

Citizen Comments (Comment Forms and Website) and Responses

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
Public Meeting Comment Forms					
A-1	Adam White	1	Access	We own a funeral home at 907 Durham Rd. We will not be able to take a funeral procession out of our drive to the left. We would have to go to the stoplight at 158 and have everyone make a U-turn. We need some type of break in the median at our driveway exit.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur. During final design, the project team will address a median break and evaluate additional u-turn opportunities.
A-2	Charline Emory	1	Design	Add crosswalk at Hurdle Mills Rd & Madison so pedestrians can access businesses on either side of the road. Tie in sidewalk at Main St & Madison. Make crosswalks usable by use of a button, not automatic.	Implementation of crosswalks and crosswalk light systems will be evaluated during the final design phase of the project.
A-3	Un-named	1	Support Project	Good future planning.	Thank you for your support.

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A-4	Kyle Puryear	1	Safety	It will create additional road rage.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.
A-4	Kyle Puryear	2	Oppose Project	Please do not do it.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

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A-4	Kyle Puryear	3	NCDOT Funding	Please focus on 4-laning on US 501 north.	This project is specifically planned to address operational issues and safety along US 501 from south of US 158 to North Main Street. STIP Project R-2241 includes the widening of US 501 to a 4-lane divided facility from NC 49 in Roxboro to the Virginia state line. Information regarding how NCDOT distributes funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx
A-5	Dale Reynolds	1	NCDOT Funding	The money for this project should be used to complete the Four Lane Project of 501 North to the Virginia State Line.	This project is specifically planned to address traffic capacity and operational issues along US 501 from south of US 158 to North Main Street. STIP Project R-2241 includes the widening of US 501 to a 4-lane divided facility from NC 49 in Roxboro to the Virginia state line. Information regarding how NCDOT distributes funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

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A-5	Dale Reynolds	2	Large Vehicle Access	Medians obstruct access for larger vehicles. Large trucks will not be able to get to my loading dock.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
A-5	Dale Reynolds	3	Business Impacts	I own 417 S Madison Blvd & 419. This will negatively impact my business. Customers will not be able to access my business from the south.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

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A-5	Dale Reynolds	4	Access	This Project is bad for the environment by requiring additional drive time for vehicles to access all business along this project.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
A-5	Dale Reynolds	5	Access	The median is not needed for the entire length of Madison Blvd to accomplish your goals. One sidewalk along the project is enough.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
A-6	David Hess	1	Stormwater/ Design	Need larger storm drains in front of CBS Cars near Long Ave. Normal T-storm floods lane 2 1.5-2 feet. Police have closed the lane until flood subsides.	A Hydraulic Planning Report was completed in April of 2019 to document the evaluation of existing hydraulic structures as well as overall hydraulic recommendations. Storm water design will continue to be evaluated through the final design phase of the project.
A-6	David Hess	2	Access	Shorten or provide a median break for exit at Brooks & White closest to Garret Street. Police provide funeral escorts multiple times weekly. Closing the exit is problematic. Half of escorts turn left onto Madison Blvd.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

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A-7	Janna Kisner	1	Bike/Ped	<p>Bicycle lane next to sidewalk please. Please plan for bicycles by widening the sidewalk for a bike lane. Bicycling is ready to grow when there is a safe place to ride. The bicycling community is already gathering on Facebook. Bicycling Better in Person.</p>	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT’s Complete Street Policy, “It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects.”</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

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A-8	Danny Cultra	1	Landscaping	Want to see budget for some greenspace (landscaped medians) within the "TIP". Possible ornamental trees and shrubs which will be low impact and low maintenance (xeroscape). No grass which would require ongoing maintenance costs. Possibly permanent ground covers?	Landscaping within the constructed median will be at the discretion of the City of Roxboro and will be evaluated during the final design phase of the project.
A-9	Nicole Brent	1	Access	This is insane to have to drive on the side of the road depending where you need to get to. It's not an upgrade!!! Don't do it. This is absolutely ridiculous.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
A-9	Nicole Brent	2	Access	You can't get to certain places without making a U-turn.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

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A-10	Alfred Charles Palmer	1	Safety	I think the current 5 lanes that has been working for 20 plus years will be sufficient. There has only have been 1 fatality on the boulevard. And that was caused by a drunk driving teen. I personally see the potential for more motor vehicle crashes with the proposed project.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rear-end crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

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A-11	Michael Slaughter	1	Business Impacts	I am writing today to voice my concern and opposition of the 501 median project. I am a small business owner and own 5 land lots that will be affected by the road change. As a small business owner, we fight every day to compete with big box and chain stores. Not having a left turn access to our business will be highly detrimental to small business while funneling traffic to the chain stores that can afford to buy real estate at a traffic light.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf
A-11	Michael Slaughter	2	Emergency Services	Secondly, I have grave concerns about public safety. With no turn lane, ambulances, police, fire, and first responders will have more difficulty responding to calls. In short, these road changes could ultimately cost lives. Please reconsider this completely unnecessary and costly venture. It will only hurt the people of Person County and will only benefit the non-resident investor.	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project. Signal preemption for emergency vehicles will be evaluated during final design.

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A-12	Un-Named	1	Business Impacts	Negative impact to small business.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
A-12	Un-Named	2	Design / Nichols Ave.	I would like to see Hurdle Mills Rd connect through to Nichols Ave at the light at #18 property on the map. #18 is owned currently by DOT. Several people including Roxboro Comm School use Foushee St as a pass through.	Currently Nichols Avenue is a narrow residential roadway that would need to be widened to support connectivity with Hurdle Mills Road at the light causing impacts to the residents.

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A-13	Bob Coleman	1	Access	Will eliminate using center lane as a merge lane.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
A-14	Un-Named	1	Adjacent Traffic	I'm concerned about all the extra traffic on the side streets because folks will seek ways to stay off 501 to keep from doing U-turns.	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.
A-15	Un-named	1	Design	Roxboro Presbyterian Church requests a retaining wall along 501 to minimize the impact on parking. As it is drawn now, the current project will result in the loss of multiple parking spots for a church that is already short on parking options.	Additional design accommodations will be considered during the final design phase of the project. NCDOT will work to minimize right of way impacts to the extent possible.

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A-15	Un-named	2	Design	Please also reconsider the plans for the Chub Lake/Leasburg Rd connection to 501.	<p>Because of the close proximity of the two roadways, we can't connect both of these roads directly to US 501; rather we can connect only one directly to US 501 and then tee-in the other with the road we are connecting directly.</p> <p>Leasburg Road is a US route with significant volume. Chub road is a minor principal and carries lesser volume at the US 501 terminus. Therefore, we chose to provide direct connectivity to Leasburg Road</p>
A-16	Larry Cole	1	Business Impacts	I am notifying you about the negative effects that STIP Number U-5969 (US 501/Madison Boulevard Median Project) will ultimately have on the retail business (America's Mattress) at 723 N. Madison Boulevard in Roxboro, NC. The latest 501 Project plan for Roxboro will eliminate front parking by closing the south drive. With the limited amount of space in front of this location, having two drives into this location is absolutely necessary to utilize the parking spaces in front of the building.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

A-16	Larry Cole	2	Large Vehicle Access	<p>The second negative impact for this location, as I have discussed with the project manager, is the inability of freight carriers to deliver their products to this location. All product deliveries are on trucks pulling 53' trailers. The parking lot is not big enough for these trucks to turn around in, so they must back down beside the building from US 501/Madison Boulevard. With the new proposed traffic median, these trucks will have to come from the north to deliver. It is not possible to back down beside the store from this direction. There is no other way to receive deliveries to this 6,000 sq. ft. basement warehouse for the America's Mattress business.</p> <p>The shopping center to the south will soon be for sale, therefore the suggestion from the project manager that building a shared drive behind this location may not be feasible.</p> <p>In conclusion, no front parking and no deliveries to the basement warehouse will be detrimental to the existence of this business. We need a way to receive deliveries and to retain the small amount of parking spaces that we currently have. I am asking for changes in this plan to satisfy these requests. The current plan would likely terminate this business, and any other prospective business at this location.</p>	<p>NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.</p> <p>As previously discussed with you, we encourage additional coordination with the adjacent property owner for access and truck movements for your property, so that during the ROW phase, property agreements can be evaluated.</p>
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Mailed Comment Forms					
B-1	Dyan Shitt	1	Business Impacts	The median causing constant U-turns will negatively impact small businesses on the Boulevard. ... Cutting ease of access to businesses on the main blvd is a huge mistake. We also have been approved as a Mega Site in Person County and the constant U-turns vehicles will have to make will cause more traffic accidents and hurt businesses through the main part of Roxboro.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

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B-1	Dyan Shitt	2	Large Vehicle Access	Tractor trailers will not be able to easily make these turns - and some currently have to "park" in this lane to deliver to numerous businesses here because of their own parking lots.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
B-1	Dyan Shitt	3	Right of way	I am concerned with people losing their property because of this project.	NCDOT will work to minimize right of way impacts to the extent possible.
B-1	Dyan Shitt	4	Adjacent Traffic	Also, the median driving vehicles into residential roads to avoid 501 altogether is extremely disturbing.	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.

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B-1	Dyan Shitt	5	Safety	Taking into account the traffic that will be required to make U-turns into most of the food establishments and merge all the way across the road seems to be extremely dangerous.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

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B-1	Dyan Shitt	6	Adjacent Traffic	I own the tanning salon in between HR Block & Food Lion. We have parking issues as it is and high foot traffic in our parking lot - driving vehicles coming northbound into Carver Street- this road is already a problem due to hospital, high school, PCC, middle school traffic - into our side entrance is going to create a disaster. Our parking lot will also become a "cut through" to Roses, AutoZone, and the car wash, which creates a major danger to pedestrians. We have several handicapped nail clients that pull up to the front to load & unload. Carver Street will become a disaster.	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.

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B-2	Dale Show	1	Business Impacts	It will inconvenience my customers. No turn lane to access, waiting through long stop lights to make U-turns.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf
B-2	Dale Show	2	Emergency Services	Emergency vehicles not being able to get by traffic at high volume times.	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project. Signal preemption for emergency vehicles will be evaluated during final design.

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B-2	Dale Show	3	Bike/Ped	No room to install sidewalks. Better to take care of existing roads and sidewalks in the county before adding more	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT’s Complete Street Policy, “It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects.”</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>
B-2	Dale Show	4	Emergency Services	Police should ticket speeders if they are breaking the law.	Comment noted.

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B-2	Dale Show	5	Business Impacts	Businesses will suffer during and after construction. The boulevard will not be convenient to customers and businesses will move elsewhere, off of the project area. (IE 501 South)	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf
B-3	Gary C Hariow	1	Support Project	This is excellent improvements to the Blvd. Once this is completed, I believe it will be fully accepted. People are resistant to change	Thank you for your support.

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B-4	Un-named	1	Bike/Ped	Not that many walkers!! Walking beside a congestive highway??? Really??	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT’s Complete Street Policy, “It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects.”</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>
B-4	Un-named	2	Support Project	Getting rid of congestion will relieve the current accidents, hoping to slow down speeders which are a great problem now!!	Thank you for your support.

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B-5	Lisa Hobgood	1	Access	I would like to voice my opinion, most of us already struggle to make ends meet in this town. We definitely don't need a median to cause us to use extra gas to go to a business we need or want to go to. Or cause local businesses to lose money because of the inconvenience this median will cause.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
B-5	Lisa Hobgood	2	Stormwater / Design	If anything that terrible hole that floods next to the state credit union should be fixed before the road caves in and someone gets hurt or killed.	The City of Roxboro is currently coordinating with property owners regarding this issue. NCDOT is also monitoring it's proximity to Long Avenue and Madison Boulevard.
Website Comments					
C-1	Website	1	Access	I think your plans are going to DECREASE access and create horrendous traffic problems on side streets, forcing people to make u-turns and turning onto streets to make 3 turns where they now have only 1. I would be surprised if data AFTER your "improvements" doesn't show increases in traffic accidents -- but you would have to include roadways outside the main thoroughfare. Gov't money WASTED for limited or no gain!! Ever heard of "if it ain't broke, don't fix it"??	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

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C-2	Website	1	Business Impacts	Totally unnecessary along most of the route, and will impede traffic into business along Madison Blvd.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

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C-3	Website	1	Emergency Services	My concern here is the limiting our emergency personnel on this route. Fire and EMS personnel will be limited to where they may cross over to the north and south bound properties, they will be forced to the same u-turns and stop lights to access these businesses which are on the opposite lane of travel creating longer response times. These intersections will already be crowded from people not knowing which way to go once a emergency vehicle is behind them. Right now emergency vehicles utilize the center turn lane to advance themselves when necessary, once this lane has been taken away this will become a big issue.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-4		1	Oppose Project	Waste of resources	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

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C-5		1	Business Impacts	I feel that restricted access to businesses will be severely detrimental to the economy of Person county.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf
C-5		2	NCDOT Funding	I also feel that the project money would be better spent on a true bypass on the east or west side of the project area, even if more time has to pass for full funding.	This project is specifically planned to address traffic capacity and operational issues along US 501 from south of US 158 to North Main Street. Information regarding how NCDOT distributes funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

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C-6		1	Large Vehicle Access	Would make it harder for getting into and out of every business and think of the trucks that deliver to these places have to use the center lane to unload the trucks	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
C-7		1	Business Impacts	It will hurt the economy because I, along with others, will just not frequent businesses in Roxboro and will do my shopping and eating out at other locations where it will be easier to access businesses. The median will cause too many headaches so it will save money and inches on my waistline. But it will also waste a lot of money and time and headaches because of the construction in and the businesses will not recover. We have a hard enough time having small businesses here and this will just hurt then further.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

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C-8		1	Access	Cost, driving too far to get to places on that side of town to go around a median. Not being able to make a left turns out of businesses.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-9		1	Oppose Project	Waste of money.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

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C-10		1	Business Impacts	Waste of money. Hurt small business by making it harder to get to.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-11		1	Large Vehicle Access	It's not enough room for big vehicles to make the u-turns.	<p>NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-11		2	NCDOT Funding	You're utilizing moneys that can be used to better the town in other ways. We are not big enough to have this. People need to learn how to drive.	This project is specifically planned to address traffic capacity and operational issues along US 501 from south of US 158 to North Main Street. STIP Project R-2241 includes the widening of US 501 to a 4-lane divided facility from NC 49 in Roxboro to the Virginia state line. Information regarding how NCDOT distributes funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx
C-11		3	Adjacent Traffic	For the most part all the people that live on the side streets will get all the traffic to keep from having to make u-turns.	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.
C-12		1	Oppose Project	Useless & makes no sense,	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-13		1	Oppose Project	This is a complete waste of taxpayers money. You can't make roads idiot proof. The best way to try is through education prior to licensing. In other words, make it harder for idiots to get a license and make testing mandatory for renewal every ten years.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-14		1	Safety	I'm not sure why this is necessary. It was implied due to the number of crashes, however what was the "cause" of the crash? Someone trying to beat the light? Someone on their cell phone? Other distraction? I think change is usually good, but people need to buy into the change and it would be helpful to share "why". I'm also inclined to think this would cause more crashes.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-15		1	Oppose Project	I personally think that is a waste of money!	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-15		2	Business Impacts	I think that it will hurt businesses	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-15		3	Emergency Services	I am very concerned about how all emergency vehicles will get through there and during the busy times of the day and during rush hour!	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-16		1	Business Impacts	This is not a good idea to change to a 4 lane road. It doesn't make sense for people going in the south bound lanes to go all the down to a certain point make a u turn and go back to your destination. And it takes away from businesses at the tips of residents. I live on the new Jim Thorpe Hwy and its nothing but a pain, Road noise, water back flows this is just adding to an issue.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-16		2	Access	Just like the round about was the worst idea for morgan st. People in this county do not know how to use a round about so turning the 5 lane into a 4 lane is bad for business owners and the county residents. This is not durham or Raleigh or some be metro area. Its a small town community! and I would like to keep that way!	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-17		1	Oppose Project	Waste of money	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-18		1	Oppose Project	Personally waste of money like the round about buses can't even fit in it.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-18		2	Safety	People can't drive the way it is give them a ticket don't throw mediators down the middle they will be all over them	Comment noted.
C-19		1	Oppose Project	I think this is putting the cart in front of the horse. Why not spend that kind of money to bring jobs into the area that seem to keep choosing other areas. It would be nice to be able to work close to home and not have to commute for work. However, changing the attitudes of people up here needs to come first for any changes to happen.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-20		1	Business Impacts	Waste of taxpayer money, will more than likely increase accidents and reduce customer traffic to affected businesses. Increase traffic due to u-turns needing to be made to get to said businesses.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf
C-20		2	Oppose Project	This is a worse idea than that round about that was just put in. Don't do it. Use the money to fix the roads, not to put in this nonsense.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-21		1	Other	Change is scary!	Comment noted.
C-22		1	Oppose Project	I think our money needs to go to fixing roads, add more teachers to the school system and less focus on nonsense! I can see sidewalks however this roundabout and other stuff is a waste of our money! Put it where it belongs businesses, schools ect!!!	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-23		1	Oppose Project	It's a waste of a lot of money.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-23		2	Access	It will be aggravating to have to go down and turn around and come back to go to the many businesses on the Blvd.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-23		3	Large Vehicle Access	There are some businesses that don't have parking lots big enough for 18 wheeler deliveries and they now park in the turning lane to quickly deliver. That will no longer be an option, so will they just block up an entire lane of traffic?	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-23		4	Emergency Services	Emergency vehicles many times have to go in the turning lane to get around traffic, especially near stop lights when people just aren't able to get over quickly. That will no longer be an option and cost them time in responding to emergencies. It just doesn't make a lot of sense to do this.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. The design of a mountable median will allow access along the roadway for emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-24		1	Oppose Project	Sidewalks and pedestrian crossings needed. Median NOT needed. Leave our Boulevard alone! Use OUR tax money WISELY!	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-25		1	Access	Please DO NOT take away access to our local businesses.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-25		2	Bike/Ped	A BETTER alternative could be to install sidewalks and/or a bicycle lane for our pedestrians. AND install pedestrian crosswalks.	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT’s Complete Street Policy, “It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects.”</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-25		3	Oppose Project	Why not invest this money into repairing the current roads in the county and in our schools to educate future drivers for more than a few weeks so they will be better prepared? ... FIX the problem. STOP WASTING TAXPAYER MONEY!	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-25		4	Safety	Enforce the NO TEXTING while driving laws. Don't just cover up a problem of rear-end crashes by adding another problem to our citizens.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-26		1	Emergency Services	I believe it is an inconvenience and will cause frustration. If traffic is supposed to increase how will our emergency vehicles get through with ease without the extra lane? It will cost them precious time.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. The design of a mountable median will allow access along the roadway for emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-27		1	Oppose Project	It is a waste of money to is fine the way it is	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-28		1	Oppose Project	I DO NOT support the road upgrade though. I think putting in a raised median is going to reduce patronage to all the small business' along this stretch of road. Roxboro is all about shopping local but this change in my opinion will discourage people from shopping these shops because it is going to be a headache to get to them. ... I say repave/fix pot holes, add sidewalks and a multi use lane but leave the rest alone.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-28		2	Bike/Ped	The only thing about this project that I support is adding a sidewalk and multi-use path.	Comment noted.
C-28		3	Emergency Services	And how is the emergency personal going to get thru during rush hour.	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. The design of a mountable median will allow access along the roadway for emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project. Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-29		1	Large Vehicle Access	Farmers who do use the boulevard will not be able to make the u turns with our 3/4 and dually trucks. It's what we have and must use daily. ... The boulevard will be less able to accommodate our transportation of crop and animal products. Bringing a big piece of equipment through will be a nightmare and a danger. The wife said she'd rather go to Danville.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
C-29		2	Business Impacts	Access to businesses will greatly be impressed.	Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction. https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-30		1	Emergency Services	I'm concerned about large trucks, and emergency vehicles responding times if this is implicated.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. The design of a mountable median will allow access along the roadway for emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-31		1	Oppose Project	Not only would it be a major waste of money. The highway itself it rarely ever congested or taxed enough to justify such a crazy overhaul/proposal	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-32		1	Access	I do not think this is a good idea for our small town. Most of us can barely make ends meet financially. The inconvenience of not having roadway entries to small businesses could hurt them greatly. Would be very alarming & confusing for our elderly to get used too.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-32		2	Oppose Project	Would cost us more in gas to drive around our thumb to get to our pink (so to speak). This could really hurt our town alot.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-33		1	Oppose Project	It's a waste of money that could be used to fix roads that need fixing like the boulevard and it's many manhole or the sinkhole behind Madison Market.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-33		2	Emergency Services	EMS routes will be interrupted.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-34		1	Business Impacts	The proposed plan will restrict traffic flow and will reduce access to local businesses thus hurting the community.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-35		1	Oppose Project	I don't know why Kerr Tar requested this project but \$33 million to do something ridiculous is no way a reasonable use of taxpayer dollars. ... If they want a four lane, build a bypass for the \$33 million and go completely around. This project is not going alter the traffic stats nor the behavior of the driving public and it will place tremendous hardship on the businesses on Madison Blvd.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C35		2	Oppose Project	Ranks right up there with a round about instead of side street sensor activated stoplight. NCDOT couldn't even get the manholes set right on Madison when it was paved and now they want this.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C36		1	Emergency Services	It endangers the public by complicating ambulance access to the hospital, forcing it to Clayton where the school traffic is twice each day. Kerr Tar needs to amend their requests so we get a real solution that removes traffic from this section of Madison and takes it around Roxboro not thru it.	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-36		2	Design	Add turning lanes at the stop lights for people making U turns to prevent build up	As part of the design, turn lanes are included at the signalized intersections and are designed for a passenger vehicle to make a u-turn.
C-37		1	Safety	I believe you will have more accidents with people turning and trying to get all the way over in the right lane to turn into the business they want to go to	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-38		1	Business Impacts	We're a small town. Business will suffer a lot.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-38		2	Oppose Project	It's a waste of our tax money especially when other roads are been slacked. This is just dumb.	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-39		1	Business Impacts	It will hurt entrances to businesses and make shopping and dining more difficult.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-39		2	Oppose Project	There are other areas in this county that could use work. This is a small town....in my opinion this project is a waste of tax payer dollars.	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-40		1	Access	If you are living on either end of town and coming into town that means u have to drive all the way down 3 miles just to be able to turn and come back down to the business u need to get to.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-41		1	Access	Pretty sure there will be breaks in the median at intersections.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-42		1	Oppose Project	Huge waste of taxpayer money on a project that will have more negative impacts on local businesses than positive impacts for pedestrian traffic. The vast majority of the issues could be solved by a handful of additional traffic lights at a fraction of the cost of this ridiculous project.	<p>I US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p> <p>Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-43		1	Oppose Project	This is a waste of money.	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p> <p>Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx</p>
C-43		2	Safety	Enforce the traffic laws and speed limit and accidents will drastically reduce.	Comment noted.
C-44		1	Oppose Project	Is this really necessary!	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-45		1	Support Project	Love this idea!	Thank you for your support.
C-46		1	Bike/Ped	Roxboro doesn't currently have a safe place to ride bicycles. A bike lane would be a lovely addition to the city. Furthermore, it is too dangerous to cross from where I live (near Uptown Roxboro) to the closest park (across the Boulevard at Huck Sansbury). Sidewalks, crosswalks, and a reduction in the size of the road would do wonders for making the down more pedestrian friendly and open up opportunities for business on either side to grow from the increased pedestrian traffic. Consideration should be given to local businesses, but it's important the citizens of Roxboro get priority, and this is good for us.	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT's Complete Street Policy, "It is the Department's expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects."</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-46		2	Oppose Project	We are not Cary or Raleigh and you all are already putting a round about which is very much a problem. things should be left alone. ... Seems like a great waste of money which could be used for other roads in our city and county that greatly need lots of work. I agree that the State just thinks of ways to spend money or some smart little architect thinks up something to make himself/herself look good. This is a nice small town that people are happy in and comfortable in, just leave it alone and fix things that are broken. You all are just trying to make more traffic come through and this will just encourage more and probably more large trucks and SPEEDERS. Sure hope you all thinks twice and don't make the mistake you did on Morgan Street or ticket people more.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-46		3	Design	Put up stop lights please.	New stop lights are proposed at the following intersections along US 501: <ul style="list-style-type: none"> - Hester Street - Hurdle Mills Road - S. Main Street - Ivey Street - Clayton Avenue

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-46		4	Business Impacts	I think this will also hurt our businesses that have been here for a long time	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-46		5	Emergency Services	There is a concern for emergency vehicles who use this stretch to go to hospitals, especially during the busy times of the day like lunch and school release.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-47		1	Business Impacts	I think it is a waste of money and will hurt the businesses along that stretch of road.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p> <p>Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-47		2	Emergency Services	I am also concerned at how the emergency personal will get down that road during busy times of the day.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>
C-48		1	Oppose Project	This is a waste of money and time and will not help anything.	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p> <p>Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-48		2	Business Impacts	It will be a nuisance to people that live around here and hurt businesses.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-49		1	Oppose Project	If you want to work on sidewalks, then pay attention to uptown. Fix them first before making more that need taxpayer's money to upkeep. How much is this going to cost us and who walks down Madison Blvd? I think the state just makes up things to make them feel like their taxpayer salary is justifiable.	<p>US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.</p> <p>Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx</p>
C-49		2	Access	Converting Madison Blvd. to a thoroughfare could encourage speeding.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-49		3	Access	Raised medians will impede access to businesses, thus reducing patronage and making it difficult for some to stay in business.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-49		4	Oppose Project	It is unknown whether or not making this change will decrease accidents and thus a waste of taxpayer dollars to convert an area that has been sufficient for many decades.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro. Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx
C-50		1	NCDOT Funding	A waste of money. Use that money to do the bypass that was planned long time ago,	Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-50		2	Large Vehicle Access	The company I work for has tractor trailer coming and going all the time they will have a hard time getting in and trying to turn around. People just need to learn how to drive and slow down.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
C-51		1	Large Vehicle Access	Where will 18 wheelers turn around? If you want to lower traffic, complete a bypass like Roxboro was expecting 30 years ago.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
C-52		1	NCDOT Funding	The bypass was half way done	Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-53		1	Safety	<p>A solution in search of a problem. Based on the accident 'heat map', there are basically 2 areas where accidents occur. How about just fixing those places. One is right in front of a shopping center and the NCDOT. Put in a stop light there instead. I am sure it can be done for less. The other is where Main St used to cross 501 that was turned into a screwed up intersection where you get stuck between lights if you aren't careful. That leads to people running the light, Return that intersection to a single stoplight, and then do something different for Hill/Johnson St. Even if you re-routed it to have Hill go down the old S. Lamar St, and Johnson St. ending at Hill, you would at least be moving the stop lights further apart. They should be able to fix both of those situations for a small fraction of the costs to change the road. Once you get rid of the turn lane, you end up having to install lights so that people can U-turn to get to businesses on the other side, and that will only generate more accidents.</p>	<p>New stop lights are proposed at the following intersections along US 501:</p> <ul style="list-style-type: none"> - Hester Street - Hurdle Mills Road - S. Main Street - Ivey Street - Clayton Avenue <p>A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-53		2	Oppose Project	3/4 of Person County's population lives outside city limits. We could find many better uses of 32M (estimate, although when has the DOT ever been close on that) than making it more difficult.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-54		1	Access	If anything, I could foresee a few extra stop lights with a leading left turn at critical intersections. The boulevard is a long stretch without any lights to break up the flow and allow people trying to turn left to get out. I feel like a median would bottleneck the traffic even more.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-55		1	Access	This will be an impedition of incoming traffic to turn into many stores located along 501. If the plan was amended to include several turning lanes to access these areas, I might reconsider. Until then, it is a FIRM no from me.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-56		1	NCDOT Funding	Sidewalks would be nice but I have to say there are so many roads in person county that need Severe work done to before we do something like this	Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-57		1	Access	The Blvd. has been in existence for years and years. I think it is crazy to change it now. Still going to be wrecks on it. The median isn't going to solve anything but create headaches for everyone.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.
C-57		2	Emergency Services	How is the fire trucks, rescue squad and the police going to get down through there during rush hour traffic? They going to drive down the median strip????	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project. Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.
C-58		1	Access	This project is both unnecessary and unpopular. The people in the community do not want a barrier preventing left turns.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-58		2	Business Impacts	It will it negatively affect business owners	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-59		1	Emergency Services	<p>Could be problematic for emergency services and law enforcement trying to get around town in emergencies. NCDOT is actually misguided if they believe this will help anything.</p>	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-59		2	Business Impacts	I personally think it is a waste of money and will hurt the businesses along that stretch of road.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-59		3	Emergency Services	I am also concerned at how the emergency personal will get down that road during busy times of the day.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-60		1	NCDOT Funding	Build the bypass instead. That would help the crash ratio tremendously. Then those of us that don't have to go down 501 wont. Less traffic accidents.	Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx
C-61		1	Support Project	Roxboro rarely gets any attention from NCDOT; let's face it, we are over shadowed by cities in the area. We would be crazy to not fully engage DOT in this process and get the transportation corridor that we really need.	Thank you for your support.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-61		2	Bike/Ped	<p>If DOT is willing to upgrade the road, we should ask for everything we can get, including accommodations for bicycles. This may be the only chance to get anything out of DOT for the foreseeable future.</p>	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT’s Complete Street Policy, “It is the Department’s expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects.”</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-62		1	Large Vehicle Access	What an awful idea! Some sidewalks might be nice but installing a median will impede traffic terribly. Just yesterday we came through town with a trailer load of hay. ... Medians will make it very difficult for farm traffic and 18 wheelers to get to where they need to be. Essentially, there will be no left hand turns except for at intersections. These large vehicles and trailers can't make U turns at intersections without impediments to traffic and great difficulty.	NCDOT has been coordinating with local community leaders to discuss roadway design to accommodate trucks and will continue to coordinate with local officials throughout the design process of the project. Using the center lane to make deliveries is illegal and dangerous. Tractor trailers or vehicles with trailers will be able to utilize the extensive grid system adjacent to Madison Blvd in order to align themselves correctly on Madison Blvd to make deliveries as tractor trailers will be unable to make U-turns in the corridor.
C-62		2	Design	Adding a couple of stop lights to intersections on the North end of the blvd. would be helpful.	New stop lights are proposed at the following intersections along US 501: <ul style="list-style-type: none"> - Hester Street - Hurdle Mills Road - S. Main Street - Ivey Street - Clayton Avenue

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-62		3	Oppose Project	Seriously, the roundabout MESS is actually funny....there is absolutely NO POINT in it at all. What a waste of money that is. It's poorly designed as roundabouts go anyway.....the intersecting roads and sidewalks should have been cut out so that the circle could be larger. So if changes are made to the Blvd. we can certainly look forward to a Great Big Mess just like the round about.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-62		4	Adjacent Traffic	The point is...we NEED to turn left...residential streets will see increased traffic as a result of vehicles cutting the block to get to where they need to be!	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-62		5	Bike/Ped	<p>Oh...and the Blvd. doesn't need to be bicycle friendly...bikes need to stay on quiet streets and off of major thoroughfares. Unless there's room on the sidewalks and the law allows them on sidewalks, they don't need to be on the Blvd. I challenge the State to poll Person county residents on this and all matters concerning our roads and how we use them and how we need them to work for us.</p>	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT's Complete Street Policy, "It is the Department's expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects."</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-63		1	Support Project	<p>I do not understand all this resistance to change. PLEASE get rid of the 5th "suicide" lane! I mainly shop for necessities only at grocery and drug stores. At least on person pulls out in front of me and I barely miss an accident each time I shop. So. I only buy what I must have and do not pull into a store lot to check out a pretty window display or a mattress sale sign. Merchants might be surprised by how much more business they would get from people me like who would shop at all the stores if it could be done safely! A little green space to offset the ugliness of the asphalt and cement would be a bonus and side walks certainly would make walking the boulevard safer.</p>	Thank you for your support.
C-64		1	Support Project	<p>This a great idea! It will beautify the Blvd, increase safety and increase pedestrian walking. Folks, soon it will be 2020. It's time for a change. Stop living in the past and get with the times. The DOT will do as they please and I'm for the upgrade! Next, the DOT should upgrade 501 South to an interstate and connect it with Hwy 70. Person County needs an interstate.</p>	Thank you for your support.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-65		1	Emergency Services	I think the biggest problem with this is the headaches and issues it will cause emergency personnel. I know the fire departments are against it and I imagine EMS and Law Enforcement feel the same. Their opinions are the most important.	NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.
C-66		1	Safety	I'm not sure why this is necessary. It was implied due to the number of crashes, however what was the "cause" of the crash? Someone trying to beat the light? Someone on their cell phone? other distraction? I think change is usually good, but people need to buy into the change and it would be helpful to share "why". I'm also inclined to think this would cause more crashes.	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-67		1	Oppose Project	Waste of money	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-68		1	Safety	If people can't figure out a roundabout, imagine the accidents when trying to do u-turns!	A safety analysis of the corridor was conducted, and it was found that a total of 852 crashes occurred within the corridor during the study period (2013-2017). 40 percent of those crashes were rearend crashes, and 32 percent were angle crashes. The proposed safety countermeasures, such as raised medians and pedestrian enhancements, and improvements to side street skews, have been proven in prior research to improve traffic safety. Improving the skew angle at the approaches of certain signalized intersections will improve driver reaction times and reduce the risk of rear-end collisions.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-69		1	Oppose Project	30+ million for a median....seems irrational.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-69		2	Oppose Project	What a waste of money!!! Stop trying to make this town look like, Raleigh/Durham.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-70		1	Access	The biggest issue I have had was in the mornings navigating around the Biscuitville traffic blocking the right lane in that area. I don't see how adding a barrier will help that.	The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-71		1	Bike/Ped	Maybe adding sidewalks would be ok, but a bike lane on the boulevard not a good idea. People can't drive on the boulevard and you want to add bikes; you will have more injuries.	This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.
C-72		1	Business Impacts	I work on Hester Street off Madison Blvd. We have numerous trucks entering the Madison Blvd each day, going both south and to the north. If traffic is blocked from making left turns on at our intersection, we will loose customers and business. This will be the case in many situations.	The proposed design does include a signalized intersection at Hester Street which will allow left turns into and out of your business.
C-73		1	Oppose Project	There are roads that litter person county with cracks, pot holes, and faded lines. Start with maintenance before we move to beautification.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

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C-74		1	Oppose Project	Agree with sidewalks but rest is a waste of money that could be used to fix our roads and fix RIGHT and right the first time instead of wasting time and money on patching here and there	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.
C-75		1	Oppose Project	It's a waste of taxpayer money. Full stop. We don't want it.	US 158/501 (Madison Boulevard) is a major north-south corridor through Person County connecting the Raleigh-Durham area to Virginia. The project traffic volumes are estimated to be from 10,600 vehicles per day (vpd) to 38,1000 vpd in 2040. This increase in traffic volumes will also increase the number of crashes. The project is needed to improve safety and enhance multi-modal facilities and mobility along the corridor in Roxboro.

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C-76		1	Bike/Ped	I am for adding sidewalks. I think there should be sidewalks along the way for those that don't have cars to travel with but the other stuff is a waste.	<p>A Community Impact Assessment was completed in August of 2019 that documented that pedestrians, bicyclists, and worn paths were observed throughout the length of the project corridor. The 2011 Person County and Roxboro Comprehensive Transportation Plan (CTP) recommended the addition of sidewalks along the project corridor. As is included in NCDOT's Complete Street Policy, "It is the Department's expectation that suitable multimodal facilities will be incorporated in all appropriate new and improved infrastructure projects."</p> <p>NCDOT has been coordinating with the City of Roxboro throughout the project. This project will enhance mobility and safety for pedestrians by providing sidewalk on both sides of the road and opportunities to safely cross the road. In order to minimize right of way impacts, it was agreed that the project would not include bike lanes but would have sidewalks on both sides.</p>

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C-77		1	Business Impacts	<p>What will happen when local businesses are forced out of business because of this ridiculous idea? Will our taxes be raised to compensate for lost tax revenue from these small businesses? Somebody is clearly NOT thinking or simply doesn't care.</p>	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

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C-78		1	Business Impacts	If I owned a business on the boulevard, I would seriously be thinking about a new location.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-78		2	Access	I'm also concerned about the access to the hospital.	<p>The purpose of this design is to improve safety in the area by limiting access and to enhance multi-modal facilities and mobility along the project corridor. Implementing access management techniques (i.e. median) will improve safety by decreasing the number of places where a vehicle crash could occur.</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-78		3	Adjacent Traffic	The problems the new traffic flow will create.	Since through/left turns will not be allowed from the side streets at most locations, we do anticipate that minimal traffic will divert from US 501 to side streets. Due to the extensive grid system surrounding the corridor, these side streets will have the additional capacity necessary to accommodate any additional minor traffic increase.
C-79		1	NCDOT Funding	I think this is concerning, an incredible spend with very little proven ability to avoid accidents...might I suggest paving all the roads with massive potholes, and provide sidewalks for pedestrians...	Information about NCDOT project funding can be found here: https://www.ncdot.gov/about-us/how-we-operate/finance-budget/Pages/default.aspx

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C-80		1	Business Impacts	This will impede access to local businesses,	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-80		2	Emergency Services	As well as create chaos to emergency vehicles and truckers trying to do their jobs. This whole thing makes about as much sense as getting rid of all cars so there won't be any more wrecks.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

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C-81		1	Business Impacts	I think this will definitely cut down on traffic in the area. Cutting down traffic will hurt businesses.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-82		1	Emergency Services	This will affect emergency personnel for the most part, it would make it harder to get through traffic.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

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C-83		1	Business Impacts	Businesses will be impacted as well as the shoppers (time, money).	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

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C-84		1	Business impacts	This will negative impact businesses and flow of traffic.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>

Doc. #	Commenter	Comment #	Topic Area	Comment	Response
C-85		1	Business Impacts	Businesses, residence, ... will all suffer.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-85		2	Emergency Services	emergency personnel will all suffer.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>

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C-86		1	Business Impacts	I think businesses will suffer if you put a median down the blvd.	<p>Installing raised medians may raise concerns by the business community, as access management may change how a vehicle currently accesses a business. However, surveys of business owners across multiple states where access management was constructed indicated that they believe they did not experience a decline in business sales. Some business owners indicated that they believe they experienced improvements in business sales as a result of new road design. In addition, one study indicated that corridors with access control improvements experienced an increase in property values after construction.</p> <p>https://ops.fhwa.dot.gov/access_mgmt/docs/benefits_am_trifold.pdf</p>
C-86		2	Emergency Services	The emergency personal will suffer if you put a median down the blvd.	<p>NCDOT has been coordinating with local community leaders and EMS officials to discuss construction detour planning and roadway design to accommodate trucks and emergency vehicles. NCDOT will continue to coordinate with these entities throughout the planning process of the project.</p> <p>Traffic signal preemption and prioritization for emergency vehicles are options and will be evaluated during final design.</p>