

Please provide your comments on the FY25 Call for Projects		Full Name (Last, First)
1	I would like to request that the sidewalks along Lumley Road between Miami Blvd and Page road in East Durham be connected so that the pedestrian traffic has a safe place to walk. Currently, there are no sidewalks along Lumley road next to the older neighborhoods (Ashley Forest and Stirru Lord, Elizabeth	
	Please consider adding left turn lanes on Hillsborough Road (US 70) at two intersections in Durham.	
	1. Hillsborough Road & Sparger Road 2. Hillsborough Road & Neal Road	
	Hillsborough Road now sees regular backups when I-85 South backs up from the Orange County line past the Durham Freeway and back to Cole Mill Road. Traffic seeks an alternate route on US 70, often causing significant delays on Hillsborough Road and Sparger Road for local traffic and businesses. I have waited on Sparger for 4 or 5 cycles of the light at Hillsborough Road & Sparger Road at 5 PM on weekdays just to cross the road to get to Food Lion.	
	At Neal Road, Hillsborough Road inexplicably narrows to 2 lanes despite being 3 lanes just a couple hundred feet on either side of the intersection.	
	2 Thank you	Patton, Todd
3	I support Phase II of the Bolin Creek Greenway to receive \$400,000 in design funds. This project will connect the southern end of the Jones Creek Greenway (currently at 90% design) and provide a direct connection to Morris Grove Elementary and the future Twin Creeks Park. The community	Benedict, Sallii
4	Carrboro phase 2	Crook Robert
5	I Only Phase 2 of the Bolin Creek Greenway project. The others are not worthy of funding at this time.	Lampe, Fred
	The allocation of \$400,000 in design funds for Phase II of the Bolin Creek Greenway is a commendable initiative. This project has garnered widespread support as it would establish a vital link between the southern terminus of the Jones Creek Greenway, currently at an advanced 90% design stage, and Morris Grove Elementary, as well as the forthcoming Twin Creeks Park. By providing a direct connection to these key destinations, the proposed greenway extension promises to enhance accessibility and promote a more interconnected community. Both the local residents and the Town of Carrboro (TOC) wholeheartedly endorse this endeavor, recognizing its potential to foster a more pedestrian-friendly and environmentally conscious urban landscape.	
	To the technical committee meeting on Tuesday, I strongly encourage the MPO to remove the Bolin Creek Greenway Phase 3 & 4 from the list for funding due to a lack of community support and potential violations of the Jordan Lake rules. Proceeding with the allocation of over \$1.3M in design funds for a route that immediately contravenes the Jordan Lake rules, as outlined in the Sungate Design technical engineering report, would be fiscally irresponsible and fraught with numerous technical obstacles.	
	The 2009 Bolin Creek Greenway plan outlines three potential routes, one of which includes the creekside route. However, the Jordan Lake rules stipulate that a greenway is permissible only when no other practical alternative exists. In this case, the initial 2009 conceptual master plan	Josh Levine
6	provides two alternative routes, rendering the creekside option unnecessary.	
7	I believe it would be a good idea to move forward with funding phase 2 of the Bolin Creek Greenway, but stand firmly against the funding of phases 3 and 4. Phase 2 will be cost efficient to complete, but phases 3 and 4 go against the Jordan Lake rules that specify that paving does not belong	r Sonis, Mary
8	I thoroughly endorse the phase 2 Bolin Creek. Funding to complete trails to Morris Grove. I strongly, strongly oppose any spending on the phase 3 and 4 Bolin Creek phases. These projects would have major environmental impacts on Bolin Creek, would be almost impossible to complete throu	Paul, Michael
9	I encourage full funding of Phase 2 of Bolin Creek Greenway in Carrboro. This project is ready to go and has widespread support.	
9	I urge the MPO Technical Committee to not support Phase 3 and 4 of the Bolin Creek Greenway due to its violation of the Jordan Lake Rules It makes more sense to support the Seawell School Sidepath--a more efficient and less expensive alternative, and one which is already on the SPOT list	Stenross, Barbara
10	I encourage you to provide the needed funds to create a direct connection to Morris Grove Elementary and the future Twin Creeks Park. Further, please keep Phases 3 & 4 of the Bolin Creek Greenway plan off the list for funding because they will violate rules for Jordan Lake. There are altern	Humble, Charles
11	Please move forward with Phase 2 of the Bolin Creek Greenway. Thank you!	Pamela Schultz
12	NA	E. Thomas Henkel
13	Keep the Bolin Creek Greenway Phase 3 & 4 forward off the list for funding because it is not supported by the community.	E. Thomas Henkel
	I have served on the Town of Carrboro's Transportation Advisory Board (TAB) for seven years, its Greenways Commission, and been the Town's liaison from the TAB for the 2020 Bike Plan that the MPO has scored so well and provided funding for. This is what I sent to Andrew Henry at the MPO on March 2, 2018, when I was still on the TAB, concerning the Bolin Creek Greenway. I also copied Tina Moon and the Town Clerk at the time:	
	Andrew,	
	Wanted to be sure you had all the information below in making any decision about the inclusion, or request for funding, for a paved roadway along Bolin Creek that I understand is part of the MPO plan. I am speaking on my own behalf and not as a representative as a member of Carrboro's Transportation Advisory Board (TAB). The trail will in all possibility not meet a commuter function, given lack of lightning by law in Carrboro during dawn and dusk hours, is redundant given the planned Seawell School Road bike lanes as well as wide bike lanes along Pathway Drive (both of which parallel the Bolin Creek route), and will disenfranchise large segments of our town and larger community that depend on the Bolin Creek forest for walking, nature study, jogging, mountain biking and just a respite from urban life. The area is truly our Central Park and should be preserved as such. All arguments related to transportation as well as erosion, etc., have been questioned significantly by numerous authorities. Before any further advancement of this project, I urge you to consider Carrboro's TAB statement below, as well as conduct yourself feasibility studies about usage, safety, maintenance and cost. Much of the push for a paved path appears to be a desire to earn a Gold or Platinum Award from the League of American Bicyclists, but this should not be what drives public policy that affects the entirety of a town's citizens.	
	Carrboro's Transportation Advisory Board has taken the stance below in relation the the town's Energy and Climate Change Task Force report, recommending that Phases 3 and 4 of the forest (the proposed Bolin Creek paved bike roadway) needs to be reassessed as a transportation corridor, given most likely these sections will not function for commuting purposes. Specifically, as stated by our board:	
	"The TAB recommends the Town of Carrboro conduct an updated, comprehensive reassessment of the Bolin Creek bike-path plan in terms of the need, utility, function, appropriateness and viability of completing Phases 3 and 4. Such a reassessment should include sufficient technical information to address all related climate-change impacts from GHG-emission reduction to stream protection, and include an updated alternative-route assessment. The UNC-constructed bridge that crosses Bolin Creek, moreover, has changed the pattern of pedestrian behavior, thereby making the possibility of a paved Bolin Creek greenway at this point, it is noted, somewhat redundant."	
	" All current alignments, meanwhile, present practical difficulties, from topographical concerns to low-lighting in winter to issues of public safety to most likely limited commuter bike-ridership. The TAB, therefore, suggests the Town of Carrboro look at the entire Bolin Creek Watershed area, including land under the jurisdiction of its neighbors, Chapel Hill and UNC, with the intention of being complimentary with Chapel Hill's greenway plan."	
14	"The TAB suggests the completion and possible paving of the Bolin Creek path appears to be overemphasized in the report and does not integrate that well with current and specific planning related to various segments of the Town's bike-pedestrian efforts as discussed and weighed in on	
	by the TAB. The costs, moreover, have yet to be defined. Given the controversy surrounding this matter, the TAB believes it to be beyond its purview to resolve this matter without more substantive background information, and believes a facilitation process may be required once the	Haac, Linda
	Phase II of the Bolin Creek Greenway is a desirable and high priority project. It would provide connections between projects already underway and serve schools and parks.	
15	Bolin Creek Greenway phase 3 and 4 should not be funded or advanced. This project is in very different terrain than the Chapel Hill segments and would require extensive grading and tree removal to construct. The habitat quality of this more pristine segment of the creek would be significantly damaged. A consultant report prepared for Carrboro has explained the major environmental impacts and permitting difficulties. Bike and pedestrian service for this area will be well provided by the Seawell School Road side path, which is in the planning process.	Morris, John
	Friends of Bolin Creek supports the project funding as listed, especially the Phase 2 Greenway project for Carrboro. Phase 2 will include a multi-use path and pedestrian bridge that will create walking and cycling options for the Lake Hogan Farms, Legends, Ballentine and Fox Meadow neighborhoods. The Greenway will also connect to Morris Grove Elementary and will be a great link between northern Carrboro neighborhoods and surrounding schools.	
	For the future, we encourage the MPO technical team to keep the Bolin Creek Greenway Phase 3 & 4 off the list for funding because it is not widely supported by the community. It would be fiscally irresponsible to move forward with programming over \$1.3M in design funds for a route that appears to violate the Jordan Lake rules and has numerous other technical obstacles, as outlined in the Sungate Design technical engineering report. The Jordan Lake rules indicate that a greenway is allowable in a riparian zone only when no other practical alternative exists. The 2009 Bolin Creek Greenway plan outlines 3 routes, one of which includes the creekside route. Two alternatives are provided as alternatives.	
	Also, Chapel Hill and Carrboro proposed another alternative, the Seawell School Rd. Side Path (which is right next to the proposed Phase 3 & 4 greenway), is currently on the SPOT funding list. This Sewell School Rd Side Path route alignment would extend the existing I B Greenway that connects Homestead Road neighborhoods to three schools, and then connect to the Estes Drive Extension bikeways now under construction. This route is more direct for school commuters, less costly to build by millions, and easy to make ADA-accessible. It would eliminate the need for Phases 3 & 4 in the riparian zone, now estimated to cost \$14M to build according to the TOC DCH MPO FY25 Call for Projects, and would still connect to other Bolin Creek Greenway trails.	
16	Julie McClintock, Martha Hoelzer Co-Chairs, Friends of Bolin Creek	
		McClintock, Julianne
	I write in enthusiastic support of the Phase 2 Greenway project for Carrboro, which would include a multi-use path and pedestrian bridge. These will options for walking and cycling for the Lake Hogan Farms, Legends, Ballentine. and Fox Meadow neighborhoods, as well as connecting to Morris Grove Elementary School. It offers links between northern Carrboro and key schools.	
17	I hope that the MPO technical team continues to keep the Bolin Creek Greenway Phase 3 & 4 off the funding list, given its expense, controversy, and violation of Jordan Lake rules (as well as the many technical obstacles that the Sungate Design technical engineering report identified). As I understand it, Jordan Lake rules allow a greenway in a riparian zone only when no other practical alternative exists. This is not the case. In Carrboro's 2009 Bolin Creek Greenway plan there are two alternatives to a greenway that borders the creek. Moreover, there is another alternative, using Seawell School Road's side path, which would extend the existing greenway connecting Homestead Road neighborhoods to three schools, while also serving to connect to the Estes Drive Extension bikeways once they are completed. This route is particularly promising. Not only does it offer more access to schools, and easy to make ADA-accessible, but it would cost considerably less in funding.	Margaret Wiener
	The allocation of \$400,000 in design funds for Phase II of the Bolin Creek Greenway is a commendable initiative. This project has garnered widespread support as it would establish a vital link between the southern terminus of the Jones Creek Greenway, currently at an advanced 90% design stage, and Morris Grove Elementary, as well as the forthcoming Twin Creeks Park. By providing a direct connection to these key destinations, the proposed greenway extension promises to enhance accessibility and promote a more interconnected community. Both the local residents and the Town of Carrboro (TOC) wholeheartedly endorse this endeavor, recognizing its potential to foster a more pedestrian-friendly and environmentally conscious urban landscape.	
	To the technical committee meeting on Tuesday, I strongly encourage the MPO to remove the Bolin Creek Greenway Phase 3 & 4 from the list for funding due to a lack of community support and potential violations of the Jordan Lake rules. Proceeding with the allocation of over \$1.3M in design funds for a route that immediately contravenes the Jordan Lake rules, as outlined in the Sungate Design technical engineering report, would be fiscally irresponsible and fraught with numerous technical obstacles.	
18	The 2009 Bolin Creek Greenway plan outlines three potential routes, one of which includes the creekside route. However, the Jordan Lake rules stipulate that a greenway is permissible only when no other practical alternative exists. In this case, the initial 2009 conceptual master plan	
	provides two alternative routes, rendering the creekside option unnecessary.	Davis, Jessica
	I enthusiastically support Phase II of the Bolin Creek Greenway Projects. But Phases III and IV are not worthy of support. There are less expensive and, crucially, much less invasive and destructive alternatives to the route proposed in Phases III and IV. Thank you.	John McGowan
19	I support project funding as listed. I do not support funding for Bolin Creek phases 3 & 4 because it cuts through isolated contiguous forest that is currently serving as a wildlife preserve. A section of the phase 3 & 4 greenway, if paved, would also run directly across from the Adam's Tract Preserve which is a conservation easement that expressly prohibits bicycles. Even though the pavement would not fall within the easement, paving the other side would effectively negate the agreement to preserve that riparian area, which threatens wildlife and water quality for Jordan Lake. The isolation of this proposed bikeway 3 & 4 would also create safety challenges that would require additional lighting/ development/ policing that would further disturb the rare species and owls that currently depend on this corridor as their sole undisturbed habitat. (The rocky terrain that is currently along the riparian area naturally prevents mountain biking at anything but a very slow pace.)	
	Furthermore, there is already a viable alternative bike route that would provide better connectivity (Seawell School Side Path) that is already on the SPOT funding list. This route is more direct for school commuters, less costly to build by millions, and easy to make ADA-accessible. It would	
	also would eliminate the need for Phases 3 & 4.	Pickrell, Brandy
20	I encourage the MPO to Keep the Bolin Creek Greenway Phase 3 & 4 forward OFF the list for funding because it is not supported by the community. It violates the Jordan Lake rules and would be fiscally irresponsible to move forward with encouraging over \$1.3M in design funds for a route that immediately violates the Jordan Lake rules as outlined in the Sungate Design technical engineering report and has numerous other technical obstacles. The 2009 Bolin Creek Greenway plan outlines 3 routes, one of which includes the creekside route. The Jordan Lake rules indicate that a greenway is allowable when no other practical alternative exists. However, in this case, two alternatives are provided in the initial 2009 greenway conceptual master plan. Also, on the SPOT list for funding is the Seawell School Rd. side path (which is right next to the proposed Phase 3 & 4 greenway), and is on a bus line, is a direct corridor for schools to neighborhoods, is more ADA accessible, and is more economical. It would alleviate the need for Phases 3 & 4, now estimated to cost \$14M to build according to the TOC DCH MPO FY25 Call for Projects, and can still connect to the other Bolin Creek greenway trails.	
	Moving forward with the development of Bolin creek phase 3 and 4 would be financially Irresponsible. I DO NOT SUPPORT DEVELOPING ALONG BOLIN CREEK .	
		Clara Zelasky
21	I support funding Phase II of the Bolin Creek Greenway to receive \$400,000 of design funds. This project that would connect the southern end of the Jones Creek Greenway (currently at 90% design) and provide a direct connection to Morris Grove Elementary and the future Twin Creeks Park. Everyone in the community and the TOC fully support this project.	
	However, I do not support giving any funding to Bolin Creek Greenway Phase 3 & 4. Right now this is not on the list for funding, nor should it be moved onto the funding list. Our community does not support phases 3 and 4 for a variety of reasons:	
	(1) It violates the Jordan Lake rules and would be fiscally irresponsible to move forward with encouraging over \$1.3M in design funds, when it is already in violation of Jordan Lake rules.	
	(2) The Sungate Design technical engineering report has numerous other technical obstacles, including its creekside location without appropriate buffers; the fact of its needed a railroad easement, etc.	
22	(3) There are 3 routes available for the Bolin Creek greenway (2009 report). The Creekside option has environmental and property ownership restrictions: the Jordan Lake rules indicate that a greenway is allowable when no other practical alternative exists. Two alternatives do exist; therefore Creekside is not permissible. (4) Most importantly, on the SPOT list is funding for the Seawell School Rd. side path (which is adjacent to the proposed Phase 3 & 4 greenway). The Seawell School R side path has many other good features: it's on a bus line, is a direct corridor for schools to neighborhoods, is more ADA accessible, and is more economical. It would alleviate the need for Phases 3 & 4, now estimated to cost \$14M to build, according to the TOC DCH MPO FY25 Call for Projects, while providing a direct and convenient connection to the other Bolin Creek greenway trails. The community favors the Seawell School Rd. side path since it would provide transportation as well as recreation. The creekside option would cause unnecessary environmental damage with no benefit over the Seawell School Rd. side path.	Danielewicz, Jane
	Regarding the Bolin Creek Greenway: -- Phase II is a worthy, laudable project.	
	-- Phases 3 and 4 are poor choices to go forward, since there are viable alternatives to the creekside route that are less problematic fiscally and legally.	
23		Leslie, Paul
24	I am in support of the Bolin Creek Greenway Phase 2 project as I believe this will provide a needed path for the neighborhoods in North Carrboro. This will also invest in a valuable connection between those neighborhoods and Morris Grove Elementary. Thank you!	Kelley, Drew

Good Morning Chair and MPO Board Members:

I am Diane Robertson I have lived at 405 Waterside Dr for 32 years.

I value Bolin Creek and support the conservation efforts to preserve this unique urban forest that surrounds this creek to keep it as a permanent asset for future generations. Thanks to the work of area governments, 350 out of the 425 acres of forest, are now conserved. A note- this forest sequesters over 9000 metric tons of carbon each year.

I support greenways in the right places. I served on the East Coast Greenways for nearly a decade. For several decades a possible route along the upper reaches of Bolin Creek has been discussed. Some have fallen for the false visual picture of a paved bikeway next to a beautiful stream when a cement bikeway would remove a broad swath of forest in the critical 2-mile riparian wildlife zone.

Last fall Carrboro Planning commissioned engineering firm Sungate to review a 2009 plan and identify regulatory barriers that would impact the Creekside alignment proposal. This report was sent to the Carrboro Town staff in September 2023, but not shared with the Carrboro Town Council until **after** they voted on the alignment.

Here are the main impediments found by the Sungate engineers:

- The Creekside alignment cannot comply with the Jordan Lake buffer rules
- The Creekside alignment crosses the Norfolk Southern RR several times
- ADA compliance will be difficult given the topography

- A 'No rise' certification may not be achievable

There needs to be more factual information about the cost, and the environmental impacts of this route. I believe if the community truly understood what would be lost by destroying this intact urban forest, they would not support it.

I strongly recommend against funding Bolin Creek Phases Three and Four. You already have on the SPOT list for funding the less costly Seawell School Road Sidepath project that provides a direct north-south connection route, with few environmental constraints and excellent connectivity.

As we make transportation decisions to address the extremes of the climate crisis, this is not a project that follows best practices for care of the riparian zone, and biodiversity protection. It would take precious financial resources that could be better utilized.