Seawell School Rd. and the impact this may have on the schools along that road.
Ironwoods	There is not outlet from the Ironwoods neighborhood, only residents and their guests should be driving in the neighborhood.
Ironwoods	this is an old anti-development strategy "too much traffic"...come on!
Ironwoods	We already have a fair amount of street parking for a neighborhood with driveways and garages.
Ironwoods	We are not concerned because there is NO through route possible through our neighborhood.
Ironwoods	You can't cut through Ironwoods, thankfully, but I'm sure it will take a while for people to figure that out. I live close to Seawell on Ironwoods and I'm sure we'll be subject to lots of wanderers and "turn arounds".
Kirkwood	I live off of Weaver Dairy Rd. - it is a major cross street to get from Erwin (Durham)to Martin Luther King Jr. Blvd - the traffic already is congested because of the high school and traffic going to 15/501....it will be exacerbated by Carolina North.
Lake Ellen	This neighborhood is already used as a cut through to some extent. it will get worse unless measures are taken.
Lake Ellen	This would depend obviously on how the major corridors handle traffic. If these were to be clogged or inefficient, then there will be more cut-through traffic.

Lake Forest	As a resident of N Lakeshore, we have seen an increase of cut through traffic as developments north of us increase. Carolina North will serve to increase this exponentially I fear.
Lake Forest	Cars already use Curtis/North Lakeshore as a cut-through route to 15-501 and 40, and I greatly fear that this will increase with CHAPEL HILL NORTH. Curtis/North Lakeshore are windy roads with limited visibility and lots of children walking to and from school. The speed on these streets already averages well over 25MPH. I fear that the biggest traffic impact of CH North will NOT be on the major corridors but on the cut-through streets. We need to address this issue before it becomes a very serious problem.
Lake Forest	Despite the posted 25 mph signs for the neighborhood, cars continue to speed through this section of town. Many parts of this neighborhood do not have sidewalks and, combined with the hills and curves, this has made walking or jogging sometimes dangerous. The expansion of Carolina North will bring more traffic as drivers use our neighborhood as a shortcut.
Lake Forest	I don't think my neighborhood is close enough to be affected directly.
Lake Forest	I suspect that North Lakeshore will become a throughfare to get to Estes leading into Carolina North. Since Estes Hills Elementary School and Guy Phillips Middle School are directly on that route, and the Lake Forest, Coker Hills, and the Huntingon/Somerset neighborhoods all walk along and cross those roads to get to school this would be a problem. We are in the walk zone for the schools and strongly encourage our children to walk or bike.
Lake Forest	I think it is highly likely that N. Lakeshore drive will become a major commuter route.
Lake Forest	My concerns are more that there will be an increase in traffic of cars going TO/FROM Carolina North going down Honeysuckle to Lakeshore and Estes.
Lake Forest	North Lakeshore is already a favorite neighborhood cut-through for those driving to Durham and I-40 East. Try this: use Goggle Maps directions to get from Horace Williams Airport to Erwin north of Sage. It take you right through Lake Forest and Booker Creek.

Lake Forest	<p>Sedgefield/Honeysuckle/N. Lakeshore/Curtis corridor is used as a "scenic" bypass to Weaver Dairy in order to reach 86.</p> <p>N. Lakeshore/S. Lakeshore/Rolling/Woodhaven corridors are used to reach Elliott and subsequently, Franklin St. or Estes.</p> <p>All these neighborhoods are completely residential. I suspect that much of the speeding that occurs on these roads is by persons cutting through who do not live in the area.</p> <p>Since this is an older, pedestrian-oriented neighborhood that lacks sidewalks in many areas, vehicle traffic of this type constitute a safety hazard.</p>
Lake Forest	see above
Lake Forest	<p>Traffic has been increasing anyway. We are very concerned about the impact of Carolina North as people may use N Lakeshore as a cut through to/from Weaver Dairy/Sedgefield to Elliott and Estes.</p>
Lake Forest	<p>When East High was built, traffic increased greatly in the neighborhood - it is a main through fare now. I can see an increase in traffic through this area as people from the Durham side of town cut through to Carolina North rather than taking Franklin or Weaver Dairy.</p>
New Parkside	<p>People drive as much as 20 to 30 miles per hour over the speed limit on Weaver Dairy Ext., Homestead Rd, and Seawell School Rd. An increase in the number of cars as well as the number of people cutting through neighborhoods who have no interest in keeping neighborhoods pedestrian and bike friendly would endanger all of us who walk, bike, and live near these roads.</p>
North Forest Hills	Has anyone noticed?, it already is so!!
North Forest Hills	<p>If the development generates additional cut-through traffic on Piney Mountain, there needs to be a plan in place to safely accommodate pedestrians, bicyclists, and transit users along that route. Traffic calming measures and enforcement can be helpful in slowing traffic and making the road less desirable as a high-speed cut-through.</p>

North Forest Hills	I'm not concerned with our immediate neighborhood being used as a cutoff as it is essentially a loop off of Piney Mountain, but as described above I am concerned with Piney Mountain itself being used extensively as a cutoff.
North Forest Hills	Most concerned about Piney Mountain Road impacts.
North Forest Hills	Not a concern if CN is properly planned -- mixed uses, transit, walkable streets, and high net densities that allow for open space.
North Forest Hills	Our neighborhood is now used as a short cut from MLK Blvd to Piney Mt. Rd. A minor proportion of those headed to Carolina North might want to do this too.
North Forest Hills	Piney Mountain Road (a 2-lane road) already carries traffic going to Timberlyne and developments east of it along Weaver Dairy Road. I believe traffic will increase substantially on Piney Mountain Road as Carolina North is developed. My neighborhood is bordered on one side by Piney Mountain Road. The two entrances and exits to the neighborhood are on Piney Mountain Road.
North Forest Hills	Taylor St is a dead-end street. Our section of North Forest Hills consists of two streets, both of which are dead-ends and interest with Martin Luther King Blvd (Airport Rd)
North Forest Hills	There's no way to do this through my neighborhood. I can easily see how this could be a serious concern for the residents of the older North Forest Hills, though.
North Forest Hills	we would become a convenient cut-through from piney mtn and beyond to mlk.
North Street	Hillsborough Street is the main cut-through, and already crowded with speeders.
North Street Historic District	It's already apparent.
Northwoods	A lot of more cars are likely to use Waver Dairy Road extension (road delineating my back yard), making it difficult to walk to places around the neighborhood
Northwoods	Already UPS And large rucks use Northwood Drive to avoid the light at Eubanks & MLK - and traffic entering from I-40.

Northwoods	I am concerned that people will use Northwood between Eubanks and MLK to avoid waiting at the traffic light there, especially if there is increased traffic exiting I-40 to come into Chapel Hill on MLK.
Northwoods	I worry about some cut-through on Rowe Rd. Some traffic may increase when locals (Northwoods, Parkside, Larkspur) avoid the major roads because they've become more congested. There needs to be a sidewalk on Rowe.
Northwoods	it makes it dangerous for kids to play if people are trying to take short cuts while busy
Northwoods	It seems likely that more cars will use Northwood Dr. as a cut through from Eubanks to MLK if traffic increases on these corridors.
Northwoods	more than half of the Northwood houses have their back on Weaver Dairy extension. Heavy traffic there would make the whole neighborhood undesirable
Northwoods	Only from Eubanks to MLK.
Northwoods	Palafox Road is already used as a "cut through" to Parkside neighborhood and beyond.
Northwoods	People approaching from Eubanks road may use Northwood Drive to avoid two traffic lights. While I think this population is relatively small, this is a concern as Northwood is a neighborhood road, while the two adjoining roads are much wider and have 45 MPH speed limits.
Northwoods	People are speeding through here now. Specifically the UPS trucks and the School bus. There are people with dogs and children that walk in this neighborhood. If the traffic on Eubanks gets heavy it is easy to cut through Northwood to MLK.
Northwoods	Since Weaver Dairy Ext. was opened from MLK to Homestead, traffic has been steadily increasing. If Carolina North has an entrance at Weaver Dairy & Homestead, MOST of the traffic will come through Weaver Dairy off of I-40. It is already a shortcut to lots of places. The speed limit is 25mph, but it is rare to see a car going less than 35 mph and common to see them going 50 mph. This is an entirely residential area that is being used as a speedway. Chapel Hill police are great at enforcement, but they can only do so much.

Northwoods	The addition of speed tables within northwood should be considered
Northwoods	The UPS trucks and anything else that can fit through Northwood Drive already use our neighborhood as a cut through between MLK and Eubanks. We'd love to put up speed bumps or some sort of deterrent to stop these cut throughs. Note: If Chapel Hill police sat in my driveway (which I encourage them to do), they could make lots of money for the city in speeding tickets on all the cut through traffic that zooms past and ignores our 25 mph signs. Please come get these people.
Northwoods	This is already a horrific problem on Northwood Drive... despite a recent lowering of the speed limit, all kinds of trucks are cutting through and usually driving too fast. We have much more noise and air pollution now. The answer is NOT to widen our little roads, put in street lights and sidewalks: that would really finish off this rural neighborhood.
Old Forest Creek	<ol style="list-style-type: none"> 1. would expect Piney Mountain to have reduced speed limit of 25 mph similar to Cedar Hills 2. would expect Piney Mountain to have several speed tables to discourage through traffic 3. access to MLK will need to improve 4. visibility from side streets to Piney Mountain will need to be improved (vegetation / trees restrict visibility in some areas) 5. more cross walks please! will need cross walks across MLK! (need now!)
Old Forest Creek	Down Piney Mountain
Old Forest Creek	If cars traveled from Carolina North to Weaver Dairy Road through Piney Mountain it would be dangerous. Cars already travel at unsafe speeds along this road that is populated with many school aged children crossing Piney Mountain to and from school. I believe there is also a new residential home (perhaps for disabled adults?) on Piney Mountain.
Old Forest Creek	If cars traveled from Carolina North to Weaver Dairy Road through Piney Mountain it would be dangerous. Cars already travel at unsafe speeds along this road that is populated with many school aged children crossing Piney Mountain to and from school. I believe there is also a new residential home (perhaps for disabled adults?) on Piney Mountain.

Old Forest Creek	I'm concerned that Carolina North will cause an increase in traffic on Piney Mountain Rd. School children must cross this road to wait for their bus or to walk to Estes Hills or Phillips schools.
Old Forest Creek	it is clear that the current infrastructure will not support the scope of the proposed carolina north development. living ~0.5mi from this site, i have VERY significant concerns regarding the traffic flow in my area & would appreciate a meaningful assessment of the impact of traffic in my neighborhood before any construction begins.
Old Forest Creek	My neighborhood is actually a system of cul-de-sacs, and cannot be used by cut-through traffic. However, it abuts directly onto Piney Mountain Road, which seems highly likely to be used by a substantial volume of cut-through traffic.
Old Forest Creek	OF COURSE people will cut through!
Old Forest Creek	Piney Mtn can't handle extra traffic.
Old Forest Creek	The corridor of Piney Mountain as a way from Airport Road to Weaver Dairy Road is the only 'back' way, and the roads are residential....children are on those roads, joggers, pets, children..... they are narrow, tortuous and not amenable to increased traffic.....they have already needed speed tables to handle the traffic they already have.
Old Forest Creek	This is the case right now to Tymberline now using Piney Mt road, it will only worsen with any additional traffic on Martin Luther King Bld.
Old Forest Creek	We need something such as a "round about" that will direct traffic away from our neighborhoods.
Pinebrook	My neighborhood and adjacent neighborhoods currently do not have direct outlets to either the bordering roads of Umstead Drive and Estes. It is critical that no roads are extended to connect to these roads. This would open up our neighborhoods to major cut-through traffic and non-resident parking.
Piney Mountain Road	Not a good option to cut through my neighborhood.
Piney Mountain Road	Piney Mountain Road could easily be used to avoid the dense traffic along Airport Road to go to/from Carolina North.

Shadylawn	roads in our neighborhood are contorted and do not provide easy cut throughs
Spring Valley	our neighborhood has one way in and out so no cut through traffic
The Highlands	As above, the cul-de-sac atmosphere fosters neighborly spirit with block parties, kids playing in the cul-de-sacs and generally a sense of small town community. With corridor traffic, we won't be able to walk and visit in the roadway, and will lose the friendly atmosphere that makes this town so pleasant.
The Highlands	Especially if Carrboro connectivity policy requires that traffic from other neighborhoods get diverted through ours. This plus more Winmore houses plus more people coming there for Carolina North could be a real mess for us.
The Highlands	If Carolina Commons must connect to Tally Ho/Colleton Crossing our main road (Claymore) will be a cut through.
The Highlands	Not terribly concerned, Unless Carrboro approves the connection of new Carrelton Crossing development to Claymore Rd. Then the Highlands will be a major cut-through from Tallyho Trail to Homestead Rd.
The Highlands	People use back roads to avoid traffic. Of course they will cut through our neighborhood.
The Highlands	Traffic cutting through the Highlands from Carolina north to Carolina commons and adjoining developments.
The Highlands	UNC needs to create the infrastructure to avoid traffic delays.
Timberlyne	Weaver Dairy - if extended via moving Sage Road would provide easy access from 15-501 to Carolina North area
Village West	I think many will use Village West Dr, and the entire peace and calm of the area now will be redefined. The 25mph limit will not be adhered to.
Village West	Take Village Drive from Umstead Drive to Estes Drive
Village West	We already experience traffic cutting thru from Downtown Chapel Hill to Estes Drive and Umstead Rd.



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