

Town of Carrboro

301 W. Main St., Carrboro, NC 27510



Meeting Agenda - Final

Tuesday, October 17, 2023

7:00 PM

Council Chambers - Room 110

Town Council

7:00-7:05**A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS**

1. [23-282](#) Proclamation: Minority Enterprise Development Week - October 22-28, 2023

7:05-7:10**B. ANNOUNCEMENT OF UPCOMING MEETINGS****7:10-7:30****C. PUBLIC COMMENT****7:30-7:35****D. CONSENT AGENDA**

1. [23-280](#) Approval of Meeting Minutes from Town Council retreats held on August 27, 2022, December 10, 2022 and January 21, 2023; and Town Council meetings held on February 14, 21 and 28, 2023.
2. [23-281](#) Consideration to Amend the Town Meeting Calendar to add a Town Council meeting on November 1, 2023

PURPOSE: The purpose of this agenda item is for Town Council to amend the 2023 Town Meetings Calendar to add an additional Town Council meeting on November 1, 2023.

Attachments: [A: Resolution Adding a November 1 2023 TC Meeting](#)

E. PUBLIC HEARING**7:35-7:45**

1. [23-270](#) Public Hearing on the Town of Carrboro's Use of CDBG-CV funds for Emergency Housing Assistance

PURPOSE: The purpose of this item is to hold a public hearing to receive comment on the Town's use of Community Development Block Grant - Coronavirus (CDBG-CV) for Emergency Housing Assistance.

Attachments: [A: Race and Equity Pocket Questions - CDBG-CV PH](#)

F. OTHER MATTERS**7:45-9:00**

1. [23-269](#) Update to Bolin Creek Greenway Conceptual Master Plan

PURPOSE: The purpose of this agenda item is to present the results from the community engagement process for Phases 3 and 4 of the Bolin Creek Greenway and review for new technical and regulatory challenges. A resolution updating the plan is provided for the Town Council's consideration.

Attachments: [A: Resolution Accepting Bolin Creek Greenway Update](#)

[B: BCG Engagement Framework](#)

[C: BCG Survey Results](#)

[D: BCG Survey Comments Summary](#)

[E: BCG Survey Geo-Coded Responses](#)

[F: BCG Wikimapping Survey Responses](#)

[G: BCG Flyer & Public Information](#)

[H: BCG Race and Equity Pocket Questions](#)

G. MATTERS BY COUNCIL MEMBERS



Town of Carrboro

301 W. Main St., Carrboro,
NC 27510

Agenda Item Abstract

File Number: 23-282

Agenda Date: 10/17/2023

File Type: Agendas

In Control: Town Council

Version: 1

Proclamation: Minority Enterprise Development Week - October 22-28, 2023



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301 W. Main St., Carrboro,
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Agenda Item Abstract

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Approval of Meeting Minutes from Town Council retreats held on August 27, 2022, December 10, 2022 and January 21, 2023; and Town Council meetings held on February 14, 21 and 28, 2023.



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NC 27510

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File Number: 23-281

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Consideration to Amend the Town Meeting Calendar to add a Town Council meeting on November 1, 2023

PURPOSE: The purpose of this agenda item is for Town Council to amend the 2023 Town Meetings Calendar to add an additional Town Council meeting on November 1, 2023.

RECOMMENDATION: If Town Council agrees to add this additional Council meeting, the following resolution should be adopted setting this meeting (Attachment A).

**A RESOLUTION ADDING A NOVEMBER 1, 2023 TOWN COUNCIL MEETING TO
THE TOWN MEETINGS CALENDAR**

NOW, THEREFORE BE IT RESOLVED BY THE CARRBORO TOWN COUNCIL THAT:

Section 1. A November 1, 2023 Town Council meeting has been added to the calendar.

This the 17th day of October 2023.



Agenda Item Abstract

File Number: 23-270

Agenda Date: 10/17/2023

File Type: Agendas

In Control: Town Council

Version: 1

Public Hearing on the Town of Carrboro's Use of CDBG-CV funds for Emergency Housing Assistance

PURPOSE: The purpose of this item is to hold a public hearing to receive comment on the Town's use of Community Development Block Grant - Coronavirus (CDBG-CV) for Emergency Housing Assistance.

DEPARTMENT: Housing and Community Services

CONTACT INFORMATION: [Anne-Marie Vanaman, Interim Housing and Community Services Director, 919-918-7321, amvanaman@carrboronc.gov <<mailto:amvanaman@carrboronc.gov>>]

COUNCIL DIRECTION:

☐ Race/Equity ☐ Climate ☒ Comprehensive Plan ☐ Other

Goal 5: Support efforts with Orange County to ensure that all homeless individuals and families have access to safe housing, appropriate services, and a path to permanent housing. Strategy 5A. Prevent homelessness.

Race and Equity pocket questions can be found in Attachment A.

INFORMATION: In 2020, the Town of Carrboro applied for and was awarded \$900,000 in CDBG-CV funds to be used with the existing [Orange County Emergency Housing Assistance \(EHA\) program](https://orangecountync.gov/EHA) <<https://orangecountync.gov/EHA>>, which provides financial assistance to help Orange County residents with low incomes secure and maintain stable housing.

The majority of the CDBG-CV funding (90 percent) was expended on direct financial assistance to Carrboro beneficiaries; 10 percent of the funding must be used for program administration, including the closeout of the grant.

CDBG-CV funding provided assistance to 175 unique households in Carrboro that earned no more than 60% of the area median income and had an urgent need for housing assistance. Many households applied multiple times throughout the life of the grant.

A requirement of the grant closeout is for the Town of Carrboro to hold one public hearing to obtain public comments. The public comment period is open from October 6th, 2023 - November 6, 2023. Comments may be submitted in writing by mail or email, or by telephone to Anne-Marie Vanaman, Interim Housing and Community Services Director.

Background: On August 25, 2020, Governor Cooper announced funding for three initiatives to help North Carolinians with rental and utility payments in the wake of the COVID-19 pandemic. One of these initiatives provided the availability of \$27.5 million from a federal Community Development Block Grant - Coronavirus (CDBG-CV) to be administered by incorporated municipalities with under 50,000 residents and counties under

200,000 residents through the North Carolina Department of Commerce. Local governments were encouraged to prioritize the support of rental and utility payments and eviction prevention.

Carrboro residents have continued to receive rent, utility, and mortgage assistance after the CDBG-CV funding ended through the Orange County Emergency Housing Assistance Program.

FISCAL IMPACT: Costs related to the grant closing, such as public hearing notices and administrative support, will be drawn from the remaining \$8,999.99 in grant funds.

RECOMMENDATION: Staff recommends that the Town Council open the public hearing, accept comments on the Town of Carrboro's use of CDBG-CV grant funds for Emergency Housing Assistance, and close the public hearing. Members of the public may also submit any additional comments to the Town by November 6, 2023.



Race and Equity Pocket Questions

Title and purpose of this initiative: Public Hearing on the Town of Carrboro’s Use of CDBG-CV Funds for Emergency Housing Assistance

Department:

Housing and Community Services

What are the racial and equity impacts?

The racial and equity impacts of the public hearing are that marginalized communities may not be able to access information regarding the public hearing as readily as non-marginalized communities. Public hearing notices are placed in newspapers requiring payment to access. Viewing the public hearing or emailing comments may not be possible without internet or cable service or devices such as computers, cell phones, or television. There may be language barriers in reading the notices or in the understanding of public hearings as a function of their local government.

Who is or will experience community burden?

The public may be burdened by using their time and resources to participate in the public hearing. It can often be costly to find transportation or childcare if a resident does not have reliable transportation or has to take off work to attend the public hearing. Those who would like to participate, but do not have the means to do so, may be burdened and would not have their voices heard.

Who is or will experience community benefit?

The public will benefit from the public hearing by having the opportunity to speak on the use of the CDBG-CV funds granted to the Town for the purpose of stabilizing housing for low-income households. Their comments will become part of the public record and provided in the closeout of the grant.

What are the root causes of inequity?

Institutional policies, both intentional and unintentional, have created inequities for Black and other marginalized communities in employment, housing, generational wealth, and health outcome. These policies create barriers to participating in civic life as well as receiving the representation that participation can bring.

What might be the unintended consequences of this action or strategy?

Unintended consequences of holding a public hearing could be that marginalized communities feel that they were not informed adequately, if at all, or were able to access the information regarding the public hearing on the funds and service that may have benefitted the community. Another unintended consequence could be that some residents do not feel that their voices were heard or that the funds were used appropriately.

How is your department planning to mitigate any burdens, inequities, and unintended consequences?

Housing and Community Services has placed public notices in both English and Spanish language newspapers. Staff will also post the notices around town and on town boards located within communities. Staff will share the notices with our community partners so that they can spread the word to the people they serve. Public comments will also be accepted during a 30-day period and can be in written form (mail and email) or can be delivered by telephone. Auxiliary aids or services under the ADA or a language translator can be provided if requested.



Agenda Item Abstract

File Number: 23-269

Agenda Date: 10/17/2023

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Version: 1

Update to Bolin Creek Greenway Conceptual Master Plan

PURPOSE: The purpose of this agenda item is to present the results from the community engagement process for Phases 3 and 4 of the Bolin Creek Greenway and review for new technical and regulatory challenges. A resolution updating the plan is provided for the Town Council's consideration.

DEPARTMENT: Communication & Engagement; Planning

CONTACT INFORMATION: Catherine Lazorko, Director of Communication & Engagement, clazorko@carrboronc.gov <<mailto:clazorko@carrboronc.gov>> or 919-918-7314; Trish McGuire, Planning Director, 919-918-7327, pmcguire@carrboronc.gov <<mailto:pmcguire@carrboronc.gov>>

COUNCIL DIRECTION:

☐ Race/Equity ☐ Climate ☐ Comprehensive Plan ☒ Other

At a Council Meeting on March 28, 2023, The Town Council voted 6 - 1 to direct staff "to conduct public engagement on the alternative alignments in the 2009 (*Bolin Creek Greenway Conceptual Master Plan*) between then and October 17, 2023, and to bring a report to the Town Council no later than October 31, 2023." The engagement results presented herein reflect the results of the community survey undertaken from June to October 2023, including survey data, summary of comments received, and Race and Equity Pocket Questions.

INFORMATION: *The Bolin Creek Greenway Conceptual Master Plan* makes recommendations for 4.8 miles of trail near Bolin Creek and Jones Creek, which extends from Wilson Park to Homestead Road, and from Lake Hogan Farms to Buckhorn Branch. The plan includes action steps, project prioritization and phasing, land acquisition strategies, and potential renovation recommendations.

The planning area starts at Estes Drive Extension and encompasses the land around the creek through Carolina North Forest under Homestead Road. Phase 3 of the plan provides most centralized east-west connections from the greenway corridor to nearby neighborhoods. Phase 4 continues from the railroad tracks through the PH Craig tract. The corridor for these greenway segments extends approximately three miles.

The Town Council direction on March 28, 2023, to conduct public engagement followed a Council Work Session held on February 14, 2023, in which the Council received a staff presentation that included historical context for the 14-year-old greenway plan.

Work on the Bolin Creek Greenway Conceptual Master Plan began after the then Board of Aldermen authorized the Town Manager on November 18, 2008, to execute a contract with Greenways Inc. to complete a greenway plan for the area.

When the Draft Bolin Creek Greenway Conceptual Master Plan was presented publicly on December 8, 2009, the Board directed that different trail alignments be included for Phases 3 and 4 in the adopted plan. At that time, the Board directed staff to establish a process for public input on Phases 3 and 4. Per the Board's

direction, the adopted version of the *Bolin Creek Greenway Conceptual Master Plan* includes three alternative alignments, which are:

- **Creekside Trail Alignment** - The proposed design for the greenway, recommended in the Bolin Creek Greenway Conceptual Master Plan, is for approximately two miles of trail near Bolin Creek, which extends from Estes Drive to Homestead Road. This option was identified as the ‘preferred alignment’ in the final draft of the plan and described as the most successful in terms of serving the largest number of neighborhoods along the corridor, offering the most options for accessing the trail.
- **Upland Forest Alignment** - A greenway alternative outside the floodplain that would direct users to Seawell School Road. This route utilizes existing trail corridors that vary in width from 18 inches to 15 feet. Some of the constraints of this alignment include steep topography, increased engineering costs, and potential ADA accessibility constraints.
- **Bolin Connector Alignment** - This route would tie into existing and proposed bicycle facilities. Proposed to create a “Complete Streets” concept. Complete Streets accommodate all modes of transportation, allowing bicyclists, pedestrians, transit users, vehicles, as well as commercial and emergency vehicles to navigate Town streets safely. Challenges of this alignment include concerns that many parents expressed during 2009 engagement that they desired an off-road facility for their children to safely bicycle on. Additionally, making cost effective trail connections from Estes Drive to Homestead Road presented engineering constraints.

Summary of 2009 Public Engagement Process

- In 2009, Greenways Inc. consultants solicited public input in two public workshops and paper and online comment forms (surveys). About 100 people provided input at the two workshops through direct conversation with the consultants and Town staff, the Greenways Commission, map markups, and comment forms.
- The first workshop (May 20, 2009) presented three separate greenway alignments - the Bolin Connector, the Creekside Trail, and the Upland Forest Trail. The second workshop (Sept. 21, 2009) presented a preferred draft alignment where participants were invited to make comments.
- Overall, the majority of May 2009 workshop attendees preferred the Creekside Trail. Connections that resulted from the Upland Forest Trail alignment were also very popular. Most participants at the September 2009 workshop also supported the Drafted Preferred Alignment (Creekside).

Summary of 2023 Public Engagement Process

- In 2023, Town staff led an engagement process from June to October using a communitywide survey and repeated the questions from the 2009 process. The Town’s use of a variety of online tools - a survey, an interactive mapping tool, social media - as well thousands of postcards and flyers, door-to-door literature distributions in select neighborhoods, and outreach at community events with a commitment to engaging a diversity of voices - through translation, interpreters, and paper questionnaires - generated feedback from across the community.
- At the end of the engagement period, the Town received 1,769 responses to the survey and 644 comments. A WikiMapping survey where people can leave comments on a map generated an additional

144 comments about trail usage. The greenway project webpage received 2,717 views over this period, and it consistently ranked among the top-viewed webpages on the Town website.

- For the preferred trail alignment question -- separating responses from those who live in Carrboro (1,253 responses) - a majority or 66% favor the Creekside Trail Alignment. Respondents who live in Carrboro also had preferences: 14% for Upland Forest, 9% for Bolin Connector, and 10% for “something else.”
- For the preferred trail alignment question - considering responses from all survey takers who answered this question (1,735 responses) -- a majority prefer the Creekside Trail Alignment with similar percentages as the Carrboro respondents. About 66% of respondents selected Creekside. The Upland Forest Alignment received the second-highest favorability at 14% while about 10% preferred the Bolin Connector Alignment. Some respondents (10%) preferred “something else” and provided comments on alternative routes.

More Information about the 2023 Greenway Engagement Process

Using Town of Carrboro guiding plans and engagement tools/techniques, Town staff prepared the *Bolin Creek Greenway Engagement Framework*, which was provided to the Town Council on May 19, 2023. The framework is informed by the *Inclusive Carrboro Communication and Community Engagement Plan*, the *One Orange Racial Equity Framework*, and the *Carrboro Connects Comprehensive Plan*. Staff relied on guidance from these documents to conduct an equitable and inclusive engagement process that sought to gather input from all segments of the Carrboro community.

Project outreach began in June 2023 and has consisted of paper and online information/map materials; an invitation to residents to take self-guided or virtual tours of the trail using an online StoryMap; have an option to use a WikiMapping survey (where public input is collected on a map); take surveys (paper and online); and provide comments, questions, and feedback on use of trails and alternative alignments. The community survey was open June 23, 2023, to October 3, 2023.

To broaden and diversify engagement, staff implemented a plan to “go where the people are” by seeking participation at some of our town’s favorite community events that attract lots of people. Staff hosted public tables with greenway maps and interactive tools at the Carrboro Farmers Market, Carrboro In Motion, July Fourth, Frederick Douglass Community Reading, National Night Out, the Latin American Festival, and the Carrboro Music Festival, and visited local groups such as the Carrboro Run Club and Fleet Feet Runners.

Toward its goal of equitable engagement, this effort placed emphasis on reaching those who are most often marginalized in these conversations. Town staff worked with El Centro Hispano and the Refugee Community Partnership to conduct canvassing to increase survey participation among immigrants and refugees. Outreach was made in the town’s historically Black neighborhoods with a staff team going door-to-door to drop off literature bags, which included a letter from Mayor Damon Seils about the greenway survey and a postcard inviting survey participation. Staff also received assistance in distributing information about the survey to residents through the RENA Community Center, St. Paul AME Church, and the Chapel Hill-Carrboro NAACP. Town staff also provided survey information to participants of Community Safety Task Force listening sessions held at the Jackson Center and IFC.

Public communications relied on news releases (with media coverage from WCHL-Chapelboro, The Daily Tar

Heel, WRAL and Indy Week), email blasts, social media posts, yard signs, flyers, and large format posters, some of which were displayed at Chapel Hill Transit stops. Public information was provided in various formats and in English and Spanish. Multilingual paper surveys (English, Spanish, Korean, Burmese, Karen and Chinese) were provided at the Carrboro Century Center, the Willow Creek Laundromat, and engagement tables at community events.

In addition to online surveys, the project webpage included a Frequently Asked Questions, the *Bolin Creek Greenway Conceptual Master Plan* and other project resources, and a project history timeline.

The engagement process has resulted in more than 1,769 survey responses; 644 comments from the survey; and 144 comments on the WikiMapping system. The project webpage received 2,717 views, social media posts received higher than average engagement, and Town staff received dozens of emails and phone calls about the process during this timeframe.

2023 Greenway Survey Results

Takeaways from the greenway survey:

1. A majority of community members prefer the Creekside alignment for the Bolin Creek Greenway.
2. Community members want more trails and greenways.
3. Community members would use trails more often if they could easily bike to, walk to, or park at a trailhead.
4. While a majority of community members support the Bolin Creek Greenway Conceptual Plan, a significant number expressed environmental concerns and opposition to a paved greenway within comments provided.

Survey results include the following:

- Creating more trails in Carrboro ranks as very important to 76% of survey respondents.
- Most survey respondents are familiar with trails in Carrboro with about 55% reporting they use them a “few times per week.” More than 93% of respondents reported that they have used the corridor along Bolin Creek.
- Obstacles for ability to use trails in Carrboro for most respondents is lack of connections, followed by unsafe street crossings, accessibility concerns, lack of information, and other concerns. If they could easily bike to, walk to, or park at a trailhead, 66% reported that they would use the trails more often. About 31% of respondents say they can already access trails.
- Feedback on trail usage was that a majority would use the future greenway for fitness or recreation, followed by, in order of preference, commuting to/from destinations in Carrboro/Chapel Hill, socializing, walking a dog, and environmental education.
- Most respondents would use the greenway for walking, followed by, in order of preference, bicycling, running/jogging, using a stroller, using a wheelchair, roller-blading, and other activities.
- Destinations to get to by trail by order of preference were Downtown Carrboro, Carolina North Forest,

Chapel Hill, Wilson Park, UNC, Chapel Hill-Carrboro Schools, and other locations.

- About 39% of respondents perceive the environmental conditions along the Bolin Creek corridor as fair while others perceive the conditions are good (33%), poor (15%), or do not know (13%). Most respondents expressed their interest in improving environmental conditions along Bolin Creek as very important (66%), followed by somewhat important (29%) and not important (5%).
- Most respondents or 66% prefer the Creekside Trail Alignment. The Upland Forest Alignment received the second-highest favorability at about 14% while about 10% preferred the Bolin Connector Alignment. About 10% of respondents preferred “something else” and provided comments on alternative routes.
- In response to a question asking whether additional connections along the Bolin Creek Corridor could be made, 62% of respondents selected that “enough connections have been made” while about 33% selected that they would like to see “additional connections” and about 4% selected that there are “too many connections.”
- Most respondents totaling 79% support the *Bolin Creek Greenway Conceptual Plan*.
- In response to a question about whether the goals of the Bolin Creek Greenway project are being met, about 56% of respondents perceive they are. Others responded, “don’t know” (27%) or “no” (17%). *The project goals are to protect and improve water quality along Bolin and Jones Creeks, to provide safe and non-motorized connections to various uses along the corridor; and to enhance and preserve the recreational resource that exists along Bolin Creek.*
- About 12% of respondents participated in the development of the Bolin Creek Greenway Conceptual Master Plan in 2009 by attending workshops, completing surveys, or providing input to the then Carrboro Board of Aldermen (Town Council).
- Most respondents or 76% live in Carrboro. Additionally, respondents work in Carrboro (22%), own a business in Carrboro (7%), are a student attending in/near Carrboro (7%), live in the Northern Transition Area (2%), or other (16%) for which most respondents reported they live in Chapel Hill.
- The highest number of respondents or 55% live in the 27510 zip code, followed by 33% in 27516, and 8% in 27514.
- Data taken from a question asking about the closest intersection to their home address resulted in a geocoding analysis of respondents, showing participation across Carrboro town limits.
- Respondents represented a diverse range of ages with a slightly higher number in the 35-44 age group (26%), followed by 45-54 (22%) and 25-34 (18%).
- Respondents reported as 51% female, 47% male, and 2% other.
- The primary language spoken at home among respondents was English (90%), followed by Spanish (4%), Karen (2%), Burmese (1%), Chinese, Korean, and other.
- Respondents identified as White (83%), followed by Asian/Pacific Islander (6%), Hispanic (5%), Black

(2%), and Multiple ethnicities or other (3%). Note that the highest number of respondents (132) skipped this question. The race/ethnicity composition of Carrboro is 9% Asian/Pacific Islander; 13% Hispanic; 10% Black; 62% White; and 6% multi-racial.

- Most respondents heard about the project through word of mouth (50%), followed by community groups and blogs (24%); Town website (22%); social media (18%); outdoor signage (15%), and neighborhood associations (10%).

Review for Technical or Regulatory Challenges

Staff was also directed to undertake a review of the alternative alignments for any technical or regulatory challenges and consulted with the Town Engineer, Sungate Design Group, and Axiom Environmental, Inc. The review has considered Town, State and Federal regulations pertaining to natural environmental conditions, endangered species, special flood hazard areas, streams and wetlands, and fish and wildlife. The proposed Creekside alignment crosses the Norfolk Southern Railroad. Coordination with the railroad to obtain concurrence for the crossing will be required. This review did not identify regulatory roadblocks to any of the conceptual alternative trail alignments.

The Carolina North Development Agreement (2009) and associated Restrictive Covenants (2013) for Conservation Areas have also been reviewed. Moving forward with Phases 3 and 4 will involve approval in accordance with the existing Development Agreement and restrictive covenants.

Attachments

- Resolution Receiving Bolin Creek Greenway Conceptual Master Plan Update (Attachment A)
- BCG Engagement Framework (Attachment B)
- BCG Survey Results (Attachment C)
- BCG Survey Comments Summary (Attachment D)
- BCG Survey Geocoded Responses (Attachment E)
- BCG WikiMapping Survey Responses (Attachment F)
- BCG Flyer/Postcard (Attachment G)
- Race and Equity Pocket Questions (Attachment H)

Guiding Plans and Documents

- Bolin Creek Greenway Conceptual Master Plan -
<https://www.carrboronc.gov/DocumentCenter/View/12366/Bolin-Creek-Greenway-Conceptual-Master-Plan>
- Inclusive Carrboro Communications and Community Engagement Plan -
<https://www.carrboronc.gov/DocumentCenter/View/10525/Inclusive-Carrboro-Communications-and-Community-Engagement-Plan>

- One Orange Racial Equity Framework -
<https://carrboro.legistar.com/LegislationDetail.aspx?ID=5398852&GUID=D3093EFE-6567-4F6F->
- Carrboro Connects Comprehensive Plan -
<https://www.carrboronc.gov/2389/16175/Carrboro-Connects-Comprehensive-Plan>

FISCAL IMPACT: The cost of the engagement process totaled about \$13,500, including contract services for greenway maps and a WikiMapping system to collect public input; collateral materials such as flyers, posters, signage, and postcards; and language translation. This cost includes an estimate for following up with summaries of community feedback and future Town actions to be provided in the same manner that the public input was requested at the outset.

Town staff time amounted to hundreds of hours to develop the project webpage, online survey, and numerous information resources; to attend community events and answer questions of residents in person and via email; to deliver information packets in neighborhoods; and to facilitate coordination with community partners conducting outreach.

RECOMMENDATION: The Town Manager recommends that the Town Council receive the information and consider adoption of Attachment A.

A RESOLUTION RECEIVING
BOLIN CREEK GREENWAY CONCEPTUAL MASTER PLAN UPDATE

WHEREAS, Carrboro residents and the Carrboro Town Council have long supported a network of greenways throughout the community; and

WHEREAS, the Council adopted a Recreation and Parks Comprehensive Master Plan in 1994 (and updated in 2006) that first identified the Bolin Creek corridor as a potential alignment for greenway development; and

WHEREAS, the Council adopted the Bolin Creek Greenway Conceptual Master Plan (“the Plan”) in 2009 as a platform for future planning and implementation of the Bolin Creek and Jones Creek greenway trails; and

WHEREAS, Phase 1a (Wilson Park Multi-use Path) and Phase 1b (Homestead Road-Chapel Hill High School Multi-use Path) of the Plan have been completed, and construction of a portion of Phase 2 (Jones Creek Greenway) of the Plan is expected to begin next year; and

WHEREAS, in adopting the Plan, the Council directed Town staff to retain all alternative conceptual alignments for Phases 3 and 4 in the Plan and to establish a process for public input on those phases; and in March 2023, the Council directed staff to conduct public engagement on the alignments in the Plan and to bring a report to the Council no later than October; and

WHEREAS, the Town conducted a community survey and other community engagement activities between June and October of 2023 and, in a parallel effort, evaluated the alternative conceptual alignments in the Plan for any new technical or regulatory challenges; and

WHEREAS, the results of the Town’s community engagement activities indicate a strong preference for the conceptual “Creekside Alignment” for Phases 3 and 4 of the Bolin Creek Greenway; and Town staff identified no new regulatory or technical challenges to continuing to use the Plan as a platform for future planning and implementation;

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Town Council:

Section 1. The Council receives this update and reaffirms its support for the continued pursuit of greenway development throughout the community.

Section 2. The conceptual alignment identified as the “Preferred Alignment” in the adopted Bolin Creek Greenway Conceptual Master Plan (and identified as the “Creekside Alignment” in the community survey) is hereby adopted as the preferred alignment for Phases 3 and 4 of the greenway trail.

Section 3. The Council reaffirms the conclusions from the Plan that the Preferred Alignment is the most successful in terms of serving the largest number of Carrboro neighborhoods and provides the greatest diversity of options for accessing the trail.

Section 4. The Council further affirms that other proposed routes do not offer practical alternatives in terms of connecting the largest number of Carrboro neighborhoods to each other and to schools, parks, jobs, civic and social opportunities, and downtown.

Section 5. This resolution shall become effective upon adoption.



TOWN OF CARRBORO • NC
OFFICE OF THE TOWN MANAGER

May 19, 2023

To: Mayor and Town Council
From: Richard J. White III, Town Manager
Subject: Bolin Creek Greenway Community Engagement
CC: Catherine Lazorko, Community and Engagement Director
Trish McGuire, Planning Director

The purpose of this memorandum is to convey the Community Engagement Framework for the Bolin Creek Greenway Phases 3 and 4.

Some key points of this framework include:

- Staff is committed to conducting an equitable and inclusive engagement process that will seek to gather input from all segments of the Carrboro community.
- In addition to broad outreach, the Town's engagement will rely on strategies to ensure historically underrepresented communities are included in community participation. Toward its goal of equitable engagement, this effort will place an emphasis on reaching those who are most often marginalized in these conversations.
- Survey questions that were used in the 2009 engagement process will be repeated during the 2023 engagement process.
- Professionally prepared easy-to-read maps and graphics are essential to this engagement and public information effort.
- In addition to staff time, the total budget for this engagement effort is anticipated to be \$14,000 which will include maps, graphics, professional services, and printing.
- Town staff plan to begin outreach in early June. The engagement process will conclude in early October.

While engagement is occurring, a parallel effort will be underway to evaluate the alternative alignments for any technical or regulatory challenges.

Please let me know if you have questions or comments.



Community Engagement Framework for Bolin Creek Greenway

The purpose of this document is to provide a framework for community engagement for the Bolin Creek Greenway. Staff is committed to conducting an equitable and inclusive engagement process that will seek to gather input from all segments of the Carrboro community.

Background – At its Work Session on February 14, 2023, the Town Council discussed establishing a public input process for considering Bolin Creek Greenway Phases 3 and 4, outlining objectives for broad and inclusive outreach to ensure that all voices are heard.

The Council directed the need to include strategies to incorporate perspectives of renters, HOAs, neighborhoods, school communities and advisory boards; to use multilingual educational materials and outreach tools; online surveys, fact sheets and public comment cards; and to conduct outreach at different locations and different times of day. The Town will use include multilingual information materials and outreach tools; surveys, FAQs, fact sheets and public comment cards as part of this outreach effort.

At a Council Meeting on March 28, 2023, The Town Council voted 6 – 1 to direct staff “to conduct public engagement on the alternative alignments in the 2009 report between now and October 17 and to bring a report to the Town Council no later than October 31.”

The Bolin Creek Greenway Conceptual Master Plan includes three trail alignment “alternatives” that were prepared for an initial public workshop (May 20, 2009) for public comment ... to provide options to the public that were distinctly different from one another “so that user needs and preference, origins and destinations could be determined.” (Chapter 4, page 39). At a second workshop (September 21, 2009), the preferred greenway alignment was presented, and participants provided comment on the proposed alignment. See survey questions included in the 2009 workshops as Appendix A: Public Input Survey: <https://www.carrboronc.gov/DocumentCenter/View/1391/BCG-AppA-PublicInput?bidId=>

Engagement Summary – Using Town of Carrboro guiding plans and engagement tools/techniques, the engagement will be informed by the *2009 Bolin Creek Greenway Conceptual Master Plan (BCG Plan)*, *Inclusive Carrboro Communications and Community Engagement Plan* and the *One Orange Racial Equity Framework*.

Project outreach will consist of paper and online information and map materials; and an invitation to residents to take self-guided or virtual tours of the trail, participate in an online storymap, and have an option to use the WikiMapping survey where public input is collected on a map, take surveys (paper and online); and provide comments, questions and feedback on their use of trails and alternative alignments. The WikiMapping survey will be available for people who

wish to show the destinations they would use the trails to get to and note areas on a map for comment.

To broaden and diversify engagement, Town staff plan to “go where the people are” by direct engagement with community groups such as El Centro and Refugee Community Partnership, BIPOC neighborhoods; directed communication using signs, flyers and door hangers; as well as engagement with the broader community at some of our town’s favorite community events that draw lots of people. Staff will host public tables with greenway maps and interactive tools at the Carrboro Farmers Market, Freight Train Blues Concerts, Carrboro In Motion, July Fourth, the Latin American Festival, and the Carrboro Music Festival and various pop-ups, including engagement on other community initiatives (such as parking and transit). Information will be provided in various formats and languages.

Town staff plan to begin outreach in early June. The engagement process will conclude in early October. The engagement timeline is provided below.

2023 Bolin Creek Greenway Engagement Timeline

May

Preparation of surveys, graphics and maps, and public information. Complete the website project at

<https://www.carrboronc.gov/2762/Bolin-Creek-Greenway>

Community Event: Bike Month

June

Invitation to participate in survey and the public process – self-guided tours of the greenway w/online and paper maps

Community Event: Carrboro Farmers Market

Juneteenth

Recreation & Parks Month

Freight Train Blues Concerts

Pride Food Truck Rodeo & Dance Party

Carrboro In Motion – June 9, Royal Park

July

Community Event: July Fourth

August

Community Events: Carrboro In Motion – Estes Park Apartments

Latin American Festival

September

End of month - collect engagement data to publish on website

Community Events: Car Free Day

Carrboro Music Festival

October

Oct. 17 – Publish all engagement data

Oct. 24 - Present the results of the engagement to the Town Council.



Community Engagement Resources

Bolin Creek Greenway community engagement will rely on strategies to ensure historically underrepresented communities are included in the Town's planning and decision-making processes. Toward its goal of equitable engagement, this effort will place an emphasis on reaching those who are most often marginalized in these conversations.

Resource documents, including those listed below, will be tools used in this process. They will be made available on the project webpage at <https://www.carrboronc.gov/2762/Bolin-Creek-Greenway>

- *Carrboro Connects 2022-2042 Comprehensive Plan* – This comprehensive plan adopted by the Town Council in June 2022 has race and equity as one of its two foundational themes. Strategy 1.1 states: “Evaluate current community engagement opportunities for accessibility and cultural appropriateness. Engage community-based organizations and resident leaders that serve diverse populations to evaluate current community engagement activities. Develop and implement a plan to improve engagement practices in the areas identified by the evaluation findings.”
- *Carrboro Communication and Engagement Plan* – Adopted in August 2020, this plan is designed to improve engagement and inclusivity by building on successful strategies for generalized communications and engagement; connecting with minority communities and building relationships; adopting a grassroots approach; and ensuring culturally appropriate messaging and information.
- *One Orange Racial Equity Framework* – Town staff from across all departments are evaluating Town of Carrboro existing and new policies, practices, services and initiatives using a racial equity assessment lens. The findings can effectuate change that results in better community outcomes. The foundation of this work stems from the One Orange Racial Equity Framework which is designed with the commitment of uncovering and addressing implicit biases in our jurisdictions to ensure that race no longer can be used to predict life outcomes in the Orange County community.

Engagement Budget

In addition to staff time, the total budget for this engagement effort is anticipated to be \$15,000 which will include maps, graphics, professional services, and printing.

- Maps and Graphics – Professionally prepared easy-to-read maps and graphics are essential to this engagement and public information effort. Staff propose to work with Steve Spindler because of his unique knowledge of the community. He is cartographer who created the 2019 Chapel Hill Bike Map (which includes Carrboro) <https://www.townofchapelhill.org/home/showpublisheddocument/10099/636927530406630000> as well as many others. Learn more at <https://stevespindler.com/> An example of one of his Wikimapping projects is <https://wikimapping.com/moveeugene.html>
- Professional Services – Town staff anticipate requiring translators/interpreters for language access and for specialized engagement. In previous engagement for ARPA Funding questions, the Town employed the Refugee Community Partnership to assist with outreach of refugee and immigrant communities.

Survey Questions for Bolin Creek Greenway

The following questions were presented during the initial 2009 engagement process and will be repeated during the 2023 engagement process. The survey will be made available in multiple languages online, in paper format, and delivered by staff and community partners on a one-on-one basis for residents who prefer this method due to time, interest or other barriers.

1. How important to you is the goal of creating more trails in Carrboro?
 - ☐ Very important
 - ☐ Somewhat important
 - ☐ Not important
2. How often do you use trails in Carrboro?
 - ☐ Never
 - ☐ Few times per year
 - ☐ Few times per year
 - ☐ Few times per week
3. Do you or have you used the corridor along Bolin Creek?
 - ☐ Yes
 - ☐ No
4. What are the most significant factors that present obstacles for your ability to use trails in Carrboro?
 - ☐ Lack of information about local trails
 - ☐ Unsafe street crossings
 - ☐ Lack of interest
 - ☐ Lack of time
 - ☐ Personal safety concerns
 - ☐ Located on private property
 - ☐ Accessibility concerns
 - ☐ Lack of connections
 - ☐ Other

5. Would you use trails more often if you could easily bike to, walk to, or park at a trailhead?
- ☐ Yes
 - ☐ No
 - ☐ I can already access trails
6. For what purposes would you use the Bolin Creek Greenway in the future (Rank Top 3)
- ☐ Fitness or recreation
 - ☐ Getting to and from destinations in Carrboro/Chapel Hill
 - ☐ Socializing
 - ☐ Walking the dog
 - ☐ Environmental education
 - ☐ Other
7. What modes of activity would you use on the Bolin Creek Greenway?
- ☐ Bicycling
 - ☐ Walking
 - ☐ Running/Jogging
 - ☐ Using a stroller
 - ☐ Using a wheelchair
 - ☐ Roller-blading
 - ☐ Other (please specify)
8. What destinations would you most like to get to by trail?
- ☐ MLK Park
 - ☐ Wilson Park
 - ☐ Anderson Park
 - ☐ Other Carrboro Parks
 - ☐ Downtown Carrboro
 - ☐ UNC
 - ☐ Carolina North Forest
 - ☐ Chapel Hill-Carrboro schools
 - ☐ Chapel Hill

9. How would you rate the current environmental conditions along the Bolin Creek corridor?

- ☐ Good
- ☐ Fair
- ☐ Poor
- ☐ Do not know

10. What is your interest in improving environmental conditions along Bolin Creek?

- ☐ Very important
- ☐ Somewhat important
- ☐ Not Important

11. What is your preferred trail alignment?

- ☐ Creekside Trail Alignment
- ☐ Upland Forest Alignment
- ☐ Bolin Connector Alignment

12. Are there any additional connections along the Bolin Creek corridor you would like to see made that have not been shown?

- ☐ No, enough connections have been made
- ☐ There are too many connections

13. What is the primary reason you use the corridor along Bolin Creek?

- ☐ Exercise/Fitness
- ☐ Getting to and from destinations
- ☐ Socializing
- ☐ Walking the dog
- ☐ Environmental Education
- ☐ Meditation/Respite

14. If the trail was built as shown in the proposed conceptual plan, how would that affect your use of the corridor?

- ☐ I would use the trail more often
- ☐ I would use the trail less often
- ☐ I would not change my use of the corridor

15. Do you support the Bolin Creek Greenway Conceptual Plan?

- ☐ Yes
- ☐ No
- ☐ If you answered 'no' to the previous question, please specify your reason:

16. Trailheads provide ancillary features for greenways, such as parking, water fountains, trash receptacles and kiosks. Based on the proposed number and location of trailheads shown on the Plan, please select the following:

- ☐ I would like to see fewer trailheads
- ☐ I am happy with the amount of proposed trailheads
- ☐ I would like to see additional trailheads (please specify location)

17. The NCDOT defines specific standards for trail development, one of which includes providing approved surfacing on greenways that will accommodate all non-motorized users (including bicycles, wheelchairs and strollers). What type of surfacing do you prefer to the Bolin Creek Greenway? (select one)

- ☐ Asphalt
- ☐ Concrete
- ☐ Recycled Materials (such as scrap tires)
- ☐ Raised Boardwalk
- ☐ None of the above
- ☐ Other/Multiple (please specify)

18. Goals of the proposed Bolin Creek Greenway project are 1) to protect and improve water quality along Bolin and Jones Creeks; 2) to provide safe and accessible non-motorized connections to various uses along the corridor; and 3) to enhance and preserve the recreational resource that exists along Bolin Creek. Based on your understanding of the project, are these goals being met? (select one)

- ☐ Yes
- ☐ I don't know
- ☐ No (please explain)

19. Do you have any other comments?

20. How did you hear about this project?

- ☐ Word of mouth
- ☐ Town of Carrboro website
- ☐ Word of mouth
- ☐ Outdoor signage
- ☐ Traditional media
- ☐ Recreation and Parks brochure
- ☐ Town of Carrboro social media
- ☐ Neighborhood associations
- ☐ Nextdoor
- ☐ Town email subscription
- ☐ Community groups and blogs
- ☐ Outdoor information kiosks
- ☐ Local-government-produced brochures or pamphlets
- ☐ WCOM Radio
- ☐ Carrboro Cable Government Channel
- ☐ Other (please specify)

21. Zip code

- ☐ 27510
- ☐ 27516
- ☐ 27514

22. Where do you live?

- ☐ Carrboro
- ☐ Chapel Hill
- ☐ Downtown Carrboro
- ☐ Orange County
- ☐ Hillsborough
- ☐ Other (please specify)

23. What is the closest intersection to your home address?

Note: The following demographic information is completely voluntary but requested to ensure representation from all points of diversity, racial and ethnic groups.

Age –

- ☐ Under 18
- ☐ 18-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+

About Me –

- ☐ I live in Carrboro
- ☐ I work in Carrboro
- ☐ I own a business in Carrboro
- ☐ I am a student attending school in/near Carrboro
- ☐ I live in the Northern Transitional Extra-Territorial Jurisdiction or other

How long have you lived in the Carrboro area?

- ☐ Less than 6 months
- ☐ 6 months – 5 years
- ☐ 6-10 years
- ☐ 11-20 years
- ☐ 20+ years
- ☐ Not applicable

What is your primary language spoken at home?

- ☐ English
- ☐ Spanish
- ☐ Burmese
- ☐ Karen
- ☐ Chinese
- ☐ Other (please specify)

Which of the following best describes your race/ethnicity?

- ☐ Asian/Pacific Islander
- ☐ White
- ☐ American Indian/Eskimo
- ☐ Black/African American
- ☐ Hispanic/Latino
- ☐ Other

Preferred pronouns

- ☐ She/her/hers
- ☐ He/him/his
- ☐ They/them/theirs
- ☐ Other

Gender

- ☐ Male
- ☐ Female
- ☐ Other
- ☐ Prefer not to answer

TOWN OF CARRBORO ENGAGEMENT TOOLBOX

Outreach will serve as an invitation to the public. Community members choose to receive information in different ways, and there is no one-size-fits-all. A variety of tools are needed. Staff will use as many avenues as possible to reach the most amount of people, as well as targeted strategies to reach those who are most often marginalized in these conversations. A project webpage has been established at <https://www.carrboronc.gov/2762/Bolin-Creek-Greenway>. The tables below describe the various engagement methods.

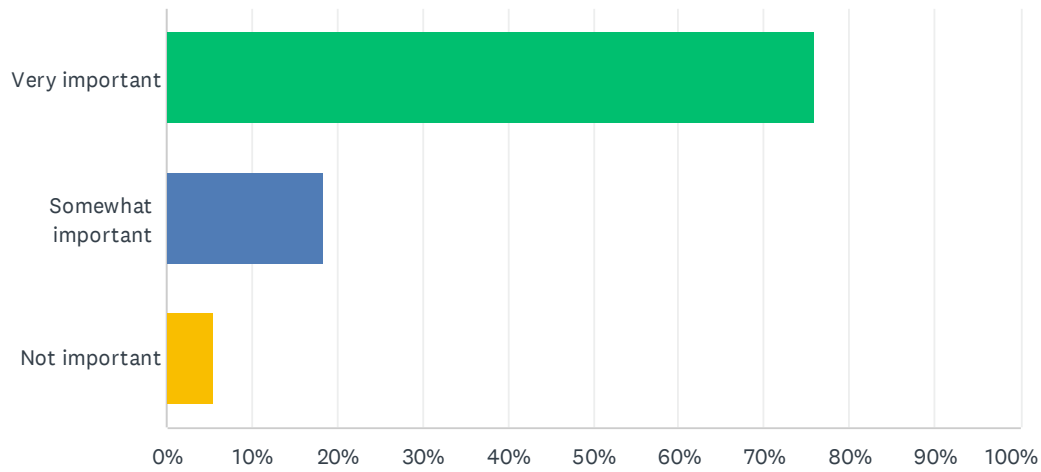
TOOL	DESCRIPTION	REACH	ENGAGEMENT LEVEL
Carrboro This Week	Weekly newsletter emailed to subscribers	1,200 subscribers currently	Inform
Town of Carrboro Website	www.CarrboroNC.gov	Can reach anyone who visits the site. We can create a dedicated URL that will go to a project page to simplify the path to information.	Inform
Social Media	<ul style="list-style-type: none"> • Instagram • Facebook • Twitter • LinkedIn • Nextdoor • YouTube 	Various levels by social profile	<ul style="list-style-type: none"> • Inform • Consult • Involve
Town Information Centers and Town Facilities	Flyers posted at outdoor kiosks located at 2 manufactured home communities, 2 neighborhoods, and 5 local parks	Reaches people in their communities and attractive to those who do not regularly access digital communications.	Inform
Variable Message Boards and other signage	Electronic signs and A-frames, yard signs	There are two VMBs owned by the town, and town regularly uses various signage types.	Inform
Area Media	Media may broadcast to the public	Depends on the media	Inform
Distribution Networks	Neighborhood liaisons, media, groups and community partners	Various levels	Inform

TOWN OF CARRBORO ENGAGEMENT TECHNIQUES

TOOL	DESCRIPTION	REACH	ENGAGEMENT LEVEL
Council and Advisory Board ad Commission Meetings and Work Sessions	Local government meetings	Limited attendance, but depends on topic	<ul style="list-style-type: none"> • Inform • Consult • Involve • Collaborate • Empower
Surveys and comment cards: Online, Interactive and Paper	Depending upon the tool used, Survey Monkey, WikiMapping or others		<ul style="list-style-type: none"> • Inform • Consult
<ul style="list-style-type: none"> • Postcards • Fact Sheets • Newsletters • Brochures • Recreation Catalog • Progress Reports • Direct Mail 		Depends on distribution.	<ul style="list-style-type: none"> • Inform
Walking Tours and Self-guided Walks	Tours of projects		<ul style="list-style-type: none"> • Inform • Consult • Involve
Carrboro In Motion	Community block parties held at apartment complexes with nonprofits and partners.	50 – 100 residents per event	<ul style="list-style-type: none"> • Inform • Consult • Involve
BIPOC Business Roundtables	Held throughout the year to hear the needs and challenges of Black, Indigenous, Latinx and People of Color businesses in Carrboro, and the role the Town can help businesses start and grow.	6-12	<ul style="list-style-type: none"> • Inform • Consult • Involve • Collaborate
Live Open House / Virtual Open House / Drop-in Session			<ul style="list-style-type: none"> • Inform • Consult • Involve
One-on-One Stakeholder Meetings and Listening Sessions			<ul style="list-style-type: none"> • Inform • Consult • Involve
“While You Wait” and Pop-Ups Outreach	Various locations around town – shopping centers, bus stops, laundromats, hair and nail salons	Targeted	<ul style="list-style-type: none"> • Inform • Consult

Q1 How important to you is the goal of creating more trails in Carrboro?

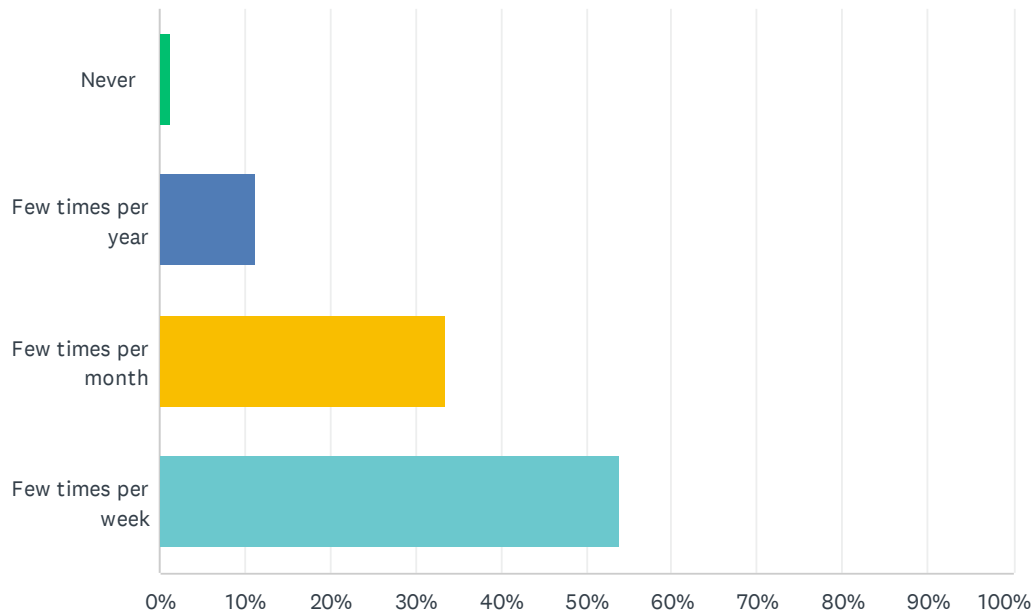
Answered: 1,762 Skipped: 7



ANSWER CHOICES	RESPONSES	
Very important	75.99%	1,339
Somewhat important	18.39%	324
Not important	5.62%	99
TOTAL		1,762

Q2 How often do you use trails in Carrboro?

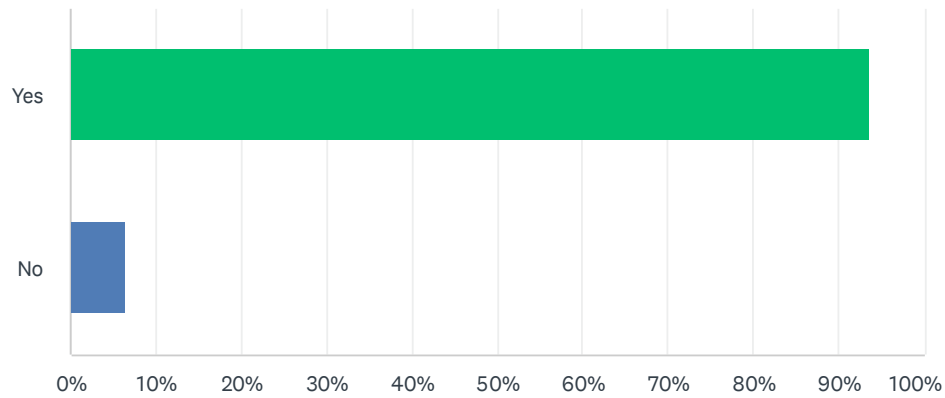
Answered: 1,761 Skipped: 8



ANSWER CHOICES	RESPONSES	
Never	1.31%	23
Few times per year	11.24%	198
Few times per month	33.56%	591
Few times per week	53.89%	949
TOTAL		1,761

Q3 Do you or have you used the corridor along Bolin Creek?

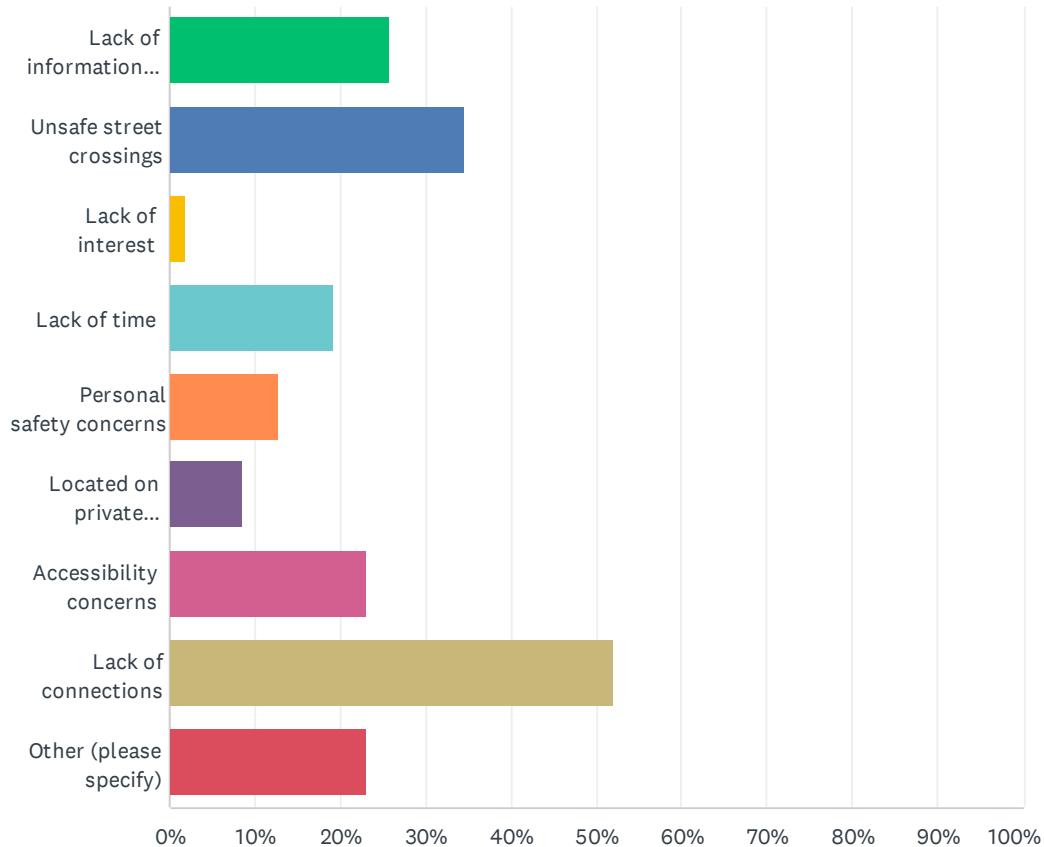
Answered: 1,760 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	93.52%	1,646
No	6.48%	114
TOTAL		1,760

Q4 What are the most significant factors that present obstacles for your ability to use trails in Carrboro? (choose all that apply)

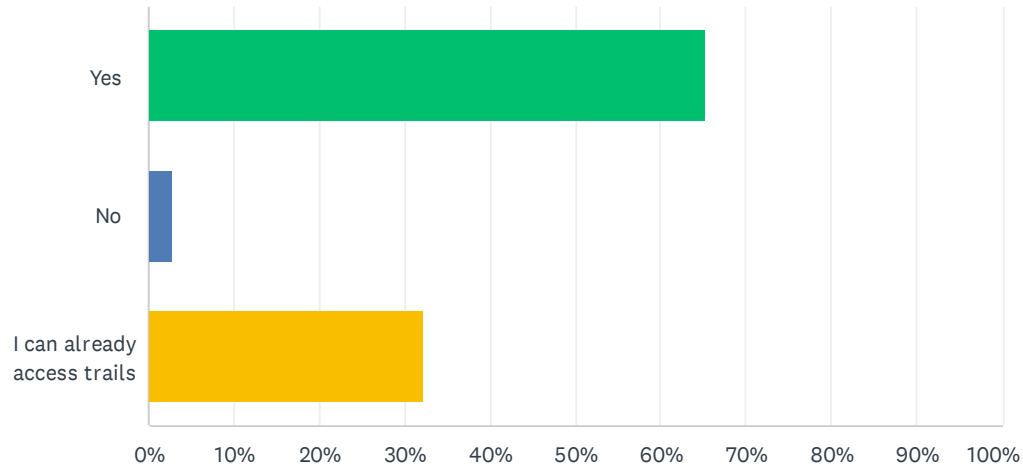
Answered: 1,677 Skipped: 92



ANSWER CHOICES	RESPONSES	
Lack of information about local trails	25.70%	431
Unsafe street crossings	34.59%	580
Lack of interest	1.91%	32
Lack of time	19.14%	321
Personal safety concerns	12.76%	214
Located on private property	8.47%	142
Accessibility concerns	23.08%	387
Lack of connections	52.00%	872
Other (please specify)	23.08%	387
Total Respondents: 1,677		

Q5 Would you use trails more often if you could easily bike to, walk to, or park at a trailhead?

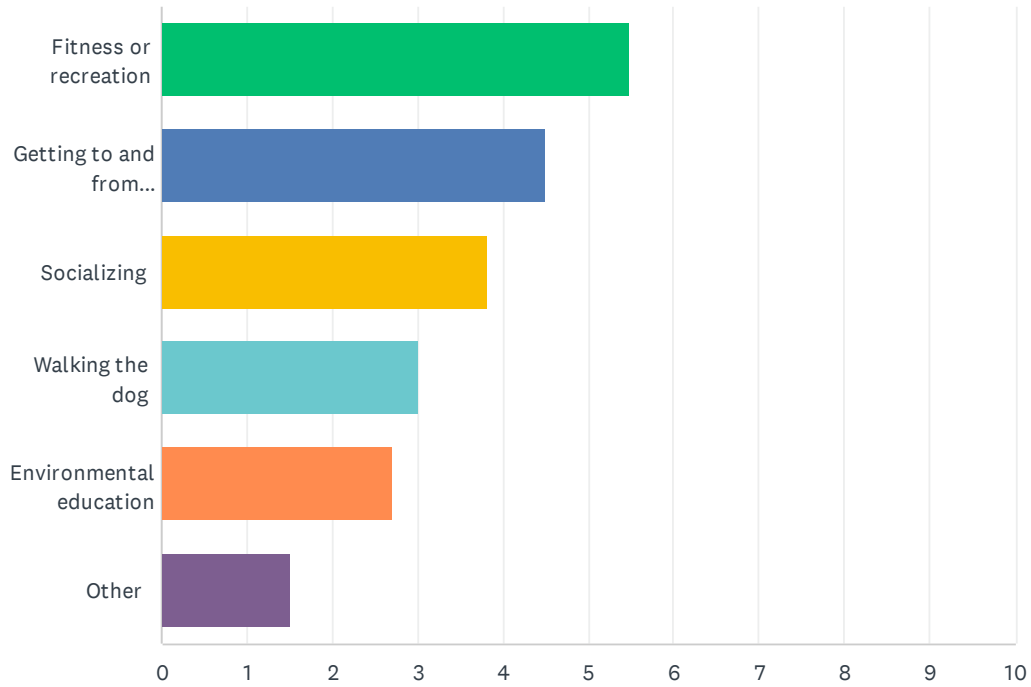
Answered: 1,759 Skipped: 10



ANSWER CHOICES	RESPONSES	
Yes	65.21%	1,147
No	2.67%	47
I can already access trails	32.12%	565
TOTAL		1,759

Q6 For what purposes would you use the Bolin Creek Greenway in the future? (please rank)

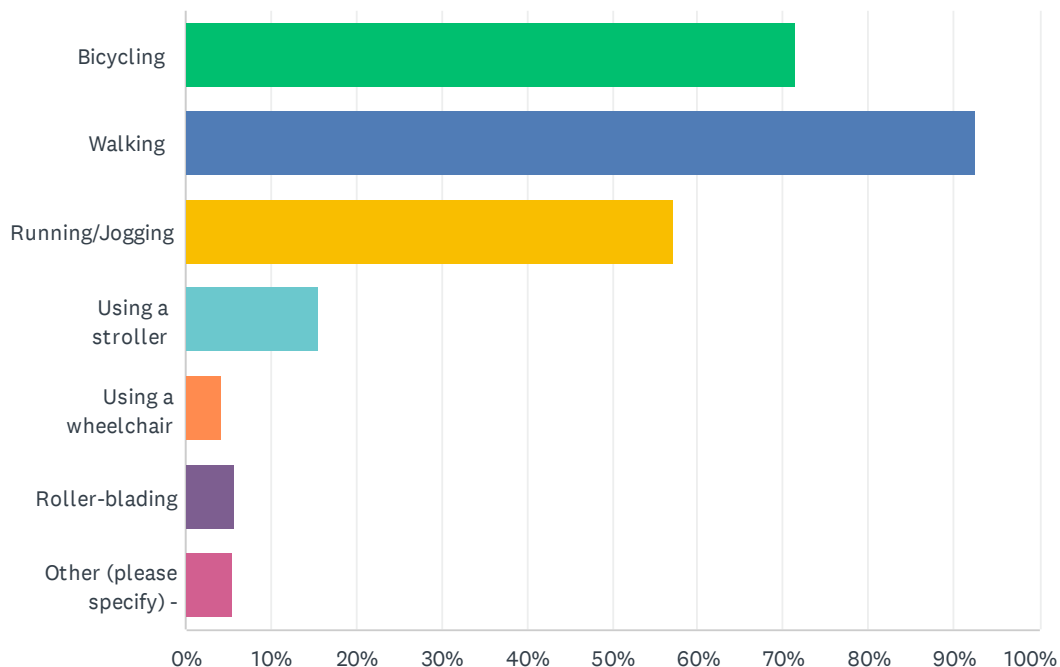
Answered: 1,690 Skipped: 79



	1	2	3	4	5	6	TOTAL	SCORE
Fitness or recreation	59.88% 1,012	30.47% 515	7.10% 120	1.95% 33	0.53% 9	0.06% 1	1,690	5.47
Getting to and from destinations in Carrboro/Chapel Hill	29.59% 500	29.23% 494	17.28% 292	12.31% 208	7.28% 123	4.32% 73	1,690	4.49
Socializing	1.24% 21	20.12% 340	45.44% 768	25.15% 425	7.40% 125	0.65% 11	1,690	3.81
Walking the dog	5.92% 100	14.20% 240	15.33% 259	23.31% 394	21.83% 369	19.41% 328	1,690	3.01
Environmental education	1.72% 29	4.67% 79	12.54% 212	30.06% 508	46.39% 784	4.62% 78	1,690	2.71
Other	1.66% 28	1.30% 22	2.31% 39	7.22% 122	16.57% 280	70.95% 1,199	1,690	1.51

Q7 What modes of activity would you use on the Bolin Creek Greenway? (choose all that apply)

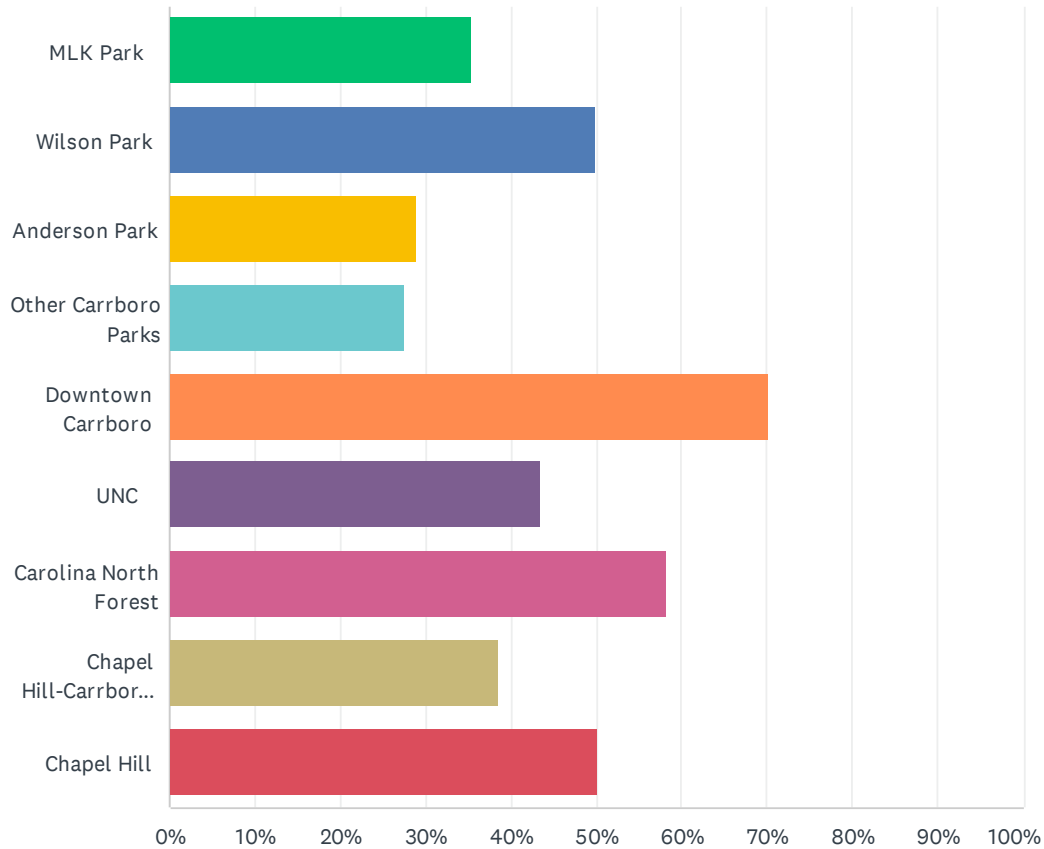
Answered: 1,747 Skipped: 22



ANSWER CHOICES	RESPONSES	
Bicycling	71.38%	1,247
Walking	92.44%	1,615
Running/Jogging	57.13%	998
Using a stroller	15.57%	272
Using a wheelchair	4.29%	75
Roller-blading	5.67%	99
Other (please specify) -	5.61%	98
Total Respondents: 1,747		

Q8 What destinations would you most like to get to by trail? (choose all that apply)

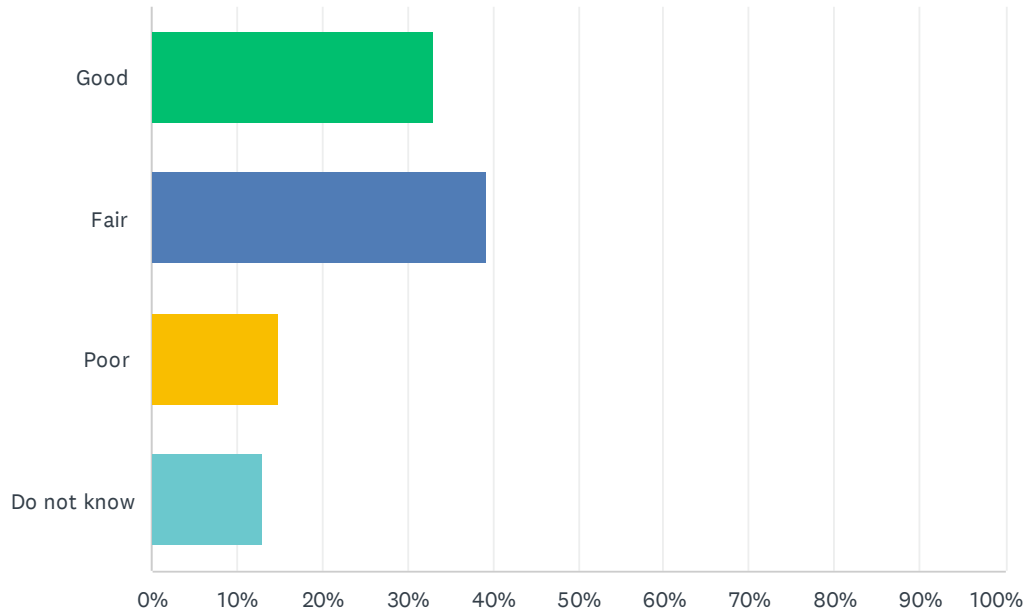
Answered: 1,643 Skipped: 126



ANSWER CHOICES	RESPONSES	
MLK Park	35.36%	581
Wilson Park	49.91%	820
Anderson Park	28.97%	476
Other Carrboro Parks	27.51%	452
Downtown Carrboro	70.24%	1,154
UNC	43.58%	716
Carolina North Forest	58.25%	957
Chapel Hill-Carrboro schools	38.65%	635
Chapel Hill	50.09%	823
Total Respondents: 1,643		

Q9 How would you rate the current environmental conditions along the Bolin Creek corridor?

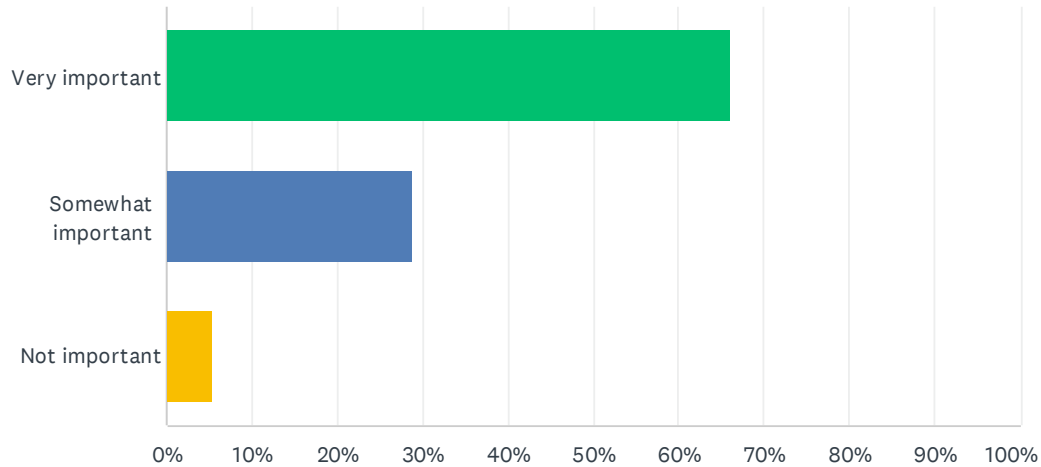
Answered: 1,755 Skipped: 14



ANSWER CHOICES	RESPONSES	
Good	32.99%	579
Fair	39.15%	687
Poor	14.93%	262
Do not know	12.93%	227
TOTAL		1,755

Q10 What is your interest in improving environmental conditions along Bolin Creek?

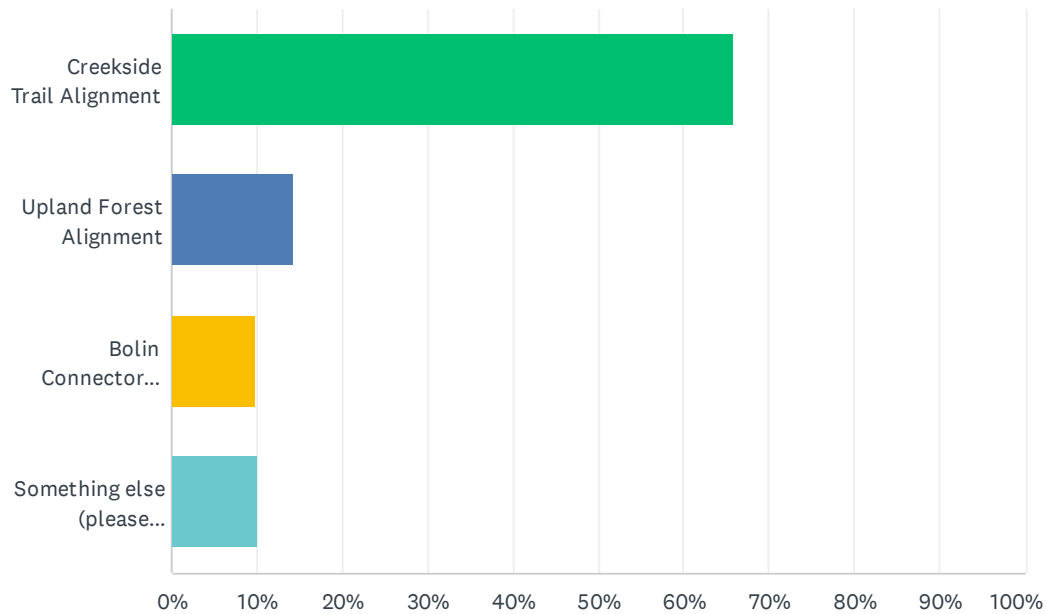
Answered: 1,756 Skipped: 13



ANSWER CHOICES	RESPONSES	
Very important	66.06%	1,160
Somewhat important	28.70%	504
Not important	5.24%	92
TOTAL		1,756

Q11 What is your preferred trail alignment?

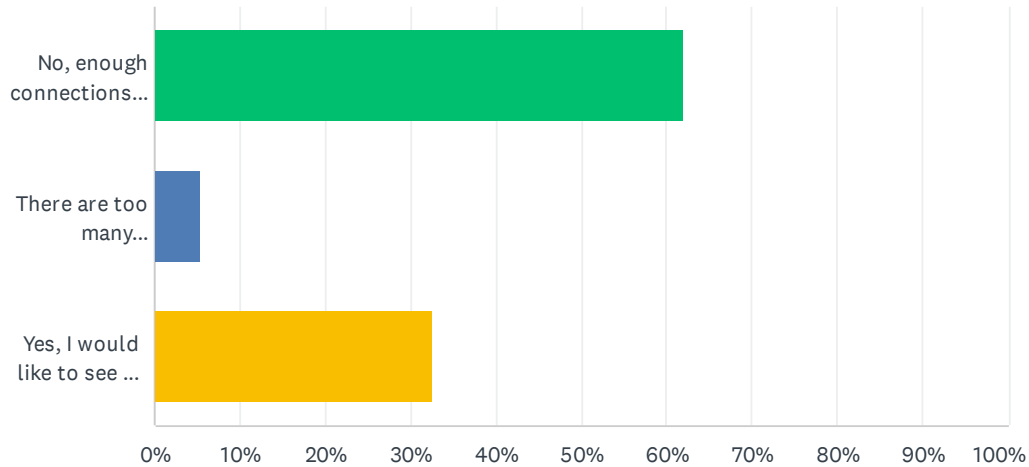
Answered: 1,735 Skipped: 34



ANSWER CHOICES	RESPONSES	
Creekside Trail Alignment	65.94%	1,144
Upland Forest Alignment	14.35%	249
Bolin Connector Alignment	9.74%	169
Something else (please specify)	9.97%	173
TOTAL		1,735

Q12 Are there any additional connections along the Bolin Creek corridor you would like to see made that have not been shown?

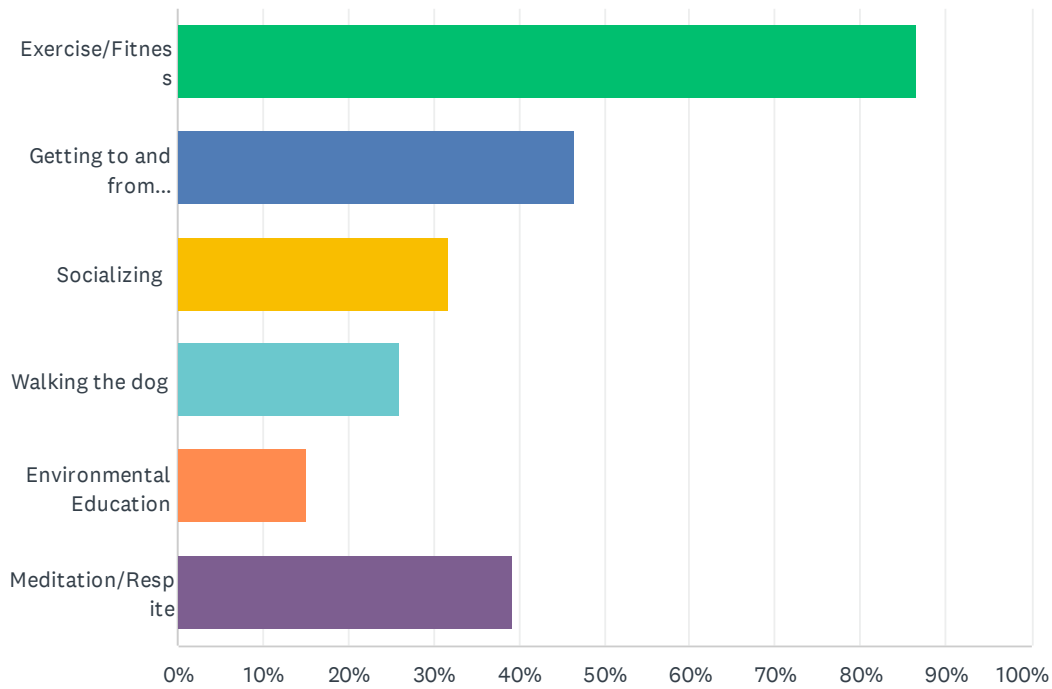
Answered: 1,482 Skipped: 287



ANSWER CHOICES	RESPONSES	
No, enough connections have been made	61.94%	918
There are too many connections	5.40%	80
Yes, I would like to see the following additional connections ...	32.66%	484
TOTAL		1,482

Q13 What is the primary reason you use the corridor along Bolin Creek? (choose all that apply)

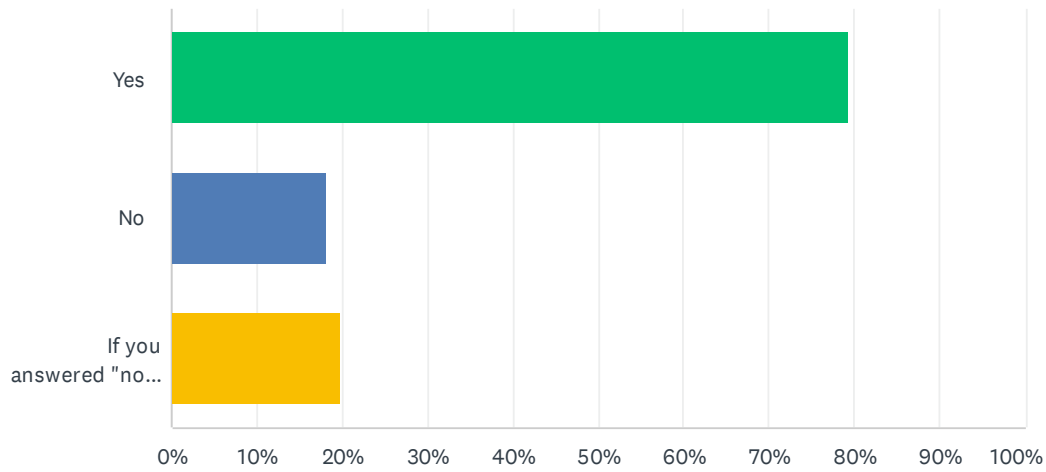
Answered: 1,734 Skipped: 35



ANSWER CHOICES	RESPONSES	
Exercise/Fitness	86.62%	1,502
Getting to and from destinations	46.48%	806
Socializing	31.72%	550
Walking the dog	25.95%	450
Environmental Education	15.05%	261
Meditation/Respite	39.33%	682
Total Respondents: 1,734		

Q14 Do you support the Bolin Creek Greenway Conceptual Master Plan?

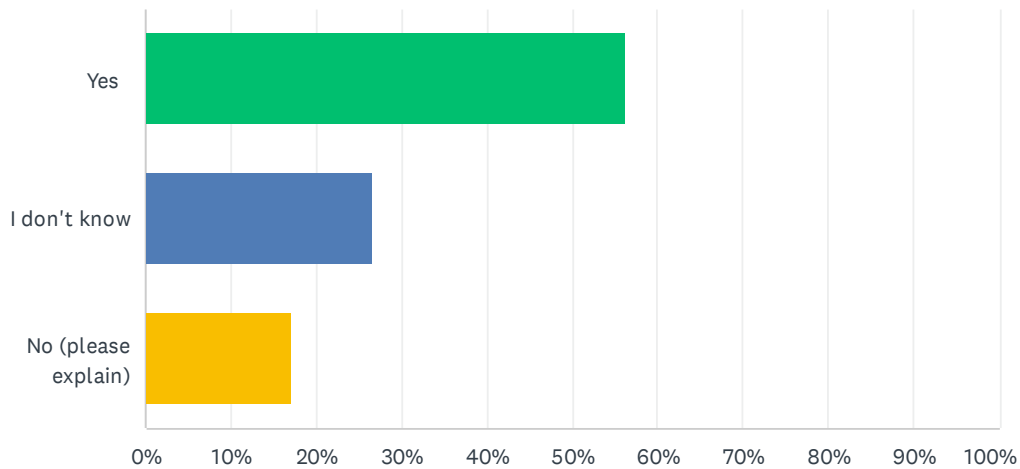
Answered: 1,711 Skipped: 58



ANSWER CHOICES	RESPONSES	
Yes	79.31%	1,357
No	18.06%	309
If you answered "no" to the previous question, please specify your reason:	19.87%	340
Total Respondents: 1,711		

Q15 Goals of the proposed Bolin Creek Greenway project are 1) to protect and improve water quality along Bolin and Jones Creeks; 2) to provide safe and accessible non-motorized connections to various uses along the corridor; and 3) to enhance and preserve the recreational resource that exists along Bolin Creek. Based on your understanding of the project, are these goals being met? (select one)

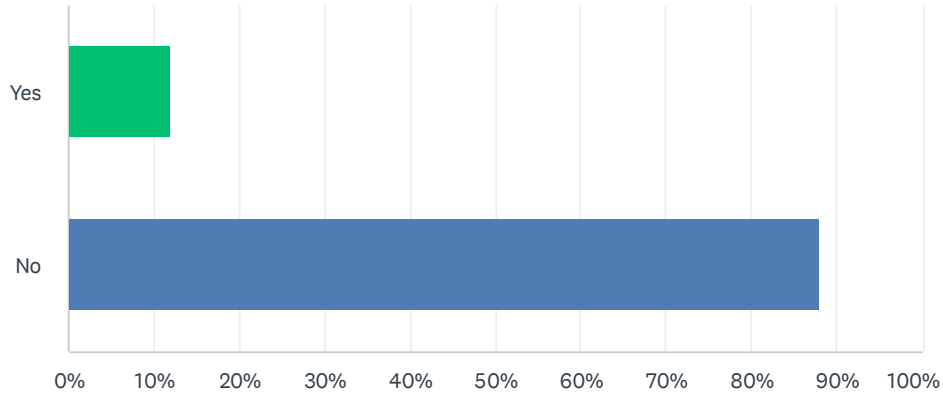
Answered: 1,728 Skipped: 41



ANSWER CHOICES	RESPONSES	
Yes	56.37%	974
I don't know	26.68%	461
No (please explain)	16.96%	293
TOTAL		1,728

Q16 Did you participate during the development of the Bolin Creek Greenway Conceptual Master Plan in 2009 by attending workshops, completing surveys, or providing input to the then Carrboro Board of Aldermen?

Answered: 1,745 Skipped: 24



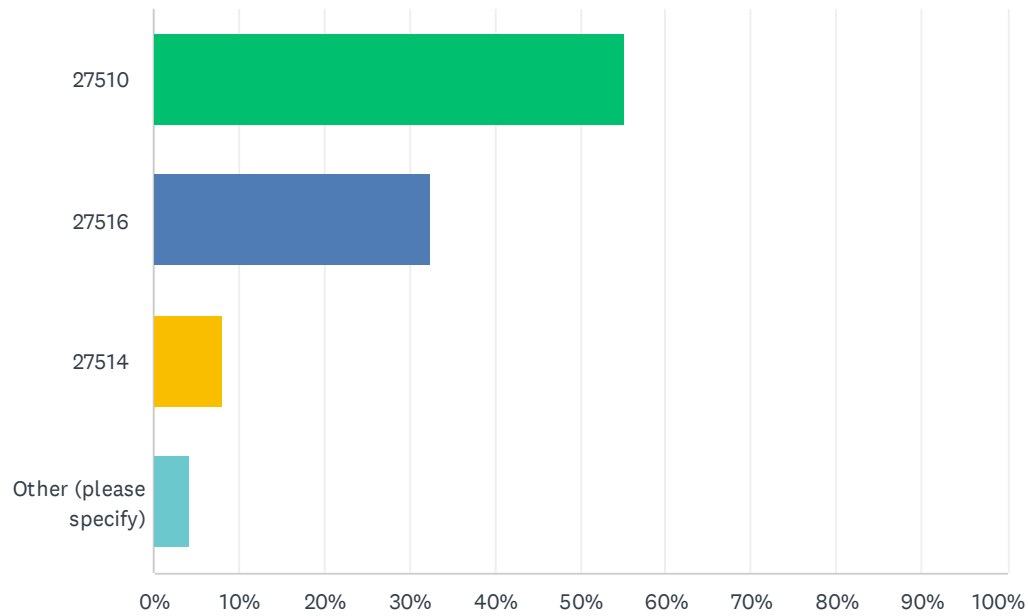
ANSWER CHOICES	RESPONSES	
Yes	11.98%	209
No	88.08%	1,537
Total Respondents: 1,745		

Q17 Do you have any other comments?

Answered: 644 Skipped: 1,125

Q18 What is your zip code?

Answered: 1,769 Skipped: 0



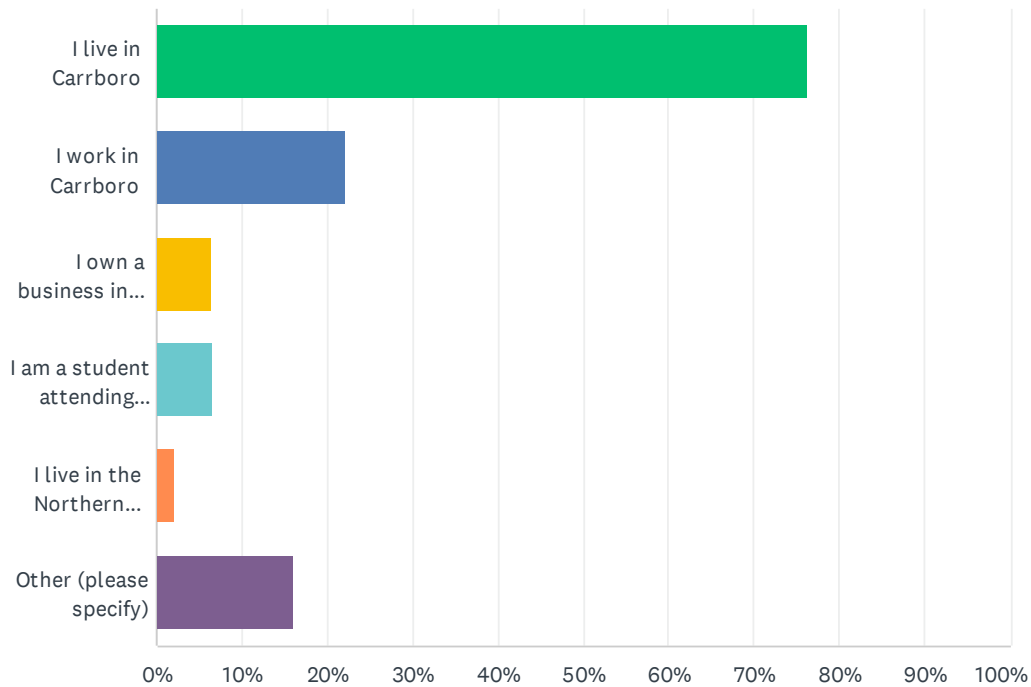
ANSWER CHOICES	RESPONSES	
27510	55.29%	978
27516	32.45%	574
27514	8.08%	143
Other (please specify)	4.18%	74
TOTAL		1,769

Q19 What is the closest intersection to your home address?

Answered: 1,769 Skipped: 0

Q20 Where you live

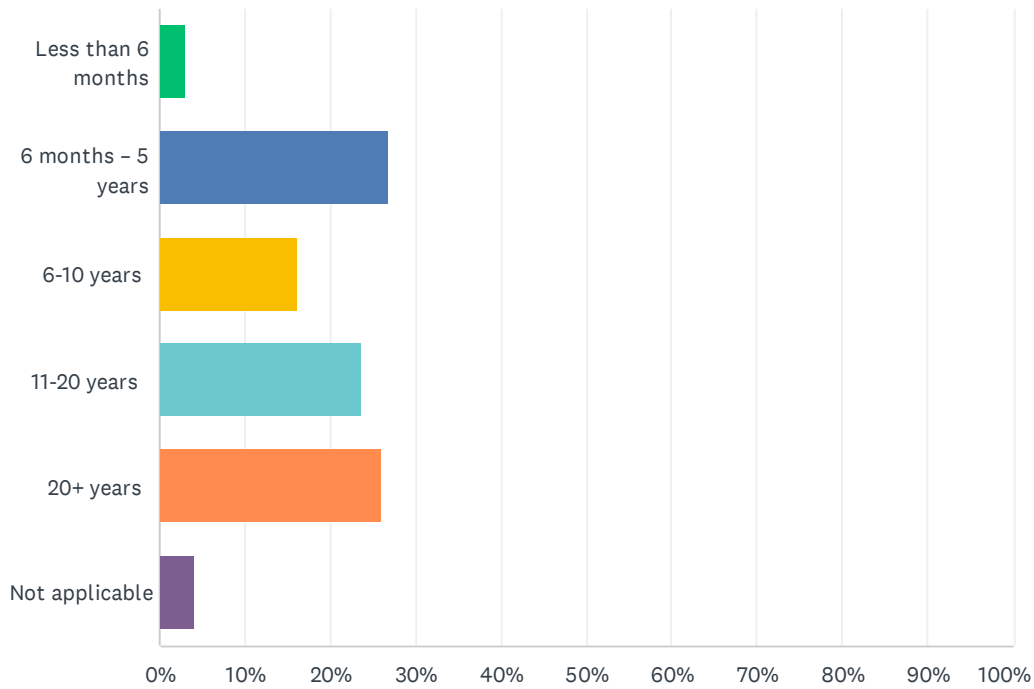
Answered: 1,670 Skipped: 99



ANSWER CHOICES	RESPONSES	
I live in Carrboro	76.23%	1,273
I work in Carrboro	22.10%	369
I own a business in Carrboro	6.35%	106
I am a student attending school in/near Carrboro	6.65%	111
I live in the Northern Transition Area, Extra-Territorial Jurisdiction Area	2.04%	34
Other (please specify)	15.93%	266
Total Respondents: 1,670		

Q21 How long have you lived in the Carrboro area?

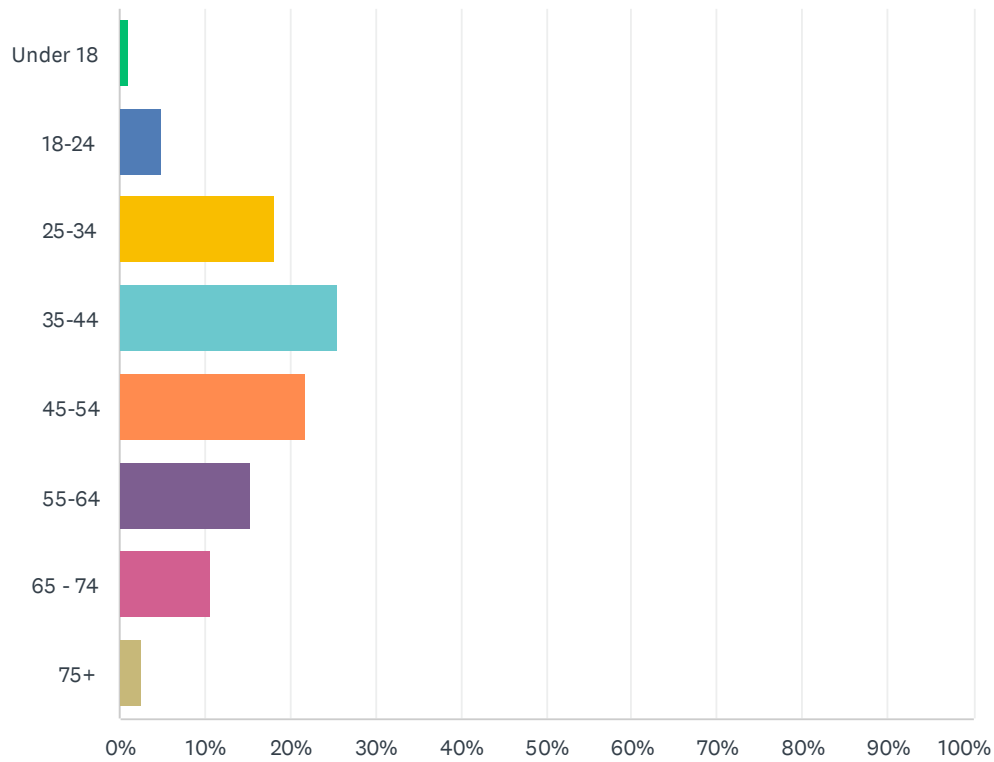
Answered: 1,687 Skipped: 82



ANSWER CHOICES	RESPONSES	
Less than 6 months	3.02%	51
6 months – 5 years	26.85%	453
6-10 years	16.30%	275
11-20 years	23.71%	400
20+ years	25.96%	438
Not applicable	4.15%	70
TOTAL		1,687

Q22 What is your age?

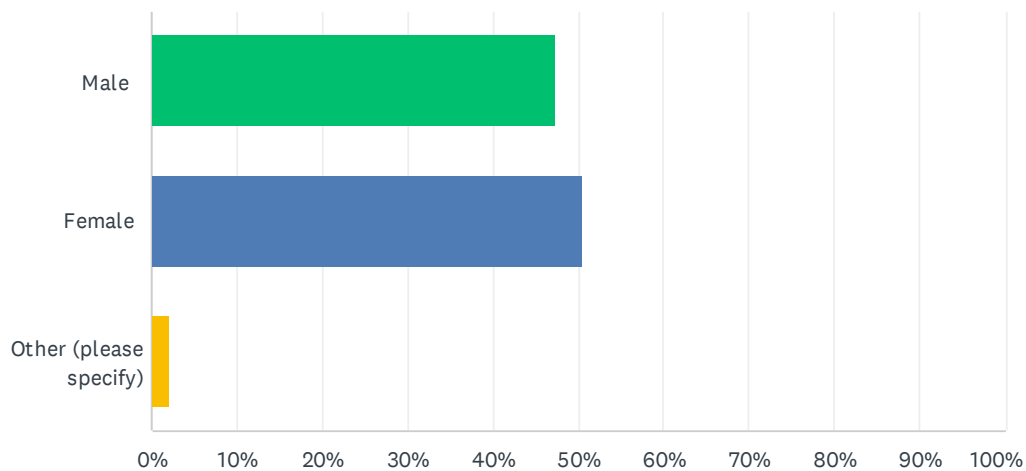
Answered: 1,681 Skipped: 88



ANSWER CHOICES	RESPONSES	
Under 18	1.01%	17
18-24	4.82%	81
25-34	18.20%	306
35-44	25.64%	431
45-54	21.71%	365
55-64	15.35%	258
65 - 74	10.71%	180
75+	2.56%	43
TOTAL		1,681

Q23 Gender

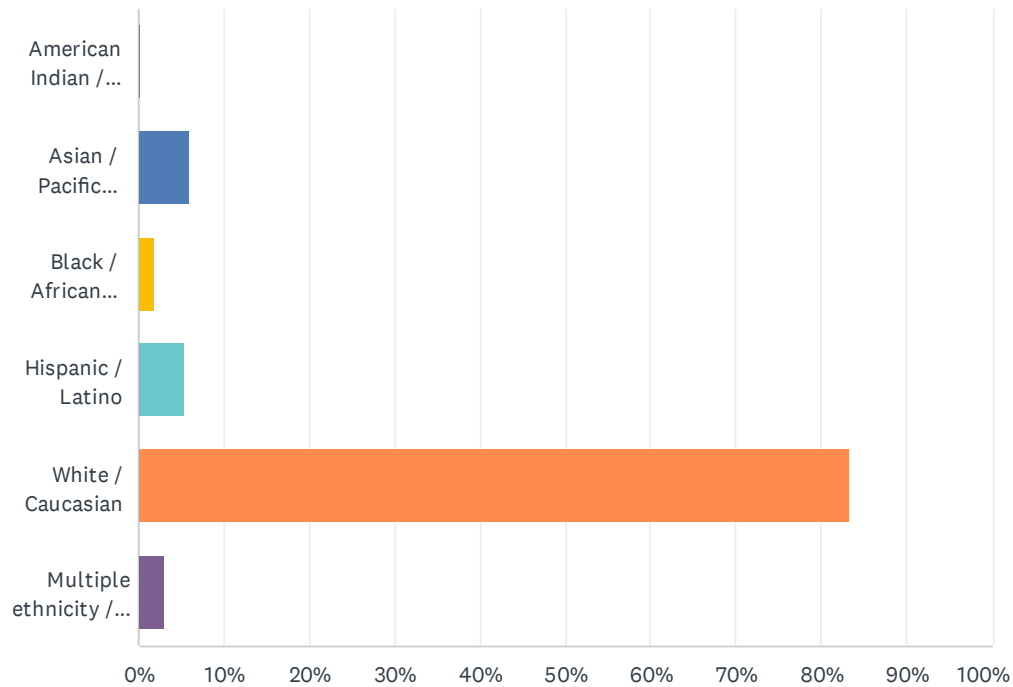
Answered: 1,659 Skipped: 110



ANSWER CHOICES	RESPONSES	
Male	47.26%	784
Female	50.57%	839
Other (please specify)	2.17%	36
TOTAL		1,659

Q24 Which race/ethnicity best describes you? (Please choose only one.)

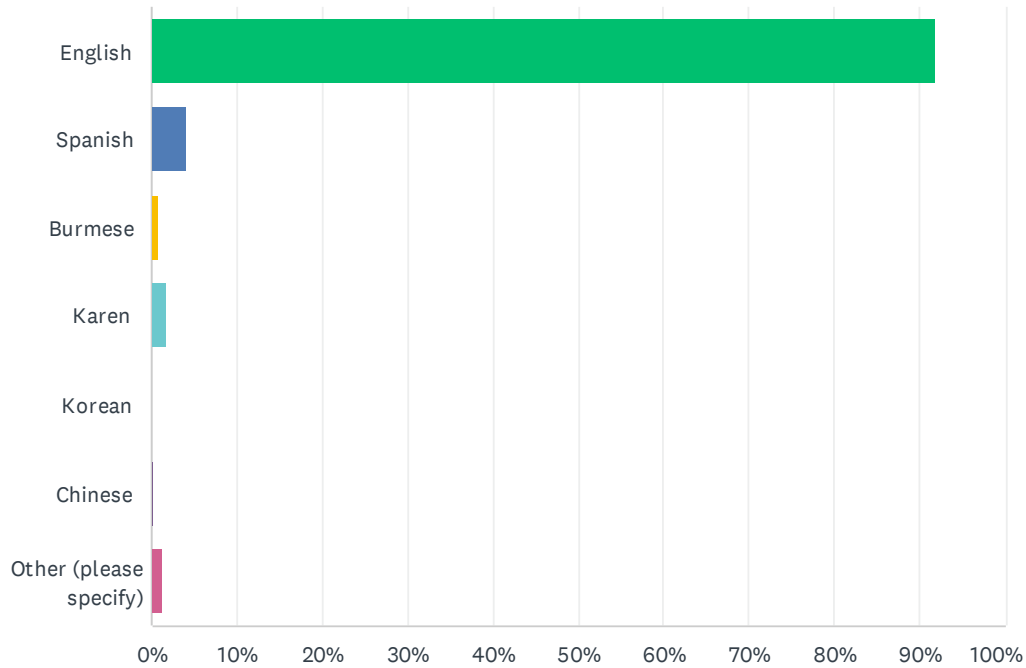
Answered: 1,637 Skipped: 132



ANSWER CHOICES	RESPONSES	
American Indian / Alaskan Native	0.24%	4
Asian / Pacific Islander	6.05%	99
Black / African American	1.89%	31
Hispanic / Latino	5.31%	87
White / Caucasian	83.45%	1,366
Multiple ethnicity / Other (please specify)	3.05%	50
TOTAL		1,637

Q25 What is your primary language spoken at home?

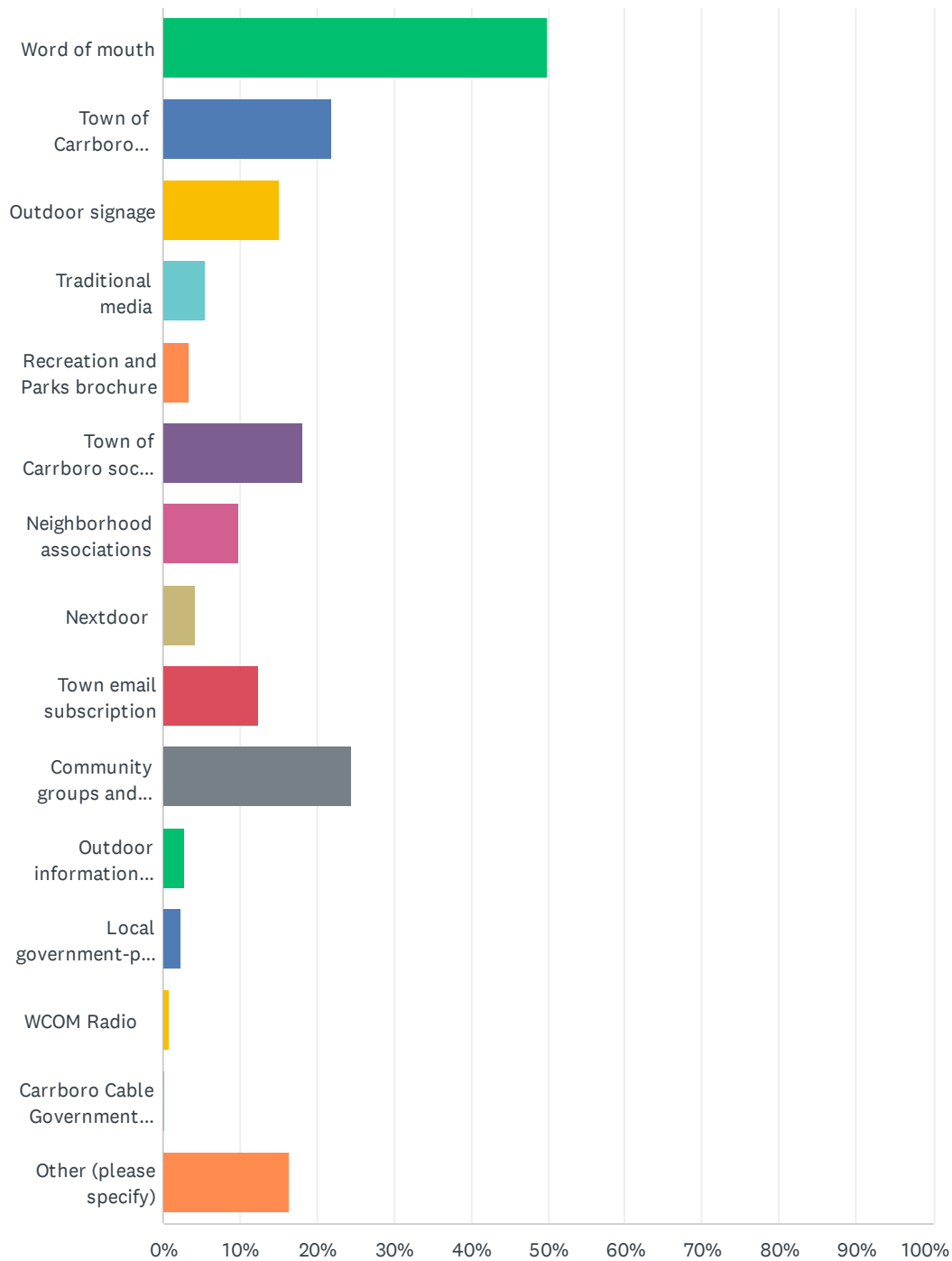
Answered: 1,660 Skipped: 109



ANSWER CHOICES	RESPONSES	
English	91.81%	1,524
Spanish	4.10%	68
Burmese	0.78%	13
Karen	1.75%	29
Korean	0.06%	1
Chinese	0.24%	4
Other (please specify)	1.27%	21
TOTAL		1,660

Q26 How did you hear about this project?

Answered: 1,671 Skipped: 98



Bolin Creek Greenway Survey

ANSWER CHOICES	RESPONSES	
Word of mouth	49.97%	835
Town of Carrboro website	21.90%	366
Outdoor signage	15.20%	254
Traditional media	5.57%	93
Recreation and Parks brochure	3.41%	57
Town of Carrboro social media	18.13%	303
Neighborhood associations	9.75%	163
Nextdoor	4.25%	71
Town email subscription	12.33%	206
Community groups and blogs	24.42%	408
Outdoor information kiosk	2.75%	46
Local government-produced brochures or pamphlets	2.39%	40
WCOM Radio	0.96%	16
Carrboro Cable Government Channel	0.18%	3
Other (please specify)	16.52%	276
Total Respondents: 1,671		

Summary of Public Comments from Bolin Creek Greenway Survey

The following are themes and summaries of generalized comments, as well as comments about trail alignments and additional connections, from the Bolin Creek Greenway community engagement survey, which concluded on Oct. 3, 2023. This summary reflects the general themes and responses from Carrboro residents only who took the survey.

Summary of Sense of Urgency and Preferred Alignments

Sense of Urgency

- Very Important: 828 responses (65%)
- Somewhat Important: 367 responses (29%)
- Not Important: 71 responses (6%)

The majority of respondents consider the trail development to be “Very Important,” followed by those who find it “Somewhat Important.” Only a small number regard it as “Not Important.”

Preferred Alignments

- Creekside Trail Alignment: 830 responses (66%)
- Upland Forest Alignment: 177 responses (14%)
- Bolin Connector Alignment: 115 responses (9%)
- Something else (please specify): 130 responses (10%)

The most preferred alignment is the “Creekside Trail Alignment.”

Summary of “Something Else” Responses for Trail Alignment

The “Something Else” responses reflect a range of opinions, including:

1. **Connectivity Concerns:** Some respondents feel that the Creekside alignment needs additional connectors for better reach.
2. **Erosion and Paving:** There are concerns about erosion in the Creekside Trail and a strong sentiment against paving it. The environmental impact of paving is also cited.
3. **Alignment Preferences:** Some people find it hard to decide on a specific alignment, questioning the overall goals of the trail project.

4. **Alternative Routes:** Suggestions for alternative routes like Seawell School Road and greenways along Estes and Sewell are mentioned.
5. **Environmental Impact:** Concerns about cutting down trees and damaging the riparian zone are raised, along with calls for alternative routes that are less environmentally impactful.
6. **Do Nothing:** A few responses suggest not taking any action, implying that the current state is sufficient or that the project might not be necessary.
7. **Funding and Scope:** Some comments bring up the source of funding, questioning the use of federal money for the project.

Themes of Survey Comments

1. Paving and Maintenance Concerns

- Several comments question the wisdom of paving the Bolin Creek trail, especially in flood-prone areas.

2. Preservation of Green Spaces

- Multiple respondents strongly support preserving green spaces and safe trails.

3. Public Engagement and Decision-making

- A few comments critique the public engagement process.

4. Environmental and Financial Assessments

- Some respondents are dissatisfied with the lack of comprehensive environmental and financial assessments.

5. Environmental Impact and Project Goals

- Comments question the project's goals, particularly concerning water quality.

6. Alternate Routes and Safety

- Several comments propose alternative routes that are perceived as safer and more environmentally friendly.

Community Engagement and Environmental Considerations for Trail Development

1. Urgency for Development

- Some comments express urgency for the development of the greenway. One comment mentions that Chapel Hill is extending its greenway but it stops at Carrboro, and calls for action to give kids and people in wheelchairs a place to walk.

2. Biased Survey Concerns

- One respondent believes the survey appears to be biased towards the Creekside Alignment, stating that the survey lists limitations for other options but not for the Creekside Alignment.

3. Flooding and Environmental Issues

- Several comments question the environmental feasibility of the project, asking if there are ways to address potential flooding along the trail.

4. Public Opinion and Core Values

- One respondent, a member of the Carrboro Connects Task Force, has found public response to be overwhelmingly positive and enthusiastic when canvassing. The comment links the greenway to Carrboro's core values of equity, accessibility, and climate sustainability.

5. Longstanding Plans

- Another comment notes that the Creekside Alignment has been the best plan for almost 15 years, arguing that it makes sense for environmental reasons, improves access for diverse populations, and minimizes the need to remove greenery.

6. Safety Concerns

- Safety is mentioned as a priority, with a call for a safe walking path on the east side of Estes Drive to connect to the Creekside alignment. The comment indicates that some family members might not feel safe with the current status.

Infrastructure, Environmental Impact, and Community Priorities

1. Parking and Traffic Concerns

- Several comments highlight concerns about parking and traffic around trail access points. One respondent specifically mentions that parking in neighborhoods adjacent to the creek is not a viable option.

2. Quality of Street Trails

- A comment points out that trails along streets tend to be poorly marked and difficult to follow, suggesting room for improvement in trail design.

3. Opposition to Paved or Concrete Trails

- Multiple comments express opposition to a paved or concrete transportation route along Bolin Creek. They emphasize the need to protect the forest and provide a natural habitat for a diverse ecosystem.

4. Transit and Connectivity

- Some respondents call for more trails and better transit connectivity. One comment indicates that trails that connect to destinations are essential for those who rely on biking or walking for commuting.

5. Community Priorities

- One comment questions the allocation of resources to trail development in light of other community issues like homelessness and food insecurity.

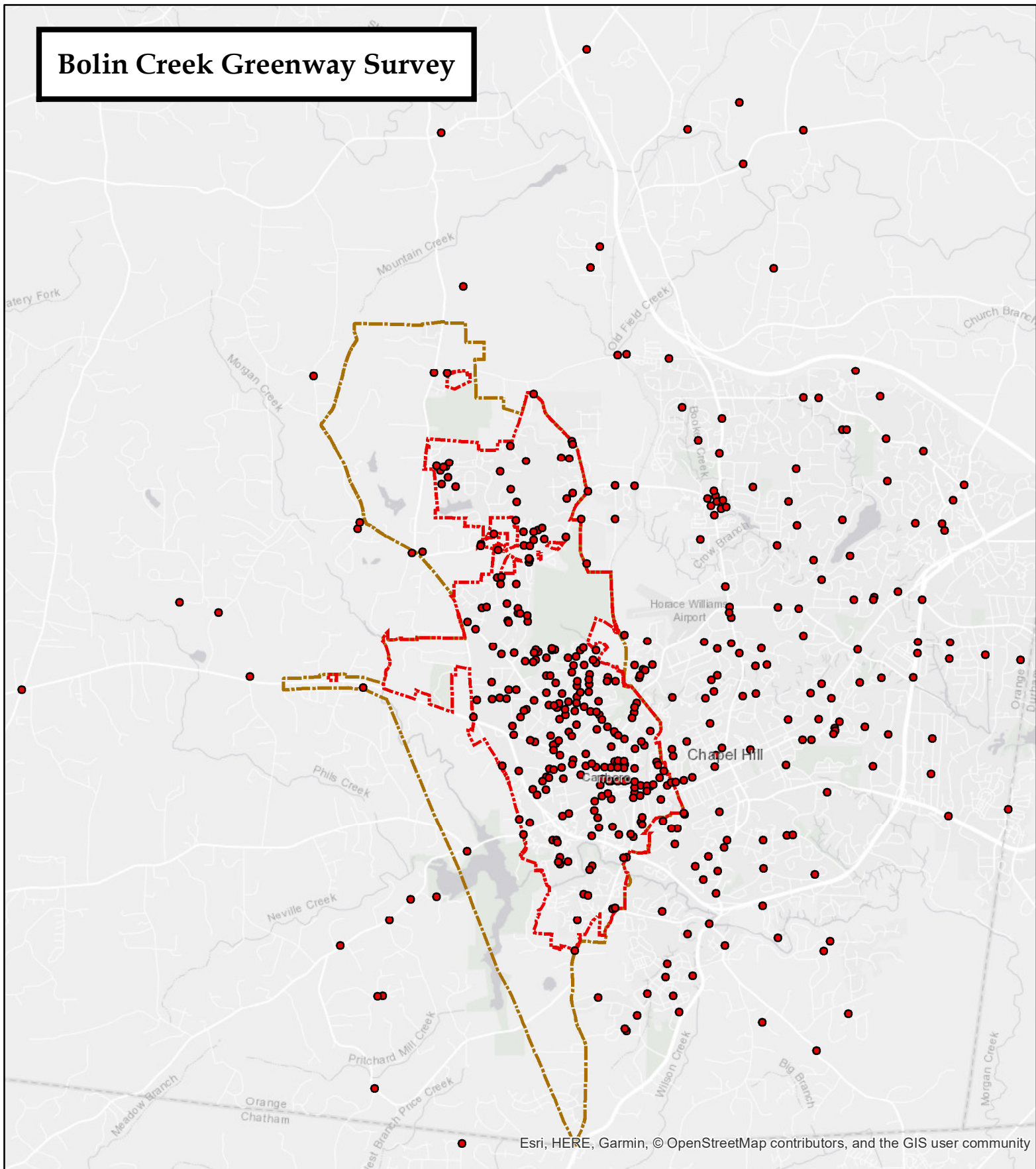
6. Alternative Alignments

- A few comments suggest that the Carrboro town council should consider alternative alignments for the trails, such as a protected off-road side path along Seawell School Road.

7. Natural Trails for Walkers

- Another comment expresses a desire for certain trails, like the Bolin Creek Trail, to remain natural for walkers, arguing that paving them for cyclists would alter the experience of being in nature.

Bolin Creek Greenway Survey



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Survey Responses



City Limits



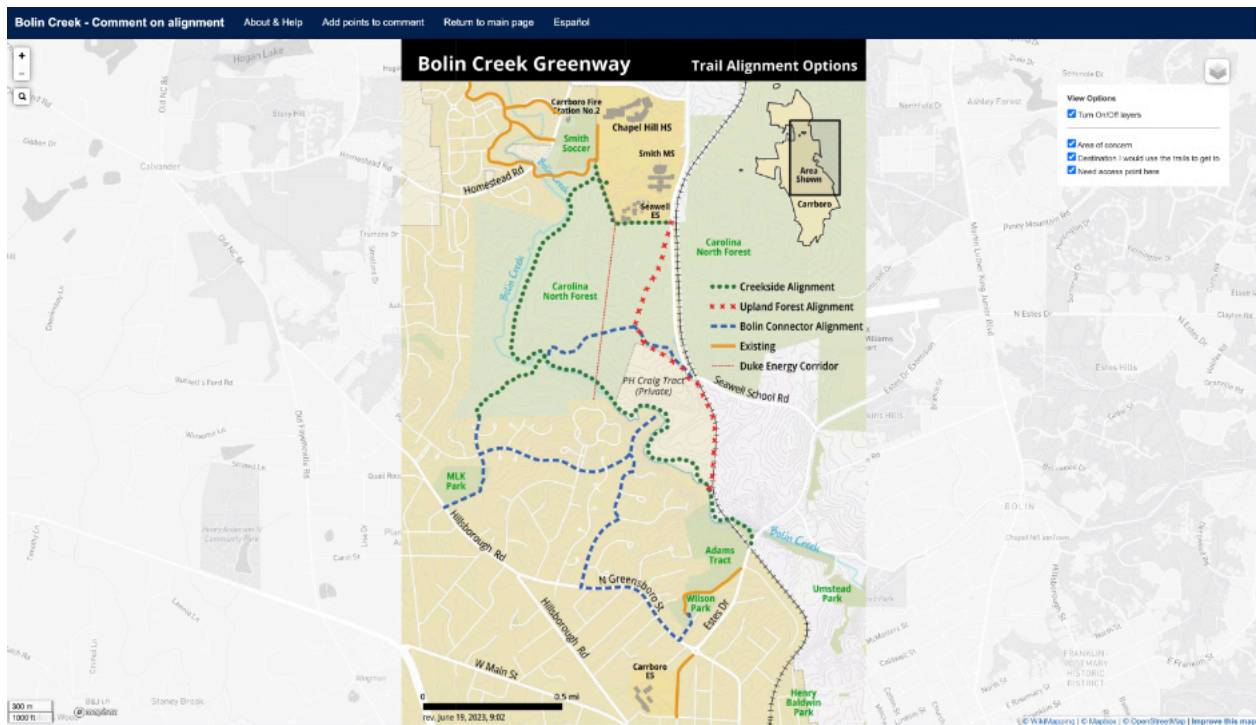
Carrboro Planning Jurisdiction

TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510

THIS MAP IS NOT A CERTIFIED SURVEY
NO RELIANCE MAY BE PLACED IN ITS ACCURACY

The Town of Carrboro assumes no liability for damages caused by inaccuracies in this map or supporting data and makes no warranty, expressed or implied, as to the accuracy of the information presented. The fact of distribution does not constitute such a warranty.

WikiMapping.com/bolin.html Results



What is a WikiMapping Project?

This WikiMapping project lets visitors add points to a map. Then they can add comments about these specific locations. Consider this analogy. Two people are standing in front of a map, and one person is pointing out information to the other person.




For example

“This is where we need access,” a local resident tells a planner. Only with WikiMapping, this information is collected online.

Three Point categories

People were asked to note their areas of concern, destinations they would like the trail to go to, and where they would like to access the trail.

Select point type and then place on map.

-  ☐ Area of concern
-  ☐ Destination I would use the trails to get to
-  ☐ Need access point here

Project dates for the WikiMapping project

The WikiMapping project was available to the public between June 2023 and October 2023, and the project was promoted using the same map at trail kiosks, in person, and with a QR code.

Handling the WikiMapping results

From the WikiMapping project administration panel, comments were exported with their associated locations and brought into both GIS (A map database) and a spreadsheet. Data included a user ID, Emails (not shown in this document), date submitted, location information, and comments.

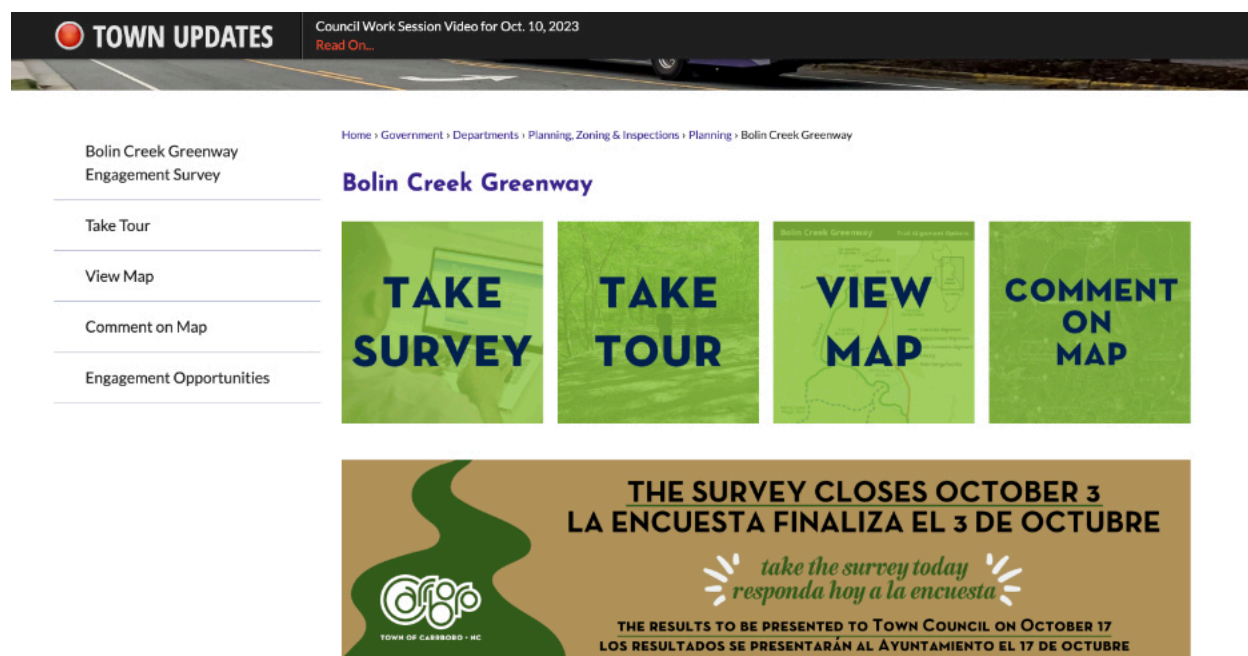
In QGIS, this data was formatted to be presented in this document. It is sorted by Visitor ID.

In Excel, a pivot table was used to list comments by visitor.

Used in conjunction with Survey Monkey

The WikiMapping project was used in conjunction with a project web page on the Carrboro website where people could fill in a Survey Monkey survey and see a photo map of the area:

<https://www.carrboronc.gov/2762/Bolin-Creek-Greenway>



WikiMapping Results Summary for Bolin Creek

Participation

There were 134 comments received by 38 people. Of these, 12 were duplicates (cut and pasted onto different parts of the map).

1. **Safety Concerns:** The most frequently mentioned theme revolves around the safety of the trail system. People are concerned about dangerous roads, crossings, and the need for safe bike lanes.
2. **Access Points and Connectivity:** Another priority is the seamless integration of the new trails with existing ones, particularly between Carrboro and Chapel Hill. Various access points and bottlenecks are highlighted.
3. **Environmental Impact:** Environmental stewardship is also high on the list. Concerns range from the potential interruption to natural habitats to specific issues like erosion and the riparian zone.
4. **Usability and Utility:** People are interested in the trail's utility for different purposes, such as commuting, recreational use, and family activities.
5. **Parking and Infrastructure:** Parking availability, especially its impact on residential areas, and the need for comprehensive planning before committing resources are brought up.
6. **Questions and Suggestions:** Community members have specific questions about planning, timing, and future developments. They also provide alternative route suggestions.
7. **Others:** A few comments indicate general community opposition to certain routes and call for distinct naming if the new trail doesn't connect to existing ones.

A text summary of results by visitor id is provided.

Summary by Visitor ID

This is the text-only version of comments added to the WikiMapping projects. These are summarize by the Visitor ID and correspond to the map images that begin on page 16.

Creator ID 363928

Initial Comment

We moved to carrboro precisely because we could sit by the water along bolin creek, uninterrupted, immersed in nature. Our concern is that this intervention will interrupt natural habitat, increase noise and light pollution and detract from the serenity this one sole patch of nature offers urban dwellers. Carrboro has the opportunity to steward environmental preservation and offer a rare patch of serenity for nature seekers, close to home.

362152

Access at Bolin Creek Drive
Access at Pathway
Access at Rockgarden Road
Access at Tripp Farm Road
Access from Wilson Park
My family would use the greenway to access Carolina North Forest without having to brave the treacherous stretches of Estes and Seawell School Road currently needed to access the forest from our home near downtown Carrboro.
The ability to access the current trail system already constructed north of Homestead road would a great benefit of constructing the Bolin Creek greenway via the Creekside Alignment option. Ultimately, access to Twin Creeks park from downtown Carrboro made possible in part by completing Phases 3 and 4 would be ideal.
Ultimately, safe access to Umstead Park in Chapel Hill, made possible in part by completion of Phases 3 and 4 Creekside Alignment. Navigating Estes on foot or bicycle is currently treacherous.

362160

(blank)
An access point here would enable many residents to get onto this trail more directly
Connecting these two points would make this a more direct route into town for many residents in the north
It's not clear or explicit how this will connect to the existing section - will this be road side?
one of the best parks!

362180

(blank)

362262

Both the Forest Alignment and the Creek alignment depend on

private party approval to complete the this leg of connectivity. Without approval, the creekside alignment remains primarily accessed by neighbors and cutoff from connecting to downtown Carrboro or Chapel Hill greenways. This is an obstacle that should be addressed before we commit taxpayer dollars to any alignment.

I would like to be able to safely access this point from Chapel Hill greenway off Umstead Road.

No safe connection to Umstead Road or Chapel Hill greenway, but you mention this as part of the reason for Carrboro to complete our greenway.

No safe crossing as described in Phase 1. Greenway will bring more demand.

Off road parking already often at capacity.

Parking not available during the week on school days.

Please do not rely on limited parking at MLK Park. Tripp Farm already receives overflow parking when the park's lot is full.

Please secure funding and commitment for parking as described on page 53 of the Bolin Forest Greenway master plan.

Without the proper completion of Phase 1 as described in the 2009 Bolin Forest Greenway master plan, Wilson Park does not connect to the proposed Greenway and is not a parking access point. You want the greenway to be ADA complaint but do not offer a plan to connect parking. Please do not push the demand for parking into the residential streets.

362153 (blank)

362155 (blank)
Any biking or walking on Estes is dangerous and should be avoided to connect to chapel hill or to wilson park bikeway
Can't wait for my daughter to be able to safely get to school along the creekside alignment
Must connect to Chapel Hill's trail under Estes
This route is indirect and would require cutting lots of trees and have difficult grade
Would love to be able to bike to Chapel Hill

362033 I could go visit friends in Winmore!
once the trail is extended, and once it is connected to Chapel Hill's network, I will be able to safely ride or walk to Umstead Park, and from there to downtown Chapel Hill
this alignment does not make sense to pursue. the topography is challenging and it would actually require significant tree removal. there are conversations going on about a multi-use path on Seawell School Rd and an idea for a rail trail or a rail with trail and this alignment is perhaps better considered as a part of that conversation, for travel along Seawell School Road. this is really not a trail alignment. these are neighborhood

roads, but they include some steep hills, so most people who aren't already using them are not going to. they do not really belong in a shared path network that is accessible from 8 to 80. we live in Bolin Forest, and use the easement to walk and ride to school often. it becomes unusable when it's muddy, and in general, it should be more accessible for more people. when the trail is extended, and when it links into Chapel Hill's network, I will be able to commute to work without a car.

84744

There is a lot of existing sedimentation along this part of the route, due to runners and bikers and feet. I'd like to request that native plants be used between the paved path and the stream, to help repair the riparian zone and reduce sedimentation into the creek.

This has an existing parking lot that serves 100 people so it makes sense to have wayfinding here.

We are a one-car household and will not be getting a car for our children to get to school. We live along Greensboro. Having a safe accessible route to high school not involving roads would reduce our carbon usage and allow our children to bike safely. We will not allow them to bike along Estes, and the alternative routes are incredibly out of the way and involve biking with traffic.

We would be able to bike to the Chapel Hill Public Library using the Bolin Creek Trail in Chapel Hill here.

We would be able to bike to the playground here

365156

Access to the Bolin creek greenway from Creekside alignment is accessible by crossing Estes. This is concerning given the number of speeding cars, blind curves, and limited lighting. There is a crosswalk south of the tracks but again does not illuminate (flashing lights) and is poorly lit. Another crosswalk or even stop sign should be planned for Estes and Village Dr. Biking from north Chapel Hill (Chapel Hill HS) to Chapel Hill Community Center park.

Creekside alignment is very much needed. Given the two creek crossing and routine use it would greatly benefit the community. Some areas are very rocky and others have standing water and mud. Also, connection to the existing northern trail near Homestead rd should be relatively easy to implement and inexpensive compared to the rest of the project. Crosswalk crossing Seawell school rd to the eastern part of Carolina North Forest from the Elementary school entrance. The footpath across the train track likely doesn't need to be improved.

Upland forest alignment could be better suited as a path alongside or part of seawell school road. This road is already used by bikers and does not have a dedicated bike lane. The road is relatively flat and there is room for expansion on either side which could be added.

- 362021 Erosion from the clear-cut of the Craig tract has been an ongoing issue, with seemingly no maintenance by the landowner since logging finished. I'd love to see the town try again to either get this property placed into conservation easement status or purchased outright.
I live here!
This is my most common route into Carolina North Forest, both via bike and when walking the dog.
Traffic on Estes can get quite heavy. I'd like to see some more information about how to ensure pedestrian and cyclist safety at this trail entry/exit point.
- 362116 Is there any information on when this train, the UNC coal plant will be shut down? The tracks could be converted to a greenway/ Rail Trail perfectly connecting Carrboro and Chapel Hill, schools, a huge amount of neighborhoods and businesses. Durham, Greensboro besides other communities are examples. The proposed trails wouldn't be connected to the existing Bolin Creek Trail in Chapel Hill near Umstead Park? Why?
This part of Estes Drive is missing a connection to existing and proposed trail options. It needs a safe separate bike lane. This could be also one of the main routes for families connecting the schools (over 2200 students plus staff in) up on Seawell Road and for commuters connecting Carrboro and Chapel Hill via Estes or the already existing Bolin Creek Trail. The percentage of students that are actually would use any route through the woods is narrowed to the neighborhood right next to the proposed trail.
Why can't the already existing separate sidewalk next to Seawell Road coming from Estes be extended? It ends in the middle of nowhere at the moment.
- 362149 Biking to school
Connection to Chapel Hill's part of the Bolin Creek greenway
Downtown
Needs a paved, off-road connection to Lake Hogan Farms
- 362158 Chapel Hill High School - our middle schooler is districted for high school at CHHS, and it would be great for them to be able to bike to school safely. We live near Wilson Park and it would be super-easy to get on the greenway to head north to school after using the Wilson Park MUP. Please make this happen ASAP!!!
I sometimes hike in the Carolina North Forest and have to cross here, and it always feels dangerous. This corner with the railroad crossing is not a place I would ever feel comfortable biking, nor would I feel comfortable with children or seniors

walking or biking here. Any alignment that brings people here to navigate this location is not as safe as one that doesn't. This alignment is fundamentally unrealistic. Norfolk Southern railroad treats people walking or biking near trails as a safety liability risk, and they are unlikely to support this alignment no matter how nicely we ask. We need to connect the end of the Wilson Park path along Estes Drive to the access point to the Bolin Creek Trail. If this can be accomplished WITHOUT having to cross the railroad tracks on foot, even better.

- 1917 Chapel Hill High Exchange Pool
Very interested to know how this will connect with Chapel Hill's path. These need to be coordinated.
- 39490 I would use this to connect to the CH Bolin Creek Greenway this is where I would access the trail
Would use this to get to CH side of bolin creek greenway
- 362145 The best solution in my mind would be to work with UNC and convert the railway to a trail once it is no longer used. Yes, that may be years away, but is there a time constraint to build this trail?
The primary goal of the project needs to be to protect the Bolin Creek ecosystem. Anything that impairs that should not move forward.
Would be great if the trail connected to the rest of Bolin Creek trail.
- 362644 I lived in a townhouse right on the other side of the tracks in Chapel Hill off Estes. It's quite dangerous to cross and get to the existing Wilson Park section of the BCG. How can we fix this? Is there away to create a crossing on Adams Tract or via Umstead Park such as a crosswalk with flashing lights?
I voted for the Creekside A. However, the Bolin Connector A. indicates where a series of bike lanes (on both sides of the road) could be added. It would benefit residents to have those connections to both MLK and Wilson Park. - Shane Nye
What can be added to allow bikers and pedestrians to safely cross N Greensboro to get to the Wilson park section of BCG.
- 364971 As a frequent walker and biker, the connector alignment makes no sense to me and is not a viable option. It includes long stretches of Greensboro and Seawell School Rd, which aren't safe for children and teens on bikes. This circuitous, long route will do little to encourage folks to commute to work or school,

and does little to nothing to address the climate emergency we face.

I would use the Creekside route to seamlessly access the Chapel Hill portion of Bolín Creek Trail (CH BCT) from my home on Pathway...giving me safe access to the bookstore, restaurants, the mall, and the library I frequent. Also, on weekends I frequently ride recreationally on the CH BCT. This option would give me a much safer route to the CH BCT (crossing Estes at bottom of Wilson Pk trail is always scary even with the pedestrian crossing marked, as is riding along Estes to access CH BCT in Umstead park).

Why does this route end here!? What a shame to not connect with the existing trail that ends at high school...huge missed opportunity. As an avid biker, these disconnects are maddening, and make commuting and recreational biking unnecessarily less safe.

366424

Such wonderful birds and critters live here. Paving could alter their habitat and we would lose the thing that makes the forest special: the flora and fauna

This map is incorrect. There is already a paved trail that connects the highschool to the middle schools. Paving this section would be redundant. It's also a 10+% grade here. How would you flatten this since section?

This section is a bottleneck and gets flooded very quickly up and over both sides do the creek. The only way out are two very steep embankments. It could be very dangerous to have pavement and children here

362136

if you are going to do an upland trail, could you put it on the ridge line like here as 1 point so that it was more level? This seems better as a transportation corridor since the creek alignment forces you to go down and up, but I understand for some it is more about close access to a trail nearby.

The obvious issue is the general deterioration of the path due to the large amount of foot/bicycle traffic. When state/national parks have this they do something to keep people on a single path and outside of more sensitive areas, do trail improvements, and/or put some kind of impervious surface down. It seems like you have to do one or more of these or the deterioration will be worse.

362184

Spring valley Bridge site option 2

Spring valley needs a bridge- could go either two places, here or at the intersection of waterside and creekview where a to the creek already exists.

362241

Curious about how the Carrboro side will connect to the Chapel

Hill Bolin Creek Trail.
(blank)

- 362342 Estes Dr. is the most efficient connection between the trail area and downtown Carrboro, but very uncomfortable for pedestrians and cyclists. It should have a wide sidewalk or off-street path.
The trail will be much more usable with a seamless connection to Umstead Park and the Chapel Hill trail network around Bolin Creek
- 362407 Connector to Chapel Hill section of trail (it would be an unimaginable miss for the Carrboro and Chapel Hill sections not to link up as a single, continuous greenway)
Connector to Ironwoods neighborhood community access trail (AKA "Cub Alley")
- 362933 Once I get here, how do I get to Carrboro? Up to Wilson Park? Down to Umstead Park. So many hills.
There is no way to cross the creek from this entrance unless you go further downstream to the old wooden bridge. Most of this is HOA land so it is not an option. This leaves Bolin Forest unable to access the alignment in a long term way.
- 362051 The community OVERWHELMINGLY opposes laying a paved trail along Bolin Creek. We want the route to remain natural. We do NOT oppose the alternative red route along the train track Right of Way.
- 362057 By what logic are you using a 2009 conceptual plan to guide discussion in 2023?
- 362147 Connect Wilson Park to the trail without sharing the road on Estes.
- 362157 Umstead Park
- 362171 (blank)
- 362214 What is the plan to connect existing Bolin Creek/Tanyard branch paved path to Creekside alignment? I support creekside alignment but doing so without connecting from south of Estes Ext. would be a missed opportunity because it would: 1. Maintain blocked access for those south of Estes Ext. such as Northside neighborhood and 2. Keep sketchy/unclear/dangerous Estes Ext. crossing. I was always under impression that there would be one continuous path which would be great!
- 362659 Should have a direct connector to Wilson Park! Avoid connecting to the high volume vehicle traffic on Estes as there

are no bike lanes on the Carrboro side of Estes!!

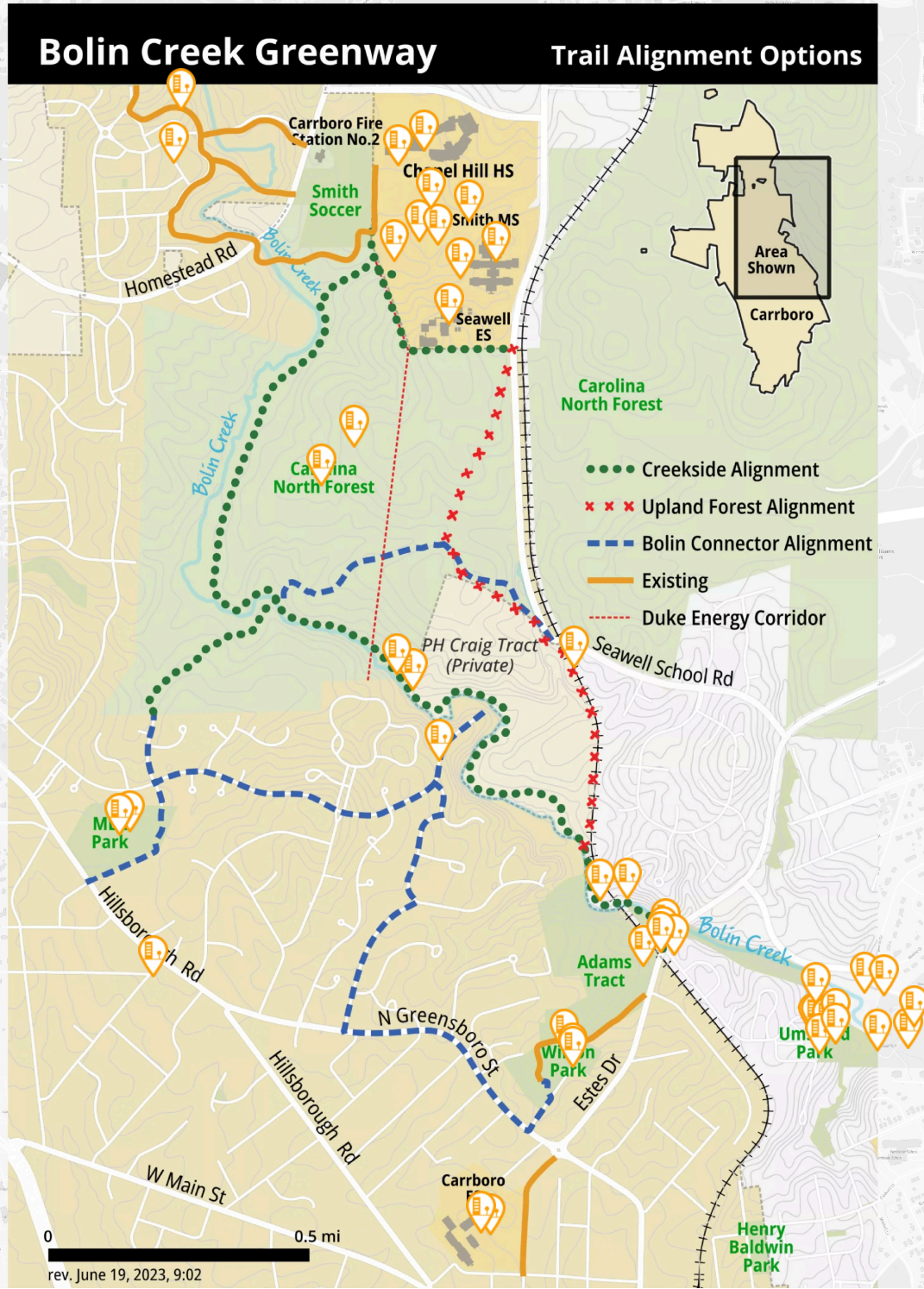
- 362978 I would use the trail to get to Carolina North
- 363962 I live at Estes Park and use this area often. The railroad crossing on Estes Drive is difficult to cross on bike, especially with heavy traffic. Improving this connection is critical to access the proposed alignment, and connecting Wilson Park.
- 364446 My child would ride their bike to Smith Middle School from our neighborhood.
- 367739 I am confused how we can have a Bolin Creek Greenway that doesn't connect to (or even acknowledge on the planning maps) the existing and well-known Bolin Creek Trail in Chapel Hill. I have been peripherally aware of this initiative for a long time and always assumed it was about extending that Greenway into Carrboro. If not connecting then the new trail needs a new and distinct name.
- 367924 This trail is too close to the creek and will disturb the riparian zone. It is also in a ravine, will be difficult and expensive to place a trail along. It also floods dramatically. It would be better to use a trail along Estes and then send the trail along Sewell School to meet up with the trail where the road crosses the railroad track. Please, this section will be very dangerous otherwise and when it floods will present a real risk to people.

About the following Map pages

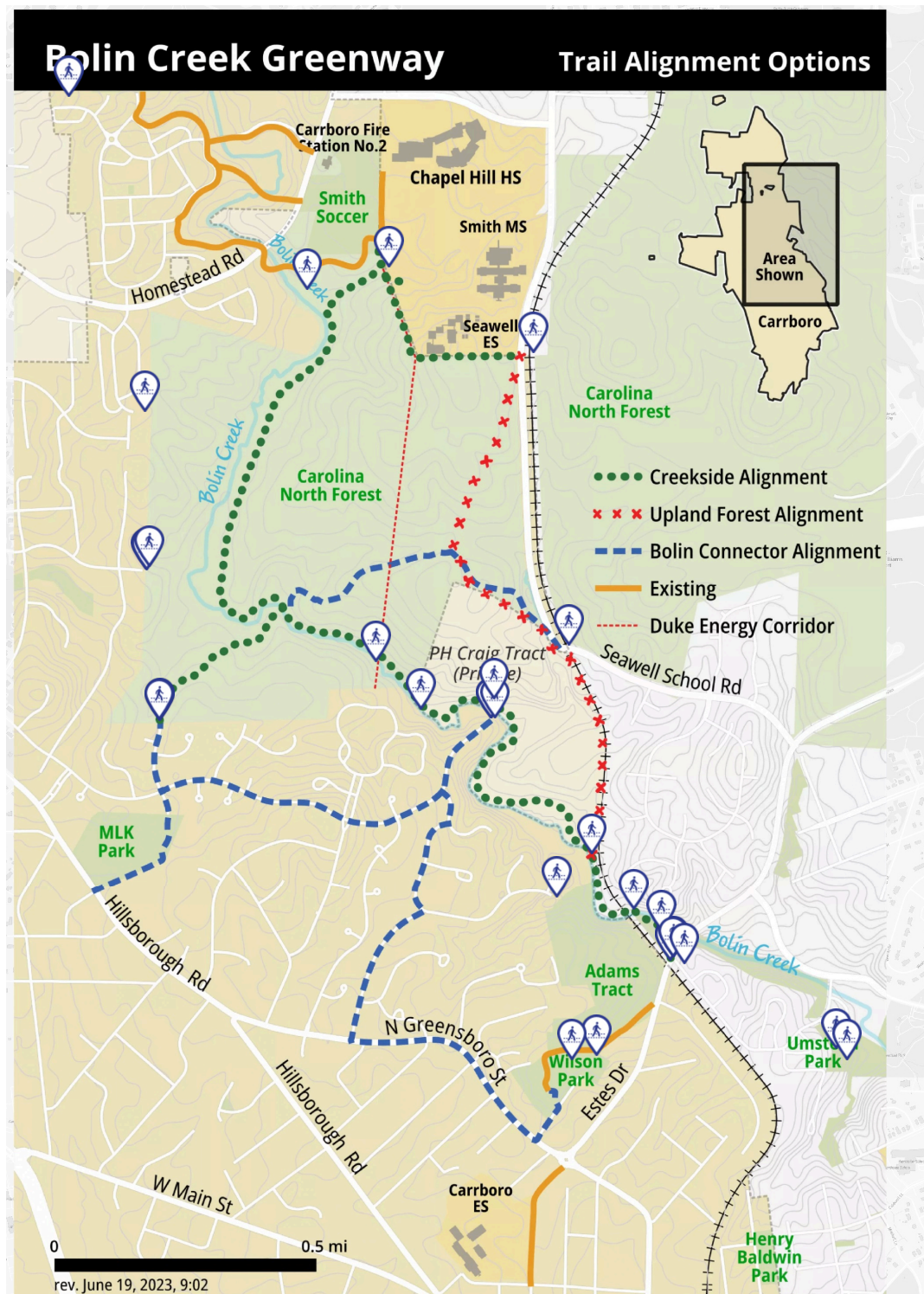
The next three pages summarize comment locations by comment type.

The data was downloaded from WikiMapping.com October 4, 2023.

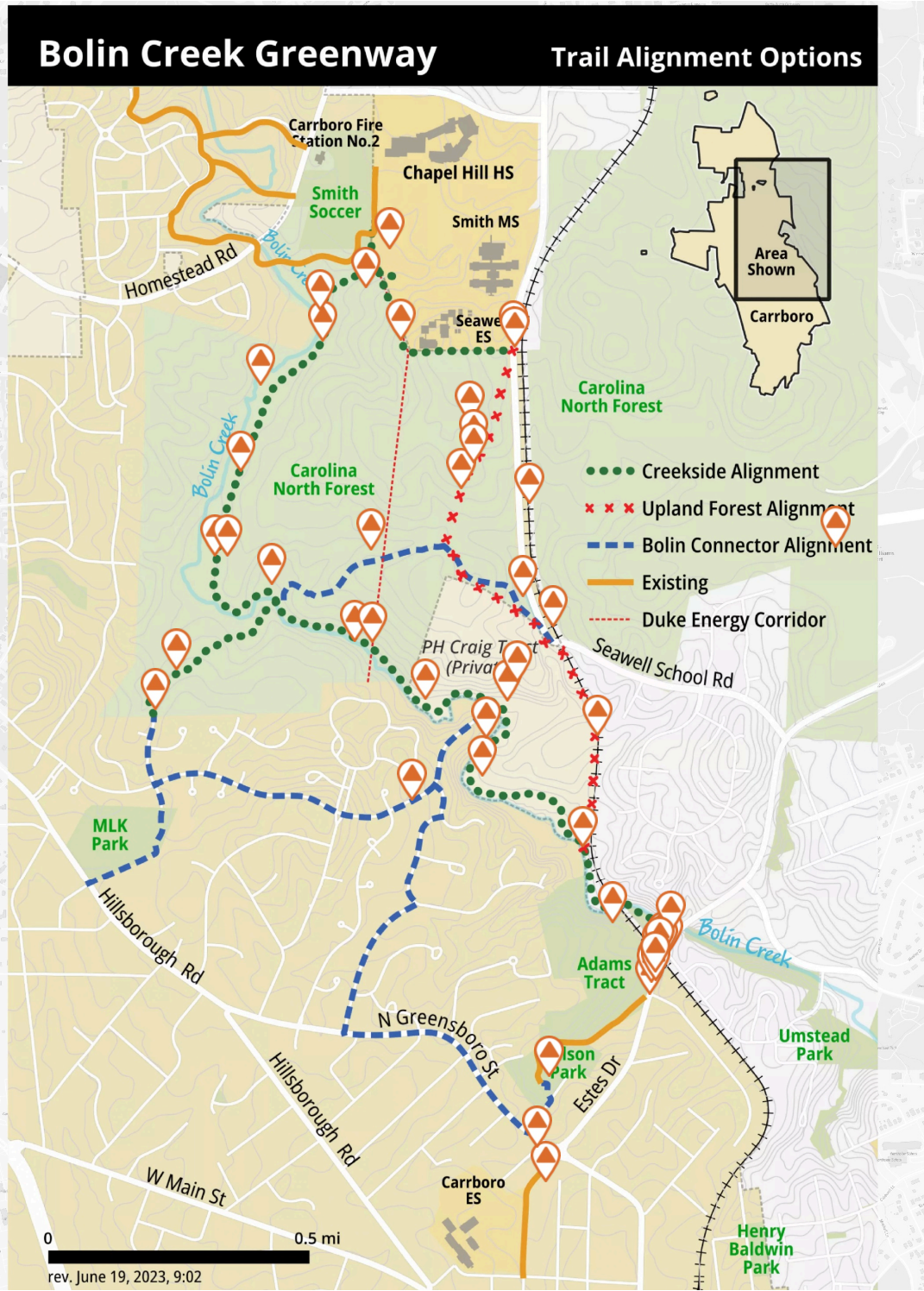
Destinations



Access points



Concerns

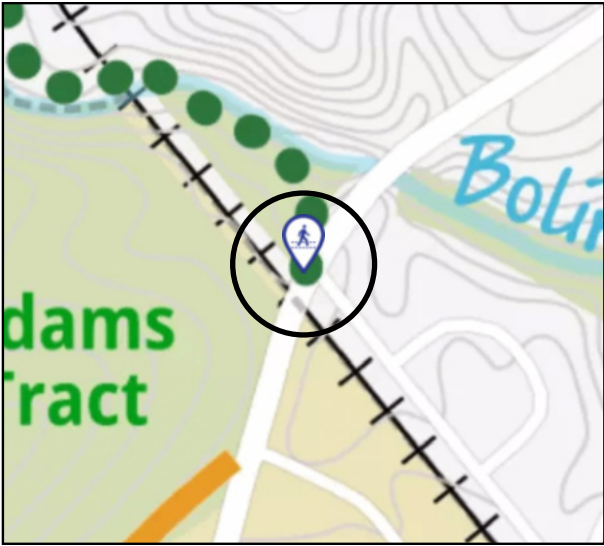


About the following pages

To make it easier to review WikiMapping comments, they are separated into individual comments, sorted by Commenter ID. You may see some instances of a comment copied and pasted at different locations on the map. WikiMapping does not collect the IP addresses, but the same person commenting from a computer will have the same Commenter ID.

There are three zoomed-in maps per page. There is also a locator map showing the full Carrboro area and some of the area to the east.

The data was downloaded from WikiMapping.com on October 2023.

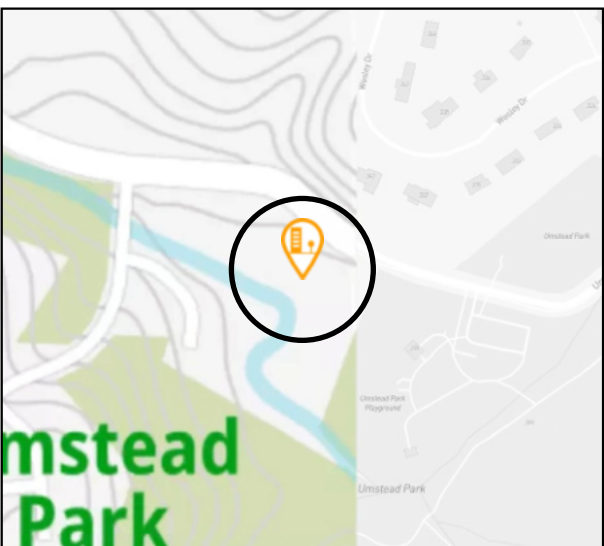


Commenter id: 1917
 Date:2023-06-23
 Need access pointhere

Very interested to know how this will connect with Chapel Hill's path.These need to be coordinated.



Commenter id: 1917
 Date:2023-06-23
 Destination I would use the trails to get to
 Chapel Hill High

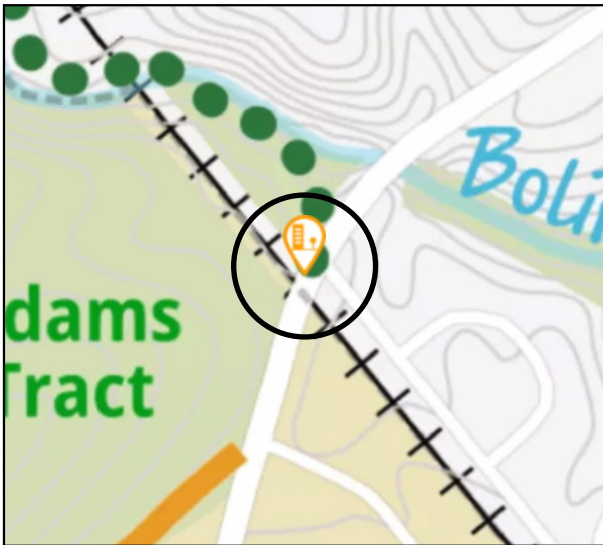


Commenter id: 1917
 Date:2023-06-23
 Destination I would use the trails to get to
 Exchange Pool



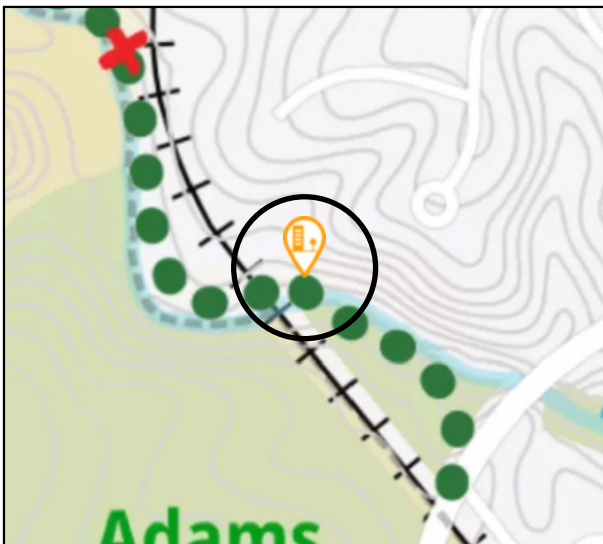
Oct 12, 2023 17

Oct 12, 2023 17



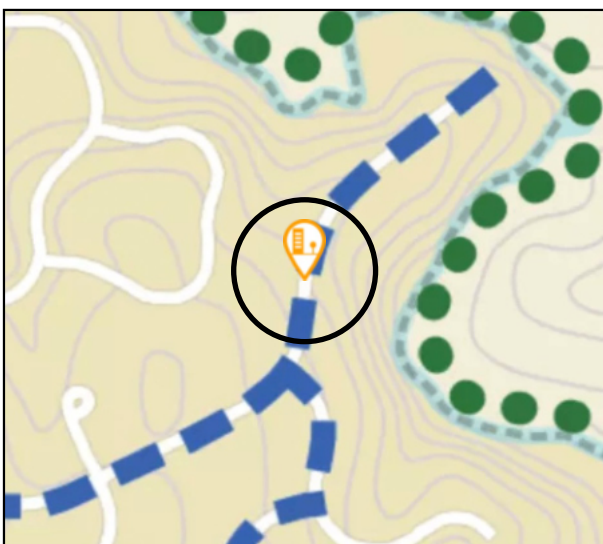
Commenterid:39490
Date:2023-06-27
Destination I would use the trails to get to

I would use this to connect to the CH Bolin Creek Greenway



Commenterid:39490
Date:2023-09-21
Destination I would use the trails to get to

Would use this to get to CH side of bolin creek greenway



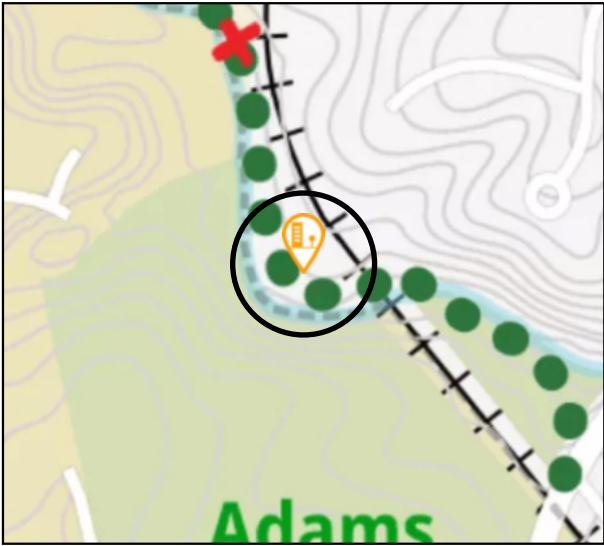
Commenterid:39490
Date:2023-09-21
Destination I would use the trails to get to

this is where I would access the trail



Oct 12, 2023 18

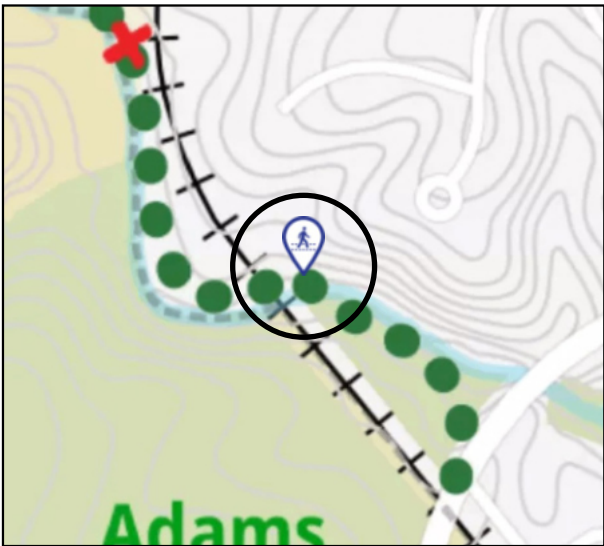
Oct 12, 2023 18



Commenterid:84744
 Date:2023-06-26
 Destination I would use the trails to get to



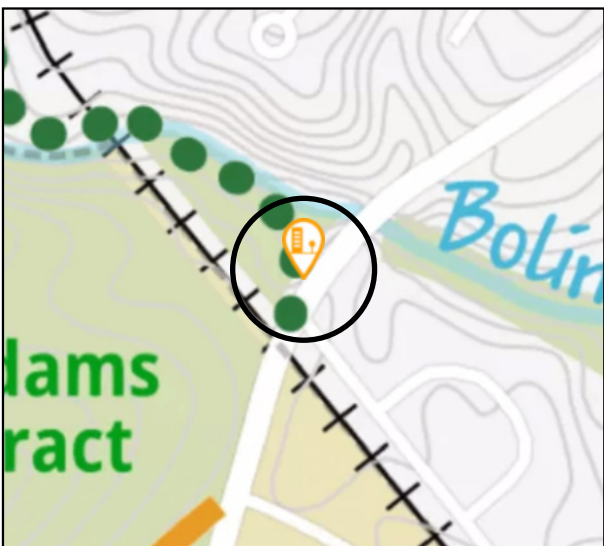
We would be able to bike to the playground here



Commenterid:84744
 Date:2023-06-26
 Need access pointhere



This has an existing parking lot that serves 100 people so it makes sense to have wayfinding here.

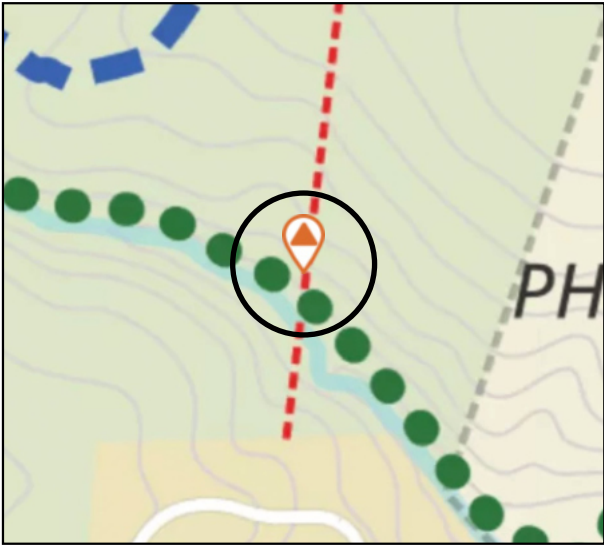


Commenterid:84744
 Date:2023-06-26
 Destination I would use the trails to get to



We would be able to bike to the Chapel Hill Public Library using the Bolin Creek Trail in Chapel Hill here.

Oct 12, 2023 19



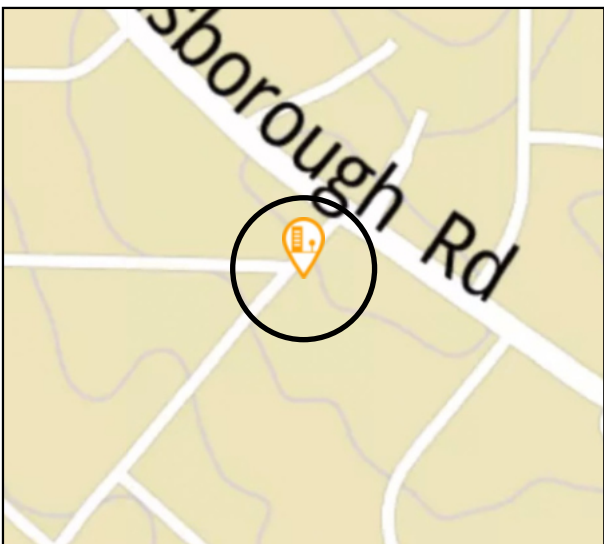
Commenterid:84744
Date:2023-06-26
Area of concern

There is a lot of existing sedimentation along this part of the route, due to runners and bikers and feet.I'd like to request that native plants be used between the paved path and the stream,tohelp repairthe riparianzone and reduce sedimentation into the creek.



Commenterid:84744
Date:2023-06-26
Destination I would use the trails to get to

We are a one-car household and will not be getting a car for our children to get to school.We live along Greensboro.Having a safe accessible routeto high school not involving roads would reduce our carbon usage and allow our children to bike safely.We will not allow them to bike along Estes,and the alternative routes are incredibly out of the way and involve biking with traffic.



Commenterid:362021
Date:2023-06-23
Destination I would use the trails to get to

I live here!



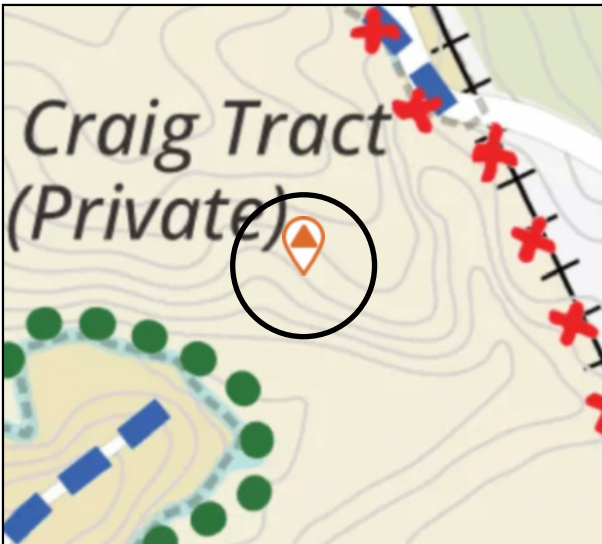
Oct 12, 2023 20

Oct 12, 2023 20



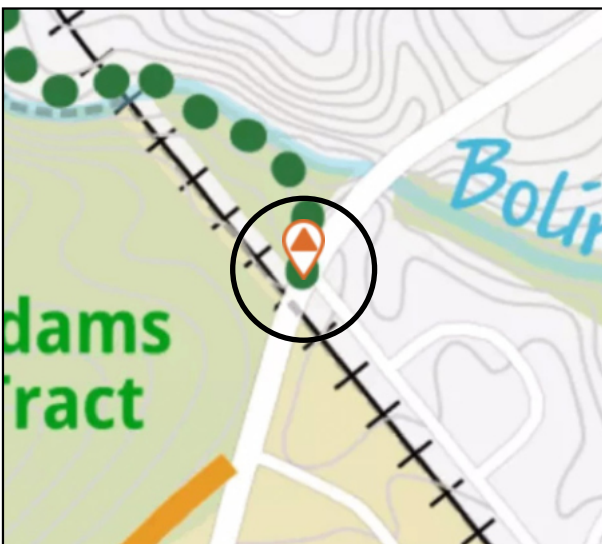
Commenterid:362021
Date:2023-06-23
Need access pointhere

This is my most common route into Carolina North Forest, both via bike and when walking the dog.



Commenterid:362021
Date:2023-06-23
Area of concern

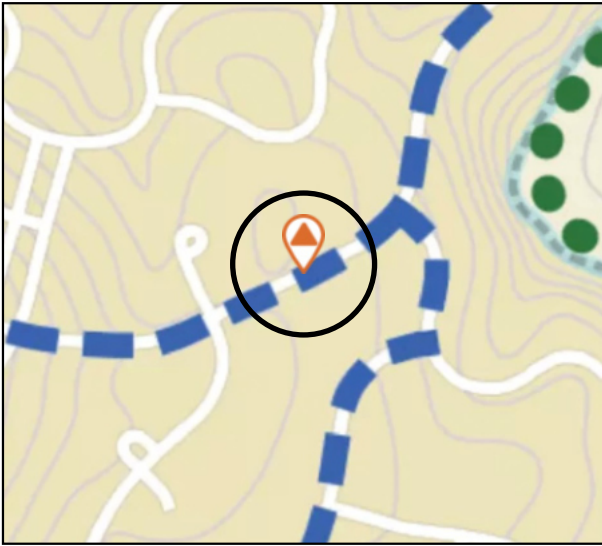
Erosion from the clear-cut of the Craig tract has been an ongoing issue, with seemingly no maintenance by the landowner since logging finished. I'd love to see the town try again to either get this property placed into conservation easement status or purchased outright.



Commenterid:362021
Date:2023-06-23
Area of concern

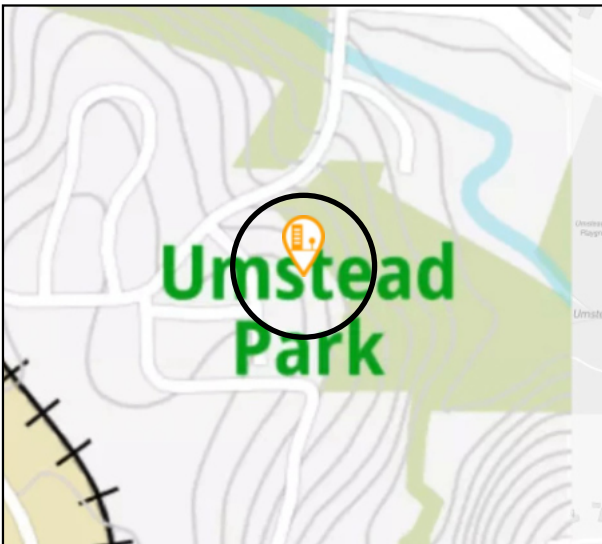
Traffic on Estes can get quite heavy. I'd like to see some more information about how to ensure pedestrian and cyclist safety at this trail entry/exit point.





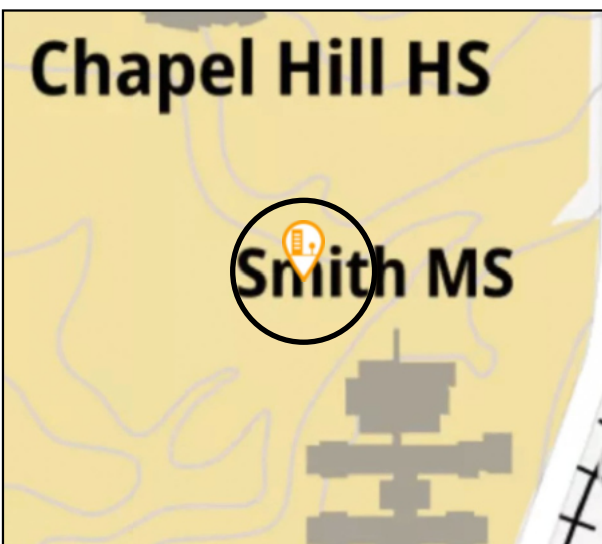
Commenterid:362033
Date:2023-06-23
Area of concern

this is really not a trail alignment.these are neighborhood roads,but they include some steep hills,so most people who aren't already using them are not going to.they do not really belong in a shared path network that is accessible from 8 to 80.



Commenterid:362033
Date:2023-06-23
Destination I would use the trails to get to

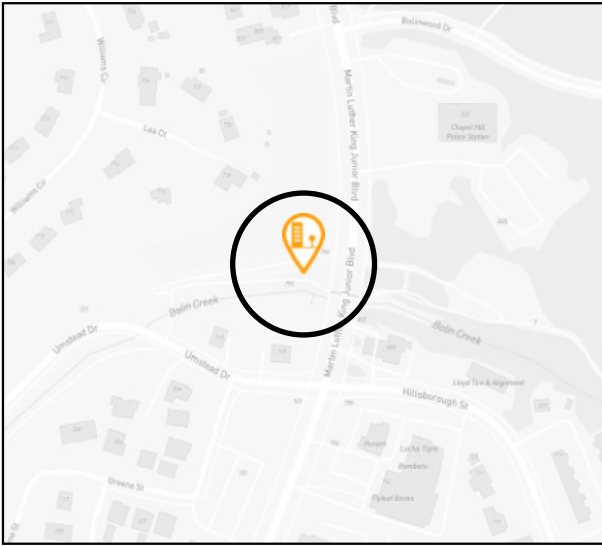
once the trail is extended, and once it is connected to Chapel Hill's network, I will be able to safely ride or walk to Umstead Park, and from there to downtown Chapel Hill



Commenterid:362033
Date:2023-06-23
Destination I would use the trails to get to

we live in Bolin Forest, and use the easement to walk and ride to school often. it becomes unusable when it's muddy, and in general, it should be more accessible for more people.

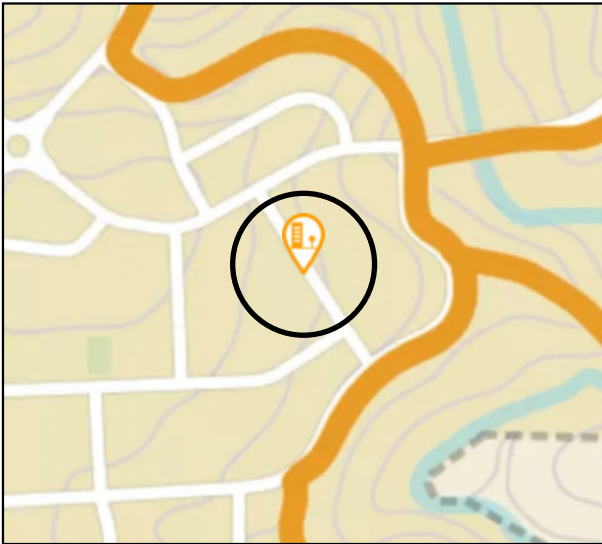




Commenterid:362033
 Date:2023-06-23
 Destination I would use the trails to get to



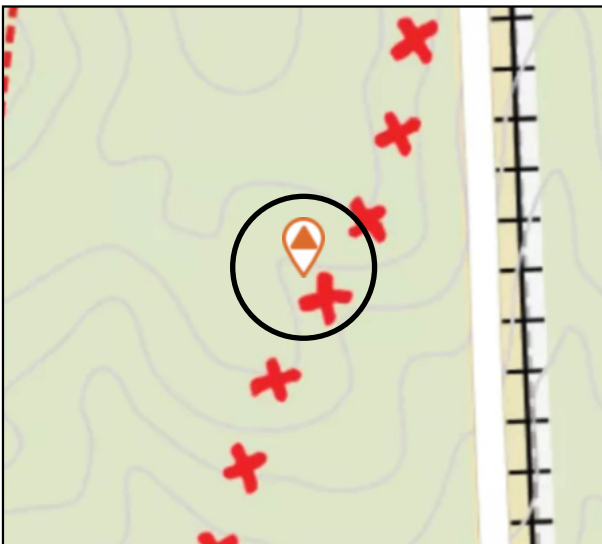
when the trail is extended,andwhen it links into Chapel Hill's network,I will be able to commute to work without a car.



Commenterid:362033
 Date:2023-06-23
 Destination I would use the trails to get to



I could go visit friends in Winmore!



Commenterid:362033
 Date:2023-06-23
 Area of concern



this alignment does not make sense to pursue.the topography is challenging and it would actually require significant tree removal. there are conversations going on about a multi-use path on Seawell School Rd and an idea for a rail trail or a rail with trail and this alignment is perhaps better considered as a part of that conversation,for travel along Seawell School Road.



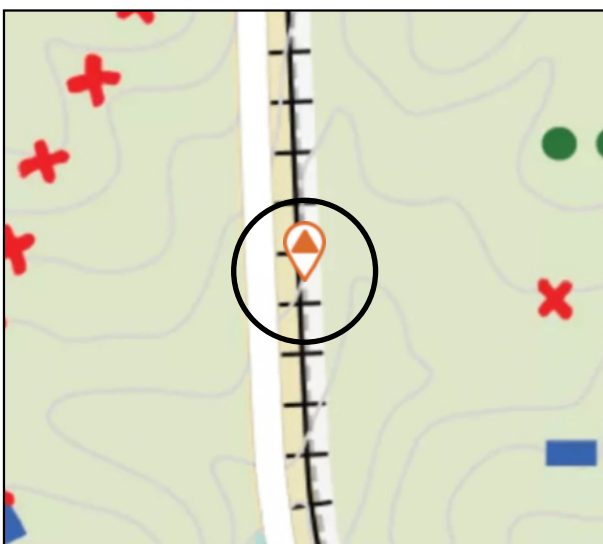
Commenterid:362051
Date:2023-06-24
Area of concern

The communityOVERWHELMINGLY opposes laying a paved trail along Bolin Creek.We want the routeto remainnatural.We do NOT oppose the alternative red route along the train track Right of Way.



Commenterid:362057
Date:2023-06-24
Area of concern

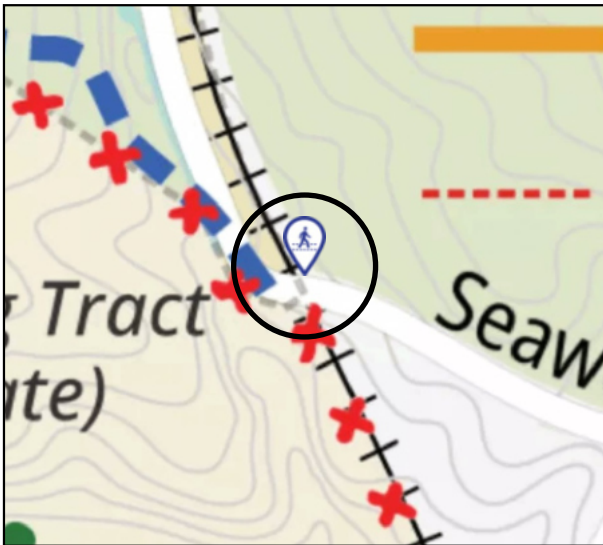
By what logic areyou using a 2009 conceptual plan to guide discussion in 2023?



Commenter id:362116
Date:2023-09-22
Area of concern

Is there any information on when this train,theUNC coal plant will be shut down? The tracks could be converted to a greenway/Rail Trail perfectly connecting Carrboro and Chapel Hill,schools,ahuge amount of neighborhoods and businesses.Durham,Greensboro besides other communities are examples.

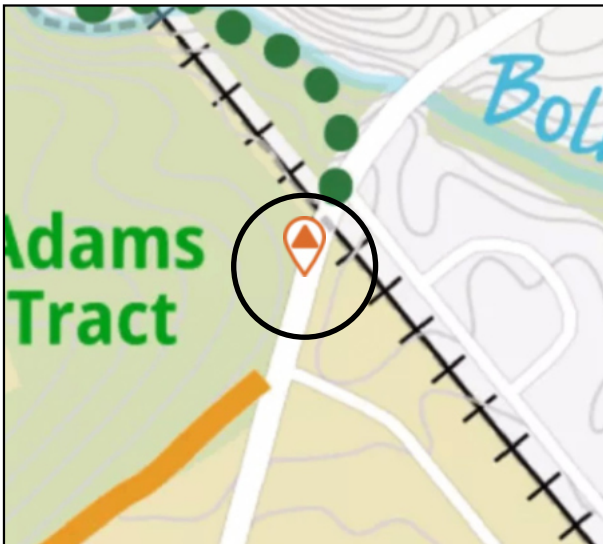




Commenter id:362116
Date:2023-09-22
Need access pointhere



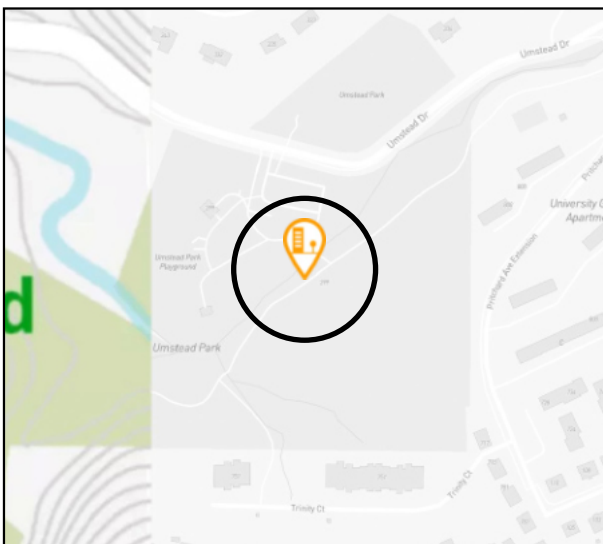
Why can't the already existing separate sidewalk next to Seawell Road coming from Estes be extended? It ends in the middle of nowhere at the moment.



Commenter id:362116
Date:2023-09-22
Area of concern



This part of Estes Drive is missing a connection to existing and proposed trail options. It needs a safe separate bike lane. This could be also one of the main routes for families connecting the schools (over 2200 students plus staff in total) up on Seawell Road and for commuters connecting Carrboro and Chapel Hill via Estes or the already existing Bolin Creek Trail. The percentage of students that are actually would use any route through the woods is narrowed to the neighborhood right next to the proposed trail.



Commenter id:362116
Date:2023-06-26
Destination I would use the trails to get to

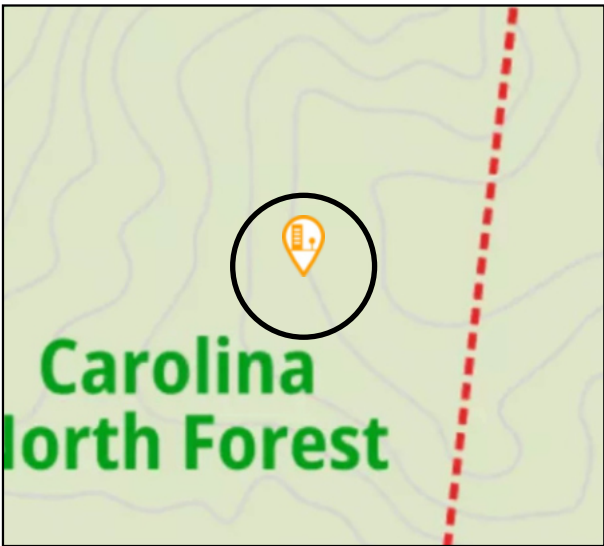


The proposed trails wouldn't be connected to the existing Bolin Creek Trail in Chapel Hill near Umstead Park? Why?



Commenterid:362136
Date:2023-06-26
Area of concern

The obvious issue is the general deterioration of the path due to the large amount of foot/bicycle traffic. When state/national parks have this they do something to keep people on a single path and outside of more sensitive areas, do trail improvements, and/or put some kind of impervious surface down. It seems like you have to do one or more of these or the deterioration will be worse.



Commenterid:362136
Date:2023-06-26
Destination I would use the trails to get to

if you are going to do an upland trail, could you put it on the ridge line like here as 1 point so that it was more level? This seems better as a transportation corridor since the creek alignment forces you to go down and up, but I understand for some it is more about close access to a trail nearby.



Commenterid:362145
Date:2023-06-26
Area of concern

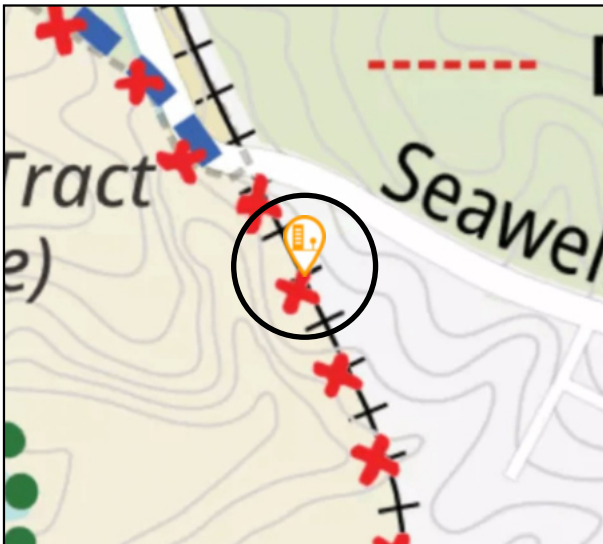
The primary goal of the project needs to be to protect the Bolin Creek ecosystem. Anything that impairs that should not move forward.





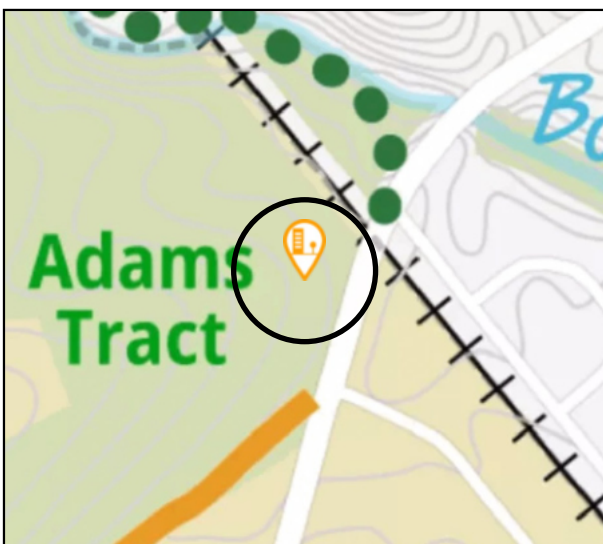
Commenterid:362145
Date:2023-06-26
Need access pointhere

Would be great if the trailconnected to the rest of Bolin Creek trail.



Commenterid:362145
Date:2023-06-26
Destination I would use the trails to get to

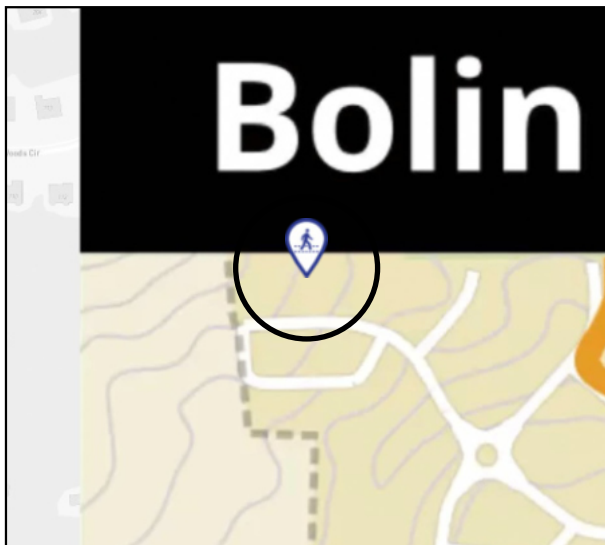
The best solution in my mind would be to work with UNC and convert the railway to a trailonce it is no longer used.Yes,that may be years away,butis there a time constraint to build this trail?



Commenterid:362147
Date:2023-06-26
Destination I would use the trails to get to

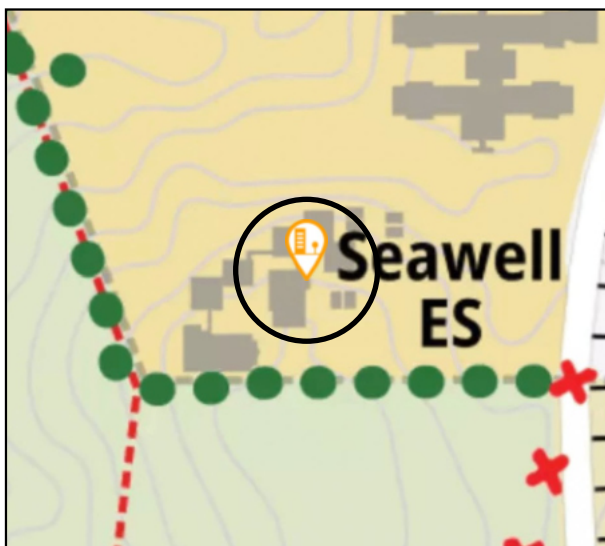
Connect Wilson Park to the trailwithout sharing the road on Estes.





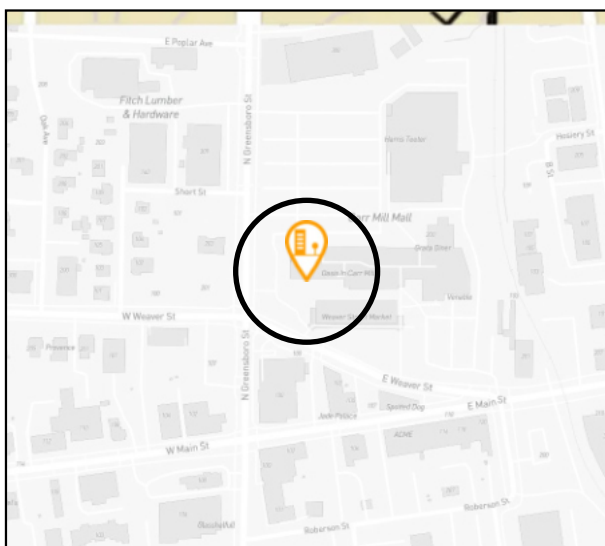
Commenter id:362149
 Date:2023-06-26
 Need access pointhere

Needs a paved,off-roadconnection to Lake Hogan Farms



Commenter id:362149
 Date:2023-06-26
 Destination I would use the trails to get to

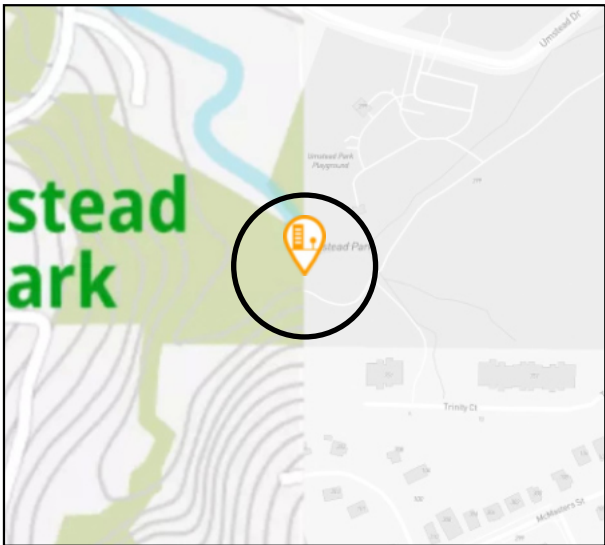
Biking to school



Commenter id:362149
 Date:2023-06-26
 Destination I would use the trails to get to

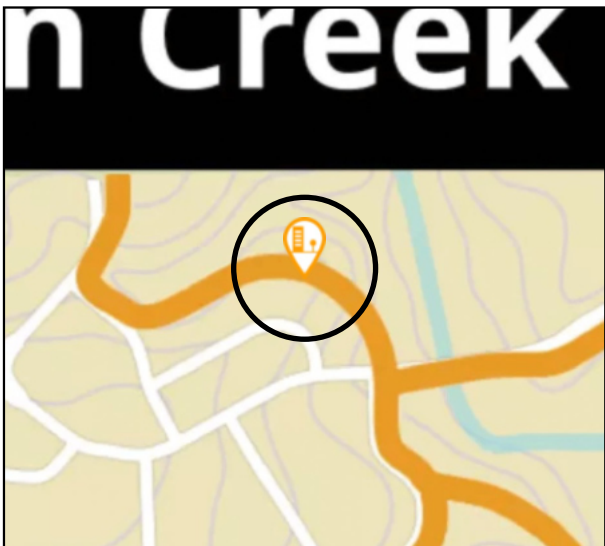
Downtown





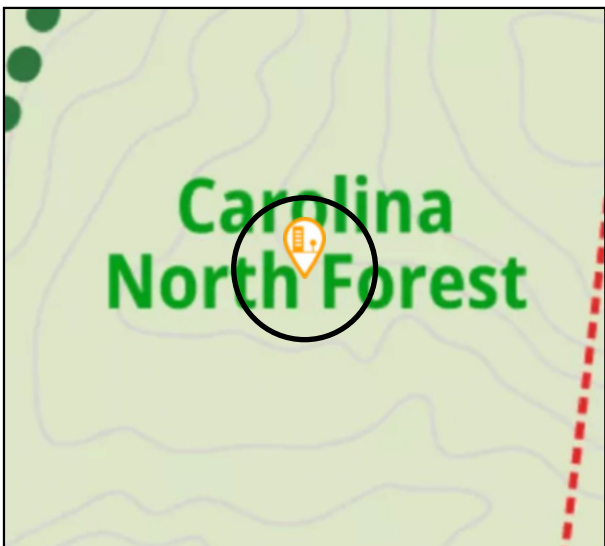
Commenterid:362149
 Date:2023-06-26
 Destination I would use the trails to get to

Connection to Chapel Hill's part of the Bolin Creek greenway



Commenterid:362152
 Date:2023-06-26
 Destination I would use the trails to get to

The ability to access the current trail system already constructed north of Homestead road would a great benefit of constructing the Bolin Creek greenway via the Creekside Alignment option.



Commenterid:362152
 Date:2023-06-26
 Destination I would use the trails to get to

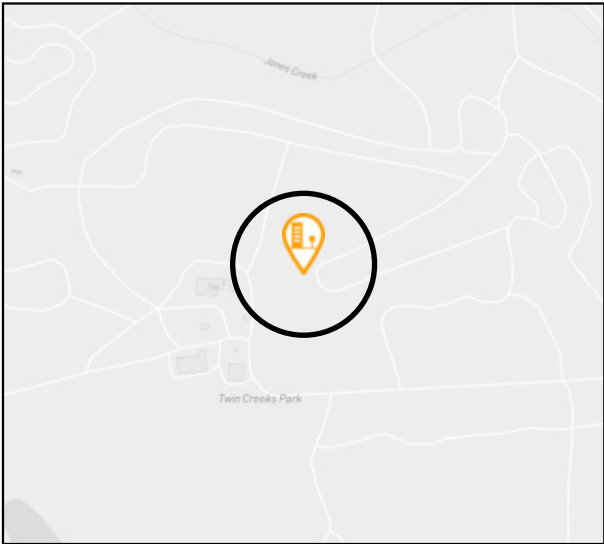
My family would use the greenway to access Carolina North Forest without having to brave the treacherous stretches of Estes and Seawell School Road currently needed to access the forest from our home near downtown Carrboro.





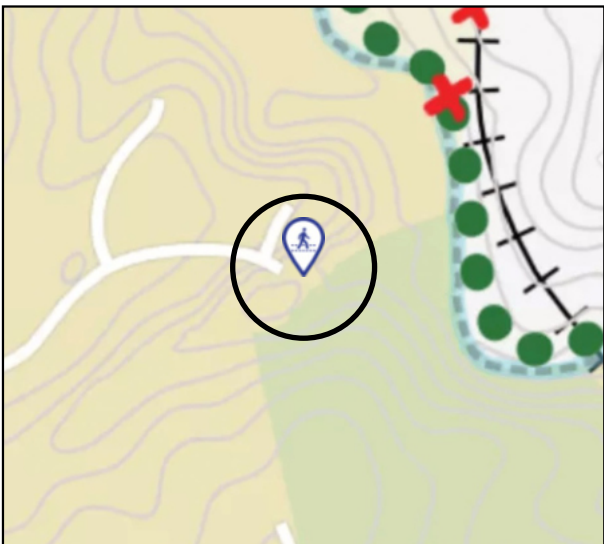
Commenterid:362152
Date:2023-06-26
Need access pointhere

Access fromWilson Park



Commenterid:362152
Date:2023-06-26
Destination I would use the trails to get to

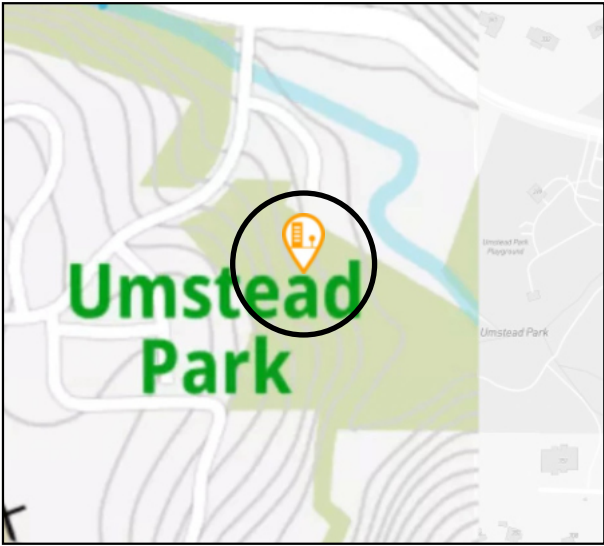
Ultimately,access to Twin Creeks park fromdowntown Carrboro made possible in part by completing Phases 3 and 4 would be ideal.



Commenterid:362152
Date:2023-06-26
Need access pointhere

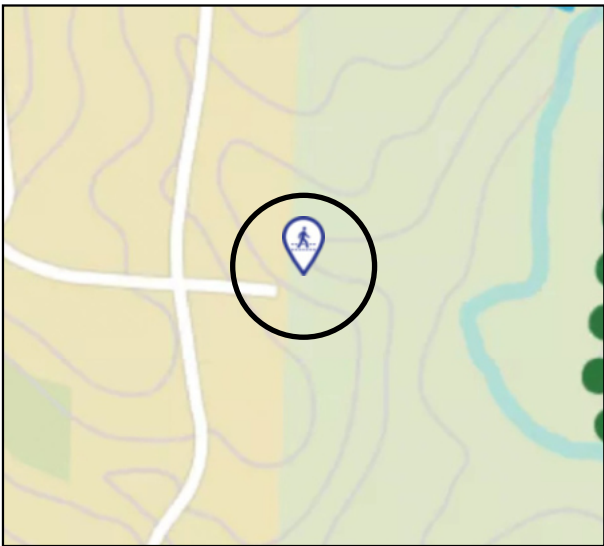
Access at BolinCreek Drive





Commenterid:362152
 Date:2023-06-26
 Destination I would use the trails to get to

Ultimately, safe access to Umstead Park in Chapel Hill, made possible in part by completion of Phases 3 and 4 Creekside Alignment. Navigating Estes on foot or bicycle is currently treacherous.



Commenterid:362152
 Date:2023-06-26
 Need access point there

Access at Rockgarden Road



Commenterid:362152
 Date:2023-06-26
 Need access point there

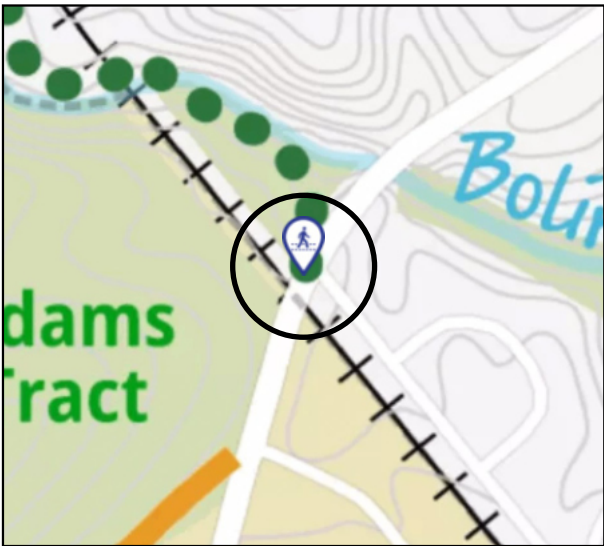
Access at Pathway



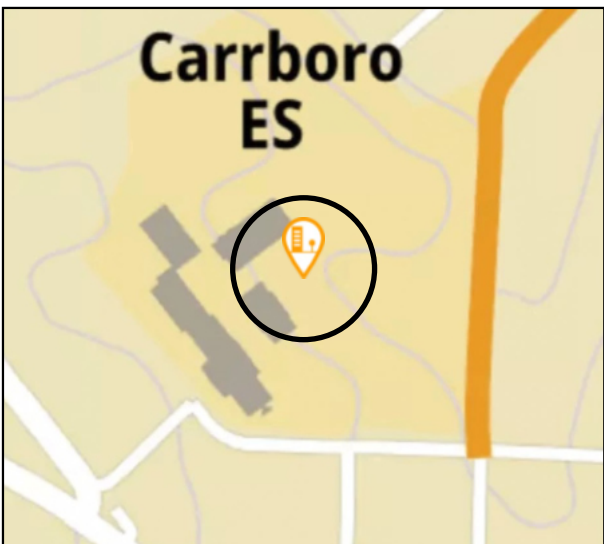


Commenterid:362152
 Date:2023-06-26
 Need access pointhere

Access at Tripp Farm Road

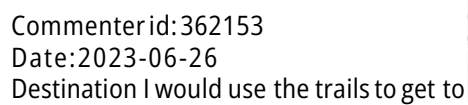
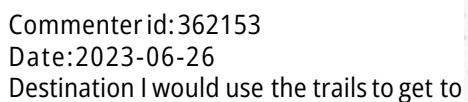
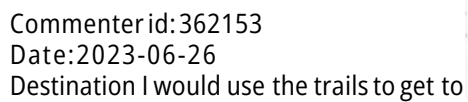


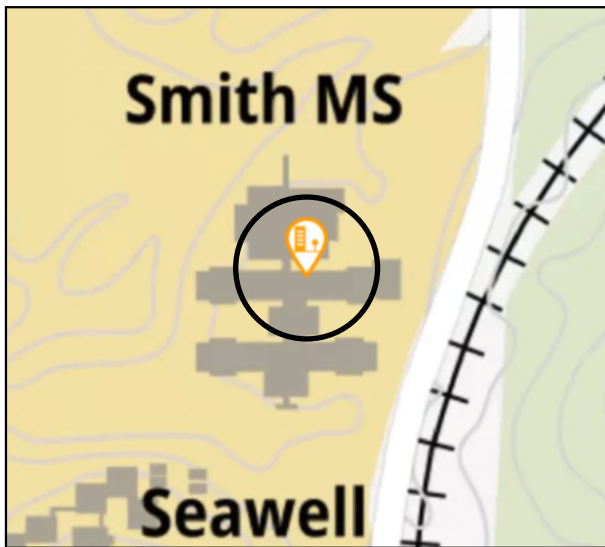
Commenterid:362153
 Date:2023-06-26
 Need access pointhere



Commenterid:362153
 Date:2023-06-26
 Destination I would use the trails to get to



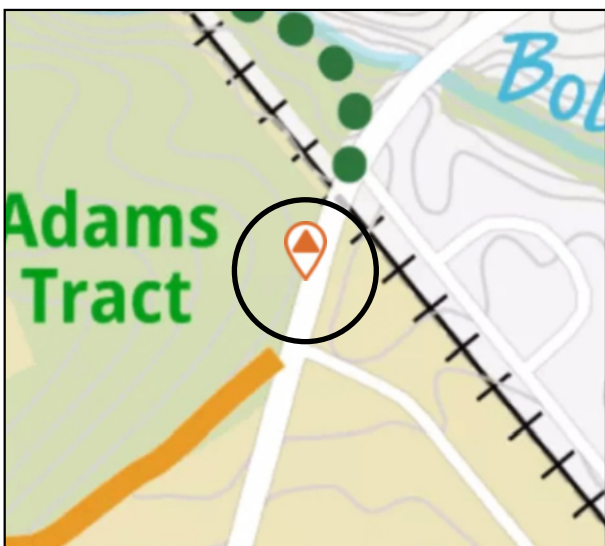




Commenter id:362153
Date:2023-06-26
Destination I would use the trails to get to



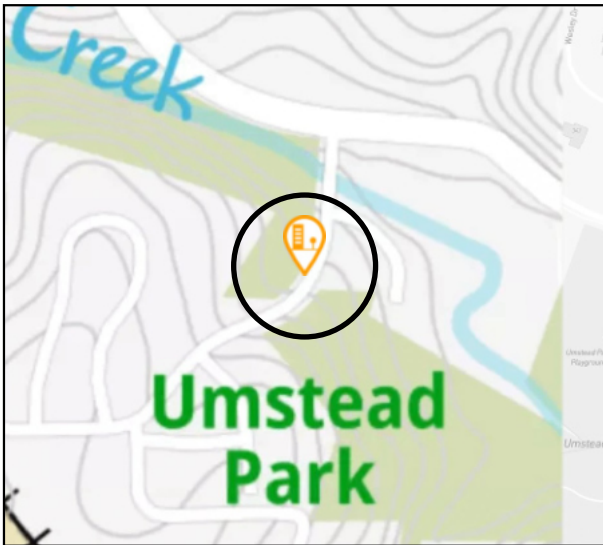
Commenter id:362153
Date:2023-06-26
Destination I would use the trails to get to



Commenter id:362155
Date:2023-06-26
Area of concern

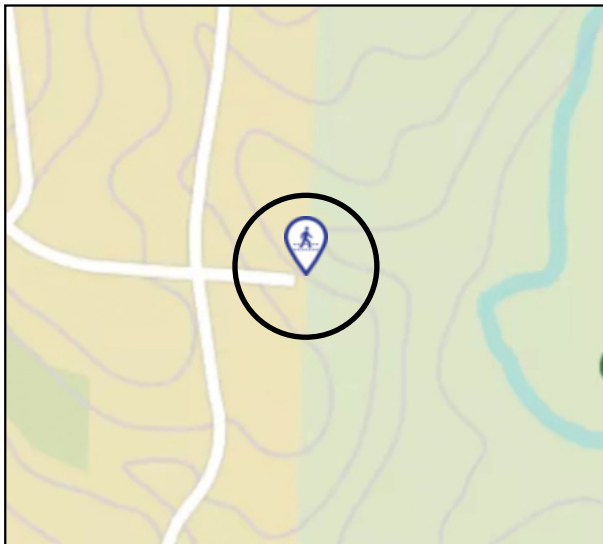
Any biking or walking on Estes is dangerous and should be avoided to connect to chapel hill or to wilson park bikeway



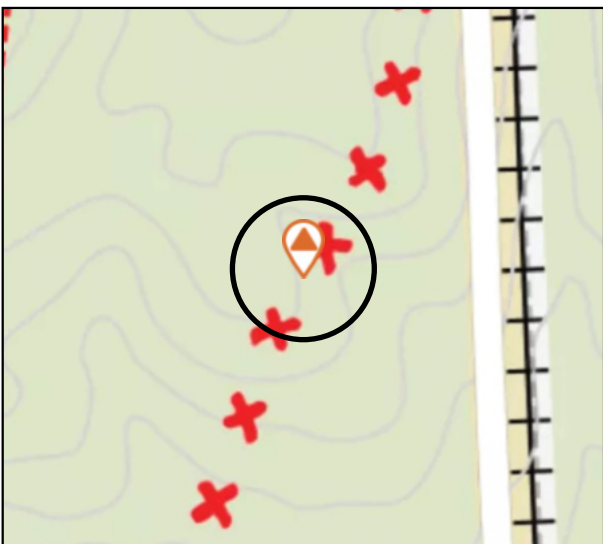


Commenter id:362155
 Date:2023-06-26
 Destination I would use the trails to get to

Would love to be able to bike to Chapel Hill



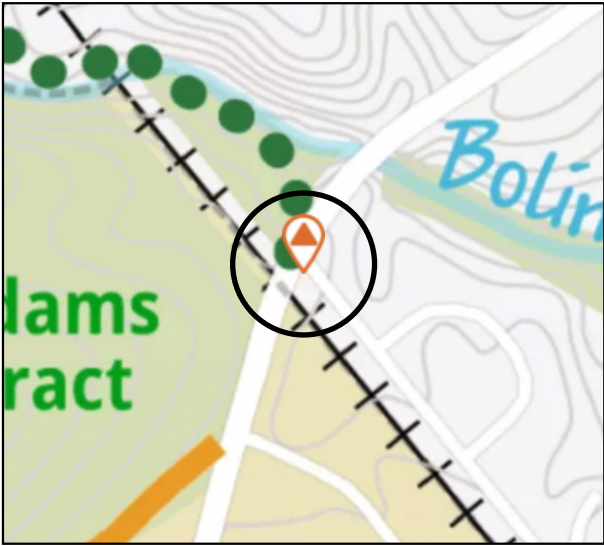
Commenter id:362155
 Date:2023-06-26
 Need access point here



Commenter id:362155
 Date:2023-06-26
 Area of concern

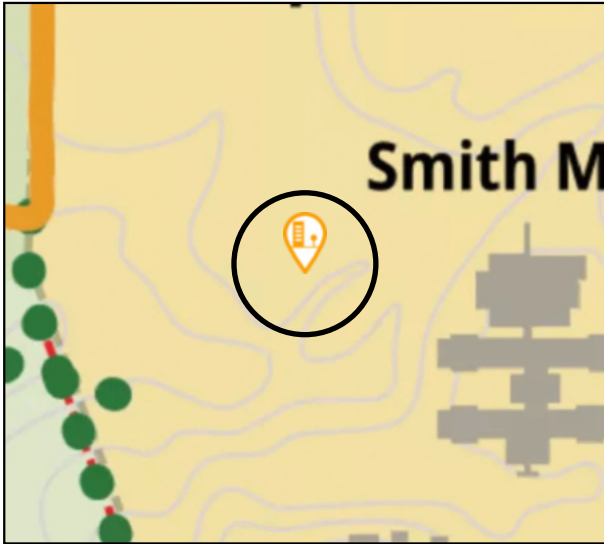
This route is indirect and would require cutting lots of trees and have difficult grade





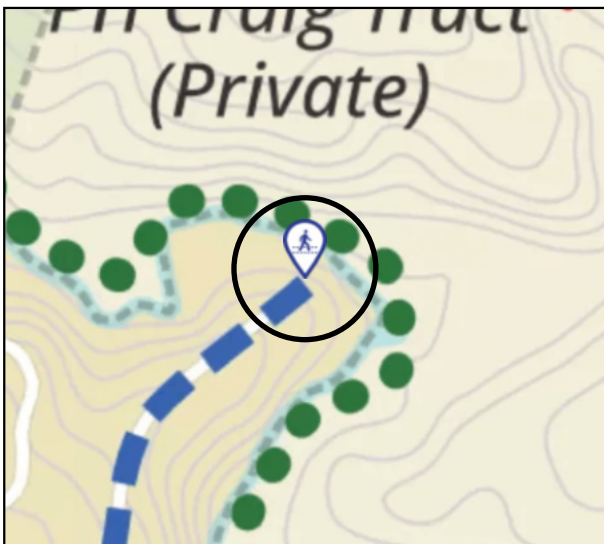
Commenterid:362155
Date:2023-06-26
Area of concern

Must connect to Chapel Hill's trail under Estes



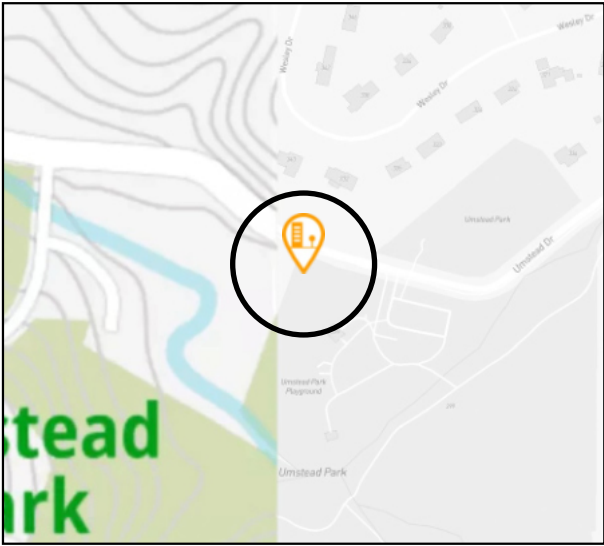
Commenterid:362155
Date:2023-06-26
Destination I would use the trails to get to

Can't wait for my daughter to be able to safely get to school along the creekside alignment

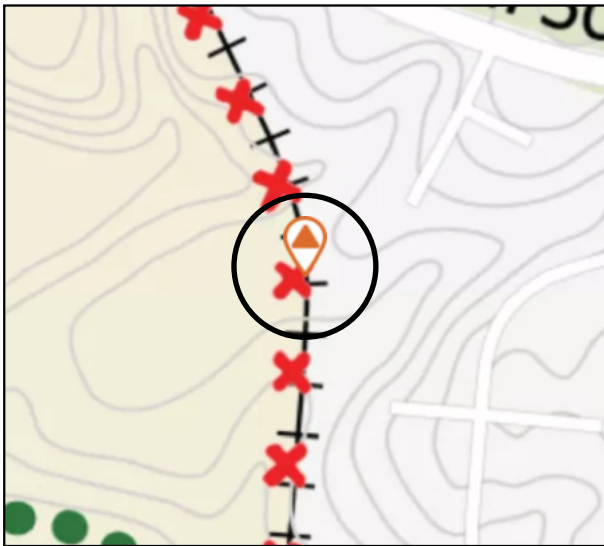


Commenterid:362155
Date:2023-06-26
Need access point there



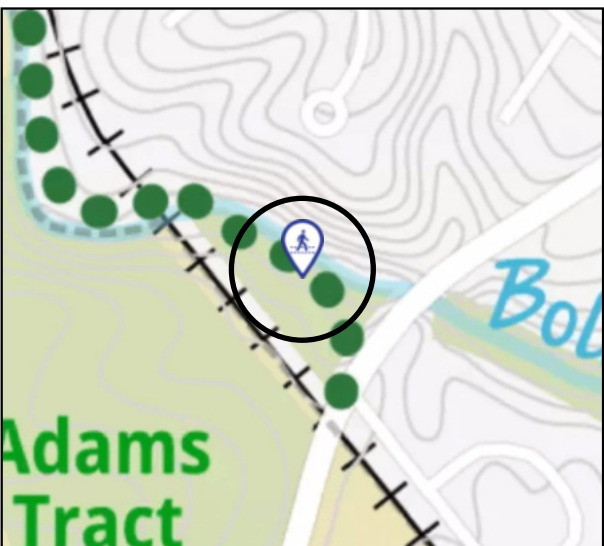


Commenter id:362157
 Date:2023-06-26
 Destination I would use the trails to get to
 Umstead Park



Commenter id:362158
 Date:2023-06-26
 Area of concern

This alignment is fundamentally unrealistic. Norfolk Southern railroad treats people walking or biking near trails as a safety liability risk, and they are unlikely to support this alignment no matter how nicely we ask.



Commenter id:362158
 Date:2023-06-26
 Need access point here

We need to connect the end of the Wilson Park path along Estes Drive to the access point to the Bolin Creek Trail. If this can be accomplished WITHOUT having to cross the railroad tracks on foot, even better.

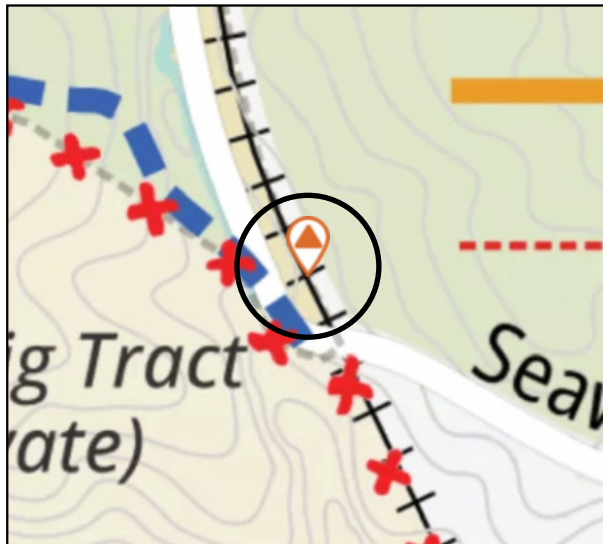




Commenterid:362158
 Date:2023-06-26
 Destination I would use the trails to get to



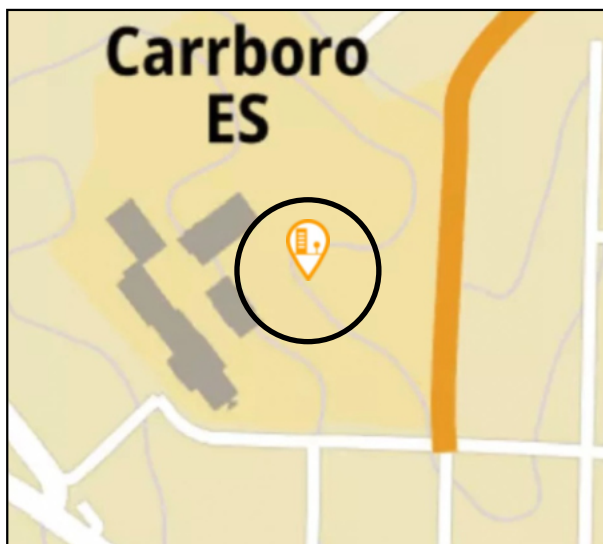
Chapel Hill High School - our middle schooler is districted for high school at CHHS, and it would be great for them to be able to bike to school safely. We live near Wilson Park and it would be super-easy to get on the greenway to head north to school after using the Wilson Park MUP. Please make this happen ASAP!!!



Commenterid:362158
 Date:2023-06-26
 Area of concern

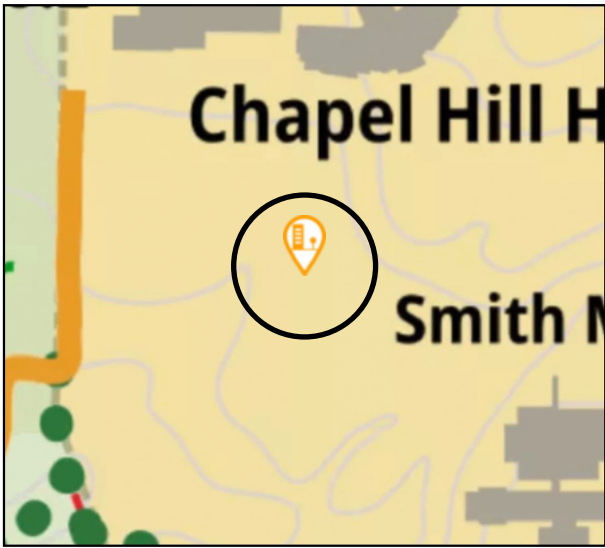


I sometimes hike in the Carolina North Forest and have to cross here, and it always feels dangerous. This corner with the railroad crossing is not a place I would ever feel comfortable biking, nor would I feel comfortable with children or seniors walking or biking here. Any alignment that brings people here to navigate this location is not as safe as one that doesn't.

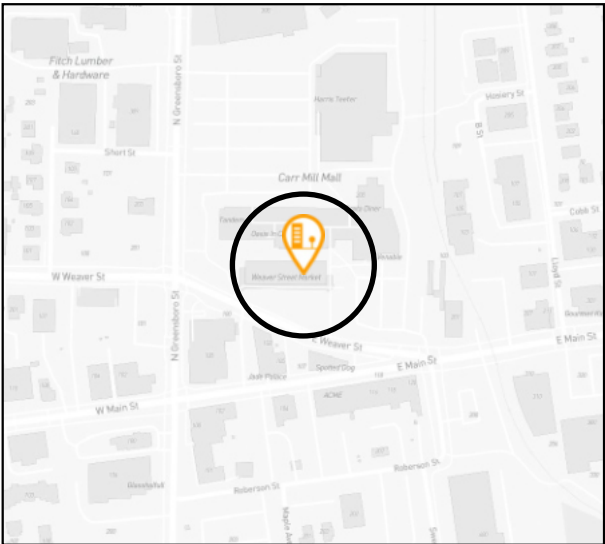


Commenterid:362160
 Date:2023-06-26
 Destination I would use the trails to get to

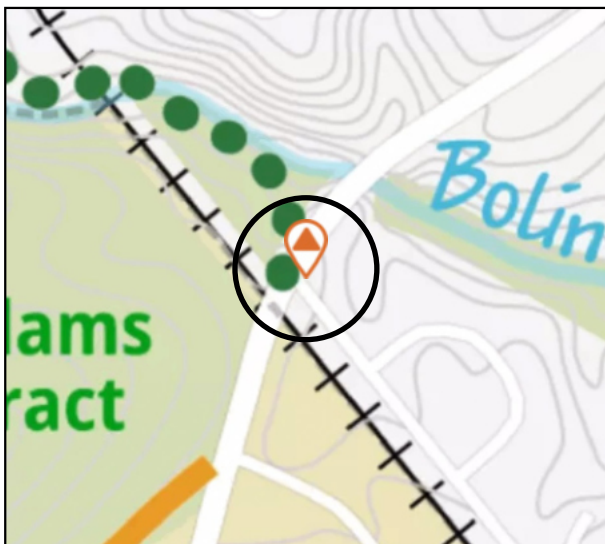




Commenterid:362160
 Date:2023-06-26
 Destination I would use the trails to get to



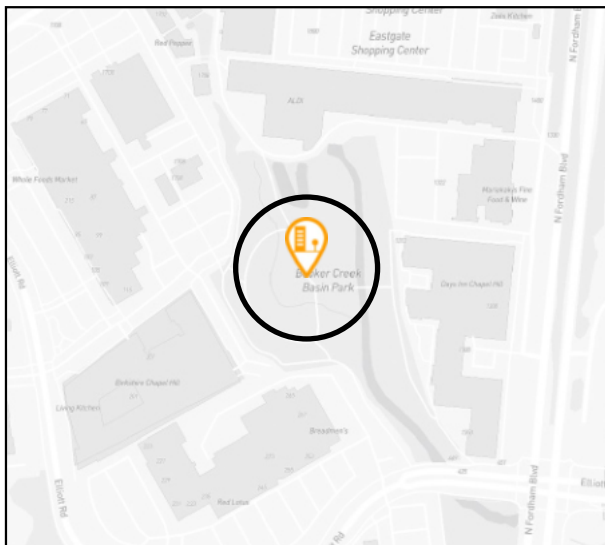
Commenterid:362160
 Date:2023-06-26
 Destination I would use the trails to get to



Commenterid:362160
 Date:2023-06-26
 Area of concern



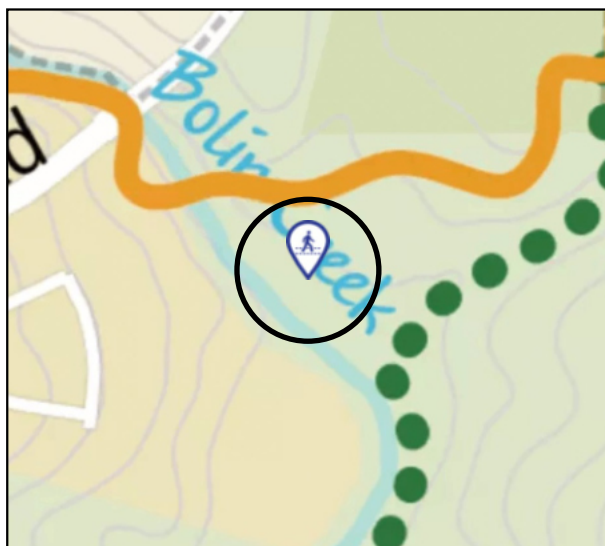
It's not clear or explicit how this will connect to the existing section - will this be road side?



Commenterid:362160

Date:2023-06-26

Destination I would use the trails to get to

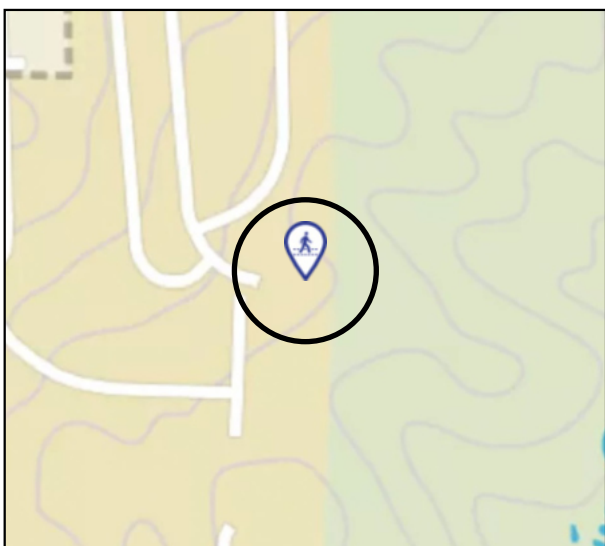


Commenterid:362160

Date:2023-06-26

Need access point here

Connecting these two points would make this a more direct route into town for many residents in the north



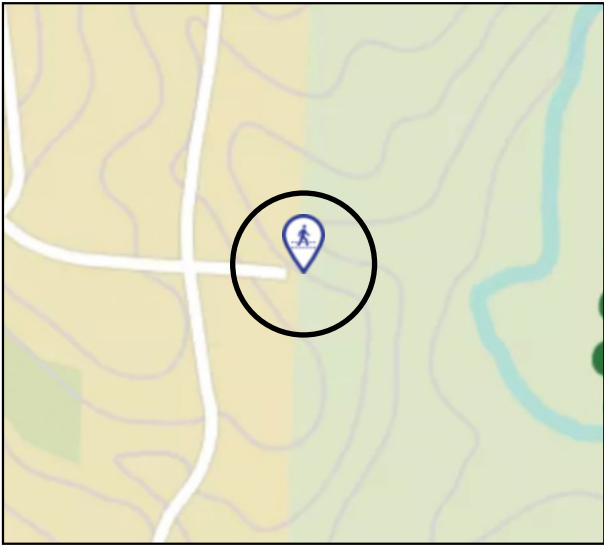
Commenterid:362160

Date:2023-06-26

Need access point there

An access point here would enable many residents to get onto this trail more directly



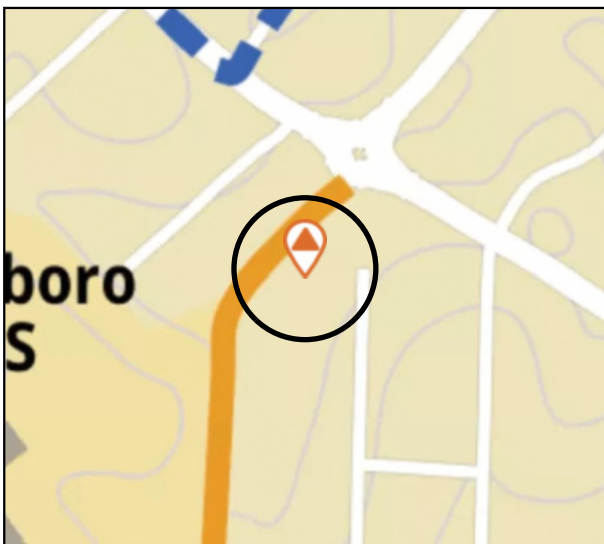


Commenterid:362160
Date:2023-06-26
Need access pointhere

An access point here would enable many residents to get onto this trail more directly

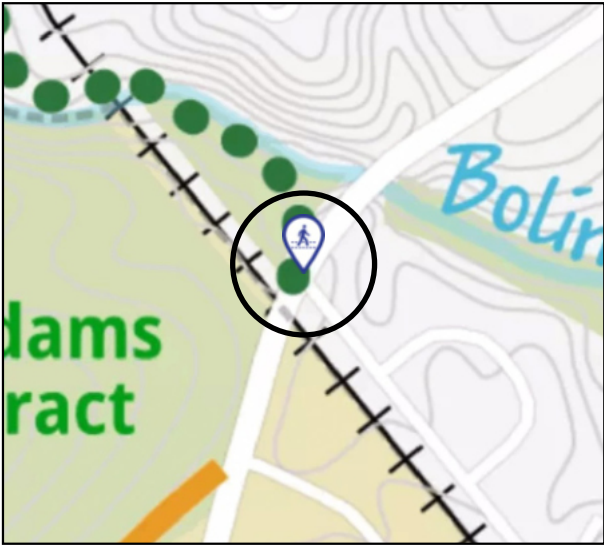


Commenterid:362160
Date:2023-06-26
Destination I would use the trails to get to
one of the best parks!



Commenterid:362171
Date:2023-06-26
Area of concern

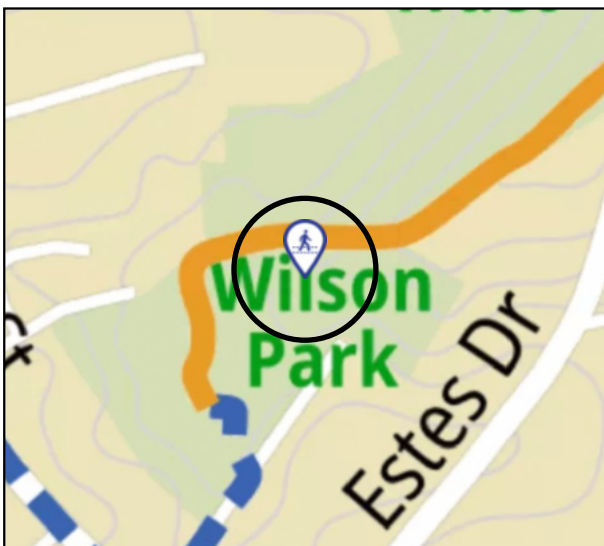




Commenterid:362180
 Date:2023-06-27
 Need access pointhere

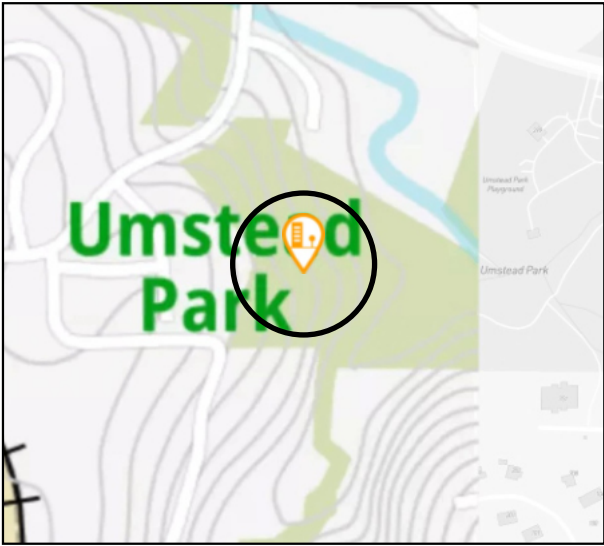


Commenterid:362180
 Date:2023-06-27
 Need access pointhere



Commenterid:362180
 Date:2023-06-27
 Need access pointhere

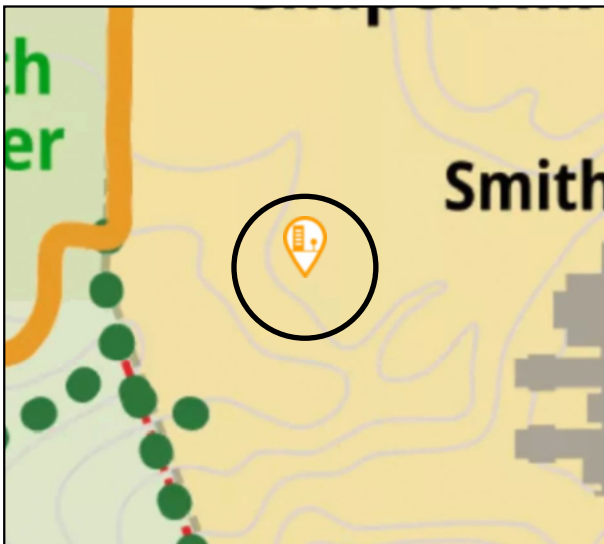




Commenterid:362180
Date:2023-06-27
Destination I would use the trails to get to



Commenterid:362180
Date:2023-06-27
Destination I would use the trails to get to



Commenterid:362180
Date:2023-06-27
Destination I would use the trails to get to

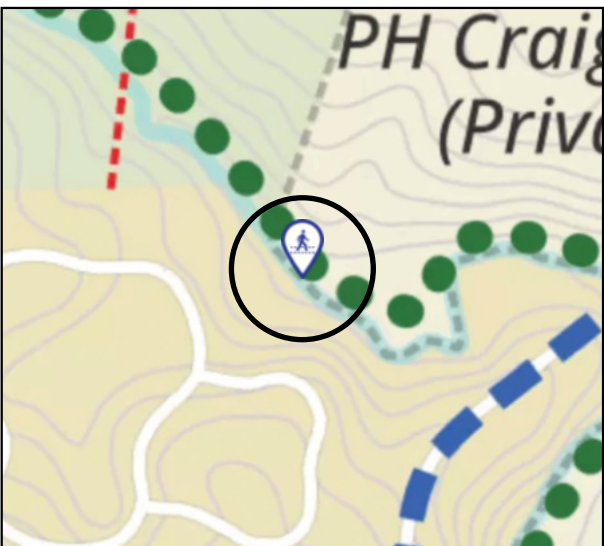




Commenter id:362180
 Date:2023-06-27
 Need access pointhere



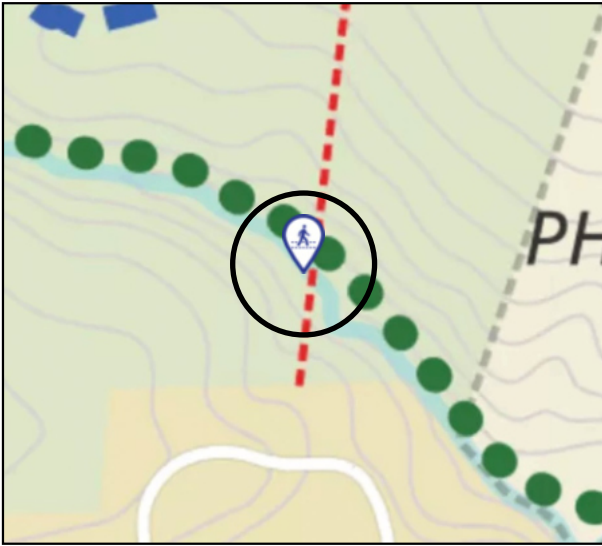
Commenter id:362180
 Date:2023-06-27
 Destination I would use the trails to get to



Commenter id:362184
 Date:2023-06-28
 Need access pointhere

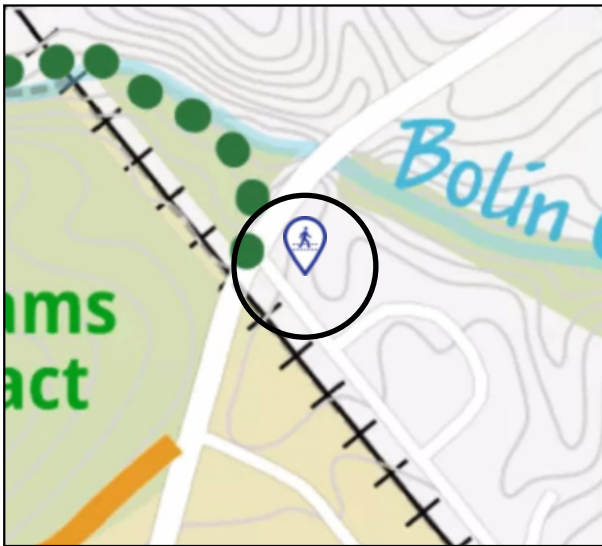


Spring valley Bridge site option 2



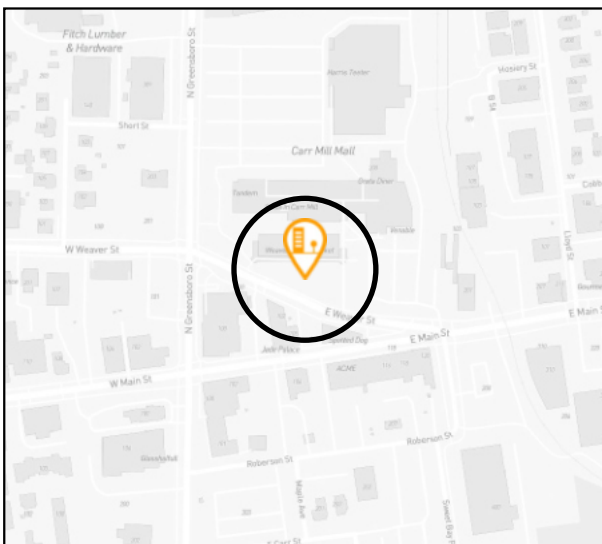
Commenterid:362184
Date:2023-06-28
Need access pointhere

Spring valley needs a bridge- could go either two places, here or at the intersection of waterside and creekview where a to the creek already exists.



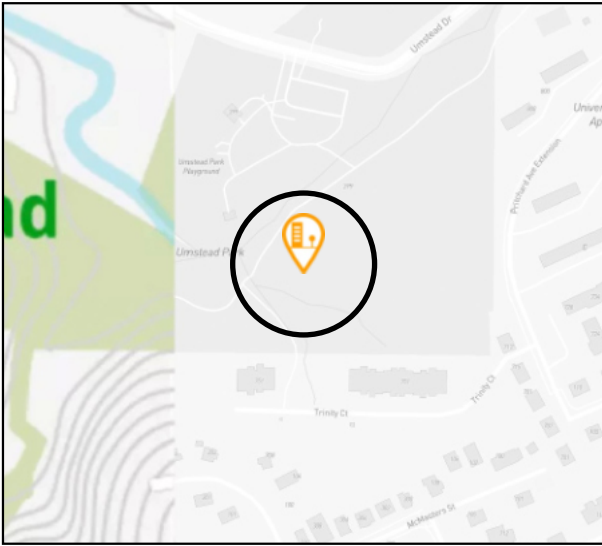
Commenterid:362214
Date:2023-06-27
Need access pointhere

What is the plan to connect existing Bolin Creek/Tanyard branch paved path to Creekside alignment? I support creekside alignment but doing so without connecting from south of Estes Ext. would be a missed opportunity because it would: 1. Maintain blocked access for those south of Estes Ext. such as Northside neighborhood and 2. Keep sketchy/unclear/dangerous Estes Ext. crossing. I was always under impression that there would be one continuous path which would be great!



Commenterid:362241
Date:2023-07-28
Destination I would use the trails to get to

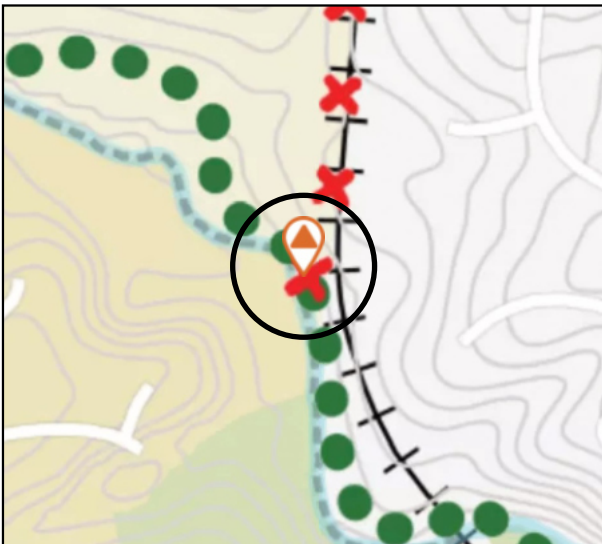




Commenterid:362241
Date:2023-07-28
Destination I would use the trails to get to



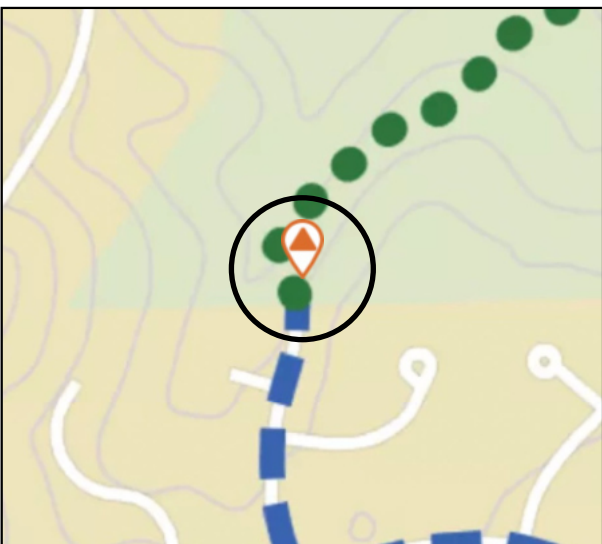
Curious about how the Carrboro side will connect to the Chapel Hill Bolin Creek Trail.



Commenterid:362262
Date:2023-06-28
Area of concern



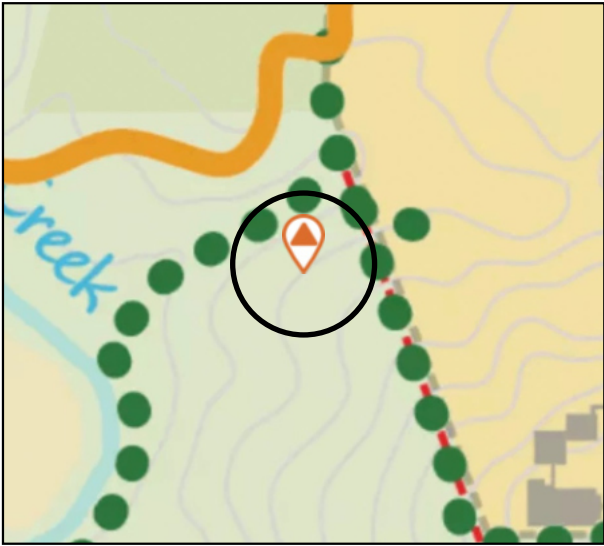
Both the Forest Alignment and the Creek alignment depend on private party approval to complete the this leg of connectivity. Without approval, the creekside alignment remains primarily accessed by neighbors and cutoff from connecting to downtown Carrboro or Chapel Hill greenways. This is an obstacle that should be addressed before we commit taxpayer dollars to any alignment.



Commenterid:362262
Date:2023-06-28
Area of concern



Please do not rely on limited parking at MLK Park. Tripp Farm already receives overflow parking when the park's lot is full. Please secure funding and commitment for parking as described on page 53 of the Bolin Forest Greenway master plan.



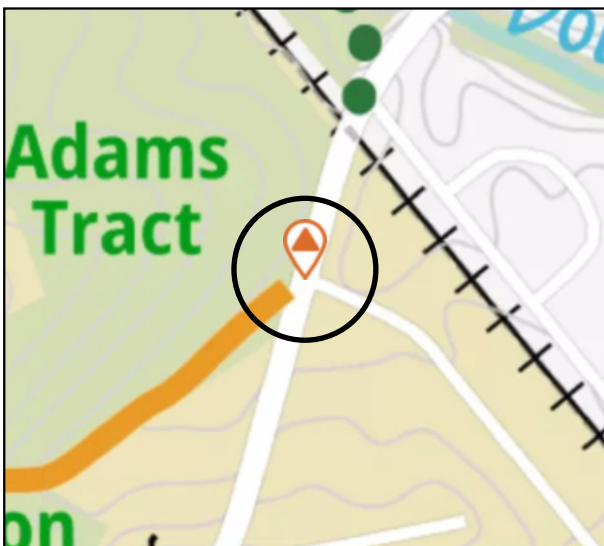
Commenterid:362262
Date:2023-06-28
Area of concern

Parking not available during the week on school days.



Commenterid:362262
Date:2023-06-28
Area of concern

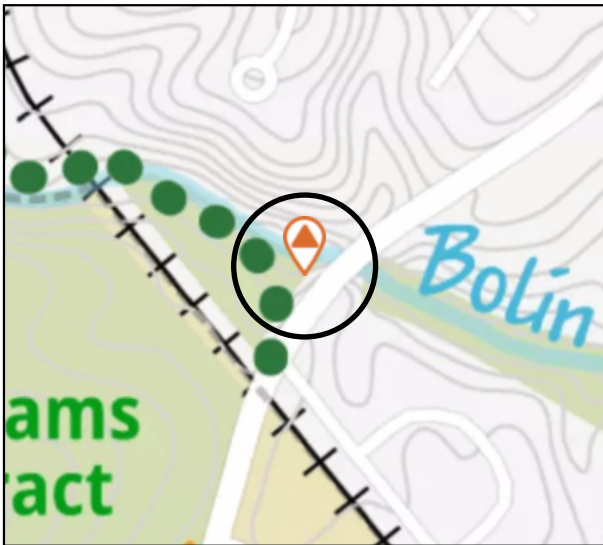
Without the proper completion of Phase 1 as described in the 2009 Bolin Forest Greenway master plan, Wilson Park does not connect to the proposed Greenway and is not a parking access point. You want the greenway to be ADA compliant but do not offer a plan to connect parking. Please do not push the demand for parking into the residential streets.



Commenterid:362262
Date:2023-06-28
Area of concern

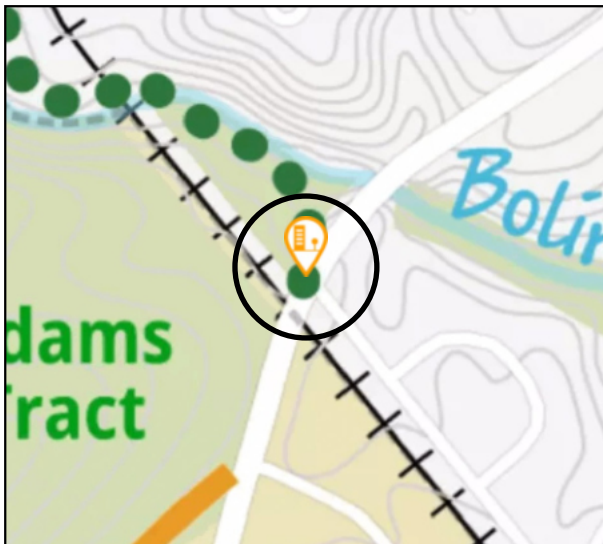
No safe crossing as described in Phase 1. Greenway will bring more demand.





Commenterid:362262
Date:2023-06-28
Area of concern

No safe connection to Umstead Road or Chapel Hill greenway, but you mention this as part of the reason for Carrboro to complete our greenway.



Commenterid:362262
Date:2023-06-28
Destination I would use the trails to get to

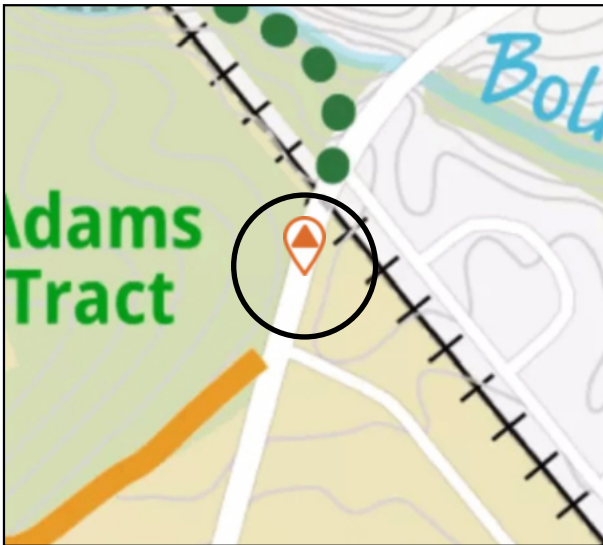
I would like to be able to safely access this point from Chapel Hill greenway off Umstead Road.



Commenterid:362262
Date:2023-06-28
Area of concern

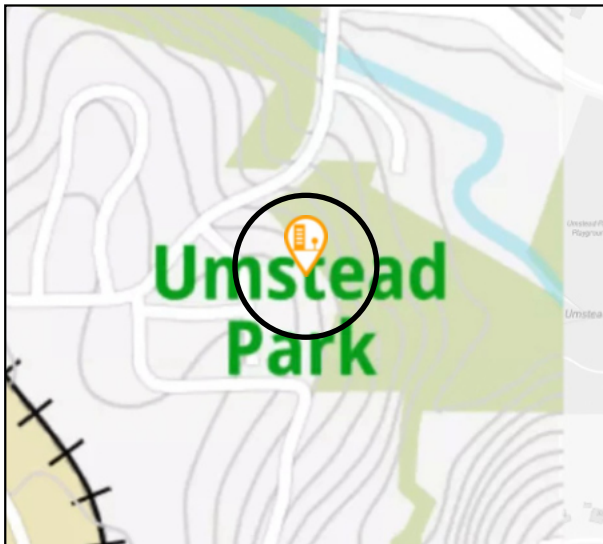
Off road parking already often at capacity.





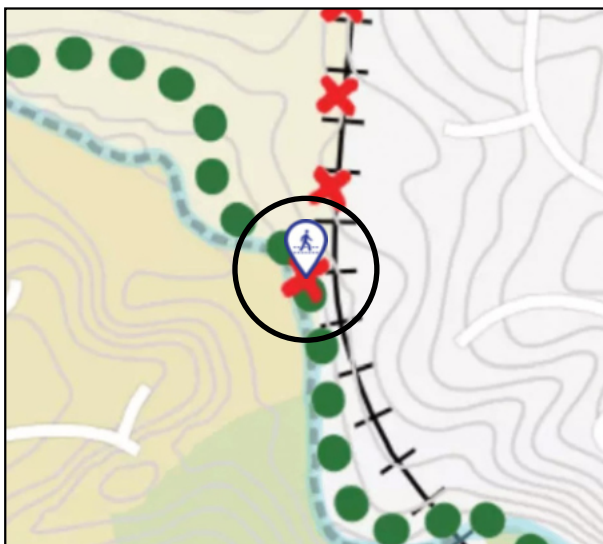
Commenterid:36234 2
Date:2023-06-30
Area of concern

Estes Dr.is the most efficient connection between the trail area and downtown Carrboro,butvery uncomfortable for pedestrians and cyclists.It should have a wide sidewalk or off-street path.



Commenterid:36234 2
Date:2023-06-30
Destination I would use the trails to get to

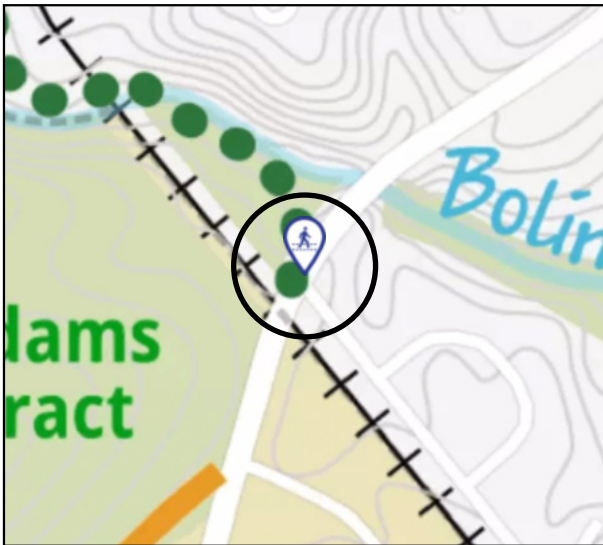
The trail will be much more usable with a seamless connection to Umstead Park and the Chapel Hill trail network around Bolin Creek



Commenterid:362407
Date:2023-07-02
Need access pointhere

Connector to Ironwoodsneighborhood community access trail (AKA "Cub Alley")





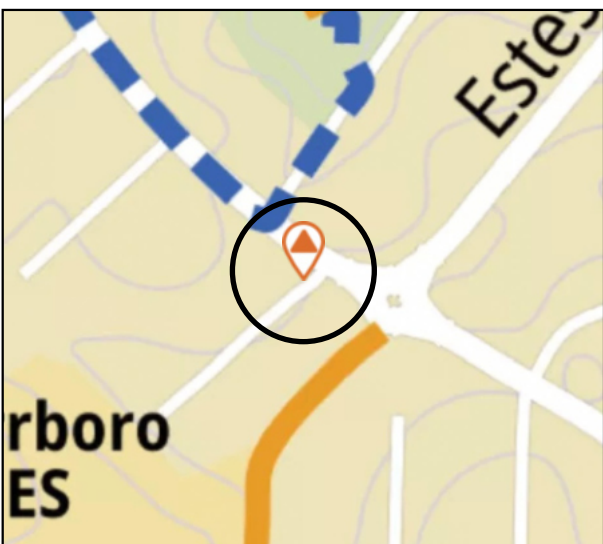
Commenterid:362407
Date:2023-07-02
Need access pointhere

Connector to Chapel Hill section of trail(it would be an unimaginable miss for the Carrboro and Chapel Hill sections not to link up as a single,continuousgreenway)



Commenterid:362644
Date:2023-07-07
Need access pointhere

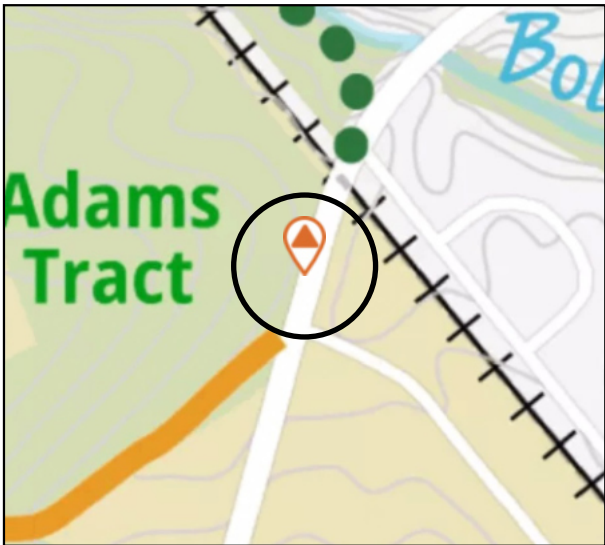
I voted for the Creekside A. However, the Bolin Connector A. indicates where a series of bike lanes (on both sides of the road) could be added. It would benefit residents to have those connections to both MLK and Wilson Park. - Shane Nye



Commenterid:362644
Date:2023-07-07
Area of concern

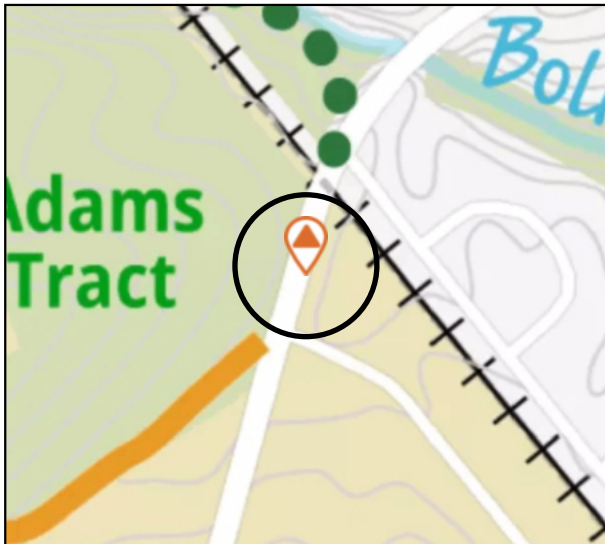
What can be added to allow bikers and pedestrians to safely cross N Greensboro to get to the Wilson park section of BCG.





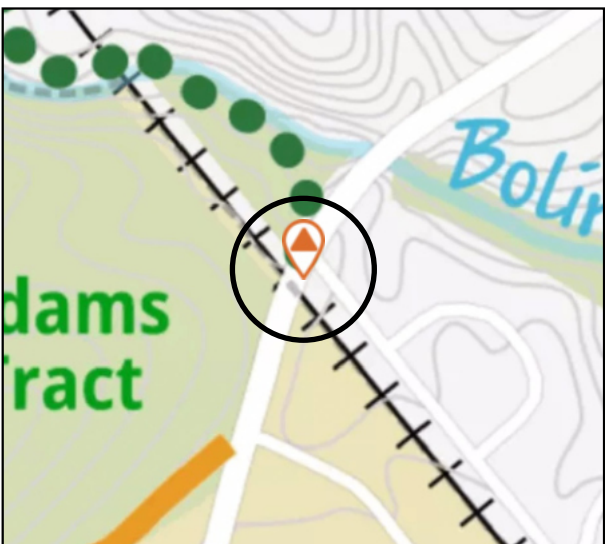
Commenterid:362644
Date:2023-07-07
Area of concern

I lived in a townhouse right on the other side of the tracks in Chapel Hill off Estes.It's quite dangerous to cross and get to the existing Wilson Park section of the BCG.How can we fix this? Is there away to create a crossing on Adams Tract or via Umstead Park such as a crosswalk with flashing lights?



Commenterid:362659
Date:2023-07-07
Area of concern

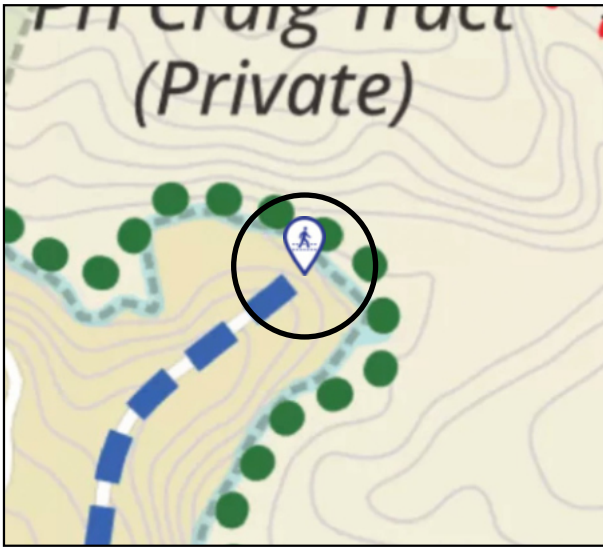
Should have a direct connector to Wilson Park! Avoid connecting to the high volume vehicle traffic on Estes as there are no bike lanes on the Carrboroside of Estes!!



Commenterid:362933
Date:2023-07-11
Area of concern

Once I get here,howdo I get to Carrboro? Up to Wilson Park? Down to Umstead Park.So many hills.

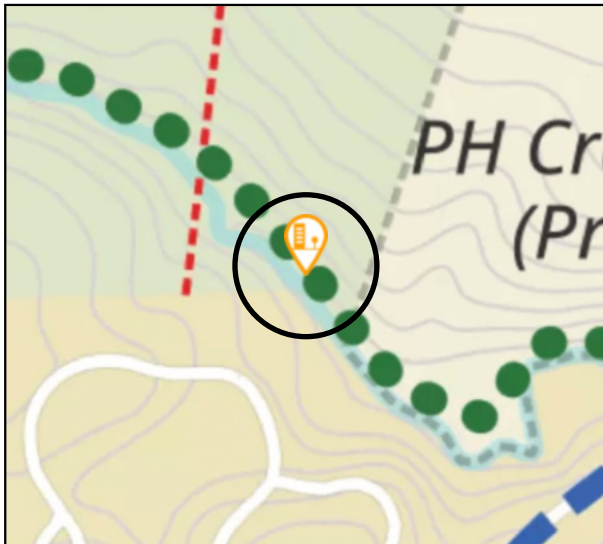




Commenterid:362933
Date:2023-07-11
Need access pointhere



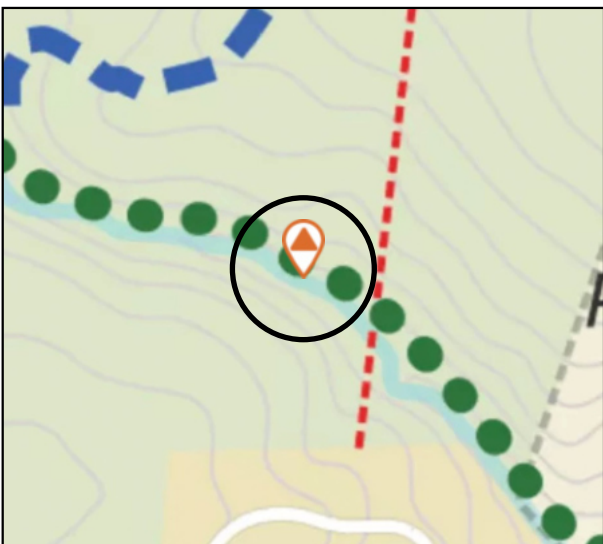
There is no way to cross the creek fromthis entrance unless you go further downstream to the old wooden bridge.Most of this is HOA land so it is not an option.This leaves Bolin Forest unable to access the alignment in a long term way.



Commenterid:362978
Date:2023-07-12
Destination I would use the trails to get to



I would use the trail to get to Carolina North



Commenterid:363928
Date:2023-07-30
Area of concern



We moved to carrboroprecisely because we could sit by the water along bolin creek,uninterrupted,immersed in nature.Ourconcern is that this intervention will interrupt natural habitat,increase noise and light pollutionand detract fromthe serenitythis one sole patch of nature offers urban dwellers.Carrboro has the opportunity to steward environmental preservation and offer a rare patch of serenity for nature seekers,close to home.



Commenterid:363928
 Date:2023-07-30
 Area of concern

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Commenterid:363928
 Date:2023-07-30
 Area of concern

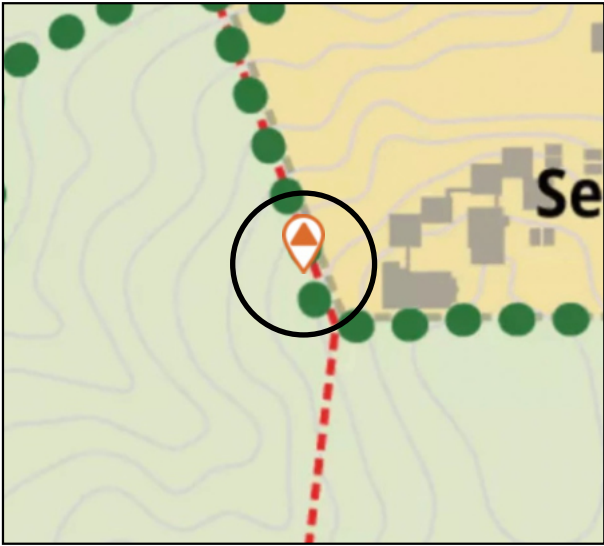
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Commenterid:363928
Date:2023-07-30
Area of concern

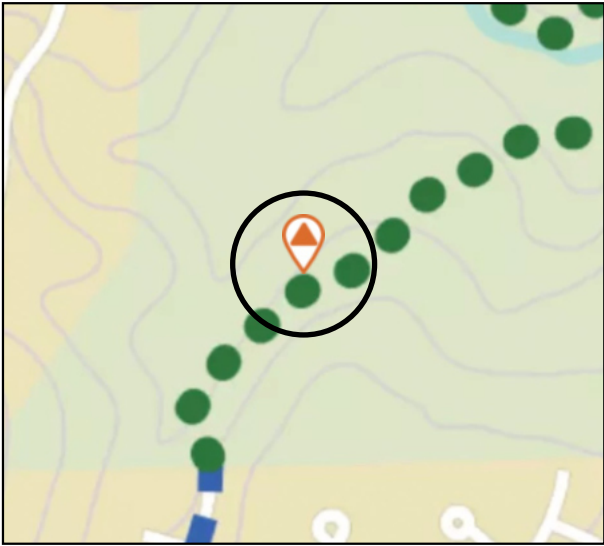
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Commenterid:363928
Date:2023-07-30
Area of concern

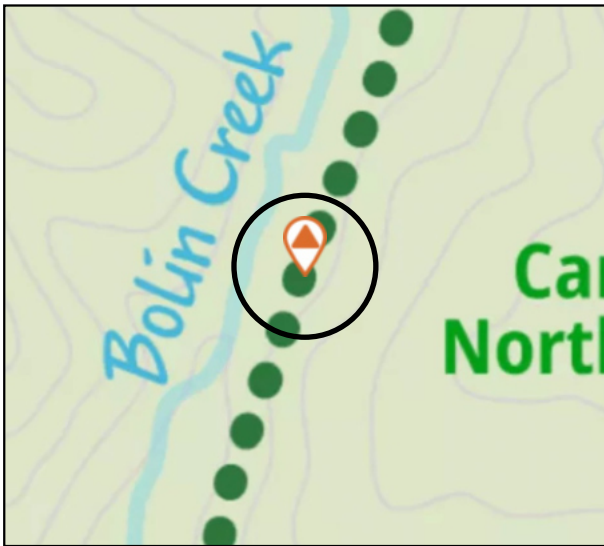
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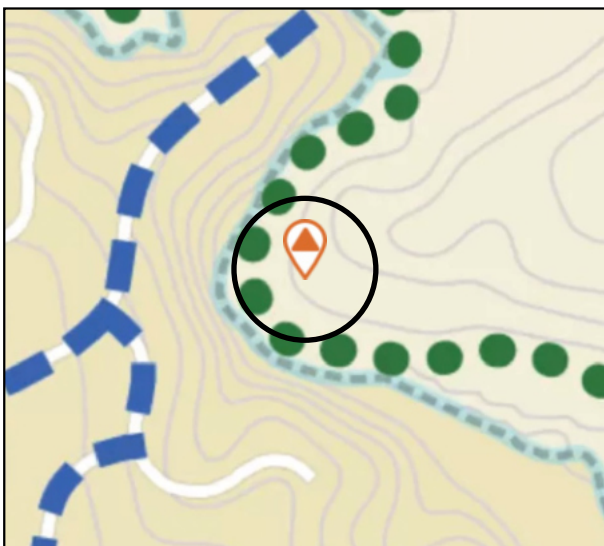
Commenterid:363928
Date:2023-07-30
Area of concern

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Area of concern

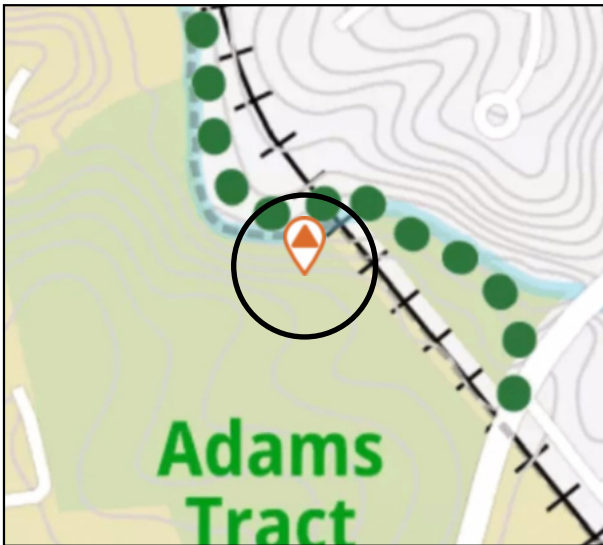
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Area of concern

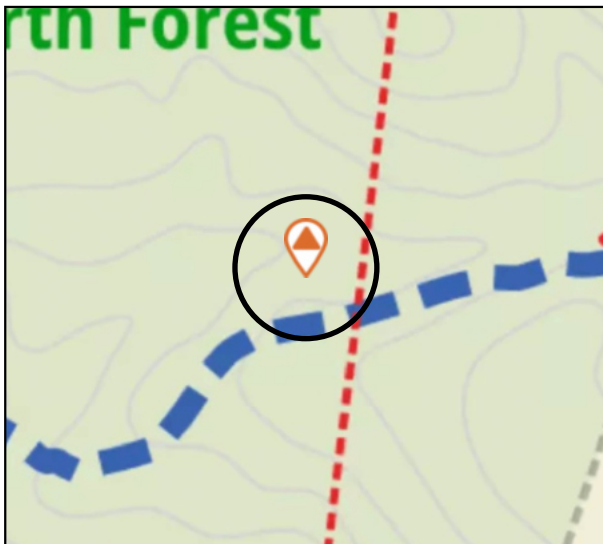
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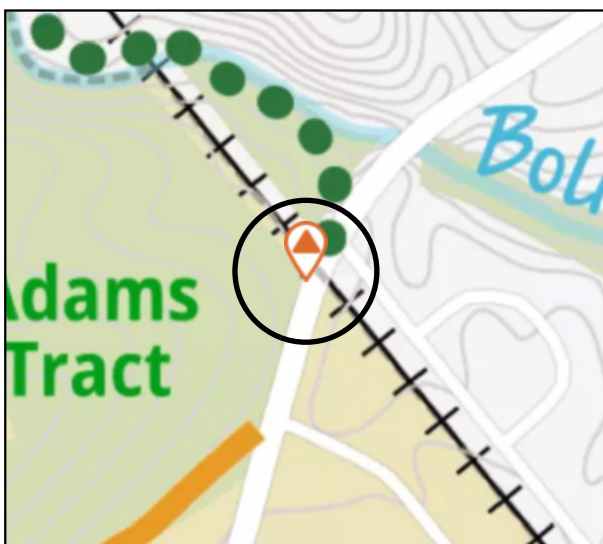
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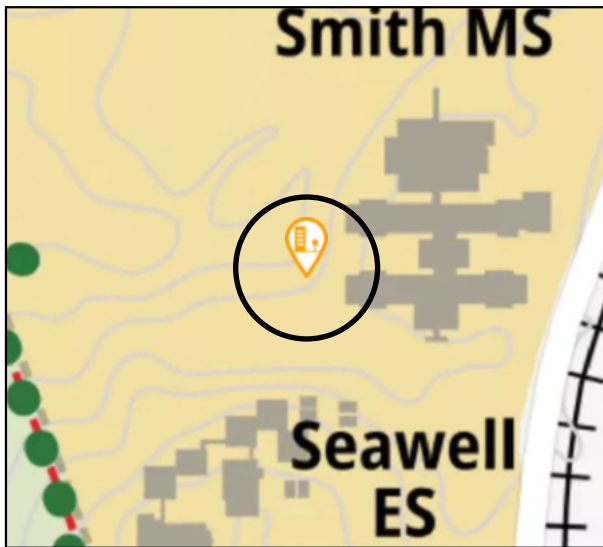
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Commenterid:363962
Date:2023-07-31
Area of concern

I live at Estes Park and use this area often.The railroadcrossing on Estes Drive is difficult to cross on bike,especiallywith heavy traffic. Improvingthis connection is critical to access the proposed alignment,andconnecting Wilson Park.



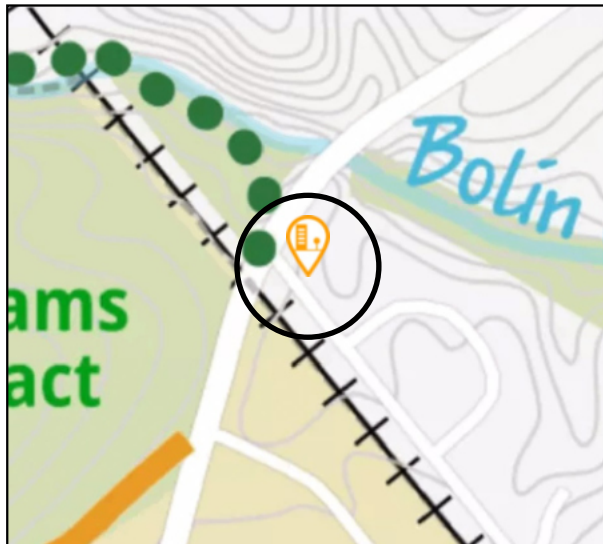


Commenterid:364446

Date:2023-08-14

Destination I would use the trails to get to

My child would ride their bike to Smith Middle School from our neighborhood.

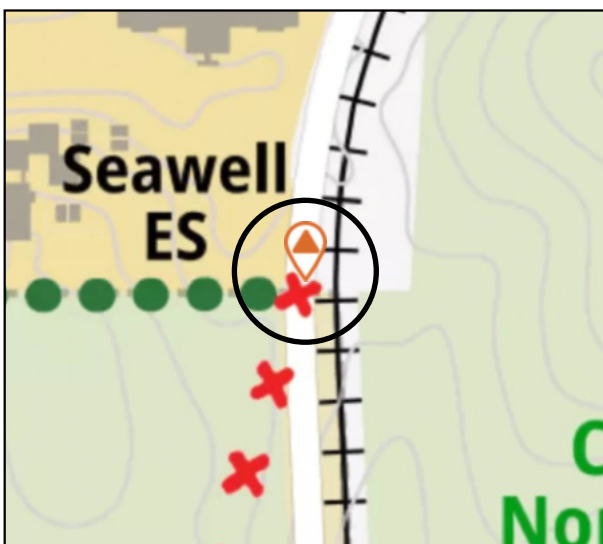


Commenterid:364971

Date:2023-08-23

Destination I would use the trails to get to

I would use the Creekside route to seamlessly access the Chapel Hill portion of Bolin Creek Trail (CH BCT) from my home on Pathway...giving me safe access to the bookstore, restaurants, the mall, and the library I frequent. Also, on weekends I frequently ride recreationally on the CH BCT. This option would give me a much safer route to the CH BCT (crossing Estes at bottom of Wilson Pk trail is always scary even with the pedestrian crossing marked, as is riding along Estes to access CH BCT in Umstead park).



Commenterid:364971

Date:2023-08-23

Area of concern

Why does this route end here!? What a shame to not connect with the existing trail that ends at high school...huge missed opportunity. As an avid biker, these disconnects are maddening, and make commuting and recreational biking unnecessarily less safe.

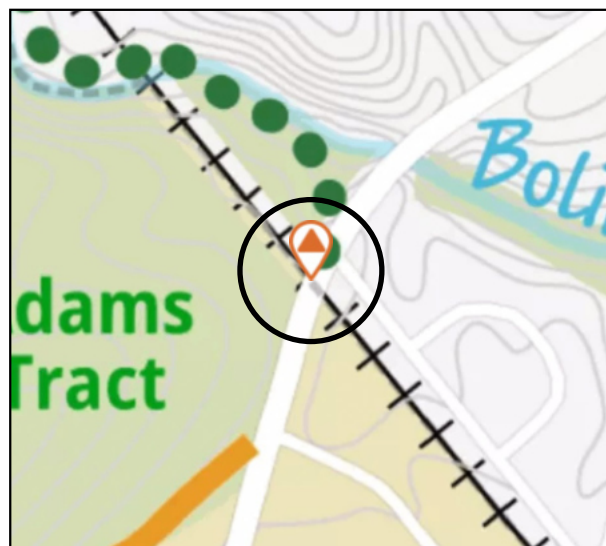




Commenterid:364971
Date:2023-08-23
Area of concern



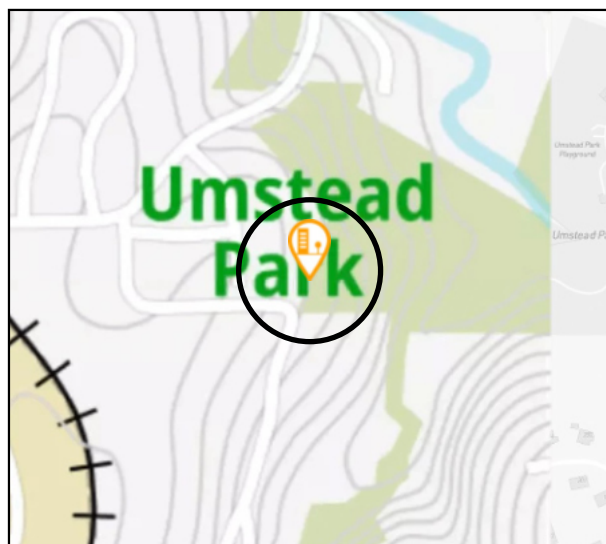
As a frequent walker and biker, the connector alignment makes no sense to me and is not a viable option. It includes long stretches of Greensboro and Seawell School Rd, which aren't safe for children and teens on bikes. This circuitous, long route will do little to encourage folks to commute to work or school, and does little to nothing to address the climate emergency we face.



Commenterid:365156
Date:2023-08-26
Area of concern



Access to the Bolin creek greenway from Creekside alignment is accessible by crossing Estes. This is concerning given the number of speeding cars, blind curves, and limited lighting. There is a crosswalk south of the tracks but again does not illuminate (flashing lights) and is poorly lit. Another crosswalk or even stop sign should be planned for Estes and Village Dr.



Commenterid:365156
Date:2023-08-26
Destination I would use the trails to get to

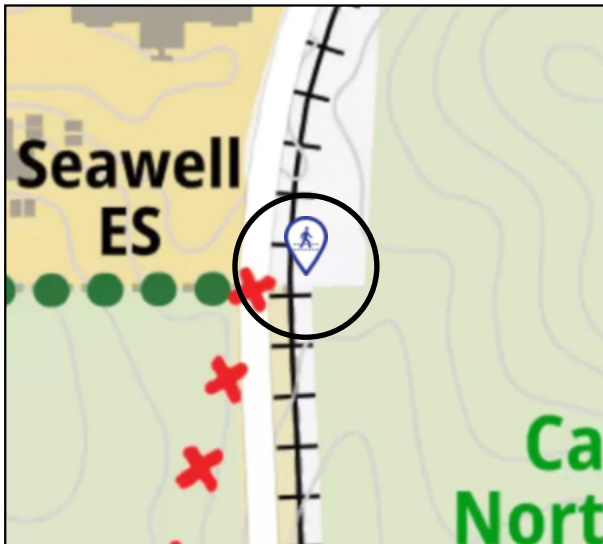


Biking from north Chapel Hill (Chapel Hill HS) to Chapel Hill Community Center park.



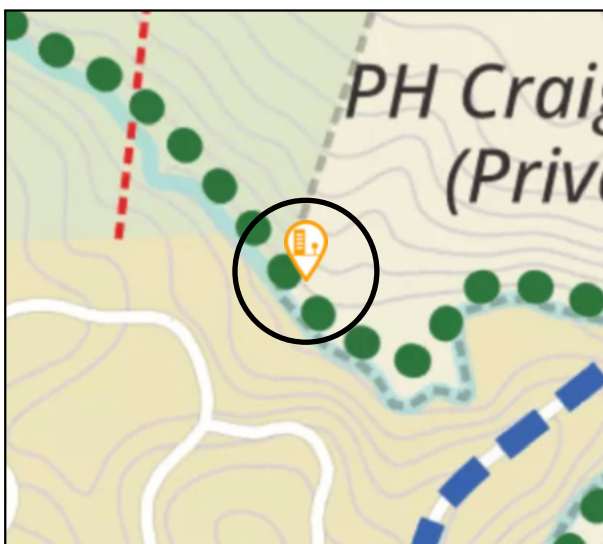
Commenterid:365156
 Date:2023-08-26
 Area of concern

Upland forest alignment could be better suited as a path along-side or part of seawell school road. This road is already used by bikers and does not have a dedicated bike lane. The road is relatively flat and there is room for expansion on either side which could be added.



Commenterid:365156
 Date:2023-08-26
 Need access point here

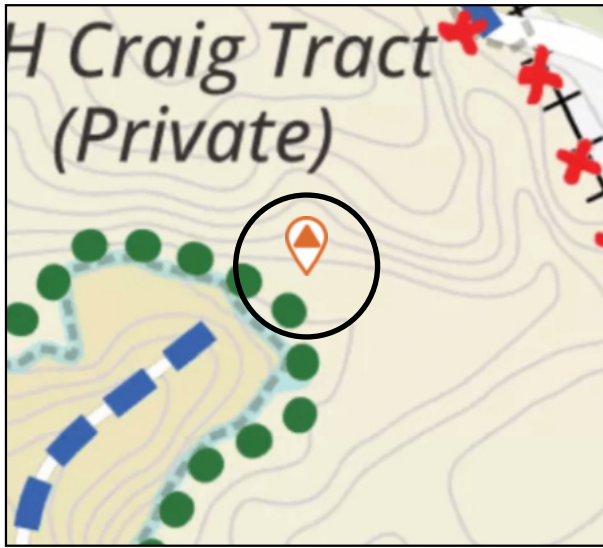
Crosswalk crossing Seawell school rd to the eastern part of Carolina North Forest from the Elementary school entrance. The footpath across the train track likely doesn't need to be improved.



Commenterid:365156
 Date:2023-08-26
 Destination I would use the trails to get to

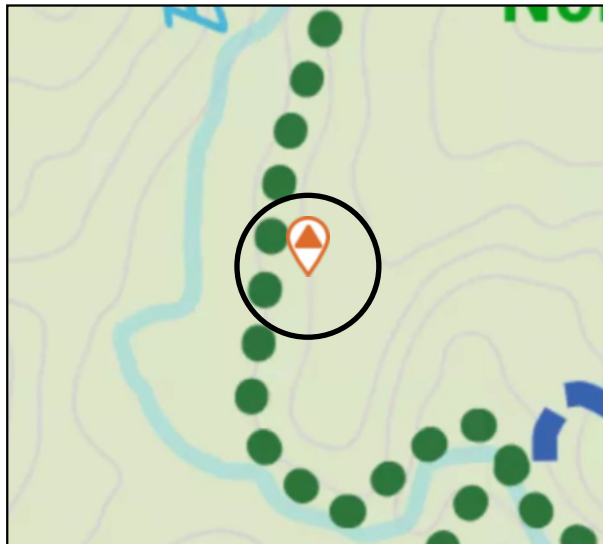
Creekside alignment is very much needed. Given the two creek crossing and routine use it would greatly benefit the community. Some areas are very rocky and others have standing water and mud. Also, connection to the existing northern trail near Homestead rd should be relatively easy to implement and inexpensive compared to the rest of the project.





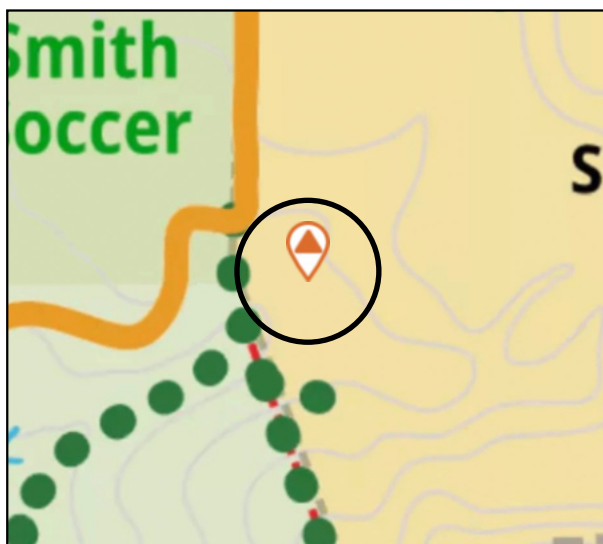
Commenterid:3664 24
Date:2023-09-12
Area of concern

This section is a bottleneck and gets flooded very quickly up and over both sides do the creek. The only way out are two very steep embankments. It could be very dangerous to have pavement and children here



Commenterid:3664 24
Date:2023-09-12
Area of concern

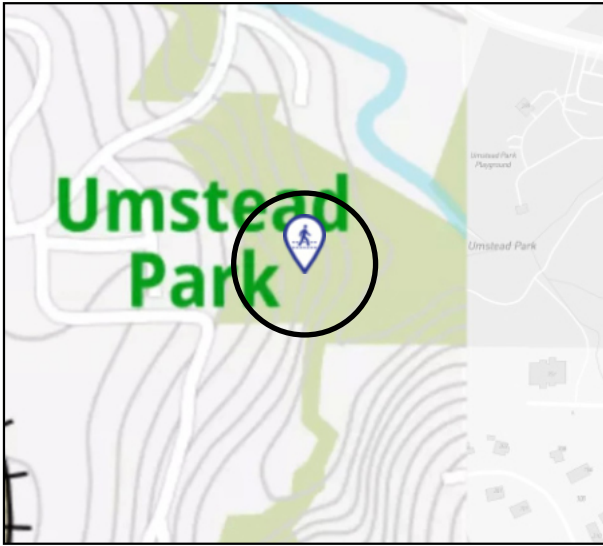
Such wonderful birds and critters live here. Paving could alter their habitat and we would lose the thing that makes the forest special: the flora and fauna



Commenterid:3664 24
Date:2023-09-12
Area of concern

This map is incorrect. There is already a paved trail that connects the high school to the middle schools. Paving this section would be redundant. It's also a 10+% grade here. How would you flatten this since section?





Commenterid:367739
 Date:2023-09-29
 Need access pointhere



I am confused how we can have a Bolin Creek Greenway that doesn't connect to(or even acknowledge on the planning maps) the existing and well-known Bolin Creek Trail in Chapel Hill.Ihave been peripherally aware of this initiative for a long time and always assumed it was about extending that Greenway into Carrboro.If not connecting then the new trailneeds a new and distinct name.

WHICH WAY?

for the

GREENWAY

BOLIN CREEK *engagement*



TOWN OF CARRBORO • NC

SEEKING YOUR INPUT

The Town of Carrboro seeks feedback on alternative trail alignments for the Bolin Creek Greenway, which was adopted in 2009 pending a request for additional community engagement to consider alignments for two sections of trail.

Greenways Incorporated, which prepared the Bolin Creek Greenway Conceptual Master Plan in 2009, stated that the goal of the preparing different trail route alignments for Phases 3 and 4 was to provide options to the public that were distinctly different from one another so that user needs and preference, origins and designations could be determined.

CREEKSIDE ALIGNMENT

The proposed design for the greenway, recommended in the *Bolin Creek Greenway Conceptual Master Plan*, is for about two miles of trail near Bolin Creek, which extends from Estes Drive to Homestead Road. This option was identified as the 'preferred alignment' in the plan and described as the most successful in terms of serving the largest number of neighborhoods along the corridor, offering the most options for accessing the trail.

BOLIN CONNECTOR

This route would tie into existing and proposed bicycle facilities to create a "Complete Streets" concept. Challenges of this alignment include concerns that many parents expressed during 2009 engagement that they desired an off-road facility for their children to safely bicycle on. Additionally, making cost effective trail connections from Estes Drive to Homestead Road presented engineering constraints.

UPLAND FOREST

This is a greenway alternative outside the floodplain that would direct users to Seawell School Road. This route utilizes existing trail corridors that vary in width from 18 inches to 15 feet. Some of the constraints of this alignment include steep topography, increased engineering costs, and potential ADA accessibility constraints.

SOMETHING ELSE?

If you have another idea for a trail alignment, share your idea in our survey or drop a pin in our Wikkimap to show us your route!

COMMUNICATIONS@CARRBORONC.GOV
CARRBORONC.GOV/2762/BOLIN-CREEK-GREENWAY

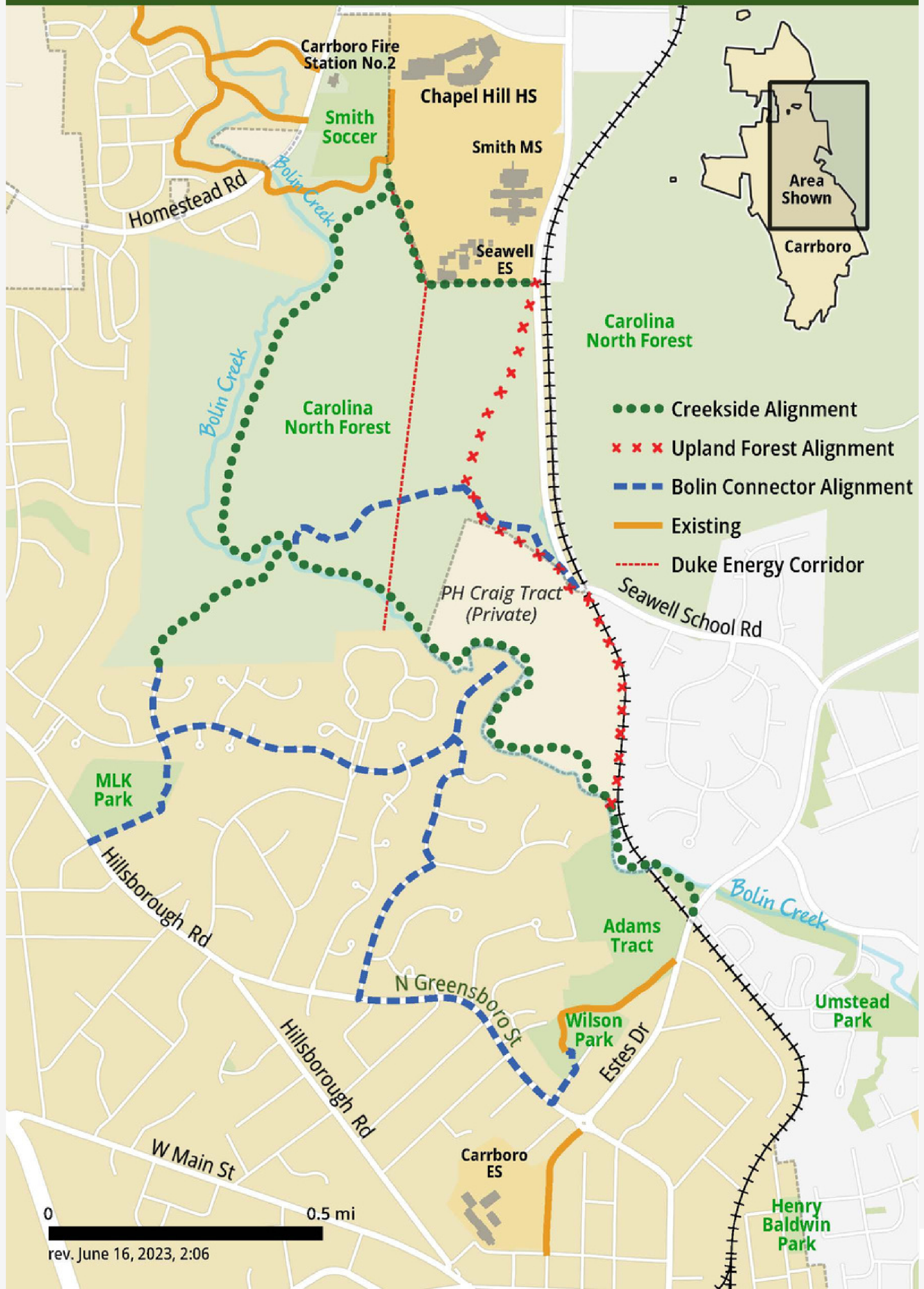
LEARN MORE



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Bolin Creek Greenway

Trail Alignment Options



¿EN QUÉ DIRECCIÓN?

para la

VÍA VERDE

BOLIN CREEK *participación*



TOWN OF CARRBORO • NC

LE PEDIMOS SU OPINIÓN

El municipio de Carrboro desea recibir comentarios sobre alineaciones alternativas de senderos para el Bolin Creek Greenway, que se adoptó en 2009 a la espera de una solicitud de participación adicional de la comunidad para considerar alineaciones para dos secciones del sendero.

Greenways Incorporated, que preparó el Plan Maestro Conceptual de la Vía Verde de Bolin Creek en 2009, declaró que el objetivo de preparar diferentes alineaciones de rutas de senderos para las Fases 3 y 4 era ofrecer opciones al público que fueran claramente diferentes entre sí, de modo que pudieran determinarse las necesidades y preferencias de los usuarios, los orígenes y las designaciones.

CREEKSIDE ALIGNMENT

El diseño propuesto para la vía verde, recomendado en el Plan Maestro Conceptual de la Vía Verde de Bolin Creek, es de unos tres kilómetros de sendero cerca de Bolin Creek, que se extiende desde Estes Drive hasta Homestead Road. Esta opción fue identificada como la "alineación preferida" en el plan y descrita como la más exitosa en términos de servir al mayor número de vecindarios a lo largo del corredor, ofreciendo la mayor cantidad de opciones para acceder al sendero.

BOLIN CONNECTOR

Esta ruta enlazaría con las instalaciones para bicicletas existentes y propuestas para crear un concepto de "calles completas". Los retos de esta alineación incluyen las preocupaciones que muchos padres expresaron durante el compromiso de 2009 que deseaban una instalación fuera de la carretera para que sus hijos puedan andar en bicicleta de forma segura. Además, hacer conexiones de senderos rentables desde Estes Drive hasta Homestead Road presentaba limitaciones de ingeniería.

UPLAND FOREST

Se trata de una alternativa de vía verde fuera de la llanura aluvial que dirigiría a los usuarios a Seawell School Road. Esta ruta utiliza los corredores de senderos existentes que varían en anchura de 18 pulgadas a 15 pies. Algunas de las limitaciones de esta alineación incluyen la topografía escarpada, el aumento de los costes de ingeniería y las posibles limitaciones de accesibilidad de la ADA.

¿ALGO MÁS?

Si tienes otra idea para el trazado de un sendero, compártela en nuestra encuesta o coloca una chincheta en nuestro Wikimap para mostrarnos tu ruta.

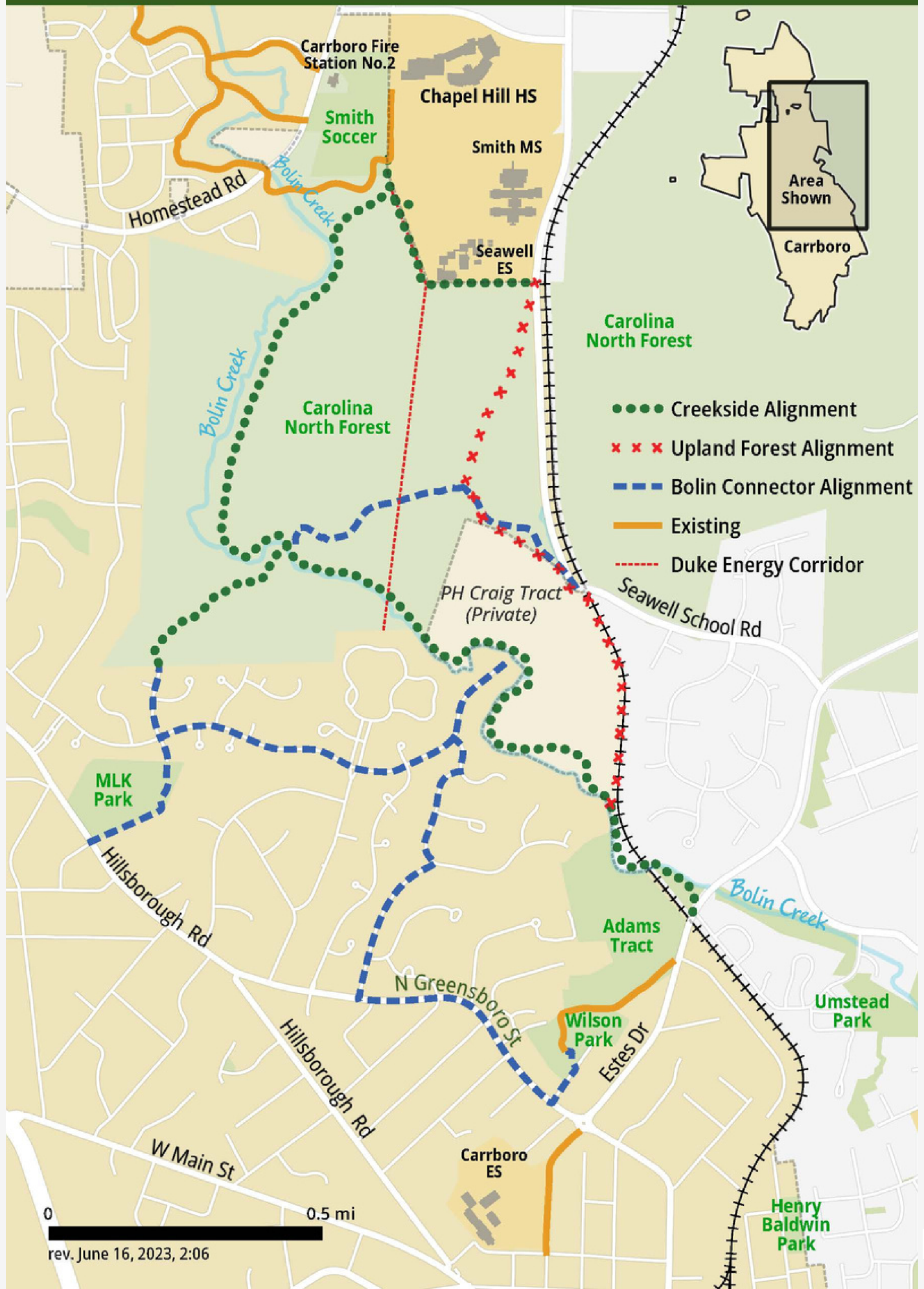
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MÁS INFORMACIÓN



« CARRBORONC.GOV



RACE & EQUITY POCKET QUESTIONS

Title & Purpose of this Initiative: Bolin Creek Greenway and Community Engagement

Department: Communication & Engagement

Information below cited in part from *Rails-to-Trails Conservancy (RTC)*

<https://www.railstotrails.org/build-trails/trail-building-toolbox/basics/equitable-and-inclusive-trails/>
and *Running while Black: A distinctive safety concern and barrier to exercise in White neighborhoods*
<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC8105660/>

What are the Racial and Equity impacts?

Goals of the greenway conceptual plan include to “connect surrounding land use in Carrboro by providing a non-motorized mode of transportation” and to “enhance quality of life by providing a recreational facility for all citizens of Carrboro to enjoy.” If constructed, Carrboro’s Bolin Creek Greenway has the potential to provide both transportation and recreational opportunities. Key to maximizing the impact of trails is ensuring every stakeholder in a community is a part of the development process and will benefit from their use.

From an engagement perspective on the Bolin Creek Greenway trail alignment question, it was important to conduct both broad communitywide outreach and targeted outreach to underserved communities. Targeted outreach utilized partnerships with El Centro Hispano, Refugee Community Partnership and the Chapel Hill-Carrboro Branch of the NAACP.

Who is or will experience community burden?

Trails have the ability to help reconnect neighborhoods and contribute to healthier and more inclusive communities. All stakeholder groups—with a focus on those that have been traditionally underserved—should be represented at all levels.

As the Town strives to bring in more voices from across the community, residents who live adjacent to the green space for the proposed project may temporarily feel their voices are not receiving appropriate consideration at this stage of the planning process. Hearing from neighborhoods that border the Bolin Forest and the creek in future engagement efforts will be important to understand the perspectives, opportunities, and challenges from these residents to be incorporated into the future greenway development.

During the greenway engagement process, newly engaged residents who are pressed for time and are not already in the loop on these conversations may feel burdened by requests to learn more about the topic, take surveys and provide feedback. When engagement is presented as a complicated topic, it can become a burden for some to take the time to form opinions and provide feedback.

Who is or will experience community benefit?

Trails and greenways have the potential to deliver powerful benefits to communities—providing people of every age, ability, and socioeconomic background safe and inexpensive spaces for outdoor physical activity, commuting and recreation.

Trails can serve as economic catalysts—opening up opportunities for outdoor tourism and small business development, and they can also provide critical “social infrastructure”— public spaces where people can meet, interact and build relationships.

What are the root causes of inequity?

On the surface, trails are egalitarian and inclusive. In practice, these facilities, and the benefits they bring, are not always equitably distributed. Low-income neighborhoods, Communities of color, people with physical or intellectual disabilities, older adults and people with limited English proficiency are among those that have been traditionally underserved, mis-served or left out of decision-making and planning processes including the development of parks, trails and safe active transportation facilities.

The reasons for these disparities in access and investment are both contemporary and historical. For example, many U.S. cities were intentionally divided along race and class lines—with residential and transportation development patterns rooted in segregation, discriminatory laws and housing policies intended to disadvantage and exclude people of color. Infrastructure such as railroads and, later, highways reinforced this segregation.

This separation extended to outdoor recreation; pools, beaches and municipal parks were segregated both by law and in practice. These places, which ought to have been places where Americans from different walks of life could come together, instead became contested spaces.

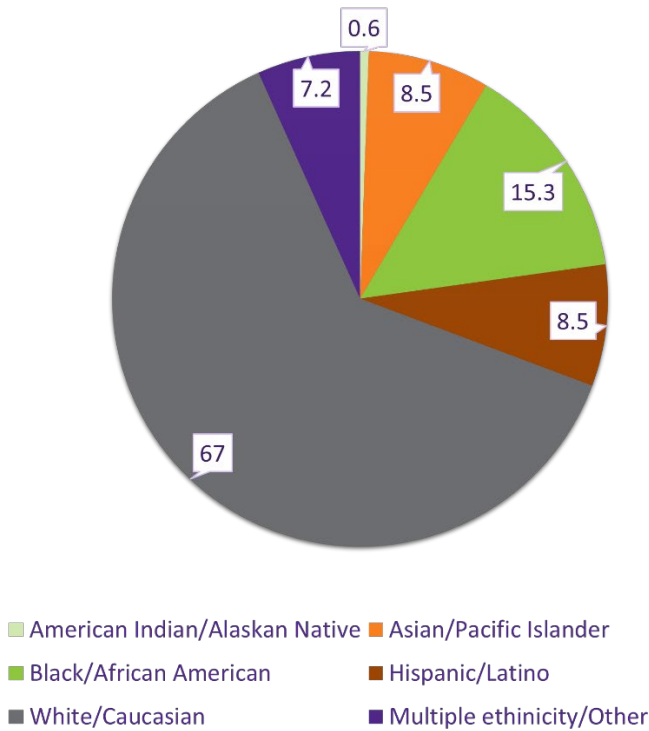
All of these things work together to negatively impact the health of residents. In addition, crime and the perception of safety, as well as racial profiling, harassment and stereotyping, has made people of color feel unwelcome, uncomfortable and even unsafe in the outdoors.

Barriers to trail use can include lack of signage. Attention should be directed toward the safety concerns of Black Americans living in neighborhoods and an inherent hyperawareness of one’s Blackness while exercising outdoors in White neighborhoods. While White residents may feel comfortable exercising in an unmarked natural area without signage, many Black residents will not have the same comfort level.

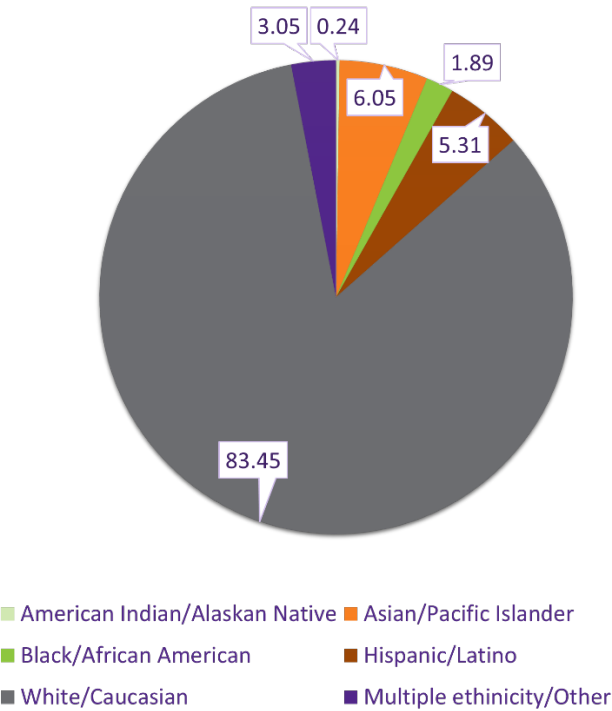
What might be the unintended consequences of this action or strategy?

Survey engagement for the Bolin Creek Greenway along race and ethnicity reporting by respondents (Carrboro residents only) is as follows:

Carrboro Demographics



Survey Demographics of Carrboro Residents



Throughout the Bolin Creek Greenway engagement process, Town staff partnered with the Refugee Community Partnership, which conducted outreach primarily within the Asian community; and El Centro Hispano, which canvassed within the Hispanic/Latino community. More work is needed to improve engagement systems within Black communities through partnerships with the NAACP, residents of historically Black neighborhoods, trusted community members, and other methods.

On a broader note, policy makers should be careful to ensure that engagement is necessary to directly inform decisions, and staff should work to ensure that questions are appropriate for broad engagement.

If staff cannot clearly explain how community input will directly inform decisions or marginalized groups aren't fully represented, residents' frustration and skepticism can grow. A risk is "engagement fatigue" on the part of residents, where they feel they're being solicited over and over for input.

How is your department planning to mitigate any burdens, inequities, and unintended consequences?

The Communication and Engagement Department will continue to work on the following strategies from its functional capacities to build trust in Town programs and projects, and to bring more voices to topics such as the Bolin Creek Greenway by the following:

- Ensuring that questions are appropriate for broad community engagement.
- Showing respect for residents' time and ideas.
- Being clear on what we are looking for when we seek to engage.
- Balancing the Town's need for participation with what's an acceptable level of engagement for our whole community and provide a variety of ways to engage.
- Defining basic goals before developing community outreach methods (surveys, public meetings, interviews, and focus groups).
- Making sure public engagement is necessary and will support decisions. Planning how useful data will be leveraged in decision-making and explaining the plan to participants.
- Contracting with local, community-based organizations in low-income communities and communities of color to conduct engagement processes.
- Clearly explaining how community input will directly inform decisions.
- Scheduling engagement at convenient times/locations, or "going where the people are."
- Providing surveys in languages that a diverse array of residents can understand.
- Building relationships with community networks.
- Engaging with residents at times when the Town is not looking for specific feedback or data. *Examples are Carrboro In Motion neighborhood block parties when residents are happy to see the party trailer show up with friendly staff faces. These are the people who, the next time we have transactional engagement requests, may come to the table because they recognize us.*
- Providing information back out to participants at the end of the engagement process, using the same tools and techniques used to collect the data in the first place.