

## Public Comments for Hillsborough Street Bike Lanes

### **RaleighBPAC Email Correspondence, 8-17-11:**

Greetings,

Figure 1 typical section shows that a 5' Buffer is necessary for the Travel Lane from parked vehicles whose fixed object doors may suddenly open.

The MUTCD says in Section 3B.24 Chevron and Diagonal Crosshatch Markings that "Chevron and diagonal crosshatch markings may be used to discourage travel on certain paved areas,..."

Crosshatch marking should be placed in the 5' Buffer to make visible the Door Zone Hazard Area and to discourage vehicular traffic operation. It would also provide a refuge for disembarking passengers and crossing pedestrians.

The Military Surface Deployment and Distribution Command Transportation Engineering Agency provides convenient details on this type of marking in the two attached tiff images that can be found on page 8-7 at:

<http://www.tea.army.mil/pubs/nr/dod/pmd/Pam55-14/CHA8.PDF>

Regards,

Wayne

[wpein@nc.rr.com](mailto:wpein@nc.rr.com)

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I rode the new Hillsborough street bike lanes today and I feel very good about the change. The stripe has influenced vehicles to travel closer to the median, giving me plenty of space (in most cases - see photos at link below) to ride near the stripe, away from doors. In an informal survey I made before striping, most of the bikes were traveling on the sidewalks. Today they were all on the street, in the bike lanes - excellent!

<http://www.facebook.com/media/set/?set=a.10150277139509650.346257.685969649&type=1>

Regards

Russ

**Russ Stephenson** AIA, LEED-AP

[russ@russstephenson.com](mailto:russ@russstephenson.com)

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The bicycle lanes on Hillsborough street may be a little tighter than what is generally preferred next to a parking lane, but I feel they are safe and effective. They make cyclists visible. Motorist behaviors (such as checking for cyclists before opening a door) will change over time. Make sure the current laws don't put the cyclist at fault if such a problem does occur!

-Kristy (1000 Dorothea Drive, 27603)

[kristydactyl@gmail.com](mailto:kristydactyl@gmail.com)

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I strongly support having separate bike lanes on Hillsborough St. I understand the concerns of those that think the lanes present a safety hazard because of the potential for car doors to open and injure cyclists. However, I believe the greater danger is the constant danger posed to cyclists that must fight with moving vehicles on busy streets where many times the vehicle drivers do not respect cyclists. Thus, while I would support changes to the bike lanes that reduce the risk of injury to cyclists because of stationary cars, I DO NOT support removal of the bike lanes and I DO NOT support creating "shared use" bike and car striped lanes. I believe that once drivers become more aware of the bike lanes, they will be more cautious and learn to look behind them before they open their doors to exit their vehicle. I believe the worst outcome from a safety perspective would be to force cyclists back into shared use with vehicular traffic.

Adam Terando

Raleigh, NC

[adam.terando@gmail.com](mailto:adam.terando@gmail.com)

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This is in regards to the Hillsborough Bicycle lane open comment period.

I am a daily Raleigh bike commuter (East Raleigh to NCSU) and got to experience these lanes for the first time this week. While I applaud the city in their efforts, I think these particular bike lanes could have been made much safer for both cyclists and auto-users.

The overarching issue is the likelihood of cyclists getting "doored" by drivers exiting their parked cars. Within this, I have two comments (suggestions). 1. The bicycle lanes should have been put on the right side of the parking area. In other words, the parked cars should form a barrier between bike lane and auto-traffic. The effect here is two-fold: the cyclists have much less chance of being "doored;" in the worst case scenario in which they are "doored" by an exiting passenger, they will eject to the sidewalk and not into moving traffic as is the present case. And secondly, cyclists would not have a worry about drivers moving into the bike lane and being squeezed between moving and parked cars.

2. It is obvious that the road width is barely enough to accommodate auto-traffic, bicycle lanes and parking lanes. Instead of squeezing the cyclists in, perhaps speed bumps along the stretch could be installed to slow auto-traffic. At that point, sharrows could be painted and signs installed, further integrating road users (cyclists and autos). It is shown time and again that in the presence of auto-traffic slowing devices (stop signs, traffic lights, speed bumps, traffic islands) allow the segregation of cyclists and autos to decrease and it is only when road design permits speedy travel of autos that the cyclist-auto (and pedestrian-auto) interaction becomes dangerous.

While my comments may sound overly negative and wishful, I am still very appreciative of the effort in this project and advocate for more bicycle facilities throughout the city, perhaps with some of these suggestions included in the design. Best,

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Corey M. Scheip  
North Carolina State University  
Marine Geophysics Research Group  
M.S. Candidate  
[cmscheip@ncsu.edu](mailto:cmscheip@ncsu.edu)

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Hello, thanks for soliciting public comment on this important improvement to bicyclist safety in Raleigh. I commute daily from New Bern Avenue at East Street up Edenton and Hillsborough Streets to Pogue Street on the NC State campus. I use the stretch with new bike lanes daily.

My experience since the bike lanes were painted is that drivers are more likely to respect my space and that I am somewhat protected from the two great dangers facing bicyclists in Raleigh. 1) Being forced off the road or run down by aggressive or unselfaware drivers, and 2) being doored by drivers parked on the road edge. The new bike lanes mitigate both dangers.

I would like to add comments about the rest of the route from downtown to NC State on Hillsborough Street. First, the roundabouts have significantly improved bicyclist and pedestrian safety (and I believe driver safety). I have noticed far fewer potential collisions with vehicles now that they are forced to pay attention at those formerly dangerous intersections. I especially appreciate the absence of people running red lights.

Second, while I appreciate the new bike lanes, they are located in the one portion of Hillsborough Street between downtown Raleigh and the State Fair that LEAST needed bike lanes. Thanks to the roundabouts and frequent stoplights, the NC State area already felt fairly safe because speeds are low.

Bike lanes are most needed between Glenwood Avenue and Pullen Avenue, where cars are least restrained and most aggressive. Even occasional striping--such as at the hazardous Hillsborough and St Marys intersection, or along the "YMCA Hill"--would be a huge safety benefit for bicyclists. Please consider adding bike lanes or sharrows to this heavily used, fast moving, very dangerous route. I know that bicycle use would jump if cheap and effective paint striping were applied judiciously in the stretch between downtown Raleigh and NC State on Hillsborough Street and on Edenton Street.

Consider the safety benefits of clearly marked bike lanes near the Campbell Law School, St Mary's school, Exploris Middle School and the various preschools along Edenton and Hillsborough Streets. Bike lanes not only protect bicyclists, they also improve the awareness of drivers, which is after all the great danger to all of us, drivers and non-drivers alike.

Many thanks, and thanks for the bike lanes,

Matthew Booker  
218 N. Bloodworth Street  
[mmbooker@ncsu.edu](mailto:mmbooker@ncsu.edu)

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Hello,

The bike lanes do not provide adequate separation from "the door zone." I've ridden the route only once since the lines were applied, but I did not stay within the delineated bike lane; I rode in the main travel lane. I will continue to do so because of the inadequate offset from the parked cars as currently provided by the bike lanes.

Here's an idea: Post the speed from Dan Allen to Pullen at 25 mph, enforce it (speed limits mean nothing when not enforced) and don't even bother with sharrows. Inform car drivers that cyclists can "take the lane".

Respectfully,  
Ray Lovinggood  
Carrboro  
[rlovinggood@bellsouth.net](mailto:rlovinggood@bellsouth.net)

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Hello,

I've ridden the Hillsborough lanes about four times home (eastbound around 4:30 PM) from my job on Jones Franklin ( I live in Glenwood Brooklyn) since they've been added. The lanes are a bit tight and cyclists still have to be aware of parked cars "dooring" them, but I think that if the plan is to continue the bicycle lanes in the direction of Gorman street after that section is repaved, it will be a very safe addition and improvement for Hillsborough Street. As a cyclist, it feels great to ride in a protected lane, reserved for bicycles.

Thanks for considering making the bike lanes permanent and continuing them down Westward in the future towards Gorman/Faircloth, as that section desperately needs paving.

Thanks!  
dZ  
[david.zell@gmail.com](mailto:david.zell@gmail.com)

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To Whom it May Concern:

I am writing to thank you for the contribution of bike lanes to the Hillsborough St section in front of NC State. The competition of buses, street parking, and main traffic has abated with the visible installation of these lanes. The area approaching and exiting the roundabout still presents troubles, but the overall condition of this thoroughfare has been vastly improved.

Thank you,  
Susan Stephens  
Daily Bike Commuter  
[susbarefoot@yahoo.com](mailto:susbarefoot@yahoo.com)

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Bravo. While visiting Portland, OR, several years ago I complimented the city's road sharing design to a local. He said, Thanks, but please don't move here. My reply, I don't want to move here, I want to see it in my city. I knew Raleigh had it in it to be progressive in this area and i'm thrilled to see it near my home. One thing I noticed in Portland was they painted the bicycle lanes a bright color near all approaching intersections to reduce the impact between cars and bikes. The sharply painted area reminded drivers of the possible approaching cyclists in the bike lane. This small change reduced the number of collisions between bikes and cars and all of the negative outcomes resulting from those collisions. I do not see this feature in the photograph.

Have you studied Portland's integrated road/user system to learn from their mistakes and improvements? I'm hoping Raleigh's new road designs expand throughout the city and into the other commerce sections such as Five Points.

Keep moving forward in this direction, please.  
Mary Jo Gellenbeck

[mj.gellenbeck@verizon.net](mailto:mj.gellenbeck@verizon.net)

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I have used the bike lanes on Hillsborough St. in Raleigh, and I am in favor of them. They are in the door zone of the cars, but since the road was designed without the thought of bicycles, this is an improvement. However, I believe adding Sharrows in addition to the bike lane would be a better marking on the road, as I can travel at and above the speed of cars on this road at times; consequently, I will ride in the line of traffic when I'm at the same speed as the cars.

Sincerely,

Brad Carpenter

[bcarpent@yahoo.com](mailto:bcarpent@yahoo.com)

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I am a cyclist and NCSU graduate student living in the University Park area. I commute via bike to campus everyday, and have thoroughly enjoyed having the bicycle lanes on Hillsborough street. I hope the city will push to incorporate more bike lanes, especially in the NCSU and downtown areas.

My only two concerns about the bicycle lanes are: 1) buses pulling in and out of bus lanes, crossing bike lanes, and 2) cars pulling in and out of parallel parking spaces. However, I have yet to have a problem with either of these issues, and hopefully I will continue to have good experiences riding on these bike lanes.

[hartzog.molly@gmail.com](mailto:hartzog.molly@gmail.com)

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Hello,

Although I like most bike lanes within City limits, this is not a good or practical use of them. With the slow moving traffic it is easy to stay in the auto travel lane and not have to worry about doors, or cars pulling out of spaces.

Todd Rall

[mopartodd@nc.rr.com](mailto:mopartodd@nc.rr.com)

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Hello,

I am very interested in any bike lanes around Raleigh, especially NCSU. However, I was not aware of the new bike lanes you described. I looked them up, and it seems that they are in a very relevant place for me (around NCSU), but I didn't notice them during the brief period I was on Hillsborough today. I will ride (on my bike) through that area tomorrow, so perhaps I will be able to provide more helpful feedback after that. Anyway, thanks for the effort! I truly appreciate any bike lanes in Raleigh, especially around NCSU!

Thank you!

Daniel Farrell

Senior+, Computer Science

<http://www4.ncsu.edu/~drfarrel/>

[dfarrell07@gmail.com](mailto:dfarrell07@gmail.com)

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**RaleighBPAC Email Correspondence, 8-18-11:**

I am very much in favor of the bike lanes on Hillsborough Street. I bike on Hillsborough Street quite often and I believe the bike lanes are a much needed step in the right direction. I would be happy to provide additional commentary if needed.

Isaac J. Bradley

[ijb@lyncheatman.com](mailto:ijb@lyncheatman.com)

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Thank you for the opportunity to comment on the new, experimental bike lanes on Hillsborough Street. I am a 54 year old male and I cycle to my job on Centennial Campus about 4 times per week. I've ridden on Hillsborough St since 1975 when I was a freshman at NCSU. I never left Raleigh after college and graduate school and I ride about 1000 miles per month during the summer and about 8000 miles per year, mostly in Raleigh and Wake County.

I rode on Hillsborough Street from Gorman Street to the round-about at Morgan Street and back at 2pm today. My sincere and concise review of the temporary bike lane is

"It is a waste of money and white paint that makes it more dangerous to cycle on Hillsborough Street."

My reasons for saying this are as follows.

- 1) The bike lane is also the "door lane."
- 2) The bike lane is also the parallel parking lane.
- 3) The bike lane is also the bus stop.
- 4) The bike lane is also the "jay-walking pedestrian waiting for traffic to clear" area.
- 5) The bike lane is not continuous so a through rider must merge back into traffic occasionally and deal with right-turning vehicles that have just passed.
- 6) Traffic is slow enough that it is easy to keep up. I had no difficulty staying with the SUV in front of me from Brooks Ave all the way through the Pullen Road round-about. I stayed in the bike lane except when forced to leave it because of (1) to (5). I would have ridden faster if there had been no cars and no one passed me.

The bike lane is too close to parked cars to be ridden in safely. Especially on a busy street with a high turnover of parking motorists and many pedestrians. On this one ride I had to stop or go around a parking car 3 times, 2 buses, 3 drivers opening their doors, 2 cars leaving a parking space and pulling back into traffic and several groups of pedestrians. In general I would say that cycling exactly on top of the white line is the farthest to the right that any sane rider would venture.

I think this bike lane makes cycling more, not less dangerous for two reasons.

- 1) Some cyclists, especially inexperienced cyclists, will ride here thinking they are safe and thus be less diligent and defensive in their riding behavior.
- 2) Some motorists, especially those who do not want to share the road, will not give right-of-way to cyclists who are legally in the driving lane.

The city of Raleigh and NCDOT are encouraging unsafe behavior of both cyclists and motorists. I fear that an accident will occur as a result and the bike lane will be one of the causes. Given the absurdity that cycling was not considered when this expensive remodeling of Hillsborough Street was being planned, a sharrow is now the best accommodation for cycling. Riders should take the entire lane, ride fast and move to the right only when it is safe. That's exactly what I'm going to do and I will encourage others to ride the same way.

Please replace the bike lane with a sharrow as soon as possible. And re-surface Hillsborough Street from Brooks Ave to Gorman Street as this is the really dangerous part of Hillsborough due to the extremely poor condition of the pavement.

Sincerely,

Ken Garrard

[garrard@ncsu.edu](mailto:garrard@ncsu.edu)

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**RaleighBPAC Email Correspondence, 8-21-11:**

Raleigh Bicycle / Pedestrian Advisory Council:

I have had the opportunity to travel the bike lanes on Hillsborough Street on numerous occasions since their installation.

The primary difficulty I personally experienced is the tendency of the lanes to create an expectation among the motoring public that a cyclist will restrict himself to the lane even when his direction of travel requires him to cross traffic to enter a left-turn lane.

However, the lanes do offer some convenience. At the intersection of Lampe and Hillsborough, it is much easier for me to enter eastbound traffic on Hillsborough than it would be without a demarcated buffer zone.

It is quite nearly impossible for the operator of any vehicle with an average to low profile to adequately assess oncoming traffic from a legal stop on Lampe, since the intersection is the beginning of a downward slope on Hillsborough, and parking to the west (and on the south side of Hillsborough) is allowed to within about 10 feet of the intersection. As a result, a cyclist operating his vehicle legally, would necessarily prevent any vehicle behind him from turning right from Lampe onto eastbound Hillsborough, were it NOT for the bike lane buffer.

Turning into the bike lane on Hillsborough from Lampe based on mostly on aural cues is not the best solution. However, I am of the opinion that cyclists have some obligation to mitigate the inconvenience they present motorists by bending the rules of the road a little bit here

On the other hand, I am aware of data that clearly indicates the bike lanes to represent a hazard to cyclists. Specifically, the lane placement does not offer a cyclist adequate separation from the hazard of motorists opening their vehicle doors into the lane. And, even with their current placement, the lane does not offer a cyclist and mass transit vehicle adequate space for the bus to safely pass a cyclist. As such, I recommend the bike lanes along Hillsborough be abandoned in favor of "sharrows."

Respectfully,

-Josh McIntyre

[mcintyre.josh@gmail.com](mailto:mcintyre.josh@gmail.com)

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**RaleighBPAC Email Correspondence, 8-22-11:**

The newly installed bicycle lanes along Hillsborough Street are both dangerous and now prevent trucks from fitting inside the striped parallel spaces. I own an F-150 and due to the new width cannot physically fit inside the newly striped lanes. Furthermore, if someone were to open their driver's side door to exit a vehicle at the same time as a bicyclist traveling on the new lane, the bicycles could run into the open door and be hurt or even killed. I'm an NC State student and see this as an added danger and inconvenience to many vehicles.

Brian

[bduncan85@hotmail.com](mailto:bduncan85@hotmail.com)

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Good evening,

The following is my feedback in reference to the bike lane on Hillsborough street:

The bike lane on Hillsborough street is an accident waiting to happen. It encourages cyclists to ride in an area where transportation planners, league certified instructors, and transportation experts know to be unsafe. This area is known as the door zone. The door zone is the 4 feet to the left of a parked car. Drivers in the US (unlike European drivers) are not trained to look over their shoulder for cyclists before opening their car door. As a result, many cyclists have been killed from drivers opening their doors into the path of cyclists (please see link below). The fundamental design and placement of the bike lane is flawed. It is like putting railroad tracks across a road without any sort of gates, markings, or flashing lights.

<http://www.bikexpert.com/massfacil/cambridge/doorzone/laird1.htm>

Myself and other cycling advocates refuse to ride in the bike lane because of its unsafe location inside the door zone. Instead, I pursue the safer alternative, I claim my legal right to the street and ride in the middle of the lane. One problem that has been created with this new bike lane installed is I get honked at by cars more frequently because they assume that I MUST ride in the bike lane. Before the bike lane was installed, I claimed my legal right to the street and very few, if any, motorists honked.

This bike lane is a baited trap. It is only a matter of time until a new, inexperienced cyclist (likely riding fast and without a helmet) is doored and seriously injured or killed. Cyclists can be injured not only from the door opening in front of them but also from swerving left (into a car or a bus) to avoid a door.

I would rather have no bike lane than a poorly placed bike lane that invites inexperienced cyclists to ride in an area that we know to be unsafe.

Many cyclists have suggested a better alternative: sharrows. Placing sharrows in the middle of the lane will decrease the honking & harassment faced by cyclists on Hillsborough street. They also tell inexperienced cyclists where it is safest to ride. There are no negative effects from the placement of sharrows since traffic on Hillsborough street is so slow anyway.

However, sharrows, like bike lanes, can be implemented wrongly. Examples of this can be seen in Jefferson City, MO & Seattle, WA. Placing sharrows where the bike lane is currently located would be a mistake since it would encourage cars to pass in an area where it is unsafe. Instead, sharrows should be placed in the middle of the lane. This would have the effect of letting motorists know that it is safe & legal for cyclists to ride in the middle of the lane. This would also greatly discourage unsafe passing and harassment of cyclists.

In the future the city can ensure bicycle facilities (sharrows, bike lanes, wide outside lanes) are placed in the correct location by having 2-3 League of American Bicyclists Certified Instructors (LCIs) involved in the

process of implementation of bicycle facilities. Had LCIs been involved in the planning process of this bike lane it would have been very unlikely that this design would have had their blessing.

Sincerely,

Timur

[timurender1@gmail.com](mailto:timurender1@gmail.com)

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Please go back to sharrows. Cars and bikes can ride together safely with those markings and wide lanes. Bike lanes that limit riders to ride close to parked vehicles are unsafe, not just because of the door hazard, but also unseen foot traffic coming from the other side of vehicles. Thanks

- Ted Buckner

[twbuckner@yahoo.com](mailto:twbuckner@yahoo.com)

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**RaleighBPAC Email Correspondence, 8-23-11:**

Morning everyone! I have to agree with Timur. Cyclists now riding in that bike lane are going to get taken out by doors of cars! That stretch is only several miles and most cyclists passing through there are capable of keeping the same speed as motorists. I greatly appreciate the effort towards safe cycling and in most cases, bike lanes are wonderful. However, I just feel like in this case, Sharrows are our best option, short of widening the land which would cost way to much... If someone was riding on the right hand side of the bike lane, they would be dangerously close to the cars....

Thanks for letting me offer my opinion.

Mike Rogers

[mrezriders@gmail.com](mailto:mrezriders@gmail.com)

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“SHARROWS” are new to me, but I can tell you from experience that when you are cycling in close proximity to automobiles parked on the side of the road, you instinctively swerve to the left when a car door suddenly opens in front of you. Fortunately, I have not yet connected with a trailing vehicle when this reflex kicks in.

To me, the issue should not as an after-thought be “Why not make Hillsborough Street a bicycle friendly place?” We should have been thinking more bike friendly all along. Why not clear the car parking on one side of the street and create a dedicated bike lane all the way through? The businesses don’t really gain many patrons from the street-side parking as these spaces seem dominated by disoriented students late for class. You could probably park 10 bike customers in one of those one automobile parking spots.

Regardless, thanks for trying to make it for cyclists.

Sincerely,

**Barry Bridges**

[barrybridges41@gmail.com](mailto:barrybridges41@gmail.com)

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**RaleighBPAC Email Correspondence, 8-24-11:**

Hi,

I ride Hillsborough St frequently on my bike.. I am not in favor of keeping the bike lanes. I feel in the lanes, I am a bit close to the parked cars and worry about doors opening in my path. The street seemed to be a bit more 'free flowing' before the stripes were put down. I would prefer just the 'sharrows' be painted on the street. I think it is very important for cyclists to have some type of designation that bikes are to be expected on the streets.. sharrows are better than signs in my estimation but both are good. If there are bike lanes, I think they should be limited to residential streets.

Kevin Coggins

[kevin.coggins@att.net](mailto:kevin.coggins@att.net)

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**RaleighBPAC Email Correspondence, 8-25-11:**

Having a bike lane shared with opening car doors bodes disaster.

[bob@bobkoury.com](mailto:bob@bobkoury.com)

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To whom it may concern,

It makes it so much easier and safer to navigate hillsborough st. with bicycle lanes. I wish there were more lanes all over the city. One thing that is of concern is street parking in regards to the bike lanes. I would ask for more strict enforcement of cars parked on streets as I have seen many cars parked with either their tail end or front end of their cars interfering with the bicycle lanes making it difficult to ride safely in the bike lane. As far as bicycle lanes go though I think they are great and I truly believe they are a great use of tax dollars.

Gregory Wilson  
[gawilso2@gmail.com](mailto:gawilso2@gmail.com)

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Dear Ladies and Gentlemen,

The design of the bike lanes along Hillsborough Street create a dangerous situation for cyclists and automobile drivers alike. The distance between the white fog line and the parked cars is ideal for motorists to exit their vehicles. But leaves NO room for cyclists to travel without the possibility of riding into an open car door. Should a cyclists have to dodge a car that is pulling out or a person exiting their car the only option is to enter the lane of traffic to their left.

Consequently the safest thing for cyclists to do with the current traffic pattern and signage is to use and own (occupy completely) the same lane that automobiles currently use.

The current design is very poorly done.

Thank you for your time.

Sincerely,  
Jamie Bort  
[jamiembort@gmail.com](mailto:jamiembort@gmail.com)

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**RaleighBPAC Email Correspondence, 8-26-11:**

Dear Raleigh Bicycle and Pedestrian Advisory Commission,

I am writing to urge the City of Raleigh to remove the bike lane designation from the door zone area of Hillsborough Street in favor of either no markings or a shared lane marking in the center of the general purpose travel lane. The attached document provides my detailed comments including photos and scale diagrams supporting my position that the current design is hazardous to cyclists and increases harassment of knowledgeable cyclists who operate more safely outside of it. Please read and consider these attached comments carefully.

Thank you for your time and attention, and for your efforts to serve the interests of cyclists.

Sincerely,  
Steven Goodridge  
LCI # 1690  
[steven\\_goodridge@bellsouth.net](mailto:steven_goodridge@bellsouth.net)

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**RaleighBPAC Email Correspondence, 8-29-11:**

Hi! We love bike lanes! This is one of the main reasons that I am moving to downtown Raleigh, honestly. I love the bike-ability.

Take care,  
Miss Ashton Burnette  
[ashtonburnette@gmail.com](mailto:ashtonburnette@gmail.com)

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**RaleighBPAC Email Correspondence, 8-30-11:**

Dear City of Raleigh Decision Makers,

**I am strongly in favor of keeping and expanding the bicycle lanes on Hillsborough street.** As both a cyclist and a motorist I feel much safer in the area with the delineated lanes. When on my bicycle I plan my route around these lanes because I feel so much safer on roads that have designated bike lanes.

**I hope that the City will continue their efforts to become more bicycle friendly.** By making our city safer and more welcoming to cyclists we improve our air quality, decrease transportation costs for commuters, reduce our city's dependence on non-renewable energy sources, reduce our city's carbon footprint, and attract and keep young professionals like myself who want a less car-dependent lifestyle.

Thank you for the efforts you are already making in the form of bicycle lanes on Hillsborough street. Please consider expanding these efforts to the rest of Hillsborough street and other major roadways in Raleigh, such as Glenwood Avenue.

Sincerely,

Margaret Perry

[margaret.leigh.perry@gmail.com](mailto:margaret.leigh.perry@gmail.com)

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Hello there -

I recently started riding my bike from downtown to NCSU for a mid-afternoon class three days per week, and so I've gotten real familiar with the new bike lanes. My comment is that they're a good improvement but ultimately not satisfactory. Their location squished between moving traffic and parked cars makes me nervous as a biker - car-parking pedestrians use that space to get in and out of their vehicles, and there's always the risk of a car door swinging out into the bike lane, or a car pulling out into the lane, just in time to hit a cyclist. If a cyclist is moving really slowly, it shouldn't be a problem, but when you're going at full speed, it's quite scary. The result is that even where there are bike lanes, I tend to ride in the main traffic lane just to be safe.

Then there's the issue of location: the bike lanes don't start until about Enterprise Street, so my whole ride up Hillsborough from the Capitol is still in the main traffic lanes. It strikes me as a little silly that people can bike past campus in a bike lane - even though it's easy enough to bike through campus where there aren't any cars - but you can't bike between campus and downtown in a bike lane. What are the bike lanes for? Students going between classes will stay on campus; people coming from off campus are the ones who'll have to bike on the street.

Thank you for taking public comment, I hope this is helpful.

Billie Karel

[billiekarel@gmail.com](mailto:billiekarel@gmail.com)

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To Whom it May Concern,

I was very disappointed to see the way that the city dealt with making bike lanes on Hillsborough St. I ride my bike up and down Hillsborough St almost every day during the week, and I definitely feel less safe now in the newly painted lanes. Rather than run the risk of being clothes-lined by an opening car door, I ride on the edge of the lane or on the line. This makes it nearly impossible for larger cars/trucks to pass (as was the case pre-bike lanes), which can make drivers even more angry because they see a bike lane and a biker that is not all the way in it.

I applaud the city for painting bike lanes, and I think that they send an important message to drivers to be aware of bikes. However, their size and placement is an obvious indicator that they were an afterthought. I am a student at NC State in urban design, and it is so disappointing to see that our city is unable to implement the most basic of concepts that we learn in our classes. Bike lanes should be an obvious inclusion in any streetscape redevelopment project in the urban core, as they are in almost all other cities of our size.

That said, I am confused as to why there are not bike lanes painted in the stretch between Boylan and Morgan St. This is a perfect place to utilize the extra space and make drivers more aware of bikers' presence.

Thank you for your efforts.

**Martha Eberle**

[martha.eberle@gmail.com](mailto:martha.eberle@gmail.com)

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I greatly appreciate the city council's efforts in trying to make Raleigh more bike friendly by installing bike lanes on Hillsborough st. However, having rode my bike on the lanes, i feel they are dangerously close to vehicles and using them would result in cyclists getting hit by open doors, or worse hit by a passing car why trying to avoid an open door. To feel safe ridding my bike on the street i have to ride outside the bike lanes. I have experienced angry drivers who, not understanding the dangers, are upset that i'm not using the bike lane. I think a better solution would be to mark the entire lane with a bike symbol, something like

this: <http://3.bp.blogspot.com/-iKj1mPQQros/TcnPi-l0bil/AAAAAAAAAD5Q/mGBPnG9kpmA/s1600/larkspurSHARROW.jpg>

Thank you for your time and consideration

Justin Cranford

[jrcranford@gmail.com](mailto:jrcranford@gmail.com)

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Hello,

I just wanted to comment that the bike lanes on Hillsborough St have helped me to feel much safer on my daily commute from downtown to NCSU. I'm a Raleigh native, but I've spent time living in other, more bike friendly cities. I love living in Raleigh and these efforts to make cycle commuting safer and more enjoyable make me proud of my city. The only caveat to this comment is that roads on NCSU campus also need bike lanes. I work at the greenhouses on method road and have to come to north campus often for meetings and class. Dan Allen drive is a mess and I feel less safe on campus than on major roads. The University needs to do its part to keep up with the city. Thanks!

-Margaret Worthington

Margaret Worthington [margaret.worthington@gmail.com](mailto:margaret.worthington@gmail.com)

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**RaleighBPAC Email Correspondence, 8-31-11:**

I appreciate the bike lanes but I am afraid of getting hit by parking car or a car door when I travel in them. I think they would be safer closer to the curb.

Hubbard, Amanda [amanda.hubbard@doa.nc.gov](mailto:amanda.hubbard@doa.nc.gov)

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To whom it may concern,

I both ride my bike and drive on Hillsborough St quite frequently. I love the bike lanes. Please keep them. Please add more.

**Tom Maul**

[MaulThomasM@JohnDeere.com](mailto:MaulThomasM@JohnDeere.com)

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Car and truck traffic is too heavy and makes bikes very dangerous on Hillsborough Street. It should not be opened to bicycle traffic.

[TCastelloe@aol.com](mailto:TCastelloe@aol.com)

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Hello

I am writing with feedback on the bicycle lanes on Hillsborough street.

I live in Raleigh downtown (zipcode 27601) and I work at NC State. I bike to work almost everyday (if not bikig, I take a bus. While I own a car I do not hold a parking permit for NCSU). I bike along Hillsborough street daily to and from work and I cannot emphasize enough how happy I was when I first saw the new bicycle lanes!

I find that bicycle lanes add a huge amount of extra safety. The line forces cars to think about sharing the road even if there no bicycle present. Passing Cars leave more space between them and me. The lanes also allow me to keep more distance between me and the parked cars. Before the installation of the lanes I got honked at many times for "being in the way" when I tried to keep a minimal distance to the parked cars (which was less than what the bike lane now provides).

I have lived in Europe for many years of my life where such bicycle lanes are standard and I am very happy to see such an easy measure implemented here to make cycling more safe.

My personal wish:

I would like to see more guidance for bicycles and road sharing around intersections.

For example Hillsborough and St. Marys, westbound on Hillsborough:

The right lane is for turning only. Which lane should bicycles use to go straight? I tried following the same rule as cars only to be closely passed on both sides by cars/trucks (and even honked at and insulted). I also tried to stay in the right lane but that leads to conflict with cars actually turning right.

With this email I strongly urge you to keep the bike lanes permanently on Hillsborough street. And maybe even implement them (or similar measures) on other roads as well.

Sincerely,

Carla Frohlich, PhD [carla.frohlich@gmail.com](mailto:carla.frohlich@gmail.com)

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As an avid cyclist in the downtown area I could not be more excited about the prospect of bike lanes as a permanent addition to Hillsborough st. "Share the road" signs are viewed as a mere suggestion to insatiable road hungry drivers and the bike lanes will help alleviate potential danger. Furthermore, I believe that these bike lanes may encourage more students to ride their bike to campus rather than deal with parking. This will ultimately reduce the vehicle traffic throughout the NCSU area.

Robert Royster [bobbyroyster@gmail.com](mailto:bobbyroyster@gmail.com)

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**RaleighBPAC Email Correspondence, 9-1-11:**

Cars passing on the left, doors opening on the right. It is very dangerous to call this a 'bike lane'. It is a good way to keep the passing cars to keep more to the left. Please do not call this a 'bike lane'. People that don't know how dangerous these lanes are for bikes will expect me to use them, when it is much safer to use the space designated for cars.

I work at NCSU and ride my bike to NCSU about 50% of the time.

-jeff scroggs-

[jsscroggs@gmail.com](mailto:jsscroggs@gmail.com)

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To Whom It May Concern:

This is a quick note to voice my concern over the proposed bike lanes that currently exist on Hillsborough near NC State. I am an avid bike enthusiast and have had my fair share of "unfriendly" biking experiences when it comes to people trying to multi-task within their vehicles rather than paying attention to the cyclists/pedestrians around them. I have also seen friends hospitalized for going through windshields because of bike/automobile accidents. With that history as a backdrop, I also understand that people can sometimes get distracted and I personally have almost knocked people off their bicycles in the morning parking for my class at NC State while opening my car door. The reality is that human nature in unavoidable....the majority of people will be concerned with their own little worlds and it's only until something such as almost hitting a cyclist with your car door occurs that people begin to pay attention. But is that fair to the cyclist who ends up being hit (or worse yet an NC State student who likely doesn't wear a helmet) who have to endure a major injury at the expense of poor city planning for people to change their behavior? Having lived in Europe for a long time and now a Raleigh resident, in my experience, human behavior only changes when there is incentive to do so. Thus, the decision falls on the responsibility of the city to make the first move. Even if one, two, or ten cyclists racing to get to class get hit with car doors opening and sustain minor/major injuries, people's behaviors aren't going to change (unless you happen to be the unlucky person to open your car door at the wrong time). And the undeniable fact is that cyclist will never win in a collision with a car. Therefore, if the city wants to take its responsibility seriously about pedestrian/cyclist safety, "bike lanes" cannot exist where a person could park or open up a car door. Simply visualize yourself trying to stay in your "allocated" space as a cyclist--which according to the city is the proper place for you to be for your safety--and suddenly a car door opens and knocks you to the ground. It doesn't take long to know this doesn't pass the common sense test.

For what it's worth, my suggestion would be the following. While the brick medians look nice, the only purpose they serve (outside of aesthetics) is to allow NC State students the opportunity to j-walk and crowd on to a median waiting for the next break in traffic to cross. Functionally, this is a complete waste of space. It would have been nice to have developed this space for bikers. It wouldn't take long for behaviors to adapt and for students to realize as they stand in this median (where they aren't supposed to be anyway), that they are going to get run over. Smaller lights could then also be placed in this median area at intersections to let bikers know when to stop and go. This kind of system works flawlessly in Europe and it really is such a joy to ride in a crowded city over there because the rules in place have a functional purpose.

Respectfully,  
Charles Krebs  
[crkreb1@hotmail.com](mailto:crkreb1@hotmail.com)

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Of course the bike lanes are a fantastic idea. My only concern is that they are placed right next to the street parking. I don't know where a better place to put them but getting "doored" (when someone opens their door without looking... and you get hit) could become a problem. And a very scary, painful threat to bicyclists. BUT tis better to have bike lanes next to the street parking, then no bike lanes at all.

Thanks for reading.

Amanda Curtis [manduh.amc@sbcglobal.net](mailto:manduh.amc@sbcglobal.net)

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Hello:

I read the article in the Midtown Raleigh paper and wanted to share my thoughts on the bike lanes on Hillsborough Street. I'm a City of Raleigh employee (Raleigh Amphitheater and outdoor events) – I bike to work a day or two each week. I'm a huge fan of the new bike lanes on Hillsborough Street and Glenwood Ave. and look forward to future lanes. On my route to work, I bike 12 miles through Umstead Park, Reedy Creek/Museum greenway and onto Hillsborough Street – it's a killer ride!

The bike lanes on Hillsborough Street are nice; I do think you have to be mildly experienced rider to be aware of car doors opening, etc., but you'll get that on any street. I would still be taking Hillsborough in – regardless of bike lanes, so the space is appreciated. I think students, etc. who are parking on hills. will begin to recognize the bike lanes and be a little more careful opening their doors. Seems like the problem is people not parking within the parking space and intruding into the bike lane.

I love what you guys are doing for the biking community. Hope there continues to be additional lanes carved out throughout downtown and surrounding areas.

Taylor Traversari

[taylor.traversari@raleighconvention.com](mailto:taylor.traversari@raleighconvention.com)

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Hello,

A quick note about the bike lanes on Hillsborough St:

I couldn't stay in the lane for more than a block.

The thought of getting a "door prize" scared me into just riding with traffic.

I think there could be some bad injuries in the future due to parked drivers opening their door to hit a biker.

Yet, I'm glad to see them. It would be nice if they extended past the roundabouts and were on streets closer to downtown.

-matt

[wattsmt@gmail.com](mailto:wattsmt@gmail.com)

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**RaleighBPAC Email Correspondence, 9-2-11:**

Bikers on Hillsborough St are blatant about running red lights and generally ignoring traffic rules. This needs to be addressed before someone is seriously hurt. Patti Gillenwater

Sent from my iPhone

Please forgive errors and brevity of messages! Patti

[patti@elinvar.com](mailto:patti@elinvar.com)

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Dear sirs/madams,

I have three suggestions concerning the biking difficulties on Hillsborough St.

1) My good suggestion....If you are going to allow parked cars on both sides of the side of the road, allow bikers to ride on the opposite side, going against traffic. I say this because the people in the parked cars will be facing on-coming bikers and will be able to see if they need to wait a few seconds until the biker passes to open their car door.

2). My better suggestion.....get rid of the median and create a bike lane in the middle of the road. This will allow both sides of the street parking and since there will be no risk of opening car doors, it will be safer for the cyclists

3.) My best suggestion....Only allow parking on ONE side of Hillsborough street. This will leave an entire bike lane open on the opposite side of the street and will be much safer for the cyclists.

Hope you consider my ideas. Thanks.

Ron Fazio

[toxic6562@yahoo.com](mailto:toxic6562@yahoo.com)

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I humbly request that Raleigh not only keep the Hillsborough Street bicycle lanes open, but extend this project to more streets in the City of Raleigh. Bikers are environmentally friendly, more fit, and help minimize our dependence on foreign oil. Please do everything possible to provide MORE bike lanes for Raleigh!

Jon Blank MD

[jonblank@earthlink.net](mailto:jonblank@earthlink.net)

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To whom it may concern,

Bike lanes great idea! at the location on Hillsborough, not so good. With on street parking and an already narrow road bike lanes do not make sense. There should be enough room for the parked vehicles to have their doors opened without intruding on the bike lane. This is not the case. A better solution for this part of Hillsborough street would be Shared-Lane Marking or Sharrows ( bicycle logos ) painted in the middle of the street. Bike lanes only work when there is enough space on the road.

To have a better understanding of bicycle culture and commitment, we as a community should look to the best. Here are a couple good links on the logistics and policy of bicycling in Portland, OR.

(Three primary approaches the Portland Bureau of Transportation works to make bicycling an integral part of daily life.)

<http://www.portlandonline.com/transportation/index.cfm?c=34772>

(The Bicycle Master Plan)

<http://www.portlandonline.com/auditor/index.cfm?a=38510&c=31608>

(Community Cycling Center)

[http://www.communitycyclingcenter.org/?page\\_id=11](http://www.communitycyclingcenter.org/?page_id=11)

Thanks,

- Paul Mesi

[bikeraleigh@yahoo.com](mailto:bikeraleigh@yahoo.com)

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Hello, my name is Albert Wojciechowski and I am the chef of Frazier's on Hillsborough street. I ride my bike to work 5-6 days a week and love the new bike lanes. My route is from downtown to Frazier's so I take Morgan to Hillsborough to Frazier's. Although the new lanes are great I wish they'd travel further than Enterprise. The round-about of Pullen and Hillsborough would be great with a bike lane. I understand due to size restrictions that an installation is out of the questions however I feel that drivers need to understand the course of the round-about better. Everyday I see drivers whom are in the left lane proceed in the left lane and right before the continuation of hillsborough street swerve and cross through the right lane to take their "exit". This causes other motorists to slam on brakes and then I find myself in jeprody. Also, drivers don't use signals and every other day there'll be an instance where they'll make right turns while I'm in the bike lane and cut me off. All in all, thank you for the bike lane and the new bike racks! Hillsborough street has made a huge improvement over the last 2 years. If there is any way I could help with future developments or ideas let me know. I would love to contribute to our bicyclist community! Have a great weekend!

Albert Wojciechowski

[albertwojo@hotmail.com](mailto:albertwojo@hotmail.com)

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Thank you, thank you , thank you. Without the lanes as they are now, we cyclists would still have to contend with the possibility of car doors opening AND the moving traffic would be much closer, making it

harder to concentrate on looking into the parked cars for emerging passengers or drivers. In an ideal world, the parked cars would not be there, but I understand the need for on street parking on that stretch of Hillsborough Street... at least for now.

Curry Leslie

[curryleslie@yahoo.com](mailto:curryleslie@yahoo.com)

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The way in which the city of Raleigh designed and built bicycle lanes along Hillsborough Street demonstrates that the city continues to have no clue as to how or desire to safely accommodate bicyclers. To place bike lanes tightly between traffic and parked vehicles is incomprehensible. Physically isolated bike lanes should have been constructed to the right of the parked cars. The elaborate brick median barrier is a waste of precious space and a simpler design could have saved both funds and space for a barrier between parked vehicles and the outer bike lanes I proposed. Raleigh is the least biker-friendly city in which I have lived and peoples' dependence upon automobiles, reticence toward alternative transportation methods, and lack of pedestrian and biker-friendly infrastructure severely detracts from the quality of life in this city.

Justin Schilling

[jdschill@ncsu.edu](mailto:jdschill@ncsu.edu)

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**RaleighBPAC Email Correspondence, 9-3-11:**

Leave the lanes until Hillsborough Street stops being used as a high-speed thoroughfare. The bike lane is not adequate for 18-wheeler vehicles and delivery vans. Re-route trucking to Western Boulevard and keep Hillsborough Street slow and pedestrian-friendly. I think we should have tunneled the Avent Ferry-Wester intersection long ago and should enforce traffic light violations at that intersection to protect students.

Joseph Ward

[wardpj@aol.com](mailto:wardpj@aol.com)

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In response to the N&O article on 9/2/11, I offer the following feedback:

If the bicyclists on Hillsborough St. would follow the official NC rules of the road, then a bike lane might work fine. However, they do not! I live in the NC State area and am constantly amazed and frustrated by the arrogance of the bike riders. They expect the motorists to "share the road", however, they do not obey traffic laws. They do not stop at stop signs or traffic lights, they weave in and out of traffic, they pass stopped cars, etc. making for a dangerous situation for all.

If Raleigh would dedicate time and funding to the root of the problem, bicyclists not obeying the laws, then the real problem might be resolved without having to bandaid the problem with such ideas as bike lanes on a busy thoroughfare.

The Raleigh Police Dept. could probably raise some much needed revenue if they stalked the Hillsborough St. area and handed out tickets to bicyclists, who, to date, have been able to get away with driving that motorists are not be able to get away with. The bicyclists would then follow the rules of the road (as motorists are forced to do), and the problem might be resolved to a point that works better than a bike lane.

Kim Whitley

[kmwhitley@nc.rr.com](mailto:kmwhitley@nc.rr.com)

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**RaleighBPAC Email Correspondence, 9-5-11:**

Hi.

Over the past couple weeks, I've had the opportunity to ride the bike lanes on Hillsborough St. in the vicinity of NCSU.

The lanes work great. I've done some significant riding in DC and the metro area, and for the space provided think that this is a job well done. Previously on Hillsborough St. I would take the entire lane. Cars behind me would feel the urge to pass even though I was maintaining the pace of the traffic flow.

My bulleted list:

- Travelling vehicles need to be aware to stay out of the lane.

-Bikers must watch out for "door prize"

-Delivery vehicles shouldn't block lanes if at all possible, I noticed on two occasions out of 3 trips, that delivery vehicles wouldn't park as far right as possible. As a biker I would then have to merge into traffic to continue down the street. (I'm sure you've seen this video, <http://www.youtube.com/watch?v=bzE-IMaegzQ> )

-Vehicle education, that it's ok for me to pass vehicular traffic on the right if I'm in a bike lane. I did have one lady attempt to cut me off.

I want to comment on all the bike lanes that I'm beginning to see around the city. It appears there are some plans in place to make this a very biker friendly community. However there's still some curiosity in the bike community on how all of these are going to connect in the future? As of now it appears to be just bits and pieces here and there. Any feedback you can add to that would be great.

Thanks for the good work.

-ch

Cliff Hamilton [hamilton.cliff@gmail.com](mailto:hamilton.cliff@gmail.com)

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I read the recent article in Midtown Raleigh News about the "new" bike lanes along Hillsborough and decided to check it out. I'm an avid cyclist and usually pass through Hillsborough St. during my Saturday morning long ride. I felt comfortable riding in the bike lane, though could see how there is concern at the size of the vehicle lane. I appreciate the steps the city and state to make this more of a "main" street atmosphere, and by adding bike lanes simply adds to the attractiveness of the area. It also promotes more bicycle ridership through this strip, though it is only for a small amount compared to the two lane road of Hillsborough that picks up after the recent renovations. I'm sure there is much talk to expand the bike lanes, but appreciate the current efforts. I'm sure the NCSU students would agree.

Respectfully,

Bryan Dougherty

Raleigh resident

[bryandoc34@yahoo.com](mailto:bryandoc34@yahoo.com)

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**RaleighBPAC Email Correspondence, 9-6-11:**

Since the bike lanes are in the "door" zone, and give people the impression that cyclists should be in that area, it would be better to have "sharrows" in the travel lane.

Joe Johnston [joecyclist@gmail.com](mailto:joecyclist@gmail.com)

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**RaleighBPAC Email Correspondence, 9-7-11:**

I think the bike lanes are really great. I bike to school and having a lane makes me feel safer. I wish though, you would extend the lanes further down hillsborough. I actually got into an accident, bike vs car, (I lost) and a bike lane could of helped. Or at the least, it lets motorists know that bikes do have a presence on the road, and to be alert and looking for bicyclists. Too many people get hit by cars, its usually not the bicyclists fault.

-Sarah

[seatkins@ncsu.edu](mailto:seatkins@ncsu.edu)

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September 6, 2011

Raleigh Office of Transportation Planning,

With the congestion in Raleigh, instead of warring so much about cycling lanes on the street, why not designate one side walk on one side of the road to cyclist and the other to pedestrians? Take Avnet Ferry road for instant. From Gorman St to Athens Drive had been 4 lanes for years. The Population of Raleigh has not gone down in the last 30 years. The road was made 4 lanes, when the shopping center was added. Now there is a much larger shopping center, and apartments & houses have been added. Why when you have 2 large sidewalks all the way to N.C. State would you want to put cyclist on the road with high school student and college students driving by them. They have less driving experience and highest accidents rates.

Raleigh has spent ½ million dollars in their bicycle effort, to receive 1 million federal dollars. One million dollars the federal government does not have. Our officials have embraced this. It has nothing to do with being more bicycle friendly. It has everything to do with politics and making you so uncomfortable with driving that you move to mass transit. They do this by increasing congestion, gas prices and taxation. These people care just as little about the people on bikes as they do everyone else in cars. They look at this cyclist as minions they use to push their political agenda.

Dan Hemphill [JHemp41535@aol.com](mailto:JHemp41535@aol.com)

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My heart goes out to the students on bikes. I worked 31 years in the Hillsboro area and have been run over by students on bikes. They do need their special space. However why do they not pay a share of the road tax?

As for Hillsborough Street why did the DOT leave a big median in the middle of the street? Knowing that is a high traffic street? I know it was once trolley tracks, but could they not use that space for bikes?

Thanks,

LouGene Hemphill

[JHemp41535@aol.com](mailto:JHemp41535@aol.com)

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**RaleighBPAC Email Correspondence, 9-8-11:**

I am a resident of Raleigh, and a cyclist. I support the establishment of the Hillsborough bicycle lanes, and would support expansion of those lanes city-wide. I currently use bike lanes and the Greenway (extensively) for recreation and commuting.

--Thank you,

Richard E Bryant

[rbryant@nccommerce.com](mailto:rbryant@nccommerce.com)

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Hello,

I would like to give some feedback on the bike lanes throughout Hillsborough Street. As someone who commutes to and from work and school by bicycle, I really enjoy the feeling of safety that these bike lanes provide me. I was recently riding my bike near the St. Mary's School near downtown Raleigh and a car honked at me for being on the road. I think that having more bike lanes throughout the city will notify cars that bikers are allowed to be on the roads. One concern I do have about the bike lanes is that on a number of occasions, I've passed cars that are parked partially in the bike lane (parallel parking on Hillsborough Street near campus). I was wondering if it were possible to enforce parking closer to the curb so that I won't have to dodge traffic when I come across a car like this.

Thank you so much for all that you're doing for the city of Raleigh. I'm excited about these bike lanes and I really hope it is not temporary, and I also hope I keep seeing bike lanes pop up around the city.

Thanks!

Corinne Dumonceau

[cedumonc@ncsu.edu](mailto:cedumonc@ncsu.edu)

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**RaleighBPAC Email Correspondence, 9-12-11:**

Thank you for making improvements to Hillsborough St for the safety of bicyclists! Please continue this effort. As a parent of a NCSU PhD student and a Raleigh resident, I cannot imagine a more worthy project.

Best regards, Jill Tomlinson

[jill.tomlinson@duke.edu](mailto:jill.tomlinson@duke.edu)

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**RaleighBPAC Email Correspondence, 9-14-11:**

September 12, 2011

Dear Members of the Raleigh Bicycle and Pedestrian Advisory Commission:

Thank you for the opportunity to comment on the trial bike lanes recently installed on Hillsborough Street between Gardner Street and Enterprise Street. NCSU Transportation has received input from the University community and conducted field work to observe the new lane configuration for potential

conflicts. While the bike lane raises awareness of the presence of cyclists on Hillsborough, it also unnecessarily confines cyclists to a potentially dangerous door zone between the parking lanes and travel lane (see photo below). While we've seen great improvement to the Hillsborough Street corridor after the recent streetscape and road diet project, it is our opinion that sharrows would be a more appropriate treatment for cyclists traveling this section of Hillsborough Street.

During several group bike tours recently held by our office to train new cyclists on traffic safety skills, we observed that inexperienced cyclists tend to restrict themselves to the bike lane and ride too closely to parked cars. Given the high traffic volumes on Hillsborough St, a cyclist traveling in the bike lane has little "wiggle room" if/when confronted by an opening car door, debris in the bike lane, or a pedestrian stepping out from between parked cars. While many experienced cyclists will "take the lane" to avoid a dangerous situation, less experienced and beginner cyclists have yet to develop the skills and know-how to ride most effectively for their own personal safety (i.e. taking full use of the travel when necessary). While NC State continues to conduct safety-education outreach to improve student and employee cycling skills, it is impossible reach everyone and the large number of cyclists, pedestrians, motorists and bus traffic in the campus area creates a greater need to cultivate the safest possible roadway environment. It is our conclusion that a sharrow treatment would create a safer circumstance for all roadway users by raising motorist awareness of the presence of cyclists in the shared travel lane, instructing cyclists that they are allowed to use the wide travel lane, and teaching cyclists where to position themselves so as to be seen by motorists and avoid "door zone" and other conflicts.

We hope you will consider our comments along with others as you make a final decision on the most appropriate treatment for Hillsborough Street. NC State University does strongly encourage bicycle and pedestrian infrastructure to accommodate multi-modal users in the near-campus area, and commends the City and NCDOT for taking action to safely address the needs of cyclists and pedestrians along Hillsborough Street.

Sincerely,

Alison Carpenter, AICP  
Transportation Planner  
NCSU Transportation  
919-515-1609

[alison\\_carpenter@ncsu.edu](mailto:alison_carpenter@ncsu.edu)

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**RaleighBPAC Email Correspondence, 9-16-11:**

As someone who frequently rides down Hillsborough Street during my bicycle commute to my office downtown, I have had experience riding the street over a number of years. I've also commuted on a bicycle off and on for over 30 years, so I have experience riding in multiple different environments and traffic patterns. I have the following thoughts on the temporary lanes:

1. The lanes create a more dangerous situation for cyclists because they are too close to parked cars. Students coming to class (the main users of those spots as far as I can see in the morning and not people coming to the businesses on H-boro) open their doors and frequently those open doors span the entire width of the bicycle lane. I have personally had to crash-stop in the lane to avoid contacting a just-opened door of a Honda Civic.
2. The lanes create a more dangerous situation for cyclists because they encourage cars in the travel lane to pass bicycles where there really isn't enough room to pass. Cars feel empowered to pass bicycles since "they have their own lane" even though the bike lane is hardly adequate and the narrowed car lane is a tight fit for large SUVs and pickups.
3. The traffic circles and single lanes have slowed traffic on Hillsborough significantly, making cycling slightly safer without dedicated lanes.
4. One solution better than painted "sharrows" might be to eliminate the parallel parking on the NC State side of the street to free up more space for a dedicated bike lane. If the metered parking was actually used by people frequenting the businesses then I wouldn't suggest this, but any sort of look at the cars and people parking on that side of the street shows that most of them are students rushing to class. I don't think we need to encourage car use for students to get to class at NC State – there are many

other options – and a bike lane would be more useful for students and everyone else other than the few who park their cars to go to class.

Adam Searing

[adam@ncjustice.org](mailto:adam@ncjustice.org)

Please note: I am submitting these comments entirely on my own behalf and not on the behalf of my employer.

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**RaleighBPAC Email Correspondence, 9-17-11:**

I love the whole idea of bike lanes, in fact I have a bike. As these lanes were clearly an "after thought" on Hillsborough Street, they have narrowed the traffic lanes considerably. My suggestion, since there's no more wiggle room (unless the median is narrowed a foot on each side, a complete redo) is that you consider lowering the speed limit to 25 or 20.

Steve Hickle

[shickle@nc.rr.com](mailto:shickle@nc.rr.com)

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**RaleighBPAC Email Correspondence, 9-18-11:**

To Whom it may concern:

Bravo on the bike lanes !

I've been traveling along Hillsborough as a cyclist, pedestrian and in a car, and in every case, this STREET works very well !

The bike lanes are very nice, even spacious. Does the cyclist have to keep a sharp eye ? Absolutely, but it's far better than before and now the motorists have some expectation that the bicycles are going to be there in the mix. Raleigh is stepping it up with a street like this one.

We need more streets just like it !

B.F. Turnstone

[bfturnstone@gmail.com](mailto:bfturnstone@gmail.com)

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**RaleighBPAC Email Correspondence, 9-22-11:**

Here is a shocking video of what to expect on Hillsborough St. This guy got "lucky," but others have been killed this way.

[http://www.youtube.com/watch?v=1Y\\_bPhbZnks](http://www.youtube.com/watch?v=1Y_bPhbZnks)

Wayne [wpein@nc.rr.com](mailto:wpein@nc.rr.com)

[www.bicyclingmatters.wordpress.com](http://www.bicyclingmatters.wordpress.com)

[www.humantransport.org](http://www.humantransport.org)

[www.bicyclinglife.com](http://www.bicyclinglife.com)

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**RaleighBPAC Email Correspondence, 9-29-11:**

To the City of Raleigh,

I am writing to provide strong, positive feedback on the bike lanes adjacent to NC State campus on Hillsborough St. I commute every day, rain or shine, using those bike lanes from near downtown to NCSU, where I am a professor. They make the commute safe and accessible. Before them, I wound my way through pedestrian walkways on NCSU campus.

Although I was initially concerned about the parking to the left of the lanes, it turns out those concerns were totally misplaced, and I have found this to not be an issue at all.

The one downside to these bike lanes is that they end too early.

Optimistically, I would like to see lanes throughout Raleigh. But realistically, with these lanes in mind, they should extend across the extent of NCSU campus (on the west end) and to the roundabout or to downtown (on the east end). They now stop short, and extending would make them much more functionally. A grander vision would have bikelanes extending from downtown to the fairgrounds/stadium complex (and thus connecting to the Meredith/Art Museum/Umstead trail as well).

Sincerely,

Nick Haddad

[nick\\_haddad@ncsu.edu](mailto:nick_haddad@ncsu.edu)

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Hello,

I bike to work daily, partly on Hillsborough street. It is MUCH better than it used to be, thank you for the restriping. However, it is still fairly dangerous, for two reasons: 1) The lanes cover only a small stretch of Hillsborough. 2) They are narrow or nonexistent in many places, which presents a danger of being hit by either a car on the left, or by an opening door on the right.

I am excited to see the City's commitment to expanding the biking lane network, but I suspect that the effort will attract a significant crowd only when it's much more interconnected and safer than it is now.

Thank you!

Jiri Hulcr

[jirihulcr@gmail.com](mailto:jirihulcr@gmail.com)

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I'm a visiting professor at NCSU. I use the bike lanes on Hillsborough street every day and they make my commute safer. It keeps my car off the street, reducing congestion.

Adam Kay

[basicadamkay@gmail.com](mailto:basicadamkay@gmail.com)

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Dear City of Raleigh and NCDOT,

I am writing to provide feedback on the new bike lanes installed on Hillsborough in front of NC State campus. In short, they are fantastic, and I would love to see more bike lanes covering longer distances around Raleigh.

I am a grad student at NC State, and have made the decision to live car-free. I bike nearly everyday from the Historic Oakwood neighborhood to campus to near the intersection of Hillsborough Street and Brooks Ave. The new bike lanes on Hillsborough Street have vastly improved my commute by making what used to be the most dangerous part of my ride a much safer and more enjoyable experience. I feel much more comfortable knowing that cars driving along my left side have a boundary to let them know not to get too close to me. Since the bike lanes have been instated, I have noticed many more people biking on Hillsborough. It would be great if the lanes could extend even further to the west end of campus on Hillsborough, or even down to the Cup of Joe coffeeshop on Hillsborough and Daisy.

Another place I believe bike lanes would improve transit is on a short stretch of Oberlin between the roundabout near Hillsborough and the north edge of Cameron Village. Many students live in this area and bike to Harris Teeter for groceries. The road seems wide enough where there would not need to be infrastructure changes, but it would partition space such that both bikers and drivers would feel more comfortable with each other.

Raleigh has potential to be a great biking city, and the designation of more bike lanes will undoubtedly help. I have friends who would like to bike for their commute, but don't feel comfortable hacking their way alongside cars without having the safety of bike lanes. I'm sure there are a lot of folks in Raleigh who just need a little more structure to feel comfortable making the transition to bike transportation. More bikers would decrease traffic congestion, improve air quality, and create a healthier, more active population. I look forward to continuing to use the bike lanes on Hillsborough Street, and, hopefully, make use of more bike lanes in the future.

Sincerely,

Justa Heinen [justaheinen@gmail.com](mailto:justaheinen@gmail.com)

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To whom it may concern:

I have biked frequently on Hillsborough Street both before and after the bicycle lanes were painted. I commute to David Clark Labs by bike nearly every day, with my route following Hillsborough St. from the Pullen St. traffic circle to Brooks Ave. I think the designated bicycle lanes should stay. I have other safety concerns that I would like for you to consider, too.

The bicycle lanes have been a great help to keep distance while cars pass cyclists. Before the lanes were installed, cars would often be timid in passing bikes. This would cause traffic backups and additional stress to the biker at the front of the line. With the lanes, there is a clear guideline for cars and bicycles to follow. Passing is easier for cars, and I have never felt crowded by passenger vehicles. There has never

been enough room for buses to pass comfortably, which is a problem that cannot be solved with the current street width.

However, the bike lanes have made parked cars an increasing hazard to cyclists. The bicycle lane provides a buffer zone to the parallel-parked cars, which have been parked farther away from the curb since the bike lane installation. Opening car doors are a huge hazard to cyclists, who must swerve into the traffic lane to avoid them. The bicycle lane provides ample space to avoid doors, if the cars are parked appropriately close to the curb. This problem could be easily solved by increasing ticketing of parking violations along Hillsborough. The bike lane only increasing safety if it is clear for us to use it.

The most hazardous part of my commute is the traffic circle at the intersection of Hillsborough and Pullen. Some cars simply do not slow down before entering the circle and have little attention for bicyclists with the right of way within the circle. I am sure you have received similar complaints about the traffic circle, from drivers as well as cyclists. Overall, I think the benefits of the traffic circle outweigh the danger from reckless drivers (and cyclists).

Thank you very much for your consideration of my comments.

Sincerely,

Tyson Wepprich [tyson.wepprich@gmail.com](mailto:tyson.wepprich@gmail.com)

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**RaleighBPAC Email Correspondence, 9-30-11:**

I live in another of North Carolina's large cities but will be soon moving to Raleigh- a move I am greatly anticipating. My friends there in Raleigh have been telling me about Raleigh's efforts to increase bike awareness and to accommodate cyclists on its streets.

I have seen (but not ridden in) the bike lanes on Hillsborough. Any cyclist who cycles in a city needs to be aware of the potential to be "doored" by motorists opening their car doors into the bike lane and stay alert to this. That's no different whether one is cycling in Raleigh or New York City. Having adequate room to ride as buses pass you is another issue entirely. If the lanes truly do not allow safe passage of buses as cyclists are riding in the adjoining lane, then Raleigh is making itself wide open for law suits when cyclists are inadvertently injured in such a situation.

I applaud Raleigh's efforts to include cyclists on its streets and I hope the effort grows. I hope to be one of these cyclist and not have to worry about ending my cycling days too soon due to inadequate room for me in my designated lane.

-Stacey [blithereid@gmail.com](mailto:blithereid@gmail.com)

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**RaleighBPAC Email Correspondence, 10-2-11:**

Personally, I am happy to see that there is some sort of movement on the appalling state of your bicycle planning, however I think these bike lanes are a drop in the bucket. Ideally, if you are serious about making cycling a permanent part of your city and as a flagship for the entire state as the capitol, you should construct autonomous bike lanes on the inside of traffic lanes (including parked cars) so that the order is pedestrian walk-ways, bicycle lanes, and then parking and then moving automobile traffic.

Instead you are constructing lanes which put cyclists at risk of opening car doors, incoming parking cars, outgoing parked cars and so forth. The basic rule of thumb is to design cycle lanes for your parents and your children, and I would never allow kids to cycle on these lanes. I've ridden the lanes and I agree with some local cyclists that I'd prefer to take up an entire lane and be safe than to use these lanes and suffer a head on meeting with a car door. Your city planner needs to plan a city and not a social experiment at the expense of residents. Now drivers need to worry about incoming traffic, potentially swerving cyclists and the normal distractions of driving? This makes little sense and skirts around the issue of safe cycling in Raleigh. Do it right, do it once, save our tax money.

Sincerely,

DHorn [dhorn@bigsss.uni-bremen.de](mailto:dhorn@bigsss.uni-bremen.de)

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**RaleighBPAC Email Correspondence, 10-3-11:**

Whenever possible auto parking should be ANGLED not parallel-Fayetteville St would be much nicer if this had been done-MORE BIKE LANES!!!

[9195203176@messaging.sprintpcs.com](mailto:9195203176@messaging.sprintpcs.com)

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BPAC,

Here are my comments regarding the new bike lanes on Hillsborough St:

As a former NCSU student and an avid biker I was pleased with the bike lanes. While there are safety concerns (car doors, pedestrians), these hazards were present with or without the bike lanes. I felt safer mitigating these obstacles knowing I was in a designated right-of-way and was happy to see Raleigh actively promote alternative transportation.

I appreciate all the hard work,

Simon Betsalel [smbetsalel@gmail.com](mailto:smbetsalel@gmail.com)

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I began serious cycling as a State student 38 years ago, and still ride 12 months a year, sometimes commuting between my home in Cary and work in downtown Raleigh. I had the opportunity to review plans in the early stages of the Hillsborough Street renovation and am familiar with both the street cross sections and the reasoning to not include dedicated bike lanes in the original plan. I have recently made several trips on Hillsborough Street expressly to evaluate the marked bike lanes, both mid-day and evening "rush hour". I should note that as a commuter this is not my route of choice; there are parallel east-west routes that are safer and more enjoyable. My observations are that most of the cycling traffic is between the downtown area and local to the State campus. I also noted that many of the other cyclists appear to be either new to the area, new to riding in or crossing heavy traffic, or maybe new to cycling in general.

With that last observation in mind, my humble opinion is that dedicated bike lanes are inappropriate on **this section** of Hillsborough Street. Although I did observe more use of automobile turn signals, the numerous turns, parking maneuvers, door openings and the interruption of bike lanes by bus turn-outs make **cycling with traffic** a much safer practice. I recommend removal of the lanes, and a combination of signs and on-going education by both the City and the University. **Share the Road** signs with **Bikes Ride with Traffic** signs underneath should be installed on **this section**. I do believe **sharrows** the full length of Hillsborough Street from the Capital to Meredith is a much better long term option.

The absence of bike lanes in the original Hillsborough Street renovation should not have been construed as a lack of attention to cycling. I appreciate both the City of Raleigh and State DOT engaging in the test of dedicated bike lanes.

Respectfully submitted,

David Shouse [david.shouse@raleighnc.gov](mailto:david.shouse@raleighnc.gov)

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It is usually a bad idea to retro fit something into a completed project and these bike lanes are an example. I do ride a bicycle and I love to ride on the greenways (can't wait for House Creek) and well designed bike lanes. Alas these lanes are not well designed. They are shoe horned in between parked cars and moving cars and seem to me (I have not tried them) a recipe for an accident. The rider would lose!

I never ride that close to a row of parked cars. If a driver flings open his door... the approaching bike rider has no place to go except into the door or into traffic.

So nice idea... but too late. I would be happy if the city could keep parked cars out of existing bike lanes (Ridge Road) and OFF SIDEWALKS!

G. Kappel

Attached is a photo that I recently took in Paris of the ideal situation... vehicle street, bike lane, and sidewalk.

[trudi.kappel@earthlink.net](mailto:trudi.kappel@earthlink.net)

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I am an avid cyclist and for the past year I have been using my bike to commute to work and to travel just about everywhere I go inside the beltline. I have used Hillsborough Street although it's not my favorite route for moving east/west due to the heavy traffic, narrow lanes, parked cars, and busy intersections. When I have used Hillsborough Street, I have not found the bicycle lanes useful. My primary concern is they are right up against the parked cars where the risk of running into an opening car door is very high. I prefer to ride at least 4' off the parked cars and move in and out to allow cars to pass. I think a dedicated

bike lane next to the curb would be fine but do not support the idea of one located along the outside of parked cars.

Thanks for the opportunity to comment, Mark Sr.

Mark T. Senior, PE [mark.senior@raleighnc.gov](mailto:mark.senior@raleighnc.gov)

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We r n the Dark Ages compared 2 Portland due2 sorry incompetent leadership-more bike lanes should hav benA priority 35yrs ago asMassTr  
[9195203176@messaging.sprintpcs.com](mailto:9195203176@messaging.sprintpcs.com)

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**RaleighBPAC Email Correspondence, 10-4-11:**

I live just off of Hillsborough Street, exercise at the Y on Hillsborough Street, and travel to work via Hillsborough Street. I am a daily user of this thoroughfare.

The bike lanes are a VAST improvement - speaking as both a cyclist and a vehicular commuter.

WE NEED MORE OF THIS TYPE OF INFRASTRUCTURE IN OUR CITY. (Please)

I find it significantly safer. The ability to understand the shared nature of the lanes also lends to better bike / car interactions and acceptance.

I could not be more supportive.

Sincerely - John Lawlor

Raleigh, NC

[me@johnlawlor.org](mailto:me@johnlawlor.org)

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To whom it may concern,

I just wanted to write a short note praising the bike lanes! They're extremely helpful for me getting from my home to downtown when I need to. I couldn't afford a place downtown, but I did want access to its wonderful shops and restaurants and bars. I'm very happy to have easy bike access.

Ben Williams [link0612@gmail.com](mailto:link0612@gmail.com)

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**RaleighBPAC Email Correspondence, 10-5-11:**

As somebody who commutes to NC State every day, I have to say that I think the bike lanes are absolutely necessary for Hillsborough Street.

However, I think it would have been wiser to put the bike lanes in between the parallel parking spots and the sidewalk, with a small curb separating the cars from the bike path, like how they do it in New York City.

That's my opinion.

- Allen

[atcoin@ncsu.edu](mailto:atcoin@ncsu.edu)

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**RaleighBPAC Email Correspondence, 10-6-11:**

My name is Sam Behringer. I am writing to comment on the bike lanes after seeing an ad in the community page in the Independent. I use the bike lanes regularly and feel they are a tremendous improvement in safety. There is enough space to safely avoid traffic and parked cars. I wish the lanes continued all the way to the fairgrounds.

-sb [s\\_behr@hotmail.com](mailto:s_behr@hotmail.com)

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BPAC members,

While I wholeheartedly believe bikes have their place on Hillsborough Street, I do not approve of the bike lanes, due to the risk placed on cyclists. The positioning of the lanes places cyclists in the door zone of the parked cars.

I support removal of the bike lanes and the installation of sharrows in their stead. The sharrows should be centered 4' from the edge of parking (at the current edge of the bike lane) to help cyclists position themselves beyond the door zone. Sharrows balance the need to remind motorists to share the road with cyclists and reducing lanes widths to encourage slower speeds.

Providing no markings should NOT be an option because a 16' lane will encourage higher vehicular speeds.

Thanks for the opportunity to comment,  
Todd Delk [todd.delk@gmail.com](mailto:todd.delk@gmail.com)

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To whom it may concern,

As an avid area cyclist and as someone who works at the NCSU campus on the relevant section of Hillsborough Street, I wanted to write about the Hillsborough St. bike lane. The recent improvements made on that road (before the bike lane) have done a lot to improve bicycle riding on the street. The addition of the bike lane has done nothing to further the situation and seems to me to make the road less safe for all road users.

I would like to see the temporary lanes removed. Without completely redesigning the road or eliminating on-street parking, the only way I can see to improving conditions on Hillsborough is by the addition of Sharrows in the center of the travel lane.

The Door Zone.

Riding next to parked cars can be very hazardous. People come out from between the cars without warning either to get into their car or to cross the street mid-block. I've encountered both of these situations on Hillsborough when trying to use the new bike lanes. But issue that seems to have the worst reputation for causing injury or death to cyclists and damage to vehicles is when a person opens the door of a parked vehicle into the bike lane. I've seen situations on Hillsborough that could have been dangerous, but thanks to my being aware of the danger and to some attentive drivers who were also aware of the danger, I have not seen any collisions, but the placement of the lane combined with the width of the road seem to make this a very problematic and unsafe area to encourage riding right next to parallel parking. Some information on the door

zone: <http://www.riinsrants.info/bikes/doorzone.htm>

This sight has a very good demonstration of the dangers of having a bike lane along parked cars:

<http://commuteorlando.com/wordpress/2011/09/22/dooring-caught-on-dashcam/>.

Video on that site shows that only quick maneuvering on the part of the driver prevented a collision, but it's worth noting that such a maneuver would be less likely on Hillsborough where a raised median prevents vehicles from moving too far to the left. I think the width of this stretch of Hillsborough, combined with the raised medium, makes this a particularly bad place for a bike lane. Also related is the problem that occurs when a vehicle enters or leaves a parking lot. I saw a number of bikes brought up short the other day when a car pulled into the bike lane in order to parallel park. I feel like a bicycle lane is most effective when it provides a dedicated space for bikes to operate apart from cars to limit car/bike interactions. The Hillsborough bike lane fails in that because it actually moves the cyclists into the place where they are most likely to interact with cars. When everyone is moving slowly in the same direction, Hillsborough seems relatively safe for all involved, but when you create a separate bike lane where cars will need to operate for parking purposes, you increase the likelihood of a collision.

Traffic calming.

My understanding was that the primary goal of the Hillsborough redesign was "traffic calming" in that area, making everyone move a little slower, making the street more appealing as a destination, less appealing as a thoroughfare, and safer for the heavy foot traffic that area can receive. Taking the street down to one lane of travel in each direction helps with that. Adding in a bike lane brings it back to two lanes of travel. Sometimes it is bicycles passing cars, and sometimes cars passing bikes, but in all cases, facilitating passing allows some traffic to move faster, which defeats the purpose of traffic calming as I understand it.

There's just not room.

The measurements put Hillsborough at a width that only barely creates enough room for a parking lane, a lane of travel, and a bike lane. The existence of the raised traffic island means there is absolutely no margin of error. Even if there is technically room on paper, the reality is that this location requires more than the absolute minimum.

In many other bike lane situations, passing safely can be aided by cyclists moving to the extreme right of the bike lane. On Hillsborough, a wall of cars means that cyclists have to be at least a foot from the right

edge of the lane, and that's putting them in danger of parking cars, exiting cars, opening car doors, and pedestrians coming from between the cars. And in most other road layouts, a vehicle might be able to swerve a little towards the lane of oncoming traffic in order to prevent an accident. The raised island in the center of Hillsborough prevents this flexibility. I have ridden in the bike lane and noticed that many vehicles are still reluctant to pass because there does not appear to be room to pass safely. When vehicles do pass, I find it uncomfortable because I have no maneuverability should something unexpected happen. In one case, when I was riding fully within the bike lane, a pickup truck decided that to pass with sufficient room they needed to put their two left wheels on the traffic island. I appreciate them being careful about passing too closely, but I don't think their solution is one we want to encourage. The pedestrian who was entering the traffic island from the other side of the street also seemed a little alarmed by the situation. I had an opportunity to sit and watch traffic on this stretch for a period of time. I noticed that if no bike was present, larger vehicles, especially busses, almost always rode with their right tires on the left edge of the bike lane. Bikes seemed to also ride as close to that left edge as possible. It seemed to me that other traffic was experiencing what I felt when using the bike lane: that it puts cars uncomfortably close to the median, and that it puts cyclists uncomfortably close to the parallel parking.

There's plenty of room single file.

Sharrows placed in the center of the travel lane would tell motor traffic and cyclists that it is acceptable and safe to go single file down that stretch of Hillsborough. They would not preclude cyclists from riding to the right when they felt it safe (such as when there were no parked cars), and they wouldn't prevent motor vehicles from passing on the left when they had sufficient clearance. But in all other cases it would encourage bikes and motor vehicles to share the same lane of travel, which, at typical speeds on that stretch, should inconvenience no one, be safer for everyone, and be more true to the original purpose of the Hillsborough Street redesign.

I appreciate City Council's willingness to listen to the cycling community and to try to find a way to include cycling facilities on Hillsborough. I know they have been working hard to make the city more "bikeable," and I hope efforts continue. That said, the current situation on Hillsborough seems far less safe than no bicycle facilities at all, so I hope that in the interest of safety the lanes are removed.

Rob E. Loomis

District E

[mr\\_e@sprynet.com](mailto:mr_e@sprynet.com)

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Regarding the bike lanes on Hillsborough Street:

While it has helped for a definitive line to separate bikers from cars, there is still the danger of those riding bikes to be hit by cars parked along the side of the street. I have nearly been hit several times while using the bike lane by cars trying to pull out of their parking spaces along the street. I have had to resort to riding on the sidewalk for my own safety, which is potentially dangerous to pedestrians on foot.

Changes I would suggest:

Move the bike lane to the opposite side of the parked cars, closest to the sidewalk, with a barrier (a curb?) clearly separating the parking area from bike lane.

Educate drivers about bicycle and pedestrian etiquette.

Expand the existing roadway to allow adequate space for all those who travel using any means of mobility, whether it be by foot, bike, wheelchair, scooter, or vehicle. Have clearly marked pathways for each and blinking lights for added safety.

Thank you.

Charis Hill [this.is.charis@gmail.com](mailto:this.is.charis@gmail.com)

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To whom it may concern—

As an avid cyclist and daily bicycle commuter, I travel on Clark Ave. and Hillsborough Street multiple times per day, six days per week. I have been doing so for almost 2 years. I can happily say that the marked bicycle lanes on Hillsborough Street have been the single most exciting and public safety upgrade to downtown Raleigh roads since the roundabouts. I always carried constant concern and fear when commuting along the street without bicycle lanes. Motorists and pedestrians simply do not recognize the

use of the shoulder for bicycle traffic and through this memory lapse, often make it increasingly difficult to navigate safely down the busy and congested street.  
It should be common knowledge amongst the NCDOT that Raleigh and the Triangle rank highly in percentage of cyclist commuters on a national scoreboard. These kinds of improvements are precisely the change that will positively affect the safety of commuters, motorists and pedestrians for years to come.  
From a citizen of Raleigh, university student and cyclist,  
Thank you; I hope to see more of this in the future.  
Best regards,  
Josh Bielick  
[jbielick@gmail.com](mailto:jbielick@gmail.com)

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Dear Raleigh,  
I'm such a fan of the bike lanes on Hillsborough St. They make me feel safer biking to class and getting past campus to go grocery shopping or downtown. For someone like me, who only owns a bike and lives right on Hillsborough, they are vital. The traffic gets heavy a few times a day, and I would hate to be stuck at home or on campus just because I felt unsafe. Sharrows are great, but marked lanes are empowering because they clarify where bikes and cars can each have their own, safe place.  
Some drivers don't understand how to park in the parallel spaces without taking up the entire bike lane and they often forget to check before they open their door or pull in/out of the space, but that's something that will hopefully improve over time. Crowded, central streets like Hillsborough need bike lanes. I couldn't thank you enough, and I hope the lanes will not only stay, but appear on other streets around Raleigh.  
The cycling population in Raleigh is one of the most appealing qualities of the city, in my opinion. Biking, as a habit or a hobby, is healthy for individuals and for the city itself, and I think it should be encouraged. Unflinching support from the local government would be widely appreciated and would bring a wonderful change to Raleigh.  
With love,  
Marisa Akers  
[mkakers@ncsu.edu](mailto:mkakers@ncsu.edu)

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**RaleighBPAC Email Correspondence, 10-7-11:**

Hello,  
My name is Christina Hardison and I'm a Graphic Designer on the Brand Communications team at Red Hat. I would highly like to push my strong need for bike lanes on Hillsborough St. As a working professional, I'd rather bike to work to save money, emissions, and my health. I live in the Grosvenor Gardens apartments on Hillsborough St. with almost 100 other working professionals who bike to work & to downtown daily. With a bike lane, more people would bike downtown, bringing more business downtown, making downtown Raleigh a more livable place. I lived and worked in San Francisco last Summer, and being able to see how functional a city with a bike lane infrastructure made me yearn to make Raleigh the same way. Cities like Portland, San Francisco, Seattle attract people to move there with their bike friendly culture. Also, with Red Hat's announcement to move downtown into the Progress Energy building within this next year made me realize how easy it will be now to bike to work everyday. The only problem is, I don't feel safe biking downtown from my apartment because of the lack of bike lanes.  
Moving Red Hat's headquarters downtown will suddenly bring 700+ employees downtown. Bike lanes on Hillsborough St. will make living downtown more approachable, and ultimately desirable.  
Let's make downtown Raleigh a place to LIVE, not just visit.  
Thanks for listening,  
Christina [c.hardison@redhat.com](mailto:c.hardison@redhat.com)

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This is a follow-up to my previous email I sent a few weeks ago.  
I want to specify that I would like to see biking on Hillsborough Street continue.  
I proposed 3 different options.... hopefully, you will use one of my options.  
Please allow biking to continue on Hillsborough St.

Ronald Fazio [toxic6562@yahoo.com](mailto:toxic6562@yahoo.com)

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i am a cyclist and i am in favor of keeping the lanes.

**MOST CYCLIST RIDE TO THE RIGHT OF THE LANE**

the main thing the lane line successfully achieves is keeping the cars further to the LEFT allowing more room for cyclist to ride on the RIGHT.

**SHARROW WILL NOT BE AS SAFE ON HILLSBOROUGH STREET AS A LANE**

if a sharrow is put down, it does not mean cyclist will take the lane. most will not! without the line, the cars will crowd the cyclists that ride to the right even further into the door opening area of the parked cars.

**CARS TRAVEL FASTER THAN CYCLISTS ON HILLSBOROUGH STREET**

so segregating the cyclists and cars from one another allows both the drivers and the cyclists to move at their own pace. THE LANES HAVE MADE A DIFFERENCE and would make a bigger difference if the city would get the other lanes down already planned for the vicinity. just like roads, cycling facilities don't work unless they connect.

thank you for your consideration.

Will Alphin [will@alphindesignbuild.com](mailto:will@alphindesignbuild.com)

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I want to keep the bike lanes

Jenny Camp [Jenny.Camp@quintiles.com](mailto:Jenny.Camp@quintiles.com)

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To Whom it May Concern:

Hello, my name is Dawn Constance Leonard and I am writing in support of adding more bike lanes for the City of Raleigh. Having lived here in Raleigh my whole life I have used my bike for pleasure and transportation in an around downtown. In my opinion our city is so behind in bike friendly roads, although I am happy to see a movement for a pro-bike friendly community!

I have been hit on a bike twice by a vehicle, as well almost run off the road numerous times. Bike lanes and education will help to bring more awareness about sharing the roads, they will encourage a healthier and happy lifestyle, and a cleaner environment.

Let's make the bike lanes work Raleigh, it will be a great think for everyone!

Thank you,

Dawn Constance Leonard [Leonardstudio@nc.rr.com](mailto:Leonardstudio@nc.rr.com)

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To whom it may concern,

While I admire the attempt to make Raleigh more bicycle-friendly, I have to say that the "bike lane" on Hillsborough Street leaves much to be desired. As an avid cyclist, I feel unsafe riding in this lane, as it is entirely too close to parked traffic. The lane is directly in the "door-zone," which sets up the potential for catastrophic injury in the event that an uncaring motorist whips open a door. What is the option here for the cyclist – run into the door, or swerve into traffic? With people so engorged in texting these days, I have little hope that a parked motorist would care to check behind them to make sure no bicycles are headed their way, before opening their door.

In my opinion, "sharrows" would have been a better idea for this section of Hillsborough Street, as traffic is usually slow enough here that cyclists won't slow down and/or anger motorists too much. Coupled with signs that clearly denote that cyclists are entitled to take the entire lane, "sharrows" would make for a much safer and more user-friendly experience for cyclists on Hillsborough Street.

Thanks for your time,

Ron Frazak [Ronald.Frazak@apria.com](mailto:Ronald.Frazak@apria.com)

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