

**HOLLY
SPRINGS**
North Carolina

Avent Ferry Road Realignment

Virtual Open House #2

Meeting and Comment Summary

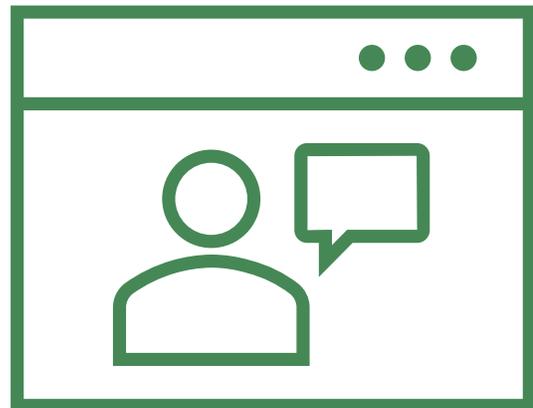
Site and Survey Open: July 23 - August 22, 2020

OVERVIEW

The Town of Holly Springs hosted a virtual open house (VOH) for the Avent Ferry Road Realignment project. The virtual site and online survey were open from July 23 through August 22, 2020.

The virtual site provided an overview of the project background, goals and timeline. It also provided detailed information on the proposed pedestrian improvements, landscaping, and road design. This information was presented through two narrated videos, an interactive map, written explanations, and a VOH handout on a PublicInput.com survey site.

The project information led into the online survey for participant feedback. This survey was also available as a printable form that could be submitted by mail or email. The survey consisted of four questions and six voluntary demographic questions.



281 survey participants

910
survey responses

1909
virtual site views

133
survey comments

426
overview video views

86
email subscribers

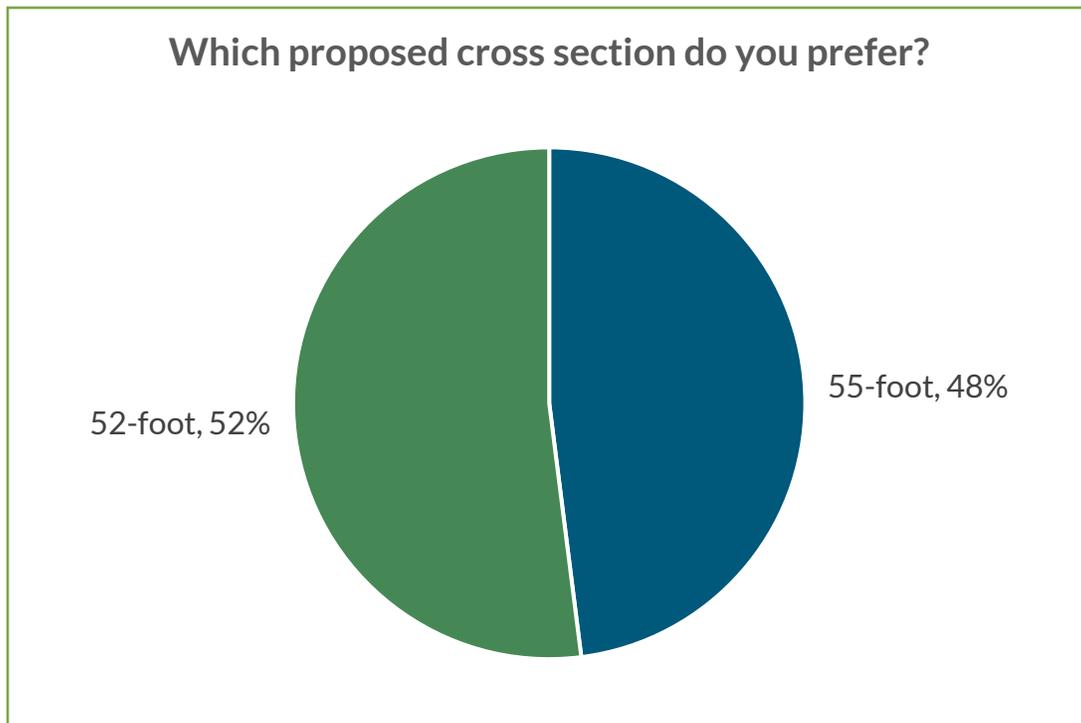
92
landscaping video views

VOH Notifications

The public was notified of the virtual open house through the following communication methods:

- Emails were sent to Town of Holly Springs residents, businesses, organizations, apartment complexes, and other stakeholders.
- Emails and text messages were sent to Town of Holly Springs subscribers who have opted into “General News.”
- Press release was sent to traditional and minority media outlets and published in the Town of Holly Springs website announcements.
- Postcards were sent to property owners and renters within the project outreach area.
- Social media posts were published on the Town of Holly Springs social media platforms (Facebook, Twitter, Instagram, and NextDoor).
- Press release was posted in the Town of Holly Springs website announcements.

Survey Results



185 respondents

Participants were asked to describe what they like or don't like about the proposed cross sections. A total of 76 participants commented.

The trees and shrubbery in the cross section designs were the most mentioned item with 22 participants commenting on them. Some participants liked the shrubbery screen between the street and the private properties in the 55' design to reduce noise and increase privacy. However, others were concerned about how the shrubbery screen would impact existing property lines. A few participants were concerned about the cost and responsibility of upkeeping the shrubbery screen. Many participants noted a preference for trees on both side of the street, which was presented as part of the 52' design. Some participants were concerned with the trees becoming overgrown to impede truck and emergency services and interfering with road visibility.

The majority of participants who commented about the private properties along the road were concerned or opposed to taking land away from the property owners to construct the proposed designs.

Nine participants indicated that they would prefer to have designated bike lanes added to the design or a larger multi-use path instead of the shrubbery screen in the 55' design. For the bike lanes, some participants were concerned that a shared lane for cars and bicycles would be dangerous. Four participants were concerned that the realignment, traffic circle, and traffic light would increase congestion in the area and create unsafe conditions.

The full list of comments for this question can be found in Appendix A.

Participants were asked to provide any other comments on the project. A total of 51 participants commented.

The most frequently mentioned item in the comments were sidewalks. The majority of these comments indicated positivity toward the addition of sidewalks to the realignment leading to downtown Holly Springs. Two participants supported the addition of stormwater and rain garden landscaping to reduce stormwater road flooding.

Some participants were concerned about how the project would impact the properties along the Avent Ferry Realignment. Two participants whose properties are being impacted by the project were in favor of sidewalk additions in Holly Springs but opposed to the project's approach. They indicated wanting direct contact about the project and further explanation.

Some participants were concerned about road and pedestrian safety. They asked about safe and convenient crosswalks, especially near the traffic roundabout. They were also concerned about increased traffic in the area, especially on Stinson Avenue around the Hunt Recreation Center. Some participants noted there were too many speed bumps on Stinson Avenue. Participants were split between supporting and opposing the inclusion of a roundabout.

The full list of comments for this question can be found in Appendix B.

Voluntary Demographics

A total of 281 people participated in the online or paper survey. Participants were asked to voluntarily disclose demographic information. The voluntary demographic questions had a range of 74 to 114 respondents.

Survey Demographics

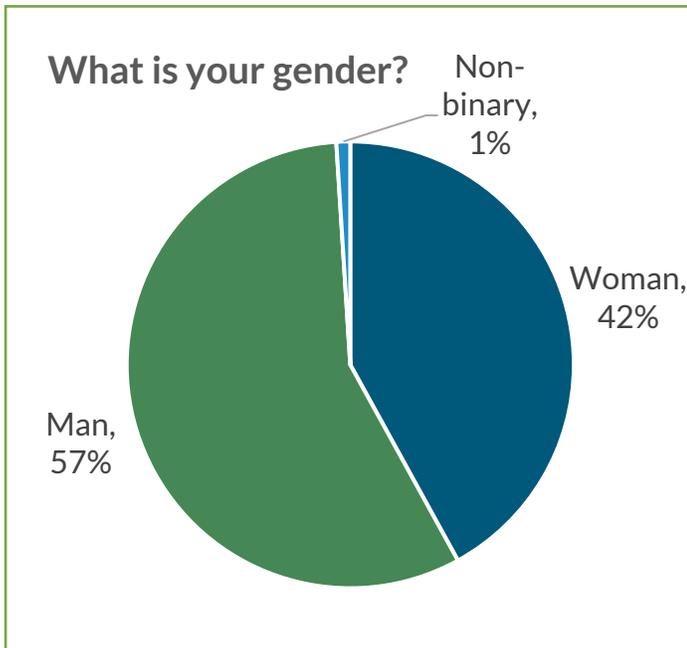
Below is a summary of the majorities from the voluntary demographic results for each category:

- 57% were men
- 96% do not have a disability
- 47% are between the ages of 30 and 44
- 88% were White
- 53% have an approximate annual household income of \$118,000 or greater
- 95% speak English very well

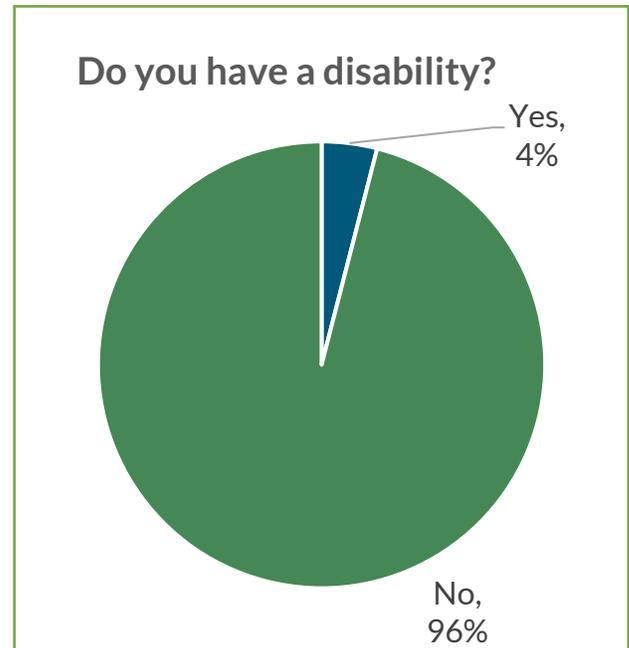
Study Area Demographics

Based on the U.S. Census Bureau 2013-2017 American Community Survey 5-Year Estimates data, the majorities in the project study area are as follows:

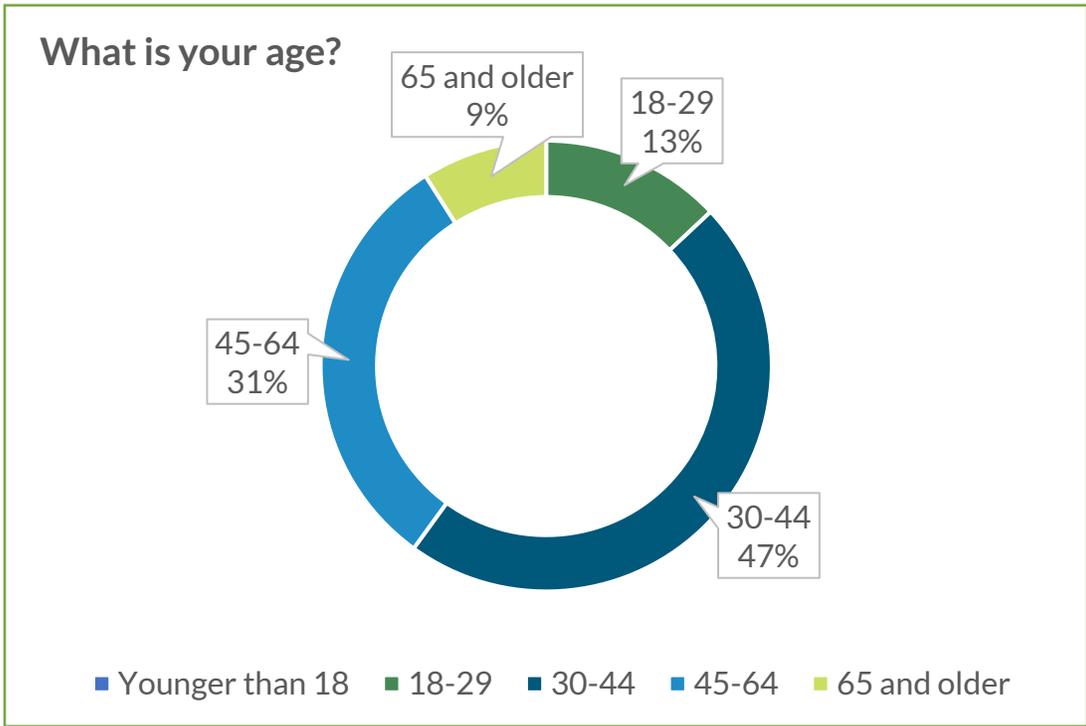
- 8.1% have a disability
- 61.3% are between the ages of 18 and 64, with a median age of 33.1
- 69.3% are White
- The median household income is \$76,520
- 6.9% are below the poverty level
- 2.8% speak another language and speak English less than well



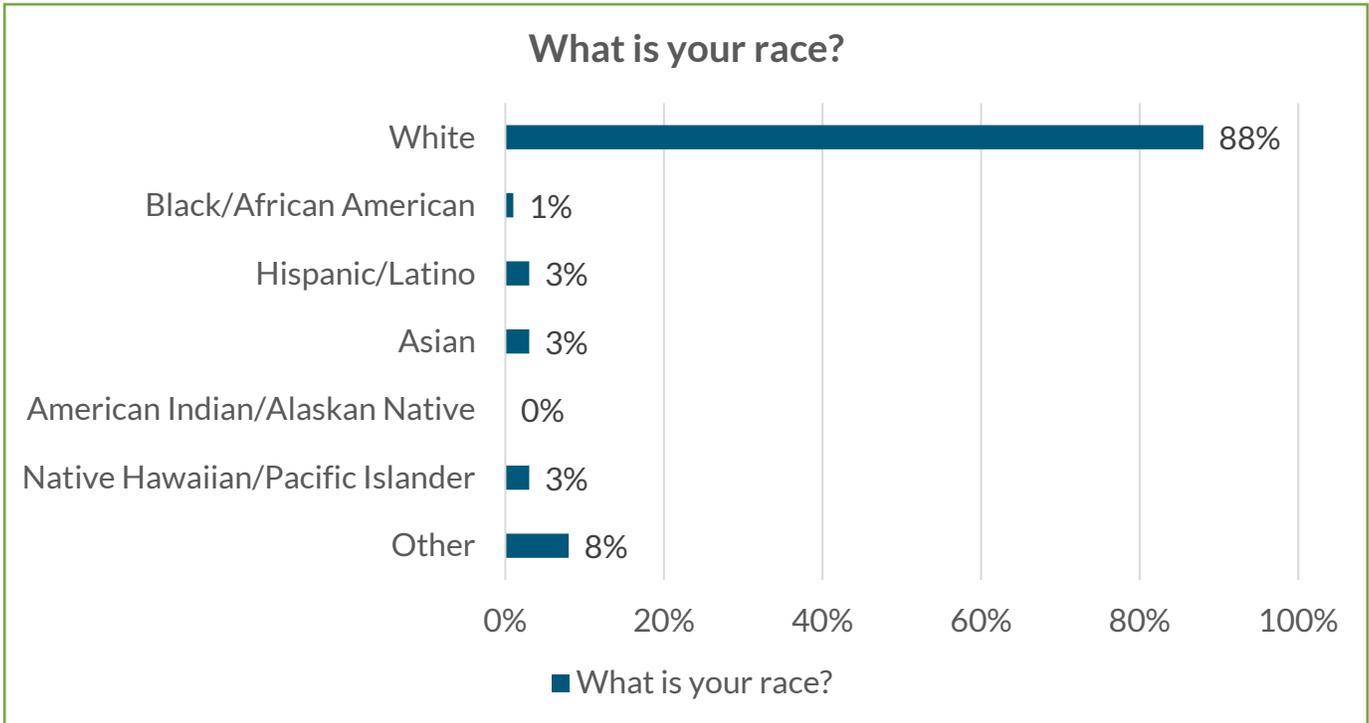
114 respondents



113 respondents



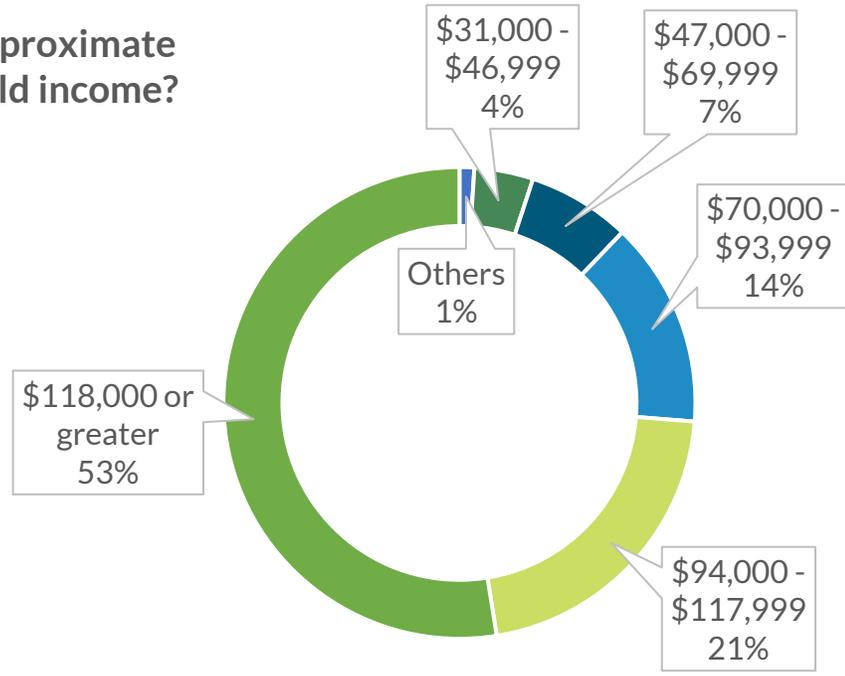
112 respondents



73 respondents

What is your approximate annual household income?

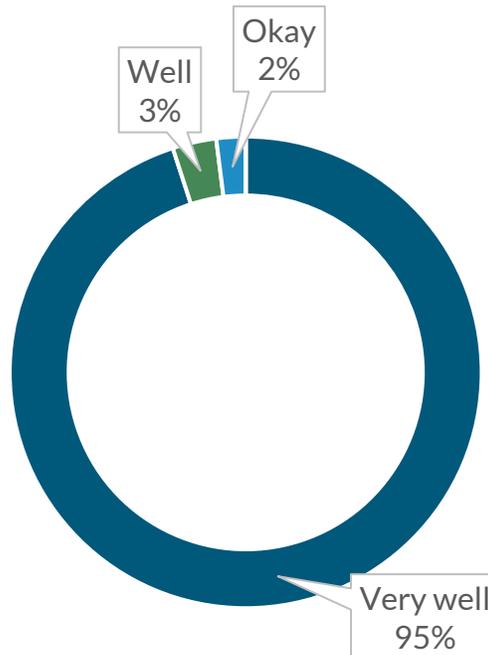
- Others
- \$31,000 - \$46,999
- \$47,000 - \$69,999
- \$70,000 - \$93,999
- \$94,000 - \$117,999
- \$118,000 or greater



98 respondents

How well do you speak English?

- Very well
- Well
- Okay
- Very Little
- Not at all



109 respondents

Appendix A

Participants were asked to describe what they like or don't like about the proposed cross sections. Below are the comments that were received. (All personal identifiers were removed to protect the privacy of the participants.)

- 52-foot cross section provides more buffer space between road and the 8' sidewalk while taking less land from property owners. Seems like a win-win.
- 55 foot is my preferred option. The town needs to evaluate the way we are planting trees so close to the road. Weather it be private neighborhoods or public streets. Over time the trees grow to wide and aren't trimmed up high enough. By not keeping them trimmed hinders access for emergency apparatus. Also limits the use of fire department ladder trucks. I feel these things are not thought about. I'm all for the aesthetics but sometimes emergency access is forgot about.
- Better screening for the homes
- Both look nice. I like that the 52' cross section costs the tax payers less money.
- defines the edge of the sidewalk
- Extra privacy with the wider cross section is preferred and I like the design better.
- From a cyclist point of view, I believe having a the same 5' verge on both sides would help keep pedestrians out of the road and allow more soil to absorb water and keep the street from flooding.
- Has there been any consideration made for the consideration of buffered bike lanes as part of the project. a 4' bike lane on both sides of the road will better protect bicyclists and most communities are going to this design where bicyclists can be expected. Town of Cary is using this design in their downtown area
- I believe if you're going to cut across the current residents previously private land section, it would be respectful to at least include the 6' privacy bushes so that they aren't burdened with the new traffic pattern and sounds from cars and pedestrians. They have been used to a quiet closed street for so long, so some privacy would be helpful to adjust.
- I don't like that the 55 foot option takes more land from properties lining the new roadway. I also think shrubs or bushes would take more care to manage and keep them looking nice.
- I don't see a need for a screen
- I don't see a value in having shrubs for the 55 foot crass section as it is only on one side. If it was on both, I would be more inclined to support this option. I think the 52 foot option has all the necessary options.
- I don't think another 3 foot wide section for shrubs adds much value to the project. The 52 foot design looks great.
- I don't think the roundabout at Stinson/Grigsby is a good idea, the traffic isn't too bad on this side and a roundabout will only cause problems and be more dangerous for pedestrians crossing there. A stop light at Pine/Main is an excellent idea for safety reasons, but may back up traffic even more along Main during rush hours.

- i feel like your points are good enough reasons to spend the money on this project. Rex has 4 entrances already including the one on W. Maple Ave. If you want to reduce downtown congestion i would suggest a bypass or putting a road from the walmart area to bass lake... like for instance teal lake to estes. is it just a coincidence that Teal lake rd. is in the parks of bass lake and Estes dr. is in Garrison neighborhood? seems like homeowners should have been made aware of that project a long time ago. Adding another traffic light to main street would also slow down traffic. just like the new light at town hall has done. Your already planning on expanding holly springs road so that would be a viable way to get to bass lake rd as well. Would this landscaping be maintained by the current street crew? or would it be part of the contracted out area that tax payers are paying more for? i hope the hospital is using lube on yall. is this another tactic to push out the old holly springers? you are targeting alot of low income areas on Pine Ave. are you trying to push out the black folk? Why not go one street down to Elm where it already attaches to Avent ferry? did the developer there at Elm/main street pay someone off to move it down? Making a major thoroughfare in the middle of a neighborhood and park sounds like a horrible idea. i should say i voted against the transportation bond for one reason... 540 was planned to come through why spend our money before the state spends theirs? most traffic in holly springs is from people going through. 540 will change everything! without raising our taxes!
- I like Side paths, street trees, art, and landscaping.
- I like that the south side sidewalk is wider than the minimum 5' requirement. Would the project team consider a 55' cross section whereby the southside sidewalk could be expanded to 11 or 12 feet to allow for it to become more of a multimodal path, rather than include additional landscape screening? Will help cyclists feel safer than a shared bike lane and encourage people to get out of the cars in downtown holly springs. ; I like that the south side sidewalk is wider than the minimum 5' requirement. Would the project team consider a 55' cross section whereby the southside sidewalk could be expanded to 11 or 12 feet to allow for it to become more of a multimodal path, rather than include additional landscape screening? Will help cyclists feel safer than a shared bike lane and encourage people to get out of the cars in downtown holly springs.
- I like the 5' verge on both sides of the sidewalk, keeping the sidewalk further from the street. The 55' plan had one of the sidewalks only 2.5' from the street.
- I like the 55-foot layout better.
- I like the addition of sidewalks and lampposts for safety.
- I like the additional landscaping
- I like the buffer of bushes for the residents however I also feel bad that it would take more of their frontage. I think privacy and noise reduction becomes a net gain for them, but it is always hard to move further into someone's space.
- I like the idea of some privacy between the road/sidewalk and the property with the 55 ft cross section. Either approach will be beneficial.
- I like the landscaping options. I like the 8' sidewalk. I like the roundabout with Art feature. I like the rainwater garden.
- I like the round about at Stinson & Grigsby. I do think the road names with the new transition (Avent Ferry & W Pine Ave) will create some confusion since you will have to physically turn from avent ferry to stay on avent ferry (down town).
- I like the roundabout at Stinson as it will help the flow of traffic
- I like the shrubbery screen to protect the businesses.
- I like the shrubs on the 55 ft cross section. It helps separate the property.

- I like the symmetry of the 52' cross section. I don't think a screen would be necessary.
- I am unsure from the map how my backyard property will be affected, as well as resale value, due to the roundabout, etc. I'd appreciate it if someone would contact me so that I can understand what the red line in the map means. Will there be a virtual meeting on this before it's finalized?
- I love all the new sidewalks being added to the area; my husband and I just bought a house in May on Avent Circle and love our proximity to the downtown area and Womble Park. We'll definitely utilize the sidewalks to head over to Womble Park and the Hunt Center.
- I love everything about this, especially the safe ability to get downtown and around easier by bike. It's great! Ideally, I would want to minimize the impact to my neighbors' properties, gardens and lawns. Thanks!
- I love it all! Please bring on the change!
- I love the addition of walking paths for residents to encourage walking and less car traffic throughout the area. This project will also help beautify the surrounding area with new streetlights, shrubs and grass, and help the area look cleaner.
- I prefer the openness and taking less land from owners. The sidewalks and street trees are nice.
- I think it's a great idea. Our neighborhood needs new lighting and sidewalks too. (Remington)
- I think more space is better
- I think the road comes far too close to this residential area to give it a commercial traffic. I'm opposed to both proposals. It will also take away from traffic in the downtown area that will certainly need business and has started rowing. This is the route 66 ever. This is pulling traffic and business away from the heartland of our community for the sake of the highway mentality. it also seems very oppressive to the houses along that road. It's a very private area and you're going to have to get rid of a lot land previously enjoyed by the homeowners.
- I think they are both fine. I like the 55 foot more, but I don't like claiming someone's private properties.
- I think this may help with congestion between Hwy 55 and Pine, and enables a safer way to access Womble park.
- I would like to understand impact of imminent domain to achieve this
- I would rather use the extra space for dedicated bike lane vs shared.
- If this is a public forum, why aren't comments allowed to be open yet? This site is a waste of my tax dollars.
- I'm fine with either. I'm sure the owners of the adjoining properties have a preference.
- In regard to the 52 vs 55 ft cross section... Why does the one sidewalk have to be 8 ft? My concern is with the property owners and their loss of property. The less they have to lose, I would think the better, unless they agree otherwise.
- In the 52 foot cross section, the trees provide one more barrier between cars and sidewalk pedestrians than the 55 ft cross section. Trees are great at stopping out of control cars! Also, the trees will eventually form a pseudo-natural canopy over the road, which the 55 foot version does not. Lastly, the hedges in the 55 foot version will require more maintenance down the road than no hedges.
- Instead of 2 shared 11ft roadway lanes...have 2 auto lanes and 2 bike lanes...the footage for the bike lanes could be obtained from reducing the 8 ft sidewalk to 5 ft and take some of the hedge footage

- its aesthetic
- Landscaping and trees are always being removed. It's nice to see them being added. If they are not added now, they NEVER will be. Please plant more!
- Like the cleanliness, safety and landscaping.
- Like the privacy of 55 ft
- Love this
- Make it as wide as possible. It's safer across the board.
- Neither.
- Nice to provide this over by hunt center, looks nice but why not just have a one way loop around the center of town? Would be better than all these traffic lights.
- Prefer to see 4' bike lanes adjacent to 11' lanes, in lieu of shared lanes. A 55' cross section could accommodate this by reducing the 8' walk to 5', a 5' verge to 2.5' and 6' screen to 3.5'.
- Putting a traffic circle so close to a light is a bad idea. The traffic could backup and clog the traffic circle in all directions. This could happen when a game is over in the park and traffic floods out. It would be better if you replace the new light with another traffic circle. A traffic circle on main also allows traffic heading south to take a left into the grigsby neighborhoods. Currently this left stalls south bound traffic.
- Really appreciate the city considering these upgrades to the scenery while driving through the downtown areas.
- Separate bike lane is needed. Too dangerous having bikes in the road.
- smaller round about
- So the only difference between the two is shrubs. The more buffer/landscaping the better. I'd rather see more accommodations for bicyclists with designated bicycle lanes instead of shared lanes with vehicles.
- Sounds good!
- Street trees should be removed from the verges. These trees impose on traffic and are damaged by larger trucks moving through the area. The trees also block fire apparatus operations throughout town.
- The 55ft cross section would require more maintenance and upkeep with the addition of bushes, which I'm not confident will be regularly maintained and would cost the town more money.
- The additional screening would serve to beautify and improve safety of pedestrians. ; I like that there is ample room for street trees to grow... too often, they are planted in narrow devil strips which ultimately create problems for roots disrupting the sidewalks, drainage, roadways and utility easements.
- The idea of sending more cars through Remington and Chelsea woods is frightening. Already we have speeders that go through these neighborhoods not caring about children playing or stopping at the crosswalks. I have cars tailgating me through my own neighborhood. This will make things a million times worse.
- The less amount of land that has to be disrupted for this project, the better.
- The plan seems to be well thought out and functional. To be attractive, a commitment to maintenance of the landscaped areas should be a priority.
- There definitely needs to be screening between private property and the sidewalk. The shared bike lanes are a nightmare and very dangerous. Please consider making the 8 foot sidewalk a greenway or multi-use path with the screening.

- This is going to cause extra traffic on side streets (grigsby/stinson/Raleigh st, which is already a very congested area on weekends. Between the Hunt Center, Womble, and a neighborhood (Chelsea woods) I feel this is not a safe road to be trying to push more traffic towards these side streets as a main connecting street from AF to BL.
- This proposed project takes out a large chunk of our backyard and our surrounding neighbors' properties. We attended a meeting last year and were told, apparently incorrectly, that taking our property would not be part of the project. There is no proposal for a stoplight on Main Street, so I don't see how this project helps with the flow of traffic. A roundabout seems completely unnecessary, especially at the expense of taking our property and the property of others who have been in Holly Springs for decades. As the diagonal realignment continues down Pine Street the lines are drawn to the front doorstep of two houses. For the residents who live here, we are losing a lot more than the town is gaining from this project. Who are the people in charge of this project? I would like to know who to vote out and encourage my neighbors to do the same during the next local election.
- While I think the 55' cross-section would be nicer for property owners on the south side of the realignment because of the screening, I think the 52' cross-section is better. The 52' cross-section allows for a wider 5' verge on both sides (which I think is safer for sidewalk pedestrians) and street trees planted in the verge on both sides is more visually appealing and traffic-calming.
- Who will care for and replace landscaping? It always looks good to start and then as it dies or becomes overgrown no one wants to maintain or care for the landscaping and taxes go up.
- wide sidewalks will be great!
- Would be nice for the houses/properties to have a barrier for all the traffic/sidewalk activity
- Would prefer 8-foot sidewalk on both sides if feasible, but one side only is acceptable if cost prohibitive to do both.

Appendix B

Participants were asked to provide any other comments on the project. Below are the comments that were received. (All personal identifiers were removed to protect the privacy of the participants.)

- This proposed project takes out a large chunk of our backyard and our surrounding neighbors' properties. We attended a meeting last year at Town Hall to discuss the realignment project. During the meeting we were assured, apparently incorrectly, that taking our property would not be part of the project, especially if there are vacant lots in the proposed area. While I'm in favor of improving our community with the addition of sidewalks, pedestrian crossings, and stoplights on Main Street, I do not approve of the town's approach and dishonesty throughout the process. This is going to cause a lot more traffic, as most vehicles leaving Womble Park will use the stoplight if they need to turn left, and ultimately create a backup around the round-a-bout and down Stinson and Grigsby. The cut through will also drastically increase through traffic in the Chelsea Woods neighborhood and Womble Park. I plan to vote for new, and honest, leadership and will encourage my neighbors and friends to do the same in the upcoming local elections. If the town didn't let outside builders ravage the land and stack houses on top of each other we wouldn't be in this situation.
- Appreciate the clear communication.
- can we get rid of the stupid intersection at Avent and 55. It is stupid to have to make two turns on 55 just to keep going straight on Avent Ferry
- DO NOT include any roundabouts on this or any other project - one of the dumbest ideas ever conceived (presumably by people who do not actually drive)
- Get rid of the churches and it would open up more in the center of town. People should know by now their Sky Fairy doesn't exist. Stop wasting time and money on religion.
- Glad to see we are moving forward in improving the central district of the Town in spite of all the headwinds of the current environment.
- good luck. Buy what land you can now. you just freed up some money from 242 main st. jerks.
- great project to alleviate traffic and provide better flow thru the Town
- Holly Springs needs separate bike lanes on major roads. Bikes are increasing and it's a dangofor them and for cars with bikes in the road!
- I agree with the fact more connected sidewalks are needed closer to downtown as more commercial property is built. Currently the climate isn't conducive with pedestrian traffic. Additionally the address of the issue regarding additional traffic once the hospital is opened is appreciated.
- I do not like how this will turn a neighborhood road like Stinson into a throughway.
- I have some concerns with the new traffic light being installed at Pine and Main. When the light is red, w/ the backup of traffic on Main, it might make it difficult for residents to be able to get out from the other cross streets like Maple, or Hickory. I also would prefer on Pine at the traffic light if there were left, right and center lanes to help w/ traffic backup as I feel people going from Stinson and trying to turn left or right will have delays and maybe have to go through multiple light cycles.

- I like the idea of a round about, I hope appropriate pedestrian cross ways (preferably with LED will be placed in the area to get from Womble to downtown. Something will really need to be done about Stinson 1) when soccer season starts and cars park along the road you often can not get two big cars through at the same time and 2) the sheer quantity of speed bumps is tough on vehicles. I'm all for encouraging slow down through such a kid heavy area but there has to be a better way.
- I really like the stormwater/rain garden way of reducing road flooding.
- I support the inclusion of stormwater verges and rain along the length of the project, and the addition of a roundabout at Stinson Ave. I am also happy to see the inclusion of sidewalks on the design concept plan between the NC-55 bypass and the existing sidewalk near Cotton Ln on the northeast side of Avent Ferry Road. Can you please publish estimate AADT for design year?
- I would like to understand the impact of imminent domain to achieve this
- I'm all for more walkways, sidewalks, etc. however, if my property value will be affected in a negative way of my backyard will no longer exist, I feel that I have a right to be contacted in advance of this project's final draft to know the exact details.
- I'd like to see the specific design for the rain garden. I'm concerned that it could end up being an unkempt looking litter trap.
- If I read it correctly, this project would also add a sidewalk on Avent Ferry Road leading towards the downtown area? If so, my husband and I are very excited about this! We just bought a house on Avent Circle and frequently walk downtown to go to the gym, get a coffee, and walk our dog. When we first moved into the area, we noticed there wasn't a sidewalk in this area and we wish there was for safety while we walk to the downtown area, especially with that new development going in right behind our house with the whiskey distillery (which we're very excited about). We love the improvements happening to the area and are very glad to be Holly Springs residents!
- If I understand correctly, an additional sidewalk will be added to Avent Ferry Road leading from the realignment intersection up towards the downtown area, essentially right behind our house? If so, we are thrilled about this! We've walked several times to the downtown area to eat and hang out, and we've discussed that we hoped a sidewalk would be added to the road once the building behind us was completed. All in all, we love the project and are thrilled about all the development it brings to the area.
- If you are going to downtown you should expect traffic. I should not have to fight with down right inconsiderate drivers to get to my home where my children play and use the crosswalks.
- Important to reduce impacts to existing homes along route.
- Is the proposed ROW cutting through a house at the Burt Heirs property (W Pine/Main St)? Its not clear on the design concept map, but looks like it on the landscape plan.
- It would be cool to have this sidewalk as a greenway extending from Womble park instead of just a sidewalk.
- It would be great to get some loving on the west side of town on Avent Ferry. The neighborhoods of The Mills At Avent Ferry, Stonemont, Bridgeberry, and Lochridge still do not have a SAFE path via sidewalk/greenway to access the schools, village point, and/or downtown.
- Keep it functional and not so pretty to where it is hard to maneuver and sight lines are decreased.

- Living in the Country Ln neighborhood, this will provide much-needed pedestrian connectivity to downtown, the rec center, Womble Park, Sugg Farm, and the Bass Lake Greenway. Right now we have to drive there, despite the short distance, because walking is too dangerous without a sidewalk. Also greatly looking forward to bike-friendly connection to downtown and the areas on the east side of Main St.
- Looks nice, and should make getting around a little easier
- Looks nice, should help traffic. I like roundabouts.
- Love love love the idea of adding sidewalks all the way down Avent Ferry!
- Love the sidewalk from Ballentine to 55!
- No need for 8' sidewalk, 5' is plenty and gives you a 49 foot option which would be less disruptive to nearby homeowners
- Please ensure this renewed landscaping is respectful of the current residents and respects the history of Holly Springs as well as the future of our community. Gentrification shouldn't neglect the feedback of the residents whom it will most affect.
- Roundabout is an awesome idea!
- Roundabout ugh no!
- See above
- smaller round about
- Stinson road around speed bumps need to be redone so lower cars don't bottom out and we could do with fewer speed bumps.
- Takes me 20 minutes to go up bass lake rd to business park behind target. Would be nice if traffic designs put local resident travel over those passing through.
- Thank you for improving our town. Traffic congestion is definitely a huge issue.
- Thank you for the opportunity to voice our opinions. Fortunately both options are win-win. Sincerely, Devon Kearney
- The connection is a good idea but I think there would be a concern by local residents for increased traffic and the speed of that traffic on Stinson Avenue, especially near the Rec Center and fields.
- The Round about is way to big, and it is going to cause more congestion in the intersection during weekends. I do not see a reason for sidewalks on both side of Stinson towards the hunt center.
- The U-turns along with Main St extension, have truly limited traffic on AF Rd. I'm not sure why this is needed at all....so little traffic goes down AF Rd now. If intersection of AF Rd and 55 is changed back to a standard intersection, allowing cars to go straight across 55 again to stay on AF Rd, this makes sense. Otherwise, waste of \$\$ IMO. (other than the sidewalks - \$\$ spent on sidewalks is great!!!)
- There need to be flashing lights at ped crossings throughout HS.
- This is great as far as it goes but you neglected to address the additional traffic on Stinson Avenue which is not built for what it has now. Just try to drive down Stinson when the playing fields are in use and cars are parked along the road. You will also need a traffic light at Stinson and Bass Lake Road because this treacherous intersection will only get much much worse.
- This project and site are worthless.
- We need more sidewalks in Holly Springs.

- What I don't get, is why you're acting like downtown gets so congested when it's the other side of 55 that gets so much foot and vehicle traffic. Meanwhile, for some reason I cannot understand you add in medians and lights and forced U-turns, where they don't make sense along Avent Ferry and other areas (between Walmart and Harris Teeter and along 55) that make us have to keep revisiting the same light several times just to cross. It's frustrating, adds so much time to our trips around town and more dangerous than before. Didn't you have a teenager die about a year or so ago trying to cross 55? Why aren't things like that a priority over where greenery and sidewalks get put into less congested areas? It really is mind-boggling.
- will provide some privacy to the homes on the odd number side of the street
- Will there be convenient crosswalks, or such at the proposed Grigsby interchange for pedestrians navigating the intersection from all directions? A lot of people walk/run down Grigsby frequently and either turn left at or continue pass Stinson, and vice versa. I am concerned additional traffic and the flowing round-about, will make it difficult for pedestrians/runners to safely cross the intersection.