

**C-5650 S. Greensboro Street Sidewalk  
25% Public Meeting Questions & Comments**

1. Make the sidewalk continuous at driveways so people do not dip down to the road/driveway level. This slows down turning vehicles and makes them more aware of their surrounds. Here is a great video about them:

[https://www.youtube.com/watch?v=9OfBpQgLXUc&ab\\_channel=NotJustBikes](https://www.youtube.com/watch?v=9OfBpQgLXUc&ab_channel=NotJustBikes)

**The design intent is to have the sidewalk grade remain continuous at residential driveways consistent with NCDOT standard detail 848.02.**

2. It appears that there is ample right of way in certain areas that rather than a 3' grass buffer, there could be space to widen the buffer to plant trees. As someone who enjoys walking in Town, the summer is the worst especially when you have no shelter from the sun. This will also shield people from further from high speed vehicles as a portion of this street is still signed from 35mph.

**Due to clear zone requirements, and temporary construction easements needed along the corridor to tie the grades back into the existing ground, street trees are not proposed between the grass strip and the back of proposed curb and gutter. The design team has reached out to NCDOT to explore the possibility of including a few carefully placed trees within the clear zone area, but we've not yet had a follow up discussion to determine if this would be permitted.**

**We've noted a couple of comments regarding the current 35 mph speed limit. Staff has had initial discussions with NCDOT about a possible slow zone policy in the downtown area. Please also see responses to questions 7 and 13.**

3. A crosswalk on the north side of the roundabout needs to be added to make the most direct connection to the new South Green development.

**Our design team is currently reviewing the possibility of adding a hi-visibility crossing at the northern leg of the roundabout.**

4. Should the traffic capacity analysis allow a reduction in lanes in the overpass area, I highly recommend a separated bike lane rather than paint

**The traffic capacity analysis is still under review at NCDOT. We will keep this option in mind for discussions if a reduction in lanes, or narrowing of lane widths in order to accommodate a bike lane is feasible and approved by NCDOT.**

5. The slip lane for the ramp past the roundabout needs the angle to be sharpened significantly (to 55-60 degree angle) to slow cars to ~15mph and make it safe for pedestrians. See this for more details:

[http://pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=24#:~:text=Well%2Ddesigned%2Oright%2Dturn%20slip%20lanes%20slow%20turning%20vehicles%2C,merge%20into%20the%20receiving%20roadway.](http://pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=24#:~:text=Well%2Ddesigned%2Oright%2Dturn%20slip%20lanes%20slow%20turning%20vehicles%2C,merge%20into%20the%20receiving%20roadway.)

**Our design team will look into this request and discuss.**

6. If the capacity analysis looks at the need for three lanes at the Rt54 exit ramp, I suggest reducing these lanes to two with a right turn only and a straight/left.

**The traffic capacity analysis is still under review at NCDOT. We will keep this option in mind for discussions if a reduction in lanes is feasible and approved by NCDOT.**

7. I really hope they will LOWER THE SPEED LIMIT along this road. Right now the 35 mile an hour is insane, and could be very dangerous for pedestrians.

**A speed limit reduction is not currently being proposed as part of the sidewalk project, but the Town is in discussions with NCDOT about the possibility of reducing the speed limits along certain segment of NCDOT streets in the downtown area. We have made note of the interest for South Greensboro Street to have a reduced speed limit.**

8. I would like to first say thank you for this project; I have been looking forward to the sidewalk since moving here 15 years ago. I am also very happy to see that it is going in on the West Side. My husband (who is blind) and I have walked the path many times and it has not been the safest or easiest route; the sidewalk is a blessing. No matter which side the sidewalk would have eventually been established, people would have to cross the roads to get to businesses on either side. I see many people using the path everyday going up and down the hill in front of my home. Everything has it's pros and cons but I will say that I am in FAVOR of this project going in on the west side.

**Thank you for your comments**

9. Hello, I live in Rock Creek apartments by Carrboro High School. I don't have a driver's license and cannot use a bike for the same reason, vision issues. During the pandemic, I have been unable to take a bus after multiple incidents of drivers not enforcing mask wearing. This sidewalk is so important to people like me. There are things that cannot be delivered, like medications, and independence of movement is the reason I moved to Carrboro. Whatever side of the street you put it on, please don't cancel this project. It will connect this side of Carrboro safely with the rest of you.

**Thank you for your comments**

10. I am pleased that the sidewalk for South Greensboro Street is finally going forward. I am also pleased that the sidewalk is proposed for the west side of South Greensboro Street. I would like to see the bicycle path starting at the roundabout going north be diverted through South Green to go up the road through Roberson Place as was proposed during the South Green development approval. This is a more natural route as most bicycles would be headed toward the bike path heading toward campus or could easily divert to Carr Mill if going downtown. I doubt that many bicycles would use Old Pittsboro Road as a bicycle path. I would like to see curb and gutter considered for the east side of South Greensboro. The curb is only two feet and should fit along most of the road. Perhaps the underground drain would extend farther, which would make curb and gutter impossible, but it should be considered.

I would like to see crosswalks considered. There would need to be a crosswalk both north and south of the roundabout in order to access South Green and the two office buildings on the east side. Another crosswalk is probably needed somewhere in the middle to allow the more dense Park Slope to cross over to the west side. There needs to be a crosswalk at the Merritt Mill intersection as well.

Any crosswalks added should include an accessible signal box to allow safe crossing. This would make all pedestrian crossing safer, especially the Merritt Mill Road intersection which is currently extremely dangerous.

I would like to see the overhead utilities moved to underground. Underground utilities are safer and more aesthetically pleasing, and this is the southern access to Carrboro and should look as nice as possible. If fiber cable can be installed, I am certain that the other utilities can be moved to underground as well.

**Thank you for your comments. A multi-use path has been constructed as part of the South Green development. It begins at the crosswalk at the southern end of the roundabout and wraps around the outside of the parking areas to connect to the Roberson Bike Path. (Please see the attached link ([501 S Greensboro St - Google Maps](#))). The Town is also in the process of developing enhanced markings and bicycle wayfinding signage for Old Pittsboro Road, as due its low traffic volumes, it can serve as a direct bicycle route to downtown or points west, such as the Farmer's Market.**

**Curb and gutter on the east side of the road would not be feasible with the project due to impacts to the existing ditch and drainage improvements required when constructing curb and gutter, but we are looking into the possibility on providing a short segment of sidewalk to connect the Park Slope neighborhood to the northern end of the roundabout..**

**Potential crosswalk locations will be discussed with the project team**

**Thank you for your thoughts on utilities, at this time however, relocating utilities underground is not something that can be completed within the limits of this project.**

11. **Practicality:** Most of the pedestrian traffic is coming from the east. Most of the destinations are on the east side. Putting the sidewalk on the west side means that most users of this sidewalk will be forced to cross this dangerous road, not once, but twice!

**As discussed in the public meeting, constructing a sidewalk on the east side of S. Greensboro Street is considered to have an adverse effect upon the National Register-listed Thomas F. Lloyd Historic District (OR0033) due in larger part to the necessity of relocating the utility lines that run along the east side of the street. This would require the removal of a significant number of trees in the area. The west side would remove a few trees, but per the NC Department of Natural and Cultural Resources, the construction of the sidewalk on the west side of S. Greensboro Street does not have an adverse effect to the historic district.**

12. **Child and family pedestrian groups:** There will soon be a library at the top of the hill on the east side and there is already an elementary school at the other end of the hill on the east side. This means that not just adult pedestrians, but entire families and possibly groups of young children who would have to cross this dangerous road, not once, but twice!

**The design team is evaluating crossing locations to make consistent with current NCDOT and MUTCD standards.**

13. **Vehicular speed:** Crossing S. Greensboro St. has been and still is an often frightening experience for me as an able-bodied adult. Vehicular speed, especially at night, is a big concern. The addition of the "Your speed is ..." digital sign helps a little temporarily, but to my knowledge, has never been used for south-bound lanes, only north-bound. Pedestrians using this new sidewalk will have to cross both lanes, twice. Has there ever been a study to measure the rates of excessive vehicular speeds at the top *and the bottom* of the hill?

**Thank you for your comment. Data has been collected for the section of S Greensboro St. North of the roundabout (where the speed limit is 35 MPH) ~65% of all drivers are complying with the speed limit. At the top of the hill, (where the speed limit drops to 20 MPH), the compliance with this speed limit is much lower (~5%) as the point where speeds were measured people driving are still in the process of slowing down to the posted speed. As noted above, the Town has met with NCDOT to discuss local interests in slowing vehicle speeds on certain NCDOT maintained roads, including South Greensboro Street.**

14. **Historic district:** The justification for putting the sidewalk on the west side was due to the potential impacts of removing trees from the historic district properties on the east side. Since the assessment was done, one of the "historic district" houses was bulldozed. As another community member stated in the public meeting, this is a historic district in name only.

**The historic district is listed on the National Register for historic properties.**

15. **(New) potential impacts to trees:** I walked up and down S. Greensboro St. recently and it looks to me like putting the sidewalk on the west side will result in almost the same number of trees being removed from either side. The difference between east and west could be just one or two trees. None of the trees on the east side are particularly old or large. Valuing one or two trees over potential threats to human life seems like a flawed calculation.

**Impacts to trees will continue to be evaluated through the design process.**

16. **(New) flooding:** The west side of S Greensboro St. has always been prone to flooding (for example, the trailer park at the bottom of S Greensboro St.). When it rains, the water pours off of the road from east to west creating rivers of stormwater that I have personally witnessed washing away truck loads of heavy gravel in a few hours. Further paving and disturbance of the soil has the potential to make these problems even worse.

**The design team will take this information into account when designing the sidewalk in this area.**

17. **(New) pedestrians at night:** Cars drive incredibly fast on S. Greensboro St., especially at night. People using this sidewalk will be forced to play chicken with speeding cars. A lot of pedestrian traffic on S. Greensboro St. at night includes intoxicated people returning home from bars (south-bound). This will force potentially intoxicated pedestrians to cross the street when it is most dangerous. The steep hill and reduced visibility makes the dangers even greater. At night this road is often used by a number of semi-trailer trucks making deliveries. I worry that these heavy vehicles may not be able to stop in time to avoid a pedestrian crossing at the bottom of the hill.

**Potential crosswalk locations will be discussed with the project team.**

18. **(New) delivery vehicles:** If you pay attention to S. Greensboro St. during the day, you will see that there are constantly delivery trucks (Fedex, UPS, US Mail, etc.) parked on the west side to make deliveries to any of the houses on either side of S. Greensboro St. and nearby. If the sidewalk is placed on the west side, where will these trucks park to make their deliveries? They will have to either block the entire lane of traffic or park on top of the new sidewalk which will force pedestrians to walk into the street to go around them. There is no place for trucks to park on the east side. If the sidewalk was placed on the east side, then pedestrians could use the sidewalk on the east side and the delivery trucks could continue to park on the west side and everyone would be safer.

**Thank you for this information. The sidewalk will be separated from the roadway by curb and gutter plus a grass strip ~2 feet wide. Parking on sidewalks, even by delivery vehicles, is prohibited.**