

Fig. B-1. Carrboro citizens discuss bicycle network gaps at the first public meeting.



Appendix Outline:

- B.0 Overview
- B.1 Project Website
- B.2 Public Workshops
- B.3 Public Opinion Form
- B.4 Public Opinion Form Results
- B.5 Public Workshop Comments
- B.6 Open-Ended Public Comments

APPENDIX B: PUBLIC INPUT

B.0 Overview

Significant public input was gathered from multiple efforts throughout the planning process, which helped shape the outcome of a majority of the recommendations in this Plan. Public input was solicited via two official public workshops, paper opinion forms, and an online interactive version of the opinion form. A project website and two newsletters were developed by the Consultant to keep Carrboro residents updated on the planning process. A Steering Committee, composed of Carrboro employees and residents, was created to guide and foster the development of this Plan. The variety and depth of public input sought to ensure that a range of citizens from all areas of Carrboro were expressed and represented.

B.1 Project Website

A project website was developed and updated throughout the planning process providing information and updates to the Steering Committee and public. The project website link was distributed whenever possible to listserves and people who attended the public workshops. Important dates for Committee meetings and public meetings were provided on the website. Other items included committee meeting minutes, a link to the online comment form, and the project newsletters.

B.2 Public Workshops

Two public workshops and a third, informational input session were conducted during the planning process, each drawing significant comment, suggestion, support and awareness for the project. Newsletters were created and distributed at each Public Workshop, to keep the public abreast of the planning process. Copies of these newsletters can be found later in this appendix.

The initial public workshop was held in April 2008 and introduced the project to the public. A series of poster boards outlined the planning process, project timeline, and announced opportunities for public input. Additionally, base maps of the Carrboro area were provided to gather input on desired bicycling routes, problem areas, areas of opportunity and existing bicycle facility identification. Approximately 65 people attended the workshop and provided input. Many citizens expressed interest in forming a Bicycle Advocacy Group following the completion of the Plan.

Although not a formal workshop, an informational table was set up at Weaver Street Market, a busy, well-traversed market area in central Carrboro to help with public outreach for the Plan. Project information, base maps, and comment forms were available to the public to provide comments. A shortened comment form was developed with the most pertinent questions to allow for easier completion by the public.

The second public workshop was held in July 2008. Preliminary network maps were presented at Town Hall and people were solicited for comments. Approximately 50 people provided input through map markups, direct conversation with client and consultant, and the shortened comment forms.

B.3 Public Opinion Form

An online comment form was created for the Carrboro Bicycle Transportation Plan. The consultant worked with the Town of Carrboro and the Steering Committee to prepare questions and tabulate the results of this survey that received 396 online and paper responses. The online survey link was available on the project website, newsletters, distributed to numerous local email listserves, and publicized at each of the public workshops. The survey contained 32 questions related to bicycling and demographics. A shortened form was developed for the final public workshop to expedite the answer time for the respondents.

A variety of respondents completed the survey including a wide range of age groups and user groups. In general, most respondents were bicyclists who supported the concept of a more bikeable community. People wanted to bike to a number of locations including greenways/trails, parks, and shopping. The leading factor that discouraged respondents from biking were gaps in bicycle facilities, heavy traffic, and narrow roads.

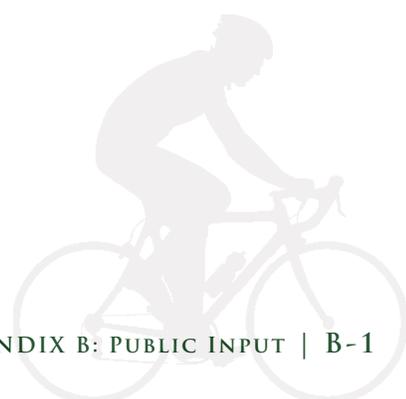




Fig. B-2, B-3. A citizen discusses how to improve facilities in Carrboro for her daughter (left), the second public workshop attendees look over proposed bicycle network maps (right).



B.3 Public Opinion Form Results
(see pages B-3 through B-17 for raw data)

Carrboro Comprehensive Bicycle Transportation Plan

1. How important to you is improving bicycling conditions in the Carrboro community? (select one)				
			Response Percent	Response Count
Very important		87.6%	312	
Somewhat important		11.2%	40	
Not important		1.1%	4	
			answered question	356
			skipped question	40

2. How do you rate present bicycling conditions in the Carrboro area? (select one)				
			Response Percent	Response Count
Excellent		13.8%	49	
Fair		75.7%	268	
Poor		10.5%	37	
			answered question	354
			skipped question	42

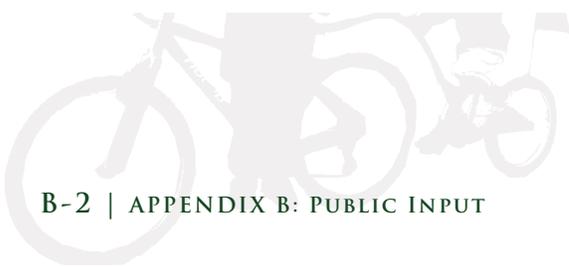
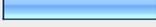
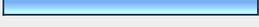
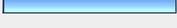
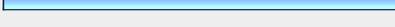
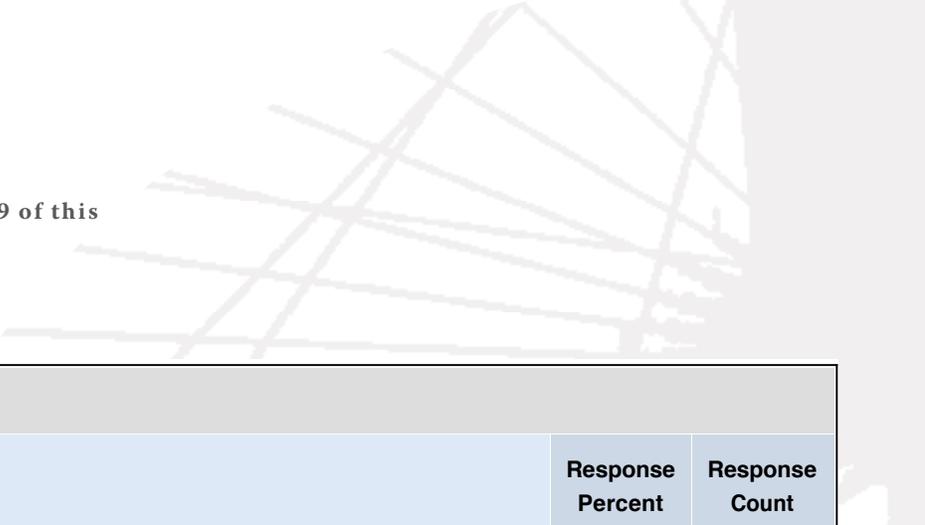


Fig. B-4, B-5. A group discusses areas of improvement on the overall maps (right); residents read educational posters on display at the second public workshop (far right).



3. What bicycling destinations would you most like to get to? (choose three)		Response Percent	Response Count
University		57.6%	227
Elementary, Middle, or High Schools		27.2%	107
Grocery stores		57.9%	228
Places of work		44.2%	174
Restaurants		40.9%	161
Public Transportation		22.8%	90
Other Shopping (retail stores)		31.0%	122
Parks		37.6%	148
Entertainment		25.4%	100
Trails and greenways		58.4%	230
I DON'T BICYCLE.		1.0%	4
Other specific location (please specify)		15.0%	59
		answered question	394
		skipped question	2

For questions 4, 5, and 6 see pages 17, 18 and 19 of this chapter.

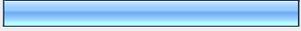


7. How long have you been bicycle riding?			Response Percent	Response Count
Do not bicycle			2.7%	8
1-2 years			6.0%	18
2-5 years			8.3%	25
5-10 years			14.0%	42
10-20 years			20.3%	61
20+ years			48.8%	147
			<i>answered question</i>	301
			<i>skipped question</i>	95

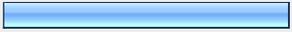
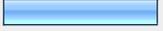
8. How frequently do you bicycle? (select one)			Response Percent	Response Count
never			6.5%	22
few times per month			25.2%	86
few times per week			31.1%	106
5+ times per week			37.2%	127
			<i>answered question</i>	341
			<i>skipped question</i>	55



9. Which statement best describes your comfort level on a bicycle.

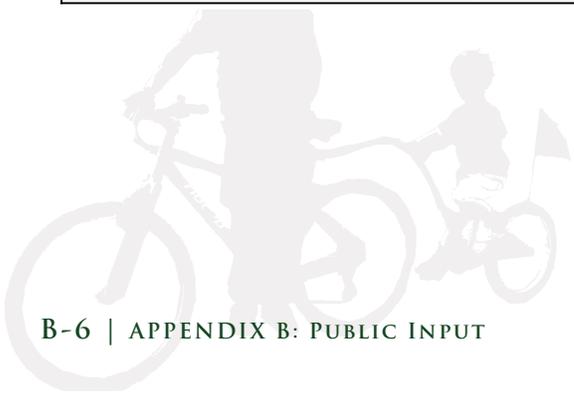
		Response Percent	Response Count
I am comfortable bicycling on the road with automobiles in all situations, including heavy traffic.		44.9%	151
I am most comfortable on off-road paths or in a clearly designated bicycle lane.		43.5%	146
I don't feel comfortable sharing any roadway with cars and prefer off-road paths or very low-traffic residential roads.		11.6%	39
		<i>answered question</i>	336
		<i>skipped question</i>	60

10. How many people are in your household?

		Response Percent	Response Count
1		14.3%	43
2		42.0%	126
3		13.7%	41
4		22.3%	67
5+		7.7%	23
		<i>answered question</i>	300
		<i>skipped question</i>	96

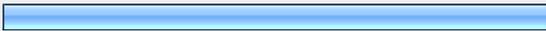
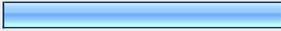
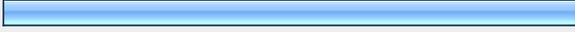
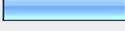
11. How many bicycles do you have in your household? (select one)				
			Response Percent	Response Count
0			1.3%	4
1			12.7%	38
2			24.7%	74
3			17.0%	51
4			14.3%	43
5+			30.0%	90
			<i>answered question</i>	300
			<i>skipped question</i>	96

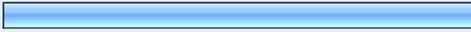
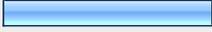
12. How many automobiles are at your household?				
			Response Percent	Response Count
0			3.7%	11
1			30.0%	90
2			52.0%	156
3			11.0%	33
4			3.0%	9
5+			0.3%	1
			<i>answered question</i>	300
			<i>skipped question</i>	96



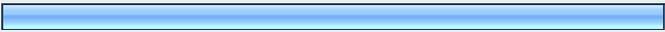
13. Which terms most describe your current level of bicycling activity? (choose all that apply)			
		Response Percent	Response Count
Do not bicycle		5.1%	15
Bicycle occasionally for short, utilitarian trips (1-5 times per month)		25.0%	74
Bicycle regularly for short, utilitarian trips (1-5 times per week)		35.5%	105
Bicycle occasionally on-road for fitness or recreation (1-5 times per month)		35.8%	106
Bicycle regularly on-road for fitness or recreation (1-5 times per week)		33.4%	99
Occasionally commute by bicycle (3-5 days a week)		18.9%	56
Regularly commute by bicycle (3-5 days a week)		32.8%	97
Occasionally mountain bicycle (1-2 times per month)		14.5%	43
Regularly mountain bicycle (1-2 times per week)		7.8%	23
		answered question	296
		skipped question	100

14. Should public funds be used to improve bicycle transportation options? (yes/no)			
		Response Percent	Response Count
Yes		98.4%	314
No		1.6%	5
		answered question	319
		skipped question	77

15. Which types of funds should be used to improve bicycle transportation options? (please check all that apply)				
			Response Percent	Response Count
Existing local taxes		80.6%	237	
New local taxes		41.2%	121	
State and federal grants		85.0%	250	
NCDOT maintenance funds		91.8%	270	
Other (please specify)		18.0%	53	
			<i>answered question</i>	294
			<i>skipped question</i>	102

16. Is there a bicycle path, greenway trail, or bicycle lane within a half mile of your home? (yes/no)				
			Response Percent	Response Count
Yes		69.2%	207	
No		30.8%	92	
			<i>answered question</i>	299
			<i>skipped question</i>	97

17. Do you ride on the bicycle path, greenway trail, or bicycle lane near your home? (yes/no)				
			Response Percent	Response Count
Yes		92.2%	189	
No		7.8%	16	
			<i>answered question</i>	205
			<i>skipped question</i>	191

18. If there was a bicycle path, greenway trail, or bicycle lane within a half mile of your home, would you ride on it? (yes/no)					
				Response Percent	Response Count
Yes				97.9%	282
No				2.1%	6
				answered question	288
				skipped question	108

19. Which of the following factors prevent you from bicycling or from bicycling more often? (rank order Top 3, with 1 being the worst circumstance)					
	1	2	3	Rating Average	Response Count
Lack of bicycle facilities (such as bike lanes, wide travel lanes, paved shoulders, greenway trails, etc.)	62.5% (125)	15.5% (31)	22.0% (44)	1.60	200
Gaps in bicycle facilities	23.2% (23)	55.6% (55)	21.2% (21)	1.98	99
Narrow roads	28.7% (35)	45.9% (56)	25.4% (31)	1.97	122
Other travel modes are safer or more comfortable	30.0% (12)	30.0% (12)	40.0% (16)	2.10	40
Pavement quality	6.3% (1)	25.0% (4)	68.8% (11)	2.63	16
Crossing busy roads	13.8% (8)	48.3% (28)	37.9% (22)	2.24	58
Hills	27.3% (6)	36.4% (8)	36.4% (8)	2.09	22
Loose gravel/debris	22.2% (4)	33.3% (6)	44.4% (8)	2.22	18
Yard waste in bicycle lane	23.1% (3)	53.8% (7)	23.1% (3)	2.00	13
Drainage grates	12.5% (1)	0.0% (0)	87.5% (7)	2.75	8
Poor lighting (along routes/trails or at roadway crossings)	35.7% (5)	57.1% (8)	7.1% (1)	1.71	14
Personal safety (from crime)	22.2% (2)	33.3% (3)	44.4% (4)	2.22	9
Physical ability	30.0% (3)	50.0% (5)	20.0% (2)	1.90	10
Travel time and/or distance	37.7% (26)	30.4% (21)	31.9% (22)	1.94	69
Heavy traffic	22.2% (20)	35.6% (32)	42.2% (38)	2.20	90

20. Which of the following changes would encourage you to bike more often? (rank order Top 3, with 1 being the highest priority)					
	1	2	3	Rating Average	Response Count
More programs and events for new cyclists	6.3% (2)	21.9% (7)	71.9% (23)	2.66	32
Better education on bicycle safety	14.3% (4)	39.3% (11)	46.4% (13)	2.32	28
More bike parking (such as bike racks or lockers at schools, parks, shopping areas, offices, etc.)	11.9% (13)	47.7% (52)	40.4% (44)	2.28	109
More bike racks on buses	18.6% (8)	51.2% (22)	30.2% (13)	2.12	43
More bicycle facilities (such as bike lanes, wide travel lanes, paved shoulders, greenway trails, etc.)	80.3% (224)	14.3% (40)	5.4% (15)	1.25	279
Increased enforcement of laws applying to motorists	26.8% (41)	47.1% (72)	26.1% (40)	1.99	153
Increased enforcement of laws applying to bicyclists	8.9% (4)	31.1% (14)	60.0% (27)	2.51	45
Greater availability of showers/changing facilities	19.7% (12)	50.8% (31)	29.5% (18)	2.10	61
A foldable map of bicycle routes	10.3% (9)	40.2% (35)	49.4% (43)	2.39	87
OTHER	16.7% (6)	30.6% (11)	52.8% (19)	2.36	36
NOTHING	46.2% (6)	15.4% (2)	38.5% (5)	1.92	13
	<i>answered question</i>				331
	<i>skipped question</i>				65

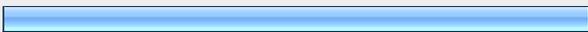
21. Please rate the importance of each of the following transportation improvements in the Carrboro area. (rank in order, with 1 being the highest priority)

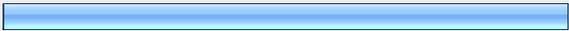
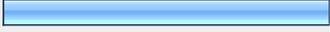
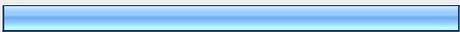
	#1	#2	#3	4	Rating Average	Response Count
Automobile/roadway improvements	16.2% (41)	7.5% (19)	16.2% (41)	60.1% (152)	3.20	253
Bicycle improvements	49.8% (140)	33.5% (94)	13.9% (39)	2.8% (8)	1.70	281
Pedestrian improvements	12.6% (34)	42.4% (114)	36.4% (98)	8.6% (23)	2.41	269
Public Transportation improvements	27.9% (74)	21.1% (56)	37.0% (98)	14.0% (37)	2.37	265
	<i>answered question</i>					289
	<i>skipped question</i>					107

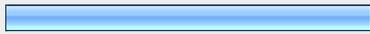
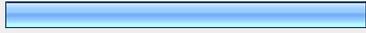
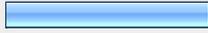
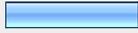
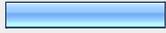
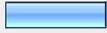
22. How often do you take your bike on a Chapel Hill Transit bus?

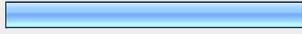
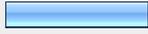
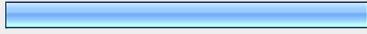
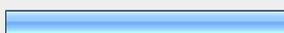
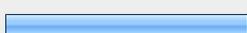
		Response Percent	Response Count
Never		66.8%	195
A few times per year		21.6%	63
A few times per month		7.9%	23
A few times per week		3.4%	10
Five or more times per week		0.3%	1
	<i>answered question</i>		292
	<i>skipped question</i>		104



23. How often do you take your bike on a Triangle Transit Authority (TTA) bus?			Response Percent	Response Count
Never		86.6%	253	
A few times per year		8.9%	26	
A few times per month		2.4%	7	
A few times per week		0.7%	2	
Five or more times per week		1.4%	4	
			answered question	292
			skipped question	104

24. Which aspect of biking is most appealing to you? (choose three)			Response Percent	Response Count
Increased health and fitness		83.6%	244	
Money saved on fuel		38.7%	113	
More time outdoors		47.9%	140	
Faster commute		12.3%	36	
Easier to find convenient parking		25.0%	73	
Fewer traffic jams		9.2%	27	
Reducing the amount of time spent in a car		28.4%	83	
Less negative impact on the environment/preserving the environment		67.5%	197	
I DO NOT BICYCLE.		1.4%	4	
Other (please specify)		6.8%	20	
			answered question	292
			skipped question	104

25. How do you feel drivers in your area typically behave around bicyclists? (Please check all that apply)			
		Response Percent	Response Count
Courteous, yield, and give bicyclists space		53.9%	178
Drive too fast		50.6%	167
Pass bicyclists too closely		53.0%	175
Tolerate bicyclists not following rules of the road		29.7%	98
Harass bicyclists		19.4%	64
Fail to yield to bicyclists crossing a street		23.3%	77
Other (please specify)		14.5%	48
answered question			330
skipped question			66

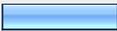
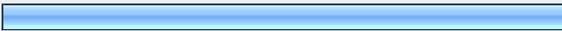
26. How do you feel bicyclists in your area typically behave? (Please check all that apply)			
		Response Percent	Response Count
Courteous, obeying all traffic laws		43.8%	139
Cycle in the roadway the opposing direction as vehicles		20.8%	66
Fail to comply with traffic laws		53.3%	169
Ride too slowly		2.5%	8
Are young and/or inexperienced		9.1%	29
Multiple cyclists ride abreast in the same travel lane		41.0%	130
Behave rudely		7.9%	25
Don't signal turns or stops		42.3%	134
Ride on sidewalks		41.3%	131
Ride at night without lights		35.6%	113



28. What is your gender?			
		Response Percent	Response Count
Male		48.5%	159
Female		51.5%	169
		answered question	328
		skipped question	68

29. What is your age?			
		Response Percent	Response Count
0-9		0.0%	0
10-19		0.9%	3
20-29		20.9%	69
30-39		29.7%	98
40-49		23.9%	79
50-59		17.9%	59
60 and older		6.7%	22
		answered question	330
		skipped question	66



30. Are you a student? (yes/no)			
		Response Percent	Response Count
Yes		16.7%	55
No		83.3%	274
<i>answered question</i>			329
<i>skipped question</i>			67

31. Where do you live? (select one)			
		Response Percent	Response Count
Carrboro		69.2%	227
Chapel Hill		18.9%	62
Orange County, outside Carrboro Town limits		8.5%	28
Hillsborough		1.2%	4
Durham		2.1%	7
		Other (please specify)	12
<i>answered question</i>			328
<i>skipped question</i>			68

32. Have you visited a community that you feel has an exemplary bicycle transportation system? Which community was it? Please explain your experience and what aspects of the community would transfer well to improving conditions in Carrboro.		
		Response Count
		157
<i>answered question</i>		157
<i>skipped question</i>		239

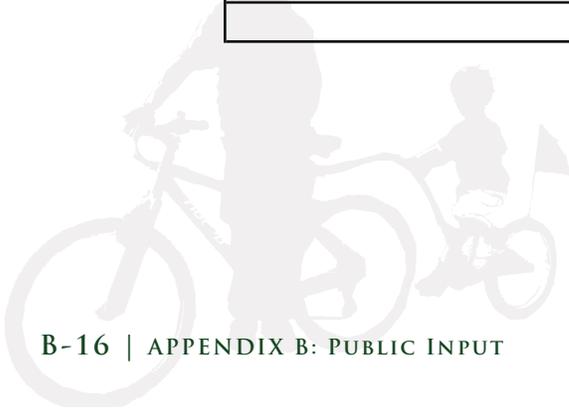
B.3 Public Opinion Form Results, cont'd.

A number of comment form questions were open ended and included space for full responses. The tables on pages B-16 through B-20 were generated from answers to Question #4 and 5 and show intersections and corridors in Carrboro that posed a concern to residents. Question #27 on page B-20 presents a summary of respon-

dents' zip codes. Open-ended questions #6 and #32 are presented in Section B.6 at the end of the appendix.

4. What do you think are the top three roadway intersections (in Carrboro Town limits) most needing bicycling improvements? (Example response: Smith Street & 1st Avenue)

Intersection	Citations
Estes Dr. & Greensboro St.	98
Estes Dr. & Hillcrest Ave.	2
Eubanks Rd. & Rogers Rd.	2
Greensboro St. & Carr St.	2
Greensboro St. & Harris Teeter	3
Greensboro St. & Hillsborough St.	2
Greensboro St. & Main St.	55
Greensboro St. & Roberson St.	11
Greensboro St. & Weaver St.	92
Highway 54 & Jones Ferry Rd.	28
Highway 54 & Smith Level Rd.	24
Homestead Rd. & Old NC 86	11
Homestead Rd. & Rogers Rd.	3
Main St. & Franklin St./Merritt Mill Rd.	5
Main St. & Hillsborough St	4
Main St. & Jones Ferry Rd.	6
Main St. & Lloyd St.	3
Main St. & Poplar Ave.	3
Old Fayetteville Rd. & Jones Ferry Rd.	7
Rosemary St. & Main St.	26
Smith Level Rd. & 15-501	4
Smith Level Rd. & Culbreth Rd.	3
Weaver St. & E. Main St.	67
Weaver St. & W. Main St.	17
(Table continued on following page)	



4. (cont'd) What do you think are the top three roadway intersections (in Carrboro Town limits) most needing bicycling improvements? (Example response: Smith Street & 1st Avenue)

Intersection	Citations
(Continued from previous page)	
Estes Dr. & railroad tracks	1
Eubanks Rd. & Old NC 86	2
Greensboro St. & "backstreet" that leads to the bike lane	1
Greensboro St. & Morningside Dr.	1
Greensboro St. & Oak St.	1
Greensboro St. & Old Fayetteville Rd.	1
Greensboro St. & Open Eye Cafe	2
Greensboro St. & Poplar Ave.	2
Highway 54 & Anderson Park	1
Highway 54 & Carrboro Plaza	1
Hillsborough St. & Cates Farm Rd.	1
Homestead Rd. & Claremont Greenway	1
Homestead Rd. & Rogers Rd.	1
Main St. & Fidelity St.	2
Main St. & High St.	1
Merritt Mill Rd. & Cotton Bike Path	1
Rogers Rd. & Meadow Run Ct.	1
Rogers Rd. & Tallyho Trl.	1
Smith Level Rd. & Rock Haven Rd.	2
(Table continued on following page)	



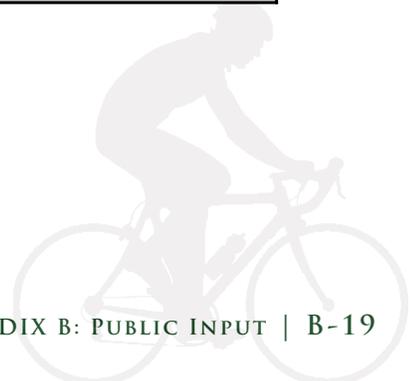
4(a). What do you think are the top three roadway intersections (outside Carrboro Town limits) most needing bicycling improvements? (Example response: Cameron Ave. and Merritt Mill Rd.)

Intersection	Citations
(Continued from previous page)	
Cameron Ave. & Merritt Mill Rd. (Chapel Hill)	7
Dairyland Rd. & Union Grove Church Rd. (Orange County)	1
Estes Dr. & Franklin St. (Chapel Hill)	3
Estes Dr. & MLK Blvd. (Chapel Hill)	1
Estes Dr. & Sewell School Rd. (Chapel Hill)	3
Franklin St. & Columbia St. (Chapel Hill)	3
High School Rd. & Sewell School Rd. (Chapel Hill)	1
Homestead Rd. & High School Rd. (Chapel Hill)	3
Homestead Rd. & MLK Blvd. (Chapel Hill)	1
Homestead Rd. & Sewell School Rd. (Chapel Hill)	2
Rosemary St. & Columbia St. (Chapel Hill)	1
Smith Level Rd. & Dogwood Acres Dr. (Chapel Hill)	1
Smith Level Rd. & Graham Elementary School (Chapel Hill)	1



5. What do you think are the top three roadway corridors (in Carrboro Town limits) most needing bicycling improvements? (Example response: Road Corridor #1: Eubanks, Starting At: Old 86, Ending At: Rogers)

Corridor	Citations
Carrboro High School	1
Culbreth Rd.	2
Estes Dr.	163
Eubanks Rd.	5
Old Fayetteville Rd.	8
Fox Meadow and Lake Hogan Farms subdivisions	1
Greensboro St.	101
High St.	1
Highway 54	12
Old Hillsborough Rd.	4
Homestead Rd.	42
Jones Ferry Rd.	15
Libba Cotton Bikeway	1
Main St.	51
Merrit Mill Rd.	2
Old Fayetteville Rd.	20
Old Hillsborough Rd.	1
Old NC 86	53
Poplar Ave.	1
Rock Haven Rd.	1
Rogers Rd.	8
Seawell School Rd.	14
Smith Level Rd.	52
Tallyho Trl.	1
Weaver St.	1



5(a). What do you think are the top three roadway corridors (outside Carrboro Town limits) most needing bicycling improvements? (Example response: Road Corridor #1: Franklin St., Starting At: Cameron Blvd., Ending At: Main St.)

Corridor	Citations
15-501 (Chapel Hill)	1
Cobble Ridge Dr. (Chapel Hill)	1
Dairyland Rd. (Orange County)	3
Dogwood Acres Rd. (Chapel Hill)	1
Franklin St. (Chapel Hill)	3
MLK Blvd. (Chapel Hill)	2
Rosemary St. (Chapel Hill)	1
Umstead Rd. (Chapel Hill)	47
Weaver Dairy Rd. (Chapel Hill)	1

27. What is your zip code?

Zip Code	Respondents
27510	157
27516	127
27514	13
27517	11
Other	16



B.4 Public Workshop Comments

Public Meeting 1

The following lists of comments were taken directly from the handwritten comments on the Public Comment Maps from the first public meeting, which was held in April 2008.

NOTE: To prevent censorship, all comments were taken directly from the hard copy forms. Therefore, typographical and grammatical errors occurring within public comments were not edited.

Location	Comment
Outer Carrboro	Construct bike facilities from on Old 86 from Homestead to Hickory Forest
Outer Carrboro	Bike facilities needed on Dairyland from Old 86 to Union Grove Church
Outer Carrboro	Bike lanes needed on Old 86 from Farmhouse Rd to Dairyland Rd
Outer Carrboro	Bike lanes needed on Old 86 from Farmhouse Rd to Dairyland Rd
Outer Carrboro	Bike lanes needed on Old 86 from Farmhouse Rd to Dairyland Rd
Outer Carrboro	Bike lanes needed on Old 86 from Farmhouse Rd to Dairyland Rd
Outer Carrboro	Bike lanes needed on Old 86 from Farmhouse Rd to Dairyland Rd
Outer Carrboro	Bike lanes needed on Homestead from Lake Hogan Farm Rd to Stratford Rd
Outer Carrboro	Connect future Elementary on Eubanks Rd to neighborhoods south via sewer corridor
Outer Carrboro	Connect future Elementary on Eubanks Rd to neighborhoods south via sewer corridor
Outer Carrboro	Connect future Elementary on Eubanks Rd to neighborhoods south via sewer corridor
Outer Carrboro	Connect Lake Hogan Farms to Brace Rd via greenway
Outer Carrboro	Connect Reynard to Claymoor via greenway trail through UNC property
Outer Carrboro	Connect Hogan Farms to Winmore

Location	Comment
Outer Carrboro	Connect Winmore to Pathway Dr along Bolin Creek
Citywide	Important to protect Bolin Creek
Outer Carrboro	Keep it natural (Carolina North Forest)
Outer Carrboro	Need for greenway bridge over Bolin Creek near Tripp Farm Rd
Outer Carrboro	Ensure bicycle connectivity to Carolina North
Outer Carrboro	Improve bike facilities for increased traffic on Estes Dr in future
Citywide	Greenways are safety issue too
Outer Carrboro	Provide connection along Strowd Rd from Anderson Park to McDougle
Outer Carrboro	Old 86 is the main cyclist route out of town
Outer Carrboro	Fill gaps between existing bike facilities on Old Fayetteville
Outer Carrboro	Improve access between Quail Roost Rd and McDougle
Central Carrboro	Erosion is an issue/ improved management practices in Adams Track
Citywide	More bike parking needed
Citywide	Improve bike connections to Chapel Hill, specifically Franklin, Airport, and Estes
Citywide	Davis, CA excellent model for Carrboro
Citywide	Madison, WI a good model
Outer Carrboro	Bike facilities needed on Estes Dr toward Chapel Hill
Outer Carrboro	Improve lighting on Estes Dr



Location	Comment
Central Carrboro	Enforcement of auto speed in downtown proper
Citywide	Make bike triggers more accessible at lights
Citywide	Provide facilities separate from main roadways
Central Carrboro	Improve triangle from cradle, weaver st, and open eye
Citywide	Davis, CA very similar town to Carrboro
Outer Carrboro	Fix Estes Dr
Citywide	Greenways don't connect to downtown- have to drive to get there
Outer Carrboro	Need bridge over Morgan Cr between Rosewalk and BPW Club Rd
Outer Carrboro	Bike facilities need on Smith Level Rd from 54 to 15/501
Outer Carrboro	Bike facilities need on Smith Level Rd from 54 to 15/501
Outer Carrboro	Bike facilities need on Smith Level Rd from 54 to 15/501
Outer Carrboro	Fill gaps between Poplar and 54 on Old Fayetteville Rd
Outer Carrboro	Culbreth Rd is a state bicycle route
Outer Carrboro	Connect future Morgan Creek greenway to both sides of Smith Level Rd
Outer Carrboro	Construct bike facilities on Seawell School Rd
Outer Carrboro	Construct bike facilities on Seawell School Rd
Outer Carrboro	Construct bike facilities on Seawell School Rd

Location	Comment
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct consistent bike facility on Estes from Greensboro to Town Limits
Outer Carrboro	Construct a greenway from Wilson Park to Estes along sewer corridor
Central Carrboro	Fix potholes on Main St
Central Carrboro	Bike facilities needed on Old Pittsboro Rd
Central Carrboro	Improve bike facilities in Downtown area
Central Carrboro	Improve bike facilities in Downtown area
Central Carrboro	Improve bike facilities in Downtown area
Central Carrboro	Improve bike facilities in Downtown area
Central Carrboro	Improve bike facilities in Downtown area
Central Carrboro	Extend bike lanes on Jones Ferry from Alabama to Old Fayetteville
Outer Carrboro	Need bike shoulders on Dairyland Rd from Old 86 to Union Grove
Outer Carrboro	Need wide shoulders on Old 86 from Hillsborough to Dairyland



Location	Comment
Outer Carrboro	Need wide shoulders on Old 86 from Hillsborough to Dairyland
Outer Carrboro	Need wide shoulders on Old 86 from Hillsborough to Dairyland
Outer Carrboro	Need wide shoulders on Old 86 from Hillsborough to Dairyland
Outer Carrboro	Need wide shoulders on Old 86 from Hillsborough to Dairyland
Outer Carrboro	Construct bike lanes on Smith Level Rd from Highway 54 to Carrboro High School
Outer Carrboro	Construct bike lanes on Smith Level Rd from Highway 54 to Carrboro High School
Outer Carrboro	Construct bike lanes on Smith Level Rd from Highway 54 to Carrboro High School
Outer Carrboro	Construct greenway loop trail around University Lake
Outer Carrboro	Construct bike lanes on Jones Ferry Rd from Davie to Old Greensboro
Outer Carrboro	Construct bike lanes on Jones Ferry Rd from Davie to Old Greensboro
Outer Carrboro	Construct bike lanes on Jones Ferry Rd from Davie to Old Greensboro
Outer Carrboro	Construct Morgan Creek greenway from Smith Level Rd to University Lake
Outer Carrboro	Connect Morgan Creek greenway to Carrboro High School
Outer Carrboro	Connect Morgan Cr greenway to Rosewalk Neighborhood

Location	Comment
Outer Carrboro	Improve Hwy 54 crossing at Jones Ferry
Outer Carrboro	Improve Hwy 54 crossing at Jones Ferry
Outer Carrboro	Improve Hwy 54 crossing at Smith Level
Outer Carrboro	Improve Hwy 54 crossing at Smith Level
Outer Carrboro	Improve Hwy 54 crossing at Smith Level
Outer Carrboro	Install bike signage on Hwy 54 alerting drivers to cyclists
Citywide	Educate drivers that cyclists are vehicles
Citywide	Educate cyclists
Citywide	Improve safety on greenway trails- lighting and security
Citywide	Clean bike lanes regularly
Citywide	Cars expect bikes everywhere in Carrboro
Citywide	Provide gateway signage to Carrboro- "slow down"
Outer Carrboro	Construct bike facilities on both sides of Old Fayetteville Rd
Outer Carrboro	Connect Anderson Park to McDougale via Stroud
Outer Carrboro	Construct bike facilities on Old 86 between 54 and McDougale Middle School
Outer Carrboro	Fill gaps on Old Fayetteville between 54 and Poplar
Outer Carrboro	Fill gaps on Old Fayetteville between 54 and Poplar
Outer Carrboro	Improve bike access to Carrboro Plaza
Central Carrboro	Bike lanes and traffic calming needed on Davie Rd from Jones Ferry to Main St
Central Carrboro	Bike facilities needed on Carol



Location	Comment
Central Carrboro	Bike facility needed on James St
Central Carrboro	Bike facility needed on Lorraine
Central Carrboro	Connect Tripp Farm to Hillsborough via greenway in MLK park
Central Carrboro	Pave greenway connection from Hannah St to Bolin Creek greenway
Central Carrboro	Connect Wislon Park to Estes via paved greenway along sewer corridor
Central Carrboro	Provide trail connection between Phipps and Bel Arbor
Central Carrboro	Bike lanes needed on Estes Dr from N. Greensboro to train tracks
Central Carrboro	Bike lanes needed on Estes Dr from N. Greensboro to train tracks
Central Carrboro	Construct paved greenway along Bolin Creek sewer corridor
Citywide	Signage: Carrboro is full of bikes
Central Carrboro	Improve S Greensboro between 54 and Main St
Central Carrboro	Improve S Greensboro between 54 and Main St
Central Carrboro	Improve S Greensboro between 54 and Main St
Central Carrboro	Improve S Greensboro between 54 and Main St
Central Carrboro	Construct bike facilities on N Greensboro between Main and Poplar
Central Carrboro	Construct bike facilities on N Greensboro between Main and Poplar
Central Carrboro	Construct bike facilities on N Greensboro between Main and Poplar

Location	Comment
Central Carrboro	Construct bike facilities on N Greensboro between Main and Poplar
Central Carrboro	Construct bike facilities on Main St between Jones Ferry and Poplar
Central Carrboro	Construct bike facilities on Main St between Jones Ferry and Poplar
Central Carrboro	Construct bike facilities on Main St between Jones Ferry and Poplar
Central Carrboro	Improve greenway connection between S Greensboro and Purple Leaf
Central Carrboro	Connect Sweet Bay Greenway to Libba Cotton greenway
Central Carrboro	Close Weaver St on Sundays as bicycle/ pedestrian mall
Central Carrboro	Improve intersections: Main and Greensboro, Greensboro and Weaver, Jones Ferry and Davie, Estes and N. Greensboro, Greensboro and Roberson
Central Carrboro	Make connection between Jones Ferry and 54 (and Walden) on Barnes
Central Carrboro	Connect West Brook to Jones Ferry through Carolina Apts.
Outer Carrboro	Construct Bike facilities on Old 86 between Dairyland and Farmhouse
Outer Carrboro	Construct bike facilities on Old 86 between 54 and McDougle Middle School
Outer Carrboro	Construct bike facilities on Old 86 between 54 and McDougle Middle School
Outer Carrboro	Fill gaps on Old Fayetteville between 54 and Poplar



Location	Comment
Outer Carrboro	Fill gaps on Old Fayetteville between 54 and Poplar
Outer Carrboro	Connect Anderson Park to McDougle via Strowd
Outer Carrboro	Construct bike facilities on Carol
Outer Carrboro	Construct bike facilities on James
Central Carrboro	Connect Wislon Park to Estes via paved greenway along sewer corridor
Central Carrboro	Construct bike lanes on Estes from Train tracks to N. Greensboro
Central Carrboro	Construct bike lanes on Estes from Train tracks to N. Greensboro
Central Carrboro	Intersection improvements needed on: Main and NC 54, Main and Poplar, Main and Weaver, Greensboro and Carr, Merrit Mill and Cameron (*3), Estes and Estes Park Apt Rd
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Intersection improvement needed at Roberson, Main , and Weaver
Central Carrboro	Make Old Pittsboro one way, with half being a bike route

Location	Comment
Central Carrboro	Bike facilities need on Main St from Merrit Mill to Weaver St
Central Carrboro	Bike facilities need on Main St from Merrit Mill to Weaver St
Central Carrboro	Bike facilities need on Main St from Merrit Mill to Weaver St
Central Carrboro	Bike facilities need on Main St from Merrit Mill to Weaver St
Central Carrboro	Bike facilities needed on Main St from Roberson to Greensboro
Central Carrboro	Bike facilities needed on Greensboro from Roberson to Main St
Central Carrboro	Bike facilities needed on Greensboro from Roberson to Main St
Central Carrboro	Bike facilities needed on Weaver St from Roberson to N. Greensboro
Central Carrboro	Bike facilities needed on Weaver St from Roberson to N. Greensboro
Central Carrboro	Bike facilities needed on N. Greensboro from Poplar to Main St
Central Carrboro	Bike facilities needed on N. Greensboro from Poplar to Main St
Central Carrboro	Bike facilities needed on Main St from Poplar to Jones Ferry
Central Carrboro	Close Weaver St to automobiles from Roberson to Greensboro
Central Carrboro	Construct bike path behind Harris Teeter
Citywide	Increase bike/bus interface with respect to parking and carrying capacity
Citywide	Educate motorists
Citywide	Educate motorists



Location	Comment
Citywide	Educate cyclists
Citywide	Look at Swedish bicycle facilities
Central Carrboro	Move the 30 MPH sign on N Greensboro after the pedestrian crosswalk (going North)- this will make bike turning on Shelton St easier
Central Carrboro	Construct bike to bus transit stop at the corner of Weaver and N. Greensboro

Public Meeting 2

The following lists of comments were taken directly from the handwritten comments on the Public Comment Maps from the first public meeting, which was held in July 2008.

NOTE: To prevent censorship, all comments were taken directly from the hard copy forms. Therefore, typographical and grammatical errors occurring within public comments were not edited.

Location	Comment
Central Carrboro	Estes and N. Greensboro intersection not safe
Central Carrboro	Estes and N. Greensboro is a tough intersection/route
Central Carrboro	Estes from N. Greensboro to Hillcrest is extremely dangerous
Central Carrboro	Provide sharrows on Cheek St
Central Carrboro	Need a safe connection between Carrboro Elementary and Wilson Park
Central Carrboro	Need a safe connection between Pine St and Thomas
Central Carrboro	Bike facilities on Pleasant could act as an Estes Bypass
Central Carrboro	Bike box needed on Roberson to make left turn onto Main/Weaver safe
Central Carrboro	Bike boxes needed at intersection of Greensboro and Main
Central Carrboro	Prioritize intersection at Old Fayetteville and Jones Ferry- make safer using signals, crossings
Citywide	Prioritize intersections in general- make safer using signals, crossings
Central Carrboro	Have Morgan Creek Greenway travel on south side of oxbow bend to provide better access to soccer field
Citywide	Bicycle/paid facilities through use
Citywide	Install "Water for Cyclists" signs
Outer Carrboro	Install greenway/multi-use path from Eubanks to Albert
Citywide	Increase bike enforcement

Location	Comment
Citywide	Increase bike enforcement- bike lanes are dangerous for strollers
Citywide	More east/west connectors
Outer Carrboro	Connect Brace St to proposed greenway via small "stub"
Outer Carrboro	Brace connection needs bridge cleared from Fox Meadow to LHF
Outer Carrboro	Easement ends at Brace St?
Outer Carrboro	Connect development NE of Lake Hogan to proposed greenway from both sides
Outer Carrboro	Proposed greenway that crosses Homestead should be installed on south side of creek
Outer Carrboro	Connect Bolin Creek greenway to Seawell Elementary via greenway on power line road through Carolina North Forest
Outer Carrboro	Provide connection between Seawell Elementary and proposed greenway via link just above Carolina North border
Outer Carrboro	Bridge needed at northern terminus of greenway section connecting Bolin Creek greenway to Tripp Farm Rd- UNC bidding bridge
Outer Carrboro	Connect potential power line greenway in Carolina North Forest to Carolina North development via bikeway
Outer Carrboro	Southern portion of residential runway to be dedicated bikeway- look into LA's Plans
Outer Carrboro	Connect potential Carolina North link to southern end of Seawell School Rd via trails on either side of RR tracks

Location	Comment
Outer Carrboro	Proposed greenway linking Pathway to Seawell School Rd might not be feasible due to private property issues
Outer Carrboro	Perennial streams exist along eastern side of rr tracks
Central Carrboro	Longer crossings at Estes & Greensboro- 20 seconds minimum
Central Carrboro	Longer crossings Main St intersections- 20 seconds minimum
Central Carrboro	Proposed bike lanes on Estes leading to N greensboro are a good idea
Central Carrboro	Main @ Weaver St Market- trim trees, provide overhead clearance for access
Central Carrboro	Weaver St needs maintenance, cleaning, widening
Central Carrboro	Weaver St needs maintenance, cleaning, widening
Central Carrboro	Weaver St needs maintenance, cleaning, widening
Central Carrboro	PTA Thrift Shop- BAD curb cut
Citywide	Need improvements for people with disabilities
Central Carrboro	General improvements needed along S. Greensboro/ Smith Level
Citywide	More programs/routine presentations needed- for helmet fittings, maintenance,etc.
Outer Carrboro	Provide greenway connecting Carrboro High School to Brandywine St

B.6 Open-Ended Public Comments

(Taken from Question #6 on the Public Comment Form)

NOTE: To prevent censorship, all comments were taken directly from the comment form. Therefore, typographical and grammatical errors occurring within public comments were not edited for this section.

What other bicycle related improvements do you consider priorities?

More paved bicycle paths through the woods and away from cars.

More dedicated bike paths that would be suitable for children. Even bike lanes on major roads are often not suitable for children to ride. Still too much traffic.

RR crossings hazardous for bikes Bike lanes and trails end abruptly Driver education

“I personally live in Chapel Hill and find Carrboro’s plans wonderful, but where is Chapel Hill on this issue? Absent? Everyone in Chapel Hill should be able to freely bike on designated bike lanes/trails to UNC the largest employer in the area from their homes in town. I thought I had moved to an ecoconscious area? Biking to stores, restaurants, etc would also be wonderful. Thank you.”

Improve parking situation--especially as scooter demand increases. One scooter can hog a lot of bike rack space.

Connections to greenways and to Chapel Hill - and easy way to get across town
 “road shoulder conditions. If these are riddled with potholes or debris, then cyclists can’t use them”



**B.6 Open-Ended Public Comments
(Taken from Question #6 on the Public Comment Form)**

NOTE: To prevent censorship, all comments were taken directly from the input forms. Therefore, typographical and grammatical errors occurring within public comments were not edited.

What other bicycle related improvements do you consider priorities?

More paved bicycle paths through the woods and away from cars.

More dedicated bike paths that would be suitable for children. Even bike lanes on major roads are often not suitable for children to ride. Still too much traffic.

RR crossings hazardous for bikes Bike lanes and trails end abruptly Driver education

“I personally live in Chapel Hill and find Carrboro’s plans wonderful, but where is Chapel Hill on this issue? Absent? Everyone in Chapel Hill should be able to freely bike on designated bike lanes/trails to UNC the largest employer in the area from their homes in town. I thought I had moved to an ecoconscious area? Biking to stores, restaurants, etc would also be wonderful. Thank you.”

Improve parking situation--especially as scooter demand increases. One scooter can hog a lot of bike rack space.

Connections to greenways and to Chapel Hill - and easy way to get across town

“road shoulder conditions. If these are riddled with potholes or debris, then cyclists can’t use them”

“The worst biking stretch in town is the corridor in front of KFC/Milltown/Cat’s Cradle, in both directions. It would greatly help if there were some sort of bike path

from N. Greensboro (near Southern States?) around Carr Mill and connecting to Lloyd Street/Broad Street or Sunset. If you are coming from N. Greensboro but going to , it doesn’t make sense to deal with the Carr Mill/Weaver/Main traffic and go through multiple lights and turns to get to the bike path, only to have to deal with more lights and left turns to get back over to Rosemary. I would love to stay completely North of Main Street at all times. Lots of people ride on the sidewalk here (often in the wrong direction), just to dodge traffic. Clearly this is a hazard to pedestrians and Milltown/KFC customers, etc. Weaver Street in from of the WSM lawn is too narrow and bikes have to hop on the sidewalk when cars are backed up. This really ought to be a one-way road (towards Town Hall)... or the parking in front of Spotted Dog should be removed in lieu of two one-way bike lanes. Estes Drive is great on the Chapel Hill side, but the part in Carrboro near N. Greensboro is really scary, with no shoulder.”

“Many cyclists travel into the country using Jones Ferry Road. I commute by bicycle on this road too. If there is anything that can be done to improve the extentions like this, it would really be helpful. Carrboro is generally very good but my trip on Jones Ferry is an adventure.”

Bicyclist need to understand that it is absolutely dangerous for them to ride side-by-side and inconsiderate to drivers

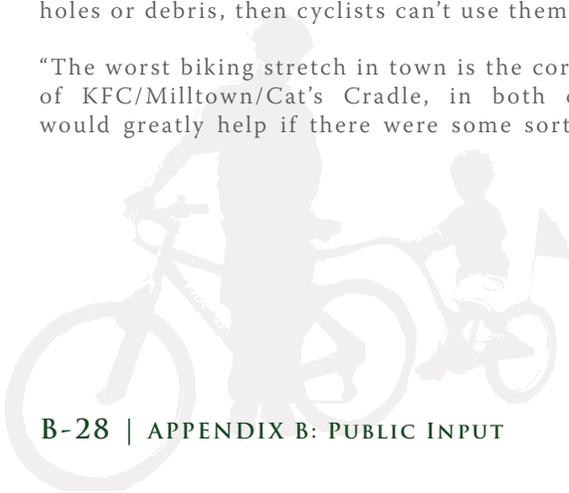
slow down cars on N. Greensboro St.

“Connecting planned Morgan Creek Greenway to Carrboro and Chapel Hill in a safe manner (i.e., getting us over or under 54 safely)”

“Bike lanes or sharrows downtown. Also, biker- activated traffic signals at major intersections.”

more bike racks on buses. More bike racks around town.

“Mainly, there needs to be clear biking paths all the way



through. It is quite useless to have part of a stretch of road have bike paths, if you cannot bike all the way.”
Gravel off the bike lanes but better than bike lanes are separate bike paths -- cars and bikes are better off not sharing the road.

More Bicycle and Pedestrian Paths More Bikeways Wide Shoulders

More bicycle paths to parks and nature would be great.

“Bicycle lanes are needed everywhere, bicyclists have become a real hazard.”

“Bicyclists SHOULD be REQUIRED to observe ALL traffic rules & regs when they attempt to “share the road” with motor vehicles. This includes: no passing on the right, observing all signal lights, no passing on the white line while traffic is stopped, etc. Carrboro police need to be instructed to enforce all traffic regulations and write tickets to bicyclists, if necessary. Pedestrians and motorists are expected to obey the law; bicyclists should be also!”

putting a multi-purpose lane on smith level road

Education on two sides: 1. Bicycle education on how to ride safely - with helmets 2. Driver Education: how to share the road with a bike

“more bike parking, less on-street car parking”

“Long term, turn Weaver Street into a pedestrian mall between Greensboro and Main Street (in front of Carr Mill) with an identified bike path (yellow brick road?) crossing the mall from Greensboro to the existing bike path at the RR tracks. Route existing Weaver Street traffic to Main Street.”

“i actually think Carrboro is in good shape, vis a vis biking. Easier to bike here than anywhere else I have ever lived!”

Finding alternative routes that make bicycling faster or

more convenient than cars (like a shortcut over the railroad tracks behind Harris Teeter that would connect bikers from Estes straight over to East Main Street and Rosemary

better education for drivers of how to co-exist with bicyclists

Pedestrian related amenities for public transit riders such as bus stop shelters with protection from the weather plus maps and transit routes and schedules.

“connecting the existing paths so that you don’t end up right in the middle of downtown with nowhere to go. specifically, connecting the path along the railway line with the path along weaver st on the other side of weaver st market. The biggest problem is the lack of regional connections between cities and towns, such as biking to Durham, UNC campus, etc. Regional connections should be the top priority, especially with Durham and RTP.”

The Carrboro bikepath (connecting to Cameron Street) feels unsafe at night. Improving lighting on the path may help.

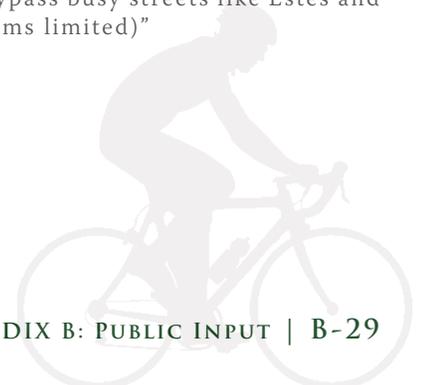
More bike racks

Cleaning debris out of the bike lanes.

“trails and greenways, and cycle lanes on roadways”

The roads I listed in 5 may fall within Chapel Hill--but roads can’t start and stop solely within Carrboro. I would like to be able to bike from Ironwoods into Carrboro but do not feel safe doing so because of the stretches listed above

“require cyclists to have headlights and rear lights at night (not just reflectors), helmet law for cyclists of all ages, enforce traffic laws for cyclists, motorists, and pedestrians (too many cars running bikes off the road, too many bikes on the wrong side of the road/running lights, etc), more bike paths (esp. to bypass busy streets like Estes and Greensboro, but space seems limited)”



Additional stoplight bicycle sensors.

bike transportation education opportunities
Bolin & Morgan Creek Greenways

Education/ awareness/ confidence!

Better rules for bicyclists. It looks bad when a rider flies through a stop light/ stop sign.

Finish bike lane on Estes near Greensboro St.

Activation of traffic lights by bikes

Greenways and trails that connect to surrounding towns!

Access to northern area of town

Unifying the laws and setting a strong standard for bike accomodation.

Ensuring safe biking to schools

“Separated bike lanes (ie- a lane f major roads, separated by native plantings, with pedestrian and bike paths)”

“1)Super high priority- designated bike trails for commuting that are separate from vehicles- so children and families with children can do routine commutes safely, away from traffic. For adults, designated commuting routes separate from traffic are safer for them as well, and protect their exercising lungs from carbon monoxide, mercury, and other exhaust poisons. I also shop by bike and don't feel safe in a bike lane next to heavy traffic with 30 to 60 pounds of groceries in my baskets- under these conditions, I carefully use the sidewalks. Elder people also need designated, off-road bicycle paths if they are to bike for routine commuting (shopping. drug store, etc.)
2) Traffic signals for bike traffic 3) Designate some low

traffic residential streets as bike and pedestrian access only, except for residents who live on that street- eg: Poplar St & Lindsay or Oak in the block of old Carrboro next to downtown- make existing 2-way vehicle streets- one lane dedicated to pedestrians and bikes w/ vegetated safety strips b/t the two lanes and w/ one lane as one way for vehicles.”

“keeping current bike lanes clean, northern “bypass” behind Harris-Teeter to Chapel Hill line (would help with corridor #2 problem above)”

“Connecting bicycle lanes to major lanes such as a separate trail corridor for RTP traffic. Also, what if we followed Charleston's pattern and elected a bicycle manager to oversee the production, implementation, and maintenance of bicycle greenways?”

Public awareness of rights and responsibilities of both drivers and cyclists

“More education for drivers that cyclists have a right to share the road. I would like to see a county-wide and/or a statewide education campaign given the number of cyclists that have been hit lately. Ads should be on radio, TV, billboards (where possible), Internet, YouTube, etc.”
Adding bicycle boxes to let bikes collect in front of stopped traffic at intersections. Cars should have last right of way.

“I've been nudged by a car twice in the last couple of months at Weaver St. & N. Greensboro -- traveling west on Weaver St, the bike lane ends, and both times a car approached from behind and passed me, then attempted to move over to the right in order to continue straight through the intersection, even though I was right there.”
It would be nice to have a trail connecting Chapel Hill to Carrboro

“More general bike only trails, like Libba Cotten, etc”
The bike path from Roberson to Merrit Mill Rd. is always littered with shards of glass! It would be nice if there was



a way to keep it swept up. Or maybe put trash/recycle bins at a few intervals along the path?

Smoother sides of road on Weaver Street and Greensboro near Car Mill Mall (lots of potholes and bumps where we need to ride).

Mainly bike lanes that provide safety for cyclists in town who are using bicycles as alternative transportation.

The triangular intersection near WSM entrance is dangerous. I avoid it. More yield to bikers on right turn signs. Closing Weaver Street to vehicles would be great.

There needs to be a bicycle trail. I have almost had accidents because of bikers especially making a right hand turn. They also do not use the same rules as autos ie they go through lights and take the whole lane. I am surprised there are not more accidents. They need a path to the University!!

Traffic calming. Greensboro from Estes to Main St. is becoming a drag strip. Speed tables from around Cedar Court to the Century Center would make that area much more bike friendly.

"If Carrboro is a bike friendly community, I think the entire town should have bike lanes."

"The scariest thing about biking pretty much anywhere in the US is that cars aren't looking for me, often don't yield to me appropriately, and aren't sure how closely to pass me. Some public education about how to share the road with bikes could be useful."

"bike racks, bike lane in every intersection cause its annoying when it ends. a public information sign/s about hand signals and which sides of the road to ride on. teach free bike safety class and get a free bike light or helmet"

"1) improve condition of road surface in some places: for

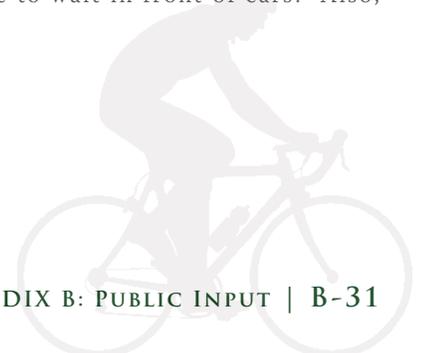
example on Main St in front of the BP station, there are potholes on the side of the road. Avoiding potholes is dangerous because it requires moving to the left and thus potentially in the way of cars arriving behind 2) some bike lanes are too narrow: for instance, going downhill on West Poplar Avenue (coming from W. Main St), the bike path narrows down and becomes very narrow. It is particularly difficult to stay on it if there are any stones one needs to avoid 3) more bike parking in the area downtown"

"Auto Driver education regarding sharing the road, passing cycles on narrow roads and passing then quickly slowing and turning right."
more bike racks

Kids should have a safe way (stop light & cross walks) to ride from Southern Village & Cobble Ridge to Carrboro High. Busing these kids is silly.

"I'm not sure if this counts as "other"" but you can see that I think safe biking options are needed between neighborhoods such as Heritage Hills and the middle school, high school, and the new park."

"Carrboro needs travel demand management downtown. There are too many cars downtown which makes it intimidating to bike downtown. The Town should adopt policies that reduce the appeal of driving downtown (such as more stringent parking policies) and increase attractiveness of traveling by other modes. Also, there are not enough bike racks downtown, especially at Weaver St. market. Many bike racks should be upgraded to ones that meet the standards of the League of American Bicyclists, as many are not usable with U-Locks. On Weaver St, if the 5 parking spots across from the Beehive, Spotted Dog, etc were removed, there would be enough room in the lane for bicyclists to pass motorists on the right: as it is, it is quite difficult to do and I often am blocked. Also, it would be great to have "bike boxes" in front of intersections so bikes have a place to wait in front of cars. Also,



the intersection of W Main and W Weaver is frustrating (both as a bicyclist and a car).. the light is way too long even when there is no traffic, and there is no loop detection for cyclists. I often bike through this intersection on a red light."

bike lanes

"Increase the visibility of and usage of the Blue Urban Bike program. No one knows about it, but it could be a wonderful community asset."

"maintenance of bike lanes (keep free from rubbish, glass, leaves, etc); bike boxes at intersections; continuity with facilities in Chapel Hill"

Smith Level coming into town

Additional greenways/bike paths separate from roadways

it would be nice to have path avoiding town between and Estes Dr. and the bike path between Carrboro and the university. maybe something along the railroad tracks.

greenways between schools and parks

Access to the new Elementary #10 to allow out children to walk/right to school

unsure - want more trails in parks

Lower the hill @ Eubanks for both car and bike safety. This is going to be very treacherous (or I should say more) once the new school opens.

A bikeway linking N.Greensboro to Roberson (existing bike path to campus)following RR tracks behind Carr Mill.

From Lake Hogan Farms to new Morris Grove Elementary and connections between neighborhoods in N. Carrboro

"Connection to Chapel Hill via Greenways should be the absolute highest priority. That way, more people will actually ride their bikes to work!"

"Bike lanes on major roads out of town. There is a very large cycling community and the recreational cyclists need safer roads to get into and out of town. Old 86 is busy and dangerous, Eubanks and Homestead are also getting busier."

"Regular cleaning of bike lanes (glass, rocks, and nails)"

"I would like to see lighted bike racks. Parking lots get lights for safety, but bike racks are dark. Scary to walk to in dark, also hard to see combination lock."

Fix traffic light at Culbreth and Smith Level to have ability to trip light

Education

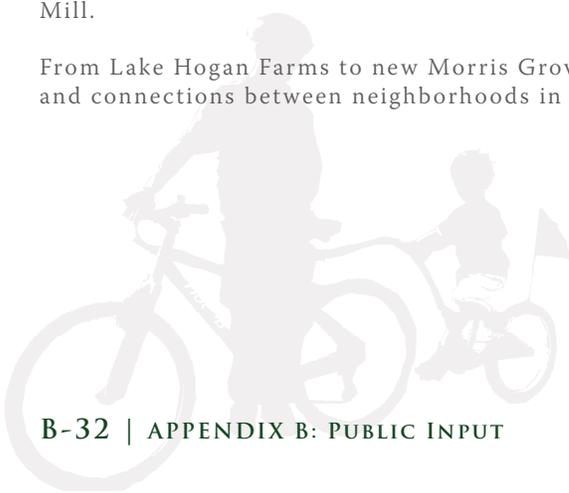
The bike lanes across from McDougal Middle School are nice but frequently filled with debris making it impossible to ride in them. Don't forget the periodic maintenance.

Need bicycle lanes like in every developed country. It is unsafe to ride with the family at the moment.

"Every single road in the crowded downtown area should have striped bike lanes, as these are heavily used by bikers, yet when NO provisions are given, it makes for a very dangerous situation."

bike lane/trail along railroad tracks on the north side of town

"Clean current bike lanes once per month (I see the same rocks and pieces of glass for months at a time which forces me to ride on the street (includes Hw 54, Hillsborough Rd...))."



police should NOT allow baby strollers in the bike lanes; this is dangerous for everyone- especially the babies in the strollers

Connecting Carrboro & its bike paths to whatever bicycle planning is underway for Carolina North.

Real bike lines on major arterial roads. Safer-feeling access to downtown Carrboro by bike for youth/young families.

Bicycle racks at bus stops and local businesses

“At grade RR crossing on Main St. going east (with old Archer Graphics building to right) has deep ruts next to tracks. Try to keep the Libba Cotten trail (I realize that the lease is up with UNC) and improve it - get rid of obsolete RR tracks, make entrance ramp on Roberson less steep, remove stop sign for bikes on Brewer Ln and have cars stop at that intersection. Consider feasibility of bike lights at traffic signals to make bike trips faster.”

“1. Covered bicycle parking areas, velo park, near local businesses and public transportation hubs. 2. Close Weaver Street from East Main (at Spotted Dog) to N Greensboro to motorized vehicles.”
Rogers Road to Homestead Park -- please work with town of Chapel Hill

“bike lanes are great, but separate bike paths are much better”

“1. signs! a. share the road b. yield to bicycle when turning right 2. bike lanes are sufficient (and often impractical in high traffic areas) 3. paint main lane of road with “bicycle and car lane”. I believe Denver and Boulder have done this to some success. Key is to get cars and bikes to share road rather than marginalize bikes.”

“Old 86, Hillsborough to Calvander”

Bike lanes need to be kept clean; police need to enforce laws against aggressive motorist behavior toward cyclists; bicycle racks are needed throughout the downtown

“more “Share the Road” signs bike rentals ride-your-bike-to-work day[s]”

“Bike lanes to the new elementary school, Morris Grove.”

keeping bike lanes free of debris

better utilization of utility right of way areas should be utilized to the fullest extent. The more that both bicycles and pedestrians can be separated from traffic the better for all parties involved. safety is my major concern here. The reason that I do not commute by bicycle is because of the lack of safe corridors where I do not have to contend with traffic.

More greenways

Enforced laws against anybody except cyclists in bike lanes...

bike lanes or road shoulders

it's critically important that the bike trail not be shut down by UNC in the North development.

“Please clean/sweep the existing bike lanes more frequently - the are the collection area for broken glass, accident debris, leaves, road kill! Thanks for doing this assessment!”

Greenways

safe railroad crossings



“bicycle signs indicating bicycle trails, bicycle lanes”

“Maintenance of the existing bike paths (i.e., the one from Carrboro to Merrit Mill Rd has many raised bumps that are pain to ride on”

“Safe, convenient access to shopping plazas. Bicycle awareness/lanes maybe? in parking lots. Regular street cleaning of bicycle lanes (gravel tends to collect there).”

“Weaver Dairy Rd in front of Timberlyne, going toward ECCHS.”

“Having safe lanes for bicyclists, not having to fight cars for a lane throughout downtown.”

Completion of the Bolin Creek Greenway as a bikable alternative to roads

more education and/or enforcement of proper/lawful rules at intersections. bikes should adhere to same rules as other wheeled vehicles.

More and better bikeways that are not just shoulders on major roadways. A bikeway/greenway connecting Carrboro High to other areas/neighborhood without having to ride on Smith Level.

“get the cyclist off the middle of the road, they block the flow of traffic and put every one in danger. They invariably neglect to use the bike lanes”

laying a multipurpose asphalt slab from 15-501 north to the new carrboro high school and then having a greenway that will connect into town from there
- increase number of bicycle racks - more effective curb parking on bicycle lanes

more bike lanes everywhere

“A bike path all along Smith Level, from 15/501 to Carrboro High School”

More extensive bicycle lanes; Repair damages asphalt/pavement in existing bike lanes and shoulders

“greenway north through martin luther king park, tripps farm rd to homestead rd”

Bike lanes on main corridors where there are now none.

Bike parking Roundabouts

Reduce speed limit and traffic on Smith Level Road. Enforce speed limit on Smith Level Road.

restricting biking on sidewalks

There are a LOT of big potholes right now...W. Main between Fidelity & Weaver (in front of Town Hall) has gotten particularly bad!

Need to connect to Chapel Hill Trails through Boling Creek!

“When speed bumps are installed in neighborhoods, they shouldn't extend into the bike lane. At Calvander intersection (outside town limits), bikes cannot trip the traffic light and have to run it or wait for a car”

“Anywhere that the road isn't wide enough to pass a bicycle, especially when the visibility isn't great either. Intersections aren't too bad except that they're very busy.”

N Greensboro and Smith Level Rd!!!!!!!!!!!!!!

railroad crossings not well maintained

“Better racks at the Bank of America parking lot, More racks at Weaver St. or across the street at Century Cen-



ter.”

W Main St between Jones Ferry and Highway 54 (Carrboro Plaza) - no lane for bicyclists!

“bike lanes everywhere! Also the Carrboro end of Estes Drive Also, work with Chapel Hill and Orange County”

extending bike right-of-way all the way south on Smith Level Road

“Streets don’t even have to have dedicated bike lanes, but just a wider shoulders”

Getting a path between Fox MEadow and Lake Hogan Farms

“Consistency and predictability of bike lanes (don’t strand bicyclists in the middle of intersections, for example); Bike detection loops at intersections, Better enforcement of bicyclists rights AND responsibilities when using public roads.”

There is no width nfor bikes.. Very Dangerous!!!!

bike lanes that provide safe access to the entire town.

“Car driver education regarding the rights of cyclists (with “Bikes Belong” type signage).”

“Improve Jones Ferry Road to Old Greensboro Road, and Old Greensboro road to Hatch Road. These areas are extremely dangerous, have a lot of bike traffic, and are in the Extraterritorial Zone for Carrboro. In other words, Carrboro tells the residents what they can and cannot do with their land but provides not service to them. This is an improtant service that can be provided.”

would love a bicycle path down the railroad from e main to este dr and open space area across road

“Downtown is not as easy to navigate on bike as it ought

to be. I see dangerous interactions between cars, bikes & peds all the time on Weaver in front of Carr Mill. Instead of widening Weaver, why not just close this block and make it pedestrian mall? Send traffic down Main St.”



Keeping bike lanes clear of debris and other blockages

“Safety demands wider lanes for faster traffic. Your insistence on “town limits” results in unsafe backward roads: they narrow where speed limits increase and widen where unnecessary.”

“Educating cyclists about road laws. As a cyclist and a driver, I am horrified by the number of cyclists who routinely run red lights, ride on the left side of the road, or weave around stopped traffic to make a turn (often against the light).”

Greenways

“Clearly, Chapel Hill has a great deal to learn from Carrboro (and from any other progressive town) in terms of pedestrian friendly development”

“Signs--something to educate drivers that we have a right to be there. Also, maybe some way to educate new “road” bikers about how to follow the rules/be safe? The posters you had at the event were great. I think drivers would be less angry if they didn't see bikes passing on the right or doing other illegal things. Some bikers probably don't care, but I know when I started riding, I wanted to do it right, but I often didn't know the right thing to do in a situation. I felt silly using hand signals until I saw other bikers doing it. Now I feel like I know what I'm doing, but it took years.”

bike lanes and paved greenways

I am more interested in improved bike lanes on roads with speed limits above 25mph than in modifications to intersections. I appreciate the bike lane added to Estes Dr. Ext.

Bike paths & greenways everywhere

Bike paths over bike lanes...driver education on bicycling.

clear bike routes from communities to UNC bike paths separate from road public restrooms

“bike lanes, fixed pot holes/grates in existing bike lanes.”

Bike lanes need to be continuous and connect to other bike lanes. Too many paths that go nowhere. Bike lanes *separated* from roadways will be required to get more commuters on their bikes. The average commuter doesn't want to ride right next to cars. A single curb divider between roadway and bikeway would be a *HUGE* comfort zone for bike commuters and greatly increase cycling in town.

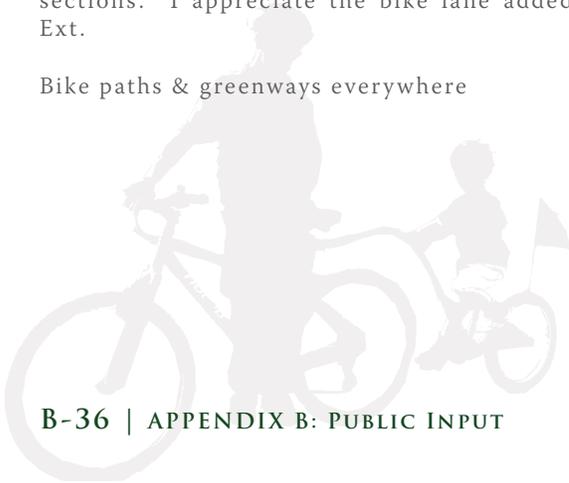
“Improving cyclist safety with bicycle lanes, overpasses, and underpasses in areas of high traffic. Signs and signals to improve bicycle awareness. Continuity for existing bike ways. Separation of roadway and bikeway wherever possible.”

More Mountain biking trails.

“Making safer bicycle routes - including bike routes that are separate from the road (widen the sidewalks like they do in Denmark/Sweden and make them for bikers+peds), bike boxes for safe left turns by bikers (see Portland), and changing the culture so that bikers respect drivers and drivers respect bicyclists right to the road and right-of-way”

If you want more people to bike and less to drive bike racks must be plentiful and right where people want to shop/eat/etc. Not around back jammed next to a dumpster.

“We need to improve bike-to-bus options for Carrboro residents. As long as we're going to keep one of our most



important downtown street corners as public parking and a tree (Weaver/Greensboro adjacent to Phydeax) we should take away 2-3 parking spaces and build covered, single-inverted U bicycle racks with lighting. Carrboro residents could then easily bike to the part of town with the best Chapel Hill Transit service and have a place to store their bikes, even on bad weather days. Even better, get TTA to run service from this location to RTP and Durham from Carrboro during rush hour, like the Chapel Hill-Raleigh express.”

Clean out the debris from the bike lanes at least twice a week.

“wider roads, not locked in bike lanes”

sweeping the shoulders... its not conducive to have ‘bike lanes’ if debris and obstacles are in the way

“There should be access from the Morgan Creek Trail to BOTH sides of Greensboro St.. The proposed Morgan Creek Trail will go under Smith Level Rd just south of NC-54. There will be a trail entrance/exit onto Smith Level/Greensboro at that point--which is good because Smith Level/Greensboro serves important destinations including Carrboro High School to the south and Weaver Street and Farmer’s Market to the north. Current plans call for trail access from the west side (southbound lane) only. This is wrong. Smith Level is five lanes wide and inexperienced cyclists will be encouraged to travel north on the wrong side of the road unless a trail exit on the east side is also provided. The grade on the east side is not steep--in fact you can already see a makeshift path worn by pedestrians in the grass there. Pedestrians, and to some extent mountain-bikers, will go where they want and will create their own path if the town fails to provide one.”

“I have research that documents how marked bicycle lanes can actually have a detrimental effect on safety since it trains motorists to “ignore” bicycles in a certain zone

and increases right/left turns into them and make cyclists ride in dirty parts of the street. Simply making the streets wide is according to this research better. Please give this your considerations even though it goes against current beliefs.”

Find ways for bicyclists (and pedestrians) to cross Hwy 54. Critical to work with Orange Co. and Chapel Hill to extend facilities beyond Carrboro town limits

Better road signs and maps--I am new to the area and it is hard to figure out where one bikeway ends and how it connects to another one.

Downtown needs to be much more bicycle friendly.

“Bike facilities along NC 54, especially the entrance/exit ramps”

“bike trails not part of the road, so there is less danger of being side-swiped by cars!!!”

More bike parking available at local businesses. More education for motorists for how to interact with bikes on the road.
setting/installing trippers to recognize bicycles

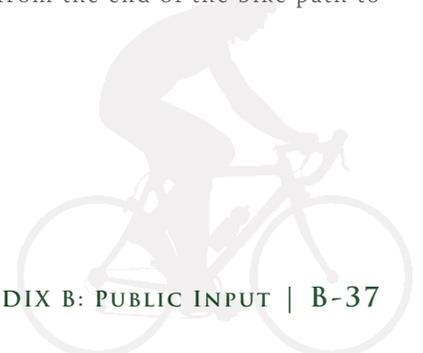
finish the bike lane on estes

“Awareness, More “Share the Road”” signs, Teaching people bicycle-car etiquette/road rules”

Bikeway from at least Homestead/Old 86 to Hillsborough St./Greensboro St (near McDougle M. School)

It would be nice to have more bike racks in the downtown area (near the restaurant row on Main).

“There needs to be a better way to get through/around the downtown/CarrMill Mall from the end of the bike path to



Chapel. An extension of the bike path to N. Greensboro St. around the rear parking lot of the CarrMill Mall would be great, as would improved bike lanes on Main St/Weaver St.”

more bike paths

Teach bikers to ride in the bike lane. Doubling up (and tripling and so forth) during peak hours of traffic is abusive and irritating. This happens a lot. They should have common sense consideration.

On Weaver St in front of the Century Center it would be helpful to remove the parking and modify the curb position a bit so that bike lanes could be added in both directions. I hate the way the bike lanes just end before intersections where the space is taken up by turn lanes. It seems that the cyclists are suppose to disappear. Even if there isn't room for a full width bike lane maybe a narrower bike lane could be indicated so the car drivers won't forget that there are cyclists on the right side of the road.

more bike racks at retail like open eye café

“putting a bike lane on all main roads, preferably on both sides!”

“keep road debris off bike paths; swerving to avoid debris, manhole covers, holes, etc, can force me out into the auto lanes”

There needs to be an equal commitment on the part of Chapel Hill. This is a single/continuous urban area.

Trails to get out of town that are OFF the roadway (or right next to it). A connected system where you can bike from trail to trail on Bike LANES that are safe for children and adults. Bike lanes on ALL busy roads.

“Continuous bike lanes, keeping shoulders and bike lanes

clear from debris, taking care of potholes and other road problems on the shoulder and bike lanes”

pave the railroad!!!

relieving downtown congestion so bikers don't have to sit there breathing in exhaust.

Do more off-road hook-ups between neighborhoods. Purchase or claim right-of-way when necessary from homeowners and apartment complexes.

Often the bike paths are full of debris; I would appreciate more street cleaning!

Creation of more bike lanes and continuation of present bike lanes to form a continuous network rather than a disjointed system.

Connection of all existing facilities. Direct and safe access to all schools.

Taken from Question #32 of the Public Comment Form

NOTE: To prevent censorship, all comments were taken directly from the input forms. Therefore, typographical and grammatical errors occurring within public comments were not edited.

Have you visited a community that you feel has an exemplary bicycle transportation system? Which community was it? Please explain your experience and what aspects of the community would transfer well to improving conditions in Carrboro.

Open Ended Question #32

Europe locations	20
Carrboro, NC	15
Portland, OR	14
Boulder, CO	10
Davis, CA	10
Madison, WI	8
Seattle, WA	7
Washington DC	4



“Washington, DC. LOVED Rock Creek park and the fact that you could ride quite long distances on bike paths without getting into traffic much at all.”

“Madison, Wisconsin”

Hilton Head

“Beijing! I have no idea how it could translate to Carrboro, but having entire car lanes devoted to (and filled with) cyclists, and having people on almost every block who could repair bikes was an amazing experience.”

“In much of Europe I have seen public covered bike parking, hard bike lanes (separate from roadway and sidewalks) and huge rider usage. I was in Denmark and Germany in July 2008 and it made me realize how far we have to go. Much of Europe is connected by paved bike lanes between towns and cities as well and people from all over the world fly to Europe to tour on bikes. It is much more likely people will ride if there are safe routes that connect to destinations of interest and of need.”

I lived for 4 years in the Twin Cities and was really impressed by how easily I could get around by bike. I think it’s really important to have well publicized bike routes and easy routes that let you get around freeways.

“Lived in Seattle for 10 years. They have an extensive bike system/trail and several major roads w/ dedicated bike lanes. However, my biggest issue is making bike transportation safer for families w/ children.”

“Palo Alto had a bicycle friendly atmosphere. They had big bicycle lanes, and bicycle paths along the side of roads like a sidewalk. Also traffic lights seemed subordinate to pedestrian needs; it seemed like if you pressed the button for a walk sign it came almost immediately.”

“Carrboro is absolutely wonderful. However, to protect

bicyclists and encourage the sport, we really need to do more.”

I have lived in DC and I enjoyed access to numerous paved bike paths that served both commuters and those who enjoyed biking for recreation and fitness.

“No. I hear Madison, WI is excellent. Carrboro’s pretty good, I think, but needs to continue to improve: especially, slow down cars on N. Greensboro St. and widen Estes.”

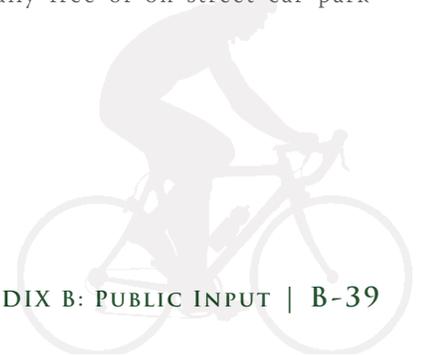
“Boulder, CO- There are bike lanes nearly everywhere-busy intersections and downtown streets still feel pretty comfortable for average bicyclists to ride on. In Carrboro, the outlying and arterial streets are pretty comfortable, but once you get downtown it feels dangerous and is often stressful to navigate one’s way.”

“Denver, Colorado. We lived there for several years. Bike routes along residential streets with little automobile traffic connect to separate bike paths all of which connect to higher traffic roads with bike lanes. Washington DC is also a good bike commuting town in most cases.”

“florence, italy. cars are basically banned from the historic center, and they have to pay for a parking permit. otherwise, pedestrians and bicyclists are welcome everywhere. this is typical of most european countries.”

“Peachtree City, Ga. and Reston, VA. Both had extensive greenways that encourage cycling to destinations without having to go on a road.”

“Phoenix. Its roads were (when I was there, 1985-9) * very wide. I do NOT believe in transportation segregation, e.g. “bike lanes,” unless they go everywhere anyone might need to go. Even then, bike lanes are problematic, e.g. for left turns. Rather I advocate wide lanes, esp wide outside lanes. * generally free of on-street car park-



ing. * crowned. Crowning of pavement (i.e. increasing the height of pavement at the the midline of the roadway relative to its outer edges) promotes shedding and prevents pooling of water (and the associated degradation of the roadway due to freeze-thaw cycling). Also better weather (unfortunately non-transferrable :-)"

"London. Lots of bike lanes and crazy driving but it all seems to work. They'll turn about any spare space into a bike lane, and that's a good thing. Cheers"

"Seattle, Vancouver, Portland, Madison, etc. Wide shoulders, bike lanes everywhere, etc. Generally though I think biking in Carrboro is pretty great."

"Santa Barbara has developed an off road network of bicycle paths that allows bikers to easily get to important locations without having to travel in the same lanes as roads, making it more accessible to those who are afraid of riding in traffic."

"Portland, Oregon has a shared roadway system that makes a statement to the effect that alternatives to the automobile are legitimate and of equal importance. I have also cycled in Cape Town, Tokyo and three other cities in Japan, Eugene, Santa Cruz and Monterrey, Santa Monica, Lawrence KS, Washington DC, NYC, Pasadena CA, Palm Springs, and in numerous other towns and cities and I can say that conditions locally are by far the worst. This is mainly due to common attitudes held by NC motorists and their unsafe driving habits."

"Honestly, Carrboro probably has the best bicycle transportation system I've seen, considering the size of the community (but there's always room for improvement). Madison, WI may be the only community I've seen that can compete. They benefit from a large student population, a strong bicycling culture, and dense development, which is not necessarily transferable to Carrboro."

"Berkeley, CA has an excellent, well-connected bike path system with clear maps of routes. Seattle, WA has an

excellent system of bike paths near the water to go longer distances."

"Carrboro is the only community I've lived in where I feel safe riding a bike on a regular basis, and where there are enough facilities to do so."

This area has the best bicycle facilities of any I have seen.

"Minneapolis -- in terms of a connected greenway system, it is amazing. On-road lanes are wide and well marked and actually get you places you need to go!"

Carrboro is an example for most other communities!

"I rode through Boulder ,Co once and I was impressed with their bike lanes in traffic."

"I think that Carrboro has an opportunity to become a regional example for bicycle transportation, if it can capitalize on the good steps it has already made."

"Corallis Oregon- lots of bike lanes on roadways, cyclists can trip traffic lights."

"Reston, VA- bike trails throughout town"

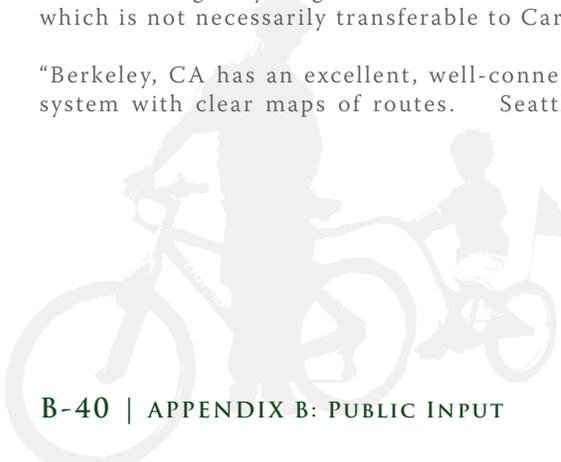
"Flat, small towns without major traffic corridors running through them!"

"No- but seeing info on Copenhagen it looks pretty amazing- "bike roads"" etc."

Any community with separated bike lanes from traffic- I'm an advocate of separating cars and bikes.

Madison

"Pittsburgh had lots of cars, but plenty of lanes and the cars were all going 25 mph."



“Boulder, CO.”

“Key West, FL- flat, lots of rental bikes, tolerant motorists.”

“Davis, CA: anywhere I wanted to commute, there were safe routes with a great degree of removal from vehicles. Many children and elders commuted and did errands by bike. Traffic signals at major intersections had a bicycle segment.”

“Davis, CA, Boulder, CO- bike facilities, bike culture that translate to better motorist behavior around them- this isn't to say that Carrboro is bad, there's just always room for improvement.”

“Carrboro has been the best thus far followed by Sacramento, CA.”

“Davidson, NC. Good facilities on main roads (though they could use more); but, most destinations reachable by alternate, less-traveled routes. Town also has access to all community facilities (recreation, grocery store, retail, employment) via this formal/informal bike network.”

“I recently read an article on Charleston about their decision to become a premier bicycle community, and I thought it was brilliant- Carrboro is too congested with autos, and plenty people are walking and bicycling. Let's encourage the whole community to bicycle: it saves energy, finances, improves health, gets people outdoors. What if we really focused on bicycling as a means of transportation? Create more greenways, decrease traffic congestion. Much potential.”

“Portland, Oregon. It's like heaven for cyclists (except for the rain). 1% of their road budget goes to bicycle infrastructure. Cyclists represent 1% of commuter traffic nationwide, so a minimum of 1% of the road budget seems

fair. However, if you figure in the savings to townships with higher bicycle ridership, a higher percentage of the budget to encourage more cycling would be wise.”

“Most European cities are good about cyclists, especially in the Netherlands.”

“Actually, Carrboro is one of the better ones. And we can become even more of a model.”

“I think that Carrboro is the best that I have ever seen... we have got to get the east end of Chapel Hill up to par... I am terrified of riding on Estes, Airport and E. Franklin after boundary street!”

“Have you ever been to Boulder, CO? I like CB bikelanes, but Boulder blows us out the water! I was VERY impressed. European-esque, very friendly for cyclists, pedestrian, joggers. Boulder went the distance.”

“Amsterdam, The Netherlands”

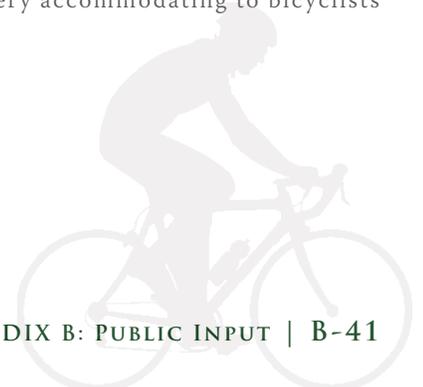
“Portland, Or and Denver Colorado. Both have extensive bike paths that residents use to commute, use as public transportation, and use for errands and shopping. Very accessible and convenient.”

Carrboro is pretty good... Madison Wi. is a great biking town. San Fran also had some great biking areas.

many streets are too busy for anyone on a bicycle to be safe. They need a path of their own. It is much too dangerous. Often they swerve and scare me.

“Portland, Oregon. Bike lanes everywhere, lots of racks and hooks on public transportation. Full time bike advocate in City Hall.”

“Portland, OR. They are very accommodating to bicyclists with plenty of bike lanes.”



“Portland, Oregon. Bike lanes on every road. great public transportation.”

“I’m actually in Rotterdam, Netherlands at the moment, and my bike is my primary means of transport (public transport second). Drivers here are used to bikes, so I don’t feel as nervous biking here. Also, on the really busy roads, they have bike lanes that are separated from the road by a concrete curb or sometimes raised up like riding on a sidewalk, but this is designated for bikes and a walkway is yet farther off the road. I love biking in those lanes because there’s no chance of being brushed by a car and there are no cars parked along the side to have to skim by and watch for someone getting in or out of one. Cars that are turning have to yield to a bike going straight in those lanes. There are also bike racks outside almost every place of business.”

“boulder, Co”

“Although improvements would be a good thing (they always are), I feel that facilities in Carrboro are already above average.”

“The Netherlands, where I lived for three years, views bikes as an important mode of transportation and designs for them in every aspect of transportation plans. One can truly ride a bike to get anywhere in the country. I rode to work nearly every day because it was safe, inexpensive and healthy.”

san francisco. bike friendly. lots of bike lanes.

“Yes, Portland, OR. Extensive system of bike paths. Cycling is an integral element of city/community life. Motorists much more knowledgeable of the law as regards cyclists.”

“Upsalla, Sweden”

“A good cycling community eliminates narrow & dangerous roads (E.g., Smith Level) and provides kids a safe route to bike to high school.”

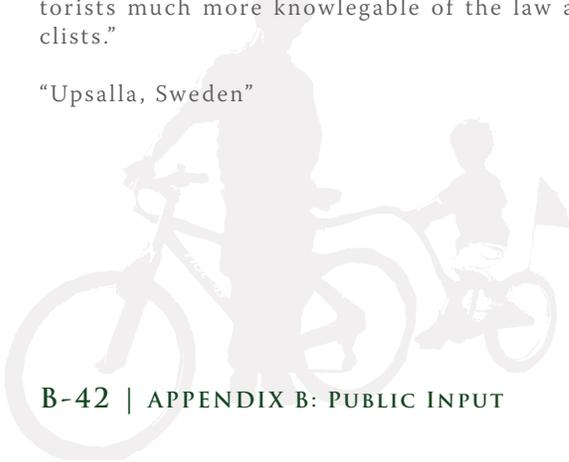
“Madison, Wisconsin, where I grew up has an *excellent* bicycle transportation system. When I was in high school, I would bike to the UW campus from my home for summertime classes. It was about 2.5 miles and was completely safe with bike paths and bike lanes and bike-friendly drivers. Now I live here and my kids will not be able to bike safely the same distance to Carrboro HS. Does that make sense?!”

“I haven’t been there but I am very familiar with the bike facilities in Portland and Davis, which I know are exemplary. Also, I wanted to add to the previous 2 questions: my answers were in direct conflict because I know some cars and some cyclists who obey rules and are courteous and others who don’t. Also, as a regular cyclist I often don’t obey all the traffic rules because there are not the proper facilities in place. For example, sometimes at Weaver St when it is full of cars stopped, I will pass cars on the left, or on the sidewalk to get to the front of the light. If there was enough room to pass in a bike lane, then I wouldn’t break the rules, but as it is, I will not be a “sucker” who waits an extra long time, when the whole point of a bicycle is that it is so much smaller than it does not cause congestion the way a car does.”

n/a

“Boulder CO., interconnected bike lanes, drivers and cyclists aware of proper auto/bike interactions, laws and right of ways.”

“Bremen, Germany. They have sidewalks everywhere, with parallel paths separate from the road for bicycles. Here, when riding with children on busy roads we take the sidewalk because to do otherwise would feel unsafe. Also,



while the separate paved bike path in Carrboro starting by the rescue squad is nice; from a potential crime standpoint I would not feel comfortable sending my kids down it alone, or even my wife, especially at night -- something along lighted public roads would have more visibility and feel more safe from the personal safety standpoint. I do like the bike lanes on North Greensboro!"

"Davis, California - has a complete system with bicycle lanes on EVERY street and markings at EVERY intersection directing bicycles to the safest locations; also has slow, calm traffic that respects cyclists. There is the will from citizens in Carrboro and Chapel Hill to do this as well, and paint for bike lanes (with a little maintenance) is not that expensive."

"Palo Alto, California and surrounding area. Wide bike paths along road make it safe."

"I have not, I like much of what I've seen in Carrboro related to cycling but the big thing is getting the riders in / out of town safely. Old 86 is simply too dangerous @ this stage and the inclusion of Winmore will make this worse."

"I lived in the Netherlands and there is a totally COMPREHENSIVE/CONNECTED system of bike lanes, traffic signals for bikes etc. The biggest difference is the safety there for CHILDREN on bikes. My husband and I bike a lot but there are barriers (traffic, lack of bike lanes in places etc.) to biking more places with our elementary age kids."

"Madison, Wisconsin. Many more paths for bicycles, connecting all major parts of the city. But more importantly, the routes into and out of town are FAR BETTER than here. What the Carrboro planners don't realize is that a great deal of traffic in town is due to people who live nearby but out of town. The roads beyond town limits are HORRIBLE for regular cycling. You will not get any of

those folks onto bikes until road improvements are made out of town (e.g. Jones Ferry, Dairyland, etc). In Madison, Wisconsin, there are multiple rail-trail paths that go from town to surrounding communities. Plus, their rural roads are wider and less crowded."

"I think Carrboro has done as good a job as I have seen, in the US. Changing the views of drivers and cyclists as transportation alternatives but equals is a big step in the right direction."

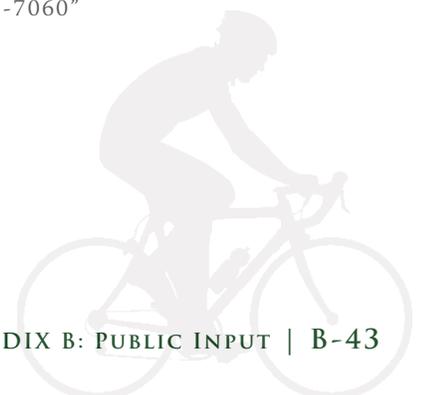
Montgomery County - <http://www.cctrail.org/>

"I have done a bike tour in Vermont and found the roads to be very accommodating to cyclists. Most roads are paved with a very wide shoulder, even remote areas. Of course, Vermont (in general) does not have the population density that we have."

"Portland, OR -- excellent community support for bicycles. The people and government have integrate biking into everyday life. The light rail has sections for bikes, there are lanes, and bike parking."

"The Netherlands, Germany, France, Italy. Need driver education -- many assume that roads are for cars only. There are lots of motorists harassments of cyclists. You need just one mistake to end up in the hospital. We desperately need bicycle lanes everywhere. There should be no gaps in bicycle lanes. I bike with three young kids (4,6,8 y.o.) and it is a nightmare very often."

"Every community in the Netherlands! Nearly every street is a "complete street" with full amenities for both pedestrians and bikers. Such a complete street policy can be pursued here, too - many US communities are adopting it. Please check out: www.completestreets.org (I am interested in helping to pursue this some day - when kids get a bit older. Cara Crisler 265-7060"



Sonoma CA. Very slow speed limits that were actually followed for roads in town or leading into town. I also believe the whole downtown square in Sonoma would transfer well to improving conditions in growth areas of Carrboro and NSA.

Michigan in general has a wonderful bike trail system. Ottawa and Allegan Counties have off road bike trails go for 100's of miles. I have very fond memories of biking on vacations for miles and miles- we would stop places to eat and shop.

“Minneapolis, Minnesota. I lived in St. Paul, MN, for four years going to college, just across the Mississippi River from Minneapolis. I’ve never experienced a more bike-friendly city, and I’ve visited Portland, Madison, etc. Minneapolis’s bike network is centered around the Midtown Greenway, a rails-to-trails bike path that traverses the entire city east and west. One of the best of its merits is that it is well-connected. To the east, the greenway connects with the Mississippi River bike path and St. Paul. To the west, it connects with suburban bike paths, urban lake trails, and downtown. These are all *off-road*, which is so important because it allows bicyclists to cover long distances quickly and have an enjoyable ride relatively free of the worry and annoyance of automobiles. The trails are conducive to both recreation cycling and bike commuting, are well landscaped in many areas, have plenty of signs and information, and connect with multiple important destinations. Supporting this off-road trail network is a strong network of bike lanes on a well-connected street grid with plenty of bicycle parking (good bike racks, too, not the old comb-like ones). There is a strong bike culture in the Twin Cities, and good support and collaboration between the public sector and nonprofits/businesses. This is why despite the frigid weather in the winter the Twin Cities have higher cycling mode shares than cities in much more moderate climates. I would strongly encourage you to look at Minneapolis as a best practice.”

“I don’t have experience in a city that has a better bicycle transportation system than Carrboro. Carrboro (and Chapel Hill) could definitely make improvements, but Carrboro (and Chapel Hill) residents need to appreciate the opportunity to cycle safely--to commute or for recreation--and act responsibly on the bike.”

This is a different topic but there wasn’t space to put it anywhere -- need bike racks on the shared ride feeder vans

“Washington, D.C. area They have many well maintained, long greenways for bicycles to travel many miles to typical areas of living and work without crossing many roads.”

seattle has some great bike paths that get you where you want to go
Carrboro really is one of the best around. Keep it up!

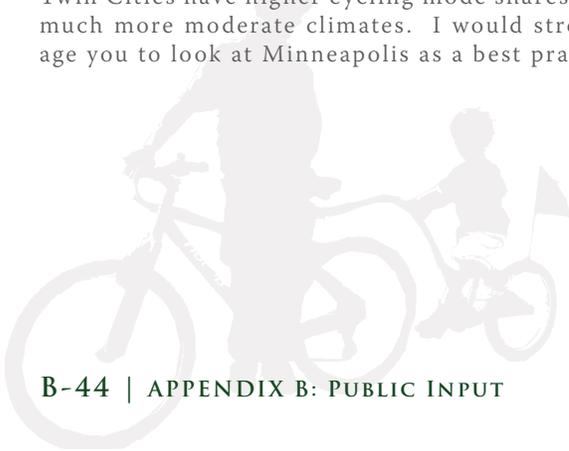
“I lived in the Pasadena area. It wasn’t perfect, but roads were simply wider.”

“Portland (OR), Seattle (WA). Bicycles are respected as a mode of transportation; ample facilities (lanes, racks on buses, rental bikes). I do not understand why a progressive community like Carrboro continues to be so intolerant of cyclists and cycling.”

“I believe Cary is heading in the right direction, but the cities really need to look into using the access available through utility right of ways. These are the best place for both walkers and bikers - for drivers too.”

“Munich, Germany...very strict enforcement of bicycle laws and many many people ride bikes. I would definitely bike more if lanes were provided and I could feel safer about biking from my house.”

“Bike lanes or wide road shoulders would benefit both cyclists and pedestrians, since there are not always side-



walks. Please build them!"

"Ashland, Oregon - traffic calming, dedicated trails Flagstaff, Az - dedicated trail system"

"Lund, Sweden, had lots of designated bike travel paths all over town and the outskirts. This meant that most people used bikes for commuting from home to work/school. Stockholm is also excellent. In the US, Ann Arbor had nice paths and bike lanes all over town, which provided space for cars and bikes to safely coexist."

"Portland Oregon - more bike lanes, bikes share with public transportation"

"Throughout Europe! Especially Dutch, Swiss, and some German cities Bike lanes and wide pedestrian roads are merged on busy, high car-dense roads so bikes aren't in way - bikes have own turn signals, turn lanes & right of way at busy intersections."

"Eugene, Oregon. Great greenways, bike lanes, public awareness. Would love to see Recyclery/Clean Machine combine and expand to something like center for Appropriate Transit <http://www.catoregon.org/>, and it's various spinoffs like Pedalers Express"

"Haarlem, The Netherlands: Obviously a community that uses bikes more than here, but I was amazed on their system and equal treatment of bikers to cars."

This community has the best bicycle facilities I've ever seen. Unfortunately I think the rest of the Triangle area - not Carrboro itself - needs the most help.

Seattle has a 15 mile bicycle trail running through the North end of the city. Having a continuous trail from Carrboro through Chapel Hill that connects all of the major shopping areas (no gaps like downtown Carrboro) would greatly increase the practicality of using a bike instead of a car for all citizens that ride bikes.

"Davis, California"

"florence, italy closes the center of town to cars. if you live there and want to park your car, you have to pay for a parking permit. cycling is encouraged in europe...maybe that's why we're all so heavy. maybe we could take some of the gas tax and use it toward bike lanes..."

no

"Amsterdam, Berlin, Portland, OR...all have well marked and continuous bike trails and paths. In some cases there are even separate bike traffic signals. Motorists are also more aware of cycles on the road."

"Portland, Oregon. Lots of bike lanes, room for bikes on city transportation, dedicated bike lanes, encourage bike as mode of transportation"

Cameron Street between Merrit Mill and UNC. Nice bike lanes.

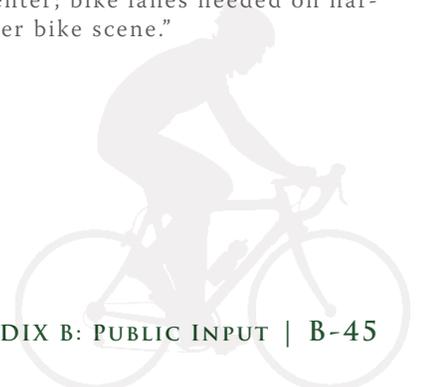
Davis!

"Boulder, Co. has really wide shoulders, even out of town. I find in-town Carrboro to be relatively bike friendly, but get to the outskirts and beyond and despite the large number of cyclists there are no facilities."

"I have not, but in general, a wider shoulder would make a huge difference in allowing me to bicycle (or walk) to public transportation and/or work."

I have to say that the Carrboro/Chapel Hill bicycle amenities are the best I have seen. I am trying to get these extended further out. Thanks for your work!

"Madison, Wisconsin. Excellent bike paths in all directions outward from city center; bike lanes needed on narrow roads; strong commuter bike scene."



"I grew up in Denver/Aurora, which has a much more extensive bicycle network that weaves throughout the suburbs. While they have dedicated bike lanes, they also have a large bike path system along canals/greenways to physically separate bicyclists from heavy commuter traffic. This allows bicyclists to feel safer while riding."

"Davis, California in 1992. They had bikeways, bike/pedestrian bridges and tunnels. I would love to see our area become more "share the road" friendly. Frankly, I'm not coordinated enough to be fearless on the prettiest places to bike around here!"

"Charlotte has a highly underrated bicycle transportation network. (also, why should it be a problem that cyclists ride 2 abreast, especially if they take up less road width than one person in a car???)"

"Cary has a much more bike friendly greenway/bike trail system. Portland, Oregon and Irvine, CA"

"In Connecticut, because of snow removal needs, roads are built with a 3 foot paved shoulder that is ideal for cyclists...and universal, throughout the state."

"amsterdam, netherlands: most everyone has the experience of riding a bicycle on the road so they are more courteous to others riding a bicycle whether in their vehicle or on another bike. motorist and law makers here need to ride their bike to experience the situation first hand. also, paris has a nice community bike rental system so everyone can rent a bike cheaply and use it even if they don't have their own."

"davis, ca. great parking, great lanes, though things fell apart downtown there too."

"I've definitely dealt with worse than Carrboro, but I do find Durham has more of an active community and discus-

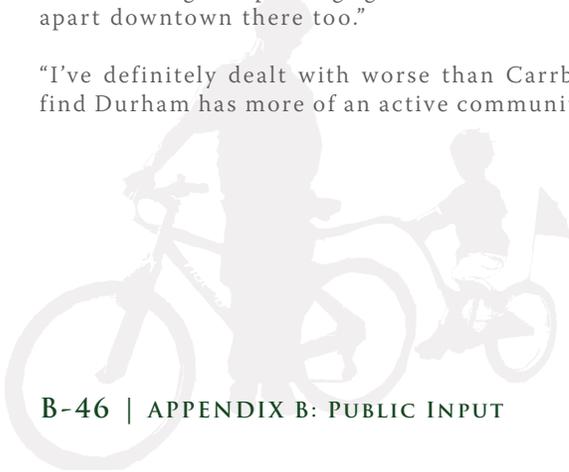
sion of biking issues than CH/Carrboro. One thing that didn't fit in this survey: I find the current bike conditions fine for commuting and fitness biking. But I'm diehard. Where improved facilities and conditions would make a big difference is things like riding with my family to the farmer's market and the Carr Mill. Or running to the grocery store for an errand. And so, making downtown much more friendly to bicyclists of all ages and skills seems extremely important to me."

"Seattle was better, wider and multi lane roads gave cyclists space. Bike lanes not needed, just 12-14' lanes. Hard to share 10 lane with fast traffic here (I commuted Smith Level to Carrboro 4 yrs, annual fatality near current HS for 3 of those yrs. Hi speed narrow hiway discourages cyclists and kills car drivers. Most schools inaccessible except by car)"

Linked greenway/trail system. People are more likely to use a bike for utility if they also use it for recreation.

"Davis, CA. I think improving cycling and pedestrian facilities should be a top priority in all city planning and in all permit considerations where appropriate."

"I enjoyed biking in DC. There were long bike paths that did not interact with roads at all; with a little planning, I could avoid the bad intersections. Drivers were VERY courteous, except for the taxis, it felt much safer than Chapel Hill when the students are there. Seattle was good too--again lots of bike paths that you could use to get all over the city, and they felt safe to be on at night. Seattle seemed to like bikes, too. Same as in san francisco--bikes are an accepted part of life, it seems, so motorists dont get angry. It's just another vehicle that you are waiting behind, same as if it were a car. The bikes behaving safely helps SO MUCH. madison WI brings the front of a bus to their farmers' market, and a bike, so you can practice putting a bike on and off. (It tooks me years to be brave enough to try this for real!)"



Indianapolis had a long bike path, but it kept crossing roads--it didn't seem that safe to me. I think it is much easier if they can be kept separate. and bike paths that go to convenient places would divert much of the bike traffic off the roads. Intertown bike paths would be great, too--like the rail trails. but that's not in Carrboro :)"

"Most places are worse than Carrboro, but with overpopulation and sprawl, things are not going to get any better for non-car options unless we just make cars more inconvenient and bikes and public transit more convenient. Otherwise, bicycling will continue to be dangerous, and few novice cyclists will take the leap to bike commuting."

"Main Roads in Cecil County (and perhaps other counties in the eastern shore area) of Maryland have wide (8'?) paved "shoulder" lanes possibly as much for agricultural equipment as bicycles, but they are great for bicycling!"

"Seattle, WA. Extensive network of bike paths, not lanes. Gained the sense that bikers and saving the environment was very important to the city...almost more so than driving...by having such great bike paths, people did not have an excuse not to bike or walk."

"Madison, WI <http://www.cityofmadison.com/trafficEngineering/bicyclingMaps.cfm> Davis, CA <http://www.city.davis.ca.us/bicycles/maps.cfm> The Town of Carrboro needs to make cycling friendly for the commuter if they want to encourage less driving. Safety, safety, safety. Dedicated bike paths, separated bike lanes, lanes free of debris, public restrooms near bike paths, safe passage over/under major thoroughfares and through major intersections."

"Davis, California. They have bike lanes everywhere, ample bike parking, motorists respect bicycles and give them the right of way."

"I moved to Carrboro from Davis, CA last year. Davis was

the most bicycle-friendly city I have ever lived in. The entire town was criss-crossed by a network of paved off-road bike paths, and most roads had wide bike lanes. The entire population of Davis commuted to the university by bicycle, skateboard, and rollerblade, and it was safe to do so. Bike-only overpasses or underpasses crossed major highways like highway 80. Carrboro has the potential in that the population *wants* it to be bike friendly, but the infrastructure is missing. There are several only a few dedicated bike paths - mostly in Chapel Hill - and they go nowhere and connect to nothing. Great for running or walking the dog, but useless for commuting. Carrboro has some roads with bike lanes - but many of the bike lanes end before the road does. Examples are Estes, Old Fayetteville, and Jones Ferry. What's the point of a bike lane that ends? People who don't feel comfortable riding in traffic will never bike commute unless they feel safe doing so the entire route. The best options are off-road dedicated bike paths, although those are not always feasible. The next best option is bike lanes with a curb divider from traffic. This keeps those idiots who aren't paying attention from drifting into the bike lane and killing cyclists, which happens too often around the country. These don't take extra space - just a few more dollars for the curb. Towns like Madison, WI, have this arrangement on their major roads. Of course, in a real world, many of us would be happy with just nice wide bike lanes that make a network of routes that connect from the outskirts of town to major destinations such as the Weaver St area and UNC."

"Davis, CA is an excellent model of a small town with a great sense of community, and focus on green/sustainable living. Carrboro reminds me of Davis, with great potential for improving cyclist safety and access. Davis incorporated a comprehensive network of greenways with over and underpasses for major roadway crossings."

Salt Lake City Design of roads incorporates bike lanes for long mileage rides.



“YES! Lund, Sweden and Copenhagen, Denmark had FANTASTIC facilities. Every road and intersection had a clear and designated space for bicyclists; bikers were given right of way over drivers (ex. when bike routes crossed car routes, the bike route was level while the cars had to go over the “curb” of the bike route); I loved that the bike lanes were primarily set aside from car traffic (all sidewalks were widened to include half the space for bikers - this felt to safe even children could ride), but the merging back into traffic for turning purposes was always very clearly marked. In Lund, there are more bikes than people, and biking is a “normal” way to commute, so tolerated that it is safe to bike anywhere because cars are used to it. Also, downtown Lund and many parts of Copenhagen have large pedestrian- and bike-only roads (converted from car-only roads in the 60s and 70s) which are pleasant both for peds and bikers; they also boosted the local businesses.”

“Yes, it was Vancouver. I feel that Carrboro is a leader in having far more ped/cyclist in the mainstream population. But I feel that rule breakers- cyclists and drivers- sour the experience for others. Too many places have bike lanes that simply end and leave all in an unsafe situation. We can have more education but at some point there also has to be rule enforcement. I want to ride, but am largely afraid to do so.”

None that I can think of.

“Portland, oregon has these terrific bike boxes that let bikes move to the front of traffic light queues. If we are really serious about fighting climate change, we need to start doing stuff like this, putting lower-emissions mobility first instead of cars. See here: <http://bikeportland.org/2008/03/10/bike-box-billboards-bus-ads-debut/> and here: <http://carfreeusa.blogspot.com/2008/03/st-paddys-bike-box-in-portland.html>”

“boulder, co wide lanes (not “locked in” bike lanes that

lead to drivers ignoring cyclists til it’s too late at intersections), recreational paths, education for motorists and cyclists alike (DMV & Local laws).”

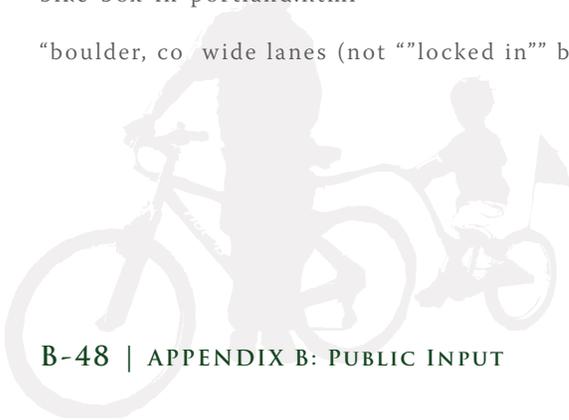
“I think the same rules should apply to the road- for cyclists and cars. If cars understand that bikes are allowed to be on the road, they might respect bikes more. separate rules are not equal and create a division of perspective that is harmful to cyclists on the road.”

“Spain & Germany--bikes on trains. Germany--serious enforcement of traffic laws for cyclists AND motorists. Shanghai--bike facilities connecting cities, not just inside cities.”

“Non-related note: I am a former Seattle city bike commuter and so things like riding in traffic no longer bother me, but for my wife and others I understand how that is a concern. I like to be able to safely travel in a high speed manner which is why I use roads when they are the shortest path. In the Lake Union area of Seattle and at the Pike Place market there is a wide street concept that takes you gradually from pure pedestrian activity to through traffic in an incremental fashion. For some of the busiest places this can be a counterintuitive way to deal with a problem, but I believe this type of integration keeps people more alert and has been proven in other areas. Separation breeds complacency.”

“I used to live in Madison Wisconsin where they have made great efforts to include bicycles in their transportation plan. It’s not been easy there either, but they have managed some trans-city bicycle routes which assist with commuting. They also have bike lanes in downtown busy roads and lots of bike parking on campus. The bikes are obvious and drivers somewhat used to seeing them, which helps”

I have always enjoyed the rails to trails bike paths and areas that have decent bike route maps.



Lived in Davis California. Had a lot of the same problems with downtown biking. Had a lot more greenways within neighborhoods linking to downtown.

DC has done a lot recently to encourage bike commuting and integrate biking with public transit.

Seattle has a pretty good one.

this is the best i have ever had

“Boulder, CO - extensive use of bike lanes, including at intersections. Good general pedestrian and bicycle awareness and pride in having bicycle-friendly infrastructure and community.”

“Seattle, Washington has tons of bike lanes all over the city. The bike lanes are clear bike lanes, not traffic shoulders. They are generally wide and there are no gaps from one point to another. Also, people in Seattle are very respectable to bikers and pedestrians.”

“Berlin, Germany. Berlin has bike lanes on all major streets, many of which are clearly divided from the road, and painted red (ie not just separated by a thin white line from the street). I think a more uniform system of bike lanes/sidewalks would be the most important thing that could be done in Carrboro. This would encourage bikers, pedestrians, and cars to stay in their prespective place on the road, and make expectations for each more consistetn at each intersection, crossing, etc. Berlin also has a better culture of awareness about bicyclists and their needs than Carrboro: it is simply more expected that bicyclists will be using the roads. Better, more consistent markings, and more awareness about bikers would be the easiest aspects fo this system to transfer to Carrboro.”

Boulder CO

Overall Oregon is fairly bicycle friendly. there are bike

lanes in places like Eugene and Portland. There is a bike map for the whole state that indicates which roads are better or worse for cycling. the main problem with Carrboro is that it was not very well laid out to begin with. There is really only one through street east to west (Main) and one going north to south (Greensboro/Hillsboro)unless you go further out to get to Estes or Homestead or the bypass. This puts so much traffic on a few roads. If only Cameron extended into Carrboro and the street east of the RR tracks connected to Estes. There’s just not a grid of through streets.

“Recently visited Portland, OR. The cycling culture there is very strong and seems to get lots of support from the city. Portland is much larger but some aspects of support could transfer. There were excellent sources of information about bike routes and commuting and I believe there are some annual ‘bike only’ events on certain roadways.”

portland separates walk/jog lanes from bike lane -- which is crucial to the safety of both -- but forcing bikers into the street with cars is less safe than bike lanes on wide sidewalks.

“YES! Fort Collins Colorado. They have wide bike lanes on most well-travelled roads. When possible, they use bike lanes on parallel roads that aren’t as busy. They have an excellent trail system that meets up with the bike lanes and leads to rides in the countryside. They have tons of bike parking - - EVERYONE there bikes. And our climate here is much easier to bike in than there. We just need to make the environmental change for safer roadways and paths.”

“Boulder Colorado. This was 15 years ago and even then Boulder had comprehensive bike facilities, bike lanes on all major roads and specific bike paths that connected different parts of the city.”



Town of Carrboro Bicycle Transportation Plan

The Carrboro Bicycle Transportation Plan is nearing its completion and we need your input! Some of the major goals are providing safe, integrated, connected bicycling facilities to serve destinations in and around Carrboro. Improvements can include the installation of on-road bicycle lanes, increasing rider/driver awareness and education as well as safer intersection crossings.

Do you want to bicycle more in Carrboro? Couldn't make it to the last workshop? Drop by while visiting the farmer's market and review proposed bicycle network maps, comment on the Plan's recommendations, and make suggestions for improvements.

Come help shape the future of your community!

JULY 23, 2008 5:00-7:30
CARRBORO TOWN HALL
NEXT TO WED. FARMER'S MARKET

PUBLIC WORKSHOP

The purpose of this public workshop is to gather members of the community to exchange information regarding the future Comprehensive Bicycle Plan for the Town of Carrboro. This meeting will be informal in nature, so please feel free to drop by at any time between 5:00 and 7:30 to listen, learn, or share ideas! Visit www.greenways.com/pages/CarrboroBicycle/html for more details.

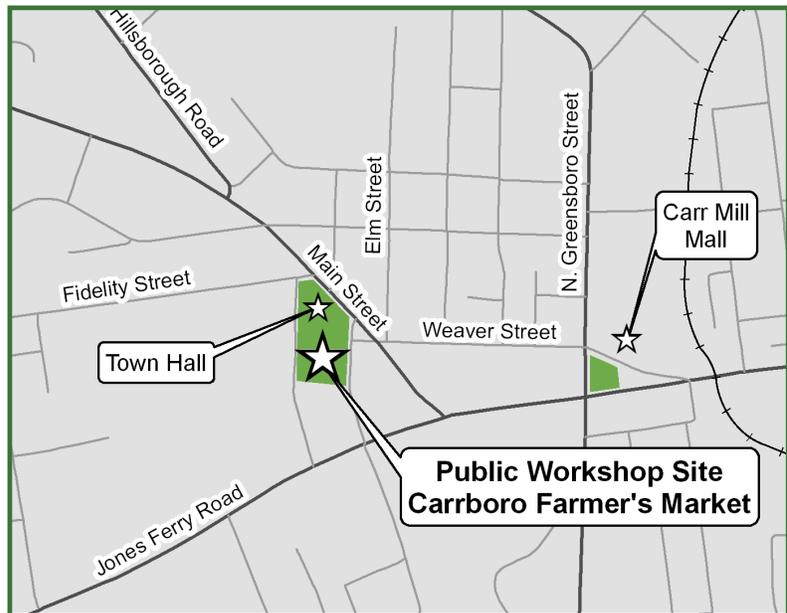


Fig. B-6 & B-7. Workshop flyers were prepared in English (left) and Spanish (right).



El Plan de Bicicleta de Carrboro

El departamento de planificación ahora está preparando un Plan de Bicicleta y se necesita su ayuda.



Una de las metas principales es provenir facilidades seguras e integradas para el pueblo de Carrboro. Las reformas pueden incluir la instalación de más líneas de tráfico para bicicletas, la educación de los conductores, y también la aumentación de seguridad en las bocacalles.

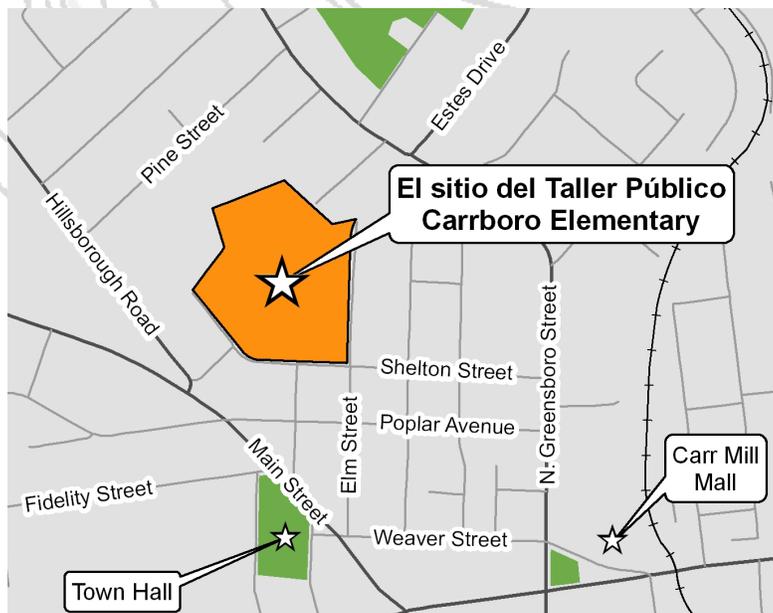
¿Adónde prefiere montar en bicicleta en Carrboro?
 ¿Piensa que hay calles que requieren atención oficial?

¿Qué tipos de facilidades bicicletas prefiere?

**¡TODOS SON BIENVENIDOS—
 ES EL FUTURO DE SU COMUNIDAD!**

10 de abril, 2008 4:30-7:30
CARRBORO ELEMENTARY - Cafetería

TALLER PÚBLICO



Este taller público es una oportunidad de reunir miembros de la comunidad y discutir el futuro del Plan de Bicicleta. La reunión será informal y se puede asistir a cualquier hora entre las 4:30 y las 7:30. Para más detalles, busque el sitio www.greenways.com/pages/CarrboroBicycle/html.

Para más información: Adena Messinger, planificador de transportación
 amessinger@ci.carrboro.nc.us

CARRBORO BICYCLE TRANSPORTATION PLAN

A bicycle commuter in Carrboro's downtown



IMPROVING BICYCLING IN CARRBORO

In January of 2008, Town staff, local residents, and the project consultants met to begin work on the Town of Carrboro Bicycle Transportation Plan.

The Bicycle Transportation Plan is part of a statewide matching grants program from NCDOT that is designed to support local communities in their efforts to plan for bicycle improvements. The project consultant, Greenways Inc. (GWI), has successfully completed several such plans with other communities in North Carolina, and has worked in over 150 towns, cities and regions in 35 states to create more liveable communities.

The Bicycle Transportation Plan Steering Committee was selected for their useful expertise and interest in related fields. At the project kick-off meeting in January 2008, participants voiced that connectivity and education were the biggest priorities. Improving and creating connections from residential areas and new development into Downtown as well as local community hubs through a series of loops were one of several ideas. Existing corridors such as Main Street and Greensboro, among others will be examined as future opportunities for bicycling facilities. The Town staff identified major roads and intersections which posed a concern for cyclist safety and require improvements.

Bike parking along Open Eye Cafe



PUBLIC PARTICIPATION

More specific goals will be established as public input is gathered, and as the steering committee contributes further to the development of this plan.

There are several ways for you to help shape the future of Carrboro in terms of bicycling and connectivity. High levels of public participation will make this plan more effective for implementation and more relevant for the particular needs of local residents:

1. Public Input Workshop.

April 10, 2008, 4:30-7:30 PM at Carrboro Elementary (400 Shelton Street, Carrboro, NC). Stop by to learn more about the Bicycle Plan and talk directly with Steering Committee members and project consultants. Maps will be provided for writing comments, identifying places you would like to get to by bike, and ideas for future opportunities. Please come share your ideas!

PROJECT NEWSLETTER



The Libba Cotten Bikeway

PROJECT NEWSLETTER #1

APRIL 2008

TOWN OF CARRBORO, NC

Fig. B-8 & B-9. Project newsletters were generated during the planning process for spring (left) and summer (right).

CARRBORO BICYCLE TRANSPORTATION PLAN

HOW TO STAY INVOLVED

1. The July 2008 Public Workshop.

July 23, 2008, 5:00-7:30 PM in front of Town Hall (310 W. Main St. Carrboro, NC), next to the Wednesday farmer's market. This will be an opportunity to review the core elements of the Draft Bicycle Transportation Plan, and to comment on the Plan's recommendations.



3. Contact a Steering Committee Member.

If you are unable to provide direct input through the upcoming workshop, please contact Adena Messinger, Transportation Planner. See Project Contact Info (at right). She can either answer your questions or direct you to a Steering Committee Member who can.



2. Support the Adoption of the Final Plan.

In winter of 2008, the Final Plan will be ready for adoption by the Town of Carrboro. It is critical that the Plan be officially adopted in order for its recommendations to be carried out. Adoption of the Plan will send a clear message to outside agencies that the Town of Carrboro has a well thought-out and planned set of bicycle improvements, making them more likely to fund and implement projects. Be sure to write a letter of support to the Board of Aldermen, or show up to support the Plan when it goes before the Board of Aldermen this winter.



PROJECT CONTACT INFO

For more information, please contact:

Adena Messinger
 Transportation Planner
 Town of Carrboro
 301 W. Main Street
 Carrboro, NC 27510
 919-918-7329
amessinger@townofcarrboro.org

