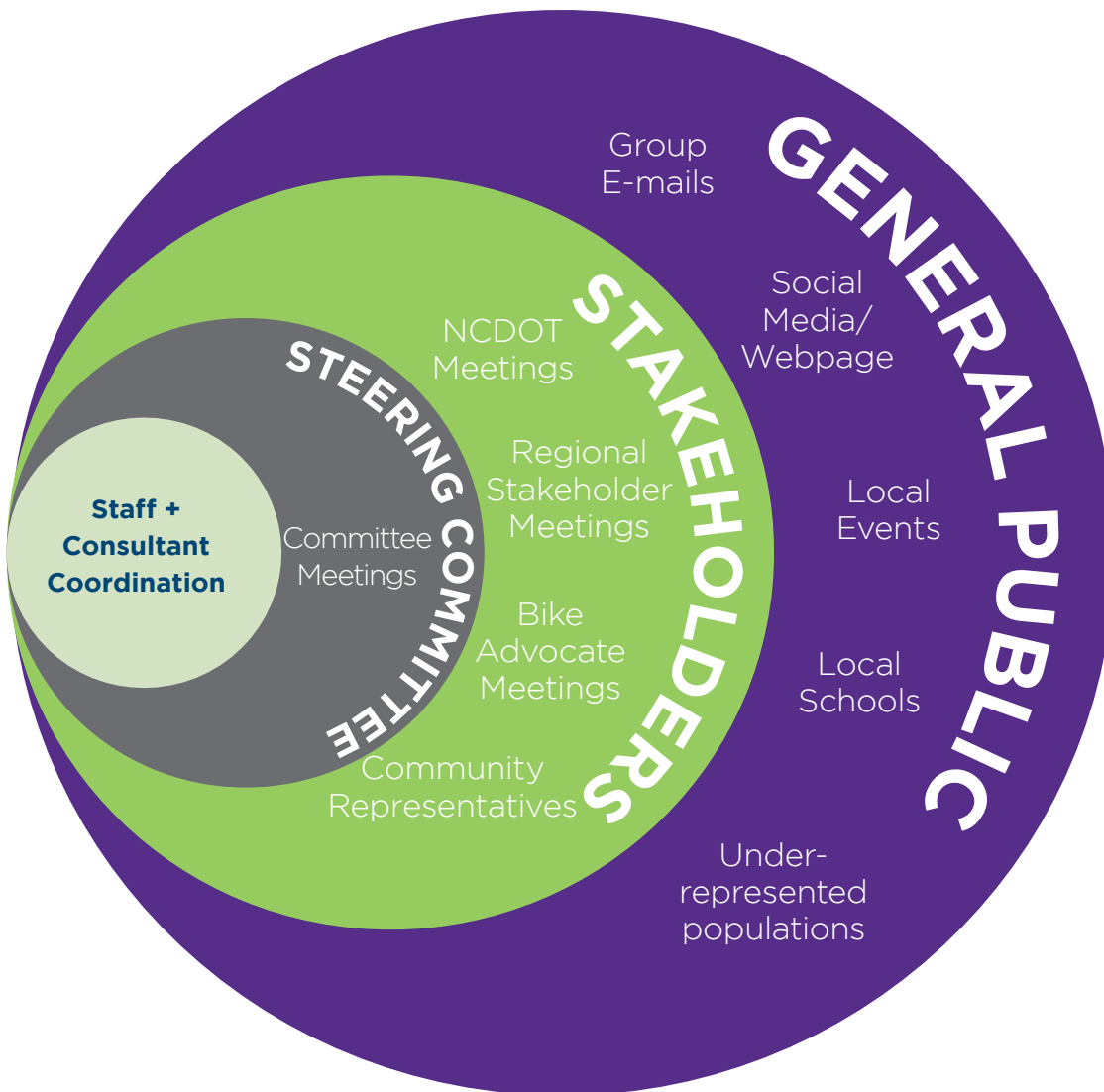


3 WHAT WE HEARD





PUBLIC PROCESS OVERVIEW



- 5 STEERING COMMITTEE MEETINGS**
- 4 OUTREACH SESSIONS AT LOCAL EVENTS**
- 7 STAKEHOLDER INTERVIEWS**
- 30 STEERING COMMITTEE MEMBERS**
- 439 PUBLIC COMMENT FORMS**

STAKEHOLDER INPUT

Local residents, bicycle advocates, community leaders, and government staff were selected to help guide the public input process. The thirty-person committee met on four separate occasions to provide input and direction on the elements of this Plan including recommendations for priority projects.

Stakeholder interviews (listed to the right) were conducted to gain specific insights into Carrboro's diverse range of communities. For the Spanish-speaking community, it was determined that the best way to gather input was to host a Spanish language survey at El Centro Hispano during the months of August and September of 2019, and garnered over 30 responses.

Stakeholder interviews were conducted with:

- » NCDOT
- » Regional Stakeholders
- » Karen/Burmese Community
- » Youth Council
- » Bike Advocates
- » 20+ Year Carrboro Residents



The steering committee meetings were interactive to encourage idea sharing during each meeting.

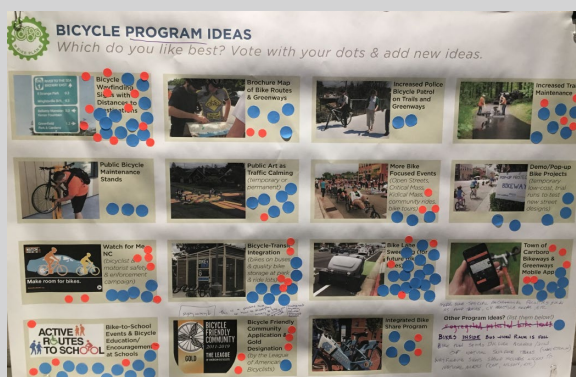
BIKE SHOP POSTERS

Project materials were placed at the Clean Machine, a local Carrboro bike shop, to allow an easy way for the community to share their ideas and thoughts. Participants marked up a map with their network ideas, shared information on their comfort level bicycling and their preferred facility type. Separated bicycle lanes received the most votes, with buffered bicycle lanes close behind.

Bicycle Program Ideas

The public voted with dots for their favorite bicycle program ideas. The top three programs were:

- 1 Bike **wayfinding signs** with distances to destinations
- 2 Bike lane **sweeping** (for future bike lanes)
- 3 **Bike-to-school** events & bike education/encouragement at schools



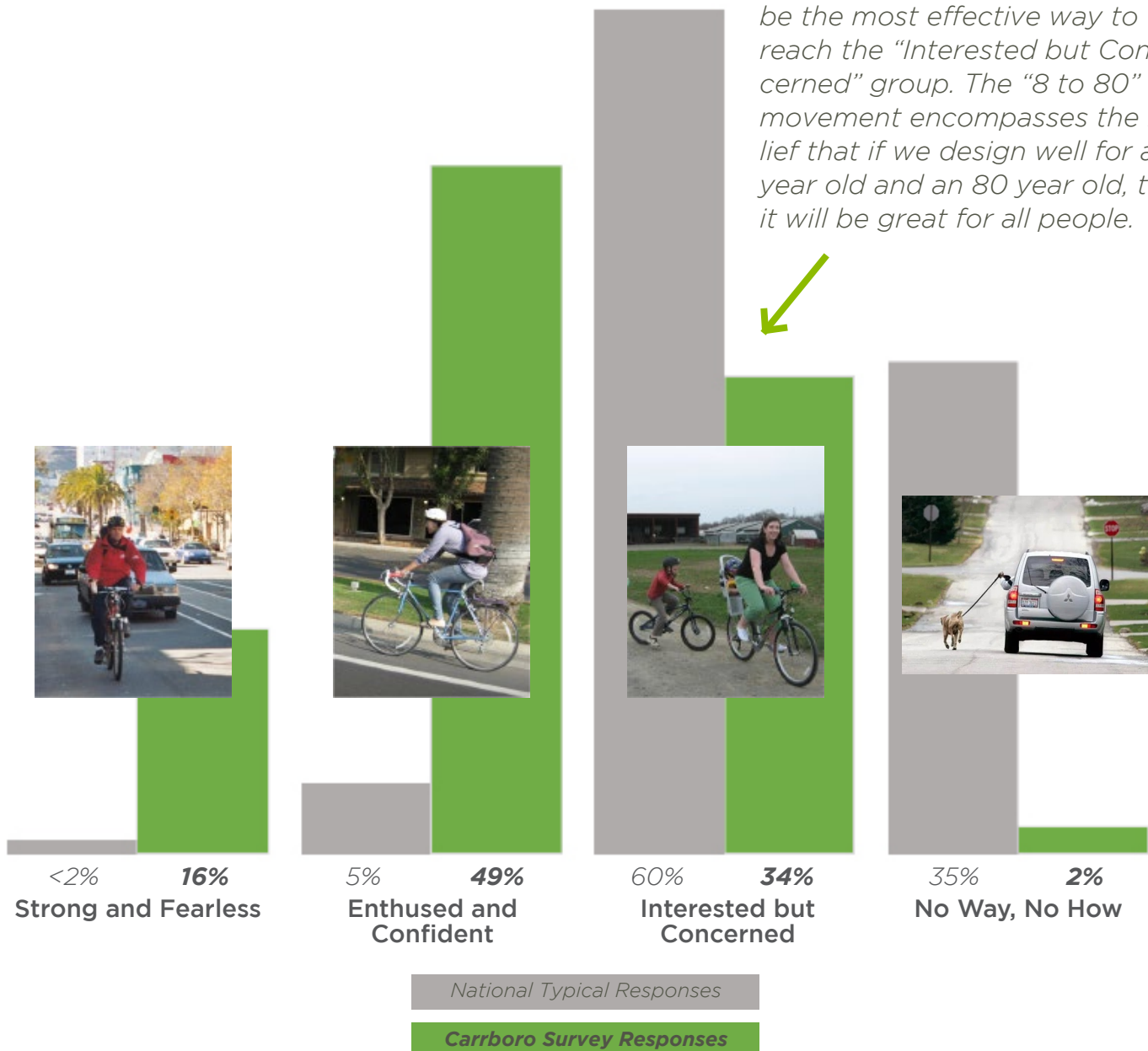
TYPES OF PEOPLE WHO BICYCLE IN CARRBORO

Although some people who bicycle will ride on any road, regardless of an available bikeway (“strong and fearless”), a much larger portion of the population will ride only where there is a high-quality bikeway (“interested but concerned” population). Understanding this concept has led communities to

design more low-stress bikeways that provide the high-quality experience the majority of people who bicycle desire.

The chart below shows a “typical” national distribution of people who bicycle compared to the survey results of this planning effort.

Designing for ages 8 to 80 will be the most effective way to reach the “Interested but Concerned” group. The “8 to 80” movement encompasses the belief that if we design well for an 8 year old and an 80 year old, then it will be great for all people.





WHAT WE HEARD

A significant portion of feedback was taken from the community survey that was developed for this Plan. Over 400 responses from all segments of the community were gathered and the project team took every effort to ensure a representative sampling of the community was reached. The responses below are taken directly from the responses received, hence some inconsistent wording.

My favorite place to bike in Carrboro is....

- » the awesome trails like:
 - » Libba Cotten Bikeway
 - » Frances Shetley Bikeway
 - » Wilson Park Trail
 - » Carolina North Forest trails
- » the existing bike lanes on Greensboro Street, West Main Street, and Hillsborough Road
- » on low-traffic neighborhood roads
- » to Downtown Carrboro and destinations like Weaver Street Market and the Farmers' Market
- » to elementary schools, such as:
 - » Carrboro Elementary School
 - » Morris Grove Elementary School
- » to Maple View Farms!
- » the streets that have bike lanes!
- » everywhere!

The most difficult place to bike in Carrboro is...

- » intersections! Especially:
 - » Weaver Street at North Greensboro Street
 - » Weaver Street at Main Street
 - » Estes Drive Extension at North Greensboro Street
- » crossing NC 54 and the lack of bike infrastructure on S Greensboro Street to Smith Level Road
- » streets with no separated bike lanes like:
 - » Old Fayetteville Road
 - » E Main Street
 - » Homestead Road
 - » Hillsborough Road
- » when the bike lane ends
- » riding over railroad tracks
- » going to school
- » going to Weaver Street Market



Weaver Street Market bike racks are often full.



NC 54 is challenging for many people who bicycle.
Photo Credit: NC 54 Corridor Safety Study



I would bike more if...(Responses from survey & comment form)

There were better routes connecting Carrboro and Chapel Hill. Taking Main street onto Rosemary or Franklin is unpleasant and dangerous, not to mention disjointed in terms of cycling "facilities". The Cotten Bike path is nice, but Cameron Ave doesn't take me to many of the places I want to go.

There were more separated trails or physically separated lanes. I have young children and while I'm comfortable biking on roads myself, I'm scared to take my kids on the roads since they are lower down and less visible in the bike trailer or tandem bike attachment.

Bikes had a clearer route through intersections.

The roads were cleared more quickly of debris after storms and after people put their leaves and tree branches in them - it is dangerous to have to go into the street to avoid them

The bikeable network was connected. Often one unsafe stretch will prevent me from biking at all.

There were more bike lanes and more green trails (or green trails connected by bike lanes). As a family with 2 kids and 4 bikes, we enjoy recreational riding - but it tends to be more a case of drive to a place, for example to the community center, to take the Bolin creek trail, or to the Northern Forest to the pumpkin loop. I would probably bike more as a commuter, if it were safe, and more lanes.

Motorists were educated about how to avoid dangerous situations when passing people bicycling.

The #1 thing that would make me bike more is more people bicycling on the road. The critical mass and the natural visibility of a lot of people bicycling is the best encouragement.