

**April 23, 2024**

TO: DCHC MPO Board  
FROM : DCHC MPO Staff  
SUBJECT: FY25 Call for Projects Public Comments

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## Summary

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) invited member agencies to submit applications for federal funding from the Unified Planning Work Program and Regional Flexible Funding (RFF) programs in November 2023. Funding applications were due on December 8, 2023. The RFF pool for FY25, FY26, and FY27 consists of four funding sources that come directly to the DCHC MPO: Surface Transportation Block Grant Direct Attributable (BGDA), Transportation Alternatives Program Direct Attributable (TAPDA), Carbon Reduction Program Direct Attributable (CRPDA), and Congestion Mitigation Air Quality (CMAQ). The call for projects that was conducted by MPO staff is consistent with federal requirements for CMAQ and TAPDA funds and can be applied to all funding sources.

Twenty-one projects, programs, or studies are being recommended for funding through this call. Seven are existing projects that requested additional or continued funding:

- Triangle Transportation Demand Management (TDM) Program (Central Pines Regional Council)
- Durham Rail Trail (City of Durham)
- Third Fork Creek Trail Extension (City of Durham)
- R. Kelly Bryant Bridge Trail (City of Durham)
- Cornwallis Road Bike & Pedestrian Improvements (City of Durham)
- 805 Corridor Bus Stops (GoTriangle)
- South Greensboro Street Sidewalk (Town of Carrboro)
- Estes Drive Bicycle and Pedestrian Improvements (Town of Chapel Hill)

In addition, ten new projects are being recommended for funding:

- Triangle Mobility Hub (GoTriangle)
- Durham to Roxboro Rail Trail (NCDOT)
- Bicycle Plan Implementation (Town of Carrboro)
- Sidewalk Gap Project (Town of Chapel Hill)
- Davis Drive Path from I-40 to Cornwallis Road (RTP)
- Battery Electric Buses (City of Durham)
- Electric Charging Stations (Chatham County)
- Electric Bus Purchase (Town of Chapel Hill)
- Transit Access Sidewalk for Orange Grove Rd (Orange County)
- Bolin Creek Greenway – Phase 2 (Town of Carrboro)

And three studies or plans are recommended for funding in the UPWP:

- Orange County Bicycle and Pedestrian Plan (Orange County)
- Durham-to-Roxboro Rail Trail Planning Study (Durham County)
- Chapel Hill Transit High-Capacity Study (Town of Chapel Hill)

**Public Comment**

The draft recommendations were released on March 28, 2024 for a 21-day public comment period. This public notice was distributed through the DCHC MPO website, social media, and emailed to subscribers on the DCHC MPO listserv. The public were asked to email or call with comments, or complete a survey. Survey respondents were also given the opportunity to self-identify to measure equitable engagement.

**Note: Only comment #1 was received in time to go onto the Technical Committee agenda.**

**Public Comments Received as of April 11, 2024**

Comment #	Comment	Name	Date Received
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 Stirrup Creek) but there are sidewalks along the newer developments.	Lord, Elizabeth	4/3/24
2	<p>Please consider adding left turn lanes on Hillsborough Road (US 70) at two intersections in Durham.</p> <ol style="list-style-type: none"> <li>1. Hillsborough Road &amp; Sparger Road</li> <li>2. Hillsborough Road &amp; Neal Road</li> </ol> <p>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 &amp; Sparger Road at 5 PM on weekdays just to cross the road to get to Food Lion.</p> <p>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.</p> <p>Thank you</p>	Patton, Todd	4/3/24
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 and the TOC fully support this project.	Benedict, Sallli	4/7/24
4	Carrboro phase 2	Crook Robert	4/7/24

5	I Only Phase 2 of the Bolin Creek Greenway project. The others are not worthy of funding at this time.	Lampe, Fred	4/7/24
6	<p>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.</p> <p>To the technical committee meeting on Tuesday, I strongly encourage the MPO to remove the Bolin Creek Greenway Phase 3 &amp; 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.</p> <p>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.</p>	Josh Levine	4/7/24
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 next to a creek, unless there is no other alternative. There are other very clear alternatives that would not impact the stream corridor, or damage water quality. Phases 3 and 4 would be extremely expensive, and damage both the forest and the immediate riparian environment.	Sonis, Mary	4/7/24
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 through the narrow gorge section, and there are far more feasible, more supported options (eg along Seawell Road) available. Please take Bolin Creek phases 3 and 4 off the list for consideration.	Paul, Michael	4/7/24
9	I encourage full funding of Phase 2 of Bolin Creek Greenway in Carrboro. This project is ready to go and has widespread support. 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 for funding.	Stenross, Barbara	4/7/24

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 alternative plans that are substantially less expensive and provide better linkages of schools and neighborhoods and are more ADA accessible.	Humble, Charles	4/7/24
11	Please move forward with Phase 2 of the Bolin Creek Greenway. Thank you!	Pamela Schultz	4/8/24
12	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	4/8/24
13	<p>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:</p> <p>Andrew,</p> <p>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.</p> <p>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:</p> <p>"The TAB recommends the Town of Carrboro conduct an updated, comprehensive reassessment of the Bolin Creek bike-path plan in terms of the</p>	Haac, Linda	4/8/24

	<p>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."</p> <p>" 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."</p> <p>"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 needed reassessment is completed."</p>		
14	<p>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.</p> <p>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.</p>	Morris, John	4/8/24
15	<p>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.</p> <p>For the future, we encourage the MPO technical team to keep the Bolin Creek Greenway Phase 3 &amp; 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</p>	McClintock, Julianne	4/8/24

	<p>alternative exists. The 2009 Bolin Creek Greenway plan outlines 3 routes, one of which includes the creekside route. Two alternatives are provided as alternatives.</p> <p>Also, Chapel Hill and Carrboro proposed another alternative, the Seawell School Rd. Side Path (which is right next to the proposed Phase 3 &amp; 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 &amp; 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.</p> <p>Julie McClintock, Martha Hoelzer Co-Chairs, Friends of Bolin Creek</p>		
16	<p>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.</p> <p>I hope that the MPO technical team continues to keep the Bolin Creek Greenway Phase 3 &amp; 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.</p>	Margaret Wiener	4/8/24
17	<p>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.</p>	Davis, Jessica	4/8/24

	<p>To the technical committee meeting on Tuesday, I strongly encourage the MPO to remove the Bolin Creek Greenway Phase 3 &amp; 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.</p> <p>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.</p>		
18	<p>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.</p>	John McGowan	4/8/24
19	<p>I support project funding as listed. I do not support funding for Bolin Creek phases 3 &amp; 4 because it cuts through isolated contiguous forest that is currently serving as a wildlife preserve. A section of the phase 3 &amp; 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 &amp; 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.)</p> <p>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 &amp; 4.</p>	Pickrell, Brandy	4/8/24
20	<p>I do not support the Bolin Creek phase 3 and 4.</p> <p>I encourage the MPO to Keep the Bolin Creek Greenway Phase 3 &amp; 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 &amp;</p>	Clara Zelasky	4/8/24

	<p>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 &amp; 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.</p> <p>Moving forward with the development of Bolin creek phase 3 and 4 would be financially irresponsible. I DO NOT SUPPORT DEVELOPING ALONG BOLIN CREEK .</p>		
21	<p>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.</p> <p>However, I do not support giving any funding to Bolin Creek Greenway Phase 3 &amp; 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:</p> <p>(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.</p> <p>(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.</p> <p>(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 &amp; 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 &amp; 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.</p>	Danielewicz, Jane	4/8/24
22	<p>Regarding the Bolin Creek Greenway:</p> <p>-- Phase II is a worthy, laudable project.</p> <p>-- 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.</p>	Leslie, Paul	4/8/24
23	<p>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!</p>	Kelley, Drew	4/8/24
24	<p>I encourage the MPO to keep Phase II fully funded. Please keep the Bolin Greenway Phase 3-4 off the funding list. I am not sure paving near the creekside</p>	Goch, Gretchen	4/11/24



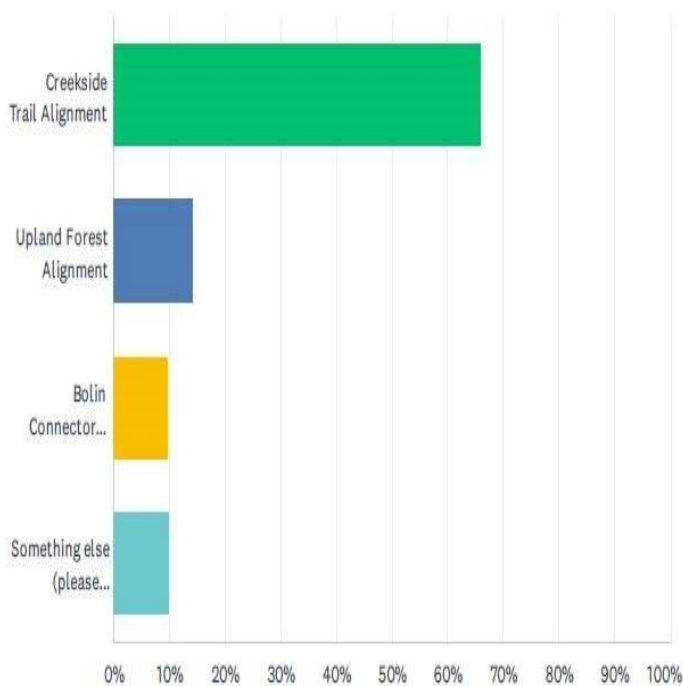
	<p>route is a good idea. Use the Seawell school road side path to keep pedestrians away from cars.</p> <p>I prefer to connect the Bolin Creek trail via Jay street- Estes Dr to Wilson park. This connection will keep bikes OFF the Estes drive and away from cars. Thank you</p>		
25	<p>I am a resident of Carrboro, and am writing to express my desire that the MPO vote on regional flexible funding on April 26 prioritize Phases 3 &amp; 4 rather than Phase 2.</p> <p>While Phase 2 is also important, there are a myriad of reasons to fund and implement Phases 3 &amp; 4 first.</p> <p>Phases 3 &amp; 4 will yield immediate benefits to many users- particularly children seeking a safe, car-free route to the three schools on Sewell School Road. My own child is a student at Smith Middle this year, and will be attending Chapel Hill High in the fall. He can and does ride his bike to school at times, but the rough, rutted and muddy terrain as it currently exists is a strong deterrent when it comes to doing so, even on a mountain bike! The road options to school are not safe for him or his classmates to use, so this greenway project would be a huge gain for him and so many others.</p> <p>This is just one of the many reasons why Carrboro and Chapel Hill need this missing link completed, along with the recreational uses and connectivity it will provide for adult commuters.</p> <p>Thank you for your consideration,</p>	Phil Wintermute	4/10/24
26	<p>I am a resident of Carrboro and strongly support adding Phases 3 and 4 instead of Phase 2 in the MPO regional flexible funding plan. I know you are getting some letters saying the opposite - these come from a very small group of people who have tried to block and stall the project for 14 years, recycling misinformation that we have tried very hard to correct in recent months (<a href="https://triangleblogblog.com/2023/05/22/keep-bolin-wild-is-full-of-misinformation-about-the-bolin-creek-greenway/">https://triangleblogblog.com/2023/05/22/keep-bolin-wild-is-full-of-misinformation-about-the-bolin-creek-greenway/</a>)</p> <p>Phases 3 and 4 both scored higher given your criteria and are far the most preferred route by Carrboro residents, many of whom work during your meetings and cannot attend weekday, in-person gatherings without childcare or taking a vacation day.</p> <p>But Phases 3 and 4 are the most preferred route by the vast majority of Carrboro residents.</p>	Melody Kramer	4/10/24

- Over 1,000 residents who live in Carrboro signed a petition advocating for the creekside alignment of the greenway (phases 3 and 4)
- When The Town of Carrboro’s public engagement process for Phases 3 & 4 were completed and the results were unambiguous: respondents overwhelmingly prefer the “creekside” alignment.
- Forty-five community members gave public comments on the greenway on October 17 when council voted. Of those 45 people, 37 community members specifically said they were in favor of the greenway in general or specifically the creekside trail alignment.
- Voters overwhelmingly voted for candidates who supported the creekside alignment in the 2023 election cycle.

Bolin Creek Greenway Survey

Q11 What is your preferred trail alignment?

Answered: 1,735 Skipped: 34



**Phases 3 and 4 are more important to implement sooner for environmental and service impact reasons.**

- The creekside alignment will be built in an existing 30-foot-wide sewage easement that has already been cleared of trees, so it will not involve additional extensive tree removal.
- It has the potential to improve environmental conditions via reducing erosion alongside the existing path, as observed in a memo from the Town of Carrboro (below)
- Given how the Creekside alignment would connect neighborhoods to schools and parks, the greenway would “significantly” reduce vehicle miles traveled and aligns with the town’s climate goals
- Both the Chapel Hill-Carrboro City School District and the local chapter of the Sierra Club have advocated for Phases 3 and 4 -- letters attached -- because Phases 3 and 4 would allow hundreds of kids in Carrboro and Chapel Hill to bike and walk safely to elementary, middle and high school.

1. **The existing sewer easement is a current source of significant environmental impact, most notably erosion and sedimentation.** This impact is by nature very site specific, and associated with a combination of factors, including but not necessarily limited to:

- e. A situation, due to the above conditions, in which **much of the existing sewer corridor is unstable and/or impervious.** The imperviousness is a function of the infiltration rate of water on land surfaces. Without detailed studies, it is not possible to precisely quantify the imperviousness of the corridor. However **the existing high degree of imperviousness can be qualitatively validated by the puddles that exist along the corridor for many days and even weeks after rain events, as well as the compaction from use, native soils and geology.** The instability of soils is a function of their lack of protection/exposure as well as

**It is inclusive:**

- The Creekside alignment maximizes opportunities for connections across Carrboro, including people who live in The Landings at Winmore, the Bolinwood Condominiums, Estes Park Apartments, the Oakwood complex, and Craig-Gomains housing complex

**It is by far the most logistically feasible and has already been studied:**

- It is the preferred route of UNC, the largest landowner.
- Doesn’t involve getting permission from a freight rail line that has no plans to stop owning or using the rail line.
- Doesn’t require a lot of trees to come down, like alternative routes do.

	<ul style="list-style-type: none"> <li>• It would be allowed under the Jordan Lake Rules, as State water quality officials told town staff during a site visit</li> <li>• It would not be in conflict with other existing trails that would affect mountain bikers and trail runners.</li> </ul> <p><b>It will make our community more connected and less car-dependent, in ways that all residents can benefit from:</b></p> <ul style="list-style-type: none"> <li>• It Will Connect our schools so middle schoolers and high schoolers will be able to safely bike or walk to schools without cars or traffic.</li> <li>• It could help alleviate traffic backups and idling car lines at our schools, as some people switch to biking and walking.</li> <li>• Will deliver access that meets ADA standards to nature and park space for all</li> <li>• Will reduce traffic on our roads as people switch to walking and biking for quick 1-3 mile trips.</li> </ul> <p><b>And it Connects the largest number of neighborhoods across Carrboro.</b></p> <ul style="list-style-type: none"> <li>• Connect us to Chapel Hill, which just got 1\$ million to further build out their greenway network</li> <li>• Connect to existing parking lots (Wilson Park, Chapel Hill High School (weekends)) according to the Master Plan</li> <li>• And lastly, would make it possible families like mine – with younger kids – to walk to the Chapel Hill Public Library, where we go several times a week, and to bike safely to high school. Even reducing the car line at Chapel Hill High by 25% would majorly decrease our carbon emissions as a community when you consider how much people are idling. It’s the way we change systematic behavior for climate</li> </ul>		
27	<p>I'm writing in support of funding the Bolin Creek Phases 3 &amp; 4 in the MPO Regional Funding Plan, and prioritizing Phases 3 &amp; 4 over Phase 2. My primary position is that Phases 3 &amp; 4 is a higher value project, as evidenced with the higher score by the MPO's scoring criteria. P3/4 connects many families to schools, allowing for safe, alternative, active transportation. This can reduce pressure on the school district's over-burdened bus system, and/or reduce the school pickup line. Walking/biking to school via a safe route is better for the environment, our health, and has been shown to have positive impacts on our mood and focus - which are important contributors to how successful we are in school and work.</p>	Samuel Richard Smith	4/10/24

28	<p>I'm writing to the MPO to support prioritizing phases 3 and 4 over phase 2 of the Bolin Creek Greenway. I have walked on the Chapel Hill Bolin Creek Greenway and I have walked the OWASA easement on Bolin Creek in Carrboro. I am very much in favor of the proposed creek-side alignment for the Carrboro portion because it will be an enormous benefit to the citizens of both communities in connecting neighborhoods on a pleasant bikeway/ pedestrian way. The current environmental state of the OWASA easement is not good. I don't see how it could be improved without getting heavy vehicle traffic off of the compactible soils along the creek. As long as the sewer line is there, the best solution is a greenway that concentrates traffic on a more narrow paved surface, thus allowing planting of native vegetation on the remainder of the easement. Thanks for considering my opinion on the Bolin Creek Greenway.</p>	Michael Adamson	4/10/24
29	<p>I am writing to express support for priority funding for Bolin Creek Phases 3 and 4. Ideally, I would like Phase 2 to be funded as well but recognize that limited resources demand difficult choices. I see Phases 3 and 4 as critical to creating a safe route for pedestrians and cyclists between the most populous parts of Carrboro and the Blue Hill area of Chapel Hill, which is a critical (and growing) commercial center for this part of the Triangle. While greenways are great for recreation, climate change requires that we increasingly regard them as corridors that reduce VMT while also supporting our local economies. Phases 3 and 4 will connect people and places in a meaningful way that creates a true choice to leave the car at home for trips to grocers, pharmacies, schools, the library, and restaurants. The only truly environmentally friendly option is the one that connects the most people to the most places they need to go without the need for a car. The best option to achieve this at this time is by funding Phases 3 and 4.</p>	Stephen Whitlow	4/10/24
30	<p>I am a resident of Carrboro and I am writing to express my support of the town's funding request for design of Phases 3 &amp; 4 of the Bolin Creek Greenway instead of Phase 2. Phase 2 of the Bolin Creek Greenway serves much fewer people and makes many fewer connections. Much of the route for Phase 2 is also achievable on existing low-traffic neighborhood streets and existing community greenways. It would be a "nice to have" but</p>	Ryan Byars	4/10/24

	<p>honestly does not move the needle on getting people out of their cars or connecting meaningful numbers of people to open space recreation. Phase 3 &amp; 4, in contrast, would connect three school sites to many neighborhoods in our town. Currently, the only way many kids can get to these schools now is on dangerous high-speed NCDOT roads, which makes walking and bike access unavailable to many children. Please see the attached letter from Dr. Andre Stewart at the Chapel Hill Carrboro City School District in support of Phases 3 &amp; 4. The town has surveyed residents and found that they overwhelmingly support the creekside Phases 3 &amp; 4. Finally, in the most recent municipal election candidates that supported Phases 3 &amp; 4 were voted in over candidates that opposed it -</p> <ul style="list-style-type: none"> <li>- by a landslide. Folks in Carrboro want this greenway and have been planning for it for many years.</li> </ul> <p>Please fund design for Phases 3 &amp; 4 in the regional flexible funding plan.</p>		
31	<p>I am a resident of Carrboro and I am writing to express my support of the town's funding request for design of Phases 3 &amp; 4 of the Bolin Creek Greenway instead of Phase 2. I support this plan for many reasons, including that it would allow my kids to ride their bikes to school from kindergarten straight through high school. More bikes, less cars, and safer transportation for everyone will improve quality of life in Carrboro. Please fund design for Phases 3 &amp; 4 in the regional flexible funding plan.</p>	Emily Werder	4/10/24
32	<p>I'm writing in support of the completion of the Bolin Creek Greenway. I am a Chapel Hill based bike enthusiast and a father who uses greenways to ride safely alongside my young children. I strongly urge you to move Phase 2 of the project down the priority list, as the connectivity Phases 3 and 4 will provide will be far more beneficial to many more members of our community.</p>	Michael Venutolo-Mantovani	4/10/24
33	<p>I'm writing to signal my support for regional flexible funding for the Bolin Creek Greenway Phases 3 &amp; 4. Right now, Phase 2 of the Bolin Creek greenway is in the funding package. While Phase 2 is good, Phases 3 and 4 should be prioritized because they connect more members of our community, will connect to a larger area, and will help with school transportation and accessibility across Chapel Hill and</p>	Aaron Shapiro	4/10/24

	<p>Carrboro. Phases 3 and 4 are also more important to implement sooner for environmental and service impact reasons.</p> <p>At every stage of the public engagement process, the majority town residents have made clear they want Phases 3 and 4. Over 1,000 residents who live in Carrboro signed a petition advocating for the Creekside Alignment of the Greenway (Phases 3 and 4). Forty-five community members gave public comments on the Greenway on October 17 when Council voted. The Carrboro Town Council voted 6-1 in October to move forward with Phases 3 and 4. They would allow kids in Carrboro to bike and walk safely to elementary, middle and high school. In fact, the school district sent a letter to Carrboro Town Council advocating for Phases 3 and 4.</p> <p>Phases 3 &amp; 4 are also environmentally sound. The Creekside Alignment will be built in an existing 30-foot-wide sewage easement that has already been cleared of trees, so it will not involve additional extensive tree removal. It has the potential to improve environmental conditions by reducing erosion alongside the existing path. The project also received a significant endorsement from the local chapter of the Sierra Club. Given how the Creekside alignment would connect neighborhoods to schools and parks, the greenway would “significantly” reduce vehicle miles traveled and aligns with the town’s climate goals.</p> <p>Finally, the project is not only inclusive; it is also by far the most logistically feasible. The Creekside alignment makes our community more connected and less cardependent, in ways that all residents can benefit from. It maximizes opportunities for connections across Carrboro, including people who live in The Landings at Winmore, the Bolinwood Condominiums, Estes Park Apartments, the Oakwood complex, and Craig-Gomains housing complex. It connects our schools so middle schoolers and high schoolers will be able to safely bike or walk to schools without cars or traffic. It could help alleviate traffic backups and idling car lines at our schools, as some people switch to biking and walking. It will deliver access that meets ADA standards to nature and park space for all. And it will reduce traffic on our roads as people switch to walking and biking for quick 1-3 mile trips. It is also the preferred route of UNC,</p>		
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	<p>the largest landowner in the Greenway's path. It doesn't involve getting permission from a freight rail line that has no plans to stop owning or using the rail line; it doesn't require a lot of trees to come down, like alternative routes do; it would be allowed under the Jordan Lake Rules; and it would not be in conflict with other existing trails that would affect mountain bikers and trail runners. In sum, pursuing Phases 3 &amp; 4 of the Creekside Alignment of the Bolin Creek Greenway extension is common sense. I hope you take these benefits into consideration in your deliberation process.</p>		
34	<p>My name is Cristóbal Palmer, and I'm a Carrboro resident with two kids who are not yet in school. I'm writing to ask you to prioritize Phases 3 and 4 of the Bolin Creek Greenway in this MPO round. Selfishly, I would like my kids to experience a Bolin Creek Greenway that connects them to school before they graduate from high school, but there are plenty of unselfish reasons for me to hope you will prioritize phases 3 and 4 over phase 2. These include the much higher number of neighbors who will be able to connect with school, work, and their neighbors without using a car; the popularity of the creekside alignment shown through recent public engagement; and the health and environmental benefits of mode shifting to walking or biking that will be amplified by a more complete network of biking and walking infrastructure.</p>	Cristóbal Palmer	4/10/24
35	<p>Hello, I am a resident of Carrboro and I am writing to state my emphatic support for including Bolin Creek Phases 3 and 4 INSTEAD of Phase 2 in the Regional Flexible Funding Plan. My house is near the OWASA easement and my family often walk, bike and spend time on the planned alignment for Phases 3 and 4 and we want more people to be able to access this area. It's one of the nicest places to be in Carrboro, but the surface is degraded from flooding and overuse. On top of that, OWASA puts so much rip rap on the worst sections to keep it from further washing out that it becomes impossible to navigate, and anytime we get a lot of rain the entire easement becomes a muddy mess. There is no reason to invest in Phase 2 before Phases 3 &amp; 4. Chapel Hill is building an extension of their Bolin Creek Greenway from Umstead Park to Estes, and Carrboro needs to</p>	Alyson West	



	<p>work with Chapel Hill on the Estes crossing, and complete the adjoining segment of the greenway in Carrboro, which is Phases 3 &amp; 4.</p> <p>Last year, an overwhelming majority of Carrboro residents responded to a Townwide survey that they support Phases 3 &amp; 4 of the Bolin Creek Greenway. My neighborhood is full of kids who attend or will attend Smith Middle School and Chapel Hill High School, and building out this greenway will make it possible for more of them to safely walk or bike to school.</p> <p>This greenway is a decade overdue. We need Phases 3 &amp; 4 now, and Phase 2 later.</p>		
36	<p>I am a long-time Chapel Hill resident and use a bike as my primary means of transportation. I understand the need for safe and paved facilities that can provide access to key destinations without requiring bike riders to share space with fast-moving cars. I am therefore writing to urge you to prioritize the Carrboro project for phases 3 and 4 of the Bolin Creek Greenway ahead of phase 2 in this round of Regional Flexible Funding programming.</p> <p>It is apparent that we are in the midst of a climate crisis of unprecedented proportions. It is urgent that we move forward with projects that can allow us to reduce our carbon footprint by providing safe and comfortable ways to get around town that require much less expenditure of carbon than traditional gas-powered cars or electric cars. The Bolin Creek Greenway phases 3 and 4 project will accomplish this goal by connecting numerous neighborhoods and schools, and providing a key link to Chapel Hill’s proposed extension of the Bolin Creek Greenway.</p> <p>It is clear that this project is a priority of Carrboro residents, given the overwhelming support for the project demonstrated during a public outreach effort last year. It has been extensively studied, connects multiple neighborhoods, and will have a minimal environmental impact due to its placement atop an already compacted and impaired OWASA sewage easement. While it might be nice if we lived in an ideal world where we leave the creekside untouched and have safe bike lanes along roads, that is not the world we live in, and the existing OWASA sewage easement is an ideal place for a paved greenway.</p> <p>It is somewhat surprising that phase 2 has been promoted ahead of phases 3 and 4, given that phase 3 and 4 scored higher on the MPO’s criteria, was the subject of a recent and extensive public outreach campaign, and has been</p>	Geoff Green	4/10/24

	<p>much more extensively studied. I ask that you follow the data, which favored phases 3 and 4 over phase 2, and the broad community support for phases 3 and 4 and prioritize funding for phases 3 and 4, which will help this critical project get out of the ground sooner. Thanks for listening.</p>		
37	<p>I am writing in support of including phase 3 and 4 of the Bolin Creek Greenway in the Unified Planning Work Program and Regional Flexible Funding (RFF) programs for Fiscal Years 2025, 2026, and 2027.</p> <p>I live in Chapel Hill, and my son currently attends Smith Middle School. Currently, he rides the bus for up to two hours a day to get to and from school. If built, phase 3 and 4 of the Bolin Creek Greenway would make it possible for him, and hundreds of students like him, to bike to school. This will reduce traffic and carbon emissions caused by cars and allow students to begin and end each school day by biking outdoors, not playing computer games on the bus or in the car.</p> <p>But my support for this project goes beyond this single benefit. By prioritizing the planning and construction of Phase 3 and 4, the MPO can take advantage of current planned investments in greenways, side paths, and bus service and build a true multi-modal network that connects schools, neighborhoods, parks, and businesses across Chapel Hill and Carrboro.</p> <p>Here's where phase 3 and 4 will help:</p> <ul style="list-style-type: none"> <li>· Currently, Chapel Hill has federal funding to build a side path along Estes Drive Extension, which will connect to the side path along Estes that is almost finished. The Estes Drive Extension side path will directly connect to Phase 3 and 4 of Bolin Creek Greenway.</li> <li>· The Estes Drive Extension side path will also connect to the Estes Drive stop on the North South Bus Rapid Transit, which was recently recommended for full federal funding by the Biden Administration.</li> <li>· The Estes Drive Extension will also create a safe route from Phase 3 and 4 of Bolin Creek Greenway to the section of the Bolin Creek Greenway that it is already built in</li> </ul>	Martin Johnson	4/10/24

	<p>Chapel Hill. Bolin Creek Greenway currently connects to Blue Hill, one of the fastest growing areas in the region, with almost 3,000 homes expected to be built by 2030. Greenways are two-way streets. Phase 3 and 4 of Bolin Creek Greenway will allow people living in more urban parts of Chapel Hill to use a low-stress and sustainable path to access one of our community’s most important natural resources, Carolina North Forest. It will allow people living in neighborhoods in Carrboro that currently have no transit access the ability to walk or bike to high-frequency bus lines that connect our region. It will connect three large schools, which collectively serve thousands of students and currently have very limited transit access, with neighborhoods in both Chapel Hill and Carrboro. While I support building greenways wherever and whenever possible, I think the Board of the Durham Chapel Hill Carrboro Metropolitan Planning Organization should prioritize projects that deepen our regional connectivity. The scoring formula used by the Technical Committee already recognizes the many benefits of Phase 3 and 4 of the Bolin Creek Greenway. I encourage the Board to include Phase 3 and 4 in its list of recommended projects for funding.</p>		
38	<p>I am a Carrboro resident with two kids under 4. I wanted to voice my full support for Bolin Creek Phases 3 and 4 since these plans connect more kids to schools. I want options for kids to not depend on cars to get from one place to another. More accessible spaces and connectivity via Phase 3 and 4 will help my community's kids have access to transportation choices while enhancing their ability to enjoy the outdoors.</p>	Jocelyn Tsai	4/10/24
39	<p>I'm traveling at the moment, but I recently heard that the MPO is considering prioritizing funding of the Bolin Creek phase 2 connector over phases 3 &amp; 4 and wanted to reach out to ask you to reconsider.</p> <p>I'm a resident of Carrboro and regularly use both sections of unfinished trail (including hauling my bike over the stream crossing and up the hill in the section between Hogan and Winmore). Even though I would like to see both completed at some point, it's clear to me that phases 3 &amp; 4 should be the highest priority project. It would provide a key East-West connection for much of Carrboro to both downtown as well as the CH portion of the Bolin creek greenway and</p>	Alex Mellnik	4/11/24

	<p>destinations like the Chapel Hill library. It would also help a lot with students and families who walk or bike to school without needing to do risky things like cross/ride along Ested or Umstead.</p> <p>Thanks for your consideration,</p>		
38	<p>I am Diane Robertson I have lived at 405 Waterside Dr for 32 years.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Here are the main impediments found by the Sungate engineers:</p> <ul style="list-style-type: none"> <li>● The Creekside alignment cannot comply with the Jordan Lake buffer rules</li> <li>● The Creekside alignment crosses the Norfolk Southern RR several times</li> </ul>	Diane Robertson	4/9/24

	<ul style="list-style-type: none"> <li>● ADA compliance will be difficult given the topography</li> <li>● A 'No rise' certification may not be achievable</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>		
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## Demographic Information

Below are a series of charts illustrating the demographic makeup of those that took the online survey.

Chart 1: Which Race or Ethnicity Best Describes You?

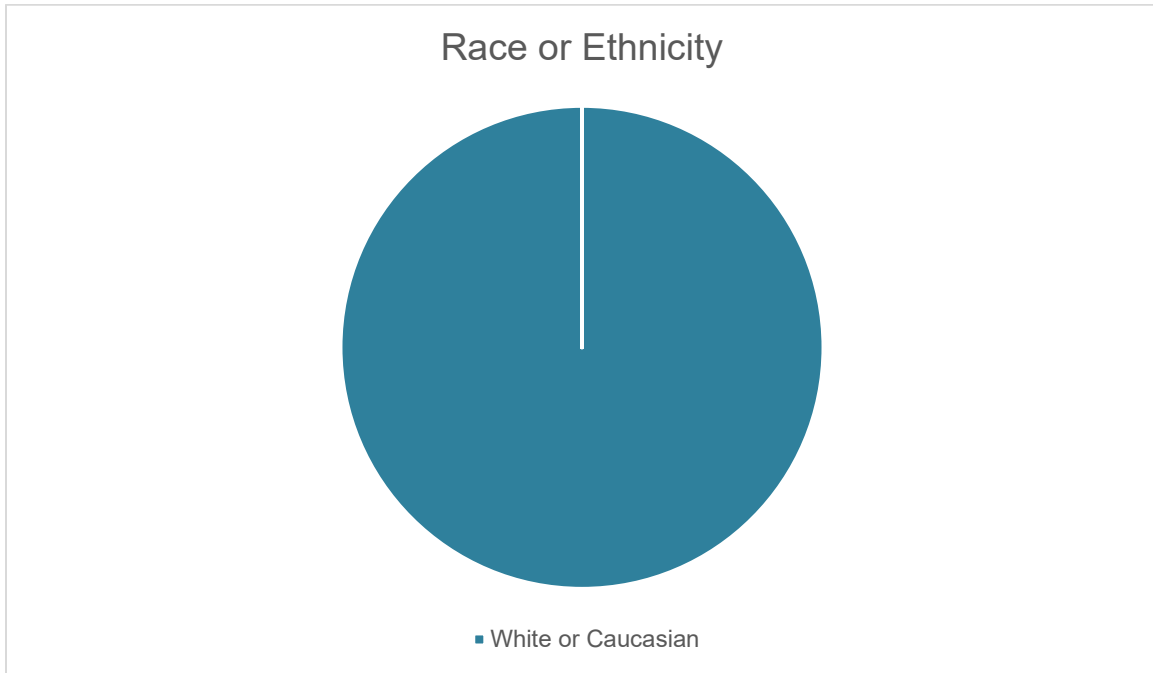


Chart 2: What is your Age Group?

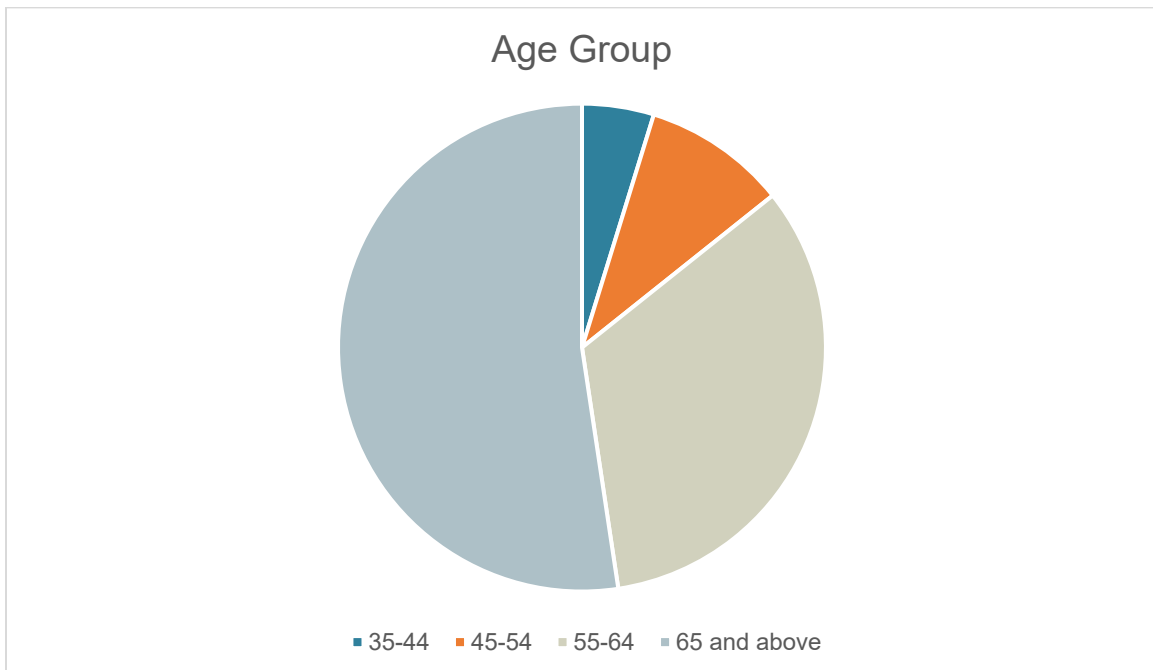


Chart 3: What is your Total Household Income?

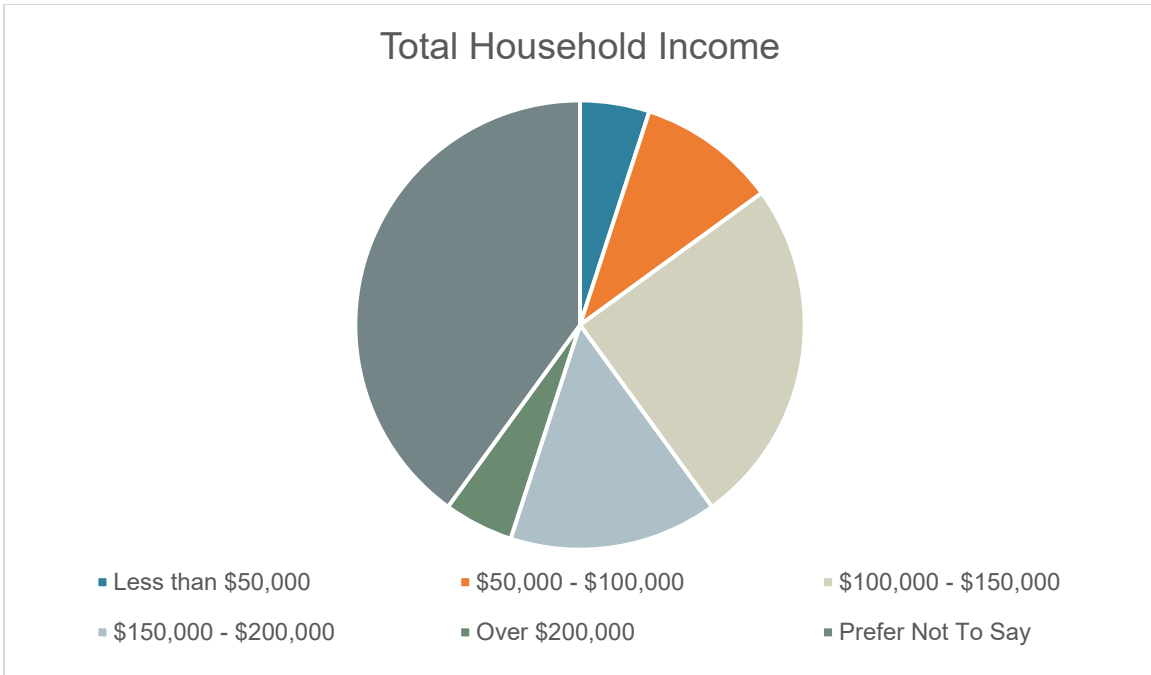


Chart 4: Do any of the Following Disabilities Apply to You?

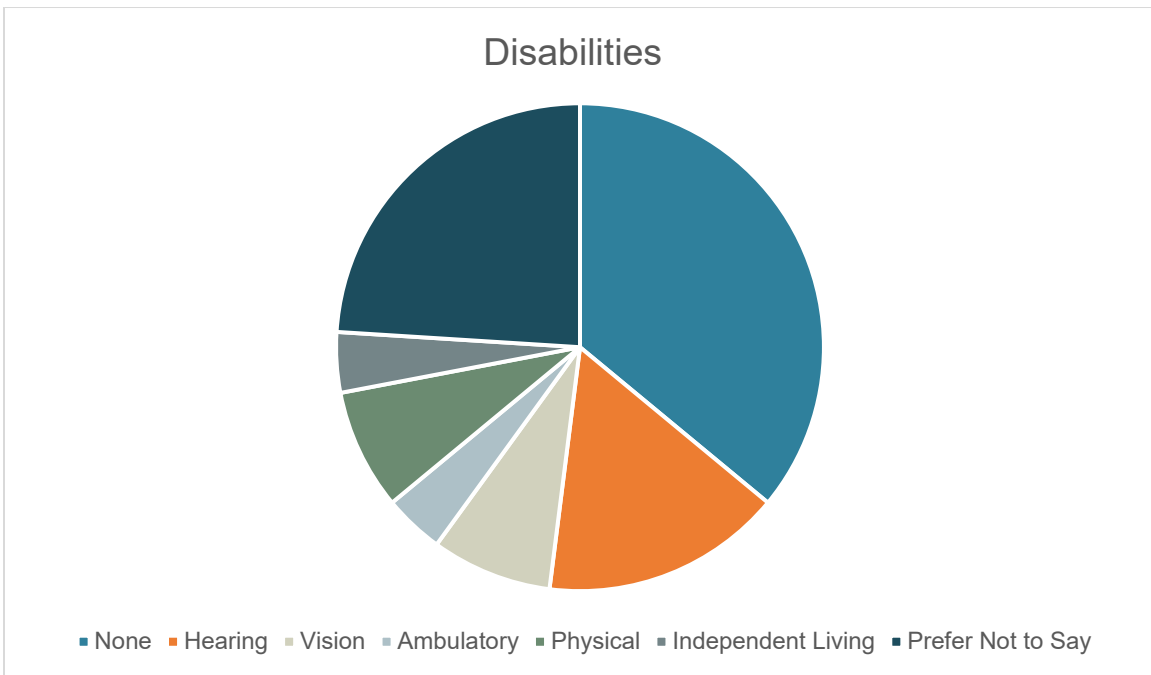


Chart 5: How Many Vehicles Does Your Household Own or Lease?

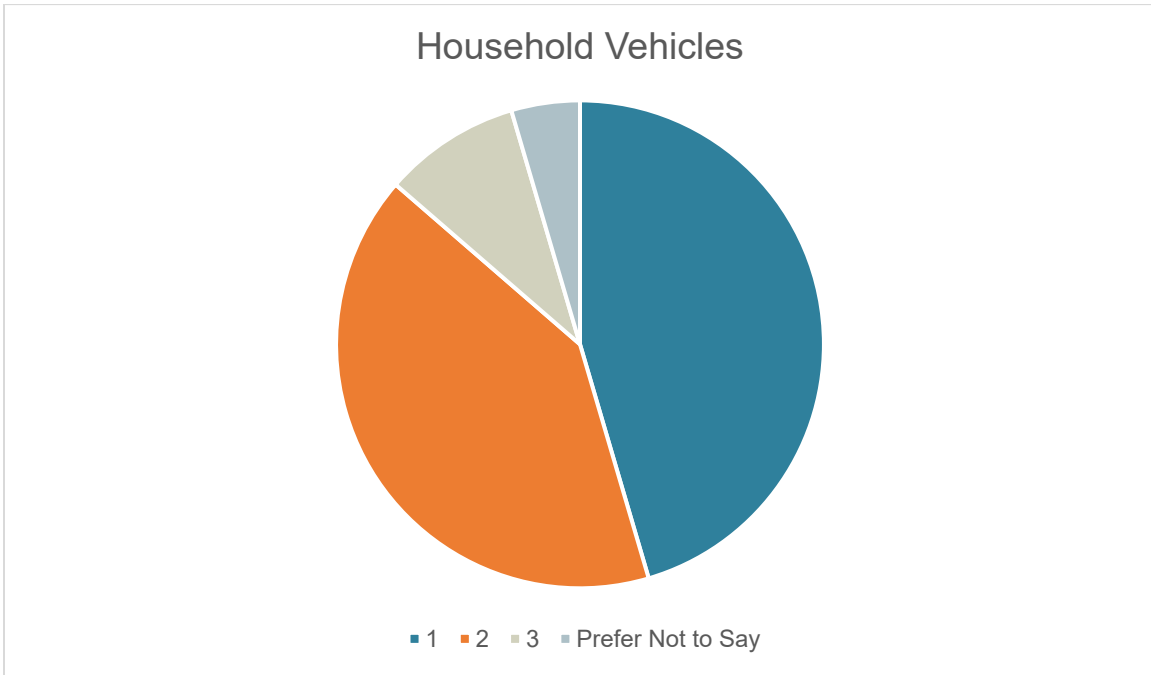


Chart 6: How Would You Categorize Your English Proficiency?

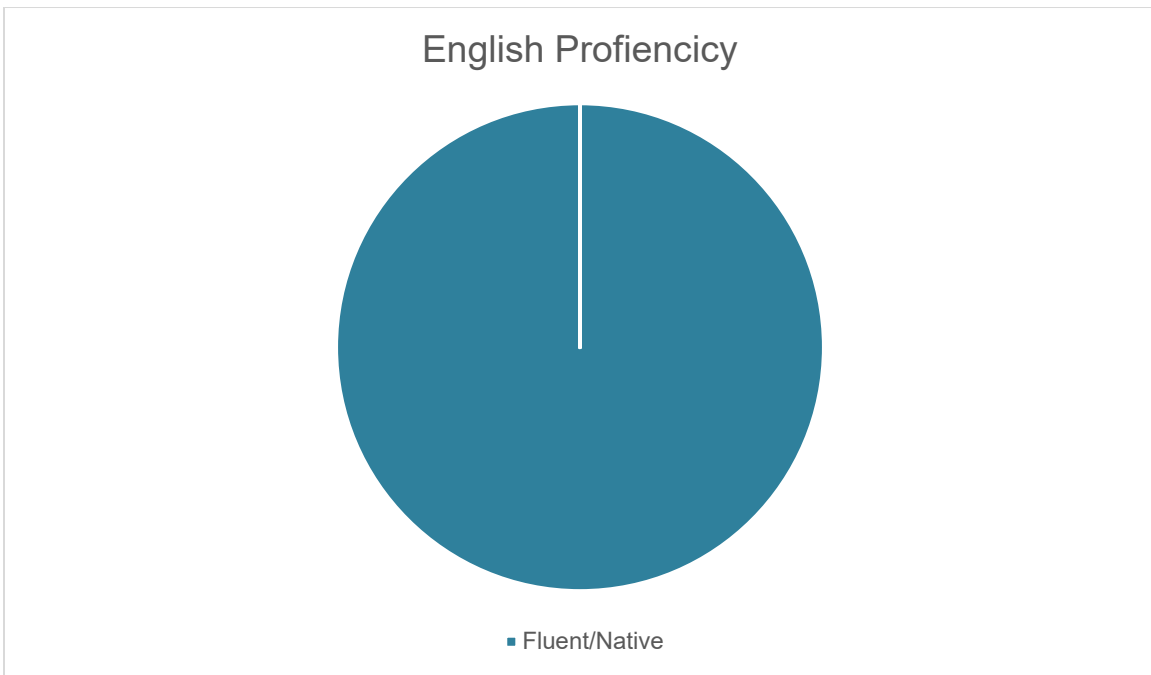




Chart 7: What is Your Gender Identity?

