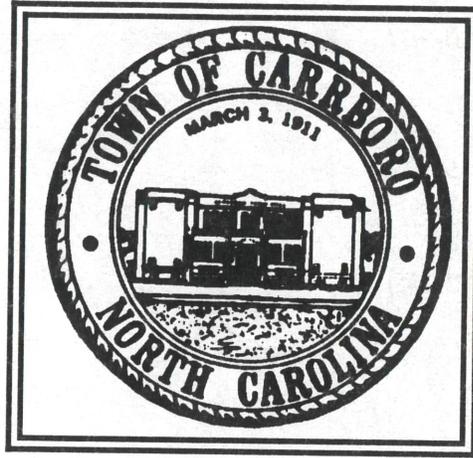


TOWN OF CARRBORO



BICYCLE POLICY

AND

SIDEWALK POLICY

ADOPTED MARCH 07, 1989

BY THE

BOARD OF ALDERMEN



TOWN OF CARRBORO

BICYCLE POLICY

I. INTRODUCTION

On March 7, 1989 the Board of Aldermen adopted a Bicycle Policy for the Town of Carrboro. A large percentage of Carrboro's traffic is on bicycles. This can be attributed to the fact that parking is scarce at the University, and many UNC students and staff live in Carrboro. The Town has included bicycles in all parts of its planning, and the result is a comprehensive bikeway system that is among the best in the State. A good bicycle facility encourages ridership and therefore reduces congestion and pollution. Bikeway systems must be regularly re-evaluated and upgraded to meet future demands.

II. PURPOSE

The Town's major objective is to increase the safety of bicycle riders in town. There are three levels of safety, listed in descending order:

1. Complete separation of bicycle traffic from motor vehicle traffic. The Libba Cotton Bikepath which runs along the railroad track is an example of a separated facility.
2. Separating bicycles from motor vehicles on the same roadway by use of designated bikelanes. Bikelanes exist on major streets throughout Town including Weaver Street, Jones Ferry Road, Greensboro Street, Main Street, and Hillsborough Road.

3. Automobiles and bicycles using the same roadway. Separation of less-travelled residential streets is not normally needed. Bicycles and motor vehicles can share the roadway without major safety problems.

On all roadways and bikeways, consideration of other motorists and bicyclists is a must. Education on bicycle safety is needed for both bikers and motorists in order to have a successful and safe program.

The second major objective is access to major origin-destination points. In building a bikeways system, the Town has three priorities listed in descending order:

1. Connect the existing bicycle system with major community facilities such as schools, Town Hall, and the Downtown, as well as providing access to important points outside the Town, such as the University.
2. The system should expand to connect high density areas. An example of such an area is the apartment communities on Smith Level Road and BPW Road.
3. Lower density developments should be connected with the existing system.

Consideration should also be made for safe bicycle facilities for recreational purposes.

III. REQUIREMENTS

EXISTING STREETS

Consideration will be given to construction of bicycle lanes on all existing arterial and collector streets. An off-road bicycle path may be built in place of on-road facilities if it is determined that bicycle travel would be better served by a separate facility.

To adequately serve the residents or patrons of a new development, existing roads shall be widened to accommodate bicycle lanes along the frontage to allow the development to connect to the existing bicycle network.

NEW ARTERIAL AND COLLECTOR STREETS

Bicycle lanes shall be required to be constructed on all new arterial and collector streets, as classified in Section 15-210(b) of the Carrboro Land Use Ordinance.

As motor vehicle traffic and speeds on sub-collectors, local and minor streets are low, and combining motor vehicle and bicycle traffic would not create a safety hazard on these streets, no on-road bicycle lanes will be required.

IV. CONSTRUCTION STANDARDS

The following presumptive standards shall apply unless modified in a particular case by the permit issuing authority in light of environmental or other public welfare considerations.

1. On road bikelanes shall be constructed to the same standards as the motor vehicle portion of the pavement. Most bikelanes in Carrboro are five (5) feet in width.
2. Off-road facilities shall be constructed according to standards in AASHTO Guide for Development of New Bicycle Facilities.

| EXISTING AND PROPOSED BIKEWAY LOCATIONS | | | |
|------------------------------------------------|---------------------------|---------------|---------------------|
| BIKEWAY | LOCATION | LENGTH | STATUS |
| BPW CLUB ROAD | SMITH LEVEL-HIGHLANDS | 1450 | BIKELANES, UC |
| | HIGHLANDS | 110 | BIKELANES, E |
| BERRYHILL DRIVE | WEATHERHILL-OLD FAYETTE | 800 | BIKELANES, P |
| CARR STREET | JONES FERRY - CARR STREET | 500 | BIKEPATH, P |
| | CARR STREET-ROBERTSON | 1600 | BIKEWAY, P |
| CARR MILL/G'BORO | N.E. OF CARR MILL MALL | | BIKEPATH, P |
| CULBRETH | EAST OF SMITH LEVEL RD | 250 | BIKELANES, P |
| DAVIE ROAD | MAIN ST-JONES FERRY RD | 3200 | BIKELANES, P |
| LIBBA COTTEN | ROBERSON ST.-CAMERON ST. | 2200 | BIKEPATH, E |
| ESTES DRIVE | N. GREENSBORO-TOWN LIMITS | 1300 | BIKELANES, P |
| FIDELITY STREET | MAIN STREET-DAVIE ROAD | 1800 | BIKELANES, E |
| NORTH GREENSBORO | PARKER ST-ESTES DRIVE | 2000 | BIKELANES, E |
| | ESTES-HILLSBOROUGH RD | 4000 | BIKELANES, P/UC |
| HWY 54/15-501 | EASTGATE-PLANTATION PLAZ | 7.5 M | WIDE SHOULDER, P/UC |
| | | | |
| HILLSBOROUGH RD | MAIN ST-LORRAINE ST | 4500 | BIKELANES, P/UC |
| | LORRAINE-PARKVIEW | 2100 | BIKELANES, P |
| | PARKVIEW-CITY LIMITS | 3000 | BIKELANES, P |
| HOMESTEAD ROAD | CALVANDER-ROGERS RD | 10800 | WIDE SHOULDER, P |
| JONES FERRY ROAD | DAVIE RD-OLD FAYETTE | 2550 | WIDE SHOULDER, P |
| | MAIN STREET-DAVIE RD | 2500 | WIDE SHOULDER, E |
| | OLD FAYETTEVILLE-CTY LINE | 4.8M | WIDE SHOULDER, P |
| MAIN STREET | GREENSBORO ST-JONES FY RD | 700 | WIDE SHOULDER, E |
| | POPLAR-HWY 54 | 4300 | BIKELANES, P/UC |
| OLD FAYETTEVILLE | HILLSBOROUGH RD-HWY 54 | 5500 | WIDE SHOULDER, P |
| | HWY 54-WEST POPLAR | 2900 | WIDE SHOULDER, P |
| | WEST POPLAR-JONES FERRY | 3100 | WIDE SHOULDER, P |
| | JONES FERRY-HIGHLANDS | 3600 | WIDE SHOULDER, P |
| | HIGHLANDS | 1100 | WIDE SHOULDER, E |
| | HIGHLANDS-SMITH LEVEL RD | 2000 | WIDE SHOULDER, P |

| | | | |
|---------------------------|-----------------------------|-------|------------------|
| OLD HWY 86 | CTY LMTS-T. OF HILLSBOROUGH | 8.4 M | WIDE SHOULDER, P |
| PATHWAY DRIVE | COBBLESTONE-SPRING VALLEY | 3600 | BIKELANES, UC |
| | SPRING VALLEY-SEAWELL RD | 4100 | BIKELANES, P |
| POPLAR, EAST | MAIN STREET-N. G'BORO ST | 1950 | BIKELANES, E |
| POPLAR, WEST | MAIN STREET-HWY 54 | 4100 | BIKELANES, E |
| QUAIL ROOST | HILLSBOROUGH RD-STROWD LN | 2100 | BIKELANES, P |
| SEAWELL SCH RD EXT | HOMESTEAD-SEAWELL RD | 3000 | BIKELANES, P |
| SMITH LEVEL ROAD | HWY-54-RAY ROAD | 5400 | BIKELANES, P |

| EXISTING AND PROPOSED BIKEWAY LOCATIONS | | | |
|------------------------------------------------|---------------------------|---------------|-----------------|
| BIKEWAY | LOCATION | LENGTH | STATUS |
| STROWD LANE | OLD FAYETTE.-COMMUNITY PK | 1400 | BIKELANES, P |
| TRIPP FARM ROAD | HILLSBOROUGH RD-FAIROAKS | 1600 | BIKELANES, P |
| | FAIROAKS | 1800 | BIKELANES, P/UC |
| | FAIROAKS-SEAWELL RD EXT | 2900 | BIKELANES, P |
| WEAVER STREET | GREENSBORO ST-MAIN ST. | 1000 | BIKELANES, E |
| WESTBROOK DRIVE | HWY 54-TENNIS CLUB ESTS. | 2200 | BIKELANES, E |

| LEGEND | |
|---------------|---------------------------|
| E | EXISTING |
| P | PROPOSED |
| UC | UNDER CONSTRUCTION |



TOWN OF CARRBORO

SIDEWALK POLICY

I. INTRODUCTION

On March 7, 1989 the Board of Aldermen adopted a Sidewalk Policy for the Town of Carrboro. Carrboro enjoys a small town atmosphere, and walking is a major form of transportation. The Town has included sidewalks in its planning, and the result is a comprehensive sidewalk system that is among the best in the State. Good sidewalk facilities encourage pedestrians and therefore reduces congestion and pollution.

II. PURPOSE

The Town's major objective is to provide safe pedestrian access to every point within the Town limits. There are three levels of priority, listed in descending order:

1. Connect the existing pedestrian system with major community facilities such as schools, Town Hall, and the Downtown.
2. Expand the system to connect high density area.
3. Connect lower density developments with the existing system.

III. REQUIREMENTS

EXISTING STREETS

Consideration will be given to construction of sidewalks on all existing arterial and collector streets. Sidewalk construction by the Town will be part of the Town's Capital Improvements Program.

NEW DEVELOPMENT

Whenever new development is approved, in order to adequately serve the residents or patrons of the development, sidewalks shall be constructed along existing roads where there is no existing sidewalk along the new development's frontage to allow the development to connect to the existing sidewalk network.

NEW STREETS

Sidewalks in new developments will be required to be constructed on the following types of streets, as classified in Section 15-210(b) of the Carrboro Land Use Ordinance:

| CLASSIFICATION | REQUIREMENT |
|----------------|-------------|
| Minor | None |
| Local | One Side |
| Subcollector | One Side |
| Collector | One Side |
| Arterial | Both Sides |

IV. CONSTRUCTION STANDARDS

The following presumptive standards shall apply unless modified in a particular case by the permit issuing authority in light of environmental or other public welfare considerations.

Sidewalks shall be constructed on a subgrade compacted to 100% ASSHTO T99. The sidewalk shall be constructed to portland cement concrete having a 28-day strength of 3000 psi when tested in accordance with ASTM C39. The sidewalk shall be a minimum of four inches thick, increasing to six inches at driveway entrances and a minimum of four feet wide. Contraction joints shall be cut to a depth no less than one-third of the total slab thickness, and at intervals equal to the width of the sidewalk. An expansion joint filled with joint filler shall be placed between all rigid objects and placed no farther than thirty feet apart, extending the full depth of the concrete with the top of the filler one-half inch below the finished surface. The

surface shall be finished to grade and cross-section with a float, troweled smooth and finished with a broom.

Curb ramps for the handicapped shall be designed as required in G.S. 136-44.14 in accordance with the manual entitled "Guidelines Curb Cuts and Ramps for Handicapped Persons" prepared by the North Carolina Department of Transportation, Division of Highways, Highway Design Branch.

The permit-issuing authority may permit the installation of walkways constructed with other suitable materials when it concludes that:

1. Such walkways would serve the residents of the Town as adequately as concrete sidewalks; and
2. Such walkways would be more environmentally desirable or more in keeping with the overall design of the development or area.

| EXISTING AND PROPOSED SIDEWALK LOCATIONS | | | | | |
|------------------------------------------|------------------------------|------|--------|--------|------|
| STREET | LOCATION | SIDE | LENGTH | STATUS | CURB |
| Abby Lane | Canterbury | N | 300 | E | |
| Berryhill | Weatherhill | N | 800 | E | |
| | Weatherhill-Old Fayetteville | N | 1600 | P | |
| BPW Club | Smith Level (Berryhill) | N | 1400 | D | |
| | (Highland Hills) | N | 1000 | E | C |
| Broad | Cobb-Hill | E | 1500 | E | C |
| Cobblestone Dr. | Pathway - end | E | 2600 | E | |
| Cobb | Lloyd-Broad | N | 300 | E | C |
| Culbreth | Culbreth-ETJ Line | S | 250 | P | |
| Davie | Jones Ferry-Fidelity Ct | W | 1450 | P | |
| | Fidelity Court | W | 600 | E | |
| | Fidelity-Poplar | W | 330 | P | |
| | Poplar-Main | W | 800 | P | |
| Estes | N. Greensboro-Town Limits | E | 2400 | P | |
| Fidelity | Davie Main | S | 1800 | E | C |
| Greensboro | NC 54 - Carr | W | 2700 | P | |
| | Carr - Main | W | 400 | E | C |
| | Main - Weaver | B | 200 | E | C |
| | Weaver - Short | B | 200 | E | |
| | Short - Estes | E | 2400 | E | |
| | Estes - Hanna | E | 1600 | P | |
| | Hanna - Hillsborough | N | 2400 | P | |
| Hanford | Fairoaks | W | 800 | E | |
| Hillsborough | Main - Lorraine | E | 4500 | P | |
| | Lorraine - Parkview | E | 2100 | P | |
| | Parkview - Town Limits | E | 3000 | P | |
| James | Main Carol | W | 1700 | P | |
| | Carol - Hillsborough | W | 1500 | P | |
| Jones Ferry | (Woodbridge II) | S | 400 | E | C |
| | Woodbridge I-II | S | 450 | P | |
| | (Woodbridge I) | S | 300 | P | C |
| | NC 54 - Old Well | S | 400 | P | |
| | Old Well - Main | S | 2800 | E | C |
| Lloyd | Fowler - Cobb | W | 600 | P | |
| | Main - Cobb | W | 300 | E | C |

| EXISTING AND PROPOSED SIDEWALK LOCATIONS | | | | | |
|------------------------------------------|-----------------------------|------|--------|--------|------|
| STREET | LOCATION | SIDE | LENGTH | STATUS | CURB |
| Main | Jones Ferry - Rosemary | B | 2300 | E | C |
| | (Chapel Hill Tire) | B | 100 | E | |
| | Rosemary - Merritt Mill | B | 700 | E | C |
| | CH Tire - Sav-A-Ton | B | 200 | P | |
| | (Sav-A-Ton) | W | 200 | E | C |
| | Laurel-Fidelity | E | 400 | E | C |
| | Fidelity-Poplar | W | 300 | P | C |
| | Poplar-NC 54 | S | 4300 | P | |
| Merritt Mill | Greensboro-Cameron | N | 3600 | E | C |
| | Cameron-Brewer | W | 1000 | P | |
| | Main (Church) | W | 125 | E | C |
| | Church-Mason Motel | W | 325 | P | C |
| | Mason Motel-Rosemary | W | 100 | E | |
| Oak Ave. Ext | Oakwood Apts. | N | 800 | E | |
| Old Fayetteville | NC 54 - Poplar | E | 2900 | P | |
| | Poplar (Ramsgate) | E | 1000 | E | C |
| | Ramsgate-Jones Ferry | E | 2100 | P | |
| | Jones Ferry (Woodbridge) | E | 1200 | E | C |
| | Woodbridge-Highlands | E | 2400 | P | |
| | Highlands | E | 1100 | | |
| Old Fayetteville | Highlands-Rock Haven | E | 800 | P | |
| | Rock Haven-Smith Level | E | 1200 | P | |
| Parker Street | N. Greensboro-Lloyd | S | 800 | P | |
| Parkview | Hillsborough-Pathway | E | 500 | E | |
| Pathway | (Cobblestone) | N | 400 | E | C |
| | (Fairoaks) | N | 2300 | D | C |
| | (Spring Valley) | N | 900 | E | C |
| | (Quarterpath Trace) | N | 400 | D | C |
| | (Bolin Forest) | N | 1500 | D | C |
| | Bolin Forest-Seawell | N | 2200 | P | |
| Poplar | Old Fayetteville-NC 54 | N | 600 | P | C |
| | NC 54 - Davie | N | 2165 | P | C |
| | Davie - Main | N | 1935 | P | C |
| Quail Roost | Hillsborough-Old Fayette | S | 2100 | P | |
| Quarterpath | Greensboro - Pathway | E | 2200 | P | |
| Roberson | Main - Health Center | E | 200 | E | |
| Rock Haven | Rock Creek-Old Fayetteville | N | 200 | P | |
| | (Rock Creek) | N | 1000 | E | C |

| EXISTING AND PROPOSED SIDEWALK LOCATIONS | | | | | |
|------------------------------------------|-------------------------|------|--------|--------|------|
| STREET | LOCATION | SIDE | LENGTH | STATUS | CURB |
| Rosemary | Main - Merritt Mill | B | 300 | E | C |
| Seawell Rd. Ext. | Seawell - Homestead | N | 3000 | P | |
| Shelton* | Greensboro - Ashe | N | 1600 | E(A) | |
| Simpson | Main - Hillsborough | W | 2100 | P | |
| Smith Level | BPW Club - Morgan Creek | W | 1600 | D | |
| | Morgan Creek - NC 54 | W | 600 | P | |
| Stroud Lane | Old Fayetteville-Park | S | 950 | P | |
| Tripp Farm Rd. | Hillsborough-Fairoaks | W | 1600 | P | |
| | Fairoaks | W | 1800 | E | |
| | Fairoaks - Seawell | W | 2900 | P | |
| Weaver | Main-Main | B | 1700 | E | C |
| Westbrook Drive | Weatherhill | E | 2200 | E | |
| Williams Street | N. Greensboro-Park | W | 800 | P | |
| Yeargan Place | Fairoaks | S | 800 | E | |

| LEGEND | |
|--------|------------------|
| E | EXISTING |
| P | PROPOSED |
| D | DEVELOPMENT PLAN |
| B | BOTH |

*The Shelton Street sidewalk is constructed as an asphalt path which does not meet the Town's sidewalk construction standards. This sidewalk should be upgraded in the future to meet current construction standards.