



Town of Chapel Hill

Bicycle and Pedestrian Action Plan

DRAFT

June 30, 2004

CREDITS

Bicycle and Pedestrian Advisory Board

Jed Dube (Chair)

Heidi Perry

Nicholas Lurie

Rich Killingsworth

Alice Neebe

Tom Mills

Tim Saunders

Kate Millard

Claire Millar

Wayne Pein

Town Council Liaison

Council Member Jim Ward

Board Liaisons

Loren Hintz (Transportation Board)

Diane VandenBroek (Parks and Recreation Commission)

Nancy Milio (Planning Board)

Mary Ann Freedman (Greenways Commission)

Staff Liaison:

Gordon Sutherland, Principal Long Range Planner

TABLE OF CONTENTS

(See also the Pedestrian Facilities Map and the Bicycle Facilities Map which accompany this plan document)

1.0 Introduction	1
1.1 General Public Interest Purposes.....	1
1.2 Purpose of the Plan.....	1
1.3 Objectives of the Plan.....	1
2.0 Background	2
2.1 Context of the Plan.....	2
2.2 Other Bicycle and Pedestrian Improvements covered by other Plans.....	3
2.3 NCDOT Programmed Improvements.....	4
3.0 Proposed Plan	5
3.1 Sidewalk Priorities.....	5
3.2 Off Road Paths.....	16
3.3 Crossing Improvements.....	17
3.4 Bicycle Advisory Routes.....	21
3.5 Bicycle Facilities.....	22
4.0 Implementation Strategy	24
4.1 Engineering Actions.....	24
4.1.1 General Approaches for Implementation.....	25
4.1.2 Recommended Package of Improvements.....	26
4.1.3 Small Area Studies.....	36
4.1.4 Pedestrian Performance Measures.....	37
4.1.5 Bicycle Performance Measures.....	37
4.1.6 Town Bicycle Parking Standards.....	39
4.1.7 Traffic Control Devices.....	39
4.1.8 Sunken Drainage Grates.....	39

4.2	Education and Encouragement Actions	41
4.2.1	Establish a Bicycle Education Class.....	41
4.2.2	Create a Historic District/downtown Way-marked Walk	41
4.2.3	Recreational Walks Map.....	41
4.2.4	Bicycle Routes/ Rides Map	42
4.2.5	Safe Routes to School Program	42
4.2.6	Way- marking and Advisory Sign Program	43
4.2.7	Lobbying Strategy for State and Federal Funding	43
4.2.8	Lobbying Strategy for Policy Changes	44
4.2.9	Performance Measures for Action Plan Implementation	44

Appendix 1	
Plan and Policy Context	A-1
Appendix 2	
Town of Chapel Hill, Traffic Code.....	A-2
Appendix 3	
2006-2012 Transportation Priority List	A-3
Appendix 4	
Action Plan Sidewalks Priority List.....	A-4
Appendix 5	
Bicycle Facilities Policy.....	A-5
Appendix 6	
Pedestrian Zones	A-6
Appendix 7	
Streets are for everyone sign	A-7

LIST OF TABLES

Following Page

Table 1. Plan Initiatives Summary Schedule	44
--	----

LIST OF MAPS IN DOCUMENT

Page

Map 1. First Priority Sidewalks	7
Map 2. Second Priority Sidewalks	10
Map 3. Third Priority Sidewalks	13
Map 4. Long Range Sidewalks.....	15
Map 5. Package 1 Meadowmont.....	28
Map 6. Package 2 Southern Village	30
Map 7. Package 3 Eastgate	32
Map 8. Package 4 Downtown.....	35

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Chapter 1.0 Introduction

1.1 General public interest purposes

The general public interest purposes implicit in this Bicycle and Pedestrian Action Plan are:

- To promote public health and safety, access to community facilities and businesses for all, regardless of age, physical capacity, weather conditions and time of day, and to promote diverse modes of transportation.

This chapter sets out the more specific purpose and objectives of the Bicycle and Pedestrian Action Plan.

1.2 Purpose of the Plan:

- To increase bicycle and pedestrian use,
- To identify a potential network of bicycle and pedestrian facilities, and
- To identify methods of creating it.

1.3 Objectives of the Plan:

- To identify locations for improved facilities or engineering improvements which:
 - *connect neighborhoods to adjacent existing schools, activity centers, recreational facilities and transit stops,*
 - *close gaps between existing facilities,*
 - *facilitate travel between residential neighborhoods and key employment, recreation, shopping centers, such as downtown and UNC and,*
 - *connect Chapel Hill with neighboring communities*
- To identify actions which promote walking and bicycling through education and encouragement.
- To outline an implementation strategy for the actions identified in the action plan.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Chapter 2.0 Background

This Chapter sets out the context to the Bicycle and Pedestrian Action Plan. More plan and policy background is provided in Appendix 1 and 2. The chapter also identifies other planned bicycle and pedestrian facilities not included in this plan.

2.1 Context for the Plan

In May 2000 the Town of Chapel Hill adopted a Comprehensive Plan

The stated transportation goal of the Comprehensive Plan (p 92) is to:

“Develop a balanced, multi-modal transportation system that will enhance mobility for all citizens, reduce automobile dependence, and preserve/enhance the character of Chapel Hill.”

The Plan states the following general objectives (p 93) for

Bikeways: Develop and maintain a system of safe and efficient bikeways (on-street bike lanes and off-street bike paths within greenways) designed to contribute to Town-wide mobility, connecting neighborhoods with activity centers, schools, parks, and other neighborhoods.

Pedestrian (facilities): Develop and maintain a pedestrian circulation system, including sidewalks and greenway trails that provide direct, continuous, and safe movement within and between districts of Town. Link neighborhoods to activity centers, transit stops, schools, parks, and other neighborhoods.

A key action as stated in Section 10A-2 p 97 of the Comprehensive Plan is to:

“Develop a comprehensive pedestrian and bicycle network.”

“This network should be designed to provide direct connections between neighborhoods and from neighborhoods to activity centers. It should include sidewalks and bike lanes along streets and highways (the focus of this strategy) and off-street bicycle/pedestrian paths developed as part of the greenway network.

Page 97 goes on to state that:

“A multi-faceted approach to developing the comprehensive pedestrian and bicycle network should be pursued. For example, roadway resurfacing or reconstruction projects should incorporate re-striping to accommodate bicycle lanes wherever feasible. Traffic signals or other devices should be provided at intersections to accommodate

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

pedestrians and bicyclists needing to cross major roadways. Consideration should be given to use of utility rights-of-way for bikeways/greenways where feasible. Development of the pedestrian/bicycle network should be coordinated with Carrboro, Orange County, Hillsborough, and the City and County of Durham to encourage regional connections.”

2.2 Other planned bicycle and pedestrian improvements shown on the facilities plan maps but covered by other plans.

In addition to the facilities identified in the Action Plan there are other bicycle and pedestrian facilities programmed and planned for construction in the town. The plan has taken into account of the following.

UNC Campus Development Plan

Sidewalks on

- Mason Farm Rd to South Fordham Blvd.
- South Rd. north side, west of Country Club Rd, adjacent cemetery.

UNC Campus to NC Botanical Garden Trail

- Proposed nature trail running from Ridge Rd roughly parallel to Manning Dr.

UNC Softball Complex.

- The Town Council’s 2004 approval for development at the UNC Softball Complex off Raleigh Road included a stipulation to provide a short off road bicycle and pedestrian path to Christopher Road and thereby providing a bicycle and pedestrian route between Raleigh Road and Christopher Road/Fordham Boulevard by-passing the intersection of US 54 and US15-501.

Town of Chapel Hill Town Operations Center

- Sidewalk on Millhouse Rd from Eubanks Road to the Town Operations Center

Town of Chapel Hill Greenways Master Plan: (see map)

Includes the following proposed greenways:

- Upper Booker Creek from Homestead Park to Weaver Dairy Rd and Spur to Weaver Dairy Rd extension.
- Rail Trail Umstead Park to Eubanks Rd.
- Old Field Creek Trail north of Eubanks Rd.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

- North Trail running east to west from Erwin Rd west of Airport Rd with spur from Erwin Rd to east to New Hope Creek.
- Dry Creek Trail from Perry Creek Dr. to Providence Rd.
- Lower Booker Creek from Fordham Blvd to Little Creek Trail north of Cleland Rd.
- Little Creek Trail from north of Cleland Rd to Pinehurst Dr.
- Bolin Creek Extension from Community Center at S. Estes Dr. to Little Creek Trail.
- Bolin Creek Extension from north of Rashkis Elem. School. Eastwards.
- Bolin Creek spur from Burlage Dr. to existing greenway.
- Tanbark Trail from to.....
- Morgan Creek east from Frank Porter Graham Elem. School. to US 15-501 and Merritt Mill Pasture.
- Wilson Creek Trail from US 15-501 South to town limits.
- Fan Branch south from Scroggs Elem. School. to town limits.

**2.3 North Carolina Department of Transportation (NCDOT)
Programmed Improvements to State Maintained Streets.**

Sidewalks and Striped Bicycle Lanes

- Weaver Dairy Rd from Airport Rd to Erwin Rd. 2007
- South Columbia Street from Purefoy Rd to Manning Dr. 2007

Crossing Improvement

- Intersection of US15-501 at Erwin Rd. 2004

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Chapter 3.0 Proposed Plan:

This chapter sets out the overall facilities plan with reference to a pedestrian facilities map and a bicycle facilities map. The proposed plan identifies a network of facilities connecting to existing and planned greenways, also to homes, workplaces, schools and services. The plan maps show the main bicycle and pedestrian corridors which serve the town. These corridors are where most bicycle and pedestrian travel is expected and so where generally improvements to facilities would likely be concentrated. The maps also show specific improvement proposals.

The proposed facilities consist of:

- Sidewalks,
- Off Road Paths (surfaced, shared facilities for pedestrians and bicyclists),
- Crossing Improvements,
- Signed Advisory Routes for pedestrians and bicyclists and.
- Bicycle Facilities.

3.1 Sidewalk Priorities

For the purposes of establishing broad priorities for a Town construction program, the sidewalks proposed in this plan have been divided into four categories based on the objectives of the plan and the sidewalk and transportation priorities identified by the Town. (Please see Appendix 3, 2006-2012 Town of Chapel Hill Transportation Priority List and Appendix 4 Action Plan Sidewalks Priority List. The Action Plan Sidewalks Priority List is a compilation of sidewalks identified through the preparation of this plan and the Town 's Sidewalk Priority list as it existed when work began on the Action Plan). Through the annual construction plan process. Projects will be selected from these categories. Selection would also take into account the factors of funding availability, right -of- way, construction feasibility, and necessity.

Projects are listed according to their street classification. The preferred side(s) of the street on which the sidewalk would likely be located is indicated in brackets. State maintained are indicated with an asterisk *. For State maintained streets, where total improvement costs would exceed tens of thousands it is most likely that the timing of improvements will be determined by Federal and State funded improvement and enhancement programs. Sidewalks included in the Towns Transportation Improvement Priority List are indicated with#.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

First Priority.

Projects considered to be first priority are drawn from either the Towns Transportation Improvement Priority List or its sidewalks priority list (projects scoring 24 or more points according to the Town sidewalks ranking system). **See Map 1**

Arterial Streets

- *Airport Road (east) from Timber Hollow Court to Homestead Rd.
- *Ephesus Church Rd. (south) from 15-501 By-pass (North Fordham Blvd) to *Eden Dr.
- * # Estes Dr. (south) from Caswell Rd to East Franklin St.
- *Estes Dr. (south) from Franklin St. to Willow Dr.
- * # Estes Dr. Ext from Seawell School Rd to Airport Rd
- *NC 54 East: (south) west of Finley Golf Course Rd.
- * # South Fordham Blvd (north) from Manning Dr. to Old Mason Fm Rd.
- *US 15-501 By-pass (North Fordham Blvd) (west) from Ephesus Church Rd to Elliott Rd.

Collector Streets

- * # Barbee Chapel (east) Rd from NC54 to Finley Forest
- *Culbreth Rd (south) from US 15-501 South to Culbreth Park Dr.
- *Culbreth Rd from US 15-501 South, north side to Channing La.
- *Culbreth Rd (south) from Cobble Ridge Dr. west to town limits
- *Culbreth Rd (north) Adam Way to Smith Level Rd.
- Legion Rd: (both sides) Europa Dr. to Ephesus Church Rd.
- *Old Weaver Dairy Rd. (one side) from Weaver Dairy Rd to Erwin Rd.
- Ransom St. (east) from McCauley St. to University Dr.
- Rosemary St. (north) From 157 E. Rosemary to Henderson St.
- Rosemary St. (north) from Pickard St to Boundary St
- Willow Dr. (west) south of Conner Dr.
- *Umstead Dr. (south) from Estes Dr. ext to Village Dr. (link to Bolin Creek Greenway)

Local Streets

- University Drive (north) from Pittsboro St to Ransom St.
- Curtis Rd. (west) from Clayton Rd. to Elliott Rd.
- Bolinwood Dr. (west) from Bolinwood Dr.
- Northside neighborhood (various) following neighborhood study planned 2004

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Insert Map 1 “First Priority Sidewalks” here

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Second Priority

Projects considered to be second priority are drawn from the Towns Transportation Improvement Priority List and its sidewalks priority list (projects scoring between 20 to 23 points according to the Town sidewalks ranking system). **See Map 2.**

Arterial Streets

- * # Erwin Rd (one side) from Weaver Dairy Rd to 15-501 By-pass (North Fordham Blvd)
- * # Estes Dr. (north) from Airport Rd to Curtis Rd.
- * # Estes Dr. Ext from western town limits (University Railroad Spur) to Seawell School Rd
- * # Homestead Rd (south) from Hearthstone La. to Weaver Dairy Rd Ext.
- * # Homestead Rd (south) from Orange Human Services to Shelter

Collector Streets

- Hillsborough St (west) from Bolinwood Dr. to Airport Rd.
- Kingston Dr. (east) from Weaver Dairy Road to Cedar Ct.
- McCauley St: (south) from Brookside Dr. to Pittsboro St.
- Pritchard Ave. (one side) from Longview St. to Umstead Dr.
- * # Seawell School Rd from Homestead Rd to High School Rd
- Piney Mountain Rd (north) from Forest Creek Dr. to Priestly Circle Dr.
- Hillsborough St. (east) from Rosemary St to Mill Race Dr.
- Sedgefield Dr. (one side) for entire length.
- *Sunrise Rd (east) from Sweeten Cir. Dr. northwards (development related)
- Westminster Dr (north) from east of Banks Rd
- Caswell Road (north) for entire length

Local Streets

- University Mall entrances: S. Estes Dr. (2 locations west side) Request Mall owners to provide or require as future development stipulation.
- University Mall north entrance at Willow Dr. Request Mall owners to provide or require as future development stipulation.
- Europa Dr. (west) from Europa Dr. missing sections entire length
- Dobbins Dr. (north) missing sections for entire length
- Kenan Street (east) from Cameron Ave to Franklin St
- McCauley St. (north) from Brookside Dr. to Brookside Dr. Ext.
- West University Dr (south) from Ransom St to Westwood Dr.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

- Lakeview Dr. (east) from Old Durham Chapel Hill Rd. to 15/501(require as development stipulation).
- Hamilton Rd (east) from Cleland Dr to Flemington Rd.
- Flemington Rd (one side) from Hamilton Rd to Hayes Rd.
- North Street (north) Airport Rd to Henderson St.
- Plant Road (south) from Parks & Recreation facility to Franklin St.
- Manly St. from Longleaf Dr. to Tinkerbell Dr
- Tinkerbell Rd. from Ephesus Ch. Rd. to LeClair St.
- Tinkerbell Rd. from Ephesus Ch. Rd. to Fountain Ridge Rd.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Insert Map 2 “Second Priority Sidewalks” here

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Third Priority

Projects considered to be third priority are drawn from the Towns Transportation Improvement Priority List and its sidewalks priority list (projects scoring less than 20 points according to the Town sidewalks ranking system). **See Map 3**

Arterial Streets

- * # Pope Road (west) from Ephesus Church Rd to Old Durham Rd.
- Fordham Blvd (north) from rear of Binkley Baptist Church to Estes Drive

Collector Streets

- * # Old Durham Chapel Hill Rd. from US 15-501 to Town limits (facility to continue into City of Durham)
- Burning Tree Dr. from NC54 to Pinehurst Dr.
- Cleland Drive (south) for entire length
- Cleland Rd (south) for entire length
- * # Mason Farm Road (south) from Purefoy Rd. to Oteys Rd. (included in UNC Campus Development Plan)
- Eastwood Rd (north) at Shady Lawn Dr.
- Country Club Rd.(north) from Raleigh Rd to Gimghoul Rd and 300 feet west (UNC Campus possible upgrade from Chapel Hill Gravel to permanent material).
- Cedar Hills Dr. (one side) from Weaver Dairy Rd. to Partin St.
- Umstead Dr. (south) Estes Dr. ext to Village Dr
- Honeysuckle Rd. Sedgefield Dr. to N. Lakeshore Dr.
- Dixie Dr (one side) for entire length
- Dixie La (one side) for entire length
- Lake Ellen Drive from Piney Mountain Rd to Forest Hills Rd
- Stateside Dr (one side) from Airport Rd to Dixie Dr
- Old Oxford Rd missing sections from Erwin Rd to Bolin Creek Rd
- Willow Dr. from Longleaf Dr. to Emory Dr.

Local Streets

- Elizabeth Street (north) from Penny Ln. to East Franklin St.
- Westminster Dr. (north) from west of Banks Rd to Airport Rd.
- Rigsbee Rd. (one side) from Piney Mountain Rd to Brookview Dr.
- Roosevelt Drive (east) for entire length.
- Skipper Bowles Dr. (north) Manning Dr. to Manning Dr. (UNC Campus)
- Brookview Dr. for entire length.
- Booker Creek Rd for entire length.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

- Shady Lawn Road (north) from Eastwood Rd to Lakeshore Dr.
- Rolling Road (south) from South Lakeshore Dr to Ridgecrest Dr.
- Forest Hills Rd from Lake Ellen Dr to Seminole Dr
- Seminole Dr (one side) for entire length.
- LeClair St. from Longleaf Dr. to Tinkerbell Dr.
- Longleaf Dr. from Ephesus Ch. Rd. to LeClair St.
- Churchill Dr. from Longleaf Dr. to LeClair St.
- Fountain Ridge Rd. for entire length.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Insert Map 3 “Third Priority Sidewalks” here

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Long Range Projects.

Projects considered to be long range projects are drawn from the Towns Transportation Improvement Priority List and its sidewalks priority list and are located either beyond present town limits or in partially developed areas of the town. **See Map 4**

Arterial Streets

- *Airport Rd from Estes Dr. to Critz Dr. (west). Require as stipulation to UNC Carolina North/ Horace Williams Development.
- *Airport Road (west) from Weaver Dairy Rd to Northwoods Dr. (outside town limits)
- Homestead Rd (one side from High School Rd to Seawell School Rd (project outside town limits)
- Homestead Rd (north) from Hearthstone La. to Weaver Dairy Rd Ext.
- Ephesus Church Rd (north) from Sharon Rd. to Pope Rd.
- Pope Road one side from Ephesus Church Rd to Old Durham Chapel Hill Rd. (Street marks town limits)
- US 15-501 By-pass (North Fordham Blvd) Corridor improvement from East Franklin Street to eastern town limits and beyond.
- US 15-501 South from Dogwood Acres Dr. to Culbreth Rd.
- NC 54 East of Barbee Chapel Rd to Town Limits

Collector Streets

- *Rogers Rd (east) from Homestead Rd to Sylvan Way. (Outside town limits)
- *Rogers Rd (east) from Rusch Rd to Urban Services Boundary.
- * # Barbee Chapel Rd (one side) from Finley Forest Dr. to Downing Creek Pkwy (Durham City Limits)
- *Bennett Rd. (north) from US 15-501South, to Fire Station 5
- * # Seawell School Rd. from Seawell Elementary School to Hanover Pl. (mostly in Carrboro Town limits).
- *Eubanks Rd from Urban Services Boundary to Airport Rd.
- * # Mount Carmel Church Rd: US 15-501South to southern town limits (possible first phase to Azalea Dr.)

Local Streets

- Old Mason Fm Rd (one side) for entire length.
- Finley Golf Course Rd (one side) for entire length.
- Service Roads parallel to 15-501 North Fordham Blvd. from Ephesus Church Rd to Old Durham Chapel Hill Rd (require as stipulations to development or redevelopment).

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Insert Map 4 “Long Range Sidewalks” here

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

3.2 Off Road Paths

Off road paths are surfaced, shared facilities for pedestrians and bicyclists. They share many of the characteristics of greenways except the primary function is intended to be more for transportation than recreation.

The proposed plan contains only a few of these facilities. However, for the purposes of establishing priorities for a Town construction program, projects 1 and 2 are strategically important facilitating access for both pedestrians and cyclists. In combination they would create a link between neighborhoods in the south east of the town (Glen Lennox, The Oaks and Meadowmont) to the UNC campus. They should be scheduled together and linked to the provision of a crosswalk at 15- 501 and Old Mason Farm Rd.

First Priority

1. 15- 501 South Fordham Boulevard from Manning Dr to Kings Mill Rd. (path on north side of street parallel to road way. (Chapel Hill TIP priority)
2. 15- 501 South Fordham Boulevard by-pass from Old Mason Farm Rd to Prestwick Rd through UNC property.
3. Merritt Mill Rd to west end of Cameron Avenue.(facilitate access to campus)

Second Priority

4. Fordham Blvd (north) from rear of Binkley Baptist Church to Estes Dr. (require as stipulation to any rehabilitation of University Mall). Part of a north south facility providing access to University Mall.
5. Christopher Rd (extension) from northern end to S. Estes Dr.
6. US 15-501 South Fordham Boulevard from Meadow Lane to Morgan Creek Greenway.
7. NC54 Finley Golf Course Rd to Hamilton Rd (south side) extend existing path as part of any redevelopment of University Inn property.

Third Priority

8. From Broad Street (Carrboro) to Tanyard Branch greenway. (Consider as a possible addition to Town Greenways Master Plan).

Battle Branch Greenway Trail

The existing unpaved Battle Branch Greenway Trail connects UNC Campus and Downtown with The Community Center Park and also Estes Drive/ University Mall. The provision of a hard surfaced off road path within the corridor of the Battle Branch Greenway Trail could provide an off road alternative for cyclists which would by-pass

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Franklin Street, Fordham Boulevard and Raleigh Road. The provision of a path here suitable for cyclists would be a desirable addition to this plan.

3.3. Crossing Improvements

The bicycle and pedestrian facilities maps identify the locations where improvements to existing crossings or new crossings would assist bicyclists and pedestrians. Further action is recommended by this plan to investigate if and how and then what improvements could be made in these locations. Improvements may include but are not limited to the following:

Street markings, advanced signing, signals (automatic and user activated), central refuges to assist crossing of wider streets or speed tables (ramped crosswalk area, raised to level of sidewalk).

The following list is not exhaustive and locations are not fixed. Locations will depend on safety and spacing requirements in relation to intersections and driveways.

Several potential underpasses associated with the greenways master plan and potential footbridges are also identified on the facilities maps.

Crossing improvements should be provided in combination with the provision of sidewalk, and greenway facilities. The following facilities are identified by street.

Airport Road:

- Estes Dr.
- Mount Bolus Rd
- Airport Dr.
- Stateside Dr.
- Weaver Dairy Rd.
- N. Columbia St.
- Piney Mountain. Rd.
- Bolin Creek Greenway (potential underpass)

Ashe Place:

Footbridge across Morgan Creek linking to Arboretum Drive, Farrington Hills.

E. Barbee Chapel Rd

Harris Teeter and Village center (Meadowmont)

Barclay Road:

Access to Estes Drive extension from end of Barclay Rd.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Cameron Ave

Merritt Mill Rd.
Country Club Rd

Country Club Road

Termination of Battle Branch Greenway

Culbreth Rd

Fan Branch Greenway (potential underpass)

Erwin Rd

Dry Creek Greenway Trail

Estes Drive. Ext.

Bolin Creek Greenway (potential underpass)

N. Estes Drive

Curtis Rd.
Library Dr.

S. Estes Drive

Community Park/ Willow Dr.

E. Franklin St

Bolin Creek greenway
Booker Creek greenway at Eastgate Mall
S. Estes

W. Franklin St

Merritt Mill Rd.
Malette St.
Church St.
Graham St

Fordham Blvd. North

Cleland Rd
Brandon Rd
S. Estes Dr.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Ephesus Ch. Rd.
Willow Dr.

S. Fordham Boulevard.

Morgan Creek Greenway (potential underpass)
Manning Dr
Oteys Rd
Old Mason Fm Rd
Mason Fm Rd

Homestead Rd

Hearthstone La.
Rogers Rd
High School Rd.
Weaver Dairy Rd. Ext.

NC54 By-pass

East of Merritt Mill Rd.

NC54

Barbee Chapel Rd
Meadowmont La & Friday Center
Burning Tree/Finley Golf Course Rd.
15/501 ramps

Prestwick Rd

Rear of shopping center

Seawell School Rd.

High School Rd.
University railroad crossing (connect Rail trail to Carrboro trails)

Sprunt St

Mid block east of UNC Health Center

Umstead Drive.

Pritchard Ext.

US 15-501

Eastowne Dr

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Weaver Dairy Rd

Kingston Dr

Entrance to East Chapel Hill High School

Silo Dr

Entrance to Carol Woods

Silver Creek Trail

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

3.4 Bicycle Advisory Routes

Bicycle Advisory Routes are identified on the proposed plan as signed routes for cyclists. They connect parts of the town via local and collector streets as alternatives to more heavily trafficked arterial streets.

Ashe Pl
Arrowhead Rd
Audubon Rd
Battle Branch Trail
Bolin Creek Greenway
Booker Creek Rd
Brookview Dr.
Burning Tree Dr.
Caldwell St
Cameron Ave
Cedar Hills Dr
Christopher Rd.
Church St
Cleland Dr.
Cleland Rd
Curtis Rd
Dixie Dr.
Dobbins Dr
Elliott Rd
Europa Dr.
Finley Golf Course Rd.
Forest Hills Dr.
Greenwood Rd
Hamilton Rd
Hayes Rd
Honeysuckle Rd
Kings Mill Rd
Lake Ellen Dr
Lanark Rd
Laurel Hill Rd.
Legion Rd
Morgan Creek Rd
N. Columbia St

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

North Lakeshore Dr
North St.
Old Durham Chapel Hill Rd
Old Mason Farm Rd
Park Pl.
Partin St.
Pinehurst Dr.
Prestwick Rd
Ransom St.
Rigsbee Rd
Rosemary St
S. Boundary
Sandy Creek Rd.
Seawell School Rd
Sedgefield Dr.
Seminole Dr.
Sunrise Rd
Umstead Dr.
Weaver Dairy Rd. Ext.

3.5 Bicycle Facilities

Existing bicycle facilities are identified on the bicycle facilities plan map as either wide outside lanes or striped bicycle lanes. The map also identifies which greenways have paved surfaces.

In November 2003, the Town adopted a revised bicycle facilities policy which calls for the provision of striped bicycle lanes on newly constructed or reconstructed Arterial Streets and for either striped bicycle lanes or wide outside lanes on Collector Streets depending on site specific circumstances. (Please see Appendix 5 for the full policy).

The policy recognizes that “ There are variable circumstances exist in the Town of Chapel Hill such as topography, vehicle speed and volume, impediments such as parked vehicles, drainage grates or raised reflectors, access to public facilities and activity centers and available right of way.” And states that:

“Within the Planning Jurisdiction of the Town of Chapel Hill, the appropriate design, type and width of bicycle facilities will be assessed on an individual and site-specific basis depending on the circumstances that exist.”

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

The Town Manager has been authorized by the Town Council to utilize this policy in reviewing development plans and in the design of roadway improvements within the Chapel Hill Planning Jurisdiction.

The following is a list of long range road way improvements to arterial and collector streets as expressed in the Town's Transportation Priority List. These improvements include the provision of bicycle lanes with a preference for striped lanes if possible in accordance with the Town's bicycle facilities policy.

Proposed Facilities included in Town of Chapel Hill Transportation Improvement Priority List.

- Barbee Chapel Rd from NC 54 to Southeastern town limits.
- Erwin Rd from eastern town limits to US 15-501.
- Estes Dr ext. from western town limits to Airport Rd.
- Finley Golf Course Rd from NC 54 to Old Mason fm Rd.
- Homestead Rd from western town limits to Airport Rd.
- Mason Farm Rd. from South Fordham Blvd. to Finley Golf Course Rd.
- Mount Carmel Church Rd from US 15-501 South to Urban Services Boundary.
- Old Durham Chapel Hill Rd from northern town limits to US 15-501. (project extends to Durham feasibility in study 2004)
- Piney Mountain Rd from Airport Rd to Rigsbee Rd.
- Pope Rd from Ephesus Church Rd to Old Durham Chapel Hill Rd.
- Seawell School Rd from Estes Dr ext. to Homestead Rd. (feasibility study in 2004)
- US 15-501 from Northeastern town limits to E. Franklin St.

Facilities Programmed for Construction on State Maintained Streets

Wide Outside Lanes

- US 15-501 corridor from Dogwood Acres Dr to Culbreth Rd. 2004

Striped Bicycle Lanes

- S. Columbia St. South Fordham Blvd. to Manning Dr. 2007
- Weaver Dairy Rd 2007

Proposed Assessment for Potential Future Facilities

Chapter 4 of this plan sets out a recommended action for the Town to make an assessment of each existing arterial and collector streets in order to determine whether wide outside lanes or bicycle lanes would be appropriate.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Chapter 4.0 Implementation Strategy

This chapter describes various actions which have been categorized as either involving engineering improvements or actions for education and encouragement that would help increase bicycle and pedestrian use.

Table 1 which is located at the end of this chapter presents a summary schedule of these initiatives and actions for implementing the Action plan. It classifies the actions according to a time frame and type of action. Actions are shown with provisional timeframes as being implemented in either the short, medium or long term.

4.1 Engineering Actions

The Pedestrian Facilities Plan and the Bicycle facilities Plan outlined in Chapter 3 will take many years to complete through the coordination of a Town construction program, State improvement programs and through the development or redevelopment of adjoining properties.

Principal Sources of Funding

Since the mid 1980s the Town has had a construction program for facilities. It has the most control over its own construction program, but the program is dependent on the availability of resources. Funds and manpower are needed to implement. The Town has historically used a combination of its own public works crew and private contractors to construct facilities. Funding for facilities in the Town's annual capital budget cannot be guaranteed because of the uncertainties of the economy and contributions to the costs of providing local services from State and Federal funds. In November 2003, when citizens endorsed a sidewalks and streets bond, this provided a commitment to a specific source of funding for facilities.

Improvements to State maintained streets are normally scheduled and provided through State improvement programs. These programs are subject to competing demands and priorities for projects and improvements from other municipalities and agencies in our region. They are also subject to the availability of funds. State programs identify improvements for a six year period and can also identify long range projects for inclusion in a future program beyond that timeframe.

Section 4.1.1 below includes recommendations for general approaches to implementation of the facilities identified on the plan maps and listed in Chapter 3.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Section 4.1.2 is a recommendation to combine a selection of these individual improvements into a specific package for implementation.

4.1.1 General Approaches for Implementation

The facilities improvements set out on Chapter 3 “Proposed Plan” and identified on the bicycle and pedestrian facilities maps will take many years to accomplish. While there may be a natural tendency where public money is being spent, to spread improvements around, there should be an overriding principle to undertake where possible packages of improvements.

The underlying objectives of this plan set out in chapter 1 envision that emphasis will be given to providing continuous facilities, connecting existing and programmed facilities, providing access to the most popular origins and destinations.

Packages of improvements would be made up of a combination of sidewalks, crossing improvements, off road paths and bicycle facilities which provide accessibility to an area, connecting it to a wider system.

Individual or isolated improvements would still be undertaken and the following considerations would apply.

Sidewalks:

These should be selected from the either the first or second priority categories as funds and material considerations allow. Material consideration would include but are not limited to the availability of right –of- way, construction feasibility, necessity and the potential combination with other proposed bicycle and pedestrian facilities identified in the plan. Projects would not normally be selected from the third priority category unless or until there were no projects feasible in the higher priority categories for inclusion in the Town’s annual construction plan in any given year. Long range improvements would either be tackled as development reached these locations or as state improvement projects were undertaken.

Off Road Paths:

Highest priority is recommended for the construction of facilities linking Manning Drive to Prestwick Road as part of a combination of improvements to link the Meadowmont, Glen Lennox and the Oaks neighborhoods to the UNC central Campus.

Crossing improvements:

In order to assess which are the most pressing crossing improvements for implementation identified in this plan, a detailed look of each location should be

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

undertaken. This should be programmed if possible as a first priority action of this plan. Investigation should be carried out by the spring of 2005 If possible.

Priority thereafter would be given to the implementation of crossing improvements which would enhance safety, connectivity with other facilities and that could be carried out in conjunction with the provision of other facilities identified in the Plan.

Bicycle Advisory Routes:

2 or 3 routes should be selected as a pilot initiative and then if successful sign other routes as funds allow. The routes could either be numbered or named. If named suggestions should be considered by a Council Naming Committee.

Bicycle Facilities (Bicycle lanes):

Bicycle lanes and striped bicycle lanes if possible will be implemented according to the Town's adopted bicycle facilities policy. Before this can be done it is a recommended action of this plan that the Town makes an assessment of each existing arterial and collector street in order to determine whether wide outside lanes or bicycle lanes would be appropriate. See paragraph 4.1.5 below.

4.1.2 Recommended Package of Improvements

The following are recommended packages of improvements. At least 1 package should be included in the 2005 Town of Chapel Hill annual construction plan: An asterisk indicates a State maintained street and # indicates if the improvement is included on the Town of Chapel Hill Transportation Improvement Priority list.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**Package 1 Glen Lennox, The Oaks and Meadowmont to UNC Central
Campus and to University Mall. (See Map 5)**

Sidewalks:

- * # Barbee Chapel (east) Rd from NC54 to Finley Forest
- *NC 54 East: (south) west of Finley Golf Course Rd.
- Hamilton Rd (east) from Cleland Dr to Flemington Rd.
- Flemington Rd (one side) from Hamilton Rd to Hayes Rd.
- Cleland Rd from Hamilton Rd to southern end of existing "Muirhead Trail" off-road path.

Off Road Paths:

- *# US 15- 501 South Fordham Boulevard from Manning Dr to Old Mason Farm Rd. (path parallel to road way. (Chapel Hill TIP priority)
- US 15- 501 South Fordham Boulevard by-pass from Old Mason Farm Rd to Prestwick Rd through UNC property.

Crossings:

- ***US 15-501 (North):**
 - Bolin Creek Greenway (potential underpass),
 - Cleland Rd
 - Brandon Rd
- ***S. Estes Dr,**
- ***NC54:**
 - Barbee Chapel Rd,
 - Meadowmont La & Friday Center ,
 - Burning Tree/Finley Golf Course Rd,
 - 15/501 ramps,
- ***S. Fordham Boulevard:**
 - Manning Dr, Old Mason Fm Rd.

Bicycle Advisory Routes:

- Burning Tree Dr.
- Cleland Dr.
- Cleland Rd
- Finley Golf Course Rd.
- Hamilton Rd
- Hayes Rd

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

- Laurel Hill Rd.
- Old Mason Farm Rd
- Pinehurst Dr.
- Prestwick Rd.

Bicycle Facilities.

Apply bicycle facilities policy to:

- Barbee Chapel Road,
- NC54,
- South Fordham Boulevard,
- Raleigh Rd,
- Finley Golf Course Road and
- Old Mason Farm Road.

**Insert Map 5
“Package 1 Glen Lennox, The Oaks and Meadowmont”
here**

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**Package 2 Southern Village to UNC Central Campus and
Downtown. (See Map 6)**

Sidewalks:

- *Culbreth Rd (south) from US 15-501 South to Culbreth Park Dr.
- *Culbreth Rd from US 15-501 South, north side to Channing La.
- *Culbreth Rd (south) from Cobble Ridge Dr. west to town limits
- *Culbreth Rd (north) Adam Way to Smith Level Rd.

Off Road Paths:

- Meadow Lane (parallels US 15-501 South Fordham Boulevard) to Morgan Creek Greenway.

Crossings:

- ***Culbreth Rd:**
 - Fan Branch Greenway (potential underpass)
- ***S. Fordham Boulevard:**
 - Morgan Creek Greenway (potential underpass)

Bicycle Advisory Routes:

- Meadow Lane (depends upon off-road path)
- Morgan Creek Road (depends upon off-road path)

Bicycle Facilities

Apply bicycle facilities policy to:

- Culbreth Road.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**INSERT MAP 6
“Package 2 Southern Village to UNC Central Campus and Downtown”
here**

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**Package 3 Intersection Ephesus Church Rd and US 15-501.
(See Map7)**

Sidewalks

- *US 15-501 By-pass (North Fordham Blvd) (west) from Ephesus Church Rd to Elliott Rd.
- Legion Rd: (both sides) Europa Dr. to Ephesus Church Rd.
- *Ephesus Church Rd. (south) from 15-501 By-pass (North Fordham Blvd) to *Eden Dr.

Off Road Paths:

- Fordham Blvd (north) from rear of Binkley Baptist Church to Estes Dr. (require as stipulation to any rehabilitation of University Mall). Part of a north south facility providing access to University Mall.

Crossings:

Fordham Blvd. North*

- Ephesus Ch. Rd.
- Willow Dr. (potential underpass for Booker Creek Greenway)
- Elliot Road (potential underpass for Booker Creek Greenway)

Bicycle Advisory Routes:

- Legion Rd
- Service Rd parallels US 15-501 Fordham Boulevard (North).
- Dobbins Dr
- Elliott Rd
- Europa Dr.

Bicycle Facilities:

Apply bicycle facilities policy to:

- Ephesus Church Road;
- Legion Road and
- Service Rd parallels US 15-501 Fordham Boulevard (North).

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**INSERT MAP 7
“Package 3 Intersection Ephesus Church Rd and US 15-501”
here**

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Package 4 Downtown (See Map 8)

Sidewalks:

- Ransom St. (east) from McCauley St. to University Dr.
- Rosemary St. (north) From 157 E. Rosemary to Henderson St.
- Rosemary St. (north) from Pickard St to Boundary St
- University Drive (north) from Pittsboro St to Ransom St.
- McCauley St: (south) from Brookside Dr. to Pittsboro St.
- Kenan Street (east) from Cameron Ave to Franklin St
- McCauley St. (north) from Brookside Dr. to Brookside Dr. Ext.
- West University Dr (south) from Ransom St to Westwood Dr.
- North Street (north) Airport Rd to Henderson St.

Off Road Paths:

- Merritt Mill Rd to west end of Cameron Avenue.(facilitate access to campus)

Crossings:

- ***W. Franklin St:**
 - Merritt Mill Rd,
 - Mallette St,
 - Church St and
 - Graham St
- ***Cameron Ave:**
 - Merritt Mill Rd.

Bicycle Advisory Routes:

- Caldwell St
- Cameron Ave
- Church St
- N. Columbia St
- North St.
- Ransom St.
- Rosemary St
- S. Boundary

Bicycle Facilities:

Apply bicycle facilities policy to:

- Franklin Street,

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

- Rosemary Street and
- Cameron Avenue.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

**INSERT MAP 8
Package 4 “Downtown”
here**

(Please note maps are currently being prepared and will be inserted in documents referred to the advisory boards and commissions)

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Package 5 Airport Road. A separate study identifying potential improvements for bicyclists and pedestrians using the Airport Road Corridor from I-40 to Franklin Street is being carried out as part of the Town's Active Living by Design Program. The University of North Carolina Highway Safety Research Unit has been contracted to prepare a report with a package of recommended improvements. A report is due to the Town Council at the end of June 2004)

Package 6 Northside Neighborhood. The Northside neighborhood is an established residential neighborhood located adjacent the Downtown. As part of the Town's Active Living by Design Program a separate study identifying potential improvement for pedestrians is being carried out. The study is provisionally due to report to The Town Council in the fall of 2004. A package of improvements is expected to be recommended.

4.1.3 Small area studies

The design and layout of the following listed intersections are perceived as barriers to bicyclists and pedestrians with origins and destinations on either side them. Pedestrians and slower moving cyclists can be in conflict with vehicles trying to change lanes and make turning movements. The intersections are all located on State maintained streets. Improvements are needed to get users safely through or around these locations:

- NC54 and US 15-501
- NC54 by-pass and Merritt Mill Road
- US 15-501 South and Culbreth Road and Mount Carmel Church Road
- US 15-501 North and Ephesus Church Road

Recommended Action: *It is recommended that the Town Council request that the North Carolina Department of Transportation (NCDOT) to make an assessment of these locations for solutions to overcome bicycle and pedestrian impediments to use.*

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

4.1.4 Pedestrian performance measures (procedures developed for evaluating the operating performance of pedestrian facilities).

The Town of Chapel Hill 2000 Comprehensive Plan, included an Action to develop a comprehensive pedestrian and bicycle network. Specifically it identified 2 new initiatives to address the main action:

- **The Development of this Bicycle and Pedestrian Action Plan**
- **Adoption of pedestrian/bicycle operating performance measures.**

For the latter action page 94 of the Town of Chapel Hill 2000 Comprehensive Plan, advocated the development and adoption of a pedestrian levels of service performance measures. The performance measures would be used to evaluate the operating performance of a pedestrian network. The performance measures would include factors including directness, continuity, safety crossing a street, visual attractiveness and visual features and sense of security.

The Comprehensive Plan identified potential pedestrian zones where such performance measures might be applied (Please see Appendix 6) The Approved Town Council Goals for 2004 have targeted completion of this task in early 2005

Adopted Town Council Goal and Plan Action : *Develop and adopt pedestrian performance measures.*

4.1.5 Bicycle performance measures (procedures developed for evaluating the operating performance of bicycle facilities).

As stated in the previous section the Town of Chapel Hill Comprehensive Plan, 2000, identifies the development of bicycle performance measures as an initiative tied to the development of a comprehensive pedestrian and bicycle network

Page 96 of the Town of Chapel Hill Comprehensive Plan, 2000 states that:

“Intuitively the Town of Chapel Hill has all the makings for a community with high bicycle mobility: a University population, high trip density with relatively short trips, and good climate. The completeness of the bicycle network to provide safe and direct connections, however, is lacking.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Further complicating matters, there is no methodology widely accepted by engineers, planners, or bicycle coordinators that will allow the ability of a roadway to allow efficient operation of both bicycles and motor vehicles to be determined. Determining how existing traffic operations and geometric conditions impact a bicyclist's decision to use or not use a specific roadway is the first step in defining the bicycle compatibility or performance of the roadway."

The Comprehensive Plan included the following recommendations on page 96:

"Actions: Pedestrian/Bicycle Operating Performance

- Use the adopted procedures to evaluate existing and planned pedestrian and bicycle facilities (Town staff)
- Hold a Town/NCDOT summit on bicycle compatible highway design and develop roadway design standards that incorporate bicycle lanes (Citizens, Town staff, NC DOT)
- Incorporate schedule to implement bicycle lane design standards into the Bicycle Improvement Action Plan developed per Strategy 10A-2 (Walks and Bikeways Commission, Town staff, Town Council)"

Except in a few cases where road improvement plans are sufficiently developed it does not define the streets in the town where particular types of bicycle lane are planned. The Town's revised bicycle facilities policy sets out a preference for the provision of striped bicycle lanes on newly constructed or reconstructed Arterial Streets and for either striped bicycle lanes or wide outside lanes on Collector Streets depending on site specific circumstances. However, until an assessment of each street can be made it is not possible to identify what type of facility is appropriate to the particular location.

Adopted Town Council Goal and Plan Action: *Develop and adopt bicycle performance measures.*

Recommended Action: *That the Town Council of the Town of Chapel Hill undertake a preliminary assessment of the existing streets for the application of its adopted bicycle facilities policy as part of the development of the bicycle performance measures. Thereafter the bicycle facilities map could be amended to be more specific.*

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

4.1.6 Town bicycle parking standards.

Bicycle parking requirements are included in the Town of Chapel Hill Land Use Management Ordinance. These identify the number and type of spaces which should be provided as part of new developments and redevelopments. The Town of Chapel Hill Design Manual includes information on the type of bicycle parking facilities and recommendations for their location.

Recommended Action: *It is recommended that every two years the Town bicycle parking standards be reviewed in the light of experience. It is also recommended that supplementary graphic details of appropriate parking stands and storage facilities be selected by the Bicycle and Pedestrian advisory Board for inclusion in the Town of Chapel Hill Standard Details.*

4.1.7 Traffic Control Devices:

The free movement of bicyclists and pedestrians can be restricted by traffic control devices at street intersections. The Town has traditionally installed pedestrian activated crossing signals instead of having an automatic pedestrian phase at traffic lights.

Traditional traffic lights include detection loops installed in the pavement to detect the presence of waiting vehicles and cause the light sequence to change. These loops are normally activated by the mass of metal contained in the vehicle. Bicycles often have insufficient metal mass to be detected and so the cyclist is at a disadvantage. In the summer of 2004, the Town will install an experimental bicycle loop detector at an intersection in the Town to evaluate its performance.

Recommended Action: *That the Bicycle and Pedestrian Advisory Board work with Town staff to review existing Town standards for traffic control devices and to develop a policy and program for detecting pedestrians and bicyclists at traffic controlled intersections.*

4.1.8 Sunken drainage grates.

The Town of Chapel Hill Design Manual requires that new streets be installed with curb inlets clear of travel lanes. However, many of the existing arterial and collector streets in the town which, are mainly State maintained, have slatted drainage grates in the pavement. When streets are resurfaced, a common oversight is not to make adjustments to the height of existing drainage grates. Resurfacing can result in the drainage grate being sunken inches below the travel lane surface. This is a hazard to

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

bicyclists. On Airport Road and Raleigh Road hazardous sunken grates are marked with a diagonal white stripe.

Recommended Action: *That the Bicycle and Pedestrian Advisory Board develop for the Town a policy and program for raising sunken drainage grates.*

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

4.2 Education and Encouragement Actions:

The Town of Chapel Hill, Comprehensive Plan page 97 states that:

“Bicycle facility development and maintenance should be couple with other measures to promote bicycle usage in Chapel Hill, such as a public information and education program.”

4.2.1 Bicycle education class

Despite opportunities to expand greenways and other off-road facilities through recent bond funding, the town’s street network will continue to be the primary facilities for cyclists. In order to safely increase bicycle usage in the town, it is important that cyclists (1) feel confident riding in traffic, and (2) feel comfortable using their bicycle to travel throughout the town. Bicycle education classes are an important way to achieve these goals and have been used by many localities as part of a comprehensive program to enhance bicycle usage. In the last several years, successful classes have been offered in Cary, Carrboro and Durham.

Recommended Action: *That the Town of Chapel Hill offer bicycle education classes and provide facilities for bicycle instructor training.*

4.2.2 Historic district/downtown way-marked walk

The central core of the Town of Chapel Hill contains two historic districts, the UNC central campus and the downtown. These are overlapping attractions and destinations. A way-marked walk (route/ trail marked by signs) could connect places of interest, recreation and commerce to enhance the visitor experience. It could also provide an opportunity to display public art and also interpretive material about places of interest.

Recommended Action: *That the Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare a proposal for a historic district/downtown way-marked walk.*

4.2.3 Recreational walks map

The maps accompanying this plan document show where pedestrian facilities already exist and the location of proposed future facilities. This is useful information but it does

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

not direct potential users to or recommend which places would make an enjoyable, recreational walk.

As part of this plan preparation process a citizen presented to Town staff an undated, aged pamphlet entitled "Walking in Chapel Hill, Ten Neighborhood Walks". The pamphlet identifies ten walks through the neighborhoods of Chapel Hill. Each walk is planned to take 1 ½ to 2 hours at an east pace. Much of the walks shown must be done in the streets, but walks have been planned to avoid streets with a lot of traffic. Suggested parking areas are included at the beginning of each walk. The walks were designed to be roughly circular to avoid retracing steps. In order to promote pedestrian activity:

Recommended Action: *That the Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare a recreational walks map for publication by the Town of Chapel Hill.*

4.2.4 Bicycle route/rides map

In the spring and fall each year the Town's Bicycle and Pedestrian Advisory Board and the Transportation Board have a stall at the Apple Chill and Festifall Street Festivals. One of the most frequent citizen requests is for a map showing the location of bicycle routes and recreational rides. The maps accompanying this plan document show where bicycle facilities already exist and the location of proposed future facilities. This is useful information but it does not direct potential users to or recommend which places are currently suitable to ride for leisure and recreation

Recommended Action: *That the Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare an advisory bicycle route map for publication by the Town of Chapel Hill.*

4.2.5 Safe Routes to School program

Safe Routes to School (SR2S) programs are sustained efforts by parents, other community members, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SR2S programs examine conditions around schools and facilitate the planning, development, and implementation of projects and activities that improve safety and reduce traffic and air pollution in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation alternative thus encouraging a healthy and active lifestyle from an early age.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

In November 2003, the Town of Chapel Hill was selected as a grant recipient by Active Living by Design a health promotional organization funded by the Robert Wood Johnson Foundation. The Town has outlined a 2 year program involving a partnership group of community organizations to promote active living. The program includes developing a Safe Routes to School Program.

Recommended Action: *That the Town of Chapel Hill be an active partner in the Active Living by Design program to promote and develop a Safe Routes to School program.*

4.2.6 Way-marking and advisory sign program.

This plan identifies advisory bicycle routes. The main task in encouraging use of these routes is to install informational or directional signs to alert users. Signs which advise users to "Share the Road" and "City wide watch for Pedestrians" are currently installed at entrance locations to the Town. The existing signs do not encompass all modes of transportation and the "Share the Road" sign can be misinterpreted by motorists.

The Bicycle and Pedestrian Advisory Board has designed replacement signs which are clearer. Please See Appendix 7 which is a design for a "Streets Are for Everyone" (SAFE) sign and a COEXIST sign.

Recommended Action: *It is recommended that the Bicycle and Pedestrian Advisory Board select 2 or 3 advisory routes for signing as a pilot project. If deemed a success the Board can develop a program for sign installation as funds allow.*

It is further recommended that the Town Council consider replacing the present "Share the Road" and "City wide watch for Pedestrians" signs with "Streets Are for Everyone" (SAFE) and or a "COEXIST" sign.

4.2.7 Lobby State and Federal representatives for funds.

The majority of improvements identified in this plan are located on State maintained streets. Funds for improvements to State maintained streets are programmed through the State Transportation Improvement Program (STIP). This is an expenditure program which is produced every two years and covers a six year period. The Town of Chapel Hill can use this plan as a tool to help justify the inclusion of bicycle and pedestrian facilities in future reviews of the STIP. The Town can also use this plan as a tool to help justify any discretionary expenditure available via the North Carolina Department of Transportation (NCDOT) or the Durham, Carrboro, Chapel Hill Metropolitan Planning

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Organization (DCCHMPO). There are formal public participation processes built into the preparation of these programs.

Recommended Action: *That the Town Council of the Town of Chapel Hill develop a strategy to lobby State and Federal representatives for funds, including the provision of guidance to citizens and interest groups to encourage effective public participation and lobbying of local representatives.*

4.2.8 Lobby State agencies and other agencies as appropriate to make policy changes to increase bicycle and pedestrian use.

The majority of improvements identified in this plan are located on State maintained streets. Facilities must be constructed in accordance with State standards and must meet thresholds to justify provision. In the case of crossings, meeting the standards required is arduous. There is need for greater flexibility and pragmatism in order to increase bicycle and pedestrian use in the Town.

Recommended Action: *That the Town Council of the Town of Chapel Hill develop a strategy to lobby State agencies and other agencies as appropriate to make policy changes to increase bicycle and pedestrian use.*

4.2.9 Performance measures for action plan implementation.

The preparation and adoption of this plan should mark the beginning of a process to monitor and review the actions recommended herein.

Recommended Action: *That the Bicycle and Pedestrian Advisory Board undertake an annual review of progress on the actions set out in this plan. The review should coincide with the preparation of the Town's Capital Improvements Program. The Board should also develop a set of performance measures and benchmarks for the annual review.*

Table 1. Action Plan – Bicycle and Pedestrian Action Plan Initiatives (Summary Schedule 2004)

		Short-Term Actions		Mid-Term Actions		Long-Term Actions	
2004	Completed Actions	(0-2 years)		(2-5 years)		(5-10 years)	
Engineering Actions		<ul style="list-style-type: none"> Develop an Annual Construction Plan and begin implementing the Construction Plan 		<ul style="list-style-type: none"> Continue implementing the Construction Plan 		<ul style="list-style-type: none"> Continue implementing the Construction Plan 	
		<ul style="list-style-type: none"> Investigate crossings identified in Plan to determine scope for improvements 					
		<ul style="list-style-type: none"> Small area studies: request (NCDOT) to make an assessment of: <ul style="list-style-type: none"> NC54 and US 15-501 NC54 by-pass and Merritt Mill Road US 15-501 South and Culbreth Road and Mount Carmel Church Road 		<ul style="list-style-type: none"> Implement the improvements identified in the Small area studies 			
		<ul style="list-style-type: none"> Develop and adopt pedestrian performance measures. 					
		<ul style="list-style-type: none"> Develop and adopt bicycle performance measures. Undertake a preliminary assessment of the existing arterial and collector streets for the application of bicycle facilities policy as part of the development of the bicycle performance measures. 		<ul style="list-style-type: none"> Begin implementing retrofit of existing arterial and collector streets with bicycle facilities. 		<ul style="list-style-type: none"> Continue implementing retrofit of existing arterial and collector streets with bicycle facilities. 	
		<ul style="list-style-type: none"> Bicycle and Pedestrian advisory Board select graphic details of appropriate parking stands and storage facilities for inclusion in the Town of Chapel Hill Standard Details. 		<ul style="list-style-type: none"> Review Town Bicycle Parking Standards every two years in the light of experience. 		<ul style="list-style-type: none"> Review Town Bicycle Parking Standards every two years in the light of experience. 	
		<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board work with Town staff to review existing Town standards for traffic control devices and to develop a policy and program for detecting pedestrians and bicyclists at traffic controlled intersections. 		<ul style="list-style-type: none"> Begin implementing retrofit of detection features. 		<ul style="list-style-type: none"> Continue implementing retrofit of detection features. 	
		<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board develop for the Town a policy and program for raising sunken drainage grates. 		<ul style="list-style-type: none"> Begin implementing retrofit of drainage grates. 		<ul style="list-style-type: none"> Complete retrofit of drainage grates. 	

		Short-Term Actions		Mid-Term Actions		Long-Term Actions	
2004	Completed Actions	(0-2 years)		(2-5 years)		(5-10 years)	
Education and Encouragement Actions		<ul style="list-style-type: none"> Town of Chapel Hill offer bicycle education classes and provide facilities for bicycle instructor training. 		<ul style="list-style-type: none"> Continue to offer bicycle education classes 		<ul style="list-style-type: none"> Continue to offer bicycle education classes 	
				<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare a proposal for a historic district/downtown way-marked walk. 			
				<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare a recreational walks map for publication by the Town of Chapel Hill. 		<ul style="list-style-type: none"> Update map annually if possible 	
				<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board or a sub-committee thereof prepare an advisory bicycle route map for publication by the Town of Chapel Hill 		<ul style="list-style-type: none"> Update map annually if possible 	
		<ul style="list-style-type: none"> Town of Chapel Hill be an active partner in the Active Living by Design program to promote and develop a Safe Routes to School program. 		<ul style="list-style-type: none"> Implement pilot Safe Routes to School program. 		<ul style="list-style-type: none"> Expand Safe Routes to School program. 	
		<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board select 2 or 3 bicycle advisory routes for signing as a pilot project. If deemed a success the Board shall develop a program for sign installation as funds allow. Town Council consider replacing the present "Share the Road" signs with "Streets Are for Everyone (SAFE) sign. 		<ul style="list-style-type: none"> Complete implementing 50% of Plan advisory routes. Complete sign replacement program 		<ul style="list-style-type: none"> Complete implementing remaining 50% of Plan advisory routes. 	
		<ul style="list-style-type: none"> Town Council of the Town of Chapel Hill develop a strategy to lobby State and Federal representatives for funds, including the provision of guidance to citizens and interest groups to encourage effective public participation and lobbying of local representatives. 		<ul style="list-style-type: none"> Continue lobbying and providing guidance to citizens and groups. 		<ul style="list-style-type: none"> Continue lobbying and providing guidance to citizens and groups. 	
		<ul style="list-style-type: none"> Town Council of the Town of Chapel Hill develop a strategy to lobby State agencies and other agencies as appropriate to make policy changes to increase bicycle and pedestrian use. 		<ul style="list-style-type: none"> Continue lobbying 		<ul style="list-style-type: none"> Continue lobbying 	
		<ul style="list-style-type: none"> Bicycle and Pedestrian Advisory Board undertake an annual review of progress on the actions set out in this plan. The review should coincide with the preparation of the Town's Capital Improvements Program. The Board should also develop a set of performance measures and benchmarks for the annual review. 		<ul style="list-style-type: none"> Continue annual review process 		<ul style="list-style-type: none"> Continue annual review process 	

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

APPENDIX 1

Bicycle and Pedestrian Action Plan, Plan and Policy Context

Increasing bicycle and pedestrian use has been a goal of the Town of Chapel Hill for many years. The following gives a summary of the history of planning policy and initiatives aimed at the provision of bicycle and pedestrian facilities in Chapel Hill. The documents outlined were produced by the Town of Chapel Hill unless otherwise stated.

The 1977 Bikeway Concept Plan was to establish a radial/ circumferential system of facilities linking origins and destinations in the town. It identified four types of bikeways: Grade Separated Bike Paths - paths separate from the roadway, Bike Lanes - marked travel lanes on existing roads, Bike Routes - posted routes suggested for bicycle travel and, Greenway Bike Paths.

The 1979 Community Facilities Report included seven bikeway projects from the 1977 plan for inclusion in the Town's Capital Improvements Program. Grade separated bike paths were constructed along sections of Airport Road, East Franklin Street, and Raleigh Road (Although these paths do not meet current North Carolina Department of Transportation standards for off road paths they are well used by cyclists and pedestrians). An off road path was also constructed between Cleland Road and Ridgefield Road parallel to 15-501 North Fordham Boulevard. Shared bike lanes/parking facilities were also identified on Country Club Road and Cameron Avenue.

The 1982 Sidewalk Plan provided a comprehensive approach to sidewalk planning in Chapel Hill. The plan examined the current conditions and the need for sidewalks by analyzing the Town's street network and major pedestrian origins and destinations. It outlined a proposed sidewalk plan and suggested standards which would form the basis for the plan. The plan discussed implementation through ordinance revisions, petitions, and a town construction program. It also recommended criteria for determining priorities and divided sidewalks into four classifications. The appendices contained detailed analyses of each street in the plan including existing sidewalks, worn paths, traffic volumes, topographic problems, pedestrian generators, speed limits roadway and right-of-way widths, and anticipated street widening. Most of the sidewalks identified have now been constructed.

The 1989 Comprehensive Transportation Report of the Comprehensive Plan included a ***1988 Bikeway Concept Plan*** which identified a system of facilities connecting residential areas and employment centers made up of grade separated bike paths, marked bicycle travel lanes and streets signed as bike routes. Bicycle travel lanes were the chief component of the concept plan. In the Town center they were

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

envisioned for Rosemary Street, Cameron Avenue, Columbia Street, Pittsboro Street and Airport Road. Outside of the town center they were envisioned for arterial streets corresponding to the Town's thoroughfare plan. The Comprehensive Transportation Report recommended the provision of signs to alert motorists, guidelines for the provision of bicycle parking facilities, bicyclist and motorist education, route maps, promotion of a "bike to work day", enforcement of vehicular regulations and methods to fund improvements.

The 1989 report also reviewed progress on the 1982 Sidewalk plan and recommended:

1. Sidewalks should be constructed adjacent to all Town streets as Local Class A or higher.
2. Existing sidewalks should be linked with each other.
3. Sidewalks should be constructed along roadways that are heavily utilized by pedestrians and lack adequate roadway width or shoulder width to provide safe pedestrian movement.
4. Future pedestrian ways should be constructed or paved rather than gravel surfaces. Brick should be used to replace gravel pathways in the residential areas surrounding the Town Center area.
5. The design review process should ensure that access within mixed-use developments and between adjacent developments ensures convenient, efficient and barrier-free pedestrian movement.

The 1993 Regional Bicycle Plan of Durham and Orange County was produced by consultants Greenways incorporated for the Transportation Advisory Committee of the Durham Carrboro Chapel Hill Metropolitan Urban Area. The plan identifies engineering, educational, encouragement and enforcement actions for the following twenty years in five year phases. A stated goal of the Plan is to establish a comprehensive regional bicycle network.

The 1994 Pedestrian Plan focused on policies and guidelines for the provision of pedestrian facilities by the Town and developers. It identified as a key objective the development of a pedestrian implementation plan, and a specific and graphic plan of action turning guidelines into a system of pedestrian facilities including:

- Identification of pedestrian origin and destination nodes.
- Mapping of all existing and proposed pedestrian facilities.
- Graphic representation of the relationships between components of the system such as sidewalks, paths, easements, greenways and transit.
- Development of a comprehensive implementation plan, schedule and estimated costs for pedestrian improvements Town-wide, as well as specific proposals for funding.
- Coordination of pedestrian plans with bicycle plans and traffic calming techniques where appropriate.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

The 1998 Greenways Comprehensive Master Plan. This plan identifies over 38 miles of linear space as potential greenways. The perennial streams located in Chapel Hill form the heart of a network. Highway corridors, rail corridors, ridges and park land all contribute to the system. Within the greenways, bicycle and pedestrian use is proposed. “Over 28 miles of the Town’s greenway corridors are suitable for development of paved and unpaved trails. A variety of trail types are proposed to suit specific recreational and transportation priorities and specific site conditions. Trails may range from natural surface foot paths and boardwalks utilized to negotiate sensitive or difficult site conditions to paved pedestrian and bicycle trails offering maximum recreational and transportation use.” (p. vii Plan summary)

The 1999 Orange County Bicycle Transportation Plan is the Bicycle Transportation Component of the Orange County Comprehensive Plan. This is a plan intended to develop transportation facilities and programs for bicyclists. The plan seeks to provide facilities between the urban areas within and adjacent to Orange County and to provide bicycle transportation access from rural areas to adjacent urban areas.

The 2000 Comprehensive Plan (please see Chapter 2 for details)

Land Use Management Ordinance. This provides the legal basis for the regulation of development as provided in the North Carolina General Statutes and the Town Charter. The design of street systems and regulation of traffic are described in Section 5.8. This includes not only vehicular access, but also facilities for bicycle and pedestrian access. Section 5.9 includes off street bicycle parking standards for new development.

The Town Manual and Standard Details These provide information which clarifies and illustrates the requirements contained in the Land Use Management Ordinance.

Code of Ordinances. Traffic Code. (See Appendix 2)

- **Section .21-3. Operation of bicycles, skateboards, rollers skates, and scooters on certain public streets.** This section prohibits operation of the above on sidewalks along Rosemary Street and Franklin Street west from Robertson lane to the town boundary and also on Columbia Street between Rosemary Street and Franklin Street.
- **Article VI. Bicycles. Sections 21-41 to 21-62.** This Article provides provisions for the operation of bicycles in the Town of Chapel Hill.

Bicycle Facilities Policy

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

On September 24, 2001, the Town Council considered a report on issues of wide outside lanes and striped bicycle lanes including the recommendations from the Town Manager, Transportation Board and the Bicycle and Pedestrian Advisory Board for a policy for the construction of bicycle facilities.

The Town Council adopted a bicycle facilities policy on that date which had a presumption in favor of providing wide outside lanes on arterial and collector streets within Chapel Hill. Striped bicycle lanes could be provided where a series of conditions were met.

On March 3, 2003, and June 17, 2003, the Transportation Board presented petitions to the Town Council to change the bicycle facilities policy. The Transportation Board argued that the conditions for providing striped bicycle lanes were too strenuous and that bicycle lanes were preferred by potential cyclists as a means to encourage more citizens to bicycle. On May 20, 2003 the Transportation Board and the Bicycle and Pedestrian Advisory Board held a joint meeting to reach a consensus on this matter. However, consensus was not reached. During the summer of 2003, Council Members Harrison and Ward worked with Town staff to formulate a revised bicycle facilities policy which would be acceptable to both Boards. On October 28, 2003 and November 4, 2003 the respective Boards endorsed the revised policy.

On 10 November, 2003 the Town Council adopted a revised bicycle facilities policy at and directed the Town Manager to utilize this policy in reviewing development plans and in the design of roadway improvements within the Chapel Hill Planning Jurisdiction. The policy recognizes that:

“ There are variable circumstances exist in the Town of Chapel Hill such as topography, vehicle speed and volume, impediments such as parked vehicles, drainage grates or raised reflectors, access to public facilities and activity centers and available right of way.” And states that:

- Within the Planning Jurisdiction of the Town of Chapel Hill, the appropriate design, type and width of bicycle facilities will be assessed on an individual and site-specific basis depending on the circumstances that exist.
- Striped bicycle lanes will normally be provided on newly constructed or reconstructed Arterial Streets; however, when existing Arterial Streets that do not currently have bicycle lanes are resurfaced they will normally be re-striped with bicycle lanes to the extent practicable.
- Either striped bicycle lanes or wide outside lanes may be appropriate on Collector Streets depending on site specific circumstances.
- Local Streets will not normally include extra width for bicycle facilities.

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

Bicycle and Pedestrian Advisory Board

Preparation of a long-range Action Plan was included in the Council's charge to the Bicycle and Pedestrian Advisory Board when it was established in 1999. The specific powers and duties of the Board are described in Chapter 2, Article XII, of the Town Code, and include:

- a) Advise the Council regarding the creation, development, and revision of a phased Walks and Bikeways Master Plan.
- b) Set priorities for new facilities or enhancement of existing routes in the Walks and Bikeways Master Plan.
- c) Identify and prioritize critical gaps in facilities; advise which critical gaps require Town action.

Staff level Bicycle and Pedestrian Oversight Committee The 1994 Pedestrian Plan recommended the establishment of a Staff level Bicycle and Pedestrian Oversight Committee to monitor and coordinate pedestrian issues. A committee comprising representatives from the Town's Planning Engineering, Public Works, and Parks and Recreation Departments, meets quarterly for this purpose.

State Transportation Improvement Program (TIP)

The strategic roads in the Town are generally State maintained. Alterations and improvements are controlled and largely financed by the State. The Town lies within the Durham, Chapel Hill, and Carrboro Metropolitan Urban area and is therefore a member of the DCHC Metropolitan Planning Organization (MPO). Federal Highway Funds are administered by the State and some are allocated to member organizations through the MPO. The funds are programmed in the State Transportation Improvement Program (6 year program) which incorporates the Metropolitan Transportation Improvement Program (6 year program). The programs are reviewed every 2 years and the preparation, community input and approval process takes 2 years. The allocation and timing of improvements to State roads such as Estes Drive, Airport Road and Weaver Dairy Road are largely controlled by the State. The State also has the final say on the standards and design of facilities on State maintained highways.

Capital Improvement Program (CIP)

The Capital Improvements Program is a 15-year plan to fund capital projects that are selected based on a set of priorities and anticipated availability of funding. The program

**Bicycle and Pedestrian Action Plan
6/28/2004**

DRAFT

emphasizes maintenance projects at Town facilities, with the goal of addressing problems as they arise in order to avoid more costly repairs in the future. Funds for the construction of bicycle and pedestrian facilities may be included in the program.

Annual Construction Plan and Ranking System

The Town's current practice is to hold an annual public forum in the fall to receive citizen comments, including requests for new sidewalk and bicycle facilities. Requests for sidewalks are assessed using the Council's adopted sidewalk ranking system. This is a two-step system. The first step involves quantitatively ranking the sidewalk project list based on a series of factors. This ranking system is intended to be used as a "general guide" for identifying potential sidewalk projects. The second step is to work from this list and consider other factors, such as existing or available right-of-way, construction feasibility, and immediacy of need, to determine a list of new sidewalk projects for each fiscal year. By considering these other factors, projects other than those at the top of the ranking list could be chosen for funding and construction.

Typically, the Council focuses on projects that generally appear as higher priority projects in the sidewalk ranking system. However, the Council also takes into account the following feasibility criteria to evaluate sidewalk projects:

- Significant safety issues;
- Recognition of fiscal restraints;
- Reasonableness of costs compared to benefit attained;
- Efficient coordination of resources when other construction projects are underway; Consideration of prior commitments;
- Contributions of funds from an outside source to help defray costs;
- Distribution of funding throughout the Town; and
- Most efficient balance of use of Town forces and outside contractors.

ARTICLE VI.

BICYCLES*

* **Editors Note:** Ord. No. O-78-58, enacted Sept. 11, 1978, amended Art. VI, relative to bicycles, to read as set out in §§ 21-41--21-66. Prior to amendment Art. VI was derived from Ord. of April 26, 1971, §§ 1--3, and Ord. No. O-74-49, § 1, adopted July 15, 1974.

Sec. 21-41. Definitions.

(a) *Bicycle:* A nonmotorized vehicle with two (2) or three (3) wheels tandem, a steering handle, one or two (2) saddle seats, and pedals by which the vehicle is propelled. (GS 20-171.1)

(b) *Bikeway:* A thoroughfare suitable for bicycles, and which may either exist within the right-of-way of the modes of transportation, such as highways, or along a separate and independent corridor. The term "bikeway" may include "bike lanes", "bike paths" and "bike trails".

(c) *Bike lanes:* That portion of a roadway set aside for the use of bicycles and so designated as provided in section 21-42.

(d) *Bike path:* A separate pathway for bicycles and pedestrians paralleling a roadway, located within the right-of-way of said roadway and so designated as provided in section 21-42.

(e) *Bike trail:* A pathway for bicycles and pedestrians located within a public easement or right-of-way other than that of a roadway and so designated as provided in section 21-42.

(f) *Moped:* A vehicle having two or three wheels and operable pedals and equipped with a motor which does not exceed fifty cubic centimeters piston displacement and cannot propel the vehicle at a speed greater than twenty (20) miles per hour on a level surface.
(NCGS 20-401(d1); Ord. No. O-78-58, 9-11-78; Ord. No. 86-11-10/O2, § 1)

Sec. 21-42. Establishment of bikeways; signs.

The town manager shall place or cause to be placed appropriate signs or other markings indicating the bikeways designated below:

(a) The following are designated as bike paths:

East Franklin Street (north side)--Estes Drive to Hillsboro Street.

Airport Road (east side)--Hillsboro Street to Estes Drive.

Airport Road (west side)--Umstead Drive to North Columbia Street.

Columbia Street (west side)--Airport Road to Cameron Avenue.

Columbia Street (east side)--Cameron to Rosemary Street.

Pittsboro Street (west side)--From Cameron Avenue to a point 50 feet north of University Drive West Extension.

Raleigh Road (north side)--NC 15-501 Bypass to Country Club Road

- (b) The following are designated as bike lanes:

Country Club Road (east side)--Gimghoul Road to Boundary Street.

- (c) The following are designated as bike lanes for 7:00 a.m. to 9:45 a.m.:

Cameron Avenue (south side)--South Columbia Street to Merritt Mill Road.

- (d) The following are designated as bike lanes from 3:00 p.m. to 6:00 p.m.:

Cameron Avenue (north side)--Fetzer Lane to a point 160 feet west of the center line of Graham Street.

- (e) The following are designated as bike trails:

Muirhead Trail--From Cleveland Road to Ridgefield Road.

Glendale Trail--From Weaver Road right-of-way to Valley Park Drive.

(Ord. No. O-78-58, 9-11-78; Ord. No. O-79-52, 9-10-79; Ord. No. O-82-56, 7-12-82; Ord. No. O-84-31, § 2, 4-24-84; Ord. No. O-85-42, § 6, 7-15-85)

Cross References: Bike lane overlay zones, § 21-27.3.

Sec. 21-43. Shared facilities.

While roadways are provided for the safety and convenience of vehicles, sidewalks are provided for the safety and convenience of pedestrians and bikeways are provided for the safety and convenience of bicycles, it is recognized that in many instances such facilities may be shared. On shared facilities, the following regulations shall apply:

- (a) When using bike paths and bike trails, pedestrians shall walk as far to the right as practicable; shall walk no more than two (2) abreast; and shall exercise due care. Bicyclists shall give audible signal before passing a pedestrian on a bike path or trail.
- (b) When using sidewalks, bicyclists shall not exceed seven (7) miles per hour, shall yield the right-of-way to pedestrians and shall pass only on the left and only after giving audible warning to pedestrians.
- (c) When using a roadway, bicyclists shall ride as far to the right as practicable, exercising due care

when passing a standing vehicle or one proceeding in the same direction, and shall not pass standing or slower moving vehicles in their lane on the right except as permitted by G.S. 20-150.1.

- (d) Persons riding bicycles upon a sidewalk or bikeway shall ride single file except when passing another bicycle.

(Ord. No. O-78-58, 9-11-78; Ord. No. 99-9-13/O-6.1)

Sec. 21-44. Reserved.

Editors Note: Ord. No. 86-11-10/O-2, § 1, adopted Nov. 10, 1986, provided in part for the repeal of § 21-44, prohibiting bicycles on certain sidewalks, which derived from Ord. No. O-78-58, adopted Sept. 11, 1978.

Sec. 21-45. Applicability of traffic laws.

Every person riding a bicycle upon a public street, bikeway or sidewalk shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles, this Code or other ordinances of this town applicable to the driver of a vehicle, except as to those provisions of laws and ordinances which by their nature can have no application, and except as otherwise provided in this chapter.

(Ord. No. O-78-58, 9-11-78; Ord. No. O-81-39, 5-26-81)

Sec. 21-46. Obedience to traffic-control devices.

Any person operating a bicycle shall obey the instructions of official traffic-control signs, and other control devices applicable to vehicles and bicycles, unless otherwise directed by a police officer.

(Ord. No. O-78-58, 9-11-78)

Sec. 21-47. Entering bikeway or roadway.

The operator of a bicycle, before entering a bikeway, shall yield the right-of-way to all bicycles and pedestrians approaching on such bikeway, and before entering a roadway shall yield the right-of-way to all vehicles or bicycles approaching such roadway.

(Ord. No. O-78-58, 9-11-78)

Sec. 21-48. Reserved.

Editors Note: Ord. No. O-81-30, § 1, enacted April 13, 1981, repealed § 21-48, relative to riding bicycles on a roadway adjacent to bicycle paths or lanes. Said section was derived from Ord. No. O-78-58, adopted Sept. 11, 1978, and Ord. No. O-81-7, adopted Jan. 12, 1981.

Sec. 21-49. Direction of travel.

The following bikeways are designated for two-directional traffic:

Airport Road (east side)--Estes Drive to 646 feet south of Estes Drive;

Muirhead Trail;

Glendale Trail.

All other bikeways shall carry bicycle traffic only in the direction of the nearest adjacent traffic lane.
(Ord. No. O-78-58, 9-11-78; Ord. No. O-81-30, § 1, 4-13-81)

Sec. 21-50. Right-of-way at intersection.

Right-of-way at intersections shall be determined by General Statute wherever applicable. Bicycles using bike lanes and bike paths shall have the right-of-way over vehicles making turning movements from parallel lanes of roadway.
(Ord. No. O-78-59, 9-11-78)

Sec. 21-51. Walking bicycles.

Bicycles may be walked subject to all provisions of law applicable to pedestrians.
(Ord. No. O-78-59, 9-11-78)

Sec. 21-52. Driving vehicles across bikeways.

No person shall drive a motorized vehicle upon or across a bikeway except at public street intersections or to enter a driveway. No person shall drive upon or across a bikeway as permitted by this section except after giving the right-of-way to all bicycles within the lane.
(Ord. No. O-78-59, 9-11-78; Ord. No. O-81-39, 5-26-81)

Sec. 21-53. Equipment.

Every bicycle shall be equipped with a lighted lamp on the front thereof, visible under normal atmospheric conditions from a distance of at least three hundred (300) feet in front of such bicycle, and shall also be equipped with a reflex mirror or lamp on the rear, exhibiting a red light visible under like conditions from a distance of at least two hundred (200) feet to the rear of such bicycle, when used at night. (GS 20-129(e))
(Ord. No. O-78-59, 9-11-78)

Sec. 21-53.1. Safety regulations for operators and passengers of bicycles.

(a) Every person fifteen (15) years of age or under operating a bicycle on a public right-of-way within the town shall wear a protective helmet on his or her head, with the chin strap fastened under the chin. Such helmet shall be fitted to the size of the operator and shall meet or exceed the ANSI (American National Standards Institute) Z90.4 or subsequent bicycle helmet standards, or the Snell Memorial Foundation's 1984 Standard for Protective Headgear for Use in Bicycling or subsequent standards.

(b) No person operating a bicycle on a public right-of-way shall allow anyone four (4) years old or younger, and weighing forty (40) pounds or less, to ride as a passenger on the bicycle, other than in a seat which shall adequately retain the passenger in place, and protect the passenger from the bicycle's moving parts; or else astride a regular seat of a tandem bicycle.

(c) No person operating a bicycle on a public right-of-way shall allow anyone to ride as a passenger unless the passenger is wearing a helmet as defined in subsection (a) above or else is in an enclosed trailer or other device which meets or exceeds current nationally recognized standards of design and manufacture for the protection of the passenger's head from impacts in an accident without the need for a helmet.

(d) A person's first violation of subsections (a), (b), or (c) above shall be dismissed if the person charged with the violation submits proof that equipment meeting the standards has been acquired for use by the operator or passenger. Otherwise any violation is punishable by a civil penalty of not more than ten dollars (\$10.00).

(Ord. No. 91-10-14/O-2a)

Sec. 21-54. Owner protection and identification; finding and declaration of necessity.

It is hereby found that the number of bicycles owned by the citizens and residents of the Town of Chapel Hill and the operation of bicycles on the public streets have greatly increased in recent years; that the number of accidents involving bicycles while being operated on the public streets has been growing; that larceny of bicycles has risen to many hundreds in recent years with consequent monetary losses formerly in excess of twenty-five thousand dollars (\$25,000.00) per year, and now more than double, and that the rate of monetary loss is steadily increasing; that many of the accidents have occurred by reason of improperly maintained, equipped, or operated bicycles and that the operators thereof have lacked proper personal identification; that theft of bicycles is being encouraged by reason of a lack of registration and proper identification and their recovery is unlikely; that proper identification of bicycles temporarily the subject of unauthorized use and subsequently recovered as abandoned has not been possible, and proper notification to owners has been impeded by lack of sufficient information; that a comprehensive program of inspection, operator education, registration and identification of all bicycles owned and operated in the Town of Chapel Hill as a means of owner protection and identification is necessary and that it is in the public interest that such program be instituted as soon as possible and that the necessity for the provisions hereinafter ordained is hereby declared as a matter of legislative determination to be in the public interest.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-55. Registration of bicycles generally.

All bicycles located within the town owned by persons living in the Town of Chapel Hill shall be registered with the town and shall at all times bear a valid registration decal issued by the town.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-56. Registration of bicycles temporarily operated within the town.

Any bicycle temporarily operated upon public streets and sidewalks of the town by persons not living in the Town of Chapel Hill may be registered with the town in accordance with the provisions of this article.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-57. Transfer of ownership.

The transfer of ownership of any bicycle required to be registered shall be reported to the town and registration by the new owner obtained within thirty (30) days after transfer of ownership.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-58. Duration of registration.

In order to assure that there exist at all times a current registration and a legible decal on such bicycle for the purpose of identification, registration shall be valid for period ending December 1st in even-numbered years two (2) years after the effective date of these registration provisions; provided, however, that in the event a registration decal becomes illegible by reason of being damaged, defaced, or otherwise mutilated the owner shall immediately apply for a new decal.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-59. Reserved.

Editors Note: Section 21-59, setting forth registration fees for bicycles, derived from Ord. No. O-78-59, adopted Sept. 11, 1978, was repealed by Ord. No. O-81-30, § 1, enacted April 13, 1981.

Sec. 21-60. Failure to register.

Any person failing to register a bicycle required to be registered by the provision of this article shall be advised of the requirements of registration and shall be issued a warning that in the event said bicycle is not registered within seven (7) days and proof of said registration filed with the police department, he shall be subject to the penalties for violation of this article.

(Ord. No. O-78-59, 9-11-78)

Sec. 21-61. Penalties.

Any person violating the provisions of section 21-55, 21-57, or 21-58 shall be subject to a fine not to exceed ten dollars (\$10.00).

(Ord. No. O-78-59, 9-11-78)

Sec. 21-62. Mopeds prohibited on sidewalks, bike paths, bike trails; penalty.

It shall be unlawful for any person to ride a moped (as defined in § 21-41(f)) on any sidewalk (as defined in section 21-20.1), or bike path or bike trail (as defined in section 21-41(d) and (e) respectively). A person found in violation of this section shall be subject to a civil penalty not to exceed five dollars (\$5.00).

(Ord. No. 86-11-10/O-2, § 1)

Adopted October 27, 2003

CHAPEL HILL

2006-2012 TRANSPORTATION PRIORITY LIST

1. Transit Capital Projects (FY 2006-2010).
2. Upgrade Chapel Hill Signal System- Improve Chapel Hill signal system.
3. Estes Drive Extension - N.C. 86 to Greensboro Street (Carrboro), widen to three lanes with five foot bicycle lanes* and sidewalks.
4. Old Durham-Chapel Hill Road: U.S. 15-501 to I-40-Construct five-foot bikelanes* and sidewalks.
5. Seawell School Road-Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes*, sidewalks and transit accommodations.
6. Homestead Road-NC86 to High School Road, provide bicycle lanes*, sidewalks and turn lanes.
7. Morgan Creek Greenway-Construct a greenway from the Southern Village to Frank Porter Graham Elementary School.
8. Estes Drive-NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes* and sidewalks.
9. Community Center to Willow Drive-bicycle and pedestrian connection to Bolin Creek Greenway.
10. Franklin Street/Bolin Creek Greenway Pedestrian/Bicycle Access: Install pedestrian/bicycle access between Franklin Street and Bolin Creek Greenway.
11. Estes Drive- Curtis Road to Franklin Street, construct sidewalk along entire length and provide pedestrian signal at intersection with Chapel Hill Library Drive.
12. Bolin Creek Greenway- Construct a greenway from Airport Road to Umstead Park.
13. Barbee Chapel Road- NC54 to Downing Creek Parkway, provide sidewalks and bicycle lanes*.
14. Southern Railroad Greenway- Construct a greenway along the Southern Railroad right of way from Estes Drive to the UNC Horace Williams property.
15. Pope Road - Ephesus Church Road - construct five foot bicycle lanes*.
16. Piney Mountain Road-Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes* and transit accommodations.

17. Mount Carmel Church Road: Improvements from U.S. 15-501 South to Chatham County line, to be limited to include bicycle lanes*, sidewalks, transit and safety improvements.
18. Dry Creek Greenway-Construct a greenway from Perry Creek Drive to Erwin Road.
19. Upper Booker Creek Greenway-Construct a 10-foot bikeway from the Northern Community Park to Weaver Dairy Road Extension
20. Country Club Road-Construct a sidewalk on the east side from South Road to Raleigh Street.
21. Fordham Boulevard- Construct a sidewalk along the north side, Manning Drive to Carmichael Street.
22. Bolin Creek/Little Creek Greenway-Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.
23. Old Mason Farm/Finley Golf Course Road- Construct bicycle lanes* and sidewalks.
24. Erwin Road: Construct bicycle lanes*, sidewalks and safety improvements, Sage Road to Durham County line.

*Bicycle lanes will only be constructed if they meet the criteria adopted by the Town of Chapel Hill. If the proposed bicycle lanes do not meet the criteria wide outside lanes will be included in the project

ID No.	Rank	Location (side of street)	Project Limits	Maintenance Responsibility (State, Town, UNC, Private)	On Chapel Hill TIP Priority List	Distance (feet)	Existing facility E/N Side	Existing facility W/S Side	Speed Limit	Traffic Volume 99 ADT	Pedestrian Generator	ROW	Classification	Proximity Schools	Transit stop	Pedestrian Generator	Existing facility Project Side	Existing facility Opposite Side	Gap/ Missing Link	Citizen Request	Comments	Total Score
1	1	Legion Rd	west side north of Clover Dr.	Town		300	None	Yes	35		Shopping	60	3	5	5	5	3	3	5	1		30
2	2	Culbreth Rd (south)	15-501 to Culbreth Pk. Dr.	Town		1,930	None	None	35		Sch.Tra. Pk	60	3	5	5	5	3	3	3	1		28
3	2	Culbreth Rd (north)	15-501 to Channing La.			700	None	None	35		Sch.Tra.Pk	60	3	5	5	5	3	3	3	1		28
4	3	Airport Road (east)	Timber Hollow Ct to Homestead Dr	State		1,850	Partial	None	35	27,000	Transit	135	5	0	5	5	5	3	3	1		27
5	3	Culbreth Rd (south)	between Cobble Ridge and Rossburn	State		500	None	None	35		School		3	5	5	0	5	3	5	1		27
6	3	Old Weaver Dairy Rd (west)	Erwin Rd to Arcadia	Town		2,800	None	None	35		Shp, Tra		5	5	5	5	3	3	0	1		27
7	3	Old Weaver Dairy Rd (east)	Erwin Rd to Arcadia	Town		2,800	None	None	35		Shp, Tra		5	5	5	5	3	3	0	1		27
8	3	Estes Drive (south)	Caswell to Franklin St	State	Yes	3,200	yes	none	35		sch & lib	60	5	5	5	5	3	0	3	1		27
9	4	McCauley Street (south)	Brookside Dr to Pittsboro St	Town		1,667	Path	Path	25		UNC	50	3	0	5	5	5	5	3	0		26
10	4	University Drive (north)	Pittsboro St to Ransom St	Town		445	Path	Path	25		UNC	45	1	0	5	5	5	5	0	0		26
11	4	Fordham Blvd #2 (west)	Ephesus Church Rd to Elliot Rd	State		1,090	None	None	45		Shopping	200	5	0	5	5	3	5	3	0		26
12	4	NC 54	Missing Section west of Finley Golf Course Rd	State		200	Yes	None			Shp		5	5	5	5	0	0	5	1		26
13	6	Ransom Street #2 (east)	McCauley to University Dr	Town		930	Path	Path	25		UNC	35-40	3	0	5	5	5	5	3	0		26
14	5	Culbreth Rd (north)	Adam Way to Smith Level Rd.			2,000	None	Yes	35		Sch, Tra, Pk	60	3	5	5	5	3	0	3	1		25
15	5	Ephesus Ch Rd #1 (south)	Eden Dr to 15-501 Bypass	State		3,000	Yes	None	35	7,900	School	60	5	5	5	3	0	3	3	1		25
16	5	Estes Road Ext #3 (south)	Seawell School Rd to Airport Rd	State	Yes	4,100	None	None	35	13,000	Transit	60	5	0	5	5	3	3	3	1		25
17	5	Curtis Rd. (west)	Clayton Rd. to Elliot Rd.	Town		400	None	None	25		Sch		1	3	5	0	5	5	5	1		25
18	5	Bolinwood Dr.(west)	Bolinwood Dr.(west)	Town		500	None	Partial	25		Gwy, DT		1	0	5	5	5	5	3	1		25
19	5	Legion Rd	east side south from Europa Dr.	Town		800	Yes	None	35		Shopping	60	3	5	5	5	3	0	3	1		25
20	6	Fordham Blvd #1 (north)	Manning Dr to Carmichael St	State	Yes	1,300	None	None	45	49,000	School	200	5	5	3	5	3	3	0	0		24
21	6	Rosemary Street #2 (north)	157 E. Rosemary St to Henderson St	Town		200	Infill	Infill	25		Downtown	45	3	0	5	5	5	0	5	1		24
22	6	Rosemary Street #3 (north)	Pickard St to Boundary St	Town		800	None	None	25		Downtown	45	3	0	5	5	3	5	3	0		24
23	6	South Road (north)	Existing Walk to Country Club Rd	State		1,100	Path	Asphalt	25	9,700	UNC		5	0	5	5	5	0	3	1		24
24	6	Vance Street (south)	Ransom St to Pittsboro St	Private		700	Path	Path	25		Downtown	40	1	0	5	5	5	5	3	0		24
25	6	Estes Drive #2 (south)	Franklin St to Willow	State		1,030	Yes	None	35	18,000	Shopping	60	5	0	5	5	5	0	3	1		24
26	6	Manning Dr. (north)	Ridge Rd to fordham Blvd	State		2,900	Partial	Yes			UNC, Tra		5	0	5	5	5	0	3	1		24
27	6	Barbee Chapel Rd (east)	NC 54 to Downing Creek Pkwy.	State		3,800	None	None	35		Shp, Sch		3	0	5	5	5	5	0	1		24
28	6	Willow Dr.	west side south of Conner Dr	Town		300	Yes	None			Shp		3	0	5	5	5	0	5	1		24
29	6	Airport Rd (west)	Estes Dr. to Critz Dr.	Town		3,600	Partial	None	35		UNC, Sch, T		5	5	5	5	3	0	0	1		24
30	6	Manly St.	Longleaf Dr.to Tikerbell Dr	State		400	None	None	25		Sch, Pk		1	5	5	5	3	3	0	1		23
31	6	Tinkerbell Rd.	Ephesus Ch. Rd. to LeClair St.	Town		2,000	None	None	25		Sch, Pk		1	5	5	5	3	3	0	1		23
32	7	Homestead Road (south)	So. Orange Human Services to Shelter	State	Yes		None	None	35		Transit		5	0	5	5	5	3	0	0		23
33	7	Seawell School Rd #1 (west)	Seawell Elementary to Hanover Pl	State	Yes	4,400	None	None	35	4,000	School	60	3	5	0	5	3	3	3	1		23
34	7	Seawell School Rd #2 (west)	Homestead Rd to High School Road	State	Yes	1,300	Infill	Partial	35	4,000	School	60	3	5	0	5	3	3	3	1		23
35	7	Estes Dr. Ext.	Seawell School Rd to west town limits	State	Yes	2,700	None	None	35		UNC		5	0	5	3	3	3	3	1		23
36	7	University Mall entr	S. Estes Dr. (2 locations west side)	Private		300	None	None	25		Shp		1	0	5	5	3	3	5	1		23
37	7	University Mall north entr.	Willow Dr.	Private		800	None	None	25		Shp		1	0	5	5	3	3	5	1		23
38	7	Europa Dr. (west)	Europa Dr.	State		500	Partial	None	25		Shp, Tra		1	0	5	5	3	3	5	1		23
39	7	Dobbins Dr. (north)	Dobbins Dr.	State		1,200	None	None	25		Shp, Tra		1	0	5	5	3	3	5	1		23
40	7	Tinkerbell Rd.	Ephesus Ch. Rd. to Fountain Ridge Rd.			1,200	None	None			Sch, Tra		1	5	5	5	3	3	0	1		23
41	8	Kenan Street (east)	Cameron Ave to franklin St	Town		730	None	None	25		Downtown	50	1	0	5	5	5	3	3	0		22
42	8	Barbee Chapel Rd (west) #1	Finley forest to NC 54	State	Yes	1,000	None	None	35				3	0	5	3	5	5	0	1		22
43	8	Pritchard Ave Ext (west)	Longview St to Umstead Dr	Town		1,350	None	None	25		Downtown	30	3	0	5	5	3	3	3	0		22
44	8	McCauley St. (north)	Brookside Dr. to Brookside Dr.Ext.	Town		300	None	None			UNC, Dtw		1	0	5	5	0	5	1			22
45	8	Kingston Dr	east side south from Weaver Dairy Rd.	Town		600	None	Yes			Shopping		3	0	3	5	5	0	5	1		22
46	8	Homestead Rd #1(north)	High School Rd to Rogers Rd	State	Yes	1,600	None	None			Sch, Tra		5	5	5	0	3	3	0	1		22
47	8	Homestead Rd #2 (south)	High School Rd to Rogers Rd	State	Yes	1,600	None	None			Sch, Pk		5	5	5	0	3	3	0	1		22
48	8	Homestead Rd #3 (north)	Hearthstone La. To Weaver Dairy Ext,	State	Yes	1,800	None	None	25		Sch, Pk		5	5	5	0	3	3	0	1		22
49	8	Homestead Rd #4 (south)	Hearthstone La. To Weaver Dairy Ext,	State	Yes	1,600	None	None	25		Sch, Pk		5	5	5	0	3	3	0	1		22
50	10	Caswell Road (north)	Entire length	Town		3,270	None	None	25		School	60	3	5	5	0	3	3	3	0		22
51	9	West University Dr (south)	Ransom St to Westwood Dr	Town		1,478	None	Gravel	25		UNC	45	1	0	5	5	3	3	3	1		21
52	9	Hillsborough St. (west)	Bolinwood Dr.to Airport Rd	Town		900	None	None	25		Shp		3	0	3	5	3	3	3	1		21

ID No.	Rank	Location (side of street)	Project Limits	Maintenance Responsibility (State, Town, UNC., Private)	On Chapel Hill TIP Priority List	Distance (feet)	Existing facility E/N Side	Existing facility W/S Side	Speed Limit	Traffic Volume 99 ADT	Pedestrian Generator	ROW	Classification	Proximity Schools	Transit stop	Pedestrian Generator	Existing facility Project Side	Existing facility Opposite Side	Gap/ Missing Link	Citizen Request	Comments	Total Score
53	9	Lakeview Dr. East	Old Durham Chapel Hill Rd. to 15/501	Town		1,300	None	None	25		Shp, Tra		1	0	5	5	3	3	3	1		21
54	9	Hamilton Rd (east)	Cleland Dr to Flemington Rd	Town		800	None	None			Pk		1	0	5	5	3	3	3	1		21
55	9	Flemington Rd	Hamilton Rd to Hayes Rd	Town		600	None	None			Pk		1	0	5	5	3	3	3	1		21
56	10	Ephesus Ch Rd #2 (north)	Colony Woods Dr to Pope Rd	State		1,575	None	None	35		na	60	5	0	5	0	3	3	3	1		20
57	10	Estes Drive #1 (north)	Airport Rd to Estes Elementary School	State	Yes	4,000	None	Asphalt	35	17,000	School	60	5	5	3	0	3	0	3	1		20
58	10	North Street (north)	Airport Rd to Henderson St	Town		700	None	None	25		Downtown	45	1	0	5	5	3	3	3	0		20
59	10	Plant Road (south)	Park/Rec facility to franklin St	Town		520	None	None	25		Office/park		1	0	5	5	3	3	3	0		20
60	10	Barbee Chapel Rd (west) # 2	Finley forest Dr. to Downing Creek Pkwy	State	Yes	2,800	None	None	35		Shp, Sch		3	0	3	3	5	5	0	1		20
61	10	Piney Mtn Rd (north)	Forest Creek Dr. to Priestly Cricle Dr.	State	Yes		None	Yes			UNC		3	3	5	5	3	0	0	1		20
62	10	Hillsborough St. (east)	Rosemary Street to Mill Race Dr.	Town		1,100	Partial	Yes			Shp, DT, Tra		3	0	5	5	3	0	3	1		20
63	10	Sedgefield Dr.	Entire length	Town		1,600	None	None			Pk, Tra		3	0	5	5	3	3	0	1		20
64	10	Sunrise Rd (east)	Sweeten Cir. Dr.	Town		1,700	None	None			Sch, Gwy		3	5	5	0	3	3	0	1		20
65	10	Westminister Dr (north)	east of Banks Rd	Town		300	None	Yes	25		Shopping		3	0	3	5	3	0	5	1		20
66	10	Umstead Dr.(south)	Village Dr. to Estes Dr. Ext	Town		1,200	None	None			Pk		3	0	5	5	3	3	0	1		20
67	11	Longleaf Dr.	Ephesus Ch. Rd. to LeClair St.	Town		3,000	None	None	25		Sch, Pk		1	3	3	5	3	3	0	1		19
68	11	Churchill Dr.	Longleaf Dr.to LeClair St.	Town		1,000	None	None	25		Tra		1	3	5	3	3	3	0	1		19
69	11	Willow Dr.	Longleaf Dr.to Emory Dr.	Town		1,000	None	None	25		Tra		1	3	5	3	3	3	0	1		19
70	11	Fountain Ridge Rd.	Entire length	Town		4,800	None	None	25		Tra		1	3	5	3	3	3	0	1		19
71	11	Airport Rd (west)	Weaver Dairy Rd. to Northwoods Dr..	State	Yes	300	Yes	None	35		Shp, Tra		5	0	5	5	3	0	0	1		19
72	11	Mallette Street (west)	Cameron Ave to franklin St	Town		950	Yes	None	25		Downtown	40	3	0	5	5	0	3	3	0		19
73	11	Rogers Rd (east)	Homestead Rd to Sylvan Wy.	State	Yes	500	None	None			Shp, Tra		3	5	5	0	0	5	0	1		19
74	11	Umstead Dr.(south)	Estes Dr. ext to Village Dr			1,500	None	None			Tra, Pk		3	0	5	5	3	3	0	0		19
75	11	Honeysuckle Rd	Sedgefield Dr. to N. Lakeshore Dr.			2,600	None	None			Tra, Pk		3	0	5	5	3	3	0	0		19
76	11	Dixie Dr	Entire length			3,600	None	None			Tra, Pk		3	0	5	5	3	3	0	0		19
77	11	Dixie La	Entire length			600	None	None			Tra, Pk		3	0	5	5	3	3	0	0		19
78	12	Craig Street (north)	Bynum to Sykes	Town		385	None	None	25		Park		1	0	5	5	3	3	0	1		18
79	12	Craig Street (south)	Bynum to Sykes	Town		405	None	None	25		Park		1	0	5	5	3	3	0	1		18
80	12	Elizabeth Street (north)	Penny Ln to East franklin St	Town		406	None	None	25		na	40-50	1	0	5	0	3	3	5	1		18
81	12	Fordham Blvd (north)	Elliot Rd to Estes Drive			1,200	None	None	45		Tra, Shp	200	5	0	5	5			3			18
82	12	Gomains Ave (north)	Bynum to Sykes			400	None	None	25		Park		1	0	5	5	3	3	0	1		18
83	12	Gomains Ave (south)	Bynum to Sykes			390	None	None	25		Park		1	0	5	5	3	3	0	1		18
84	12	Nunn Street (north)	Entire length	Town		340	None	None	25		Park		1	0	5	5	3	3	0	1		18
85	12	Nunn Street (south)	Entire length	Town		360	None	None	25		Park		1	0	5	5	3	3	0	1		18
86	12	Pope Road (west)	Ephesus Church Rd to Old Durham Rd	Town		5,400	None	None	35		na	60	5	0	3	3	3	3	0	1		18
87	12	Sykes Street (east)	Entire length	Town		1,030	None	None	25		Park		1	0	5	5	3	3	0	1		18
88	12	Sykes Street (west)	Entire length	State		985	None	None	25		Park		1	0	5	5	3	3	0	1		18
89	12	Westminister Dr (north)	west of Banks Rd to Airport Rd	Town		400	None	Yes	25		Shopping	70	1	0	3	5	5	0	3	1		18
90	12	Rigsbee Rd.	Piney Mtn Rd to Brookview Dr.	State		900	None	None			Pk, Tra		1	0	5	5	3	3	0	1		18
91	12	Lindsay St	Church St to Mitchel Lane	Town		1000	None	None			UNC Dt		1	0	5	5	3	3	0	1		18
92	12	McDade St	Church St to Mitchel Lane	Town		1000	None	None			UNC Dt		1	0	5	5	3	3	0	1		18
93	12	Cotton St	Lindsay St to McDade St	Town		400	None	None			UNC Dt		1	0	5	5	3	3	0	1		18
94	12	Bennett Road (south)	15-501 S to fire Station #5 entrance	Town		200	None	None	25		na		3	0	5	0	3	3	3	1		18
95	12	Mason farm Road (south)	Purefoy Rd to Oteys Rd	Town	Yes	1,400	None	None	25		UNC		3	0	3	5	3	3	0	1		18
96	11	Forest Hills Rd	Lake Ellen Dr to Seminole Dr			800	None	None			Tra, Pk		1	0	5	5	3	3	0	0		17
97	11	Seminole Dr	Entire length			1,100	None	None			Tra, Pk		1	0	5	5	3	3	0	0		17
98	11	Stateside Dr	Airport Rd to Dixie Dr.			600	None	None			Tra, Pk		3	0	3	5	3	3	0	0		17
99	12	Kingston Dr	west side south from Weaver Dairy Rd.	Town		600	Yes	None			Shopping		3	0	3	5	0	0	5	1		17
100	13	Old Drhm-Chpl Hill Rd (s)	Durham Co line to Blue Cross	Town	Yes	2,100	None	None	35	6,800	na	60	5	0	5	0	3	3	0	1		17
101	13	Roosevelt Drive (east)	Entire length	Town		2,480	None	None	25		Downtown	40	1	0	5	5	3	3	0	0		17
102	13	Skipper Bowles Dr. (north)	Manning Dr. to Manning Dr.	State		1,000	Partial	None			UNC, Tra		1	0	5	5	0	5	0	1		17
103	13	Old Oxford Rd	Erwin Rd to Bolin Creek Rd			800	None	None					3	0	5	3	3	3	0	0		17
104	11	LeClair St.	Longleaf Dr.to Tikerbell Dr.	Town		2,000	None	None	25		Tra		1	3	5	0	3	3	0	1		16
105	14	Burning Tree Drive (west)	NC 54 to Pinehurst Dr	Town		4,525	None	None	25	2,900	na	86	3	0	3	0	3	3	3	1		16
106	14	Cleland Road (south)	Entire length	Town		4,000	None	None	25	1,700	na	60	3	0	3	0	3	3	3	1		16
107	14	Cleland Drive (south)	Entire length	Town		4,000	None	None	25	1,700	na	60	3	0	3	0	3	3	3	1		16

BICYCLE FACILITIES POLICY

APPENDIX 5

A RESOLUTION ADOPTING A POLICY FOR THE CONSTRUCTION OF BICYCLE FACILITIES WITHIN THE TOWN (2003-11-10/R-10)

WHEREAS, it is the goal of the Town of Chapel Hill to accommodate the needs of existing bicyclists; and

WHEREAS, it is the goal of the Town of Chapel Hill to encourage greater use of bicycles as an alternative mode of transportation; and

WHEREAS, the Chapel Hill 2000 Comprehensive Plan includes the objective “develop and maintain a system of safe and efficient bikeways (on-street bike lanes and off-street paths within greenways) designed to contribute to Town-wide mobility, connecting neighborhoods with activity centers, schools, parks, and other neighborhoods”; and

WHEREAS, the Comprehensive Plan recommends the Town “adopt revised roadway standards incorporating on-street bike lanes, including a commitment to install bike lanes in roadway resurfacing projects where feasible; and

WHEREAS, variable circumstances exist in the Town of Chapel Hill such as topography, vehicle speed and volume, impediments such as parked vehicles, drainage grates or raised reflectors, access to public facilities and activity centers and available right of way.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill, that:

- Within the Planning Jurisdiction of the Town of Chapel Hill, the appropriate design, type and width of bicycle facilities will be assessed on an individual and site-specific basis depending on the circumstances that exist.
- Striped bicycle lanes will normally be provided on newly constructed or reconstructed Arterial Streets; however, when existing Arterial Streets that do not currently have bicycle lanes are resurfaced they will normally be re-striped with bicycle lanes to the extent practicable.
- Either striped bicycle lanes or wide outside lanes may be appropriate on Collector Streets depending on site specific circumstances.
- Local Streets will not normally include extra width for bicycle facilities.

BE IT FURTHER RESOLVED that the Council directs the Manager to utilize this policy in reviewing development plans and in the design of roadway improvements within the Chapel Hill Planning Jurisdiction.

BE IT FURTHER RESOLVED that the Bicycle and Pedestrian Action Plan include discussion of the type, design and width of bicycle facilities that may be appropriate for different streets within the Planning Jurisdiction of the Town of Chapel Hill. Until such time that the Action Plan is completed and adopted by the Town Council, Town staff shall recommend bicycle accommodations on a case by case basis and in accordance with this policy, subject to approval by the Town Council.

This the 10th day of November, 2003.

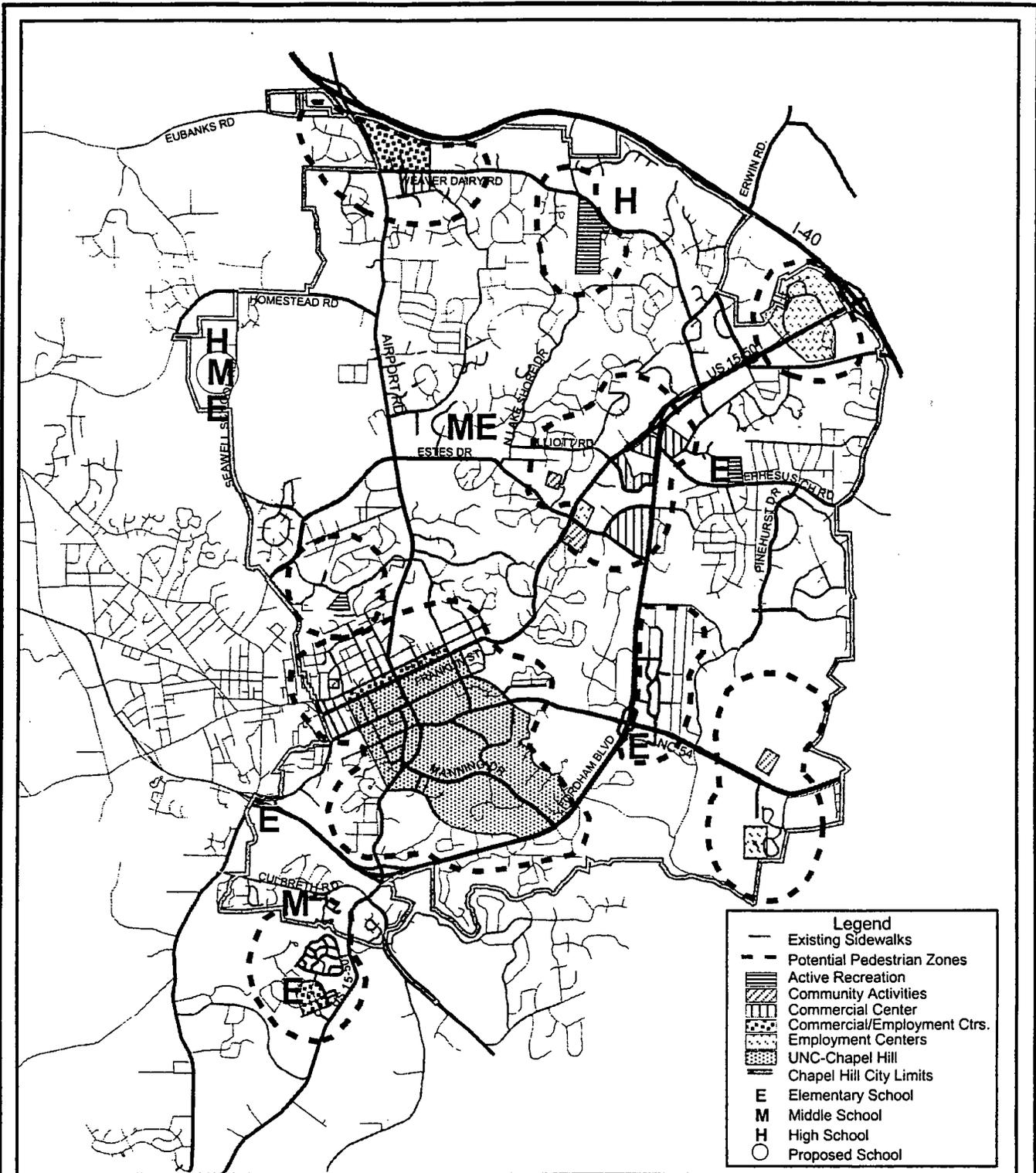


Figure 16

Existing Sidewalks and Potential Pedestrian Zones

Comprehensive Plan
 Chapel Hill, North Carolina
 May 8, 2000

Source: Chapel Hill Planning Department



0.5 0 0.5 1 Miles



S TREETS
A RE
F OR
E VERYONE