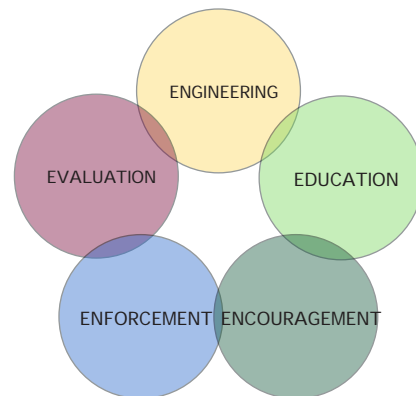


*Chapter Outline:*

- 5.0 Overview
- 5.1 Policy Recommendations
- 5.2 Local Policy Documents



# CHAPTER 5: BICYCLE POLICIES

## 5.0 Overview

Developing a comprehensive, safe, accessible, connected bicycle network will require strong policies to ensure proper development. Proper facilities ranging from sharrows to bicycle parking will encourage bicycle use. This chapter outlines recommended policies, and in some cases, policy changes for the Town of Carrboro to meet the needs of bicyclists through implementation and development.

## 5.1 Policy Recommendations

The following sections outline updated bicycle-related policies for the Town of Carrboro and address one of this Plan’s goals to review, update, and implement new bicycle policies regularly. The Town of Carrboro Planning staff, Town of Carrboro Public Works staff, and NCDOT Division 7 staff should be familiar with both the current and recommended bicycle policies to ensure the full suite of policy tools are used and enforced.

See Appendix D: Relevant Federal and State Policies for complete versions of additional, supportive existing state and federal policies.

## 5.2 Local Policy Documents

Existing land development and roadway design policies have a significant effect on bicycle transportation and recreation in Carrboro. Carrboro’s existing planning documents and policies are clear in their encouragement of bicycle transportation. These policies are established in the Town of Carrboro’s Bicycle and Sidewalk Policy, Land Use Ordinance, Vision 2020 Plan, and the Carrboro Development Guide. Specific policy additions and revisions to these documents are described in the following sections. Key policy recommendations are:

### *Updates to the 1989 Bicycle Policy*

- Expansion of bicycle lane requirements to include other treatment options such as sharrows to mirror those described in Chapter 3: Bicycle Network Plan
- Addition of implementation policies that address items such programs, policy, signage, and maintenance

### *Land Use Ordinance Recommendations*

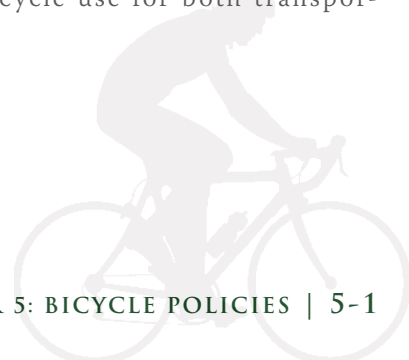
- Development and implementation of bicycle parking standards and requirements.

### *Carrboro Vision 2020 Recommendations*

- Mandatory development of bicycle facilities, including greenways, as recommended in Plan
- Connectivity through cul-de-sacs

### *5.2.1 Updates to the 1989 Bicycle Policy*

As referenced in Appendix F: Existing Planning Efforts, the 1989 Bicycle and Sidewalk Policy has effectively guided Carrboro with respect to developing a network of bicycle facilities throughout the Town. As a result of efforts to include planning for bicycle travel in many new developments and street improvements, Carrboro now has a bikeway system that is among the best in the State of North Carolina. The Town’s relatively flat topography, its proximity to the University of North Carolina at Chapel Hill, the density of its layout, and its temperate climate make it an ideal setting for bicycle transportation. The significant percentage of trips by bicycle in Carrboro confirms this. The Town recognizes the need to further encourage bicycle use for both transpor-



tation and recreation. Bicycle use conserves energy, reduces air and noise pollution, reduces pavement wear on town roads, improves personal fitness, relieves automobile congestion and parking problems, and creates greater community interaction.

In adopting this Comprehensive Bicycle Transportation Plan, the Town builds on its successes in bicycle planning by focusing on: (1) the consistent application of the latest engineering principals in constructing bicycle facilities, (2) the enforcement of existing traffic laws for both bicyclists and motorists, (3) the introduction of public education and encouragement programs to promote effective cycling as an alternative to motorized transportation, and (4) the application of evaluation methodologies to continually assess the progress towards meeting the goals, as outlined in Chapter 6: Implementation.

**Guiding Policies**

The Town’s guiding principles regarding the Bicycle Policy are two-fold:

- Assure safe and convenient bicycle access to all areas of the Town.
- Promote bicycles as a viable and attractive means of transportation.

**Implementation Policies**

- Provide bicycle facilities along all collector and arterial streets.
- Develop top priority bicycle facilities as prioritized in this Bicycle Plan.
- Expand facility type options to mirror those described in Chapter 3 of this plan.

- Consider bicycle-operating characteristics and improve bicycle facility visibility in existing and future-designed intersections, greenway crossings, and traffic control systems.
- Improve and maintain education, enforcement, and encouragement programs as defined by this plan to promote bicycle use and safety.
- Develop and implement bicycle parking standards and requirements.
- Require compliance with bikeway policies and standards for new development including bikeways. Ensure interconnection of new facilities with the existing bikeway system.
- Continue to develop a greenway system as a multi-functional facility that provides and improves recreation, transportation, community-building, education, maintenance access, stream protection, and habitat improvement opportunities.
- Continue regular maintenance programs (sweeping and bicycle lane re-striping) but also create a cyclist-request response system in which anyone can report maintenance needs.
- Create bicycle route signage that is directional and informational in nature. Signage should correlate to a new Bicycle Map and direct bicyclists to key destinations around town.
- Continue to develop bicycle and pedestrian facilities and fill gaps in existing facilities in and around schools.
- Provide incentives for developers and



employers to install shower facilities and locker rooms and encourage employers to develop programs and provide incentives to employees who bicycle to work.

- Uphold law enforcement regulations for bicycles as instituted within the Carrboro Town Code as referenced in Article VIII, Sections 6-34 through 6-40.1.
- Accommodate bicyclists on roadway bridges, underpasses, and interchanges and on any other roadways that are impacted by a bridge, underpass, or interchange project (except on roadways where they are prohibited by law). All new bridges should be constructed with bicycle lanes and wide sidewalks.

**Requirements for Existing Streets**

Priority will be given to construction of bicycle lanes or sharrows on all existing arterial and collector streets, along with other recommended facilities indicated on the Recommended Bicycle Network Map in Chapter 3 of the Carrboro Bicycle Transportation Plan. Sharrows may be considered as an option, especially if 1) roadway width does not allow for bicycle lanes, 2) speed limits are reduced, and 3) on-street parking exists. 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. In the case where the appropriate bicycle facility cannot be provided on the designated street because of severe environmental, topographical, or

right-of-way constraints, the Town should explore safe and convenient access for bicycles on parallel streets.

**Requirements for New Arterial and Collector Streets**

Bicycle lanes or wide travel lanes shall be required to be constructed on all new arterial and collector streets, as classified in Section 15-210(b), and Section 15-216 of the Carrboro Land Use Ordinance. Bicycle facilities shall be required according to the 2008 Comprehensive Bicycle Transportation Plan Recommended Bicycle Network Map found in this plan.

In the case where the appropriate bicycle facility cannot be provided on the designated street because of severe environmental, topographical, or right-of-way constraints, safe and convenient access for bicycles on parallel streets will be explored.

**Requirements for Intersections**

Appropriate bicycle facilities at existing and future intersections, as defined in Chapter 3 of this Plan, shall be implemented to create more hospitable and clearly designated crossings. These intersection characteristics shall be considered in the design process of future intersections.

**Programs**

Education, encouragement, and enforcement programs as defined in Chapter 4 of the 2008 Comprehensive Bicycle Transportation Plan shall be implemented to promote bicycle use and safety.



The Town of Carrboro should facilitate the mandatory helmet law to aid in bicycling safety, as well more thoroughly examining bicycle riding on sidewalks to determine the need for a policy.

### **Greenways and Sidepaths**

Off-road multi-use paths (greenways) and sidepaths shall be required, according to the Recommended Comprehensive Bicycle Network Map in Chapter 3 of this plan, with new development.

### **Driveway Access Management**

Driveway entrance curb cuts should be reduced where possible to limit crossings of pathways.

### **5.2.2 Land Use Ordinance Recommendations**

#### **Article XVIII. Parking**

Currently, the Town of Carrboro allows for a substitution of one car parking spaces if the developer provides at least 5 bicycle parking spaces. The language for this allowance, with a recommended update, in boldface type, is as follows:

#### **Section 15-291 Number of Parking Spaces Required.**

(d) With respect to any parking lot that is required to be paved (see Section 15-296): **(AMENDED 9/13/83)**

(1) The number of parking spaces may be reduced by one space per 5 secure bicycle parking spaces that are (a) provided by the developer, and (b) that are conveniently located near a building entrance.

**Requirements for bicycle parking may also be met by:**

- 1. A bicycle storage room, bicycle lockers, or bicycle racks within a building;**
- 2. Bicycle racks or lockers in a parking structure, underneath an awning or marquee, or near a main building; or**
- 3. Bicycle racks on the public right-of-way with approval from the Town or State and where such racks do not conflict with pedestrian use.**

Further ordinances regarding bicycle parking are recommended as amendments to this Article as follows:

**(h) Bicycle parking shall be provided by all non-residential, multi-family, recreation and industrial uses as set forth in the Table of Bicycle Parking Standards.**

#### ***Design Standards for Bicycle Parking***

**A. Bicycle parking may be located in any parking area or in other locations that are easily accessible, clearly visible from the entrance it serves, and do not impede pedestrian or motorized vehicle movement into or around the site. Parking should be sheltered when possible. Designating space for bicycle parking within buildings is an option to consider when feasible.**

**B. When a percentage of the required motorized vehicle spaces are provided in a structure, an equal percentage of the required bicycle spaces shall be located inside that structure, unless other accessible, covered bicycle parking is located elsewhere on the site.**

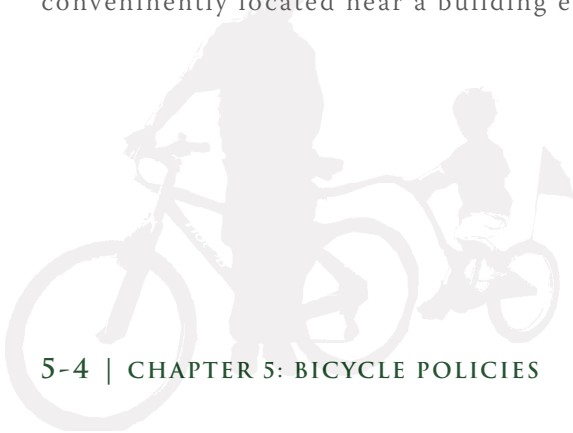


TABLE OF BICYCLE PARKING STANDARDS		
Use #	Use Description	Minimum Bicycle Parking Requirement
1.3	Multi-family res.	1 to 2 spaces per unit
2.1, 2.2, 2.3	Retail	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
3.1, 3.2	Office	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
5.1	Schools	1 space per 15 students plus 1 space per 10 employees
6.2	Recreation	1 space per 4 presumptively required auto spaces
8.1, 8.2	Restaurant	1 space per 10 presumptively required auto spaces, with a minimum of 5 spaces
10.1	Storage and pkg.	1 space per 10 auto spaces
34.1	Hotel/Motel	1 space per 5 rooms, up to 50 rooms; 1 space per 10 rooms above 50 rooms

C. Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.

D. Facilities shall provide at least a 30 inch clearance from the centerline of each adjacent bicycle rack/support structure and at least 24 inches from walls or other obstructions.

E. An aisle or other space shall be provided for bicycles to enter and leave the facility. The aisle shall have a width of at least four feet to the front or the rear of a standard six-foot bicycle parked in the facility.

F. Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide. Overhead clearance shall be at least seven feet.

G. Bicycle parking spaces shall be clearly marked as such and shall be separated from motorized vehicle parking by some form of physical barrier designed to protect a bicycle from being hit by a motorized vehicle.

H. Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to frame, wheels, or components. The rack known as an “inverted U-rack” is the preferred type.

I. Bicycle racks should be designed and constructed according to Design Guidelines of the Carrboro Bicycle Plan.

J. Wayfinding signage should be provided that guides bicyclists to bicycle parking locations.

**5.2.3 Carrboro Vision 2020 Recommendations**  
 The Vision 2020 Plan is a policy document that guides the Town of Carrboro in the planning of its future. Policy statements are listed by category. Statements pertaining to bicycle transportation are listed below. Recommendations for additional recommendations of policy statements are also provided.

1.2 Art and Culture

**1.2.9.1 Policy Statement Recommendation:** [The Town should support the concept of art in the landscape in Town open space and along greenways to encourage trail use.]

4.3 Bicycle and pedestrian traffic

- 4.31 The Town should fully implement its bicycle and pedestrian network plan, [including the 2008 Bicycle Transportation Plan.] This Plan should identify links needed now as well as links that will be needed by 2020.
- 4.32 The Town should establish connections with bicycle and pedestrian ways in other jurisdictions.
- 4.33 The maintenance of these paths and ways should continue to be a high priority.



**4.3.4 Policy Statement Recommendation:** [The Town should update all pertinent documents and ordinances with policy recommendations stated in the 2008 Bicycle Transportation Plan.]

4.4 Established Roads

4.41 As a general policy, established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles.

4.5 New Development

4.51 The Town should continue to require developers to install sidewalks and bicycle paths in new developments.

4.52 New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrians and bicycles, given the added load to the infrastructure and anticipated use of facilities.

**Recommended Addition:**

[New developments should provide bicycle and pedestrian access through cul-de-sacs and neighborhoods to connect adjacent subdivisions and land uses.]

