

Campus to Campus Draft Report – Public Comments

Comments Cards from the Meeting:

1. Fully support Route A and the good work that has brought us to this point
2. Very concerned about funding mechanism and how to move this forward. Triggers need to be built into agreement to make sure this happens.
3. You can not assume that everyone in need will have a cell phone.
4. Great job so far, thanks.
5. Very Good!
6. Figure out a good way to cross Main Street.
7. Minor: put mile markers on the course.
8. A serious consideration on Section A2 is the real difficulty of constructing the bikeway on the NW (ironwoods) side of Estes Drive. Bank on that side is very high, steep and with drainage and falling timber and stones problems. The SW side is preferable.
9. I live off Piney Mt., work on campus, and will access the path in different ways for different reasons – it's not really A to B and back again.
10. Lighting along path should be well designed (minimize glare and light pollution). Consider motion detection on lighting.
11. Maybe this is what was meant by “web of access” – the connector will attract walkers and bikers from all parts of area, safe and convenient connections will be critical.
12. Route A is great! It would be even better if you could implement Route B as well.
13. The project should take into consideration impacts to adjacent neighborhoods, both positive and negative.

Other comments from the discussion:

14. There was a suggestion that greater permeability between the bike path and adjacent neighborhoods be considered to make the bike path more available to the neighborhoods. For example, connect the Estes Dr. Extension bikeway and the Elkin Hills neighborhood via a new connection with Ward St.
15. All intersections where bicycles must cross a road should be designed to make bike crossings very visible. The intersection at Estes Drive extension/ Airport Drive, and the intersection at Seawell School Road/Estes Drive Extension were mentioned specifically.
16. The bike path system should include way-finding signage to guide bikers and the general public.
17. There was an emphasis that this path is part of a way-finding network or web.
18. Another neighborhood connection to the main route could include a connection from Ward St., south to the apartment complex between the south end of Ward St. and Umstead Drive, which could then pick up the proposed A route.
19. Another neighborhood connection could include from the intersection of Estes Dr. Extension/Airport Drive, to Branch St., Barclay, then from Barclay to Ward St. or Bradley Rd, to Umstead Dr. and then connect to the A route.

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General Comments:

1. Process questions – where do we go from here?
2. What is the timeline for improvements?
3. Questions on specific design issues – such as lighting, paving, blue lights, signals for cell phones.
4. What are the funding possibilities?
5. Bike crossings at intersections, particularly at Main and Lloyd St. Carrboro, need to be well done.
6. How much will this cost?
7. Need to identify maintenance and upkeep issues.
8. Present to Carrboro Aldermen, if desired.

Email Comments:

7/31/10

I reviewed your planned C2C routes and would like to make three points:

1. On your maps, please, make a correction that the Ward St., Powell St., Wiener St. and Barclay Rd. are DEAD END Streets. They are NOT open to Estes Dr. and **should not be open** on your maps. Especially it looks as if the Ward St. on your map was intersecting with Estes Dr. as a regular intersection. This is not true representation of how it is and we do not wish this reality to change, it should stay dead ended.
2. It seems to me that the Route 3 makes most sense and it would require changes that are least interfering with already established travel channels. It also is the shortest out of three proposed ones.
3. Both Route A and B would require cutting trees and cost of adding lighting. Safety would be an additional issue here, while on Route C the lighting is almost all the way already there. It also runs close to the main-through-fare, which for safety reason makes it much preferable. It would be easily accessible from Chapel Hill Police Department.

Thank you for your consideration and for adding the above corrections to your maps.

8/10/10

We are writing to express full support of the below draft recommendation for the Campus to Campus connector. We own a house on Hill Street and live nearby in Carrboro. The connection through Northside would be an asset to the neighborhood. Given all the options considered, this plan is an excellent one!

8/10/10

As a resident of the Lloyd Street neighborhood in Carrboro (along the preferred alignment for the Campus to Campus Connector) I am writing to express my support for the idea of the preferred alternative through the neighborhood. This alignment will bring much needed connectivity to the Bolin

8/13/10

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Creek corridor and Carolina North for my neighborhood as well as the campus community. I'm excited about the idea of the formalization of trails that are already being used by the community in an informal and haphazard way. I'm also relieved to see some an idea that allows for a realistic connection between the two campuses that minimizes steep hills along the route, thereby increasing the potential number of folks willing to ride their bikes to work!

Thanks for your time and good luck with the meeting on Thursday.

8/15/10

Just a thought...as UNC moves away from its reliance on coal, could the connector be a "rails to trails" conversion? The train track runs up the west side of the Carolina North property, and it's about as flat as a cyclist could wish for. I'm not sure the proposed schedule for stopping coal shipments would dovetail with the plans for Carolina North, but if the two could be made to dovetail, the tracks would make an excellent bike and pedestrian pathway, and the town would celebrate an earlier demise of the coal plant.

8/17/10

I was very glad to hear that Plan A got high marks from participants at the 8/12 session. I was hoping the route would follow the rail corridor over to Broad.

I'm also wondering whether a path to the schools from Estes will be part of the transportation package. Seems like an important addition to allow kids in the Barclay/ Williams Circle and Ironwoods neighborhoods to bike to school – extending the sidewalk out.

8/13/10