

Zachary Hallock

From: e m <ivy.evie@live.com>
Sent: Monday, April 6, 2020 11:59 AM
To: Zachary Hallock
Subject: E. Main Street Bike Lane

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

As a resident of Carrboro and bike-commuter, I would love bike lanes to be incorporated in the E. Main St. lane reallocation. I would feel much safer!

Thanks,

Evelyn Morris

Zachary Hallock

From: Eric Allman <ericcallman@gmail.com>
Sent: Wednesday, March 25, 2020 2:15 PM
To: Zachary Hallock
Subject: East Main bike lanes

Zach,

Thanks for ongoing work on this. I am in support of the bike lanes and bike boxes with vehicle lane reduction. This will likely make the street safer for cyclists and pedestrian traffic. Please, continue to work in coordination with Chapel Hill and NCDOT to make this important bike and ped connection between downtown Carrboro and Chapel Hill a reality.

Thanks,

Eric Allman
919.370.7427

Zachary Hallock

From: Rhea C <rheacolmar@gmail.com>
Sent: Wednesday, April 1, 2020 11:07 PM
To: Zachary Hallock
Subject: EMSOA comments

Follow Up Flag: Follow up
Flag Status: Flagged

I am a homeowner and resident of Carrboro and fully support the plan to repaint Main St. to include bike lanes. I often bike in that area and it is quite dangerous the way it is now.

Thank you for taking feedback!

Best wishes,

Rhea Colmar

Zachary Hallock

From: Kurt Štolka <kurt.stolka@gmail.com>
Sent: Thursday, April 2, 2020 11:52 AM
To: Zachary Hallock
Subject: EMSOA Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Zach,

I really like the lane reallocation plan and how it appears to make traveling through the corridor more efficient while also making it safer.

Here are a few questions and comments I have for a few areas:

Roberson St intersection-

How will bikes transition to mixed traffic? A separate phase or coordination with a lead interval would reduce potential conflicts with motor vehicles.

Lloyd st area-

Narrow all lanes to 11' and utilize extra space to widen bike lanes.

Consider adding a mid block crosswalk to connect with Luna's for more direct and safer access to businesses on the north side of E Main St. Many people run across when there is a gap in traffic rather than take an indirect walking route to either signal that takes a number of minutes.

Rosemary St segment-

Narrow all lanes to 11' and use extra width for bike lanes and/or striped buffers

What is the rationale for keeping 13' lanes at the split intersection of E Main & Rosemary ? Narrow lanes to 11' for uniformity and use extra width for wider cycling area. A signalized head start for cyclists at this intersection is needed to provide time to merge across 2 general traffic lanes. Otherwise, it will be very uncomfortable for inexperienced riders like children to navigate

To add a bike lane east of the split, taper away the general traffic lane east of the Merritt Mill intersection to connect with the Chapel Hill section.

If chapel hill chooses a two-way cycle track on the south side of franklin street, how will people transition at Merritt Mill back to a two sided facility?

Overall, this will be an immense improvement to our Town and is really exciting!

--

- Kurt

Zachary Hallock

From: Ben Berolzheimer <bberolz90@gmail.com>
Sent: Friday, March 13, 2020 2:08 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Feedback:

1. Generally approve of the plan and glad it is happening. Below are some further comments that may or may not be feasible given the nature of the work (if we can only make paint suggestions then consider some of these long term suggestions)
2. If there is anyway to provide some sort of protection or buffer for the bike lanes that would be really important.
3. Would be interesting so study if the implementation of this re-striping diverts bike traffic from Libba Cotten
4. Work with Town of Chapel Hill to try to make bike lane linkages all the way to the West Franklin re-striping.
5. Work with CH Transit to see if it is possible to move/remove the mid-block bus stops in front of luna and grey squirrel. Stopped buses will cause congestion
6. Improve crosswalks at Lloyd intersection and 3-way intersection with rosemary and w franklin.
7. Consider mid-block HAWK crosswalk from Luna to grey squirrel - this may cause too much congestion.

Thanks,
Ben Berolzheimer

--

Ben Berolzheimer
Master's Candidate 2020
City and Regional Planning | UNC Chapel Hill
US EPA ORISE Research Fellow

Zachary Hallock

From: Carol Day <carol.y.day@duke.edu>
Sent: Monday, March 16, 2020 12:46 PM
To: Zachary Hallock
Subject: emsoa feedback

Hello,

Watched the Town Council meeting regarding the restriping of East Main Street, and this is going to a big huge mess if it goes through. PLEASE RECONSIDER!!! To take 4 already very congested lanes & reduce them makes zero sense. Especially taking parking spots away from local businesses!! It was apparent that the costs of doing this are not even understood by the council!!! Students are just a part of our population; I was one & rode my bike to classes from Carrboro every day. We already have very nice bike paths. Cyclists are treated with consideration in our area but to give our traffic routes away is nonsensical and an ill thought plan. Have you considered buses in this mess? They block flow of traffic with each stop. Please stop wasting our money!!! Do students pay local property taxes? A better environment for our local businesses to flourish in Carrboro who certainly do pay taxes is needed; we must be more cognizant of their needs than this proposed plan. This will damage our local economy & make people even less likely to shop in Carrboro. As a recession may be looming, now is not the time to spend our money so frivolously. Please do not go forward with this. Please do not impede traffic & commerce in Carrboro!!

Thank you,
Vann & Carol Day
45 year residents of Carrboro

Zachary Hallock

From: Fryar, Caroline <caroline_fryar@med.unc.edu>
Sent: Sunday, March 22, 2020 2:19 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Hi Zach,

I wanted to write in support of the Town's plan to re-stripe the lanes on the 300 block of Main St in Carrboro. I live in Carrboro and commute by bike or bus every day to campus. I think the addition of bike lanes and bike boxes will be a good thing for traffic flow through downtown. I also like that potential conflict areas will be demarcated, which I think will keep cyclists safer.

Thanks for collecting these comments and for your consideration.

Sincerely,
Caroline

Caroline Fryar
MD/MPH Student, Class of 2021
University of North Carolina at Chapel Hill
pronouns: she/her/hers
phone: 336-202-9372

Zachary Hallock

From: Abraham Palmer <abraham@boxturtlebakery.com>
Sent: Monday, March 23, 2020 11:58 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Things you LIKE about the proposed concept plan

I'm all for the road diet. I think it will really help - both safety and functionality.

Things you would CHANGE about the proposed concept plan

I still liked the idea of turning the Greensboro/Main/Weaver into a giant sort of traffic circle by making two of the one-way. That might be out-of-scope or already rejected, but I thought I would mention it.

--Abraham Palmer

--

<http://boxturtlebakery.com>

(919)357-6034

abraham@boxturtlebakery.com

Zachary Hallock

From: Stephen Heiny <stephenjheiny@gmail.com>
Sent: Wednesday, March 25, 2020 10:16 AM
To: Zachary Hallock
Subject: EMSOA Feedback

I am in full support of reducing lanes through downtown and adding bike lanes. As a resident living just off Main Street I think this will help make the street environment much more pleasant with hopefully lower speeds and better, safer biking and walking conditions.

My only comments deal with overall connectivity. On the west end, there's a bike lane after the intersection with Greensboro, and I would hope there can be some consideration of connecting this bike lane through the stretch of East Main from Roberson to Greensboro. Otherwise there's a potential dangerous mixing zone where vehicles and bikes are in conflict. On the other end, I'm hoping the design will consider the latest designs by Chapel Hill. If Franklin St is also reduced to 2 vehicle lanes, the merge zone between Merritt Mill and Rosemary won't be necessary and those lanes should be reallocated to allow a continuous bike lane. Any effort to promote a connected network will be worth it now that we have the chance, and i hope all this great work will improve connectivity rather than resulting in piecemeal unconnected lanes.

Thank you,
Stephen Heiny

Zachary Hallock

From: Laura Wenzel <laurakaywenzel@gmail.com>
Sent: Saturday, March 28, 2020 8:40 PM
To: Zachary Hallock
Subject: Emsoa feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Bicycle boxes are a great improvement. Keeps us from having to breathe exhaust while waiting for the light.
Thank you!

Laura Wenzel
919.428.6296. 514.600.7377

Zachary Hallock

From: Brian Hsu <brianhhsu@gmail.com>
Sent: Sunday, March 29, 2020 2:04 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I am a Carrboro resident writing to provide feedback on the East Main St restriping concept plan. Thank you advance for your consideration - my comments are at the end of the message.

Best wishes,
 Brian Hsu

Things I really like:

- Bicycle lanes east of Rosemary St, green conflict zone marking. I regularly bike to work and for errands, so I have found the lack of space for cyclists here very frustrating.
- New crosswalk on western leg of Rosemary/E Main intersection.

Things I don't like/would change:

- The absence of physical separation between the bike lane and vehicle lanes on Main St will keep the street challenging to all but "fearless" bike riders, particularly when transit buses and large trucks are on the street.
- There is a significant conflict zone between buses and bikes at the CHT bus stops (Eastbound by Grey Squirrel, Westbound by Gourmet Kingdom). If there is not enough space/budget for a floating island, perhaps the town can look into something like this in the longer term?
<https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/shared-cycle-track-stop/>
- I do not think it is necessary to maintain current street parking on the south side of W Rosemary St - these are substandard conditions for people on bikes trying to connect eastbound from Main to Rosemary.

Zachary Hallock

From: Karen Daniels <kedaniels@gmail.com>
Sent: Monday, March 30, 2020 9:53 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Hello,

I'm a daily bike living on Sweet Bay Pl, and frequently travel through all of these intersections.

Since the Main St / Brewer Lane makeover, I have noticed that cars driving from Carrboro into Chapel Hill along E. Main St. frequently stop at the SECOND set of | | | | stripes, exactly where the cars coming from Brewer Lane need to drive into when they get the green light. When a Main St. car has stopped there, the Brewer Lane cars are prevented from doing so. Something needs to be done about this issue, for car. (On a bike, I'm fine: I go around them!)

As for the rest of the plan, I love the idea of having green-painted areas to show bikes where to safely hang out, and cars will therefore know to look for them there.

Sincerely,

Karen Daniels

Carrboro, NC

Zachary Hallock

From: Glorija <glorija.gladney@gmail.com>
Sent: Monday, March 30, 2020 11:02 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Changing four lanes to three in a high traffic flow area is a terrible idea. The traffic in the area is slow as is and this will slow it down even more, making these commutes impossible. Commuting from OWASA to Community School for People Under 6 (approximately 2 miles) takes half an hour on a good day. This change would make it even worse.

Regards,

Glorija Gladney
Sent from my iPhone

Zachary Hallock

From: Christopher Pippen <nighthawcmp@gmail.com>
Sent: Tuesday, March 31, 2020 9:16 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Good evening! Just wanted to let you know that I looked at the East Main Street project and found it mostly to be great. My only concern is on the eastbound side of East Main Street right in front of Gourmet Kingdom and down to Gray Squirrel Coffee. I wonder if the bus stop just before Gray Squirrel could present a choke point when buses are pulled in there to service the bus stop. Most of the other bus stops in the Carrboro downtown area have a second lane so that drivers and bikers can go around them except for the Weaver Street stop. Since the westbound lanes in front of Gourmet Kingdom will have two lanes, that doesn't present an issue. But with the striping and bus stop as it is in the proposal I believe that could lead to backups and delays when one or more buses arrive at the eastbound stop and have to wait for any length of time. This could also cause issues with the stoplight as people might think they can cross and then get hung up going through the light due to a bus or two waiting for the stop. Is there any way that the town could explore adding a bus pull in right before Gray Squirrel? Perhaps either move the sidewalk back and if necessary perhaps even take the two endmost parking spots closest to the road in the parking lot by Gray Squirrel? I think that could alleviate congestion for bikers and car drivers going eastbound at this bus stop. Alternately if you can push the westbound turn lane just a bit closer to the Lloyd Street intersection that might be a cheaper remedy.

Anyways that was the only major issue I could find. As somebody who drives through this several times a week I think bike lanes would be great to deconflict bike and car interactions in this busy area. Thanks for working on this project and asking for comments!

CHRISTOPHER PIPPEN, CTS
 TECHNOLOGY OPERATIONS MANAGER
pippen@unc.edu | 919-966-1955

UNC ESHELMAN SCHOOL OF PHARMACY
 Campus Box 7355
 110A Beard Hall | 301 Pharmacy Lane
 Chapel Hill, NC 27599-7355



pharmacy.unc.edu



Advancing medicine for life

Zachary Hallock

From: Aaron Frank <aarofrank@gmail.com>
Sent: Friday, April 3, 2020 7:34 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Zach,

Hope all's well!

Saw the restriping input - glad to see the project. Here are my comments on the E Main restriping:

Suggestions

- 400 block of E Main - I assume that if CH diets to wb one lane, then Carrboro could also provide one vehicle lane + bicycle also. I hope so.
- 400 block of E Main - EB bicycle lane during this area also
- Can the entirety of the bike lanes be painted green?
- 300 block of EB - Possible merge area for cyclists looking to continue straight on Rosemary. I just take the lane. Some painting could help support that.

Kudos

- The whole project!
- Opportunity to direct cyclists on to Roberson as a safer route for E Main - so the bike box at Roberson is key

Aaron Frank

Zachary Hallock

From: heidi perov <heidiperov@gmail.com>
Sent: Sunday, March 29, 2020 10:37 PM
To: Zachary Hallock
Subject: Feedback on East Main Street Lane reallocation

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Zach,

I have been looking at the plan for East Main Street. In general, I like it, though I admit that the graphic is rather hard to read, and a cross-section or a model of the road showing the changes from the perspective of the ground would have been nice.

I do think there needs to be a midblock crosswalk added near the old Mill Town. So many people want to cross there and it will be even more inviting once the lane reallocation is made.

Also, it is a little difficult to understand what is happening at the intersection at Carr Mill. Is the right turn lane for the parking lot and the straight lane for BOTH traffic continuing west on Main St. and on Weaver St.? Just curious, but was any thought given to a roundabout at Roberson-Main-Weaver intersection? Maybe not enough space there, not sure.

I have seen the plans for West Franklin, and I hate to say it but they are not very good for bikes. It would be great if Carrboro could continue to keep the possibility of connecting to the Rosemary Street bike lane should Chapel Hill decide to keep it.

Based on what I can see, this is a good design, queries made above notwithstanding.

Thanks!

Heidi

Zachary Hallock

From: Cristóbal Palmer <cmpalmer@ibiblio.org>
Sent: Sunday, March 22, 2020 3:45 PM
To: Zachary Hallock
Cc: Joce T
Subject: Please add bike lanes on E Main Street

Hi,

I'm a Carrboro resident who works in Chapel Hill. I often drive a small car into town, and I also sometimes (multiple times per month) ride a bicycle into town, or into Chapel Hill. I'm writing in to support a lane reallocation that results in the addition of bike lanes to E Main Street. It is my understanding that a restriping will occur as part of resurfacing this Summer (2020), and I'm excited at the prospect of bike boxes, bike lanes, and other traffic infrastructure that reduces stress, reduces conflict points, and has benefits for nearly everyone.

Thanks,

--

Cristóbal Palmer
ibiblio.org

Zachary Hallock

From: Alyson West <alyson.west@gmail.com>
Sent: Wednesday, March 18, 2020 7:19 AM
To: Zachary Hallock
Subject: public comment on E Main

hi Zach

please do the 4 to 3 lane reconfiguration and add bike lanes and better ped infrastructure on E Main St when it is resurfaced.

thank you

best

Alyson West

Zachary Hallock

From: Christina Moon
Sent: Sunday, March 22, 2020 3:36 PM
To: 'carlos demattos'
Cc: Zachary Hallock
Subject: RE: Lane restructuring

Hi Carlos,

Thanks for your email. We very much appreciate your taking the time to share your thoughts.

Tina Moon

Christina R. Moon, AICP, ZCO

Planning Administrator

TOWN OF CARRBORO

301 W. Main St.

Carrboro, NC 27510

Phone: 919-918-7325

From: carlos demattos [mailto:cdemattos32@live.com]
Sent: Saturday, March 21, 2020 6:53 PM
To: Christina Moon <CMoon@townofcarrboro.org>
Subject: Lane restructuring

Hi,

As a driver for Amante, it is horrible trying to get through traffic which was already done in the same manner up Rosemary Street. We're backed up waiting for cars, which previously had nice turning lanes, to turn out of the way. Meanwhile, the cyclists, who often run stoplights and stop signs and zigzag in and out of traffic on the streets and sidewalks are afforded luxurious 5 foot wide lanes. You build Carrboro up so big and then back the traffic up so badly. We are polluting more stuck in traffic.

Please just leave it alone and ask Chapel Hill to revert Rosemary back to the good old days.

Sincerely,
Carlos de Mattos

P.s. please forward to the zhallock address for me. Thanks.

Sent from my LG Mobile

Zachary Hallock

From: David Swan <nawsdivad@gmail.com>
Sent: Sunday, March 15, 2020 11:10 AM
To: Zachary Hallock
Subject: Re: TAB Meeting 03-19-2020 Cancelled

Hey Zach...

This looks great, thanks for sharing. Questions/notes below.

1. So is the [conceptual design plan](#) linked on that page what the town council will vote on and will be ultimately submitted to the DOT?
2. And am I correct that the plan includes official striped bike lanes and bike boxes at intersections from the Rosemary intersection to the Weaver intersection?
3. And is the section from Rosemary to Brewer Lane too narrow for a bike lane? If that is the case, what accommodations for people on bicycles will there be on that stretch of roadway? (particularly interested there because of what Chapel Hill is [proposing](#) for Franklin Street lane reallocations).

Thanks...

David

On Fri, Mar 13, 2020 at 10:54 AM Zachary Hallock <zhallock@townofcarrboro.org> wrote:

Greetings TAB Members,

The TAB Meeting scheduled for 3-19-2020 has been cancelled.

In light of this, you can view the project website for the E Main Street Operational Analysis and Restriping Plan at: <https://www.townofcarrboro.org/2368/11545/EMSOA>

Please submit any comments and feedback you may have about this project to me via email.

If you have any questions please let me know.

Thanks,

Zachary Hallock, AICP, EI

Transportation Planner

Town of Carrboro

301 W Main St

Carrboro, NC 27510

Phone: 919-918-7329

Email: zhallock@townofcarrboro.org

Town of Carrboro, NC Website - <http://www.townofcarrboro.org> E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties.

Zachary Hallock

From: Davis, Ben <ben_davis@unc.edu>
Sent: Saturday, March 21, 2020 10:50 AM
To: Zachary Hallock
Subject: Road Striping comment

Hello,

I m writing to say I support re-Striping the Main St section in Carrboro as a 3 lane road. I commute daily from Carrboro to UNC and think it would be safer for cyclists and keep the very congested Main St. corridor traffic moving more freely.

Thank you.

Ben Davis
115 Barnes St.
Carrboro, NC

Zachary Hallock

From: Martin Johnson <martinlouisjohnson@gmail.com>
Sent: Friday, April 3, 2020 11:48 AM
To: Zachary Hallock
Subject: Synchronizing Carrboro's New Bike Lanes With Chapel Hill

Dear Zach,

Thanks all your work on the bike lane/road diet for East Main Street. I really appreciate the work you put into addressing the many challenges of making downtown Carrboro safer for pedestrians, cyclists, and drivers.

I am writing today, however, to follow up on one piece of the plan. First, now that Chapel Hill has approved option "A," we have one-way bike lanes on Franklin. At the intersection of Franklin and Merritt Mill there are three car lanes. Headed toward Carrboro, one lane is reserved for left turns, the other for going straight and turning right. Here's the map:

<https://www.townofchapelhill.org/home/showdocument?id=45536>

However, according to Carrboro's plan, seen here:

<http://townofcarrboro.org/DocumentCenter/View/7338/EMSOA-Restriping-Concept-Plan-with-Comments>

they are currently retaining the two Carrboro-bound lanes for the curved portion of East Main, and then going back on the road diet (save for turn lanes). This seems designed to encourage people to behave badly—speed, cut in front of other cars, etc. In addition, the two lanes makes it unsafe to cross, and the ped sign at the intersection with Rosemary takes forever (from my experience, it seems like it takes at least a minute, possibly longer).

It'd be terrible if the towns try to coordinate their bike lane plans, only to have sharrows in the most dangerous section (due to limited sight lines).

While there's a note on the graphic noting that this stretch is going to be coordinated with Chapel Hill, I wasn't sure whether that means that we will see bike lanes on this part of East Main or not. Can you advise?

Thanks in advance for your help.

All the best,

Martin

Zachary Hallock

From: Michael Webb <mdw283@gmail.com>
Sent: Monday, April 6, 2020 4:29 PM
To: Zachary Hallock
Subject: comments on E Main St re-striping

Follow Up Flag: Follow up
Flag Status: Flagged

Hello -- I'm writing to provide comments on the proposed re-striping of E Main Street in Carrboro. For reference, I live in Carrboro at Estes Park Apartments, I work at UNC, and I commute by bicycle when the weather allows.

I support the proposed re-striping as it will address what I think is the greatest safety hazard along that stretch of Main -- the lack of left turn lanes at the intersection with Lloyd and the shopping plaza. If a car is turning left, traffic will frequently back up behind it, and waiting cars will swing into the right-hand lane without checking for any conflicts. By adding left turn lanes, I think this safety hazard will be mitigated.

While I'm not sure if it's a part of the plan or not, it would be nice to install sensors on Robeson in the pavement (that are visible on a bike) to trigger the light at Robeson and Main. As of now, if you come into that intersection from the bikeway, there doesn't seem to be a way to trigger the light without riding onto the sidewalk and pressing the crosswalk button. If there are sensors already installed in the pavement, it would be great to mark them in some way so that bicyclists know where to 'hover' to trigger the light.

Thanks for your consideration,
Michael Webb

Zachary Hallock

From: Ryan Byars <ryan.j.byars@gmail.com>
Sent: Tuesday, March 24, 2020 6:06 AM
To: Zachary Hallock
Subject: E Main St re-striping

Hi Zach,

It is my understanding that the town had to cancel its E Main re-striping public information sessions and that public comment on the proposed changes are only being accepted via email. To that end, I just wanted to voice my support for a reduction in car travel lanes on E Main St. I believe that the town should do everything possible to reduce the bike level of stress to the lowest level allowed by the geometric constraints. I understand that without surveying it is hard to know, at this point, if buffered bike lanes are possible, but I would strongly urge the town to reclaim every inch possible from cars on this road. We don't need a highway through the downtown, we need a place for people.

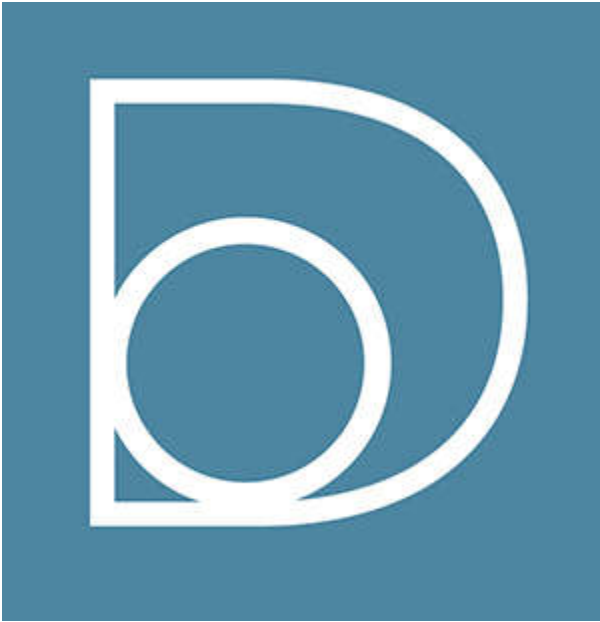
Thank you for your work on this project.

Ryan Byars
121 Waverly Forest Lane

Zachary Hallock

From: james morgan <james@belladomus.com>
Sent: Tuesday, March 24, 2020 3:27 PM
To: Zachary Hallock
Subject: E. Main St. Restriping.

About time! This will be a huge improvement. Not having to deal with four traffic lanes at once will make it so much easier for pedestrians crossing the street as well as for bikes. Can we please have some pedestrian refuge spots in the middle lane?



James Morgan, Principal
BellaDomus Residential Design Studio
304 W. Weaver Street, Carrboro, NC 27510
Office - 919.932.7525 Cell - 919.923.6459
www.Belladomus.com