

May 10, 2004

TO: Mayor and Town Council  
FROM: Nicholas Lurie *NHL*  
RE: Bike Lanes on Cameron Avenue

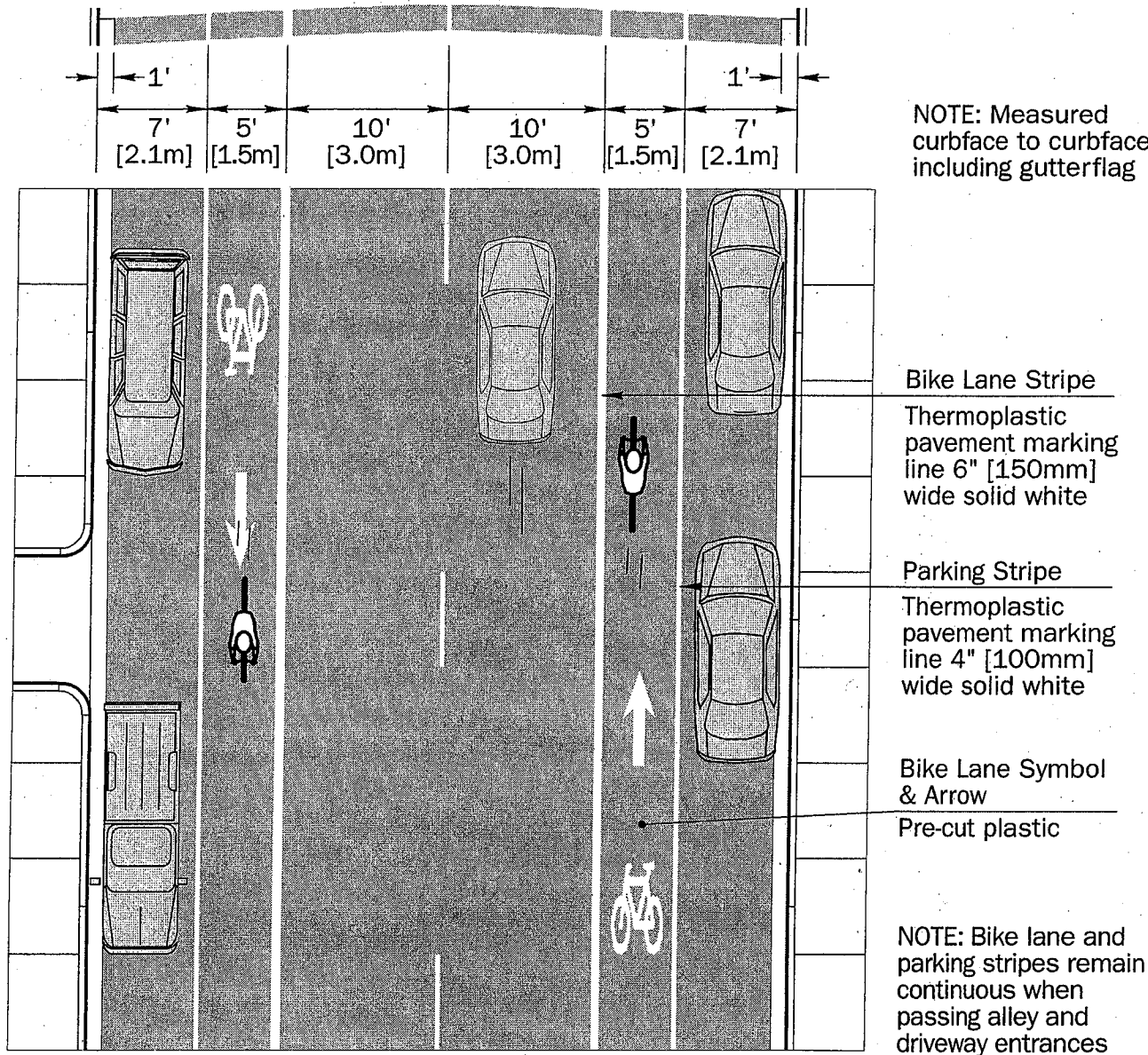
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Bike lanes should be repainted on Cameron Avenue for the following reasons:

1. The council has received numerous petitions from citizens calling for bike lanes to be repainted on Cameron;
2. The transportation board and bike-ped board have recommended that lanes be repainted;
3. Cameron is an appropriate location for bike lanes under the town's newly passed bike lane policy;
4. Placing bike lanes on town-owned streets will make it easier to get NCDOT's cooperation in putting bike lanes on NCDOT facilities (the head of the bicycling division of NCDOT has expressed surprise that the Cameron bike lanes were removed saying "they were ideal in that location");
5. The current travel lane width encourages speeding and side by side use by cars—bike lanes would lead to narrower travel lanes and slower traffic speeds;
6. Wide outside lanes are not seen as bicycle facilities by the majority of cyclists according to Bill Hunter of the UNC Highway Safety Center;
7. Bicycle trips on Cameron have fallen dramatically since the bike lanes were removed;
8. Bicycle lanes make drivers aware of the presence of cyclists;
9. Bicycle lanes indicate to cyclists how to get from the Libba Cotton bike trail to campus—thus encouraging cycling to the biggest generator of traffic trips in town.

The right-of-way on Cameron is sufficient to serve the needs of **both** cyclists and motorists. In particular, there is sufficient right-of-way (45 feet) to have full-time parking on both sides of the street, 5-foot bike lanes, and travel lanes (see Chicago Bike-Lane Design manual). This is an AASHTO-approved design and is used extensively throughout the US including: Chicago, New York, Cambridge, MA, Minneapolis, Saint Paul, Phoenix, Philadelphia, San Francisco, Corvallis, Seattle, Portland, and Chapel Hill (in Meadowmont). According to bicycle coordinators in Portland, Cambridge, and New York, as well as testimony to this council by Bill Hunter, there is no evidence that this type of facility has increased accidents (e.g., dooring); in fact, most evidence suggests that facilities with bike lanes are associated with fewer accidents.

# Standard Road Striping Bike Lane on 44' Wide Street

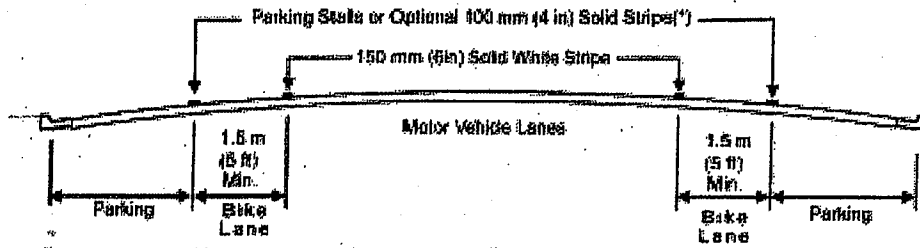


City of Chicago  
Richard M. Daley, Mayor

DEPARTMENT OF TRANSPORTATION  
Miguel d'Escoto, Commissioner

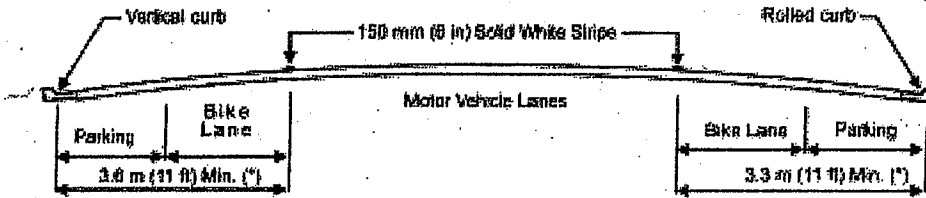
BUREAU OF TRAFFIC  
Donald Grabowski, Deputy Commissioner

CITY OF CHICAGO	
44' Wide Street with Bike Lane	
REVISED 5-16-02	SCALE 1"=10'
H:\Traffic\Bike Lanes\Design Manual\Mid-block\2w,pbs\44'.fh8	No. ___ of ___



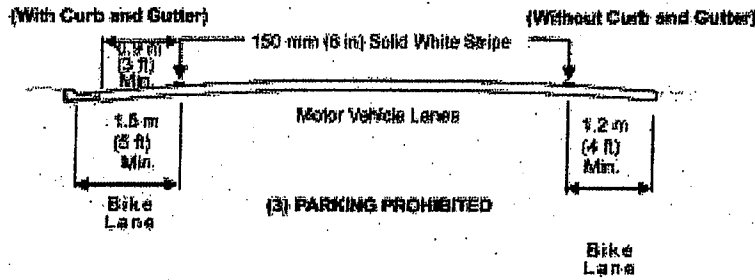
\* This optional solid white stripe may be advisable where stalls are unnecessary (because parking is tight) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) ON-STREET PARKING

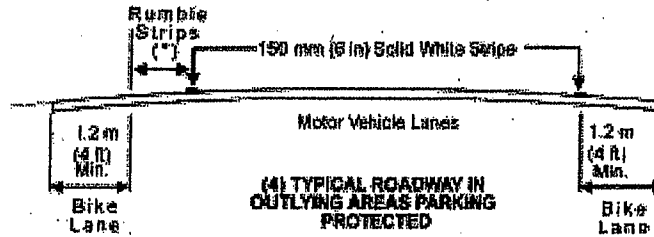


\* 3.8 m (13 ft) is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



(3) PARKING PROHIBITED



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING PROTECTED

\* If rumble strips exist there should be 1.2 m (4 ft) minimum from the rumble strips to the outside edge of the shoulder.

Figure 6. Typical Bike Lane Cross Sections