

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

Comments submitted on the question **“How concerned are you about the impact of traffic in your neighborhood due to Carolina North?”**

Bolin Forest	Although I do not expect traffic congestion within my neighborhood to be affected by Carolina North, I do expect heavier traffic along S. Estes Drive, and in particular, the segment of ML King, Jr. Blvd between Estes Drive and Homestead Dr, which is the route I take to meet my vanpool.
Bolin Forest	Estes drive and Greensboro is a big problem now. I don't know if this would get worse.
Bolin Forest	Estes drive needs definite improvement from Carrboro to University Mall. Greensboro St. south to the by-pass needs definite improvement as well. These are dangerous connectors and will become more so as the Carolina North campus grows.
Bolin Forest	I am concerned about the difficulty getting from Carrboro to destinations in Chapel Hill since there are very few East-West corridors, and Estes Rd will be significantly impacted by Carolina North.
Bolin Forest	I am concerned about the possible use of the existing railroad bed and the subsequent degrading of Carolina North forest, in terms of noise and air pollution. I am also concerned about secondary development, which follows such transportation corridors. I believe public transit should be developed along MLK, leaving the current railroad bed as it is, a scenic and historical landmark, meant to preserve Carolina North forest.
Bolin Forest	No impact on Bolin Forest. Potential concern for traffic on Estes Dr.
Carrboro	Carrboro is a very desirable and walkable neighborhood whose agreeable lifestyle should extend to neighbors to the east.

Carrboro	<p>I am not only concerned about the increasing traffic in my neighborhood, but also that project after project is being proposed and built with any commercial property to keep up with new homes. It only ends up putting more cars on the street to have to travel to the market, the dry cleaners, a coffee shop, etc. In other words, the urban planning is lacking and there needs to be more oversight.</p> <p>Also, Homestead Road needs to be widened to two lanes in each direction. The traffic there is becoming worse and worse.</p>
Carrboro	<p>I don't think our neighborhood or the adjacent neighborhoods will be used to access Carolina North. Spring Valley is not a through-way, although Pathway might be, depending on where Carolina North entrances are located. I'm more concerned about Estes Extension, Old 86/Hillsborough and Homestead, which we use daily.</p>
Carrboro	<p>I live on Oak Street in Carrboro. Our street declined to get speed bumps a couple of years ago and already it is used as a racetrack cut through to get from the west side of Carrboro to Estes or DT Carrboro without having to do the stop and go on Weaver/Main/Greensboro at drive time. It's a very public secret that our street is the one between all the others without speed bumps. Our seniors, of which our street has many, our kids and our animals are in danger. It's 25 mph and they easily do 60 on the street. I imagine this will only continue to fester as a neighborhood issue with Estes and Homestead dumping a ton of Carolina North traffic our way as people who work there drive to Mebane, Hillsborough, Saxapahaw, Graham and other less expensive towns to live in.</p>
Carrboro	<p>If Carolona North is not fundamentally transit oriented from the beginning, it will generate excess traffic that will spillover into Chapel Hill and Carrboro and fundamentally alter current patterns.</p>
Carrboro	<p>I'm concerned about having to go through heavy traffic to get to and from work from our neighborhood.</p>
Carrboro	<p>I'm especially concerned about bicycle safety. In my experience, when there is increase congestion there is more risk that a cyclist will be hit (or nearly hit).</p>

Carrboro	<p>In addition to the traffic impacts I mentioned above, employees residing in Northern Chatham County, I am concerned about employees coming to CN from the west. There is no direct connection of NC Hwy 54 to either Homestead Road or Estes Drive Extension, which will be the primary conduits to CN from the west. My street, Oak Street, will undoubtedly be a cut-thru for getting from Hwy 54 to North Greensboro and thence to Estes Drive Extension.</p>
Carrboro	<p>It is already very difficult to make a left turn from Thomas Lane onto N. Greensboro at rush hour and many other times during the day. intersection of N. Greensboro and Estes Dr. is very congested, and N. Greensboro is too all the way south to the Bypass. Downtown Carrboro is awful. And Estes Dr. Extension from MLK to N. Greensboro already can take 20 minutes. With many more cars destined for Carolina North, how will the existing roads accomodate the additional traffic?</p>
Carrboro	<p>It still isn't clear to me how many jobs and residences they plan to try and locate on site. It just also seems out of place as we have ample land in other parts of the state where a research campus could be located. There is a lot of lab and office space sitting in the RTP that is under utilized. Why build on and destroy the last vestige of a small town by developing every last inch of open space?</p> <p>Recreation is a crucial element to attracting the creative class. Places to unwind and mountain bike and hike and just get away from it all provide an environmental service that is perhaps not being considered. Don't kill the reason that people left New York, Washington and California to come here and live.</p> <p>In general, I am concerned the direction this town is taking. Franklin Street is boring and filled with chain stores and franchises and really isn't going anywhere. This place lacks a soul and verve. Developers are killing it with unimaginative McMansions which are serviced by ever increasing roads and more and more asphalt.</p>
Carrboro	<p>Our street does not have sidewalks or speed bumps and cars/trucks already drive at elevated speeds. Traffic calming measures must be put in place prior to Carolina North development. In addition, sidewalks would help a great deal as I have 2 young children who like to ride their bikes on the street (there is no alternative).</p>

Carrboro	<p>People seem to use Davie Road as a cut-across between Jones Ferry Road and West Main Street. There are children in our neighborhood and tons of people always out walking and biking. Traffic is already a problem, so any additional traffic could be dangerous to Carrboro citizens (or at least to our way of life).</p>
Carrboro	<p>UNC should do more to encourage CN commuters to use bus, bike &amp; scooter.</p>
Carrboro	<p>We would be directly impacted only if Pathway Drive were extended over Bolin Creek to Sewell School Road. That has never seemed a likely occurrence and would be extremely inconsistent and inappropriate for the residential streets in Bolin Forest to serve as a cut through.</p>
Cedar Hills	<p>Our road, Cedar Hills Circle and Cedar Hills Drive, is a cut through that many drivers use to connect from MLK Blvd to Weaver Dairy. The traffic includes a high percentage of speeders and stop sign violators. It is certain that the Carolina North development will increase traffic and the incidences of speeding cars. We have experienced numerous dangerous situations (speeding cars during walks with kids, knocked over mailboxes by cars, cars driving off the road into yards, etc.) and we are very concerned that these events will increase in our neighborhood with the Carolina North development.</p>
Cedar Hills	<p>The use of our neighborhood as a cut through already has people speeding on streets where there are lots of children.</p>
Cedar Hills	<p>We are afraid that our street, Cedar Hills Circle, will be used as a cut through from Weaver Dairy Road to Piney Mountain Road and from there onto MLK Blvd to get to Carolina North. Stop signs and speed bumps have been placed on our street over the years to try and control traffic, but it has not stopped people from using it as a cut through. Our mail box has been knocked over by passing cars several times. There is also an increase in litter from passing cars.</p>
Coker Hills	<p>Carolina North has the potential to completely clog the MLK/Estes intersection. In addition, it is likely to bring much more traffic down Estes Rd from the east where there is an elementary school and a school walking zone.</p>
Coker Hills	<p>Coker and Estes Hills could become easy cut throughs for commuters coming from the Durham side.</p>
Coker Hills	<p>Estes cannot accommodate much more traffic. Making it a 2 lane road would be heavily opposed by local residents.</p>
Coker Hills	<p>I am concerned about a significant increase in traffic on all local roads. I also think our neighborhood would serve as a park and ride lot for commuters to the new campus.</p>

Coker Hills	I doubt that the city can afford or the local property owners will agree to widen the roads that will be affected by all the future traffic. Public transit will not solve the need for delivery trucks, etc.
Coker Hills	I feel we would be a major thoroughfare between the present campus and Carolina North, and that Estes Drive might be widened to four lanes -- becoming a major thoroughfare instead of a busy street as it is now. Many children walk to Estes Hills School (as well as Phillips) and I think the increase in traffic would be detrimental to the safety of the children.
Coker Hills	I live in the Somerset-Huntington neighborhood (which is part of Coker Hills West). I'm not concerned about the traffic in our neighborhood, unless a connection is built from Huntington to Wellington. I am, however, extremely concerned that increased traffic on Estes will make it difficult and/or unsafe to exit from Somerset onto Estes.
Coker Hills	I live on Elliott Rd and both Elliott Rd and Clayton are used now as a by pass for Estes. The addition of a one to several thousand more cars per day will change our neighborhood into an urban highway. Already people ignore speed limits (25 mph) and stopsigns.
Coker Hills	I was driving from Carrboro to MLK blvd today at 4:20pm and there was a very long line of traffic that stretched from the light at the end of Estes to the RR tracks...can only imagine how long the back up will be after the changes....yikes!
Coker Hills	If you have ever tried to go to Carrboro using Estes Dr. Ext. at 5-6 pm, you will know that it takes 3-5 traffic light cycles to get through the light at Greensboro now. This CN traffic will only make this exponentially worse.
Coker Hills	it's very difficult to make a left turn off of somerset onto estes now around 4 - 6 p.m. . . what will it be after CHN?
Coker Hills	Our Coker Hills NCD will be undermined unless there is a thorough and comprehensive Carolina North traffic and transportation plan in place prior to any building on the Carolina North site.
Coker Hills	The outlet from Somerset onto Estes is already difficult at rush hour. At times the traffic is backed up from the light at MLK to the schools. Increasing the traffic in this area without adequate planning could create a messy situation.
Coker Hills	The potential for hundreds additional cars is difficult to imagine for the Town. In our neighborhood, Estes Road would be unable to cope with any significant increase.

Coker Hills	<p>We are fortunate to live in a neighborhood that does not have any cut-throughs. We are just cul-de-sacs and a fire lane.</p> <p>My bigger concern is the development plan for the forest area in the landing path of the airport, especially in the entrance to our neighborhood.</p>
Coker Hills	<p>We live on Huntington Drive, Off Somerset. It's almost impossible to get out onto Estes now between 7 a.m. and 10:30 a.m. and 3:30 p.m. until 7:30 p.m. Since so few people can afford to live in Chapel Hill now, and with taxes constantly going up, how will the people who work at Carolina North, but can't afford to live here, access and egress the area except by MLK, Estes, and I-40? Lots of planning needs to be done.</p> <p>Estes is dangerously overloaded now.</p>
Coker Hills	<p>We will probably need a stop light at Somerset and Estes to assure we can get out of the neighborhood.</p>
Coker Hills	<p>you may need a stop light (at least at 8-10 and 4-6 pm) at intersection of somerset and estes</p>
Coker Woods	<ol style="list-style-type: none"> <li>1. Driving along MLK Blvd. in the CN Innovations area already plays like human dodgeball. It's an area with heavy foot traffic as pedestrians cross to catch the morning bus south to UNC. Students, professors, and staff all use these buses. An underground walkway would suffice to keep pedestrians and drivers apart.</li> <li>2. The morning wait at the intersection of Piney Mountain Rd. and MLK Blvd. is already lengthy.</li> <li>3. Currently there is an inadequate bike lane along MLK.</li> <li>4. There should be an uninterrupted sidewalk from UNC campus/Franklin Street to I-40.</li> </ol>
Coker Woods	<p>Based on neighborhoods surrounding the main campus, I have never had a problem visiting friends who live near the school.</p>
Coker Woods	<p>I think people will use Piney Mountain Road to reach Weaver Dairy near Cedar Falls and parts of eastern Chapel Hill. Piney Mountain road is curvy and narrow in parts. There are residences on that road, a sidewalk that is not protected from drivers.</p> <p>It makes sense that pedestrians and bikers will use Piney Mountain to travel to Carolina North. But, the road is not set up to handle all three modes of transportation -- walking, biking, and cars-- simultaneously.</p>
Coker Woods	<p>It will increase the traffic on Piney Mountain Road that is not built for that volume of traffic.</p>

Coker Woods	
Colonial Heights	During early morning and late afternoon hours on week days it is difficult to access MLK Blvd and when you do you are sitting in long lines of slow moving traffic. There are near accidents daily as cars enter and exit the YMCA driveway.
Colonial Heights	Already, it is extremely difficult to exit my neighborhood. Only one traffic light is in existence, at Umstead Drive, and mercifully, the red light wait at that location seems recently to have been reduced. Exiting left off Barclay onto MLK Blvd. is extremely dangerous, and since most shopping is located at other shopping centers, not downtown, I almost never turn right (which would be relatively easier). Exiting left from Umstead Dr. onto Estes Drive Ext. is equally dangerous, and making a right typically involves a long wait. I highlight these current, already existing traffic problems to emphasize the nightmarish dread I fear at the prospect of a vastly increased population right next to my neighborhood. Our quality of life can be seriously impacted if measures are not put into place to decrease the traffic load.
Colonial Heights	Are you concerned about the impact of traffic in your neighborhood due to Carolina North?
Colonial Heights	Going North on MLK from Umstead drive is already very congested in the afternoon.
Colonial Heights	Greater traffic on MLK will make it more difficult to exit Barclay Rd. Avoiding Barclay would mean spending more time traveling through Colonial Heights and adjacent neighborhoods.  Carolina North will also put additional pressure on homeowners in Colonial Heights to rent to greater numbers of students. More students translates into more cars in the neighborhood.
Colonial Heights	I am very concerned about extra traffic in the neighborhood. We have small children, and enjoy using our neighborhood for biking, walking, dog-walking, and playing. I would be more concerned for the safety of our children and the neighborhood children if there is an increase in traffic.
Colonial Heights	I don't want to see Justice St. turned into a parking lot.

Colonial Heights	It is conceivable that our neighborhood will be discovered by commuters to Carolina North to use as cut-throughs and shortcuts to avoid potential long traffic signals at major intersections in the area. This would definitely detract from the current peaceful setting of our neighborhood. As a result, traffic-calming devices should be considered for installation in my neighborhood.
Colonial Heights	It remains to be seen how Carolina North will affect traffic in my neighborhood, but by the time I find out, it might be too late to do anything about it.
Colonial Heights	I've lived here 23 years and I have never seen careful consideration for the traffic in this area. The area schools, bus stops and shopping areas are not safely accessible via foot and certainly not via bicycle. I also am troubled by the number of traffic incidents/accidents at the intersection of Umstead and MLK, Estes and MLK. This situation will only be made worse by Carolina North and the certain increase of traffic.
Colonial Heights	Our neighborhood only has three accesses to exit. Two (Estes Drive and MLK) are already very difficult to use during rush hours.
Colonial Heights	People associated with UNC are already parking in our neighborhood during the week days.
Colonial Heights	See above
Colonial Heights	The impact is unimaginable . . . and I am very concerned; especially for the safety of pedestrians and bicyclists . . .
Colonial Heights	There are many small children in our neighborhood and people are out all the time walking children and pets. There are no sidewalks so everyone must walk in the street.
Colonial Heights	Traffic will AND HAS increased in the area of concern - Homestead Road is no longer a rural unpaved road. At least a dozen new residential developments have been established in the last 40 years and more are in planning stages, yet some of the most vociferous objections to "further development" has come from the occupants of these areas ("let me in and then close the door"). Rather than objections and argument we need organized and progressive planning for growth & traffic.
Colonial Heights	We already have people using our neighborhood as a satellite parking lot. Some thought should go into how to prevent people from parking on our neighborhoods.

Colonial Heights	We already have people using our neighborhood as a satellite parking lot. Some thought should go into how to prevent people from parking in our neighborhoods.
Colonial Heights	We have young children and elderly residents in our neighborhood. Additional traffic and parking problems pose threats to our quality of life.
Colony Lake	Transit from Colony Lake to Carrboro will be highly affected by Carolina North.
Cross Creek	at certain times of the day it takes several minutes just to pull out of my street on to weaver dairy rd. due to traffic volume.
Elkin Hills	i don't even really know what is happening or being put in at carolina north...
Elkin Hills	I would like to know what the long-term plan if there is one, for our neighborhood is - as far as traffic management. Traffic on Barclay is already undermanaged/ unsafe for pedestrians + there are a lot of pedestrians & kids.
Elkin Hills	Our neighborhood has NO sidewalks and many many little kids, and is precisely equidistant between the current campus and the Carolina North site. I am worried about illegal parking, new through traffic, etc in this small, quiet neighborhood.
Elkin Hills	UNC staff are already parking on our streets during the day, instead of at their buildings on Airport Drive (despite UNC's promises). I expect this, and their tendency to use Airport Dr. as a shortcut past the Estes/MLK intersection, will only get worse.
Elkin Hills	We are a residential neighborhood with many small children. Since the construction is mostly 1950s, there are no sidewalks, so we all walk alongside the road. I am very concerned about being driving through the neighborhood who don't live there--when people drive through they drive more quickly and less watchfully.
Elkin Hills	We live in an older neighborhood. Our neighborhood is full of walkers (with and without dogs), joggers, parents pushing strollers, kids riding bikes and skateboards, and UNC office workers strolling on their breaks. The main road, Barclay, is divided, narrow, and hilly. Severin, Bradley and Williams are steep with blind curves. Our neighborhood has been concerned by speeding for years - in fact, our concerns were presented to Town Council on Sept 12 2005 ( <a href="http://townhall.townofchapelhill.org/agendas/ca050912/3a6-petition_to_traffic_calming_in_colonial_heights.pdf">http://townhall.townofchapelhill.org/agendas/ca050912/3a6-petition_to_traffic_calming_in_colonial_heights.pdf</a> ). We fear Carolina North will make the situation much worse.

Elkin Hills	We now have a quiet neighborhood and I wonder whether that will continue. Also, we have many animals in the neighborhood and I wonder what the impact will be on them.
Estes Drive	Some traffic increase will be necessary for Carolina North to become a success for the community,
Estes Hills	Estes Drive is not designed for the additional traffic of Carolina North.
Estes Hills	Estes is already a very busy street, and I feel dangerous to the kids attending Phillips and EH Elementary. The increased traffic from Carolina North threatens to make Estes stop and go round the clock (currently only during rush hours). There will definitely need to be a light in front of Phillips MS to help kids who live in Estes Hills cross without danger and to help regulate the terrible traffic in the morning (currently only a crossing guard there).
Estes Hills	Estes Road will likely need to have a traffic light near Phillips Middle regardless of whether Estes itself is made wider. Over the almost 20 years I have lived close to Estes the traffic has steadily increased.
Estes Hills	Heavy morning traffic makes access to Estes Elementary School and Guy B. Phillips Middle school difficult for parents, buses and walking students.
Estes Hills	I already avoid the Estes Drive/MLK intersection at rush hour whenever possible. It is especially difficult to turn left on to Estes Drive from MLK between 5 and 6 PM. Also leaving Phillips Middle School is treacherous in rush hour traffic.
Estes Hills	I am worried that non-residents will increasingly see Caswell as a short-cut around part of the Estes traffic, and that they will drive at high speeds. Many children live and play in this neighborhood.
Estes Hills	See comment above. The traffic from Carolina North has to go somewhere and the road infrastructure is not adequate to handle it, with the possible exception of MLK Blvd going north toward I-40. Homestead Road is inadequate to carry additional traffic from a development of this size.
Estes Hills	The state has wanted to widen this road, but I think that would just encourage more traffic to go down it.  From Carolina North, there will be no easy way to go south. Main campus through streets to 15-501/54 is a bottle neck. So everyone will want to go down Estes to get to 15-501 that way.  This will be a disaster for our neighborhood.

Estes Hills	To get to Franklin Street and then out to the Durham Blvd ., Estes Drive will surely become a major artery/speedway from Carolina North.
Estes Hills	We will have a much tougher time getting OUT of our neighborhood via Estes Drive--and it's already an issue.
Fox Meadow	At present our neighborhood is not connected to others, but there are planned connections on the Carrboro thoroughfare plan which could further impact us inthe future.
Fox Meadow	<p>I consider chapel hill and carrboro my neighborhood. I travel 6 miles from West of town 4 to 5 times a week to run / ride the CNF trails.</p> <p>I'm worried about roads and infrastructure killing the forest and traffic killing the community.</p> <p>The only reason I do NOT go to market south of Chapel Hill and Carrboro is because of the forest. It brings me to town to shop, interact, grow.</p>
Fox Meadow	My neighborhood has a narrow winding road (Tallyho Trail) which goes through it. I live on Tallyho Trail. The curves in the road make it dangerous to walk in the street because drivers coming around the curves cannot see pedestrians soon enough.
Franklin-Rosemary Historic	I used to live on Hillsborough Street and moved 6 years ago. I know how the traffic situation gets conjested and is dangerous there---even before Carolina North.. Especially distressing are the buses that drive too fast up and down this 200 year old road.
Franklin-Rosemary Historic	The amount of traffice that this project will create is immense - no part of the town will be exempt from this mess - since the Chapel Hill Police apparently can do nothing to manage traffic, prevent speeding, protect pedestrians - I simply cannot imagine what a horrible mess the addition of Chapel Hill North will cause - since the Univrsity will pay high salaries to get its prima donna academics and pay nothing to the town to support negative impacts on its residents - I fear that once again property owner taxes will take the hit!

Franklin-Rosemary Historic	<p>WE are already living with terrible traffic conditions on Hillsborough St., especially at some hours. No one can see at the corner of Hillsborough and North St. in order to turn. It is very very dangerous and those mirrors do not provide the safety needed when cars speed as fast as they do. We now must go all the way around to Rosemary in order to go to downtown Chapel Hill because of the danger. Walking across the street anytime around 8am and 5pm is impossible. Pedestrians do not have the right of way and no one stops at the crosswalk we have there.</p>
Franklin-Rosemary Historic	<p>We live on a cul-de-sac off a dead end street, so there will be no through traffic in our immediate vicinity,</p>
Gimghoul Historic	<p>The only way into/out of my neighborhood is via Country Club Rd. which is a main thoroughfare for UNC traffic. This street will likely become even more congested with commuters trying to get through Town from the CN area and avoid some more heavily main routes. I frequent MLK Blvd. often as I cross Town to take care of my father who lives west of Town. I expect delays on Homestead Rd. and MLK to increase. I already avoid the By-pass due to heavy traffic. There are no buses from my neighborhood to the rural area where my father lives.</p>
Glen Heights	<p>automobile traffic should not affect our development, but pedestrian, and bicyclist traffic very much could affect our development.</p>
Greenwood	<p>No doubt that the increase in traffic due to Carolina North is going to have an impact in our neighborhood but this is a reason for our community to consider very seriously developing further and improving the public transportation system.</p>
Hillsborough Street	<p>Hillsborough Street is a risk of become the a through fare between UNC and Carolina North. The traffic is so backed now at 5:00pm that you can't sit on your front porch and have a conversation.</p>
Hillsborough Street	<p>Hillsborough Street is already over used. Carolina North will vastly compound this problem as students, professors, etc. travel from Carolina North to the old campus.</p>

Hillsborough Street	People cut through from East Franklin to Boundary to North to Hillsborough now and vice-versa. While the traffic is bad now what is worse is the TOTAL lack of enforcement of the speed limit. This will only worsen with the building of Carolina North. The Town of Chapel Hill and our City Fathers seem dead set against speed bumps or anything that might slow traffic.
Hillsborough Street	There is a HUGE problem today with speeding. The volume of vehicles today is very high. There is little to no adherence to allowing pedestrians to cross safely in crosswalks. With the addition of Carolina North traffic, things can only get worse.
Homestead Road	It is very difficult now to get out of our neighborhood, both due to traffic and due to a blind curve on one side plus a hill and short site distance on the other side. It will become even more difficult. And we have young drivers so that concerns me as well.
Homestead Road	Traffic is already heavy because of the developments on Homestead and the schools. This will probably increase that.
Homestead Village	More commuters might use our development as a cut-through to avoid traffic light at Seawell and Homestead
Homestead Village	The most reasonable option is mass transit. Bus routes already exist; make them more frequent. There is already a rail line; build a light rail. Residents in this area would use the mass transit e.g. for trips to Franklin Street with family, bringing sought-after income to downtown Chapel Hill. Homestead and surrounding roads were built for light, county-style traffic and aren't equipped to handle the massive amounts of cars that will accompany Carolina North. And expanding them would ruin surrounding neighborhoods: noise and safety issues would skyrocket.
Homestead Village	There is not enough support to handle projected Chapel Hill North traffic (e.g., stoplights, turn lanes, police)
Homestead Village	We have a nice, quiet family-oriented neighborhood with a lot of kids playing. It would be very bad for our community if there were an increase of traffic within our neighborhood because it became a "short cut" for Carolina North traffic.
Ironwoods	Assuming the main entrance will be off MLK and perhaps auxiliary ones off Homestead and Seawell School, I'm not worried about the effect on Ironwoods. I am, however, worried about traffic problems during the construction phase.

Ironwoods	I am concerned about the increase in traffic both in our neighborhood and on Seawell School Road. The Ironwoods and North Havens neighborhoods are filled with children, many who cross in between the two neighborhoods to play. I am very worried that an increase in traffic will make our streets unsafe for our kids to play on and ride bikes on. We moved to Ironwoods for the freedom our kids would have to play outside.
Ironwoods	I am concerned about the planning that has or will go into this issue. I want that planning to be disciplined and based on the abundance of data available to planners. I want that planning to involve all the the appropriate parties -- and there are many of these.
Ironwoods	I am glad that our city governance agencies are proactively concerned about this issue, but until I have more specific information about UNC's plans and their impact on local streets, I can't have a well-informed or well-formulated response to them.
Ironwoods	I do NOT want Seawall School Road nor Estes Drive west of MLK/86 (Estes Drive Extension) widened at all, nor do I want any additional traffic added to these roads.
Ironwoods	I think that traffic will greatly increase on Seawell School Road, which may make it very difficult to exit the neighborhood unless a traffic light is installed at the intersection of Ironwoods/North Haven and Seawell School Road. As it is, during peak morning hours, a left-hand turn out of Ironwoods can be perilous. There will also be difficulty exiting the other section of Ironwoods (Hanover). Another light???
Ironwoods	In the early planning phases I understood that Seawell School Road would not be used to access CN due largely to the three schools and associated traffic. I'm not sure if this is still the plan. This would be ideal. The traffic on MLK Jr will of course affect everyone but especially the neighbors who need to get in and out of or across town.
Ironwoods	Ironwoods does not go anywhere
Ironwoods	My main concern is with on-street parking along roads.
Ironwoods	Only on Sewall School Road, as Ironwoods is a series of cul-de-sacs.
Ironwoods	our house backs up to Estes.

Ironwoods	Our real concern is that Carolina North will greatly increase the traffic on Estes Drive Extension which will further aggravate the traffic congestion at the intersection of Estes Drive and Martin Luther King Blvd. Hence it is of major concern that we know just where the access roads to Carolina North from Estes Drive Extension will be located.
Ironwoods	People attempting to park could be an issue, and people turning around when they've gone the wrong way. I'm not so concerned about IN my neighborhood as all around it.
Ironwoods	Seawell School Road is used as a high speed motocross much of the time by that part of the population that drives as fast as possible from point A to point B, regardless of the speed limit.
Ironwoods	There's already a back up of traffic which starts at the corner of Greensboro rd in Carrboro up Estes Dr to Seawell School rd every day from 4:45pm to 6pm. About 75-100+ cars. It can take 10+ minutes to get from this location to the other which is less then 1 mile.
Ironwoods	<p>We must ensure that there is very strong bike and ped access within and approaching Carolina North.</p> <p>We need to strongly consider greenways vs bike lanes and sidewalks.</p> <p>There needs to be a greenway from the North Haven neighborhood into Carolina North</p>
Ironwoods	Without proper planning - Ironwoods will become an island with difficult access.
Lake Ellen	If the primary entrance to Carolina North is across from Piney Mountain Rd., this street will become a cut-through to Weaver Dairy, through Cedar Hills, in spite of the fact that there are speed bumps in Cedar Hills. Some entry point other than Piney Mt. Rd./Airport should be considered (Estes, Weaver Dairy, etc.). There must be another logical point of entry with fewer hazards.
Lake Ellen	The roads in this area are not designed for heavy traffic and a redesign would not be a realistic option since the houses are sited around the small, curving roads.

Lake Forest	<p>I am very concerned about the potential impact of Carolina North development on cut-through traffic in the neighborhoods surrounding Estes Drive. Cut-through traffic on Lakeshore Drive, for example, has already increased with development in the north part Chapel Hill and will surely increase more with the development of Carolina North. The high speeds and volume of this traffic pose a serious public health threat given heavy usage by bicyclists and pedestrians (these neighborhoods are in the school district's walk zone so kids in this area must walk to school, but many others ride and bike to school or work as well). Without plans to manage increased traffic that will surely arise with the development of Carolina North, these neighborhoods are likely to be overrun with drivers hurrying to find their way around traffic on and around MLK.</p>
Lake Forest	<p>I don't know how Estes Road will handle any more traffic.</p>
Lake Forest	<p>I think traffic is currently poorly managed in Chapel Hill. I am part of the problem, though. I work at UNC and drive on Estes and down Airport Rd 4 of 5 days. About 1 day per week I ride my bike, which can be scary given the traffic on these roads. Airport Rd and Franklin St are heavily congested and fast. This will become far worse unless great thought to managing automobile traffic in and out of Carolina North is front and center.</p>
Lake Forest	<p>Need to be prepared for "local traffic" only signs, greater road upkeep, detours to keep downtown pedestrian friendly, etc. These are costs that the town needs to factor in.</p>
Lake Forest	<p>People will use our neighborhood as a shortcut to and from Carolina North.</p>
Lake Forest	<p>The city has already documented that very few vehicles observe the posted 25 mph speed limit on North Lakeshore Dr, and that quite a few vehicles travel this road at speeds in excess of 50 mph. However, despite the proximity to the Estes and Phillips schools, as well as the large number of other pedestrians who use N Lakeshore, the city has never made a sustained effort to enforce the speed limit. The number of cars on N Lakeshore, already quite high at peak hours, is forecast to become significantly larger when Carolina North begins getting built. Without addition of significant traffic-calming measures it is clear that it's only a matter of time before we regularly lose pedestrians or bikers to collisions with cars.</p>

Lake Forest	The Martin Luther King > Columbia Street corridor is perfect for a small train to take everyone back and forth from all parts of the campus: C. North > Main Campus > School of Medicine. Why isn't this option front and center?
Lake Forest	Traffic on MLK is a major artery for my going into town or to Carrboro. The traffic is already extremely heavy especially at 5PM when the movement north is very, very slow.
Lake Forest	<p>We live on Kenmore, which is already heavily used as a pass through from Weaver Dairy to Lakeshore to Elliott and to the shopping areas at Whole Foods/East Gate. North Lakeshore is sure to pick up more traffic and it is a road used by elementary and middle school-aged children who walk to Estes Hills and to Phillips Middle School. Despite the interests of the neighborhood, an effort several years ago to put in speed bumps was so badly received by cars driving through on N. Lakeshore that the bumps were actually removed. Commuters using our neighborhood honked horns at every bump all hours of the night to disturb our neighborhood so much that folks became influenced to sign a petition to have the bumps removed. I am very concerned that more traffic on Kenmore and Lakeshore (where MANY speed) will only get worse. I think electronic speed indicators, bumps, cautionary signs and more policing will be necessary to keep our neighborhood safe.</p>
Lake Forest	While Carolina North will be beneficial to Chapel Hill, there will be some negative impacts. The largest negative aspect will be on traffic. Only MLK is designed to carry anything like the capacity required for this huge project. Estes is a neighborhood street, and not designed to carry the load. I do not support making Estes four lanes.
Lake Hogan Farms	<p>I am not so concerned about the development of Carolina North, as I am about the development (and traffic) associated with Carolina Commons, which will require driving to get to Carolina North (despite being developed for University workers).</p> <p>The only outlet for people living in Carolina Commons will be through Winmore or Lake Hogan Farms. These are very residential streets with many children, and not developed for heavy traffic from other neighborhoods.</p>

Lake Hogan Farms	I am very concerned about the traffic generated by the 166 units planned for Carolina Commons. This is an incredibly dense development with limited access. I believe much of the additional traffic generated by this development will flow through Lake Hogan Farms.
Lake Hogan Farms	See the previous (rather long comment) - Net - we don't need the traffic and more importantly the impact to infrastructure and maintenance. Taxes are too high now.
Lake Hogan Farms	The Carolina Commons development will create a significant increase in traffic through the Lake Hogan Farms development. The increased traffic threatens the safety of the children. Our neighborhood is a very outdoor oriented neighborhood, the children play outside year round. We have issues with speeding on our street without adding in a connector road to our neighborhood. the proposed density for this development does not make any sense given the amount of acreage the development will be sited on. At the very least, our preference is to have neighborhood connectivity through a walking trail rather than a road. This would eliminate many safety issues and promote a more sustainable approach to connectivity.
Lake Hogan Farms	worried about too many cars driving around in our neighborhood and children safety
North Forest Hills	As above. I live off a relatively quite road (Piney Mountain). I am concerned that it will become a major artery, noisy, dangerous. And that whereas it takes me a few minutes to get to and from downtown most of the time, it will become a much slower, more frustrating trip due to traffic.
North Forest Hills	As the main route to my neighborhood - Piney Mountain Rd is directly across from Carolina North, I am very much concerned that the traffic impact at that intersection could negatively impact my access from both a safety and convenience standpoint. Further, since Piney Mountain from the other side provides an alternate route to and from Weaver Dairy Road and thus 15/501, the increased traffic passing through as a convenient access route to Carolina North could also negatively impact the area, particularly for school age children who have buss stops on the opposite side of the street from our neighborhood.
North Forest Hills	Concerned that traffic on Piney Mountain may become more heavy

North Forest Hills	I don't have a problem with high residential, commercial and institutional density of development. In fact, I support compact development if the development mixes land uses to encourage internal capture of traffic and is supported by a high level of mass transit services.
North Forest Hills	I would not like to see our neighborhood become a cut through to MLK.
North Forest Hills	Most concerned about Piney Mountain Road impacts.
North Forest Hills	Our neighborhood will have yet more difficulty pulling out into the stream of traffic on MLK Blvd., even with the divided lanes etc. Please prevent CN from increasing MLK Blvd load by using remote ParknRide lots etc.
North Forest Hills	The effect of Carolina North on the traffic along Piney Mountain RD is of great concern to me. As this is the only "through" street off MLK I can't help but think that the increase in traffic could turn Piney Mountain into a very busy road.
North Forest Hills	Traffic on MLK is already bad enough and this will only make it worse. Also the "eternal" red light at Piney Mt. and MLK does not reflect traffic patterns. It stay red even there is not a car in sight!
North Forest Hills	We should already be concerned about the speed of traffic on Piney Mtn. Rd., and even more so, on Summerlin Dr., the primary entrance to North Forrest Hills, which would seem to be North Forrest Hills property owners exceeding state and city speed limits, posted or not!
North Street	I live in a dead-end neighborhood but I am very concerned about getting out of the YMCA parking lot (left turn) to get home again after more traffic is added to/from Carolina North. With more people turning right off Estes onto Southbound MLKing, it may be impossible to catch gaps in traffic that permit safe exit from the Y. Already very dicey at certain times of day, and it's necessary to get out, get into left-turn lane Northbound on MLKing before the light, and go around the block, which will mean fighting more traffic on the round-the-block trip too.
North Street	While Chapel Hill-Carrboro main streets can handle more volume, our narrow streets and frequent stoplights and stopsigns will create a logjam, and speeding and traffic volume on Hillsborough Street will continue to be a threat to our children and other pedestrians.
North Street	
North Street	

North Street Historic District	<p>Over the years, I've noticed an increase in traffic along Hillsborough St and surrounding intersecting streets in the Rosemary Historic District to include an increase in vehicular speeding and total disregard for pedestrian right-of-way. This is particularly concerning in a neighborhood where young children abound. I do not anticipate that transforming the corner of North and Hillsborough Sts into a 4-way stop will make a difference in reducing the risks associated with increased traffic in the neighborhood. Traffic orientation has become an incidious erosion into the quality of life in our neighborhood.</p>
Northwoods	<p>As it is, it's becoming very difficult to get out of the neighborhood into MLK boulevard in the peak hour of morning traffic. Incoming traffic to Chapel Hill will make it even more difficult. Circulation is gradually more and more slow on MLK in the evening rush hour. I cannot imagine how would it be with the added numbers of cars coming out of Carolina North and heading North towards I-40</p>
Northwoods	<p>concerned about increase in volume of traffic and speeding</p>
Northwoods	<p>Getting in and out of the neighborhood is already difficult and inconvenient, whether by car, bike or foot. Increased traffic will make this even more so.</p>
Northwoods	<p>I am concerned that there may be cut through traffic on Northwood Drive from Eubanks to MLK, Jr. if the town does not honor the Comprehensive Plan. The NATF report require the town to provide keep Northwood from becoming a cut through, but there will be heavy pressure to the contrary as the intersection of Eubanks and MLK, Jr. becomes more congested - as it will have to. Hopefully we will not have excessive traffic in our neighborhood. We have been proactive for at least 8 years trying to get in place physical and political supports for our neighborhood to protect us from CN traffic.</p>
Northwoods	<p>I am concerned with noise primarily as my property backs up to Weaver Dairy extension</p>
Northwoods	<p>I find traffic on MLK to be quite heavy at times already.</p>
Northwoods	<p>I work at UNC and every day there is a massive bottleneck leaving the campus on Columbia going North between Manning Drive and Rosemary.</p> <p>I worry the traffic engineering/design of Carolina North will be poorly designed. Keep Cars on multilane roads as much as possible e.g. MLK... not on smaller two lane roads...</p>

Northwoods	I work in downtown and if I choose to leave work around 5 there's very bad congestion on MLK all the way to Weaver Dairy Extension. Similarly in the mornings in the other direction (going south) for certain time slots.
Northwoods	It will further hurt our property values and add to the negative impact on all the wildlife in Northwood. Do you not see how deer are regularly run over on Eubanks?
Northwoods	More people = more cars = more pollution
Northwoods	My home backs up to Weaver Dairy Road Extension. There has been a noticeable increase in traffic in the past year. Carolina North traffic may negatively impact our property values and quality of life.
Northwoods	<p>My main worries are:</p> <ol style="list-style-type: none"> <li>1) some increase on North MLK (Airport Blvd), where the posted limit is 35 and people drive 50</li> <li>2) people driving too fast on Weaver Dairy extension</li> <li>3) people taking shortcuts on Rowe Rd. between MLK and Weaver Dairy</li> </ol>
Northwoods	The FOUNDATION of basic safety features - sidewalks, crosswalks, etc. and a plan for a possible skywalk over MLK Blvd....need to be priorities.
Northwoods	We will soon be trapped in the Northwood neighborhood. We cannot turn right onto MLK during high traffic hours and getting out onto Eubanks is getting harder and harder.
Old Forest Creek	<ol style="list-style-type: none"> <li>1. reduce speed limit on Piney Mountain (currently reduced speed on lower portion of road)</li> <li>2. need cross walks across MLK / walk signal</li> <li>3. traffic light wait at Piney Mountain to access MLK is &gt;3minutes...too long!</li> <li>4. How will 'through traffic' be limited on Piney Mountain (residential area)?</li> </ol>
Old Forest Creek	Access to Piney Mt. Rd. via MLK Blvd. is difficult now at prime AM and PM times. It could become impossible.
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 street is a quiet circle. I worry that you will be diverting Piney Mt. Rd. traffic in front of the Mormon Church onto my street. This will destroy the beauty of the woods and make the street very unsafe.
Old Forest Creek	Not the neighborhood per se, but along Piney Mountain and MLK, which are the only real access points to and from our neighborhood.
Old Forest Creek	OFC is a closed circle and I want it to remain that way. My neighbors drive fast enough through here and I do not want it opened to MLK traffic. Furthermore, I would like to investigate traffic claming measures for this area.
Old Forest Creek	One reason that I bought where I did was because of the traffic. There is little at the moment. I am deeply concerned about that changing.
Old Forest Creek	Our street is off Piney Mtn but Martin L King will surely be affected.
Old Forest Creek	People already race down Piney Mount, it is an indirect cut through to Weaver Dairy. Speed limit is 35 by my neighborhood, but speeds are much higher.
Old Forest Creek	Piney Mountain Road is already too fast, and dangerous for kids to cross. Airport Road is nearly impossible with traffic and people trying to cross (jaywalking) in order to get to city bus stops heading toward UNC. I worry about the safety of those pedestrians.
Old Forest Creek	The traffic increase will not be within our neighborhood by on Piney Mountain Rd from which our neighborhood is accessed and which we must cross to reach the sidewalk along the south side of Piney Mountain Rd.
Old Forest Creek	We are concerned about access to Piney Mountain Road, the safety of our children (as pedestrians, while jogging and riding bicycles), and access to the YMCA.
Old Forest Creek	We are in close proximity to what will most certainly be one of the main entrances to Carolina North (corner of 86 and Piney Mountain Road). As it stands, traffic attempting to turn left from 86 to Piney Mountain Road is already significantly backed up during rush hour. I am also quite concerned about speed.
Old Forest Creek	we are not a through street
Old Forest Creek	would like to know the impact on piney mtn road.
Pinebrook	My neighborhood is very close to the proposed campus.
Piney Mountain	Anticipated impact from noise and pollution on Airport Rd.

Road	
Piney Mountain Road	<p>As you all probably know, Piney Mountain Road is a small two-lane road. People commuting from I40 may bypass Airport Road and use Piney Mountain.</p> <p>Also, let it be known that the area of land around Piney Mountain Road is swarming with deer that often cross the street at night and early morning hours. Increased traffic may increase the deer related accidents along the road.</p> <p>In addition, deforesting hundreds of acres of land will displace many deer. These deer will relocate, many of them to Piney Mountain Road. More deer in a small space means they will have to cross the street frequently to find food sources. More deer in addition to more traffic means more accidents.</p>
Quarterpath Trace	concerned about traffic on Greensboro and getting out of our neighborhood
Ridgefield	This refers to my work location. I anticipate an increase in traffic as folks seek to avoid MLK.
Shadylawn	I think the impact will be on the major roads
The Highlands	currently, it appears that 2 recently proposed neighborhoods- loosely part of carolina north- colleton place and a small housing development on horace williams northern tract- will have their traffic sent through our neighborhood. this is very likely to open access to other previously developed neighborhood's traffic to also preferentially drive through our neighborhood
The Highlands	I am including the Carolina Commons development in this equation. Also, our kids attend Seawell and will attend Smith so I am also concerned about traffic and safety (and parking) around those schools and the high school as well.
The Highlands	My kids walk in the streets....there are no sidewalks. People already speed through The Highlands too much. I would hate for it to get worse!
The Highlands	<p>The current highways do not have adequate capacity to handle the anticipated volume of traffic without improvement. And it is not practical to limit auto traffic and parking spaces in CarNorth as drastically as the Town prefers.</p> <p>MLK Blvd from Homestead Rd through Town on Columbia/S Columbia will be a problem. So will Estes Dr from UMain to the current gridlock at Carrboro deadend.</p>

The Highlands	Traffic generated from proposed housing development at Carolina Commons.
The Highlands	<p>We bought our home in 1994 when there were no other developments on Homestead. We like the country feel, the neighborhood feel. When we walk in the neighborhood, we know that most of the cars that drive there are from the neighborhood. If someone else comes in, they are generally visiting someone in the neighborhood.</p> <p>There are few crimes in our neighborhood. Part of that is because we look out for situations and cars that aren't normally here. Once you open up the neighborhood with a connector road, more people will be in the neighborhood.</p> <p>This is an aspect that we do NOT want changed. If our neighborhood becomes a connector, we will have lost that. We are upset that you would ruin our neighborhood in order to build another community. It isn't fair, plain old not fair. None of us want it.</p>
The Highlands	<p>We chose our neighborhood because it is small and quiet, but Carrboro is proposing to eliminate "dead end" neighborhoods to increase "connectivity". With the increased traffic of Carolina North and the housing proposed with Carolina North, I think it will be important not to turn our town into one large grid of pass-through streets, and to preserve the cul-de-sac atmosphere.</p>
Timberlyne	<p>Piney Mountain Road could expect to see increased traffic to Carolina North since it connects directly to a main entrance of Carolina North. Streets like Kingston, Cedar Hills Drive, and Brookview that link to Piney Mountain would also likely see an increase if Carolina North relies heavily on automobile transportation.</p>
Village West	<p>Estes is a 2 lane road that is not able to handle the additional traffic that would come from Carolina North. There are not any bike trails on the Carrboro side, and many more accidents could occur.</p>
Village West	<p>I can imagine not being able to turn left out of Village Drive onto Estes St Ext because the traffic is too heavy.</p>
Webwood Clark Hills	<p>Hillsborough Road and North Greensboro road will be greatly affected.</p>



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