From:	Eva & Bob Metzger [evaandbob@hotmail.com]
Sent:	Wednesday, September 26, 2001 11:31 AM
To:	RIWaldorf@aol.com; manager@chapelhill.org; rwalden@chapelhill.org
Subject:	Draft Develop,emt Ordinance

Dear Rosemary,
            Sept 26, 2001

Below are two items I would like to petition the Town Council to add to the
Development Ordinance. I think that it is very important that we make
developers aware of our concerns about pedestrian and bicycle safety, access
and convenience. Therefore, I think it is essential that we make a strong
statement in the Development Ordinance that will alert developers to value
we place on designing for the needs of pedestrians and bicycle riders. I
have reviewed the Draft Development Ordinance and found nothing in it that
adequately addresses our concerns. My suggestions for additions with
sections numbers to indicate where they might be placed in the Ordinance are
attached. Thank you.

Sincerely yours,

Eva Metzger
1404 Brigham Rd.
evaandbob@hotmail.com

c. Cal Horton
Roger Walden

5.8.4 Pedestrian and Bicycle Safety, Access, and Convenience

With the passage by the United States Congress of the Intermodal Surface
Transportation
Act of 1991 and the Transportation Equity Act for the 21st Century of 1998
support for a transportation system that is more friendly to people has
burgeoned. Chapel Hill has adopted a policy that accommodates bicyclists
and pedestrians as an integral element of the transportation system.

1. Bicycle and pedestrian ways shall be established in new construction and
reconstruction projects in all urbanized areas.
2. In rural areas, paved shoulders should be included in all new
construction and reconstruction projects on roadways used by more than 1,000
vehicles per day.
3. Sidewalks, shared use paths, street crossings (including over crossings
and under crossings), pedestrian signals, signs, street furniture (such as
benches), transit stops and facilities, and all connecting pathways shall be
designed, constructed, operated, and maintained so that all pedestrians,
including people with disabilities, can travel safely and independently.
4. The design and development of the transportation infrastructure shall
improve conditions for bicycling and walking through the following
additional steps:

· Planning projects for the long-term. Transportation facilities are
long-term investments that remain in place for many years. The design and
construction of new facilities that meet the criteria in item 1 shall
anticipate likely future demand for bicycling and walking facilities and not
preclude the provision of future improvements. For example, a bridge that
is likely to remain in place for 50 years might be built with sufficient
width for safe bicycle and pedestrian use in anticipation that facilities
will be available at either end of the bridge even if that is not currently

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the case.
- Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicycles and pedestrians may not commonly use a particular travel corridor that is being improved of constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
- Exceptions for non-inclusion of bikeways and walkways shall be approved by Town Council and be documented with supporting data that indicates the basis for the decision.
- The design facilities for bicyclists and pedestrians should follow design guidelines and standard that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice Design and Safety of Pedestrian Facilities.

5.9.4(n)

Parking facilities designed to accommodate twenty-five (25) or more vehicles should provide safe and convenient sidewalks for pedestrians leaving and/or accessing their automobiles.