

## **Greenways Commission Meeting Agenda**

**Monday, November 18, 2019; 6:30 pm – 8:00 pm  
Town Hall, Room (109)**

- I. 6:30 pm – Call to Order (Chair)**
  - a. Approval of minutes – (October 14, 2019)**
  
- II. 6:35 pm – Update on Bike Plan**
  
- III. 6:45 pm – Update on Data Collection Tools: Strava/Streetlight**
  
- IV. 7:00 pm – Informal Paths**
  
- V. 7:45 pm – Active projects**
  - a. Homestead-Chapel Hill High School MU Path**
  - b. Morgan Creek Greenway**
  - c. Jones Creek**
  
- VI. 8:00 pm – Adjourn**

**Carrboro Greenways Commission  
Minutes  
October 10, 2019**

**Members Present**

\*Dave Mabe (Chair)  
\*Rob Crook  
\*Jeff Summerlin-Long  
\*Alyson West

**Absent**

Ethan Beattie  
Robert Kirschner  
Damon Seils – Board of Aldermen

Randee Haven-O’Donnell – Board of Aldermen

**Guests**

Steve Friedman, Berryhill resident

\*indicates voting member

**Staff Present**

Tina Moon-Carrboro Planning  
Laura Janway-Carrboro Planning

I. **Call to Order:** Dave Mabe called the meeting to order at 6:34 PM.

Mabe introduced Steve Friedman, a resident of the Berryhill neighborhood, who attended the meeting to discuss the Morgan Creek Greenway.

a. **Approval of Minutes – (September 9, 2019)**

Moon stated that the small projects creating connections project will be titled “Informal Paths” for future agendas, and noted that the Commission’s request to discuss natural areas seemed well suited for inclusion in the upcoming Comprehensive Plan rather than as a standalone topic. West motioned to approve the minutes; Summerlin-Long seconded the motion. Members voted unanimously to approve the September 9th, 2019 meeting minutes.

II. **Small projects creating connections.** Mabe shared his spreadsheet detailing a list of small projects that offer potential connections for cyclists and pedestrians. Members discussed specific areas for these informal paths near NC-54, as well as potential locations for a pedestrian crossing on NC-54. Moon reported information about the NC-54 Bicycle and Pedestrian Corridor Safety Study. Members discussed visiting each path to take pictures and obtain a sense of the type and amount of usage, as well as what changes in usage might occur with Town action. Alderman Haven-O’Donnell noted the importance of bringing the list to the neighborhoods for input. Members will send ideas for new connections to staff for inclusion on the spreadsheet.

III. **Active Projects**

a. **Homestead-Chapel Hill High School MU Path.** Staff provided a brief update on the project and noted the requests for dog bag stations and improved signage for the two-lane path. Staff have relayed this information to Public Works and will report back with more information. Mabe discussed the need for the Town to contact Google Maps to

ensure that the biking and walking directions to Chapel Hill are updated. He also requested that the Town ensure that the connection on Cobblestone Drive to Claremont South is shown on the Google Maps biking and walking directions as well.

- b. **Morgan Creek Greenway.** Staff reported that the Town received two bids for the project, but both were over the engineer's estimate. Staff is reviewing possible next steps, including adjusting the scope of the project and/or searching for additional funding. Staff will reach out to Berryhill residents when they have a better sense of the project schedule. Guest Friedman discussed his concerns with the impact of the greenway on flooding in Morgan Creek. He also stated that he has concerns about damage to the greenway or bridge by flood waters or flood debris. Moon reported that the project includes an approved erosion control plan and noted that the trail surface is currently proposed to be concrete. Crook asked about Town greenway maintenance and Moon reported that staff have had some discussion of maintenance in the past with the Recreation and Parks Department but that an updated discussion seemed timely and should include the Public Works Department as well. Mabe asked if Friedman could assist the Town with outreach to the Berryhill neighborhood and asked about the next outreach milestone. Moon reported that after Phase 1, the Town will begin seeking funding for the next phase, and will take a fresh look at the feasibility of potential crossing locations for the remainder of the greenway.
- c. **Jones Creek Greenway.** Staff reported that a status update was presented to the Board of Aldermen on September 10<sup>th</sup> and the third public hearing for 60-percent design was held on September 24<sup>th</sup>. Staff noted that the next steps include technical permitting and outreach.
- d. **Schedule for the Bike Plan.** Staff reported that the Bike Plan will be presented to the Board of Aldermen in November.

Mabe asked if there were any items members would like to put on the agenda for next month's meeting. Summerlin-Long requested that the agenda include more time for the discussion of the informal paths. Alderman Haven-O'Donnell requested an update on the possibility of connecting to the Mountains-to-Sea Trail from the County.

- VI. Adjourn: Summerlin-Long motioned to adjourn the meeting; Crook seconded the motion. The meeting was adjourned at 7:43 pm. The next meeting is scheduled for November 18th, 2019.



# Introducing the new Strava Metro for Web

Have you ever wanted to answer questions like...

- Which places in your area have the most direct travel routes to employment opportunities by bike or foot?
- How have your latest bike and pedestrian infrastructure projects impacted mode shift?
- Where are the most popular bike commuting corridors in your area, and how seasonal are they?

Now you can answer these questions and more using Strava Metro's new Web platform. No GIS expertise is required, and answers are delivered in seconds. (You can also download GIS data for further analysis if you'd like.)

Learn more in the following video or [click here to get started](#).

**From:** [Harrison Marshall](#)  
**To:** [NCPlan mailing list](#)  
**Subject:** [ncplan] Strava's new tool lets smaller cities unlock their transportation data  
**Date:** Friday, November 8, 2019 8:11:25 AM

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<https://www.curbed.com/2019/11/6/20951384/stava-fitness-data-metro-bikes-infrastructure>

Strava's new tool lets smaller cities unlock their transportation data

*Moving from GIS to a web platform makes Strava's data more accessible to cities with less resources*

Strava is a fitness app used by more than 47 million runners and bikers, who use to it to track their routes, mileage, or even commutes to work. What those runners and bikers may not realize is that by using the app, they're [arming city planners and researchers](#) with the data they need to help cities improve the bike lanes and sidewalks they depend on for safety.

[Strava Metro](#), the company's data product, offers cities street-level data about pedestrian and bike usage that can be used to fine-tune an infrastructure project in the works or make the case for it to skeptical city officials. On Wednesday, Strava rolled out the third iteration of Metro—an entirely different web platform the company believes is more user- friendly, allowing cities with fewer resources to take advantage of the tool.

“[Previously] we would share datasets in a GIS format, so you'd need to download the data and work with it in a GIS platform,” said Rodrigo Davies, the team lead on Strava Metro. “We heard from small- and medium-sized cities that don't necessarily have that expertise in-house, [and] they wanted to be able to consume these insights in a web browser without any setup time to get to the meat of what's happening with bike and pedestrian activity right away. So that's what we've built. The web experience is completely new to people.”

Here's a simplified example of how Metro might help a city. Say a city official wants to analyze whether a proposed bike lane from one end of the city to the other would be helpful to riders. They could use Metro to find the most commonly used route between two destinations, in addition to the most direct route.

If the most common route is wildly divergent from the most direct route, it could indicate a bike lane along the most direct route could help bikers shave time off their work commute. The data can also be used to analyze areas that pose a high risk of

traffic collisions, which might be avoided by people on bikes, and devise potential solutions to the problem . . .

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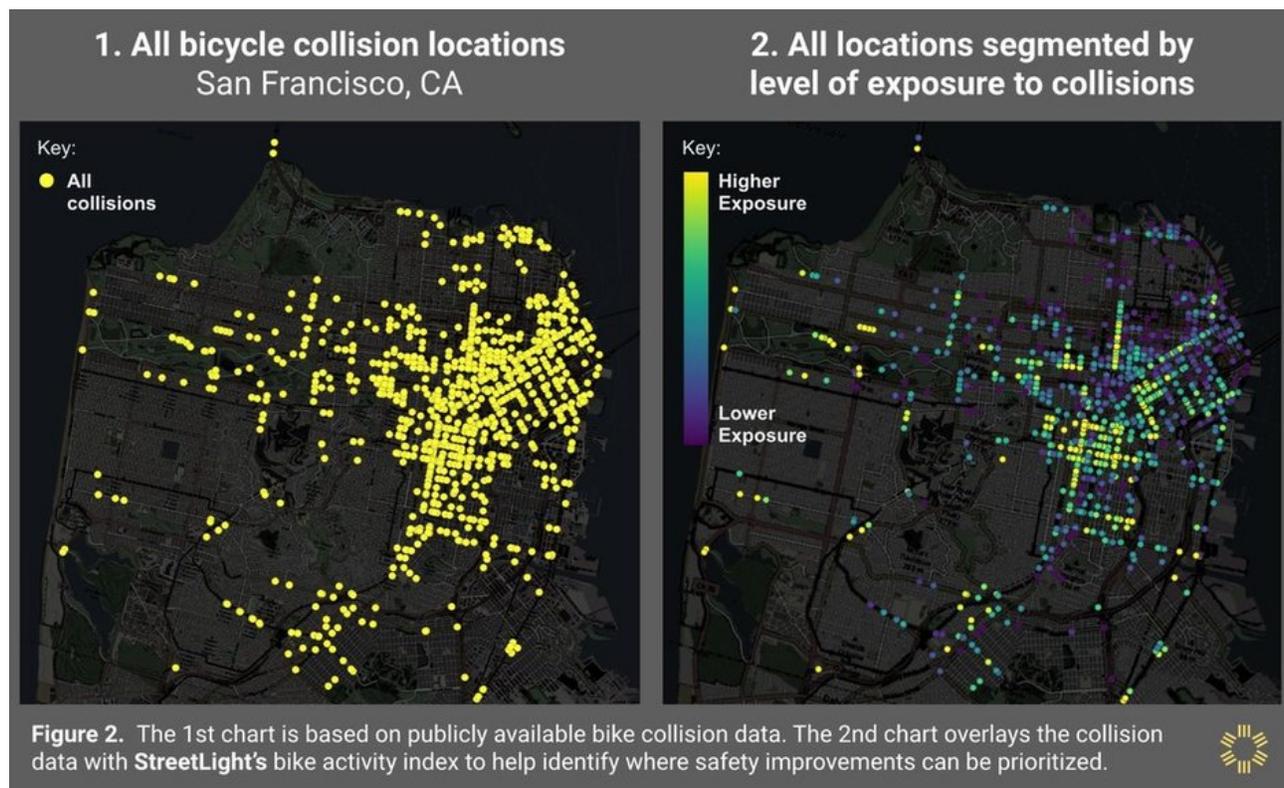
## ANALYTICS

(/analytics)

## StreetLight Data Carves Out Bike and Pedestrian Travel Tool

*The company previously offered data about bike and pedestrian travel patterns as part of a larger package. Now users can access only that information, as well as collisions, demographics and "inferred trip purpose."*

BY NEWS STAFF ([HTTPS://WWW.GOVTECH.COM/AUTHORS/98565494.HTML](https://www.govtech.com/authors/98565494.html)) / OCTOBER 18, 2019



STREETLIGHT DATA



(<https://www.govtech.com/analytics/StreetLight-Data-Carves-Out-Bike-and-Pedestrian-Travel-Tool.pdf>)

StreetLight Data (<https://www.govtech.com/100/2019/StreetLight-Data.html>), a startup that provides transportation data to government on demand, is carving out a space in its software for bikes and pedestrians.

The company made its name offering data on motor vehicles, namely by gathering information from cellphone and in-car GPS, anonymizing it and then using it to paint portraits of traffic that urban planners might otherwise need to get through in-person visits to intersections. But lately, as bike-sharing services have gained popularity in cities, StreetLight Data has added in similar data (<https://www.govtech.com/fs/transportation/New-Tool-Gives-Cities-a-Clearer-Picture-of-Bikes-Pedestrians.html>) for bicyclists and pedestrians.

Until now, that data was available as part of a package through the premium Multimode tier of the company's software. Now StreetLight Data has introduced a new tier, Bike and Pedestrian Essentials, that will allow governments to access only that information.

On top of simply showing where cyclists and pedestrians are traveling, the company also offers data on demographics and "inferred trip purpose," as well as collisions.

"Overlaying collision counts with our bicycle activity index across an entire city allows transportation agencies to pinpoint bike collision rates and quickly prioritize where to act first," said StreetLight Data Director of Special Projects Sean Co.

News Staff (<https://www.govtech.com/authors/98565494.html>)

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#### RELATED



**E-Bikes Are Coming to Federally Owned Trails: 4 Questions Answered**  
(<https://www.govtech.com/fs/transportation/E-Bikes-Are-Coming-to-Federally-Owned-Trails-4-Questions-Answered.html>)

**StreetLight Data Introduces New On-Demand Traffic Metrics**  
(<https://www.govtech.com/biz/StreetLight-Data-Introduces-New-On-Demand-Traffic-Metrics.html>)

Name	Description	Google Maps	Current Usage Level (est.)
Baldwin Park	Connects Broad St to corner of Bynum/Craig on southern end of Baldwin Park	<a href="https://www.google.com/maps/place/Barnes+St+%26+Queen+St,+Carrboro,+NC+27509/@35.9045883,-79.0780000,15z">https://www.google.com/maps/place/Barnes+St+%26+Queen+St,+Carrboro,+NC+27509/@35.9045883,-79.0780000,15z</a>	High
Carolina Apts to Barnes St.	North and parallel to Queens St going east to west	<a href="https://www.google.com/maps/place/Barnes+St+%26+Queen+St,+Carrboro,+NC+27509/@35.9045883,-79.0780000,15z">https://www.google.com/maps/place/Barnes+St+%26+Queen+St,+Carrboro,+NC+27509/@35.9045883,-79.0780000,15z</a>	Unsure
Royal Park Apts to King St.	NW corner of Royal Park apartments to King St.	<a href="https://www.google.com/maps/place/Royal+Park+Apartments/@35.9045883,-79.0780000,15z">https://www.google.com/maps/place/Royal+Park+Apartments/@35.9045883,-79.0780000,15z</a>	Unsure
Carolina Apts to Queens St.	SW corner of Queens St.	<a href="https://www.google.com/maps/place/Royal+Park+Apartments/@35.9045883,-79.0780000,15z">https://www.google.com/maps/place/Royal+Park+Apartments/@35.9045883,-79.0780000,15z</a>	Unsure
Heritage Hills to Damascus Church Road	Long trail	<a href="https://www.google.com/maps/@35.8726352,-79.0971701,1761m/data=!3m1!1e3">https://www.google.com/maps/@35.8726352,-79.0971701,1761m/data=!3m1!1e3</a>	High
Johnson St. to South Green	Still under construction	<a href="https://www.google.com/maps/@35.9039718,-79.0703513,439m/data=!3m1!1e3">https://www.google.com/maps/@35.9039718,-79.0703513,439m/data=!3m1!1e3</a>	Unsure
Old Pittsboro to Laurel	Pipe crossing a gully - very little usage, no trespassing signs	<a href="https://www.google.com/maps/@35.9065844,-79.0753113,433m/data=!3m1!1e3">https://www.google.com/maps/@35.9065844,-79.0753113,433m/data=!3m1!1e3</a>	Very Low
Maple to Wannamaker	Sidewalk/steps	<a href="https://www.google.com/maps/@35.906489,-79.0706476,105m/data=!3m1!1e3">https://www.google.com/maps/@35.906489,-79.0706476,105m/data=!3m1!1e3</a>	Moderate
Roberson Bike Path to Knolls St.	Fence on east side of path - seems like it would make a good connection	<a href="https://www.google.com/maps/@35.9057936,-79.0693807,115m/data=!3m1!1e3">https://www.google.com/maps/@35.9057936,-79.0693807,115m/data=!3m1!1e3</a>	Very Low
Libba Cotten to back of 300 E Main (Cat's Cradle)	Pretty good connection but some consider it "uninviting"	<a href="https://www.google.com/maps/@35.9099055,-79.0695202,195m/data=!3m1!1e3">https://www.google.com/maps/@35.9099055,-79.0695202,195m/data=!3m1!1e3</a>	Moderate
Bel Arbor to Phipps St.		<a href="https://www.google.com/maps/@35.9189116,-79.0879405,194m/data=!3m1!1e3">https://www.google.com/maps/@35.9189116,-79.0879405,194m/data=!3m1!1e3</a>	Low
Sunset Creek to Circadian Way	Lots of usage, mixed messages from town?	<a href="https://www.google.com/maps/@35.935774,-79.0989955,188m/data=!3m1!1e3">https://www.google.com/maps/@35.935774,-79.0989955,188m/data=!3m1!1e3</a>	High
Pleasant Drive to Estes Park Apts	Dirt path, lots of usage. Offers nice alternative to avoid Estes Dr/Greensboro intersec	<a href="https://www.google.com/maps/@35.9181461,-79.0695886,192m/data=!3m1!1e3">https://www.google.com/maps/@35.9181461,-79.0695886,192m/data=!3m1!1e3</a>	High
Jay St to Village Dr to Estes Park Apts	Official RR crossing still there but fence prevents any usage, lots of history with attem	<a href="https://www.google.com/maps/@35.9201606,-79.0690338,199m/data=!3m1!1e3">https://www.google.com/maps/@35.9201606,-79.0690338,199m/data=!3m1!1e3</a>	None
Tallyhoe to Turtleback Crossing		<a href="https://www.google.com/maps/@35.9557629,-79.0973411,792m/data=!3m1!1e3">https://www.google.com/maps/@35.9557629,-79.0973411,792m/data=!3m1!1e3</a>	Unsure
Carrboro High School to Ray Road	Lots of XC and bike traffic	<a href="https://www.google.com/maps/@35.8882135,-79.0864561,389m/data=!3m1!1e3">https://www.google.com/maps/@35.8882135,-79.0864561,389m/data=!3m1!1e3</a>	High
Prince Street to Jones Ferry Road	Long-standing informal footpath. Supposed to be retained as part of Inara Court development.		High
West Poplar Avenue to Fidelity Street	Paved path connecting two apartment communities. Doesn't show up on maps.		Unsure
Ashbrook to Poplar Place	Chain across paved path was recently removed and replaced by bollard.		Low
Hillview Street to Oak Avenue Ext	Paved path not shown on maps.		Unsure
Quail Roost Drive to McDougle schools	Informal path recently paved with gravel, not shown on maps.		High
Strowd Lane to Anderson Park	Well used footpath connecting these roads.	<a href="https://www.google.com/maps/@35.9237796,-79.0820821,220m/data=!3m1!1e3">https://www.google.com/maps/@35.9237796,-79.0820821,220m/data=!3m1!1e3</a>	Moderate
Robert Hunt Drive to Bolin Forest Drive		<a href="https://www.dropbox.com/s/vx2qvyyk1wkmhaq/bethel_hickory_to_old_fayetteville.png?dl=0">https://www.dropbox.com/s/vx2qvyyk1wkmhaq/bethel_hickory_to_old_fayetteville.png?dl=0</a>	
Hickory to Fayetteville Rd?			