



**Report of Public Meeting – March 24, 2008, 4:00 PM to 8:00 PM  
Page Walker Arts & History Center,  
Town of Cary, Walker Street Extension ST-1123**

The 1<sup>st</sup> Public Information Exchange for the subject project was held on March 24, 2008 at the Page-Walker Arts & History Center, beginning at 4:00 PM and ending at 8:00 PM. The workshop was set up in 3 primary areas as follows:

1. A greeting table was set up in the breezeway of the center where attendees signed in and received copies of handouts.
2. In the parlor of the center, a display featuring the Downtown Streetscape project was presented by the Town of Cary.
3. In the Main Gallery, the displays for the Walker Street project were shown including an introductory station, roadway design and structural design stations, and self-running visualization of design concepts.

There were approximately 50 people in attendance through the evening.

**Listed below are the comments heard during the workshop:**

- Business owners with properties located in the area of the subject project are concerned over loss of access to their respective businesses.
- Attendees were confused about the difference between the Walker Street Extension project and the Downtown Streetscape project currently underway.
- Many citizens were concerned that traffic volumes on Walker Street would increase when the project was in place (especially in residential areas). These same citizens requested that turn lanes and a traffic signal be installed at Walnut Street as part of the Extension as the traffic queues there currently.
- Citizens inquired about how existing Walker Street would change and/or how it could affect adjacent properties.
- A concern was expressed over the roundabout proposed roundabout at Walker Street and Chapel Hill Road and felt that local drivers were not experienced enough to effectively use the roundabout.
- Concerns over the amount of money being spent on the project were heard – big money, little benefit. Requests were made to use the money differently such as to improve the Maynard Road loop traffic, completing the Harrison Avenue to Kildaire Farm Road connection, etc.
- Several attendees were very concerned over how the Extension could change the character of downtown Cary especially with regard to the original vision of the Town of Cary founders from Chatham Street to Academy Street.

- Other attendees inquired about alternatives to the project including bridge Harrison Avenue, bridge Academy Street, improve the Durham Road crossing (at Chapel Hill Road), and bury (tunnel) the existing rail system.
- Residential property owners were concerned about how the project could affect their property values.

**In addition to comments heard directly at the Public Information Exchange, comments sheets were left with project staff. Those sheets are attached as well as summarized below:**

1. The Town of Cary has identified several important needs (reasons) for beginning the Walker Street Extension project. We are very interested in what YOU SEE as the project needs. Please list below:

- Please consider some noise reduction measures in consideration of adjoining neighborhoods. For example, roadside berms, plantings, high curbs, low-noise surfacing. Calming measures for traffic that divert onto Fairview Road would also be welcome.
- Traffic calming between the crossing and Walnut Street (traffic will increase greatly in volume and speed).
- “Downstream” considerations, How will traffic be “funneled” to Walker Street? If this is to be primarily a through-street, more consideration needs to be made at Walnut Street and Chapel Hill Road.
- Need to have a traffic signal at the intersection of Walker Street and Chapel Hill Road., not a right-in, right-out.
- 15,000,000 could go to better use. Like paving the existing roads which are in terrible shape.
- Why will people use new road?
- Need to publicize if railroads are driving are driving this (if so, they are going to contribute?)
- Walker Street light and possible back up from cityscape
- Project roundabout
- Increased road noises and loss of pedestrian traffic pathways as traffic builds, rush hour cut through traffic from south Walker Street through neighborhoods will increase. Current humps do not slow speeders cutting through to get to Walker Street during rush hours.

**2. If you do not feel the project is needed, please tell us why:**

- Primary reason for increase in rail traffic (light rail system) is still uncertain. An outlet for EMS exists at Cedar Street, incorporating a roundabout at East Durham and Cedar and expanding Cedar would be more cost effective. If rail never materializes, this is a huge waste of money.
- It is needed.
- Probably – cost estimate at \$15 M is (*unreadable word*). Please mail me a cost estimate breakdown.
- It does not seem like an efficient solution for \$15M.
- We already have a tunnel. I have never waited over 7 minutes for any train.
- Why will people use new road?
- Why not upgrade Durham Road?
- There are already ways around the train.

- What will be done to address north/south through traffic (which generally uses Academy & Harrison)?
- Because there is already a bridge that vehicles can go under on Durham Road, that might could be re-worked to accommodate more traffic.

**3. Please leave any general comments / concerns on future planning for the Walker Street Extension:**

- Not to impact the stream buffer. Could this idea be considered for other or additional crossings in the area?
- Again, consider upstream & downstream. That is my main concern along with uncertainty of need. Cary is GREAT at anticipating need but you might be getting ahead of yourselves.
- Not worth cost unless street is (*unreadable words*).
- Concern is 3-fold: 1) Walker Street will become main N-S through drives and be 2-lane as opposed to 8 lanes of at Harrison & Academy, 2) will move traffic away from street at Academy Street hurting businesses, and 3) tunnels are in (*unreadable word*) not expandable. It can not be widened without great expense.
- Not needed at this time.
- Don't like version 4.
- Are there going to be any lights at Harrison / Academy / Walker / Durham roads?
- If the track traffic increases I could see an increased need but not at its current state.
- Approve public safety aspect for police and emergency response & dedicated rail crossing but am concerned about noise & traffic increases.
- The money would be better use elsewhere (repair of existing roads) the maintenance seems to be too much on the upkeep of a tunnel.
- If emergency access is the problem, then maybe they need more substations.

**4. Several visual designs for the new roadway and railroad bridge were shown tonight. Please let us know of the designs here met your expectations of if you have other ideas, please list below: (Please attach anything additional you feel would be helpful during the planning process.)**

- Designs look fine.
- Very pleased to see how "open" the designs are (and not "tunnel like"). Roadway visual (Option 1) seems to be the easiest, most straight-forward option with easiest access.
- Looks good to me, although drawings are entirely conceptual.
- Option 3 or 4, Option 4 would be the better of the two.
- Look at noise.
- Tunnel is not needed at this time. Put money to better use.
- No engineering details as of yet.
- Need to publicize this MORE – I would
- I guess that the vast majority of Cary residents have not heard of this.