

APPENDIX



Raw Survey Responses



TOWN OF
CARRBORO

BIKE PLAN

Q1: How often do you bike during the week?

Answer Choices	# of responses	Percent
76-100% of the time	150	30.4%
51-75% of the time	89	18.0%
26-50% of the time	123	24.9%
1-25% of the time	92	18.6%
never	40	8.1%
Answered	494	
Skipped	0	

Q2: What type of cyclist best describes you

Answer Choices	# of responses	Percent
Strong and Fearless	75	15.2%
Enthusiastic and Confident	229	46.4%
Interested but Concerned	167	33.8%
No Way, No How	23	4.7%
Answered	494	
Skipped	0	

Q3: What factor(s) would encourage you to bike more? (Check all that apply)

Answer Choices	# of responses	Percent
Bike education and maintenance classes	80	16.2%
Bike lanes	381	77.1%
Bike wayfinding signage	126	25.5%
Bikeshare program	44	8.9%
More bike parking	123	24.9%
Safe intersections	300	60.7%
Slower traffic	168	34.0%
Trail or greenway access	352	71.3%
Other	59	11.9%
Answered	494	
Skipped	0	

Q3: What factor(s) would encourage you to bike more? (Other responses received)

Actual consequences to drivers who hit cyclists, or threaten them.
and by bike lanes I mean actual protected, safe, maintained bike lanes
better behavior from bike riders
better maintenance of bike lanes
Better maintenance of existing bike lanes to remove obstacles and dangerous pavement irregularities
Better separation between auto and bike lanes
Better trail connectivity for meadow run ct to Morris grove area
Bike + helmet rentals / More bike lanes were avail
Bike lane on Estes Extension and wider lanes
bike lanes separated from traffic by parking lines (for example)
Bikelanes not suddenly ending
Biking is too dangerous for me. Senior citizen!
buffered or separated bike facilities/multiuse facilities
by bike lane I mean protected bike lanes
CLEAR bike lanes
Clear bike paths (free from yard waste and vehicles), alert drivers
clearer connectivity of lanes & bike friendly roads
Closing roads every other hour
comprehensive bike routes - not just bike lanes that end. Also bike lanes separated by a curb from distracted
connecting routes for long distances. When I can't bike if it's not safe or connected, I bus
dedicated bike trails
Dedicated facilities
Don't bike at all
Driver Education
Drivers being less aggressive towards cyclists
something other than first class citizens among the various vehicles. By law, cyclists have largely the same rights, as they should, of motorists, but dedicated lanes changes public perception. Rather, motorists must be educated about how to drive around cyclists and about the fact that they have every right to the road, including use of the full lane.
Enforcement of traffic laws for all users of roads
Enforcement on car drivers who illegally, unsafely pass/cut off/harass/speed/hit people on bikes; Weaver St. in front of Weaver St. Market should be a pedestrian/bike way
Fewer cars, and with drivers that understand pedestrians and people on bikes are vulnerable. They are not protected by anything when a car hits them. A car hitting a pedestrian or person on a bike is not an "Oopsy."
Getting over Boston
Greenway or bike Lanes to surrounding cities and to Durham train station
Having a bike
I bike commute to Carrboro, so getting across intersections safely so people can see me clearly is important...so I am expected, not unexpected.
I do not want to bike more
I'm going to ride regardless of hazards and lack of bike friendly infrastructure
Just waiting for the kids to get a bit bigger!
Less bumps in the bike lanes (especially on Hillsborough St.)
Less hills!! Free drinks.
Life factors and logistics
Local NC DOT decisions

Maintenance stations to fill tires with air.
More accountability for drivers that disrespect cyclist space. I've had several people try to pass me and then angrily yell when I take a lane...even though lane sharing is illegal in NC.
More careful drivers, less traffic.
more cautious cyclists
More daycare options in biking distance
More incentives for people who bike rather than driving!
More inclusive road-sharing laws (i.e., less car-centric)
More signs for drivers to be mindful of bikes
More time
My kids bike to Carrboro Elementary and the cars bombing down Main St are terrifying.
No structural supports or changes required. In order to submit I was forced to check a box above, but none
Non aggressive drivers!
Not only lanes and parking, but protected lanes and covered parking
Nothing, I have a physical disability that prevents it.
Nothing. I consider bikes to be a very dangerous mode of transportation
Paved bike roads along major routes to interconnect major towns and cities in the Triangle and beyond.
People on mobile phones...its crazy
Planned round - town fun rides!
Please complete the bolin Creek Greenway!!
Protected bike lanes
Protected bike lanes
Protected bike lanes, a well-connected and safe network of cycling routes
Protected bike lanes.
protected bike lanes; higher-quality bike parking
Protected bike paths
Protected by barrier bike lanes
Protection for Bikes (against theft)
Reduction in distracted driving (cell phones)
Reduction of automobile traffic through downtown Carrboro. And greater connectivity of trails and bike paths to encourage cycling for transportation, but just pleasure.
Road use education for all, especially drivers, starting at DMV and drivers Ed level. These factors above focus on bikes, and not the impacts of all other aspects.
Roads or paths just for bikes. It is too dangerous to ride with cars in any condition.
Safely getting myself and my bike downtown without having to drive my own car, because then, there's no point
Separate bike lanes when possible
separated bike lanes
some serious driver education about expecting cyclists on the road
Stronger connections between segments of greenway paths, e.g., via path extensions or roads that are designated bike routes
The ability to ride my bike across the triangle seamlessly. A more regional approach to bike travel. I don't really care that much about biking in Carrboro, its fine already.
The bike rack at Weaver St. is really horrible right now. They need a new better one.
Time
to see bikers obeying the traffic law
Traffic lights that change for bikes

We DESPERATELY need an overpass over 54 (like the one of highway 40 by SouthPoint mall) so we can ride from Carrboro and Chapel Hill over to Southern Village and not take our life in our hands! This would benefit cyclists and walkers/runners.

Well paved roads with few or no potholes

Wide shoulders

wider roads or bike lanes, or even sidewalks

Would like to see University Lake, and the surround area there, have some official trails

Q4: I would bike more if... (open question)

... there were bike lanes on every part of ALL major streets.-- even intersections.
... there were safer ways to get to downtown Carrboro. And if I felt more confident about my own ability to fix issues (e.g., flat tires).
...I worked less. Or... I would bike more if there were greenways connecting Carrboro to Durham and Raleigh.
...it was safe to take kids with me outside of the greenway paths
...it were safer to do so. Car speeds are too high in Carrboro--no one should be driving 40-45 here, but it is common, even in dense neighborhood areas.
...there was better street lighting a night and bike lanes on busier roads like Estes
construct the hike and bike trail along the rail line for a proper north-south route into downtown. 2) complete the connection of the Bolin Creek trail from Chapel Hill High School to Umstead Park. I know that this project is controversial, but the current trail is in horrible condition and isn't passible by bike or even by foot for the most part. Something needs to be done and if we want more bike transit then the connection needs to be made. The section through Bolin Forest is far from pristine so environmental concerns seem to be off base in light of environmental benefits of a completed cross-town connector.
...there were more off-road trails. I'm particularly interested in a connecting the Rose Walk Greenway (behind Chapel Hill Tennis Club) across Morgan Creek to Tar Hill Road. Also interested in connecting Weatherhill Point across Morgan Creek to Morgan Hill Court and Manor Ridge Road.
A library was downtown
A more direct route to campus that is safe
already bike as much as possible. just pave the roads!
Better infrastructure
better traffic- slowing measures were in place.
Better trail connectivity for meadow run ct
Bike facilities continued along entire routes instead of just sections and if traffic were slower and paying more attention to the road.
Bike is my main mode of transportation in town.
Bike lane or greenway all the way down Homestead Road
Bike lanes
Bike lanes
Bike lanes connected everywhere
Bike lanes extended to my apartment complex
bike lanes into Carrboro from Fayetteville/Dairyland
Bike lanes on 54 existed
bike lanes were a bit wider
bike lanes were continuous and not so segmented
bike lanes were continuous and well-marked
Bike lanes were made with direction (people go both ways in one lane)
Bike lanes were more consistent and people didn't honk, yell and curse at me.
Bike lanes were wider
Bike lanes, protected!
Bike lanes. Designated bike trails with shade.
Bike lanes/I didn't feel like I could be hit by a car
bike paths were more connected to each other
Bike paths were protected and aligned with common destinations
biker riders followed the rules
Bikes and pedestrians were treated with consideration in/around town center, if there were crosswalks anywhere outside of town center, if speed limits were enforced anywhere, if there were bike lanes clearly marked *and protected* from cars, if cars weren't the only priority on the roads, if drivers weren't so erratic around bikes and pedestrians, if fewer dudes shouted/wanted to talk to me from their vehicles, etc.
Bikes had a clear route through intersections

Bikeways- pave Bolin Creek Sewer easement and build trail along RR and across Estes to Umstead Park to connect to Bolin Creek Bike Trail.
Buffered or protected bike lanes
Buses had more racks for bikes
Car drivers would drive in town no faster than the speed limits and if the speed limit was set at 20 mph in the heart of the
Car traffic was slower and more courteous.
Carrboro cleaned bike areas off after debris/snow clogs our arteries.
Cars didn't suck
cars in town knew how to interact with bikes on the road.
Cars were friendlier
Cars were less aggressive and their were consequences for drivers intent on terrorizing/killing cyclists.
Cars were not sharing the road with me.
cars were not so aggressive!
Cars weren't encroaching on my space and drivers weren't driving dangerously
-Cars/drivers respected cyclists -bike lanes to more places -cyclists respected right of way
Chapel hill and Carrboro were linked by greenways
City would pay for more bike lanes, even if they extent into Orange County and Chapel Hill
Clear lanes throughout town.
Dedicated bike route around main St/Weaver St traffic (Parker St. To Fowler St.). Tunnel under/bridge over 54 connecting to Morgan creek Greenway.
downtown areas had better bike lanes
Drivers better understood the rules for passing and yielding
Drivers couldn't use their phones. There were actual shoulders on the roads here!
Drivers were better educated on bike safety
Drivers were less aggressive towards cyclists
Estes and Seawell School road had a bike lane
Everything I needed were within a bikeable distance (20 minutes/3miles). Roadsides clear of gravel (regular problem on Jones Ferry Road).
Expanded greenways
garbage cans and tree debris were mandated to be kept on sidewalks instead of bike lanes. AND joggers were fined for jogging in bike lanes. separate lanes for joggers, runners.
Gas prices went higher
I already bike everyday but all above would help
I already commute to from Carrboro to Durham about 25 miles round-trip daily, M-Thurs
I bike a lot for exercise and to go shopping downtown. I wish the Bolin Creek Trail would include a paved bike trail. It would be a beautiful, safe, and useful trail for me to ride to town from Cates Farm. I'd also like to be able to ride within Carolina North to the Senior Center, to Chapel Hill High School, and the aquatic center on Homestead Rd.
I bike all the time but would bike even more if there are fun social bike events to attend
I bought a bike
I could
I could be confident that I could keep my daughter safe (13 years old).
I could bike to work--but that requires going on Estes Extension from Greensboro Rd to Martin Luther King
I could bike with my children: The Shared road is not enough, NEED bike paths!
I could bike with my kids
i could do it safely with my family. think 8-80.
I could get my children to and from without cars and extreme safety issues
I could get my children to and from without cars and extreme safety issues
I could get to further places on bike lanes and through intersections. I keep my riding hyper local because of this. There are some places where I wan't go near because they are unsafe.
I could get to where I need to go
I could reach the town more easily.
I could safely commute to Durham where I work

I could safely get to all of Carrboro/Chapel Hill without crossing NC-54 or 15-501
I could take my child to daycare via bike.
I couldn't bike more
I didn't have a disability
I didn't have to deal w/ car traffic
I didn't have to ride on narrow, no shoulder, fast traffic roads to get into Carrboro.
I didn't have to work
I didn't have to worry about cars
I didn't live south of 54 bypass.
I don't bike because I am wheel-chair bound, but my community has the same needs - if not more than bicyclists to get around safely. The proposed Bolin Creek greenway would provide more access and safer transportation for those who are mobility limited. Why is it not finished, yet?
I felt it was safer for my son to be in the lanes of the roads
I felt more confident and safe on the road
I felt more confident on the road and the intersections had more bike specific lanes.
I felt safe - separation from cars and safe turning
I felt safe biking through town and had a space for bikes alone
I felt safe doing so
I felt safe on the roads
I felt safer
I felt safer
I felt safer
I felt safer across intersections
I felt safer doing so. A lot of drivers around here seem to disregard cyclists in terms of sharing the road.
I felt safer from vehicles
I felt safer on more roads.
I felt safer on roads.
I got over my inconvenience factor of being wet
I had a better bike
I had a bike
I had a bike
I had a bike
I had a bike myself, haven't felt the investment was worth it. Do use UNC's bike share program from the SCE to campus occasionally though.
I had a bike.
I had a safe route that was more direct.
I had a safe route to my job in Durham
I had easy access to safe biking. I don't want to have to load my bike in the car to go bike.
I had more kids' bikes
I had more time
I had more time
I had more time
I had more time
i had more time :)
I had more time, my knee wasn't hurt
I had more time.
I had more time. It wouldn't hurt if drivers were more alert and educated.
I had more time/work was not so busy.
I had more willpower
I had one
I had the time
I had the time and safe pathways to take my kids out of Lake Hogan Farms

I had time
I had time. Biking to retail was easy.
I have more time, I do it recreational
I have the time
I just don't bike.
I knew how to bike safely / comfortably in the rain
I knew how to make it safe for my 1.5 + 3.5 y.o.
I lived closer to town
I made more of a mental commitment to it.
I owned a bike
I planned ahead more
I planned better. =)
I put my mind to it and worked less
I ride a ton as it is, so I can't really ride more :)
I saw more people on bikes
I try to bike every day, but two things obstruct me from that occasionally: 1) heavy rain (perhaps you all could offer backpack covers or something?) and 2) the amount of car exhaust fumes I have to inhale while biking during heavy traffic periods. The fumes from the local school buses and trash/recycling trucks are especially *horrible*, and I think all the time about how bad inhaling exhaust must be for my lungs and general health (support for this: https://media.springernature.com/original/springer-static/image/art%3A10.1007%2Fs00204-016-1736-5/MediaObjects/204_2016_1736_Fig3_HTML.gif). It would be wonderful if there were either a way to move bike lanes or create some sort of "ultra-low emission zone" like London (https://www.theguardian.com/uk-news/2019/apr/06/london-prepares-for-launch-of-ultra-low-emissions-zone) and New York (https://www.theguardian.com/us-news/2019/apr/01/new-york-congestion-pricing-manhattan) have recently adopted.
I was in better shape. I had a better bike.
I was more confident that cycling was safe. I have known too many people injured by distracted drivers. I have been to places such as Davis CA, Boulder CO, and various places in Europe where bike routes are dedicated and protected from cars. This would substantially improve my willingness to bike
I was safe for my kids
I was younger.
I wasn't scared of cars.
I wasn't so lazy
I were certain of drivers noticing and respecting cyclists on the road in town, especially at intersections and turns.
I were younger
I weren't as afraid of distracted or impatient drivers.
I worked in a more central location and there were less hills (really I bike as much as I can)
I worked in Carrboro otherwise I try to bike every time
I worked in town!
I worked in town.
I would have dedicated bike lanes all the time and not have to share the road
If bicyclists in the area weren't so rude and didn't cut me off so much my opinion of them and the activity would rise considerably, and I would be more likely to bike.
If cars weren't jerks
If I had a place to lock my bike in my townhouse neighborhood
if I had more places to go without passengers (kids) or cargo. I mostly bike for fun and exercise.
If I knew more of the trails/safety on the road?
If it stopped raining so much . . .
If my time was flexible.
if the streets were better
If there were better paths.
If there were more bike lanes / trails.

If there weren't any other forms of transportation on the line.
I'm biking a lot, so I'm not sure I need any changes. I bike commute whenever possible (not on overly cold/hot days or when it's raining heavily), but otherwise I'm doing it!
increased access to bike pumps that actually work
injury knee
Intersections were safer
It didn't get so hot in the summer
It didn't rain
it felt safer to bike alongside cars. Or if there were paths away from cars.
It felt safer, especially in down town where so congested.
It rained less
it was easier to get to off-road trails (i.e. Wilson Park).
It was easier to navigate motor vehicles in adverse weather or at night.
It was safe to do it
it was safer
It was safer
It was safer
It was safer to get to the heart of Carrboro and Chapel Hill. And if I felt more confident on my bike and didn't worry about the gears not working properly or the chain conning off.
It wasn't so hot. If I didn't have to work in Durham from CH.
it wasn't so dangerous
It wasn't so goddamn hot outside.
It wasn't so hot
it wasn't so hot in the summer
it were cooler in the summer :)
It were easier to cross town
It were easier to find safe routes to bike with my children to our destinations.
it were safer and more bike friendly, especially on my main thoroughfares including Estes extension. It's treacherous, and cars are antagonist since there's no real bike lane in many places.
it were safer to bike from where I live into town
It were safer to mix motor vehicles and bicycles, or if there were more dedicated bike spaces on roadways.
it were safer.
it were safer. Used to bike to take my daughter to preschool and out in the county with friends but have had unpleasant experiences with distracted drivers and aggressive drivers.
It would have more bike roads and trails more signs and less traffic.
Laws against mobile phones
Less traffic...can the weaver st block before n. Greensboro become a pedestrian street? Also students are really distracted drivers on phones...we need more awareness about this
More bike- friendly road features, bike paths. More signs indicating bike trails
More bike lanes
More bike lanes
More bike Lanes
More bike lanes and better maintained shoulders so that road bikes can safely ride there
More bike lanes and greenways
more bike lanes and greenways. I'm particularly hoping there will be a bike trail connecting the new loop in Claremont South to the trail that goes under Homestead Rd. and to the high school (is that in Carrboro or Chapel Hill? I'm not sure).
More bike lanes and places to lock up bike
More bike Lanes and traffic calming
More bike lanes!
More bike lanes, bike-friendly signs, bike separated lanes
More bike lanes, slower traffic, wider roads out of town
More bike parking

More bike parking
More bike paths/greenways
More bike paths/lanes especially when entering chapel hill
More businesses had the ability to set up a rack outside with little to no objection from the city.
More complete and consistent infrastructure for cycling -- particularly lanes, protected lanes, cycle tracks, and greenways -- are essential to encouraging cycling. Carrboro also could do much more to encourage safe and slow traffic -- with a pretty much town-wide speed limit of 25, there's no excuse for folks to drive the way they do.
More connected routes
More greenways, better driver education and safer intersections
More hybrid-bike style trails
More kid safe bike lanes and routes - I like to include my young kids if I can
More of my most frequent needs/destinations were closer
More off-street paths were available, if there were better connections to existing trails (Morgan Creek), and with protected bike facilities on E Main St connecting to Rosemary St and Franklin St in Chapel Hill
more places to bike (ie more trail for mountain biking, cyclocross practice facilities, bike lanes especially those separate from traffic)
More preference was given to bikes- more safe facilities, connected greenways. slower traffic..etc
More protected intersections
More protected/ dedicated bike lanes
More routes to good places off of busy roads
more safe direct connect routes & less needing to add distance just to be safe
More straightforward route to unc hospital
More trails or greenway access
More/less beat up bike lanes
Motor vehicle speeds were slow, there were safe intersection treatments for people on bikes, especially kids
Motorists were educated about how to avoid dangerous situations when passing (and to give ample room while passing cyclists).
My bike fit me
My bike was in better shape
my home connected to a greenway or trail to get to town
My job was more localized.
My kids could ride.
My kids get a little older
-My kids went to the school closest to us -I had a rack so that I could carry multiple bags of groceries -There was a long, predominantly car-free path here, similar to the American Tobacco Trail
My schedule allowed it
My youngest daughter could ride a bike. Soon...
Not applicable. I bike anyway. Distracted drivers scare me most.
Not applicable. I commute to work at UNC from Hillsborough, and I ride through Carrboro daily.
Not sure
Once I have a good bike to just ride around town
parking and signage improved
Paved path separate from cars
People didn't drive using cellphones and there was a protected lane. A lot of the places I need to go would require me to bike on Estes, and I don't feel that that road is safe, especially if I'm biking with children.
people stopped texting and driving. Wider bike lanes.
People would stop texting and driving. Stricter text and driving laws. No one is paying attention.
Post Knee Replacements
Probably not applicable. If I bike, I bike.
Riding on roads were made safer with bike lanes separated from traffic
Roads and intersections were safer and if there were more spots to lock my bike
Roads were designed to be inclusive of bicycles and not considered as secondary to cars/trucks.

roads were designed with cycling as a priority.
Safe and easy way to cross highway 54. The crossings from south of town at 15-501 and smith level make this incredibly dangerous. There is no easy way to bike from downtown Carrboro to Southern Village safely.
Safe biking lanes.
safer routes connecting areas i need to go (home, work, out for the evening, etc)
Separated bike paths on major (faster moving) roads.
Streets were designed for them
Streets were more like friendly
The #1 thing that would make me bike more is more cyclists on the road. The critical mass and the natural visibility of a lot of cyclists is the best encouragement. Second to that, paths that circumvent the highways like 54 around town in order to provide a similar distance but removed from cars that sometimes drift into shoulders.
The bike lanes were clearer with fewer obstructions/roots/metal plates/bumps.
The bike paths were SAFE
The bike trails would connect better, in particular the connection between the new section of bolin creek trail and the wilson park trail. We bike from the Chapel Hill Community Center on the bolin creek trail to Umstead Park, from there to Wilson Park and/or Carrboro Elementary, then to Weaver Street and back on the Libby Cotton bike trail, across UNC campus and down Franklin Street (that bit we do on the sidewalk). It's a great way for young kids to see the whole town(s), and get a sense of what they can do on a bike, but a couple of spots are just not very safe. Crossing Estes is the worst, and this is what is required to access the otherwise amazing bike trail that leads to (or past) Wilson park.
the bikeable network was connected. often one unsafe stretch will prevent me from biking at all.
The Chapel Hill/Carrboro buses came to my neighborhood. I live in the rural buffer, and downtown is where we need to go to conduct both business and pleasure activities, both during the week but more so on the weekends, but getting down there requires driving. It's not safe to bike down 54 (I live on Hatch Road).
The intersections allowed for more bike traffic
The intersections were improved and better greenways
The intersections were less daunting! And more aware/less impatient drivers!
The intersections were safer
The issue is connectivity - sometimes the only way is on 15-501 or 54 which are no-go areas for me. Traffic is too fast and shoulder is cluttered and narrow.
The Morgan Creek Trail extended to University Lake
the network was truly low stress and suitable for me to ride with my child, and difficult segments like Estes had safe bicycle facilities and low traffic speeds.
The roads that actually TAKE me to specific locations seemed more accessible/safer to ride on a bike.
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 roads were safe! Need bike lanes.
the roads were safer
the roads were safer
The roads were wider.
The roads were wider/ I didn't feel too close to the cars
The routes were safer for kids. I have 3 children (2 on bikes and 1 in bike seat) and we bike a lot...but would more (ie to Franklin street/UNC) instead of driving if we could get through downtown Carrboro in a safe, less-stressful way
The streets had bike lanes
The streets were safer
The town really needs to get on the greenway bandwagon!
The was more off-road, manageable bike routes
the weather was always perfect!
The weather was better
the weather was drier or there were fewer hills, but that's not something the planning committee can change.
There are more options off road (trails)

There are more trails to connect neighborhoods to popular destinations
there was a better greenway system/better bike lanes
There was a bike lane or sidewalk connecting Southern Village community park to Smith level road. And from Smith Level road at Walmart/15-501 all the way into downtown Carrboro.
There was a bike path I could use to get to downtown Carrboro without having to use Estes Drive Extension
There was a bike path that connected Carrboro to the ATC trail.
There was a bike share station further into Carrboro
There was a clearer path and slower/more cautious traffic on Smith Level Road and S Greensboro so I could get downtown
there was a good way to get where I'm going, meaning not a busy two lane road with no shoulder.
There was a greenway built where the railroad is. Seems silly that we are still on coal...
There was a path alongside Old 86/Hillsborough Rd from Hillsborough Rd/Old Fayetteville intersection to the Calvander intersection.
There was a pathway between Chapel Hill/Carrboro and Hillsborough
There was a pedestrian/bike overpass over 54!
-There was a safe connection between Carrboro and Frank Porter Graham elementary school.
There was a safe path or lane on Old 86/Fayetteville Rd between homestead rd and Hillsboro Rd
There was a safer place to keep my bike overnight at my apartment (I keep it in my shed)
There was a safer route to work
There was a safer way to bike to work when it rains (currently have to cross 54); also the Morgan Creek trail gets flooded. Also if I felt safe biking on Estes Drive, which I do not. I also don't bike down Greensboro (south of the main intersection) as that is a very narrow road.
There was a way to get down Smith Level Road once the sidewalk ends.
There was a way to get to destinations from my home without going on busy streets
there was an overpass/pathway of some sort to cross 54
There was clear connection with bike lanes and greenway systems across the city.
There was good secure bike parking in more places.
There was greenway access closer to my home off of 54
There was more bike parking available, especially covered bike parking
There was more consciousness re bikers + visibility
There was more consistent room on the road (width) not necessarily lined off, but simply space to use that allows for safe sharing of the transit road
there was more protected bike infrastructure
There was more protection available to prevent and prosecute bike theft, which happens far too often. Also, I'd be delighted to see more safe intersections.
There was safer transit on Estes Drive from Carrboro to MLK, continuing to 15-501. Also, I'd like safer bike routes/intersections in downtown Carrboro.
There wasn't a big hill on S. Greensboro!
There were a greenway along Bolin Creek and if there were fewer car lanes/more bike space on Main St.
there were additional bike-friendly routes from Carrboro neighborhoods to downtown groceries, or to the Chapel Hill Mall.
there were better bicycle lanes through the congested downtown
There were better bicycle plans
There were better bike lanes and greenways.
There were better bike lanes and traffic handled bikes better.
There were better bike lanes on major connector roads like Homestead and Estes dr and Franklin st
There were better network connections
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 better ways and incentives to acquire a bike
There were bike donations
There were bike paths fully separate from roads, or at least with physical barriers separating bikes from cars.
There were bike paths off the main roads/traffic or wider roads/more space. I love riding a bike, but not negotiating traffic.

There were bike-only lanes. Not just striped but divided physically.
There were bridges over Morgan Creek. One could be linked to Rose Walk Greenway behind Rose Walk and the Tennis Club (creating bicycle access to Carrboro High from Rose Walk, Tennis Club Estates and all the apartments in those neighborhoods) and another in Weatherhill Point, creating access to Manor Ridge. There are already drain pipes at these points, so bridges could be built over these.
there were charging stations for e-bikes.
There were clear bike lanes, and more trail/greenway access from those marked roads.
There were complete networks to more destinations around town.
There were dedicated bike lanes out to maple view
There were dedicated bike trails
there were dedicated places to bike - NOT on the streets
there were designated bike lanes
There were designated bike Lanes that didn't block traffic and inconvenience lots of other drivers
There were Greenway or bike Lanes to surrounding cities and Durham train station
There were greenways connecting Morgan Creek to Eastgate
There were more "short cuts" like the existing bike paths that bypass intersections and traffic.
There were more available bike lanes
There were more barrier protected bike lanes and Greenways
There were more bike lanes
There were more bike lanes
There were more bike lanes
There were more bike lanes
There were more bike lanes
There were MORE BIKE LANES :) and driver awareness of bikers
There were more bike lanes and better turning lanes for bicyclists.
there were more bike lanes and connected lanes
There were more bike lanes and greenways.
There were more bike lanes and less pot holes/bumps.
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.
there were more bike lanes and parking
There were more bike lanes and safer intersections
there were more bike lanes and safer opportunities and/or connected greenways
There were more bike lanes and stricter laws regarding distracted drivers.
There were more bike lanes or more public transport to connect to
There were more bike lanes to get into the countryside
There were more bike lanes, bike paths and intersections were clearer for cyclists
There were more bike lanes, more separated from the car traffic. If it was bit more convenient to travel by bike than by car (traffic restrictions, traffic lights with cyclist, roads accessible only by bike, not by a car, incentives for biking (maybe some vouchers/gift cards for bike shops). One option could be to set up cobble stone streets which are less comfortable to drive by car, but on the side, there will be a bike lane with smooth surface, making public places cycling friendly with bike stands and stickers on the doors, putting signs "Attention Cyclists at all greenways and bike lanes"
there were more bike lanes.
There were more bike lanes.

There were more bike lanes. Also if there were protected bike lanes on major roads like MLK
there were more bike lanes. Concrete dividers between the bike lane and the rest of the road would be a bonus.
There were more bike paths and lanes that are safe
there were more bike paths to destinations that are unsafe to get to on a bike (e.g. near Smith Level/anywhere near 54)
there were more bike racks to lock up to.
there were more bike safe routes.
There were more bike trails and drivers were more considerate
there were more bike-laned streets. For instance, I live in Carrboro, and would love to bike my kids in the bike trailer over to the Chapel Hill Public Library, but getting to the Bolin Creek Trail feels too onerous. There isn't an easy connection of protected bike lanes.
There were more bikes only paths
There were more car-free bike routes
There were more connected trails and more/wider lanes, driver education
There were more connectors between our existing greenways and bike lanes. I just happen to be able to do most of my commuting on my bike because of my current location, but I wouldn't if I had to ride in traffic.
There were more dedicated bike paths
There were more Greenway connections
There were more greenways and bike lanes.
There were more greenways and public trails
There were more greenways.
There were more lanes and a safety education program for (car) drivers. Many do not know or care how to drive safely around cyclists.
There were more large and safe bike lanes, especially on main thoroughfares
there were more off ride bike paths
There were more off-road trails. Please complete the bolin Creek Greenway!!!
There were more paved bike/walking trails such as a trail along Bolin Creek from Homestead Road into Wilson Park.
there were more places to secure a bicycle at bars and restaurants.
There were more protected areas/routes for bikes that don't involve undertaking the risk of being in (very) close proximity to cars, but also don't impede/risk pedestrian foot traffic.
there were more protected bike lanes and clearer rules at intersections.
There were more public transit stops between Carrboro and Durham or Hillsborough
There were more routes with less traffic to get from Carrboro to Chapel Hill (past UNC).
There were more separated bike paths(not lanes) away from cars
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
There were more signed safe routes in Carrboro and connecting to CH
There were more trail/non-road options. I would opt for a longer route off-road than a direct road option.
there were more trails and places to park
There were more trails for cyclists, especially to Southern Village or other places like Eastgate
There were more trails. I already do a ton of road biking, but more trails and greenway access is always a plus, since you can avoid traffic interaction
There were more trial. I still ride everyday
There were protected bike lanes and slower speeds
There were protected bike lanes in Carrboro. For a supposedly progressive town, I find it frustrating that there's not a single protected bike lane in Carrboro. There should be protected bike lanes on Weaver Street, Greensboro, and East Main for
There were protected bike lanes, especially connections across multiple parts of town.
There were protected facilities
There were safe facilities to do so and vehicles drove slower
There were safe routes to more places, especially ones where I would feel safe biking with my kids.
There were safer intersections and buses were trained not to cross into the bike lane when there is a bike (this has happened several times... the bus drivers don't seem to care and will just cross into the bike lane despite the presence of a bike)

There were safer places to bike
There were safer roads to bike on to get to places I go regularly, such as the Chapel Hill Public Library, dog parks, etc.
there were safer routes to the places I want to go.
There were trails connecting Southbridge neighborhood to downtown Carrboro
There were wider shoulders/bike lines
There would be less traffic
there would be recreational bike paths
they learn to do unto others, as they want cars to do unto them.
Though I bike all the time there are lots of places I find unsafe or confusing for sharing.
Traffic lights actually recognized that you were there so you don't have to wait for a car to trigger the weight sensor
Traffic safety were more rigorously observed
Traffic speed was decreased, or we had some streets closed to traffic (even if only specific days). For example, Philly closes an entire section of the parkway every sunday and you should see how many people come out and use it!
Traffic was slowed down in our school zone. And if there was a safe way to cross Hillsborough from McDougle to Cates Farm with the kids.
Traffic was slower
Traffic was slower Protected bike lanes
Traffic wasn't so crazy
Trails were easier to access. Greenways connected to places I want to go.
Trails/Greenways
Two issues 1. Busy and dangerous areas are missing bike lines. Weaver/Greensboro as an example. Bike lanes end at the busiest and most dangerous intersections 2. Bike lanes need to connect outlying neighborhoods so people living further out could also ride and not need to drive
unsure
We had more facilities that were separate from traffic and SAFE on town streets
Work happened closer more often
work schedule would allow

Q5: My favorite place to bike in Carrboro is... (open question)

...in Chapel Hill on the bolin creek trail.
...through time and space.
Adaris Tract
all around
All of it (one-way streets)
All over
All over
All over
All over
all over Carrboro/Chapel Hill, Old Fayetteville Rd
All over- love the downtown
along hillsborough to greensboro road
Along Main, Hillsborough, in West Carrboro
Any street wide enough to comfortably accommodate a bike, especially those with a dedicated bike lane
anywhere
Anywhere
anywhere
Anywhere between Lake Hogan Farms and Main St.
Anywhere not near a major road
anywhere not uphill
Anywhere outside carrboro. Hillsborough street out of town is when one can breathe again and feel like there is enough room to share.
Anywhere. The major roads are scary though, especially with kids
Around downtown
Around downtown.
around my neighborhood (lake hogan)
Around neighborhoods
around the area of McDougle Schools (Hillborough Rd)
Back neighborhood streets
Bike lane on north greensboro
bike path
Bike path and road from Wilson park to town
Bike path and side streets
bike path behind cats cradle
Bike path behind Cat's Cradle.
Bike path Main Street to Merritt Mill Road
Bike path to CH -Weaver St
bike path, Armadillo Grill to Merritt
Bike paths
Bike Paths
Bike paths (all of them! Love them!)
Bike trail to UNC campus
biking to my children's school: Morris Grove Elementary
Bolin Creek
Bolin Creek
Bolin Creek Trailway

By UNC-Chapel Hill
By weaver
Carolina Forest, Pumpkin Loop
Carolina North
Carolina north
Carolina North
Carolina North
Carolina North
Carolina North
Carolina North
Carolina North Forest
Carolina North Forest
Carolina North Forest
Carolina North Forest Poplar Rd/Hillsborough Rd out to Homestead
carolina north forest.
Carolina North single track
Carolina North Trails. Greenways. Neighborhood bike lanes. Out to Dairyland Rd.
Carolina North, as the trees don't run over people.
Carrboro
Carrboro Downtown, Carolina north forest, a southern village
Carrboro Elementary to Greensboro and Estes- Forresty bike path
CNF
Coming into town/ biking around town
Community Park and Wilson Park
Cottonwood Trail
Dairyland Road
Don't have a favorite. I mostly bike between Northside and downtown Carrboro and Greensboro toward Calvander to get out to the countryside.
Don't know many. Just tried Wilson Park, it was too short
Don't ride in town
Down Greensboro St
Down Hillsborough/Greensboro to Carrboro Farmers Market or to UNC campus
Down Main St to the post office and back via Hillsborough
Down town and on bike paths
Downtown
Downtown
Downtown
Downtown
Downtown
Downtown and anywhere with a bike lane
Downtown and Chapel Hill downtown
Downtown and through the Fair Oaks/Cates Farm/Wexford neighborhoods.
Downtown for shopping
Downtown shopping/dining.
Downtown/bike paths
E. Poplar
Everywhere
Everywhere

Everywhere
Everywhere
Everywhere
Everywhere
Everywhere (except on Main St)
Everywhere really
Everywhere!
Everywhere!
Everywhere. Bolin Forrest.
Fan branch trail
Farmer's Market, Weaver Street
For relaxation I like to bike to bars.
Frances Shetley Bikeway and the Wilson Park Trail (these are short but helpful connectors). Bolin Creek path (is that Carrboro or CH?).
Frances Shetley Greenway Libba Cotton Path
Franklin St
From Carrboro to UNC.
From my home near chapel hill tennis club to downtown
From my neighborhood to Carrboro Elementary or to the gym (O2 fitness) - mainly on Hillsborough Rd. Riding to the Carrboro Branch library at McDougle is okay, too.
From weaver street market out to the food lion shopping center off 54 trouble is there's not really a way to cross said hwy or out of carrboro and chapel hill to say south point mall
gravel roads, bike paths near Lake Hogan Farms
Gray Squirrel
Green ways
greensboro
Greensboro North of Main
Greensboro Street
Greenway
Greenway
Greenway around Seawell high school
Greenway beside the railroad tracks, to UNC Campus.
Greenway, Libba Cotton
Greenway/ Bike Path
greenway/trails
greenways
Greenways
Greenways
Greenways
Greenways
Greenways, mountain bike trails.
greenways. anywhere off the road.
Hard to say. My biking in Carrboro is to get around so I am mostly on the roads and prefer those with bike lanes and/or low traffic. Lots of my recreational biking is on Chapel Hill greenways (Tanyard Branch, Umstead-to-community-center, pumpkin trail). I do appreciate the connector by Wilson park and the Libba Cotton bikeway.
Heading out of town away from the cars!
heading out of town past maple view ice cream

Hillsborough and N. Greensboro above Estes road
Hillsborough Rd (w/ bike lane) and the Cotten bike path along the tracks.
Hillsborough Rd and all its tributaries
Hillsborough Road
Hillsborough road
Hillsborough Road area
Hillsborough Road as an alternative to N. Greensboro St.
Hillsborough road between main street and where it joins Greensboro Rd
Hillsborough Street and Shelton Street
Hillsborough Street, W. Main Street, and on dedicated Bikeways (i.e., no cars)
Honestly, I love biking my kids to school (Carrboro ES) and to eat/play/market to teach them the importance of not driving when possible and the value of being active.
I bike from our neighborhood down Hillsborough/Greensboro to weaver street area and then typically park and
I don't have one... yet
I don't because of the way people drive
I don't bike in Carrboro
I don't bike in Carrboro
I don't bike.
I don't feel safe biking in Carrboro, and the trail or lane network isn't a network as much as unconnected spaces that take you nowhere
I don't have one
I just ride to the bar or do errands at Harris Teeter.
I like the Libba Cotton bikeway b/c it's separated from vehicular traffic
I like to bike around the northwest part of Carrboro and also downtown to campus.
I love biking around Carrboro with my family and feel that it is quite safe. We take side roads with the kids to avoid major roads when necessary. I also bike from Carrboro to UNC for work. I like using the bike lane that goes along the railroad track to avoid Weaver street/Franklin Street.
I really don't bike in Carrboro outside of our neighborhood (Lake Hogan Farms) because the risk feels too great.
I started biking from the highlands to campus through carborro. .
I taught my kids to ride bikes on the Shetley bikepath.
I use the bike lane next to the train tracks on my commute. Love that it bypasses some of the traffin in the middle of town
I use the Libba Cotten bike path constantly as a conduit to get from UNC out to the rural roads northwest of
I used the greenway from Carrboro to Cameron street every day and I would be really happy if there were more bike paths like that in Carrboro. I also like single tracks and North Forest.
I usually bike in Chapel Hill
I'd like to go a long bike/walk paths
I'm moving to Carrboro because I hear it is a bike friendly city
I'm not sure exactly where the town limits are. I love the Greenway along Umstead Drive. I wish there were some way to connect it with the greenway between Estes and North Greensboro.
In downtown Carrboro and wherever there are bike lanes
in my driveway
In my neighborhood
In the bike lanes
in the bike lanes
In the neighborhood, and back and forth to school.
In town

Into the countryside from Wilson Park
Into town from the north
Is there a place to bike in Carrboro?
Jones Ferry Rd
Jones Ferry Rd.
Lake Hogan Farms
Lake Hogan Farms.
Leaving the stress of Town Limits.
Libba Colton
Libba Cotten
Libba Cotten Bike Lane - because it is car free. But it is so short.
Libba Cotten bike path
Libba Cotten bike path
Libba Cotten Bike Path Bolin Creek Path
Libba Cotten bike path on the way to work at the UNC.
Libba Cotten Bike Way
Libba Cotten bikeway
Libba Cotten bikeway
Libba Cotten Bikeway, though I wish you had more retail/etc. on the bike trail itself. It seems like a missed opportunity to not have more spur trails to Carrboro business, and to not connect it directly to Weaver Street with a protected bike lane.
Libba Cotten Bikeway. Would love more trails like that!
Libba Cotten but the Merrit Mill transition is bad for bikes
libba cotten path
Libba cotten path, old Mill house neighborhood with narrow lanes and low traffic
Libba Cotten Trail
Libba Cotton
Libba Cotton
Libba Cotton
Libba Cotton Bike path
Libba Cotton bike path
Libba Cotton bike path
Libba Cotton bike path
Libba Cotton bike path, and whatever the name of the path from Eugene st down to the bottom of S
Libba Cotton Bike Trail/Path
Libba Cotton Bikepath
Libba Cotton Bikeway
Libba Cotton Bikeway
Libba Cotton Greenway
Libba cotton trail, Hillsborough
Libbacotten Bikeway
Libby Cotten path.
Libby Cotton greenway
Local Mt bike trails
Main St and downtown
Main St and Xmas parade
Main Street

Main Street
Main street
main street
Main Street
Mainly, I bike for fun in the Bolin/Chapel Hill forest. I don't bike to commute because I fear it is dangerous over the long term
Main-Weaver intersection
Maple view farm & carboro downtown
Martin Luther
Mill Village Area
Morgan creek trail as more of a exercise verses commute.
Morgan Creek Trail/Southern Village Bolin Creek
My commute to work is pleasant and easy, and I also found a route I like to UNC's campus that avoids heavy congestion areas.
My neighborhood
my neighborhood (Bolin Forest)
my neighborhood, Dogwood Acres
N Greensboro St
N Greensboro St and Main St
N Hillsborough St into
N. Greensboro
N. Greensboro
N. Greensboro bike lane/ bike paths
N. Greensboro St to downtown
Nature Trails
Near Carrboro elementary
near house outside park
Neighborhoods
neighborhoods, carolina north forest, with my son to school (CES)
neighborhoods, other quiet streets, and paved trails (mostly anyway) like Libba Cotton
No response
No response
No response
No response
No sure how useful this question is. There are just a few ways to go where you're going, and that's how you'll
North Carrboro to UNC
North forest to weaver st market
North Greensboro St
North Greensboro St & side streets along it
North Greensboro St. and Hillsborough Road until it joins Old 86.
North of Town in Orange County
Not Estes Drive that's for sure!
same way. Traffic is too crazy and the cars, ahem, SUVs everyone drives speed and will flatten you. When I first moved from CH to Carrboro decades ago, traffic was negligible so I biked everywhere. We need dedicated bike lanes.
Nowhere because I don't bike. But if I did I'd bike to Maple View
Old Carrboro

Old Hillsborough and North Greensboro heading into town
On any greenway where there are no cars.
On Libby Cotten because I don't have to worry about cars.
On neighborhood streets and in bike lanes
On side streets or other low traffic areas.
On the bike paths and through the neighborhood streets where speed limits are slow, there are speed tables, and frequent stop signs.
On the greenway
on the roads heading out towards Mapleview
on the roads on the edge of town, close to the farms
Only bike trails at the moment
Out Dairyland
out Greensboro/Hillsborough to Calvander and on Dairyland
Out of town into the country
out of town, Dairyland road
Out of town, toward Orange Grove.
Out toward Maple View
Out towards Maple View
Outside of carrboro
Pan land
Parks
Parks
Parks
Parks b/c protected + safe
Parks, grocery store (Harris Teeter & Weaver st)
Paths (not roads)
Poplar to town Commons
Portion of Carolina North Forest in Carrboro.
protected bike paths and greenways
Pumpkin Loop
Pumpkin loop
Pumplan? I mostly run it
Riding from Calavander into Carrboro and back.
Single track trails on Carolina north
Taking son to school using Roberson bike path
Tanyard Branch
Tanyard Branch in CH
Tanyard Branch Trail
The bike lane to campus
The bike path
The bike path along the railroad
The bike path along the railroad tracks.
The bike path by the railroad connecting Carrboro to chapel Hill
The bike path from open eye to chapel hill
The bike paths and in the woods
The bikeway
The country roads

The dedicated bike paths
The farmers market
The Greenway
The greenway at the end of Estes, on N Greensboro
The greenways
the greenways. carolina north forest (MTB), and various locations for commuting and road riding
The Libba Cotten and Frances Shetley Bikeways
The Libba Cotten Bike path.
The Libba Cotten bikeway is an absolute gem. Hillsborough road is also pretty good, though the component of it that runs through neighborhoods sort of northwest of Carrboro Elementary School is very bumpy—lots of manhole covers and unevenly patched up areas of the road that you have to swerve around.
The Libba Cotton trail
The Libby Cotton Bikeway in the springtime, bonus if the train is running
The new trail from Umstead Park to the Community Center. I am looking forward to the trail under the bridge at the MLK cross section being completed!
The North Forest or Wilson Park
The park near the fire station
The parks
the parks
The path along the train tracks
The path within Wilson Park.
The railroad path
The trail to UNC campus
The trails along Bolin Creek
The trails on Wilson
The Weave
The woods
Through town to the bike path behind Cats Cradle into Chapel Hill Up N. Greensboro Street and then to Old 86 to Dairyland, etc. to Maple View and Saxapahaw
thru the neighborhoods.
To and from Farmers market
To and from UNC Chapel Hill.
to and from work
To Calavander and beyond
to Merritts Pasture (Chapel Hill)
to Merritts Pasture (Chapel Hill)
To school.
To the farmers market
to the farmers market
To the Farmer's Market on Saturday mornings.
to the Farmer's Market!
To Weaver St and Farmers Market
To Weaver Street
to weaver street
To weaver street.
todos partes
Too new here to know what is available.

towards mapleview farm
Town streets and Bolin Creek area.
Trails
trails
Trails behind Bolin Forest/ Wilson Park
Trails/Greenways
W Main St, N Greensboro, and (parts of) Hillsborough road.
W. Main St
W. Main/Weaver
Weaver
weaver
Weaver ST
Weaver St
Weaver st market.
Weaver street
Weaver Street Market
Weaver Street Market
West of town.
West side of town
Wilson Park
Wilson Park and Carolina North
Wilson Park is a hub for both on and off-road riding.
Wilson Park trail, Frances Shetley bike trail (at Carrboro Elementary), Libby Cotton bike trail.
Woodsy bike lanes
work
Wren Park

Q6: The most difficult place to bike in Carrboro is... (open question)

54
...our current political climate.
..?
?
1. North Greensboro Street between McDougle School and Calvander Corners. 2. Old 86. 3. Dairyland Road. 4. Weaver Street (during heavy traffic periods).
15-501 and 54
15-501 Around South grove and Walmart. No bike lanes/sidewalks or cross walks!
15-501/54 & Main Street
54, S. Greensboro
Across 54.
Across highway 54
All major intersections across NC54 (S Greensboro, Jones Ferry, W Main). Both 5-way intersections of E Main (at Merritt Mill and Roberson). All of S Greensboro. Hillsborough Rd north of Farm House Dr (is this still Carrboro?)
All of the intersections
Along 54 - I'd like to be able to get to the Morgan Creek Greenway from downtown Carrboro more easily. Also the Franklin Street/Rosemary Street split when you need to go left toward Rosemary from Carrboro is difficult to maneuver.
Along 54 & Fayetteville & Homestead Rd.
Along E Main St from Weaver St to Franklin.
Along Estes, downtown, near Weaver St
along weaver street, especially at the intersection near Armadillo Grill.
Any intersection. Any added benefit of lanes is lost in the chaos here and the lack of awareness of drivers (from lack education or experience), just makes every intersection a chance for disaster
Any main roads
Any place where the shoulder suddenly goes away, for example, Estes Extension.
Any place with steep hills -- I don't go there.
Any street w/ 55mph+
Any street without bike lanes, but particularly roads with zero shoulder (most).
Anywhere at rush hour; downtown (I prefer not to bike downtown)
Anywhere on Highway 54 or 15/501
are the roads
Around the hospital or other areas near campus w/ heavy bus traffic
Around town
around Weaver Street
Around Weaver Street and any major intersections
Back and forth from our neighborhood (Fair Oaks) up to the McDougle Schols.
Between Bowbarr and Weaver Market (E. Main) -> Rosemary
Between Estes and Downtown
Between Smith Level Rd and Greensboro at the 54 intersection.
Biking from Carrboro down to Chapel Hill because I cross the 54 and it's super dangerous.
biking from my neighborhood (fox meadow) to downtown
Bolin Creek, because of the condition of the OWASA right-of-way. Many sharp rocks and mud holes make biking, or walking and running, difficult and dangerous.
Busy street
by pass

Downtown. The traffic lights downtown (Weaver/Greensboro, Main/Greensboro, in front of Armadillo Grill and Carr Mill parking lot, where Rosemary meet Franklin, etc...) make it a bit difficult to navigate.
downtown's pretty bad, as are S Greensboro heading toward 15-501 and Estes extension
Downtown
E Main St
E. Main between Rosemary and Weaver St. Traveling south on N. Greensboro by Fitch - bike lane ends and then there's a pedestrian sign in the middle of the road that trips up motorists. Traveling north on N. Greensboro approaching light at Estes, motorist turning right don't yield.
E. Main St
E. Main St Estes Dr.
-E. Main St., Carrboro
East Main between Chapel Hill and Carrboro. There are four lanes of traffic, a complicated intersection, far too many driveways, and a sidewalk and road system that's in terrible shape (on the Weaver St. side)
east main st, parts of Jones Ferry, 54, estes extension. any place where the speed limit is 35 and traffic exceeds that regularly (like N Greensboro)
East Main Street and Hwy 54 Bridges
East Main Street from Roberson Street to Rosemary.
Estes
Estes
Estes
Estes
Estes
Estes
Estes + Greensboro, downhill + disappearing lane on a bike that's slightly too big = terrifying
Estes and North Greensboro
Estes approaching Greensboro
Estes because it's not safe.
Estes Dr ext and N. Greensboro intersection and Estes Dr. Ext.
Estes Dr.
Estes Dr.
Estes Dr., MLK Pkwy.
Estes Drive
Estes Drive
Estes drive
Estes drive
Estes Drive
Estes Drive
Estes Drive Ext.
Estes Drive Extension
Estes Drive Extension
Estes Drive Extension - the road is dangerous for bikers at all points but particularly within Carrboro
Estes Drive where it approaches N. Greensboro
Estes Drive. Please put in a bike lane!
Estes Ext., South Greensboro, Weaver St. in front of WSM, and East Main St. on the section where Domino's is
Estes extension, and Weaver St in front of Weaver St. Market.
Estes extension, Intersection of Weaver and N. Greensboro st.

Estes Rd to the Farmer's Market. It's ridiculous that we even have to touch the main lane on such a busy road to get from a greenway to the Farmer's Market or vice versa.
Estes Rd. (and any other main road that has fast traffic and no bike lane.) Actually, 54 is probably even more difficult, but it's so dangerous that I don't even consider it a biking possibility.
Estes Road
Estes Road - it's terrifying.
Estes, 15-501 intersections, and N Greensboro when traveling with a small child, due to speed. East Main.
Estes, S. Greensboro, downtown
Estes.
Everywhere
Everywhere Bikes impede traffic and generally act without regard to the rules of the road. Running stop signs and lights, not yielding to pedestrians, wrong way on one way streets.
Evevywhere the traffic is too fast
FPG elementary school is impossible to get to by bike, everyone drives and it's insane. That school is in a terrible place for traffic. Also the intersection of weaver st and n. Greensboro is scary.
Franklin St
Franklin ST
Franklin St
From art center to weaver st market.
From N. Greensboro down Estes
Getting from Carrboro to the other side of 54 (ie. the Southern Village side). Also, the strip of N. Greensboro in front of Harris Teeter and CVS. There are no bike lanes. It is very narrow.
Getting from Main Street across to Carrboro Plaza Getting from the bikeway/greenway behind Carrboro Elementary to the part of Estes Road where it widens to a significant shoulder (better signage might help get cyclists onto the Wilson park greenway)
greensboro - by Harris Tetter and intersections with weaver st and main. Cars are so desperate to pass they do so very dangerously.
Greensboro Rd
Greensboro ST
Greensboro St
Greensboro St and Pleasant Dr; Main St. Near Rosemary intersection
Greensboro st near Harris teeter
aggressive towards cyclists. If I hug the shoulder before the bike lane starts, drivers will pass with well below the legal space requirements --- sometimes with less than a foot of space around me. If I hold the middle of the lane, I routinely get drivers coming within a foot behind me and revving their engine loudly or laying on the horn in a startling way.
Greensboro St.
Greensboro St.
Greensboro st. downtown; Main st. @ Poplar is no fun either
Greensboro street and main Street, the streets that also happen to have the most destinations
Greensboro towards Smith level, no shoulder
Greensboro, Main
Greensboro, Smith Level
Greensboro/Estes ext to MLK
Haven and Done St
high traffic streets without bike lanes
Highway 54

Highway 54
Highway 54 area
Hillsborough Rd (old 86) between Old Fayetteville Rd and Homestead Rd.
Hillsborough Road
Hillsborough Road (Old 86) south of Calvander
Hillsborough road between Old Fayetteville and Dairyland road
Hilly Smith Level Rd, with zero shoulder.
Homestead
Homestead Rd, outlying roads
Homestead Road
Homestead road
Homestead Road
Hwy 54
Hwy 54 BYP
Hwy 54. Need better pedestrian & bicycle crossings. A catwalk would be great. People run across there to catch buses & it's dangerous. Also, Estes ext loses real bike lanes/sidewalks coming into Greensboro street intersection. It's too tight & traffic moves a little too fast.
I can't bike with my kids and connect safely to the greenways and bike lanes into Carrboro. The one I take stops and continuing is too dangerous with young children.
I don't know
I don't know
I don't mind riding on the hill going to the west on Estes Drive Extension but that is probably the most difficult road to bike on in Carrboro.
I don't mind this but the two most difficult places for most people would be up South Greensboro and up the hill on Estes Drive Extension going towards Greensboro.
there's a bike lane, there are always trash/recycling bins obstructing them, and the road is extremely bumpy. I also never even bother trying to bike on Franklin/Rosemary streets and I actively avoid the area around Carrboro's Weaver Street Market (East & West Weaver Street, Roberson Street, West Rosemary) because the level of traffic makes me feel unsafe while biking there and it's often so congested that you can't get a breath of air that isn't 99% car exhaust.
I still feel guilty riding on Main St when I slow down traffic on the one lane road. It makes me not want to bike.
In front of fitch
In front of Weaver St
In the streets with cars
In the Weaver St. Area
In town
In traffic
-Intersection at Greensboro and Weaver, when the traffic gets heavy and the bike lane disappears
Intersection at Spotted Dog, Intersection at Chapel Hill Car Wash and in front of Milltown.
Intersection of Estes and Hillsboro
Intersection of North Greensboro Street and Weaver Street.
Intersection of S. Greensboro and Main St.
Intersection of Weaver and N Greensboro
Intersection of west cameron and south merrit mill to get onto Libba Cotten trail
Intersections
Intersections around Main and Greensboro St
Intersections around weaver street and on the busy roads with no shoulders (e.g. Estes)

intersections near Weaver Street Market, Open Eye
Intersections on Weaver St
Intersections where bike lanes disappear
Its all pretty good!
It's on the line w/ Chapel Hill -- but it's the transition from the Libba Cotten bikeway to the Merritt Mill/Cameron Ave. Also not ideal: the Estes Dr. Ext./N. Greensboro intersection, heading North, and all of Estes Dr. Ext.
Jones Ferry and 54.
Jones Ferry and Old Fayetteville need to have a way for bikes to trip the light. This intersection also has poor
Jones Ferry Rd
Left turn from Merritt Mill to Libba Colton
limited, it's pretty easy within Carrboro.
parent. I'm a relatively adventurous 30 year old who'd like to feel more consistently safe around her own town...)
Main and Roberston St crossing/tracks. Estes (Carrboro part) and Weaver St
Main by the tracks or Greensboro by town hall
Main st
Main St (east)
Main St at Roberson
Main St between Rosemary and Weaver; Estes Dr Ext from N Greensboro St; Old Fayetteville
Main St from Weaver St to Merritt Mill Rd
Main Stree. We need the four lanes to become 2 and add protected bike lanes and widen sidewalks.
Main Street
Main street
Main Street
Main Street & Weaver Dairy area
Main Street area
Main Street between crossties and Chapel Hill
Main Street during rush hour.
Main street/downtown Carrboro seems impossibly risky.
Main Street/Weaver Greensboro South of Main
Main street/weaver street
main street/weaver street downtown area
Main/Rosemary Connection
major intersections, n greensboro
MLK Jr Blvd, not in Carrboro though.
most of the streets are a mess
Multi-intersection in center of town.
Multiple: (1) Columbia St.-Smith Level Rd., (2) Estes Rd., (3) Greensboro St., (4) Jones Ferry Rd., (5) Old
N. and S. Greensboro St.
N. Greensboro in front of southern states, Harris teeter, and Fitch (narrow, no bike lanes, congested, multiple
N. Greensboro Street where the bike lane disappears for the intersection at Estes Dr. I think the traffic circle will make this worse unless there is a special bike accommodation.
NC 86 Intersections
NC86 heading east to Carrboro
Near highway 54.
Near our house off 54 and Greensboro
near streets

Near Town Hall on Saturday mornings when the Farmer's Market is underway. Very congested.
Near weaver street :(
No response
No response
North Greensboro heading in and out of town from 54.
Northern part of town
Northside neighborhood from OWASA
not sure
Not sure
Not sure
Not Sure
Nowhere
Off homestead road
Old 86 and Dairyland Roads
Old 86 between Hillsborough and Calvander; Estes in Carrboro
Old 86 heading into Calvander. It's the most dangerous stretch of road that I ride.
Old 86 to get into town
Old Fayetteville Rd
Old Hwy 86. No bike lane and super dangerous for cyclists from Calvander heading west toward Eubanks Rd. An accident waiting to happen.
Old NC 86 between Hillsborough Rd and Homestead.
Old NC 86 from Homestead to Greensboro area and downtown.
Old NC 86. Lots of traffic and very narrow.
Old NC 86-Old Fayetteville to Dairyland
town and that road has become a death trap. more and more cars every year but nothing changes for bikes. if anything it got worse with recent paving job. from carrboro city limits to homestead is a cyclist death waiting to happen.
On every street where bikes makes right turn in front of cars.
On North Greensboro St outside Fitch Lumber where there is no bike lane and lots of pot holes. Or, because I cycle with my 3-yo daughter, the Frances Shetley Bikeway with lots of bumps due to the tree root system.
on the roads
on the streets
On the UNC Campus
On the way to Maple View Dairy from Carrboro; narrow, winding roads and narrow shoulders.
Part of the Main Street from the beginning of Weaver Street to the Intersection with Greensboro street, it is a busy and narrower passage. Around this street there are not enough bike stands as well.
Parts of main st. weaver,
Pretty much everywhere
Probably MLK, even just crossing over it
Probably Weaver Street because of how crowded it is, especially with the sidewalk in front of Weaver Street Market being closed temporarily.
Ransom St (Chapel Hill)
right there by the Century Center, on any of the 3 sides of that wedge-shaped triangle (Greensboro St., Weaver St., and Main St.).
Roads that are very narrow with no shoulder, such as Estes Extension before the light. While Estes Extension has an alternative path by Wilson Park, it is not marked as the best bike alternative.

roads/intersections, especially along N Greensboro Street with children and along Homestead Road near Lake Hogan Farms
Roberson Street
S Greensboro
S Greensboro and Estes Dr. extension are probably tied for absolute worst streets to bike on.
S Greensboro St
S Greensboro, between open Eye Cafe and Fordham ave.
S Greensboro/Smith Level
S Merrit Mill area and anytime you need to get around 54
S. Estes ext.
S. Greensboro
S. Greensboro
S. Greensboro
S. Greensboro Street between Main St. and Hwy. 54
S. Greensboro to Smith Level
S. Greensboro traffic circle. S. Greensboro & 54 intersection Smith Level traffic circle
S. Greensboro/ Smith Level
Section of Old 86 from Carrboro to Calvander (not sure if this is technically in Carrboro)- the bike lane stops in the middle and there's not even a shoulder after that.
shared road
Smith Level Rd
Smith Level Rd/South Greensboro
Smith Level Road
Smith Level Road and the 54 Interchange
Smith level road under 54 to greensboro street & Merrit mill road towards columbia. It's generally very difficult to get from smith level road to any other part of town due to lack of bike-lanes once you get off smith-level.
Smith Level Road, 15-501, 54, Estes drive. Hillsborough road.
Smith level road.
Smith Level, Jones Ferry, west 54.
So many hills and I'm too scared to bike on the roads
South Greensboro
South Greensboro (big hill, narrow road, no shoulders), Weaver Street, Main St into Chapel Hill
South Greensboro by traffic circle
South Greensboro St
South Greensboro St just South of Main St the hill
-South Greensboro St to Smith Level Rd. -The stretch of Hillsborough Rd from Old Fayetteville to Calvander. - Jones Ferry adjacent to University Lake, and continuing west on Old Greensboro Hwy. -Weaver St (adjacent to Weaver St Market) continuing east on Main St. -Homestead Rd.
South Greensboro Street
South Greensboro Street, E Main St.
Straight west on Main St @ intersection w/ Roberson & Weaver St
Streets
Streets without bike lanes
Tactical urbanalism! Planters + paint for protected bike lanes
That's easy--the east end of Main Street (toward Rosemary, and CH). It is a complete mess, especially around "rush hour" (which often starts as early as 3p now). Though there are multiple bad spots in Carrboro now.

The area hemmed in by Morgan Creek (Tennis Club Estates, Weatherhill Point, Rose Walk). In order to go anywhere you have to ride on a major highway such as Hwy 54. This does not encourage riders or walkers. It is ridiculous that no access over Morgan Creek for these neighborhoods has ever been provided. They are thoroughly cut off. It would take so little - just a couple of simple bridges over existing water pipes.
The bike lanes that have cars and trucks parked in them or are full of yard debris.
The border of Carrboro/CH by Rosemary
The city
The downtown area including the main intersections.
the entire length of East Main Street, and North Greensboro Street from Weaver Street to Pleasant Drive.
The five-way intersection in front of Weaver.
The Greensboro/Smith Level/54 intersection
the heart of downtown Carrboro
The hill S. Greensboro
the hills
The intersection 54 - Smith Level Rd
on Weaver St. Also S Greensboro, and North Greensboro heading south towards Weaver St, in front of Carr Mill mall
The intersection of NC 54 and S. Greensboro / Smith Level Road.
The intersection of Old Fayetteville Rd and Hillsborough Rd
emerge from that bike path and turn left onto Jones Ferry? (No idea - I've started coming through the PTA parking lot just so the drivers can see me when I want to turn - otherwise they're not sure whether I want to be a pedestrian or not.)
The Narrows Of Dairyland
The section of main street in front of cats cradle and other places the road is full of potholes and ruts and the lanes built solely for cars where drivers blow by you with no where else to go
the street from Weaver street to Carrburitos
The streets in central Carrboro (Main st, Hwy 54, Weaver St)
The stretch of road between Calvander and McDougale
The tracks- of RR
There are a few places that are still a little concerning (in center of town in carborro moving from bike path to
These: N. Greensboro and W. Weaver St.; N. Greensboro and W. Main; N. Greensboro and Estes; S. Greensboro and Roberson St.
through downtown
Through downtown - too congested and not enough room. I try to find ways to avoid it by planning routes around it whenever possible.
Through downtown and the Estes/Greensboro intersection (no bike lane on Greensboro just north of traffic light) and onto Estes drive; south Greensboro street toward 54west. I find it troubling that some of the lowest income residents in carrboro who live in apartments/trailers off of Estes or south Greensboro have no sidewalk or bike lane to access and they may not have cars to rely on. It's very dangerous for them.
through downtown if trying to get through Weaver, Main, Rosemary, Franklin, down to Umall, eastgate, meadowmont areas
Through Main/Weaver
Through town to get to Chapel Hill/Franklin Street. Also, when I see people cycling on NC54, I worry that it's not safe for them.
To school.
Traffic, concerned for safety

-Transition from Libba Cotten bikeway with S Merritt Mill Rd--very treacherous access the path. -Poplar St and 54--no way to trigger the stoplight if traveling east on Poplar. -Southernmost part of Estes Dr Ext--lanes too narrow for cars to pass comfortably.
Up Estes to N. Greensboro
up Franklin Street into Carrboro
Up the hill from Hwy 54 into town.
Up the hill on S Greensboro St
Weaver meets Main St. behind Weaver St Market
Weaver St
Weaver St
Weaver St between Greensboro & Train Tracks
Weaver St Market
Weaver St. alongside the co-op market
Weaver St/N Greensboro intersections
Weaver St/North Greensboro Street intersection Smith level from 54 up to Main st.
Weaver street
Weaver street
Weaver street Intersection of Main and Hillsborough in front of the thrift shop
Weaver street (especially at the intersection with main)
Weaver Street/Greensboro intersection and Weaver street towards Chapel Hill/Franklin St.
Weaver/ Main intersection by the Co-op
Weaver/Main Street or down Smith Level/Jones Ferry
West Main St, North Greenboro St
West on Main St. as it crosses under the freeway, towards Old Fayetteville Rd.
when bike lanes end nowhere and start at some place
Where there are no bike lanes and the traffic is heavy
work

Q7: How long have you lived in Carrboro?

Answer Choices	# of responses	Percent
Less than 3 years	105	21.4%
3-5 years	94	19.2%
6-10 years	67	13.7%
11-15 years	57	11.6%
Over 15 years	101	20.6%
I don't live in Carrboro	66	13.5%

Answered 490

Skipped 4

Q8: Please select your zip code

Answer Choices	# of responses	Percent
27510	288	62.6%
27516	142	30.9%
Other	30	6.5%

Answered 460

Skipped 34

Q9: What street do you live on in Carrboro? (Open Question)

27514
110 Amber Court
200 NC Highway 54 Bypass
300 NC 54
300 NC Hwy 54 Byp
401 NC 54
401 NC 54
54 bypass
Aberdeen Ct
Alabama
Alabama Ave
Amber Court
Amber Ct
Autumn Dr
Barbee Court
Barrington Hills Rd.
Barnes Street
Bel Arbor Lane
Bennington Drive (Orange County)
Berryhill Dr
Bim
Bim
Bim
Bim St
Bim Street
Blueridge Rd
Bolin Creek Drive
Bolin Creek Drive
Bolin Creek Dr.
Bolin Forest Drive
BPW
BPW Club Rd
Brewer Lane
Broad
broad
Broad
Broad st
Broad Street
Broad Street
Broad Street
Broad Street
Bruton Dr.
Bum St
Carlton Drive
Carol
Carol St

Carol Street
carr
Carr
Cates Farm
Cates Farm
Chapel Hill Currently
Chatham Line
Cheek St
Cheswick court
circadian way
Cobblestone
Cobblestone Drive
Coleridge Court
Colfax Drive
Corner of Newberry Lane (private road) and Hatch Road (public road)
Corner of Pathway and Buck Taylor Teail
Creekstone Dr
Creel
Crest
Crest ST
Daffodil
Dairy Court
Damascus Church Rd
Davie
Davie
Davie
Davie Rd
Davie Rd
Davie Rd
Davie Rd
Davie Rd, which is no party to bike on, especially with kids
Davie rd.
Davie Rd.
Davie Road
Davie Road
Della
Della
Della
Dillard
Dillard
Dillard (one of the last gravel roads in town limits).
Dillard St
Drayton Court
Drayton Ct
E Winmore Avenue
E. Poplar
East Poplar

East Poplar
East Poplar
Estes Drive Ext.
Estes ext
Eugene
Eugene
Eugene St
Fenway Ct
Fidelity
Fidelity
Fidelity
Fidelity
Fidelity
Fidelity
Fidelity
Fidelity
Fidelity Street
Fidelity Street
Fidelity street
Friar Lane
Friar Lane
Garden Gate Drive
Greensboro
Greensboro
Greensboro
Greensboro
Greensboro St
Greensboro St
Hanna
High St
High St
Hill
Hill Street
Hill Street
Hillcrest Ave
Hillsborough
Hillsborough Rd
Hillsborough Road
Hillsborough St.
Hillview Street
Hogan Glen Court
Hogan Woods
Hogan Woods Cir
Homestead Road
I live in chapel hill on severin street
I live in Chapel Hill on Williams Circle
I live in Chapel Hill, but do most of my grocery shopping in Carrboro.

I live in lake hogan farms (so technically chapel hill)
I live on Williams Circle in Chapel Hill
in Dogwood Acres
James
James
Jasmine Ct
Jasmine Ct
Jay St.
Jewell
Jewell Dr
Jewell Dr
Jones ferry
Jones Ferry Rd
Jones Ferry Rd
Jones Ferry Rd
Jones Ferry Rd
Jones Ferry Rd
Jones Ferry Rd
Jones Ferry Road
Jones Ferry Road
Kay
Kiley
Kiley st
Kit Lane
Lake Manor Rd
Laurel Ave
Laurel Ave
Laurel Ave
Laurel Ave
Laurel Avenue
Lena Cir
Lilac Dr
Lisa
Lloyd
Long Meadows Road
Lorraine
Main
Main St.
Manor Ridge
Manor Ridge Dr.
Manor Ridge Drive
Manor Ridge Rd
Maple
Maple Ave
Marin Dr
Marlowe Ct
Mary St

Meadow Run Ct
Meadow run ct
Meeting street in Southern Village
michaels way
Mill Rock Court
Morningside Dr
Mulberry St
N Fields Cir
N Greensboro
N Greensboro
N Greensboro st
N Greensboro street
N. Greensboro
N. Greensboro st
N. Greensboro St
N. Greensboro ST
N. Grensboro
N/A
NA
NC 54
NC 54 Bypass
NC 54 Bypass
NC 54 Bypass
Near Lake Hogan
no response
North Greensboro
Northside
Not applicable
Oak
Oak Ave
oak ave
Oak Ave
Oak Ave
Oak St
Off N. Greensboro
Off of Greensboro
old Fayetteville
Parkview Crescent, CH
Pathway
Pathway
Pathway
Pathway
Pathway
pathway
Pathway
Pathway
Pathway dr

Pathway Drive
Pathway Drive
Pathway Drive
Pathway drive
Pathway Drive
Pathway Drive
Phipps St
Phipps Street
Piano
Piano
pine
Pine
Pine
Pine Street
Pleasant Drive
Pleasant Drive
Poplar
Poplar Ave
Prince
Prince
Prince
Prince
Prince St
Prince St
Prince St
Prince St
Prince Street
Prince Street
Purple Leaf Place
Quail Roost
Quail Roost Dr
Quail Roost Drive
Raven Lane
Red Sunset RL
Richard Dixon court
Richard Dixon Ct
River Walk
Riverbirch Point
Robert Hunt Dr
Robert Hunt Dr
Robert Hunt Dr.
Robert Hunt Dr.
Robert Hunt drive
Rock Garden
Rock Haven Road
Rogers
Rogers Road

Roger's Road
Rose Walk Lane
Ruth Street
S. Estes
S. Peak Dr.
Shadow ridge
Shadow Ridge Place
Shagbark court
Shelton
Shelton
Simpson
Skye Dr
Smith Level Rd
Smith Level Road
Smith Level Road
South Greensboro
South Hawick Ct.
Southern Village
Spring valley
Spring Valley
Spring Valley
Spring Valley Rd
Stable Road
Staffield
Starlite
Starlite Drive
Starlite Drive
Starlite Drive
Sudbury
Sue Ann Ct
Sue Ann Ct
Sue Ann Ct
Sue Ann Ct
Sunset
Sunset Creek Cir
Sunset Creek Circle
Sweet Bay Place
Sweet Bay Place
Tallyho Trail
Tanglewood Lane
Tanglewood Lane
Thomas Lane
Todd
Todd
Towne Ridge Ln
Tripp Farm
Tripp Farm Rd

Tuckers Pond Drive
Viburnum
Viburnum
Viburnum Way
Viburnum Way
Viburnum Way
Viburnum Way
W Main St
W. Carr St
W. Main
W. Poplar
W. Poplar
W. Poplar Ave. we
Wannamaker Dr
Waterside
Waterside Drive
Weathervane
West Main
West Main Street
West Poplar
West Poplar
Westbrook Drive
Westbury Dr
Westbury Dr
Westview
westview
Westview
Whispering oak
Whispering Oak Ct.
Wild Oak Lane
Wild Oak Lane
Wild Oak Lane
Wild Oak Ln
William White Ct
Williams st
Williams Wood
work & own property on weaver st since 2003
Yeagen Place (it's technically Chapel Hill...)

Q10: What is your gender?

Answer Choices	# of responses	Percent
Male	234	47.4%
Female	223	45.1%
Prefer not to answer	24	7.5%
Answered	481	
Skipped	13	

Q11: What is your age?

Answer Choices	# of responses	Percent
Under 18	5	1.0%
18 - 44	279	56.5%
45 - 64	155	31.4%
65+	39	7.9%
I prefer not to answer	8	3.2%
Answered	486	
Skipped	8	

Q12: What is your race?

Answer Choices	# of responses	Percent
American Indian or Alaska Native	0	0.0%
Asian or Asian American	15	3.1%
Black or African American	14	2.9%
Hispanic or Latino	32	6.6%
Native Hawaiian or other Pacific Islander	1	0.2%
White or Caucasian	371	76.3%
I prefer not to answer	45	9.3%
Other (please specify)	8	1.6%
Answered	486	
Skipped	8	

Q13: What is the highest level of education that you have completed?

Answer Choices	# of responses	Percent
Less than high school	2	0.4%
High School Diploma or Equivalent	31	6.5%
Some college, no degree	16	3.3%
Associate Degree	9	1.9%
Bachelor's Degree	146	30.5%
Graduate Degree	258	54.0%
I prefer not to answer	16	3.3%
Answered	478	
Skipped	16	

Q14: Any other comments? (Open ended)

(1) Crosswalks needed on Greensboro for kids who walk and bike to school (2) Speedbumps and any other measures to slow traffic on Greensboro
are a lot of riders and walkers coming out on to Shelton. It's dangerous. *It would be a dream come true to have the block of Weaver St at Weaver St market closed to traffic and open for bikes, plants, walkers. *Related, there is a serious need for a clear and safe bike route through downtown Carrboro. Getting between the bike path on the railroad tracks and through the shops around Main & Greensboro is dangerous. A clear and well painted/marked bike lane would be a huge improvement.
1. Residency: Why doesn't the consultant and survey administration want to know about people who have lived in Carrboro for more than 15 years? 2. Access for differently-abled: Why aren't adult tricycles offered as an option to factors that would encourage you to bike more. 3. Safety: Why hasn't a question been asked as to whether as a cyclist one wears a bike helmet? Uses rearview mirrors? Uses and has operating bike lights?
1. Separated bike facilities 2. Bike Lanes - preferably minimum 5' wide (not including gutter on curb and gutter roadways) 3. Fewer cars. 4. Drivers that adhere to the speed limits 5. Lower speed limits. Twenty is Plenty 6. Drivers that understand how vulnerable pedestrians and people on bikes really are and give them ample room. 7. More bike parking, and parking that isn't awful. Covered parking, too. Weaver Street Market needs a lot more bike parking. 8. Town staff and town leaders should be out front and showing others how to get around on bikes. Currently, I see only Aldermen Slade and Seils on bikes on regular occasions, going about their business.
54 should never be considered a bikeable road Clearer/safer alternatives for new/inexperienced riders.
A bike lane along Hillsborough Rs going towards/through the Calvander intersection could be a literal life saver. downtown Carrboro and Frank Porter Graham. And, the stretch of Hillsborough Rd out to Calvander, and east on Homestead Rd is situated between at least 6 schools, therefore there needs to a combination of bike lanes, sidewalks, greenways, and traffic calming.
Add dedicated bike lane to old Hwy 86. Ensure children riding from all neighborhoods to Morris Grove Elementary, McDougle Middle, Smith Middle, Chapel Hill HS, and Carrboro HS can do so as safely as possible. Support a law against use of cellphones while operating the evil combustion engine.
An improved neighborhood connection between Meadow Run Ct and Tallyboro
at one point people were handing out go triangle bike lights on the bike path behind cats cradle (it might have been town of chapel hill), the light I got didn't work which was kinda sad.
At the Club Nova non profit
Bike donations for people who need bikes
Bike lanes and designated routes are a huge help for urban bicycle commutes.
Also, consider dedicated traffic signals to allow cyclists a head start to get through and out of the way of turning vehicles.
bike lanes on Old Fayetteville Rd heading North out of town and then along Dairyland would be a huge benefit to to the cycling community.
Bike lanes seem to disappear when they're most needed- intersections and narrow, high traffic areas. Still, compared to other areas, Carrboro is bike friendly!
bike lanes separated from traffic by parking lines (for example)
bike riders need to obey the rules of road-they make the roads unsafe for themselves and walkers
Bikers on Calvander and other non-bike lane roads cause nuisance traffic problems and unsafe conditions for both the cyclists and drivers.
Comment

<p>outweigh cutting down some trees. If trees are the stumbling block then let's have a tree planting program to offset the ones removed to allow useful, efficient bike paths that all people can use for transportation. Only the able bodied people can use Bolin Forest paths now- that;s not equitable. Let's help children bike to school within the forest. Let's give the elderly and the less able a place to enjoy nature. Open up Bolin Creek to everyone- pave the trail! Use the forest so the public can enjoy and learn to once again BE OUTSIDE.</p>
<p>-Cyclists don't follow traffic lights and we're afraid of them getting hit -Physical bike lane separations, please!</p>
<p>difficult for children in bike lanes.</p>
<p>Double down on cell phone users and speeding (nearby, not just downtown).</p>
<p>comfortable riding with my children. For now, the best place to ride is a half empty downtown parking lot or on trails. Though the trails inevitably don't connect to lead to any type of system. I live a 5 minute walk from the center of town and I would not feel safe allowing my children to navigate the downtown intersections because there's no space to ride, vehicles drive too fast, and sidewalks are barely wide enough for pedestrians let alone a child on a bike.</p>
<p>EASY group rides Paper Survey</p>
<p>Eubanks too dangerous for kids to bike to school</p>
<p>the weekend) and will be use only for bikes or farmers markets/stands. That way, even smaller children will be encouraged to take a bike to school as well as adults, traveling to work. There might be set up special waiting preference lines for people at the public places like DMV or Town Halls, because cyclist do not take parking spots. I think that bike stands could be commercialized giving companies the opportunity to sponsor the bike stands while promoting themselves and their products. Cycling classes as part of sport classes in high schools and elementary and secondary schools giving the basics of cycling in the traffic and some basic cycling skills.</p>
<p>Families would ride more if kids could be better protected. It's just not safe to have young kids off the sidewalk, the bike lanes are not always open (yard waste, trash, cars), and the drivers are insane.</p>
<p>Fix potholes downtown (please).</p>
<p>Fix the raised metal cover in the intersection of South Greensboro and Jones Ferry (in front of Wendy's) and the bumps in the Libby Cotton bikeway.</p>
<p>Generally, I've always thought that Carrboro does a great job with cycling infrastructure, and has kept improving, so thank you very much. I would love to see vehicular traffic shut down on Weaver St and Main St right at downtown (from The Station/Armadillo Grill all the way to the PD/Cybrary).</p>
<p>Get Chapel Hill to do better. The most important part of being bike friendly is to network: connect bike lanes, connect areas with bike infrastructure, incite neighboring areas to do the same.</p>
<p>Get the bikes OFF the streets!</p>
<p>Give them tickets for doing dumb things in traffic.</p>
<p>Great project! Full speed ahead!</p>
<p>Hope you all are coordinating with Chapel Hill and Orange County</p>
<p>How can we get Carrboro to Gold?</p>
<p>I think it is Orange County, but Smith Level Road is a main artery now and biking south toward 15-501 is too treacherous for me or my child. We are trapped in our neighborhood!</p>
<p>I am NOT in favor of paving along Bolin creek as a way to create a bike path. Destroying greenspace for cyclists is NOT the answer. The bike lanes along North Greensboro are just fine.</p>
<p>I believe that we can't solve demand for car parking and demand for reducing car traffic and fulfill our desire to bike and walk more in this community by creating more parking lots and car lanes. I hope we start with enabling bike and Ped with the intent to reduce demand for car facilities.</p>
<p>I bike to the university campus every day, but anything you can do to make it safer and easier would be appreciated. Thank you for the work you are doing!</p>
<p>I don't live in Carrboro but I bike through Carrboro at least ten times in a typical week (going to and from work or riding to Wilson Park for a Saturday ride).</p>

I lived in Carrboro for three years with my family and loved it, but hated that we couldn't bike into town easily from our house because it was on the far side of 54 and biking on the side of 54 with a toddler didn't feel safe, especially with the giant hill of Greensboro Street the closest option. Now we might attempt it, if we still lived there, but Greensboro Street is narrow and climbing it with traffic going by would be scary.
i love biking and am riding my bike more and more these days. i would love more connected greenways that would enable me to go on longer bike rides with my kids. as it is now, there are no "long" (e.g. 4+ mile) rides we can do on greenways with kids. we have to go to the tobacco trail to do longer, casual family rides.
I love summer when the college kids are gone and I don't have to constantly worry about bike riders acting outside the norms of the roadway.
intersections of Greensboro and Main as a bicycle and pedestrian road only. Re-route all motor vehicles through Main St. That bottleneck is always too tight when bicycles, pedestrians and motor vehicles are trying to cooperate...
I realize that in LHF we are outside of "Carrboro proper", but we are technically still part of Carrboro and could easily bike to downtown Carrboro if there were safe routes that felt doable with children.
benefits of biking to work outweigh the risks, but I know many people who have been hit by cars biking around chapel hill and Carrboro.
I really would love to see some protected bike lanes and safer lanes for bikers on roads that are busier. I would love to see bike laws enforced so bikes don't ride on the sidewalk.
Greensboro St. In my mind this should be a pedestrian/bike only stretch of road. Not only are the cars dangerous to children running around Weaver Street's lawn, but the air pollution from idling cars should be considered a public health concern. Closing down this section of E. Weaver St. to cars would be a huge benefit to bikers and pedestrians in Carrboro, and make very little difference to drivers - Westbound drivers can use Main St. Eastbound drivers from Weaver St. can turn right on Greensboro and use Main St. The truly bold idea would be to make all of Weaver St pedestrian/bike only. I would love to see that too. But at the very least, I would love to see that section of Weaver St between Greensboro and Main closed to car traffic. It seems obvious. If there is anything I can do to help make this happen, please feel free to contact me!
I think you're basically doing a great job! How about placing request for light change buttons on the curbs so bikes can reach them (they do it in Vancouver, B.C. and it works very well.)
I used to bike as my primary mode of transportation. Now I'm nervous to do it with kids in tow.
I would like a bike trail connected from Lake Hogan Farm to the rest of Carrboro
I would like to highlight how Weatherhill Point, Tennis Club Estates and Rose Walk are cut off because of Morgan Creek (which could easily be fixed with bridges) and Hwy. 54.
I would like to see more crosswalks on long road stretches. An example would be on the various streets that intersect Jones Ferry but do not have traffic signals. On multiple occasions, I have felt unsafe crossing the road, especially where the speed limit increases and where visibility is impaired (eg hills). It's not uncommon for people waiting to cross the street to miss a bus that they were intending to ride because there has not been a safe opportunity to cross the road. Perhaps those flashing pedestrian crosswalks might be helpful.
I would love to see Carborro, UNC and CH all connected with greenways so we can give up our town.
I would love to see Carborro, UNC and CH all connected with greenways so we can give up our town.
I'd like some sort of check on aggressive cyclists. They give the rest of us a bad name.
I'm curious if there could be a bike path from the new honey suckle tea house (out in the country) into carrboro?
I'd also like to feel more comfortable riding from Carrboro Center down Jones Ferry to the other side of 54 - to housing, shopping centers, recreation at University Lake. Particularly tricky is the junction with 54 with cars entering/exiting highways, merging across lanes, buses, etc. .

<p>bikers going to navigate it safely if cars aren't ever required to come to a full stop? If we're counting on the goodness of their hearts, I have to say that everyone is in a big old hurry from 7:30-9am and again from 3-6pm so I don't see there being any generosity of spirit extended! Also, it seems that the intersection is deemed dangerous enough to schoolkids to pay a crossing guard to ensure safety to/from Carrboro Elementary, so I can't be alone in thinking this. I just want to be able to walk my dog and to/from my bus without getting run over by an angry-rushing Lexus driver.</p>
<p>In addition to my request for protected bike lanes, I'd like to see Carrboro commit to a Sunday Streets program. Closing off Weaver Street (between East Main and Greensboro) every Sunday from September to November, and again from March to May, would be a great way to get people out of their cars.</p>
<p>Calvander. Many cyclists use this route to get out toward Mapleview and there is always a traffic back-up behind them.</p>
<p>Inconsistent application of biking infrastructure, creates more confusion for riders and drivers as to expectations (and the law is often either unknown or misinterpreted to be applied as 'what's best for me'). It is important to remember that almost all, if not all, cyclists are also drivers. This is not an 'us V them' scenario. Education is the only way to make broad, long term change in how cars should interact with anything else sharing the road - a road designed for transport, not solely cars (though we have shifted to it being car-centric).</p>
<p>increased bike parking, a greenway that connects CH to Carrboro. Please, complete the bolin creek greenway!</p>
<p>Its important to work on making cycling safer and more accessible in Carrboro, but there are still going to be times I'd want to drive, no matter how great the bike lanes are (night, rain, really hot, need to transport stuff, get somewhere quick with kids, dressed-up for a fancy event, etc.). Please don't consider improvements for cycling accessibility to be a replacement for traffic management and auto parking planning.</p>
<p>I've been told repeatedly that the "Bike Plan" is supposed to be a Bike and Ped Plan, but there isn't a single question here about walking in Carrboro. More people walk than ride bikes.</p>
<p>lane reconfiguration on Main Street, make bike lanes contiguous with Rosemary Street, slow zone downtown</p>
<p>Leaves in the bike lane also recycling/trash, bus in the lanes. Paper Survey</p>
<p>on greenways and NOT have deal with cars. Also, to see the number of people walking, running etc. is great. I find it hilarious that Carrboro is labeled as a "silver" bike community when is lacks greenways. It is time for Carrboro to put greenway development on the forefront!</p>
<p>Local Mt bike trails Paper Survey</p>
<p>other groups besides the bike group. The conversation on bike lanes needs to move beyond where it currently sits that any accomodation for cars is bad. People are going to be using this type of transport for the foreseeable future, and it is shifting more and more to EV's, so look at the future and don't just react out of some ideological stance.</p>
<p>Look to a place like CO for how to make a bike friendly neighborhood. We could bike all over there and not feel we were taking our lives in our hands.</p>
<p>Make bikers obey the traffic laws.</p>
<p>More greenways would make pedaling into and around town better in order to avoid vehicle traffic. More public trails would help grow the cycling community and get more people interested.</p>
<p>More level, direct routes for bikes. Why couldn't separate facilities be provided in the right-of-way of 54 and 501? Those are level, direct routes, but bike lanes are not enough for most people (myself included) given the speed and volume of motor traffic. I bike to work in Southern Village sometimes, but the hills are intense, and the bicycle lanes at the Smith Level Road and 54 interchange are dicey.</p>
<p>more safety for cyclists and for car drivers to be more considerate of them</p>
<p>More than bike lanes, we need sidewalks!</p>
<p>Most recreational road bike traffic leave Carrboro going north up old 86 to Calavander. I know there is a gap what is outside of Carrboro town limits. I would love to see if the town could put pressure on the NCDOT to get bike paths on that very busy section of Old 86. Seems like a safer solution for both cars and bikes.</p>

in the mornings. I have been hit by a truck here and several other close calls. I also find it very frustrating that home owners put their yard waste (especially huge piles of leaves (W. Cameron St) in the bike lane. This forces me into traffic unnecessarily. Thanks.

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Paper Survey- Anything helps. Change laws so I'm not breaking the law if I don't stop completely! I would not get anywhere if I followed laws to the letter.
Paper Survey Biking can help fix so many things, mental, physical health, emission reduction, less reliant on fossil fuels, community connection with neighbors, obesity, attract people to the area, friendliness
Paper Survey Build Bolin Creek Greenway!
Paper Survey Need a North/South connection. Bolin Creek Greenway. Facilities and slower traffic around
Paper Survey Scarred of traffic! Prefer to ride in the country or else on greenways or bike paths
Paper Survey W. Main marking improvements are great
Paper Survey \$10/ gallon gasoline that's what we need. And more ebikes. My round trip commute is 26miles.
Paper Survey Busses very aggressive.dangerous w/ cyclists in the right-hand lane
Paper Survey More awareness
Paper Survey More shared resources between Carrboro and Chapel Hill
Paper Survey People on their phones while driving
Paper Survey Protected bike lanes!
Paper Survey- Close off Weaver St to car traffic
Paper Survey- I walk more and love all the bike/walk paths
Paper Survey- I would like bike sharing
Paper Survey- My grandchildren play in the parking lot with this bikes but there isn't a park for them with space
Paper Survey- The cost of parking a bike
Paper Survey- The streets are too small
Paper Survey: I kind of stick to my route where I know there are paths if there were more bike paths where I can avoid roads that would be great
Paper Survey: Lack of signage reminding divers of cycling. Fork of Weaver/Main/Greensboro close (ride, make pedestrian/grass minimal loss of parking and improve foot traffic to businesses
Paper Survey: No spending on parking, spending on parks
Pay more towards the local cost share and local match for bicycle projects. Provide more Shared-use/Multi-use please complete the greenways plan, enable off road connectivity and access. this includes finishing the bolin
Please continue the bikelanes through the downtown area - this would be hugely helpful. And please come up with a way to keep the bike lanes clear of debris so we don't have to go out into the street.
please implement the greenway plan and truly connect Carrboro to Chapel Hill via shared use path/greenway. also, please fund a regular bike/ped count program.
Please incorporate the Greenway Master Plan into the Bike Plan update. Greenways are used for both recreation
Please pave the bolin creek greenway - the erosion there is a mess and everyone deserves accessibility.

Please share this feedback and coordinate with Chapel hill jurisdictions!
work around 10pm some nights, and the light at the intersection of Roberson St. and Main/Weaver never registers that I am there, so I have to bike through the red when turning from Roberson onto Weaver. (I do not believe riding up onto the sidewalk to push the pedestrian signal button is an appropriate solution.) Also, in future surveys, please remember that gender is not a binary and remember to include gender options beyond male and female. Those who do not identify as male or female might not feel included in this survey, which may skew the responses you receive.
Please, please stress the importance of bicyclists following the rules of the road. Too many times have I almost hit a biker because they ran a stop sign or red light, and FAR too many times have I been stuck behind a bike or bike group because they wouldn't let me pass even though they had room to move over. I've even been cut off by a bike before. If they want the respect of drivers they need to show some in return. That is all.
Problem areas: Intersection at 610 W Franklin St, Chapel Hill, NC 27516; Rosemary Street.
Prompt clearing of bike lanes/bike trails of debris (from construction, after storms, snow etc.
Protected bike lanes would help
Protected bike lanes! Finish the Morgan Creek trail. Give smith level a diet plan down to 2 lanes.
Roundabouts are dangerous for bikes!
runners! joggers! truck drivers who run my husband down...
Several in lake Hogan farms plan to vote against, or not support bike paths because it is their belief that the school bus transportation will be revoked if bike paths are made. These neighbors trying to influence other neighbors on the list serve though. Many are waiting for more information.
Shoehorning bike lanes into the existing road structure is insane. More bike specific pathways and trails need to be built from the ground up. Biking on the current roads is very hazardous.
Sidewalk bike maintenance stations are cool.
Sidewalk on South Greensboro Street would help
Greensboro? It is confusing for approaching drivers to have them so close together with one made more visible, and it's not safe for pedestrians.
in the face of climate change, and that starts with local governments making it safer and easier for citizens to do so. You're appreciated :)
Thanks for all the dedication y'all!
Thanks for making this survey. Carrboro is great for bicycling!
The stretch of N Greensboro between McDougal School and Calvander is just plain scary dangerous. It is also
There are not many questions here. What are you trying to figure out from this?
Think about routes for kids getting to school and new library and road riders heading North and out Jones Ferry.
Think of the youth. Any bike plan should be safe enough for child to get around Carrboro otherwise you're only planning for the few who feel confident enough to ride.
this is great!
This is really a matter of town character. Do we want a highway through town or a place for people. Making space for bikes (and even closing a road to pedestrians and bikes if needed) goes a long way in creating an environment where people want to linger (and spend money!). Otherwise Carrboro's a pass through for people heading between work and home. That's a not a home or a place where people want to be.
This survey seems biased in that it only seeks responses from bikers. It makes me feel like whoever developed it is trying to to manage our transportation plan in favor of cyclists. I would prefer the focus to be on all residents.
Today there was a biking event w/ breakfast. Next year please put up an event sign right there several days in advance to let people know the date and details. Otherwise its always a surprise as you ride by. If I don't know to plan ahead I can't stop and participate because I'll be late for work. Thank you for the event!
Traffic circles have been problematic with cars not yielding at circle entrance or trying to pass bike within the circle. Need dedicated lane, more signage or alternate route for bikes.

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public transit. We really need crosswalks throughout the 2-mile stretch in Greensboro where many children go to/from school (and potentially more if it were safer with crosswalks and better protected bike lanes). The Hillsborough road /Greensboro road intersection is very dangerous during morning commute. Also some bike lanes need road repair (I'll add to map). When community members put their garbage/recycling bins or yard waste in bike lanes or park cars in bike lanes can they get a warning from the town? Such lack of consideration toward bike lanes has not been allowed in other cities/towns I've lived in! Thank you for your work on this very important issue!

Work on a regional approach to cycling and travel, connecting small town roads is not going to decrease VMT. Also do not pave in riparian areas, keep the areas water clean in accordance with the clean water act. Swimmable and fishable waters are the goal of that law.

Work with private business owners to provide them with necessary bike parking. Allow small businesses to apply

Would like to see a safer way to ride on Hillsborough between Old Fayetteville and Dairyland.

Would love a bike lane system similar to Boulder, Colorado where you can traverse the entire town on bike

Would love a bike rack in Fenway Courth!

yes, when cars or trucks are running "80" MPH. we need to look out for biker.