

Chapter Outline:

- 1.0 Vision
- 1.1 Project Background and Purpose
- 1.2 Measurable Goals
- 1.3 Plan Framework

CHAPTER 1: INTRODUCTION

1.0 Vision

The Town of Carrboro is known for its bicycle-friendliness. On any given day, hundreds of residents ride a bicycle to work and school, to run errands, to socialize, or for fitness. Carrboro is a culturally diverse and progressive community recognized for its strong local identity. Such proactive citizen involvement has led to a great deal of support for the establishment of bicycling among Carrboro’s residents and elected officials, with millions of dollars dedicated to the establishment of bicycle lanes, off-road bikeways, and wide shoulders.

In 2001, Carrboro became the first town in the state of North Carolina to be recognized as a Bicycle Friendly Community. In 2004, the American League of Bicyclists recognized Carrboro with a bronze-level designation. Carrboro has the opportunity to further distinguish itself as a national model for bicycle-friendly communities by making visionary improvements to bicycle facilities and programs within the town that would continue to improve quality of life, reduce auto dependency, and increase community connections.

This plan envisions a connected system of on- and off-road facilities that accommodate varying levels of bicyclists, and which provides an accessible, safe, and convenient option of bicycling for transportation, recreation, and health. Integral to the plan are recommended policies and programs that complement the facility recommendations and which un-

derscore the comprehensive approach of the plan. While the plan is structured within the framework of achieving a Platinum level designation through the League of American Bicyclists Bicycle Friendly Community program, it is the collection of facilities, policies and programs that this designation symbolizes, which the Town is seeking to achieve. The plan is structured within the foundation of achieving a Platinum designation level through the League of American Bicyclists Bicycle Friendly Communities program.



The Carrboro Bicycle Transportation Plan was created with the vision:

“Carrboro will be a place that is bicycle-friendly; where people have an accessible, safe, and convenient option of bicycling for transportation, recreation, and health; where bicycle lanes and greenways provide a connected system within and outside Town; where future development provides access and facilities for bicyclists; where bicycle transportation is the easy choice; and where programs educate, inspire, and encourage residents and enforce safe bicyclist and motorist behavior.”

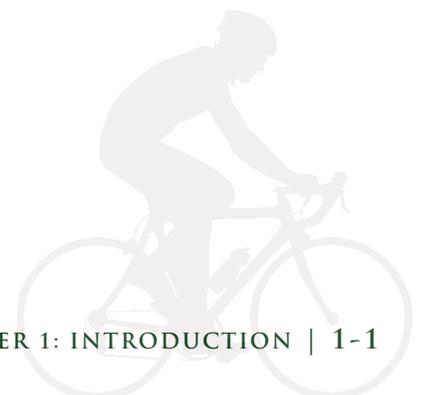




Fig. 1-1. Members of the steering committee meet with the project consultant.

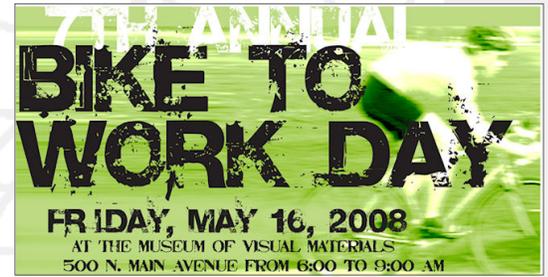


Fig. 1-2. A Bike to Work Day poster encourages alternative transportation.

1.1 Project Background and Purpose

In 2007, the Town of Carrboro received a bicycle planning grant from the NCDOT Bicycle and Pedestrian Planning Grant Initiative. In January of 2008, the Town of Carrboro commissioned Greenways Incorporated to prepare a Comprehensive Bicycle Transportation Plan for the area bound by the Town of Carrboro planning jurisdiction. After months of fieldwork, research and public input, a preliminary draft network was completed and presented to the public for review in July of 2008. Greenways Incorporated then produced a revised Bicycle Network and finalized the elements of the Plan, as defined within this document.

The Carrboro Planning Department and a specially appointed project Steering Committee worked closely with Greenways Incorporated to ensure significant levels of public input. Citizens from throughout the community were selected for the committee for their dedication to improving the Town and for their knowledge of various bicycling issues including recreation, health, engineering, education, city processes, industry and business, law enforcement, environmental sustainability, and transportation. The mechanism of public input included public workshops and presentations, a survey of bicycle interests and needs, and a thorough review of existing plans, each of which included previous public input.

The Town of Carrboro wants to create safe, convenient and efficient transportation opportunities for residents and visitors that choose to bicycle throughout the community. The Town recognizes the importance of accommodating bicycle travel as

a viable transportation mode. The purpose of this plan is to provide a comprehensive approach toward identifying existing and future bicycle needs and deficiencies, present a route network to address those deficiencies, examine optimal program and policy improvements, and identify implementation strategies for the development of quality bicycle facilities and programs. Recommendations are built within the framework of achieving the vision of a Platinum-level bicycle friendly community.

1.2 Measurable Goals

The following goals and objectives were generated from Steering Committee members and the general public and are listed below. While the Town of Carrboro must lead this effort, overall success will also require continued, active participation and encouragement from local residents and community organizations.

GOAL 1 –To have bicycling as a viable transportation alternative throughout the Town and for all trip purposes.

OBJECTIVE 1 – Increase connectivity of on- and off-street bicycle facilities to provide access to all destinations in Carrboro, including community hubs, such as schools, transit stops, parks, civic spaces, commercial and residential areas.

OBJECTIVE 2 - Increase connectivity of the bicycle network with surrounding communities.



Fig. 1-3. Bicycle lanes along Pathway Dr.



Fig. 1-4. One of several Steering Committee meetings at Town Hall.

OBJECTIVE 3 - Fully integrate the bicycle and greenway networks.

OBJECTIVE 4 - Fill in network gaps identified through the bicycle transportation plan.

OBJECTIVE 5 - Increase Carrboro's mode share of bicycling for all trip purposes.

OBJECTIVE 6 - Implement and/or support transportation demand management programs.

GOAL 2 - A continuing process for reviewing, updating, and implementing bicycle-related policies.

OBJECTIVE 1 - Regularly review and update bicycle-related policies.

OBJECTIVE 2 - Increase bicycle facilities and ancillary features in newly annexed areas.

OBJECTIVE 3 - Require bicycle facilities and ancillary features in future developments.

OBJECTIVE 4 - Monitor bicycle plan implementation progress on a schedule that allows identification and funding of new projects, as appropriate for the CIP, annual budget and other funding opportunities.

GOAL 3 - A robust bicycle program that incorporates engineering, education, encouragement, enforcement and evaluation programs.

OBJECTIVE 1 - Increase enforcement of traffic rules that apply to bicycling for motorists and bicyclists.

OBJECTIVE 2 - Actively promote Bike to Work Day and other bicycle commuting incentive programs to reach the community workforce.

OBJECTIVE 3 - Refine motorist and bicyclist education outreach about the laws of the road and bicycle safety.

OBJECTIVE 4 - Develop, distribute, and maintain current bicycle facilities maps.

OBJECTIVE 5 - Seek varied resources for maintenance and expansion of plan and bicycle network.

OBJECTIVE 6 - Implement a Safe Routes to School program in all elementary and middle schools, and develop programs for high school students.

OBJECTIVE 7 - Reduce the number of crashes involving bicycles, both single vehicle crashes and crashes involving motor vehicles and bicyclists.

OBJECTIVE 8 - Initiate community endeavors such as bike exchanges, "public" bikes, the ReCYCLery, and additional Blue Urban Bikes bike-share hubs around town.





Fig. 1-5. A preferred route for a bicyclist riding to Carr Mill Mall or Weaver Street Market from Main St. is through the parking lot.

OBJECTIVE 9 - Create a defined community response and participation system that allows for comments on bicycle planning, implementation, and maintenance concerns.

GOAL 4 – A safe and accessible network of bicycle facilities.

OBJECTIVE 1 - Improve existing high-use “bottle-neck” bicycling areas so that they are safe, efficient, and convenient for all users.

OBJECTIVE 2 - Improve intersection crossings that safely and comfortably accommodate bicyclists of all levels.

OBJECTIVE 3 - Design bicycle facilities and ancillary features to ensure clear communication with cyclists of all ages and experience levels, including Carrboro residents and visitors alike.

1.3 Plan Framework

A combination of enforcement, engineering, education and encouragement strategies should be used to achieve long-term results as described in this Plan. As described previously, this Plan is structured within the framework of achieving the vision of a Platinum-level bicycle friendly community. The main chapters of this plan describe current conditions of the Carrboro area, a recommended bicycle network, programs to make bicycling more viable and integral to daily life, implementation strategies and next steps for completing a network of bicycle facilities, and design guidelines for making the community more bicycle friendly.

Because success in achieving the Platinum-level designation will require achievements in all of the 5 E’s (**E**ngineering, **E**ducation, **E**ncouragement, **E**nforcement, and **E**valuation), these are addressed throughout the elements of the Plan. Each chapter, as it applies to the 5 E’s, will contain the graphic shown on the right as a guide to which “E” is covered in that chapter. If a specific “E” is not described in the section, that circle will be grayed out.

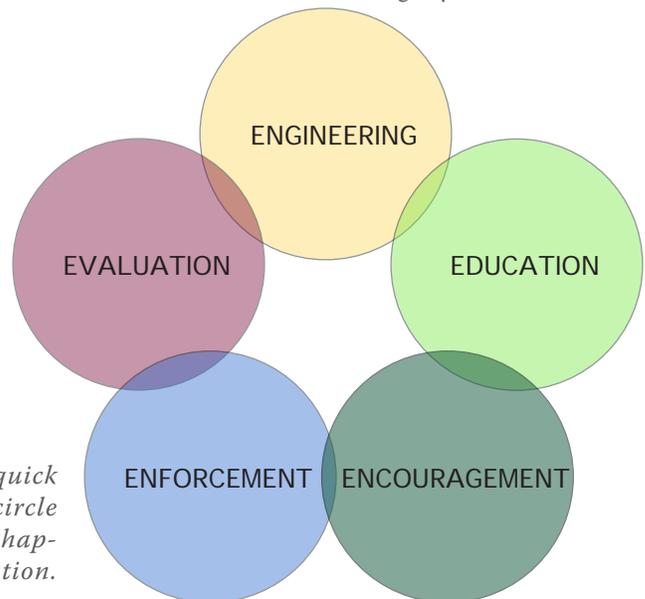


Fig. 1-6. This graphic was developed to provide a quick reference to those using this Plan. Each colored circle and its corresponding “E” will appear in different chapters of this Plan at the start of each section.



Fig. 1-7, 1-8. Members of the Steering Committee and project consultants gathered to bicycle and discuss some of the key project corridors in Carrboro.

The Plan is divided into the following components:

An **Introduction** that presents the overview, purpose and scope, vision, and guiding principles of this Plan along with the benefits of a bike friendly community (Chapter 1).

An assessment of **Existing Conditions** that summarizes existing bicycle conditions, demand, demographics, land use, and trip attractors (Chapter 2). A table, based on the Bicycle-Friendly Community application, features what Carrboro has achieved with its existing conditions and where improvements can still be made (which become the basis for the recommendations throughout the rest of the Plan).

A recommended **Bicycle Network** that puts forward recommended facilities (bicycle lanes, sharrows, shoulders, greenways, routes, etc.). Engineering solutions, required to improve bicycle-friendly community status, are specifically defined (Chapter 3).

Program Recommendations for education, encouragement, and enforcement of the bicycle network (Chapter 4).

Bicycle Policies that help address items in development to make Carrboro more bicycle-friendly (Chapter 5).

Implementation recommendations that outline specific steps for achieving the plan's key elements including phasing and prioritization of the Bicycle Network. The fifth E (evaluation) is discussed in this chapter (Chapter 6). The overall table, containing all 5 E's and established in Chapter 2, is expand-

ed to include detailed recommendations and action steps for the Town of Carrboro to achieve its vision of a Platinum-level community.

Design Guidelines to guide the Town of Carrboro in current facility design and standards (Chapter 7). Engineering design solutions, related to improving the bicycle-friendly community status, are described here as well.

Appendices that provide a summary of prioritization matrices, public input, funding recommendations, applicable federal and state policies, the values of bicycling, existing planning efforts, and a glossary of terms.



Fig. 1-9. Members of the Steering Committee working on priority bikeway corridors.