



## Bolin and Morgan Creek Greenways

TIGER Application Summary  
Town of Carrboro  
Submitted September 2009

In September 2009, the Town of Carrboro submitted an application for a grant from the Transportation Investment Generating Economic Recovery (TIGER) program of the U.S. Department of Transportation for additional funding for the Bolin and Morgan Creek Greenway projects. TIGER funding is available to states and municipalities through the American Recovery and Reinvestment Act, signed by President Obama on February 17, 2009.

Conceptual plans for the greenway projects are being finalized and will inform the next phase – design and engineering. Construction of initial greenway segments is anticipated to begin in mid-2011. Below is a brief summary of the TIGER application's sections on project characteristics and potential benefits.

### **Bolin Creek Greenway**

The Bolin Creek Greenway will serve as a primary, non-motorized, north-south transportation connection between downtown Carrboro; the Town's northern neighborhoods; the Chapel Hill greenway system; and several existing and future parks (Wilson Park, Adams Tract, Martin Luther King, Jr., Park, and Twin Creeks Park). The greenway will provide an additional transportation option to the future site of a major research campus of the University of North Carolina at Chapel Hill ("Carolina North"). The *Jones Creek Greenway* segment is proposed to connect to the northern segment of the Bolin Creek corridor.

### **Morgan Creek Greenway**

The Morgan Creek Greenway will represent the major east-west segment of the greenway system. Located in southern Carrboro, the greenway will provide non-motorized transportation connections between residential areas, Frank Porter Graham Elementary School, recreational destinations such as the Chapel Hill Tennis Club and University Lake, and the Chapel Hill greenway system.



**Home Hollow Trail, Carrboro**

### **Benefits**

#### *Livability and Health*

In addition to their transportation benefits, greenways are useful for jogging, recreational bicycling, maintaining an active lifestyle, and helping people enjoy nature.

#### *Sustainability*

By encouraging non-motorized transportation, greenways have the potential to improve air quality, and by association, human and environmental health.

#### *Economic Benefits*

Greenway construction has the potential to increase property values, generate economic activity, and create new jobs. (For example, see the [economic impact analysis for the Carolina Thread Trail](#).) Greenways also provide travel options that help households reduce fuel expenditures.

#### *Transportation Options for Schools*

The Bolin Creek Greenway corridor is close to four K-12 schools, with a fifth, Morris Grove Elementary School, not far north of the Jones Creek segment.

The Morgan Creek Greenway will connect residential areas with Frank Porter Graham Elementary. A connector trail to Carrboro High School is also being considered.



#### *Trail Safety*

A common concern about new greenways is trail safety. It has been shown that the rate of crime on trails and greenways does not exceed the rate of crime in the communities in which they are located. In fact, a national study of 372 trails demonstrated that serious and minor crimes were much lower on urban, suburban and rural trails than the national crime rates for urban, suburban and rural areas.<sup>1</sup>

#### *Transportation Safety*

The Bolin Creek Greenway will serve as an off-road alternative for non-motorized trips in Carrboro, especially for north-south trips. For example, the southernmost segment would connect N. Greensboro St. with bicycle facilities along Estes Dr. north of Hillcrest St., via Wilson Park and the Adams Tract. This would allow bicyclists to avoid the steep slope between Estes Dr. and Hillcrest St., which has a traffic volume of 14,000 vehicles per day.<sup>2</sup>



**Wilson Park multi-use trail alternative  
(Bolin Creek Greenway draft alignment)**

The Morgan Creek Greenway will provide an alternative transportation option with respect to vehicle travel on the NC-54 bypass. The Morgan Creek corridor roughly parallels NC-54 to the south, passing single- and multi-family residences, recreational facilities, a park-and-ride lot, and a K-12 school (Frank Porter Graham Elementary). A future connection via Tom's Creek and Berryhill Dr. would provide non-motorized access to shopping at Willow Creek and Carrboro Plaza.

#### **Funding**

The current sources of funding for the project are Surface Transportation Program-Direct Allocation (STP-DA) funds (80% share) and Town bond funds (20%). Town bond funds were made available by a citizen-approved bond referendum in 2003 that allocated funding specifically for greenway construction in the Bolin Creek and Morgan Creek corridors.

Additional funds will be needed as the conceptual design process has included updating cost estimates and refining the trail designs. To supplement this funding gap, the Town's TIGER grant request totaled \$4,286,606.

#### **For more information, contact:**

Jeff Brubaker  
Transportation Planner  
Phone: 919-918-7329  
Email: [jbrubaker@townofcarrboro.org](mailto:jbrubaker@townofcarrboro.org)

<sup>1</sup> Rails-to-Trails Conservancy. (1998). Rail-Trails and Safe Communities: The Experience on 372 Trails. [http://www.railstotrails.org/resources/documents/resource\\_docs/Safe%20Communities\\_Flr.pdf](http://www.railstotrails.org/resources/documents/resource_docs/Safe%20Communities_Flr.pdf), pp. 5-9

<sup>2</sup> North Carolina Department of Transportation, Traffic Survey Unit. (2007). 2007 Annual Average Daily Traffic.