

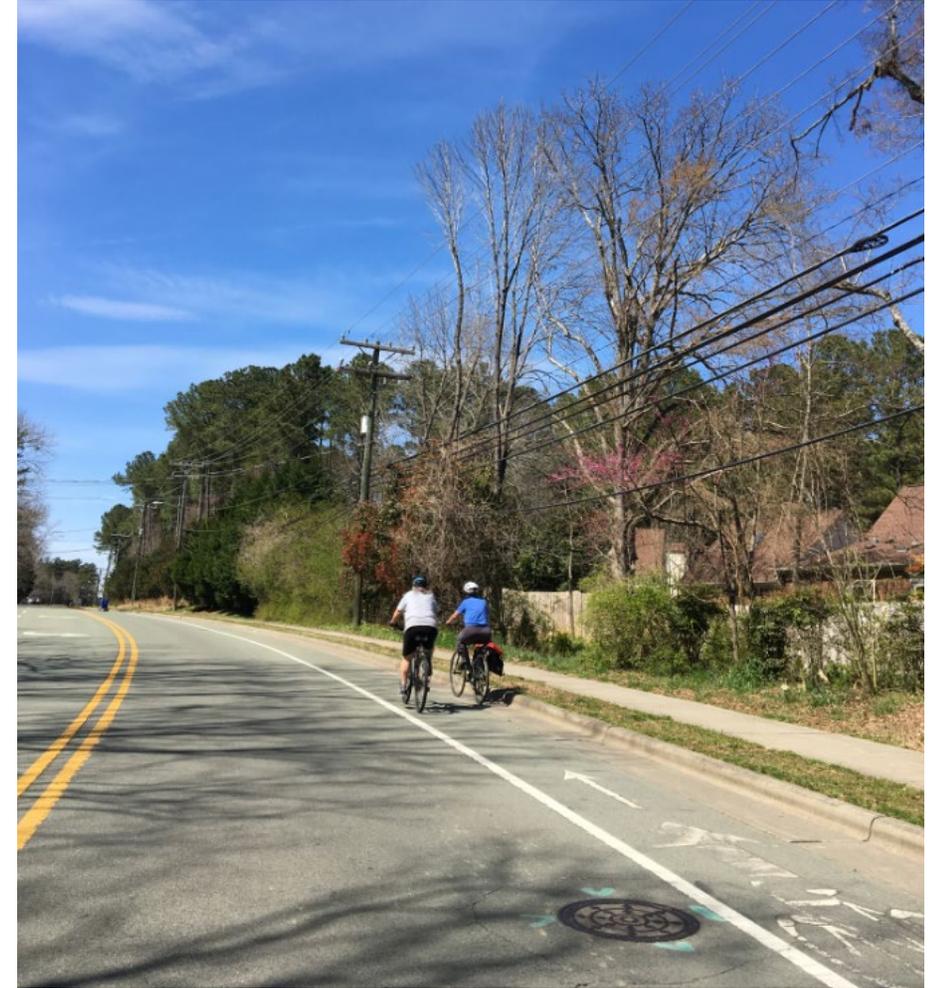


Carrboro Bike Plan

STEERING COMMITTEE MEETING #3

Today's Meeting

- Proposed Low Stress Bike Network
- Network Summary
- Implementation Strategy
- Next Steps



Proposed Low Stress Bike Network

Developing the Network



Public Outreach

- Steering Committee Review
- Public Comments (Survey)
- NCDOT Review
- Stakeholder Interviews



Connect Key Destinations

- Schools, parks, grocery stores, etc.
- Transit Connections



Focus on Low-Stress

- Low speed limit
- Low traffic
- Level topography



Determine Design Approach

- Available rights-of-way
- Implementation strategy
- Project feasibility



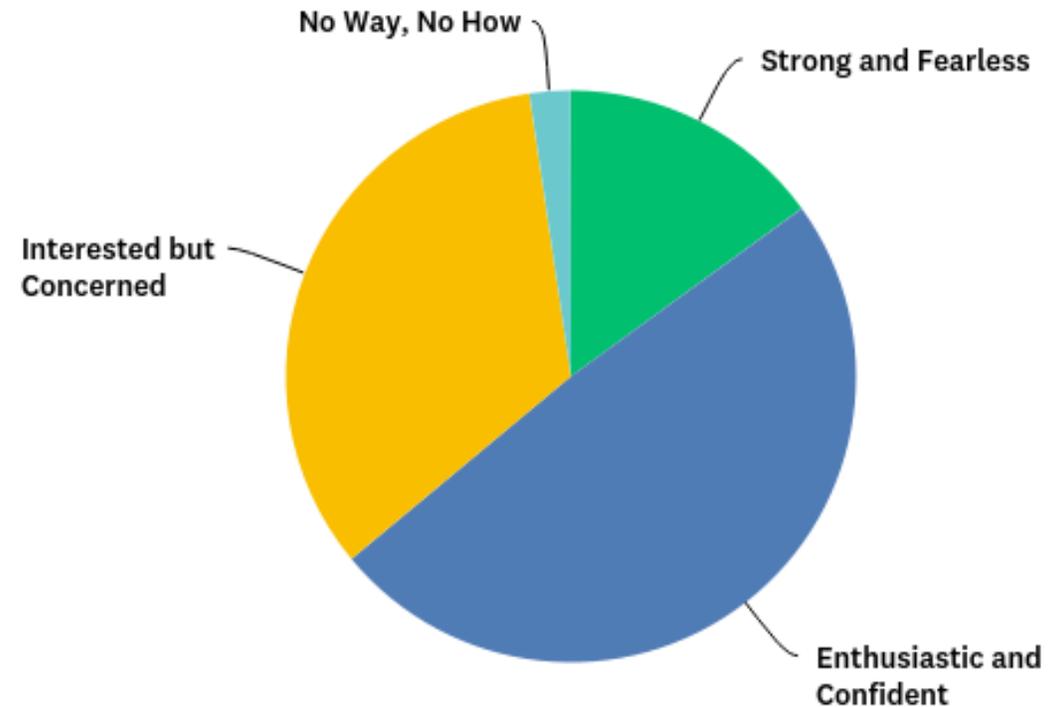
Prioritize Equitable Access

- Areas with high need
- Access to services

What We've Heard So Far



What type of cyclist best describes you?



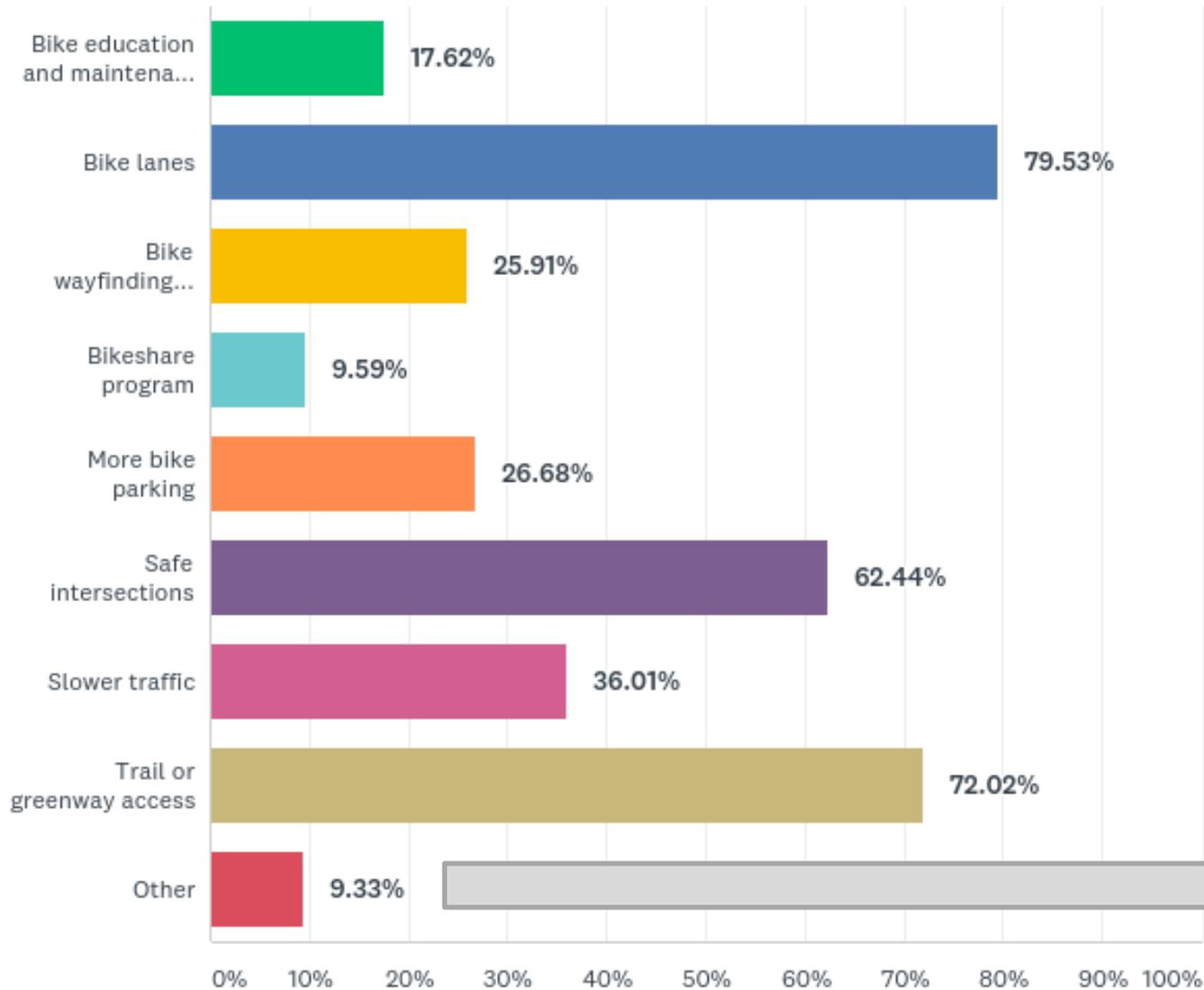
Survey Responses

Strong and Fearless	15%
Enthusiastic and Confident	49%
Interested but Concerned	34%
No Way, No How	2%



What We've Heard So Far

What factor(s) would encourage you to bike more?



Other:

- Protected/separated bike lanes
- Dedicated facilities
- Biking incentives
- Enforcement
- Maintenance of bike lanes/facilities
- Driver education



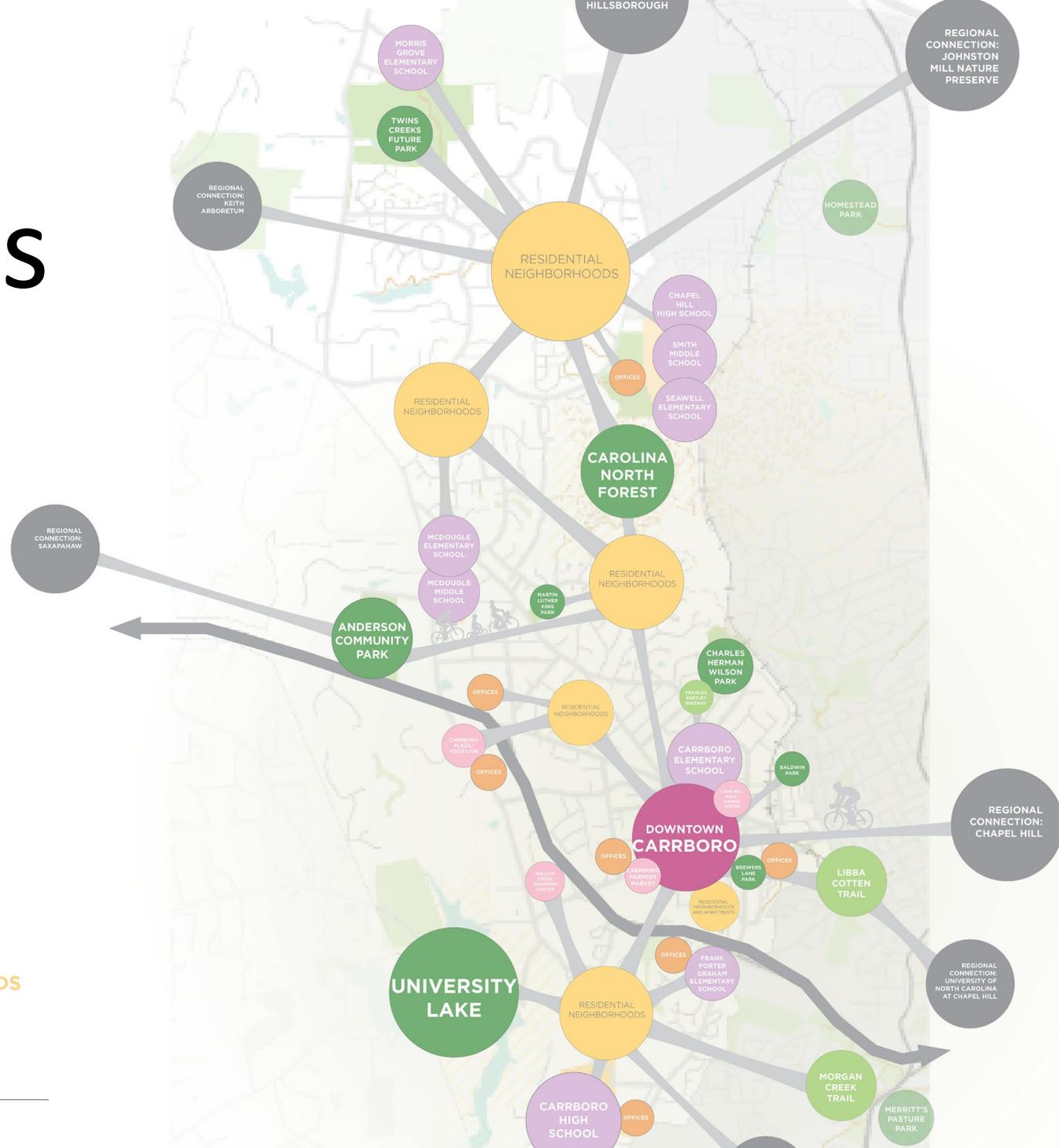
Draft Vision Statement

“Envisioning Carrboro as a place where biking is accessible, safe, and convenient for everyone between the ages of 8 to 80.”



Connecting Destinations

- NATURAL AREAS
- PARKS
- DOWNTOWN CARRBORO
- SCHOOLS
- REGIONAL CONNECTIONS
- RESIDENTIAL NEIGHBORHOODS
- OFFICES
- SHOPPING CENTERS



Network Approach

8-80 Bikeway Network Means...

...**Safety** for ALL Users!

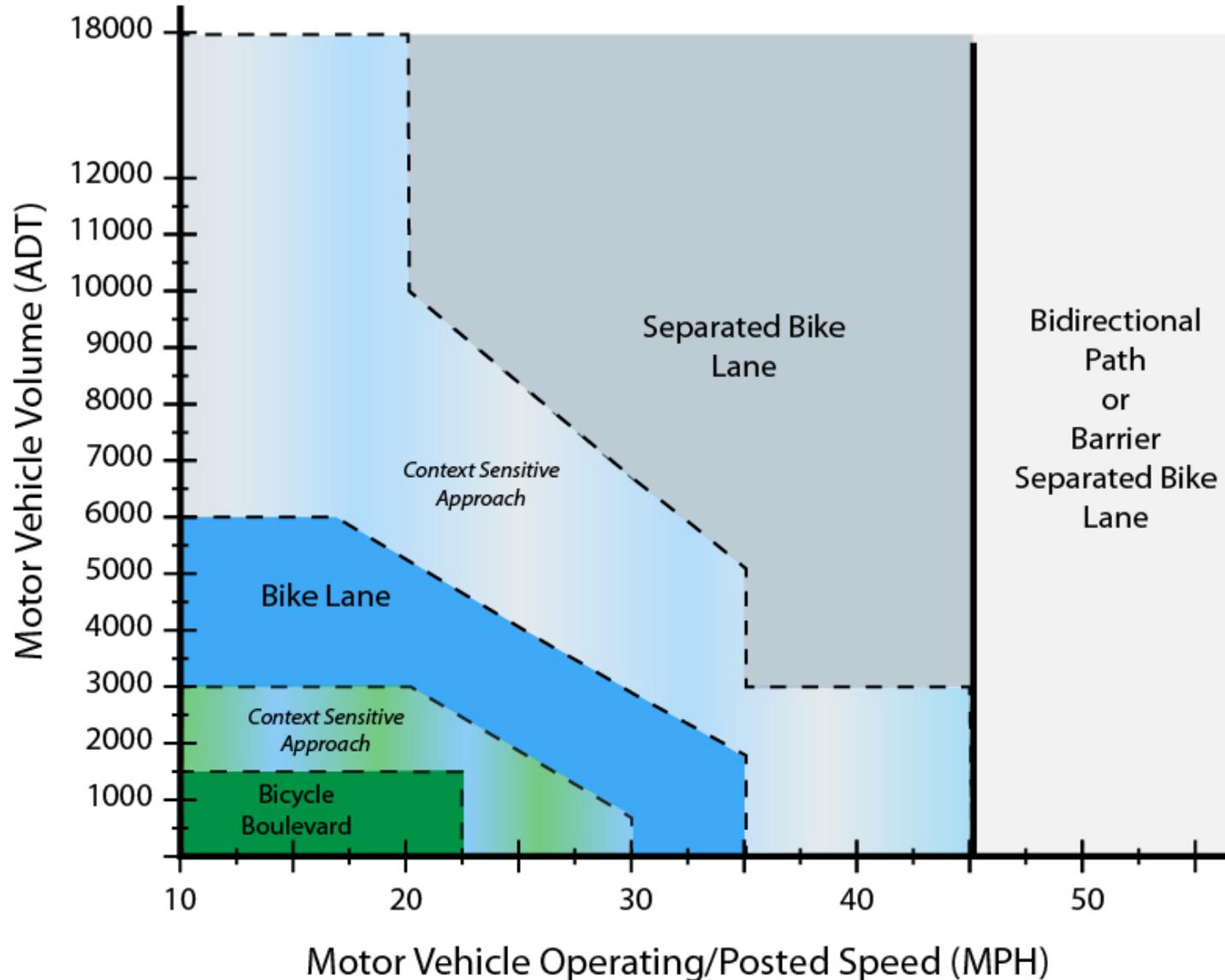
Forgiving Design
Human Scale
Complete Streets

...**Connected** Routes!

No Network Gaps
Convenient Routes
Continuous



Design Approach



-  A Bicycle Boulevard facility is appropriate in this speed and volume range.
-  A Bicycle Boulevard may function here, but consider additional traffic calming and access management in order to improve conditions.
-  A bike lane facility is appropriate in this speed and volume range.
-  A bike lane may function here, but additional separation is preferred. Consider providing additional width in the form of a painted buffer or physical separation.
-  A separated bike lane facility is appropriate in this speed and volume range.
-  These speeds are generally inappropriate in an urban setting, and a path may be a viable facility type.



Proposed Network Legend



Shared Use Path



Shared use paths can provide a desirable facility, particularly for recreation, and **users of all skill levels** preferring separation from traffic. Shared-use paths should generally provide directional travel opportunities not provided by existing roadways.

Design Features

Width

- 8 ft is the minimum allowed for a two-way shared-use path and is only recommended for low traffic situations.
- 10 ft is recommended in most situations and will be adequate for moderate to heavy use.

Lateral Clearance

- A 2 ft or greater shoulder on both sides of the path should be provided.



Proposed Network Legend



Sidepath



Shared use paths along roadways, also called sidepaths, are a type of path that run adjacent to a street.

Design Features

- Guidance for sidepaths should follow that for general design practices of shared use paths.
- A high number of driveway crossings and intersections create potential conflicts with turning traffic. Consider alternatives to sidepaths on streets with a high frequency of intersections or heavily used driveways.



Proposed Network Legend



Neighborhood
Trail Connections



Neighborhood accessways provide residential areas with direct bicycle and pedestrian access to parks, trails, greenspaces, and other recreational areas.

Design Features

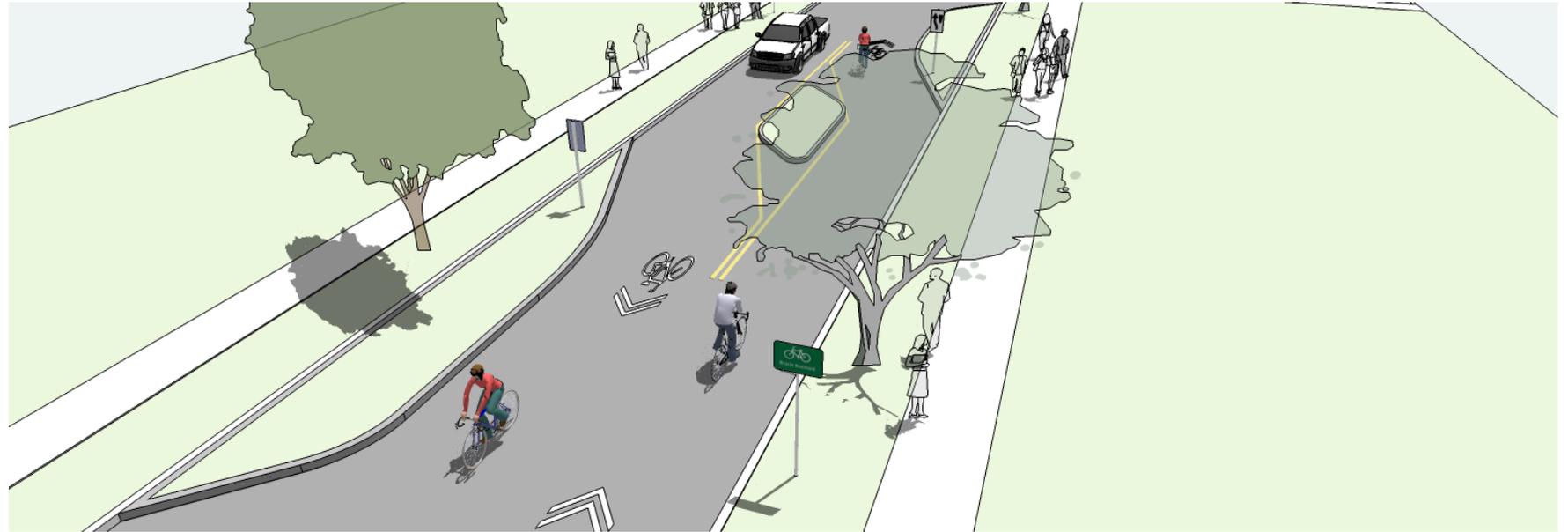
- Neighborhood accessways should remain open to the public.
- Trail pavement shall be at least 8 ft wide to accommodate emergency and maintenance vehicles, meet ADA requirements and be considered suitable for multi-use.



Proposed Network Legend



Bike Boulevards



Bicycle boulevards are *low-volume, low-speed* streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications.

Proposed Network Legend



Bike Boulevards



Design Features

- Signs and pavement markings are the minimum treatments.
- Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists.



Proposed Network Legend



Bike Lanes/
Separated
Bike Lanes



This design provides protection through physical barriers and can include flexible delineators, curbs, on-street parking or other barriers.

Design Features

- Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bike lane and at intervals along the facility.
- 7 ft width preferred (5 ft minimum).
- 3 ft minimum buffer width adjacent to parking. 18 inch minimum adjacent to travel lanes.
- If buffer area is 4 ft or wider, white chevron or diagonal markings should be used.



Proposed Crossing Improvements



18 Proposed
Crossing
Improvements



2 Programmed
Crossing
Improvements



Network Summary

Existing Bike Network



6 miles of
Greenway
Trail



2 miles of
Sharrows



16 miles of
Bike Lanes*



4 miles of
Wide Shoulder

**12% on one side of the road only*



Proposed Bike Network



2 miles of
Shared Use
Path



7 miles of
Sidepath



1 mile of
Neighborhood
Trail Connections



11 miles of
Bike Boulevards



1 mile of
Bike Lanes/
Separated
Bike Lanes*



Proposed Low Stress Network

100% of proposed network is low stress

43% of proposed low stress bikeways serve high areas of need (equity results)



Group Discussion



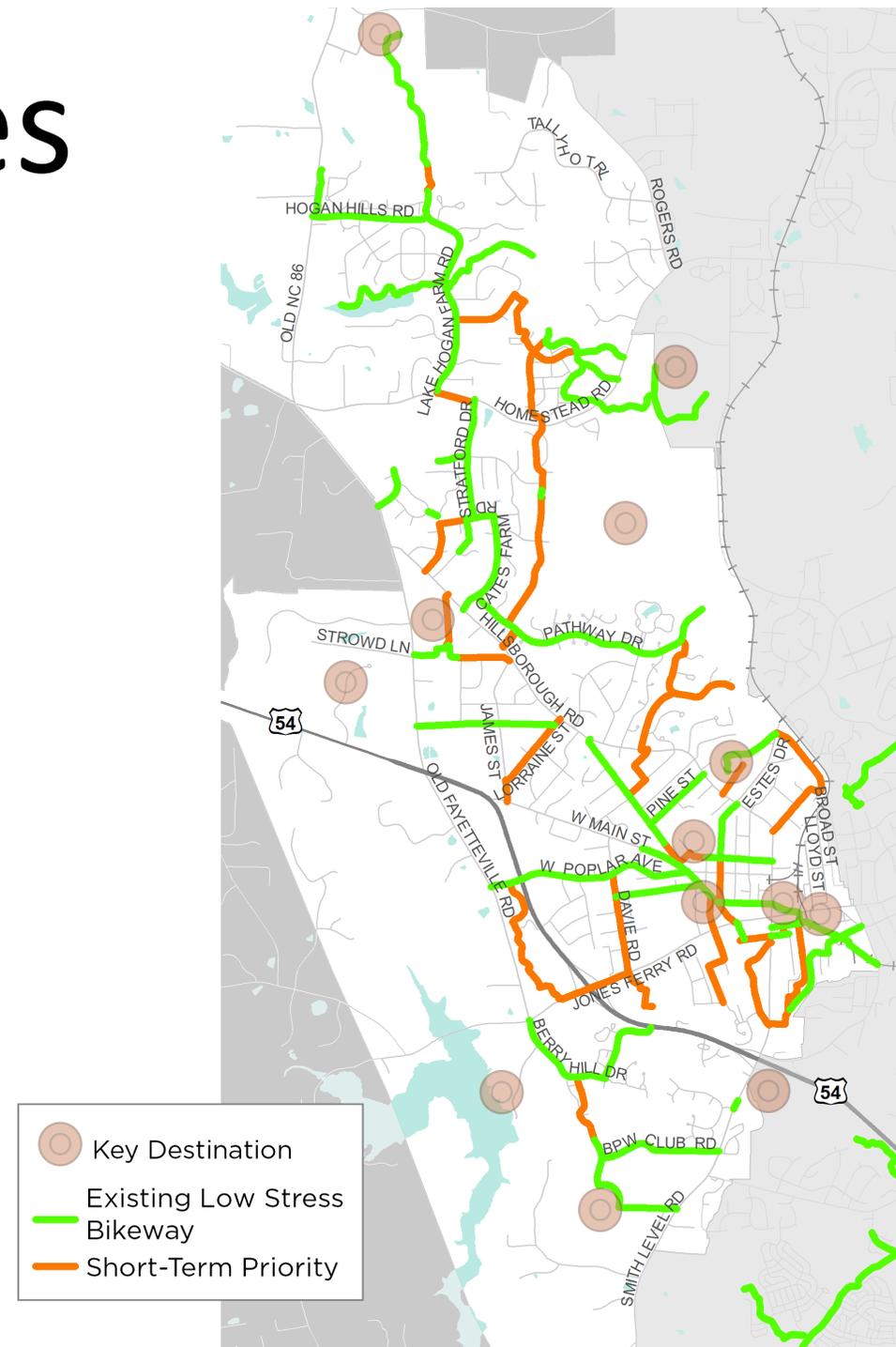
Implementation Strategy



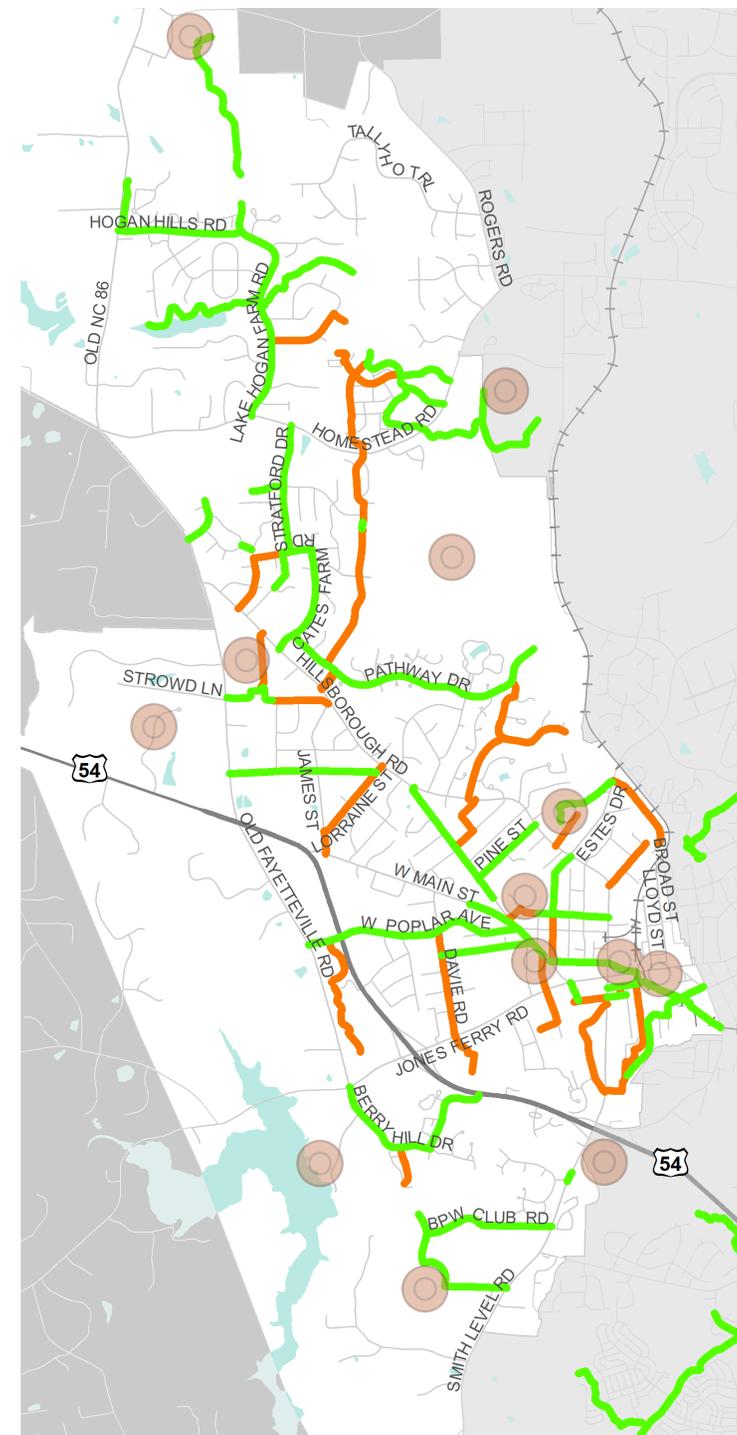
Short-Term Priorities

45% of proposed network is Short-term or 0-5 years

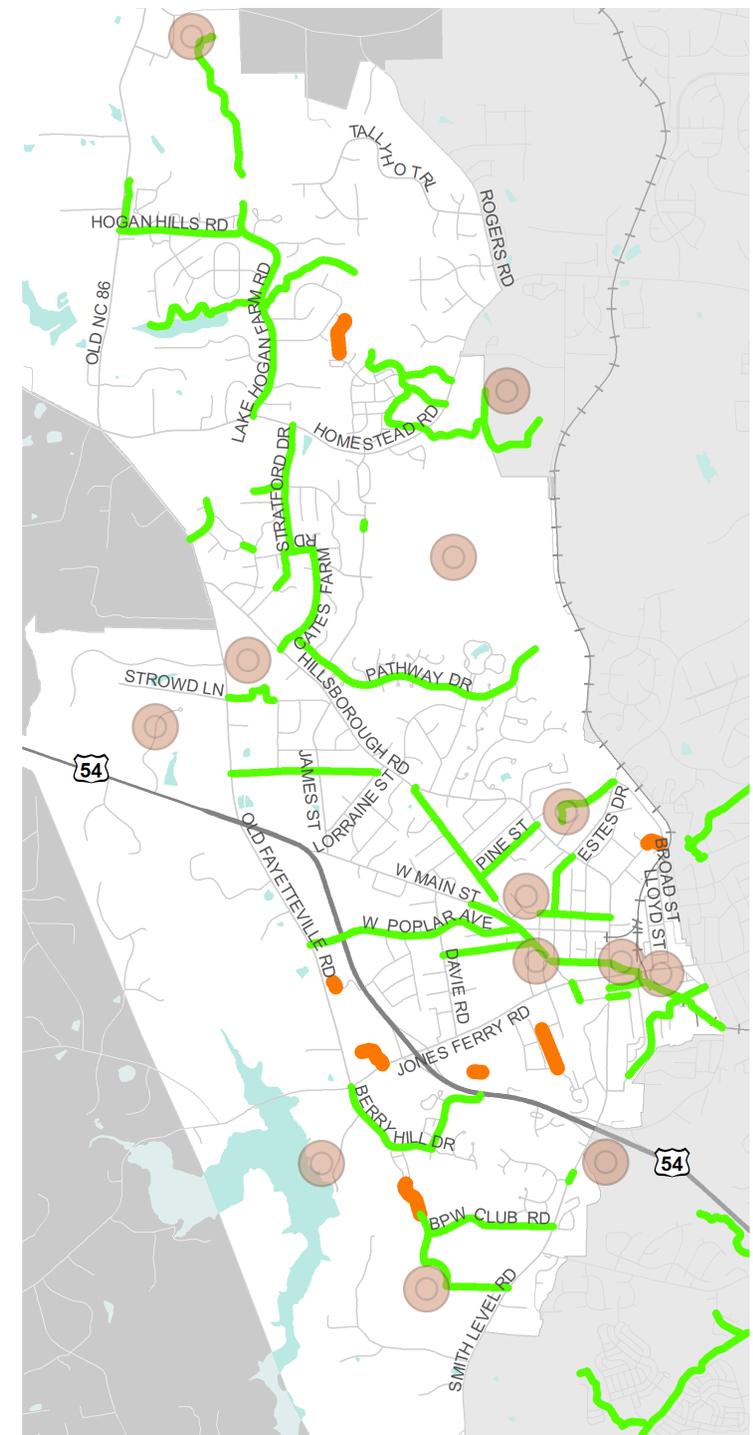
Facility Type	Miles
Bike Boulevards	8.0
Bike Lanes	0.1
Separated Bike Lanes	0.5
Neighborhood Trail Connection	0.7
Sidepath	0.2
Shared Use Path	0.1
Total	9.6



Bike Boulevard Network



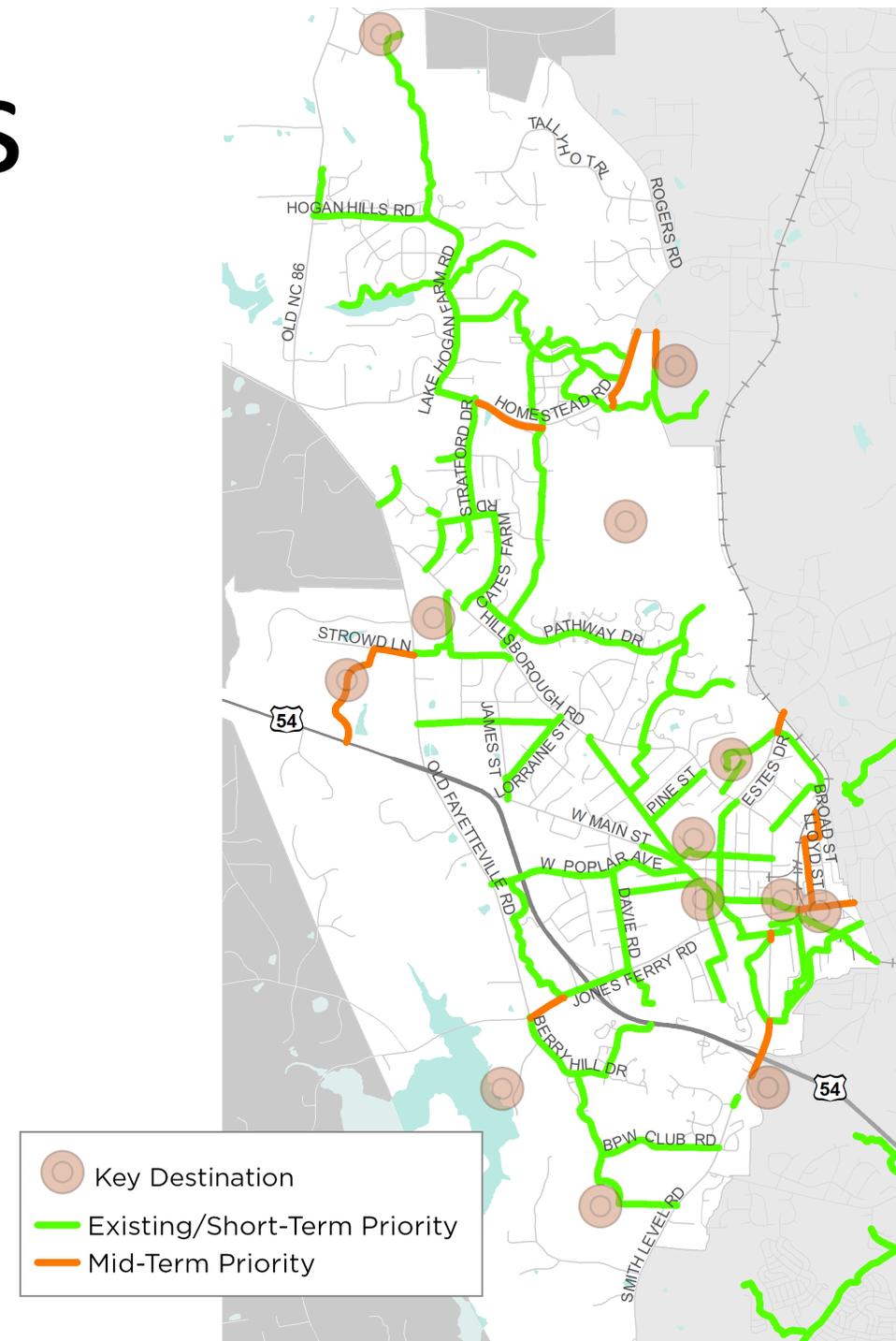
Neighborhood Trail Connections



Mid-Term Priorities

9% of proposed network is Mid-term or 5-10 years

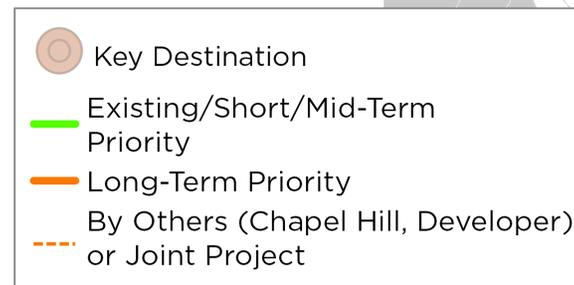
Facility Type	Miles
Bike Boulevards	0.5
Separated Bike Lanes	0.2
Neighborhood Trail Connection	0.1
Sidepath	1.1
Shared Use Path	0.1
Total	2.0



Long-Term Priorities

45% of proposed network is Long-term or 10+ years

Facility Type	Miles
Bike Boulevards	2.0
Neighborhood Connection	0.1
Sidepath	5.6
Shared Use Path	1.9
Total	9.6



Priority Projects

Select Top 3
Priority Projects



COMMENT FORM

This is your plan, and your input is critical.
Please take a few minutes to take leave a comment.

Proposed Network Comments:

Top 3 Priority Projects

1. _____

2. _____

3. _____

Group Discussion



Next Steps

Bike Plan Schedule



Public Involvement

Stakeholder Meetings

- Bike Advocates: June 4th at the Clean Machine
- Youth Groups
- Spanish Community
- Burmese & Karen Community

Public Survey

- Collected 386 responses to-date
- Open until June 2nd



Next Steps

- Refine Network Recommendations
- Review Recommendations with NCDOT + Stakeholders
- Develop Policy + Program Recommendations
- Draft Plan Development

Upcoming Meeting Dates:

- June 27th: Draft Plan Presentation



THANK YOU!

Matt Hayes, AICP, Principal

984-329-5006 | matthayes@altaplanning.com

Jennifer Baldwin, Project Manager

984-329-5003 | jenniferbaldwin@altaplanning.com

Angela Coullias, Senior Planner

984-201-6001 | angelacoullias@altaplanning.com



Greensboro Street Enhancements

