

I agree!	Comment
	1 : There needs to be a crossing here for all those that cross to their cars. Walking down to the closest light is just too out of the way.
	2 : There needs to be a crosswalk / pedestrian yield sign in center of road. Traffic is heavy on this road and very dangerous for pedestrians crossing from DU#1 Parking lot (gravel lot) to the sidewalk / Karsh Alumni Visitor Center on the other side.
	3 : There needs to be a crosswalk from University Lot to the Visitors Center. The Admissions office welcomes 50,000 guests each year, many of which meet campus with an ongoing game of Frogger. Please, please carefully consider putting a pedestrian cross walk here with a light.
	4 : The law school, Fuqua, and Sanford are huge draws. But Duke refuses to run a bus from Ninth Street to here. Instead the preference is that all students drive cars and park in the parking garage. Also people never stop at the lights
	5 : Popular route to access Al Buehler Trail from Duke University Rd.
	6 : Walking access to Sarah P. Duke Gardens, avoiding main entrance traffic.
	7 : Popular entrance to Sarah P. Duke Gardens.
	8 : The synagogue is a destination
	9 : This mall has fun shops and restaurants, and is near hotels for out-of-town family
	10 : This park is a walking destination
	11 : I see many people walking along La Salle with groceries. Street needs to be improved.
	12 : This building houses classrooms, event space, and offices for faculty, staff, and graduate students. It is not served by public/school transit to either West or East campus destinations.
	13 : A bike rack inside the fence for Global Health Research Building.
	14 : Main point of access for bikes to West Campus
	15 : A lot of folks (me included) ride up through the Allen lot to get to bike racks on the main quads. It would be ideal to call out bike lanes on the entry / exit to the upper Allen lot to help signal to drivers to watch for cyclists. These entries/exits are tight spaces.
	16 : A number of Duke employees bike with their kids to daycare here.
	17 : Grainger Hall/Nic School of environment is a designation for many bikers who are environmentally conscious. Bikers coming from Campus Drive have to find routes through crowded pedestrian walkways and climb up or down stairs to arrive to this part of campus
	18 : Destination for bikers forming from Tower View Road or Science Drive
	19 : Destination for biking for workouts and sports games
	20 : Intramural and Club sports practice here
	21 : The bike path here is lovely but hard to get to from campus because it is hard to bike on Markham Ave
	22 : Nice park with great paths and basketball courts
	23 : The Durham Bike Coop is a biking point of interest, and Duke Park is a beautiful space.
	24 : Slow cars down along La Salle, add bike facilities and add sidewalks where gaps are now.
	25 : A safe bath to reach the American Tobacco trail from campus could really increase ability for long safe biking rides.
	26 : Despite the conditions, there are a ton of bikes here from employees and doctors. Bike racks along the med center greenway are also often full.
	27 : bike rack available for students using science drive garage
	28 : biking destination for daily commute

I agree!	Comment
	29 : Hock Plaza
	30 : Duke quantum center is located here. Many folks including myself like to bike to here. Taking a bus to get here from west campus is a pain, because either you have to walk from east campus or take a Durham bus, which comes only every hour.
	31 : Lancaster Commons is a major grad/professional student housing area. Although we have the shuttles, providing adequate biking infrastructure in this area significantly improves mobility for students without a car
	32 : 501 Estates & Garrett West are two popular building/housing complexes for international Grad students.
	33 : Destination point, many bikers come to this location
	34 : I'd love a bike rack here!
	35 : This building houses classrooms, event space, and offices for faculty, staff, and graduate students. It is not served by public/school transit to either West or East campus destinations.
	36 : This is the only covered bike rack serving BioSci, FFSC, and some of LSRC. It fills up on rainy days.
	37 : This is one of the largest bike parking lots on campus. Are there convenient curb cuts? A bikeable entrance? No and No. There's a narrow sidewalk with no curb cut, and two 90 degree turns within feet of each other to enter the rack area. Racks here are plentiful, but there could be more added to maximize utility. This could be a great location to add covered parking.
	38 : the campus farm is a destination
	39 : This is a bus stop that has a lot of accessibility issues for ADA. There is a huge staircase to reach campus. There are steep access roads for cars that could be more attainable for people on foot and in wheelchairs.
	40 : This is another city bus stop that Duke needs to invest in to bring it up to ADA compliance and add a bench and shelter. The bus stops along the perimeter of the campus are second-class gateways to the university and medical system.
	41 : This is another city bus stop that Duke needs to invest in to a bench and shelter, and a proper path into the Duke Pond. There is currently a worn dirt path that is eroding. The bus stops along the perimeter of the campus are second-class gatewaysto the university and medical system.
	42 : If Central Campus was housing, more people could walk and bike to classes and jobs on campus. This vacant land is shameful during our housing crisis in Durham. But instead, grad students, staff, and employees must live farther away and most choose to drive.
	43 : There is a Duke-owned(?) bridge over 147 that used to bring coal to campus. If a safe crossing over the active railway could be added, this would be a viable bike and ped gateway to the campus from the north.
	44 : There used to be Enterprise Car Share rental cars located here and other locations on campus. I rented them on two occasions when I had biked to campus, but needed to run errands to pick stuff up. Without them, people are more dependent on Uber or their own cars. If Enterprise or ZipCar returned to campus, it could be part of the alternative transportation package offered to full time bike/walk commuters.
	45 : A lot of people cross Erwin here at midblock, between the lights despite warning signs. A large concrete pedestrian island in the median would make this mid block crossing safer, since people are going to do it anyway. If a proper crosswalk, push button warning lights and high visibility markings were added this could be much safer. Since this is a state road, changes would have to coordinated with NCDOT.
	46 : Continue sidewalks, and implement the changes outlined in the 2017 Durham Bike+Walk Implementation Plan PDF page 130.
	47 : 2017 Durham Bike+Walk Implementation Plan: Project Recommendations, PDF page 134
	48 : 2017 Durham Bike+Walk Implementation Plan: Project Recommendations PDF page 133
	49 : 2017 Durham Bike+Walk Implementation Plan: Project Recommendations, PDF page 119

I agree!	Comment
	50 : 2017 Durham Bike+Walk Implementation Plan: Project Recommendations, PDF page 118
	51 : The stairs here desperately need attention - the guiderails are sloping away from the stairs and it's disorienting
	52 : Using the bus stops on Trent Drive to get to West Campus was easier prior to the pandemic since the Davison door was unlocked during business hours so you could walk up in an easier path - now that it's locked, using that bus stop is much more of a roundabout path.
	53 : The ramp next to the staircase outside Perkins is too long/winding to be an accessible alternative to going past the libraries towards Fitzpatrick.
	54 : Newly installed crosswalks are missing curb cuts, inaccessible for many types of users.
	55 : All paths from Chapel Dr to Flowers Dr have many stairs, are in poor shape, and/or are not accessible by wheelchairs or bike.
	56 : This crosswalk is 72 ft long, and there's no sidewalk on the either side. Because cryogen tankers have to access this location, a sidewalk across the street would be helpful!
	57 : Many people walk across the Circuit Lot in the summer because its shorter from the west side of campus and shadier. Sidewalks may be helpful to avoid conflict with cars.
	58 : This spot could really use a bus shelter or bench. It's an open field with no shade.
	59 : The sidewalk is in poor condition in this area, creating a barrier for those with strollers or disabilities and creating trip hazards for everyone.
	60 : The path down the hill from the Arts Annex to Campus Drive is steep and full of potholes, making the path difficult to traverse for some.
	61 : There are not sidewalks on both sides of the street all along Anderson leading to campus from Chapel Hill Rd.
	62 : This intersection is not safe whatsoever for anything that isn't a motor vehicle (and those aren't safe here either).
	63 : It would be nice if the pedestrian crosswalk here had a flashing light. Cars and busses fly by on Anderson Street and never pause for pedestrians waiting at the cross walk. Those who park in the overflow lots need to cross here, and it would be nice to feel safer when crossing with flashing lights to remind drivers to slow down!
	64 : Crosswalks on Brodie Gym drive are needed. People drive too fast when they enter campus through here
	65 : I frequently park in the upper/further areas of the H Lot and have to walk through the valet parking lot to access sidewalks...there are a lot of moving vehicles in that lot and it feels unsafe to be cutting through the middle, but there's no real alternative.
	66 : Cars frequently run these stop signs, particularly going straight on Circuit Dr. I was hit here as a pedestrian in 2018 and nothing has changed!
	67 : Duke buses don't stop at this crosswalk to allow pedestrians to pass. Neither do many cars, but buses are the worst offenders!
	68 : Steep ramp into PG-2 for patients/visitors/staff, especially those using wheelchairs or other medical devices. Trash on walkways, uneven sidewalk surfaces.
	69 : No safe bike access or pedestrian access on either approach road to the Health and Fitness Center on the Center for Living campus. ironic, right?
	70 : Drivers leaving Bassett Drive cant see pedestrians or bikes coming up this sidewalk, and their stop sign is past the sidewalk. Put the stop sign where the crosswalk is, not 10 feet ahead.
	71 : Should be a cut in the curb from sidewalk for a bike or ADA access to the crosswalk , Only way to get from this side of the circle to the Allen building is to walk all the way around - no cross over access.
	72 : Students walking between Swift Apartments and East Campus have to cross the exit and entry ramps of NC-147 with no crosswalks. Having a protected crossing path would help protect pedestrians from fast-moving cars.
	73 : Need a better signal at this pedestrian crossing. Cars go way faster than the speed limit and never stop for pedestrians. Students and health system workers cross here in large numbers and it is extremely dangerous. This is unacceptable and embarrassing for Duke.

I agree!	Comment
	74 : There was broken glass on this sidewalk that was not cleaned up for months last fall (August-October 2022).
	75 : This sidewalk is often congested and people walk through the diagonal parking spots which are nearly always empty. There should be a sidewalk on both sides of this road.
	76 : Huge sprawling parking lots with no shades. Doctors in their fancy porsches and teslas go way over and do not stop at stop signs. It is a disgrace that this is the entrance to west campus from Ninth St/Main St. Please plant trees, add cycle and walk paths
	77 : Awful traffic patterns and sidewalks on only one side. Frequently broken glass. Limited to no shade. The traffic circle by the occupational health building has the world's worst drivers often dropping people off and nearly running me over. Please eliminate the circle. And please add sidewalks and more shade. A shame that this is the way to walk from ninth st. And the fences by the gardens look bad
	78 : Cars almost never yield to pedestrians here. I also never see Duke busses here. Why such a wide street with limited stops only for personal, single occupancy vehicles?
	79 : There is NO SIDEWALK connecting here to Campus Dr on Swift Avenue. This includes a bus stop, so we all have to wait for the bus standing in the street!!
	80 : The speed limit on 751 needs to be lowered from 55 MPH. This is too fast and is dangerous for all road users.
	81 : It's pretty shocking that there are not even complete crosswalks at this major pedestrian thoroughfare and access point between the 9th St area and campus. The roads are very wide, with cars often turning right at high speeds, and it's very scary to cross on foot.
	82 : There is no sidewalk on the south side of W. Main St. to connect Erwin and Swift.
	83 : no side walk over the RR tracks and rough surface make walking on swift inaccessible.
	84 : There are long gaps between the sidewalks on 751 (aka Academy Road, or Cameron). So, walkers frequently walk in the street until the sidewalk reappears. Pedestrians have been killed on that street in the past. Hundreds of staff and faculty live along this route, so fixing it is imperative. Thanks!
	85 : Lack of signal and striping for crossing at a curb cut.
	86 : Lack of pavement after the crosswalk
	87 : No crosswalk from the field/Al Buehler trail parking to the Pascal Field House parking and the sidewalk that is on the other side.
	88 : No sidewalk or seating along Swift where there is a bus stop.
	89 : Crossing on ramp /exit ramp dangerous. No crosswalk or signal.
	90 : Crossing on ramp dangerous. No crosswalk or signal.
	91 : Sidewalk unexpectedly ends. A full sidewalk around to Cameron Blvd, connecting to existing sidewalks on Cameron would make this path viable. Currently runners use the road in this section of Duke University to access al buehler trail.
	92 : No sidewalks
	93 : this is the shortest route to campus for many in the duke forest neighborhoods and it is INCREDIBLY DANGEROUS FOR PEDESTRIANS and BICYCLISTS alike
	94 : POISSON IVY ALLEY. ADD Paved sidewalk on one or both sides of the road; add proper, safe crosswalk that spans Duke University Road
	95 : This is a large, busy intersection and unfriendly to pedestrians. Please provide traffic calming measures to improve pedestrian safety. Crossing times are long, exposing people to vehicles. A lot of people walk from the many apartments on Lasalle St.

I agree!	Comment
	96 : Please improve crossings at this roundabout to provide pedestrian safety, such as median islands and narrower lanes. When crossing, cars going "straight" through the roundabout turn to go around the center circle, this causes cars to be directly facing pedestrians in the crosswalk. It's hard to tell if you are about to get run over or if they are continuing around the curve.
	97 : Fence around gardens is unfortunate and a barrier to using a great public space. This sidewalk now goes to a closed access point in the gardens. Please remove the fence and/or add gate.
	98 : Portion of sidewalk missing, path is a heavily used dirt path at this point. Please add sidewalk.
	99 : Heavily used dirt path cutting this corner. Please add sidewalk and maybe some public art or other placemaking.
	100 : some crosswalks are raised while others are not. Please make all crosswalks raised to help cars slow down for pedestrians.
	101 : Lack of crosswalk at truck access drive lane. Distance to cross unprotected is quite large and uncomfortable. Crosswalk isn't even striped.
	102 : sidewalk just ramps down putting you into the road as you cross in front of the truck access road.
	103 : Sidewalk takes you into the truck dock area, does not connect you to the sidewalk heading south. You have to walk into the roundabout to transition between the two sidewalks. Please add sidewalk connections both east/west.
	104 : There is a crosswalk here that cars rarely stop for.
	105 : There should be a dip in the curb here to allow people to access the path close to the tennis courts.
	106 : The sidewalk ends from Cameron Blvd, not allowing pedestrians to cross and access neighborhoods like Lakewood.
	107 : Walking from the PL Lot to the Duke Clinics requires going down a dirt/gravel hill to get to the crosswalk. This is always dangerous for your footing, but especially when it rains or it muddy. Can something be done to make it safer for everyone who utilizes this pathway to get from the parking lot to the clinics/hospital?
	108 : "Walking from the PL Lot to the Duke Clinics requires going down a dirt/gravel hill to get to the crosswalk. This is always dangerous for your footing, but especially when it rains or it muddy. Can something be done to make it safer for everyone who utilizes this pathway to get from the parking lot to the clinics/hospital?"
	109 : Difficult crosswalk across Anderson to Duke Gardens. Can be needed also when biking. Badly marked and not recognized by drivers. Overall, dangerous crossing to reach a signature destination of on campus.
	110 : The sidewalk on this side of the street ends abruptly forcing you to cross the street
	111 : A sidewalk on the other side of Main would be great as it's often much more shaded in the summer
	112 : Pedestrians have been hit by vehicles at least 9 times at this intersection. <a href="https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13">https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13</a>
	113 : pedestrians and people on bikes have been hit by cars at least 11 times here. <a href="https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13">https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13</a>
	114 : 7 pedestrians struck by vehicles here. <a href="https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13">https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13</a>
	115 : Campus dr is the safest route from East Campus to West. Decide on what the primary biking route from campus drive to research drive should be. Add clearly labeled way finding signs.

I agree!	Comment
	116 : This is a two-way stop sign at a three-way intersection. But it's not the two directions you might expect. This is another symptom of the extensive surface parking along Flowers - there is not even the will to remove two parking spots to add a concrete island for a stop sign from the south direction. All along flowers, the parking takes up a lot of space. If the spaces were made into parallel parking spaces, they could be used to buffer a bike lane along the east side of the road.
	117 : Need more bike racks somewhere near Wilkinson and the Research Drive circle.
	118 : Need a viable connection from Chapel Drive to Science and Resarch. We have been cold that the Abele Quad and the Bryan Center Plaza are dismount zones. There are also barriers to accessibility around the Chapel and chapel woods. I understand not wanting to pave the woods, but wayfinding route signs may be useful.
	119 : Along Erwin rd, I see people biking on the sidewalk for safety. Can you work with the City to change their rules prohibiting biking on the sidewalk? This would have to be done with policies to minimize pedestrian/bike conflicts. Until all roads have protected bikelanes or sidewalks are wide enough for multi use paths, I don't know a better way.
	120 : Remove the on-street parking on Yearby to make room for a buffered bike lane. The parking lots are RIGHT THERE - please use them. The street parking is bad for the buses too.
	121 : can be difficult to get through the valet parking/plaza area via bike. Buses also get backed up through here.
	122 : Side walks are not only not wide enough, but there isn't bus shelters. It would be nice to have space for bikes and the ever increasing use of e-scooters.
	123 : Since lots of people drive to campus, it would be amazing to have a covered bike rack at these parking lots where people can use bikes to get around campus throughout the day and make and leave their bikes over night!
	124 : A map of showers on campus would be a good resource to attach to a general bike routes map so that faculty and staff can clean up after a humid commute in the North Carolina heat.
	125 : This bike lane seems like one of the most comfortable to use in Durham, but it's useless unless it connects up to Main, including with protected, well-marked turns for bikers. It also needs to be extended farther down along Erwin, to at least Research Drive.
	126 : The pavement underneath the bridge is poorly maintained, and forces me to bike in the middle of the road to avoid popping a tire.
	127 : I'd prefer not to have to bike up the hill on Research Drive, but there isn't a clear alternative.
	128 : Dangerous point where bike lanes end, cyclist must merge with traffic to access Duke Health buildings.
	129 : Choke-point for pedestrain-cycle conflict, as this is the only direct path between the southeast side of West Campus and FFSC, LSRC, Biological Science, Gross, and Grainger without extreme topology or stairs.
	130 : Without pavement markings, this is a choke-point for pedestrian-cyclist conflict.
	131 : The bike lanes are really narrow or non-existent at the Anderson / campus drive intersection. It is a really busy intersection, and we need room.
	132 : Lanes are too narrow for safe cycling on campus drive along the Nasher/Ruby corridor. Lanes were previously wider, but construction of the Ruby cut into them, reducing their width on both sides of the street.
	133 : The block between Campus and Duke University Rd. on Anderson is poorly paved, making cyclists swerve quickly to avoid serious pot holes.
	134 : There are no covered bike racks on either side of Smith, a serious barrier to usage for anyone who plans to leave their bike for several hours at a time.

I agree!	Comment
	135 : Cones in use by staff monitoring the loops for illegal parking also hinder cyclists from approaching the quad, including bike racks near the Perkins-Bostock-Rubenstein complex.
	136 : Potholes along Anderson on this stretch make it difficult to ride safely without veering into traffic. Car drivers along this corridor also drive much faster than the posted speed. Traffic calming measures would be welcome, particularly as cars approach the Duke Gardens, and the Nasher/Ruby complex
	137 : There are limited points of entry through East Campus via Markham. It would be ideal to enter East Campus near Baldwin to be able to connect to Campus drive while bypassing Buchanan and Broad street (which I view as bike-unfriendly). There seems to be no direct bike thoroughfare that doesn't require riding on the sidewalk/awkward encounters with pedestrians.
	138 : There are a couple of portions of Campus Dr. where the bike lane is split between asphalt and concrete. This split area is awkward to bike on because you have to choose between riding close to the curb on the concrete portion (which risks running into wet leaves and slippery drain covers) and riding too close the car traffic on the asphalt. I have to dodge lots of holes where the two materials intersect.
	139 : Using Duke Forest / Highway 751 right of way to expand bicycle safety lanes is needed
	140 : We need a protected bike lane on Buchanan or within east campus
	141 : There usually is a closed gate here. It would be very nice to have a way to get through by walking or biking. Instead, one has to walk down a hill to near Coal Pile and walk back up the same hill to get to this point. Whereas if this didn't have a barrier it would be much better in connection
	142 : This bridge is no longer accessible. It would be an incredible connection between Old West Durham where a lot of folks live and West Campus. It would be nice to have a walking and biking option. Instead one has to bike all the way down to 9th st or Lasalle to cross over.
	143 : Bike commuters coming down Hillandale trying to turn left have to bike into traffic. It's very dangerous and there are no bike lanes.
	144 : This stretch of Campus Drive is confusing for cyclists and drivers, putting them in conflict. It's painted like a bike lane, but it's way too narrow, especially with the gutter and grates for cyclists to safely use it and have cars pass them.
	145 : The light is not sensitive to bicyclists and won't change unless you push the pedestrian signal button.
	146 : Add channel/grooves/runnel to stairs for cyclists to facilitate moving a bike up or down the stairway. This will help reach LSRC with bikes. The channels/grooves/runnels are widespread are all over the Netherlands and widespread in train stations in Europe to promote I suggest doing this widely on outdoor stairs across campus transportation by bicycle.
	147 : No safe bike access or pedestrian access on either approach road to the Health and Fitness Center on the Center for Living campus. ironic, right?
	148 : The incredible shrinking bike lane!
	149 : This is biking and walking. It would be nice if the crossing light stopped all directions of traffic, Broad St and Perry St. to allow all directions of crossing at once.
	150 : The vehicle sensing system on Anderson at the intersection with Erwin does not detect bikes, so bikes have to wait for a long time for the light to turn green (only after a car is waiting on the opposite side triggering the sensor).
	151 : More covered bike racks are needed in front or near Duke Clinics on 40 Duke Medicine Circle.
	152 : Cars commonly do not stop at this stop sign.
	153 : Stairs force bikers to get off
	154 : Stairs force bikers to get off
	155 : More bike racks please!

I agree!	Comment
	156 : This section does not have a bike line and has a wide turning lane for the Nasher entrance that is not needed as parking is not allowed at the Nasher on that side. Eliminate the turning lane, fix the craters on the Duke university rd corner and connect the bike lane servicing all Anderson st.
	157 : The Trinity Ave access point to East Campus provides the most logical entry ti to campus for bikers coming from the east side of town. But to get from here to Campus Drive, you need to cobble together an awkward route on sidewalks, small paths, an
	d around the bus circle, just to access Campus Drive. The route is not at all oriented towards providing cyclists with access to west campus, and it seems like it could easily be improved by adding wider paths and clear routes for cyclists to go.
	158 : There are painted "bike lanes" on Academy, but they're really just a gutter, and the road is designed more like a rural thoroughfare so that cars can travel very fast without great visibility, with no separation from bikes. I do not feel safe biking on this road at all.
	159 : The bike lane is next to parked cars, which are often coming and going/opening doors. This part of my commute is nerve-wracking and terrible, in fact I often bike for 10 extra minutes just to avoid it. Ideally Duke could work with the city to make a protected 2-way bike lane here to increase bike traffic between Duke & Downtown.
	160 : I ride slowly through here on my bike, which usually works ok. I also know it could be a bad idea to encourage cycling here as people would go too fast. However, in many cities plazas like this have bike lanes noted on the ground, so pedestrians know where to avoid. Adding this with a speed limit could be a reasonable compromise to improve cycling access and keep everyone safe
	161 : It is worth repeating that the white line here is incredibly confusing - at times it is a bike lane and at times it is just a gutter. Having clearly labeled lanes would allow bikes and cars to understand where they both stand (or ride :P).
	162 : Having covered bike racks available near the Abele Quad would be amazing.
	163 : The bike repair station here is in bad shape. The pump is plugged with debris and many tools are missing.
	164 : This intersection should be a roundabout. Better traffic flow for all and less risky biking: cars either blow through here without seeing you or wait too long out of deference to bikes. The uncertainly makes it less safe for all.
	165 : This intersection should also be a roundabout. Better traffic flow for all and less risky biking: cars either blow through here without seeing you or wait too long out of deference to bikes. The uncertainly makes it less safe for all.166 : The gravel cut-through here is a nice alternative to climbing the hill back up Hull to Swift. It would be nice to have better grading near Oregon and not have the exposed pipe to ride over near Case st. This could be an amazing bike/ped amenity with a little love.
	167 : Drivers coming down Swift often run this stop sign. This would be a great place for a traffic circle, but I imagine it's too tight for the buses.
	168 : This stretch gets overgrown by foliage - particularly in spring- that can make you choose between a face full of leaves or swerving into the driving part of the road
	169 : The steep hill and parking/driveways really limits visibility- allowing for fast moving cars and slower moving cyclists to unintentionally come into conflict.
	170 : This bike parking is up a curb, so requires people to be able to physically lift up their bike to get there which can be difficult with cargo bikes or families using trailers. Please add in some at-grade bike parking.
	171 : Bike lanes are too narrow on Duke University. Either add protection, or get rid of all lane delineators, including centerline. Drivers give more room to pass when there is no centerline
	172 : This ramp that takes cyclists to and from the sidewalk that connects Epworth Ln to the Jarvis Quad is extremely narrow and not angled properly. This is evidenced by the amount of damage to the grass by bicyclists who are unable to make the tight turn.



I agree!	Comment
	173 : There are so many passageways and alleys that dead end into a building entrance or a set of stairs. It's really hard to know where you can bike on campus. Better wayfinding for bike specific routes would be very helpful, as would ramps you can walk your bike up/down when there are stairs that are unavoidable.
	174 : When leaving campus (biking East), there is usually leaf litter, sticks, branches, and even live ivy growing into the bike lane here that makes me merge with car traffic despite there being a perfectly functional bike lane.
	175 : Bike Lane or Gutter? This comment is essentially evergreen for any road on campus. But here you've got a white line painted ~2.5 feet from the curb, but the gutter is split between asphalt and cement. As a cyclist am I supposed to bike in that? Hard to know...
	176 : Getting to/from 9th street and the protected part of Erwin Rd means going through this unprotected section of a busy road.
	177 : Please add separated bike path along Lasalle St.
	178 : Bike lane heading west just ends, making an awkward transition of riding in the bike lane to merging into traffic. Does not provide a safe transition as I feel I am going to get hit from behind, since cars might not notice I'm in lane now.
	179 : Remove the left turn lane into campus: Durham is about to repave and restripe W Main St from Broad to Buchanan. If the dedicated left turn lane is removed from the Main/Campus entrance to East campus, buffered and protected bike lanes can be added along this whole stretch. If the turn lane has to stay, for buses and other cars, perhaps flexposts can be installed on the line of the bike lane can be used here, much like they currently are at Mr. Fries Man and Insomnia Cookies further East.
	180 : This intersection feels very dangerous, with cars moving quickly off of the 147 exit, and from Business 70, several car lanes across Broad/Swift street that create very low visibility, and no clear right of way if you're on Pettigrew trying to go across or right.
	181 : On-street parking is a significant barrier and risk to safe bicycle traffic. The on-street parking needs to be replaced with a bike lane!
	182 : On-street parking is a significant barrier and risk to safe bicycle traffic. The on-street parking needs to be replaced with a bike lane!
	183 : The left turn from Duke University Road to Wannamaker Dr. (heading from Rt751) is on a low visibility and dangerous curve in the road. This intersection could use a dedicated turn lane and better visibility signage etc.
	184 : I ride the bike lane on Academy Rd (Rt751) between Pincerest and Duke University Rd. daily. The bike lane on either side of the road are regularly full of storm debris causing bike commuters to have to swerve into the main traffic lanes or ride on the interior edge of the bike lane. These high use bike lanes need to be regularly maintained!
	185 : Buses turning onto campus drive make very wide turns that conflict with bikes traveling in the right lane down Chapel Drive.
	186 : There a few bike racks in the area, but a lot of them get filled up with mopeds making it difficult at times to find a place to lock up a bike. Some covered bike racks outside or even indoor bike storage options would be great since it rains so frequently here.
	187 : on path cross campus to bike without having to use footpath would be saver for everyone
	188 : I've almost gotten hit by drivers coming out of the intersection between Brodie Gym Dr. and the parking lot. I'm not sure if there is a stop sign leaving the parking lot. If not, there should be, or some kind of other deterrent like a speed bump because drivers don't check oncoming traffic here very well.
	189 : Nowhere to lock bike at this entrance to the gardens.
	190 : Too many on-street parking spaces across from the pond. Rarely full. Should be removed to prioritize bike lane.
	191 : The bike rack outside of Grainger hall is often full, and the nearby racks at the LSRC do not allow for locking a bike frame, only the wheel, which leads to the risk of a bike being stolen. Adding another rack or upgrading those outside the LSRC would help.

I agree!	Comment
	192 : The bike lane at Erwin doesn't allow for an easy left turn option. This is a common route from the Trinity Heights/Old West Durham neighborhoods and should have an option beyond merging with traffic from the far right all the way to the left turn lane.
	193 : When biking south, there is a storm drain that is sunk ~ 6 inches down from the level of the pavement. The cars try to pass me and get kind of aggressive because they don't see the drain and don't understand why I won't move over to the shoulder. It's a scary position to be in and I've had a few close calls. If the drain could be lifted or removed (or bike lanes added!!) I would feel much safer.
	194 : There is a short fence blocking the side walk that connects Elba to the parking area and driveways behind the the Psychiatry Bldg. Simple removal would open and existing ped/bike way.
	195 : The gate arm to the Circuit Drive parking lot does not allow clearance for a bicycle. Shortening the gate arm would improve that. Alternatively, the addition of a red/bike exit from the parking lot to LaSalle.
	196 : When arriving to Duke via Flowers drive, there isn't any proper route to cut across campus to Research drive.
	197 : I strongly suspect that this intersection has a vehicle detection system controlling the lights that does not recognize cyclists. Despite passing by here nearly daily, I've never had the light turn green without a car.
	198 : The ramp is to thin to safely navigate with a bicycle, and the stairs destroy a prime bike path through campus. Biking up/down Research Drive is not a good alternative because you must contend with bus traffic.
	199 : There are bike racks attached to the building here, but they are too short to connect "women's" style bikes.
	200 : These bike parking spots get filled with mopeds that take up multiple spots or blare alarms when touched.
	201 : Cars coming from the yield lane merge at speed, particularly during morning commute hours. There is little shoulder space, visibility, or distance for bikers to get over from lane 1 after the stoplight. I usually rely on slowing cars behind me to act as visual cues for merging cars. This is a serious accident waiting to happen.
	202 : There seems to be an abandoned bike (red bike) in already crowded bike rack. Could you check and remove it if it's abandoned?
	203 : I usually turn left here, but I often feel dangerous as there's no bike lanes.
	204 : I have been hit by a car while cycling through this intersection. The car made a left turn into me, I was going straight. The lack of room for bikes at this intersection definitely contributed to this accident.
	205 : I have been hit by a car that ran this stop sign. Better enforcement needed.
	206 : The BS "bike lane" that is really just a wide parking lane, ripe for dooring makes me crazy
	207 : There needs to be a designated way for bikes to cross campus here.
	208 : The buses really pinch bikes in the traffic circle. Also, many cars ignore bikes when entering the traffic circle.
	209 : Need official bike path to connect east campus entrances to campus drive.
	210 : When science Drive is repaved and restriped (or sooner!) please move the bike lane on the stretch of road east of Towerview to the other side of the road, so it gives bikers a slow lane for the uphill climb toward Towerview. Going down the hill, bikes can go as fast as cars. In general, narrow the lanes everywhere to 9 feet and put edge lines and bike buffers and flexposts where possible.
	211 : Bike lane can be quite dangerous during traffic (4:30 pm). Anderson is narrow and some drivers will drive in the bike lane. This is perhaps made worse by the fact that there is no bike lane a block away.
	212 : Bizarre section with no bike lane, connecting to bike lanes on either side. Anderson can be busy at times. I tend to avoid this section but we did, in the past, try to ride here with children, which is daunting. The Anderson Street bike lane is not well designed.

I agree!	Comment
	213 : Left turn into Flowers is not just an entry point to Duke Health but to all of Duke West Campus. The turn can be difficult since the protected bike lane ends in a 5-lane road and provided and interaction with traffic can be harrowing during commute.
	214 : There have been at least 3 crashes at this intersection from 2015 to 2021 where a car struck a person on a bike. Please use this map and try to fix other intersections as well. When in doubt put a round-a-bout. <a href="https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13">https://hub.arcgis.com/maps/b4fcdc266d054a1ca075b60715f88aef/explore?location=36.002015%2C-78.935588%2C16.13</a>
	215 : I chose "works well" since this route is important and, with the present volume of bike commuters, is workable. The entrance to Duke Medical Center Greenway from Trent Circle is important since this is the only useful entry point for bike commuters to Science/Engineering campuses. Improvements to this route would be a crossing point across Trent Circle that does not end at the Cancer Center entrance. Requires removal of concrete barrier in middle of Trent Drive, technically simple to achieve.
	216 : This route is occasionally open, but normally there is a fence barrier at the eastern end. This route should be a walking/biking corridor. It will promote a flatter and more efficient transport with less elevation to negotiate.
	217 : This is the best way I've found to get to and from the Ellerbe Creek trail and Duke campus.
	218 : This is a good route to get to the Durham Central Park downtown
	219 : The only part of Campus Dr. I regularly feel comfortable biking on. Bike lane is nice and wide and doesn't intersect with slippery metal grates
	220 : good bike lane with dividers! Could be a little less cluttered with branches, but works well for that part of Erwin road. would like it all to be like that
	221 : I really appreciate this path!
	222 : Creating a usable, bikable connection in this area would be a significant improvement - currently there is no functioning connection north of Towerview. A connection in this area could be created in a way that mitigates bike-pedestrian conflicts by design.
	223 : This is a prohibited service entrance and has some issues, but I took this without any issues while the "Medical Center Greenway" was closed for 5 months with no bike detour provided. If a bike lane was painted through here and a few signs added, this could be a viable path to avoid the DMP Circle / car valet / bus madness near Trent.
	224 : This route needs to be made into a protected bike route to get people from the Fulton St. and Hillandale Rd. improvements that are coming to the Med Center Greenway.
	225 : Morreene is getting sidewalks and bikelanes. Duke should add a bikelane or off street multi use path to Towerview and a connecting road like Circuit or Science. If you have the opportunity to pressure NCDOT to close the "continuous flow" slip lane s at Erwin and Morreene that would remove a dangerous point for pedestrians and bikers.
	226 : Research Dr crossing Erwin and entering campus needs shade and tree cover to be a comfortable/pleasant walking experience
	227 : Sidepath needed along Erwin Rd
	228 : MUP planned along 751, would be a key connection, is on land owned by Duke
	229 : Swift Ave is terrible for pedestrians.
	230 : Lasalle St topography makes biking unattractive for a lot of people.
	231 : Campus drive needs a formal bike lane running all the way through it.
	232 : There are not sidewalks on both sides of the road.
	233 : Bike lanes are too narrow and not protected from traffic.

I agree!	Comment
	234 : This is a major bike route into campus. The side surface changes at the west end (pavement to skinny sidewalks) are problematic for cyclists. Additionally, the route down through to the oxygen tanks should be made more bicycle friendly.
	235 : This is a safe and convenient route for cyclists coming from east of Duke (especially with the new Watts St. bike route) to get on campus and over to Campus Drive, but it's a narrow sidewalk and it would be nice to have it more formalized as an option for cyclists.
	236 : Also terrible for cyclists. Swift is the only way to get to our on-campus daycare, but I hate having to ride w/no bike infrastructure on a 35mph road with my kid. Whenever possible, I avoid taking the stretch over 147 even though it would make our commute a lot shorter.
	237 : No sidewalk available on nearby portions of academy and portions of Duke University Road near Academy
	238 : Hope Valley Rd is a narrow two-lane city street with no shoulder, with moderate to heavy traffic. Many neighborhoods in which faculty, staff, and students live connect to this road. Adding a bike lane to the portion from MLK Jr. Pkwy to Chapel Hill Rd (Bus 15) would allow people to bike to work/school safely, and encourage more people to bike rather than drive to Duke. MLK Pkwy already has bike lanes, thus neighborhoods off MLK would also be able to use a lane on HV Rd to bike safely to Duke.
	239 : Would be nice to have a biking land that connects campus. It isn't as hilly as Flowers which is the alternative. Would be nice to have a bike lane to connect Erwin to rest of campus
	240 : I've been using this route, however, it needs improvement. The bike line is nonexistent in some sections. Cars and bikes are too close each other. The intersection between Academy Rd and Duke University is a little risky. There is side walk and just disappear. I've seen some bicycle users but is not a safe route to reach the campus.
	241 : On street parking needs to be replaced with a bike lane!
	242 : On street parking needs to be replaced with a bike lane!
	243 : Many students live in Swift and need to walk to East Campus and 9th street regularly. This short stretch is terrifying to walk on. Crosswalks and pedestrian lights should be installed over the highway, and sidewalk should be built over the train tracks.
	244 : Right now there is a sidewalk gap along Academy Rd between the pedestrian crossing at Cranford Rd and Cameron Blvd. It is not safe to walk on this part of the road (or to bike: there is a very narrow unprotected bike lane). Improving this would greatly increase bike/pedestrian access to campus from Woodard Park/Lakewood.
	245 : There is no route to connect those Duke buildings.
	246 : Cars use the bike lanes for parking every morning! The bike lane towards downtown is always dirty with branches and rocks. The pavement has some big holes that are dangerous and the lighting is terrible. It's my main road to work and it is dangerous especially at night when there is no good visibility.
	247 : Poorly lit, unsafe when dark, drug-use witnessed
	248 : The bike lanes are too narrow, I'm not even sure if they are bike lanes. The busses are very careless with the bike riders.
	249 : The pathway connecting these two parking lots for people in PG3 going to Erwin Rd has glass and stone. Not practical or functional for walking in dress shoes for work.
	250 : We really need a lighted crosswalk here. So many employees cross here at their own risk, and drivers are flying. The only other options are quite out of the way when walking to PG3. Thanks!
	251 : This whole section needs protected bike lanes. Both directions. I've almost been hit going both directions. I'm surprised no one has been seriously injured on this section of Erwin Rd.

I agree!	Comment
	252 : Cars coming out of Whitford Drive and the neighboring parking lots routinely turn left onto Science Drive even when there are cyclists in the lane.
	253 : There is no sidewalk on Moreene Road/Neal Road and a LOT of students, resident, staff live along that road, apartments there, and the American Village neighborhood that would likely bike to work (like me!) if it were safe.
	254 : Crossing the street from the gravel parking lot is dangerous here. Traffic moves fast and the lack of crosswalk (a crosswalk light is very needed, not just a painted path on the road) puts employees and visitors consistently at risk.
	255 : The Duke Admissions Office and Karsh Alumni and Visitor Center bring about the majority of visitors to Duke's campus every year. We allow our visitors to park in the Gravel lot (Duke University Rd. Lot #1) when they visit us, and yet there is no easy way for them to cross the street safely. This road receives heavy traffic all throughout the day, and has made it a nightmare for our staff, students, and visitors to cross. We hope that a permanent walkway and/or pedestrian sign can be created.
	256 : Fulton st to hillandale is the only way to get north of 147 from the hospital and club is the closest bike lane in watts-hillandale neighborhood. Either have to ride in traffic or use the sidewalk on the east side of the street. Safe connection to the eckerle creek trail would be amazing.
	257 : On street parking makes the roadway so narrow that buses cannot use one lane with a car in another. Bikes get squeezed out.
	258 : This is not an official route, but commonly used by folks to connect with the Duke Forest to commute. Would be great to have another way to get under 15-501 that doesn't involve goat paths and crossing entry/exit ramps.
	259 : Walking from ninth st to the law school via anderson st is terrible. Cars go way over the speed limit. Many areas lack shade. There are areas with no signal
	260 : Needs improvement
	261 : There is plenty of available space, but no dedicated bike lane from downtown to west campus along Chapel Hill Street. This is a busy traffic route with sections of street parking which force bikers into the road.
	262 : Chapel Drive is a good bike route, but once one arrives on campus and wants to get to the medical, engineering, or Environmental School buildings, the only options are to cut through busy main quad paths with stairs. There should be designated bike routes through the main quad and ramps to avoid stairs
	263 : Biking from the Rec Center to Chapel Drive in order to get to Campus drive is impeded by multiple stairs. Chapel Drive is an ideal destination because of buses and access to Campus Drive which is safer for bikes compared to other routes, but navigating through the stairs and main quads is difficult
	264 : Science Drive to Chapel Drive needs dedicated bike lanes to avoid pedestrians
	265 : Bike route from Wilson Rec Center/West Campus to various practice fields have too many stairs, few ramps, and non-existent wayfinding to know where fields are located and how to navigate between them
	266 : I bike from downtown to the nicholas school every morning and always get very nervous when I pass swift ave on university road. The cars all along university road are parked on the street (in the bike lane?) and so as I am biking down the street in the bike lane, the cars pulling out from swift to turn onto university have a hard time seeing me. I correct this by biking in the middle of the street rather than in the bike lane but it's still a dangerous situation.
	267 : As you are biking from east campus to downtown in this section, cars and delivery vehicles are constantly parked in the bike lanes along this entire stretch of the road. Barriers were recently added to prevent cars from parking for a stretch of this piece of road, but not all the way so it's still quite dangerous. Bikers should bike in the middle of the street here.

I agree!	Comment
	268 : This is probably the scariest place to bike on campus. Cars and busses try to overtake bikers even while going under the bridge, which is INCREDIBLY dangerous. I had a friend who bikes get in a serious accident here due to a bus overtaking him. It needs to be made explicitly clear to drivers that this is not a safe place to overtake bikers and bikers need to bike in the middle of the road in this section of campus drive.
	269 : There should be a better/more direct route from campus to Nasher. The Gardens and Nasher are two of our best highlights and taking seminar speakers to lunch at the Nasher would be great.
	270 : Bike lanes are narrow and cars frequently swerve into lane. Need protected bike lane or alternative off-road bike lane.
	271 : Sidewalk just ends at Wannamaker Drive on Duke University road with no safe way to walk to Cameron Blvd (and Al Buehler trail, Washington Duke, or Faculty Club).
	272 : There is so much space here, and yet it's still quite a dangerous bike ride. With the wide lanes, cars drive too fast. The lanes aren't protected. By adding bollards -- or better yet, fully protecting the bike lanes -- and slimming down the car lanes, this would be an amazing stretch of road. I'm not sure if this counts as "off-campus" but it could easy, low-hanging fruit!
	273 : Needs pedestrian crossing
	274 : Possibly dedicated bike lane across lot and crossing the quad
	275 : Implement continuation of Erwin road bike path. Increase safety by physical divisions between bikelane and car lanes
	276 : Continue bikelane all the way to stop light. Implement stop boxes and clear markings.
	277 : Continue bikelane all the way to stop light. Implement stop boxes and clear markings.
	278 : Chapel Hill Rd has a wonderful wide shoulder for biking, but it is illegally used by many drivers to speed around left turning cars. Adding a protective barrier or a few posts would significantly improve safety for bikers and pedestrians here.
	279 : This section of Towerview is particularly stressful for bike riding. No bike lane, fast/heavy traffic, and parked cars that are door opening hazards. It would be nice to have large pavement markings to remind cars that bikes have access to the entire lane.
	280 : Biking from Abele Quad to Towerview is kind of messy. There is no obvious route and some that look promising have stairs (through clocktower quad, e.g.). Going in front of WU and through BC plaza, then along Penn Pavilion and the Health Center works, but that is so pedestrian-centric, a bike feels out of place.
	281 : Despite sharrows cars tend to try to pass me at speeds that are too fast, even when I'm carrying both kids on my bike. Buchanan is an integral connection but doesn't feel safe.
	282 : NEEDS TO BE ADDED: A walking/jogging trail that connects the fitness trail terminus at Cranford&Academy with South East Campus near the Athletic campus.
	283 : Connect the hart house walking path to an access point on Duke University Rd
	284 : This section of Cameron Rd. (Rt751) does not have a bike lane.
	285 : It would be really nice if there was a way for cyclists to get across East Campus easily without having to go out of their way up to Markham which has no bike infrastructure or Main which has a bike lane but is too fast (35mph) to be comfortable.
	286 : It would be good to have a dedicated bike route from Campus Drive to Science Drive through the main campus.
	287 : Bike lane needed on Campus Drive (get rid of those grates!)
	288 : A dedicated bike path through East Campus would help people traveling from Downtown to 9th St.

I agree!	Comment
	289 : I have seen near-fatal accidents on Academy Road. It is incredibly unsafe. Many students commute from the apartment complexes near University Drive and there is not enough space for cars to safely pass bicyclists. The bike lane needs to be expanded.
	290 : This is a big road and should have space for a bike lane. There is one from flowers drive onward towards downtown which is great. But if you work in on of the science buildings behind the hospital or the hospital/VA itself, erwin road is dangourus and not good to bike.
	291 : Cornwallis road is on the way for many commuting from home but does not offer a bike/pedestrian path between ridge and route 15
	292 : A bike path across campus, I come up to duke from the side of the duke gardens as a bike commuter everyday. I work at MSRBIII, you have to go all the way around or on erwin road (which does not have a bikelane past the hospital)
	293 : Flowers Drive could use a bike path
	294 : additional space for the bike lane besides the parked cars would be good. Also there is often a lot of trash (after storms) on this road that makes the bike lane hard to travel, or forces the cyclist to go around it into traffic.
	295 : Need a bike route that connects Chapel Dr to Science Dr
	296 : Bike lane is unlit, unprotected, full of pot holes, and frequently littered with rocks and debris. Currently safer to ride in the road.
	297 : Biking here needs improvement, not specified bike lanes.
	298 : na
	299 : Horrible conditions trying to cross over railroad tracks. However the designated bike lane for that part of erwin is great!
	300 : Would love to be able to bike or run from DSSI to the Duke Forest but the intersection with 15/501 and the following round about are not very safe
	301 : Need to be able to connect the Al Buehler to the Duke Forest safely! I see tons of runners (including me) connecting these paths and it is not safe!!!
	302 : Need a dedicated path to get around the grade change from the front of Duke Chapel to the rear without congestion from undergraduates.
	303 : Protected bike lane from Anderson to under the Durham Freeway is great, but would be nice if cleared of leafs and what not after a storm
	304 : Needs to be re-paved; extraordinarily bumpy
	305 : test
	306 : Very dangerous for people biking from Lancaster to West campus and the downtown facilities such as the Chesterfield building
	307 : Chapel Hill Rd needs major improvement on side walks and bike lanes. Many parts of the road have side walks only on one side of the road, where even taking a bus Durham bus is impossible at bus stops that are located where the side walk ends. This is vital for pedestrians and cyclists living along chapel hill Rd to access east campus and downtown facilities without a car
	308 : A route along Erwin, beginning at Trent Drive and continuing to Moreene/Towerview Road would be amazing!
	309 : No Bike lanes, a lot on debris on the road, terrible lighting when dark
	310 : the bike lane just disappears at this point on Erwin. the new bike lanes feel so much safer with the barriers and everything! please extend it to the hospital. The hospital should encourage bike commuting in a safe manner.
	311 : This greenway was in the Durham strategic plan in 2011. Can Duke do anything to push this forward and thereby address the difficulty of walk and bike commute across the 15/501?
	312 : Feels very dangerous to go through this area as a pedestrian because there are no crosswalks or sidewalks in many places.
	313 : This is the route I used to bike to campus. It had almost no bike lanes and felt very unsafe!

I agree!	Comment
	314 : There is no easy way to bike across campus this way. This is a frequented route for many people who live and work on different sides of campus. We need a way to bike across campus.
	315 : Some type of pedestrian/cyclist throughway or underpass would be very helpful for people navigating from distant parking (or residential) sites to the "main" areas of west campus and trying to avoid poorly paved narrow roads with too many cars.
	316 : No bike lane. Main thoroughfare to Duke from Chapel Hill area / neighborhoods
	317 : Why aren't there proper bike lanes or a separate bike path along campus drive? There are shoulders painted sort of like bike lanes that come and go, but full of hazards like sewer grates, debris, and overgrown plants, but drivers think they are bike lanes and expect bikes to ride in them. There are so many people back and forth on this route, we MUST have better cycling accommodations!
	318 : there is not a good route to bike from the chapel drive circle to further north-west on campus (the line here is very rough, not meant to be realistic) -- the roads are much better for cars than bikes (hills, tight/non existent bike lanes) and the other paths are much better for pedestrians (narrow, convoluted, stairways, no noted bike lanes and so get used across the breadth)
	319 : this is the route I have to drive from the edge of campus to get to the campus farm because the roads are high speed with very little shoulder, let alone bike lanes, and are very dangerous to bike on
	320 : this section of the "multi use trail" is just a sidewalk -- pedestrians on the sidewalk and cars coming in and out of driveways often don't expect bikes which makes it unsafe for everyone. The crossing at Club and Glendale is horrible (vehicles never stop unless the school crossing guard is there). Biking on Club for this section instead of the "trail" is dangerous because vehicles are often speeding, it's darker under the highway overpass, there's a lot of debris and not much shoulder.
	321 : Biking from academy up cameron to the law school is extremely hazardous. A protected bike lane or off road path through the northern edge of duke forest or the southern edge of the athletic facilities is needed.