

**AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO
ESTABLISH A COMPLETE STREETS POLICY**

****DRAFT 05-26-2023**

THE CARRBORO TOWN COUNCIL ORDAINS:

Section 1. Section 15-209 of the Carrboro Land Use Ordinance (“LUO”) is amended by adding a new Section 15-209 to read as follows:

Council Findings and Declaration of Policy for Complete Streets.

(a) The Council finds that:

- (1) Complete Streets are designed and operated to provide safe and accessible travel for all modes, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, emergency vehicles and for people of all ages and all abilities.
- (2) The creation of a safe, connected, and equitable Complete Streets network can reduce deaths, particularly those outside of vehicles. The development of a transportation network that includes a designated place for vehicles, bicycles, micro mobility users, and pedestrians, is an important part of a comprehensive Vision Zero policy. Travel behaviors are more predictable when there is a designated lane or space for each mode.
- (3) Complete Streets contribute toward the safety, health, economic viability, and quality of life by providing accessible and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian, bicycle and vehicular environments throughout communities.
- (4) People on foot or bicycles often do not have safe sidewalks or bike lanes to help them safely reach their destination or their bus stop. A connected multimodal network allows people to travel safely and comfortably by whatever mode they choose or rely on, including people who do not drive or do not have access to a motor vehicle.
- (5) High-quality, connective networks play a key role in making bicycling, walking, and public transportation safer, more convenient, and more prevalent. Use of these active, low-emission modes of travel can help with the climate crisis as well as improving individual health.
- (6) Complete Streets support transportation choices, and provides the necessary infrastructure to allow for multimodal use and fewer vehicles and particularly single occupancy vehicles (SOV) and associated infrastructure such as parking.
- (7) As of January 31, 2022, the Transportation sector accounts for 36% of North Carolina’s gross GHG emissions and is projected to decrease emissions at a much lower rate compared to the projected decrease in electricity generation emissions by 2030. Among other actions, the Town can reduce carbon pollution from transportation by encouraging vehicle electrification, including providing charging infrastructure, and by investing in safe infrastructure for low or zero carbon modes such a public transportation, walking and bicycling. Complete Streets implementation can help to routinely provide the safe infrastructure that is fundamental to encouraging more use of low and zero carbon modes.

Communities can reallocate street space to support connected networks and effective curbside management, and to encourage vehicle electrification by providing charging infrastructure.

- (8) Implementing Complete Streets equitably includes identifying underserved communities, recognizing their varying transportation needs, and prioritizing the creation of safe, connected networks in these communities. The desired outcome is a fair, safe, accessible, and healthy transportation network. For Town initiated transportation projects, equity can be addressed by collecting and considering social and demographic data, disaggregating measures of performance, engaging with communities, and ensuring that project prioritization, to the extent practical, considers existing disparities.
 - (9) Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objects of the national Safe Routes to School program and the U.S. Centers for Disease Control and Prevention’s “Physical Activity Guidelines.”
- (b) Based upon the findings set forth in subsection (a), the Council declares that it is not only desirable but essential to implement a Complete Streets policy to construct equitable streets and networks that prioritize safety, comfort and connectivity to destinations for all people who use the street network and to encourage healthy, active living, reduce traffic congestion and fossil fuel use, and improve the safety and quality of life of residents of Carrboro.

Section 2. The first sentence of Subsection 15-216(c) of the Carrboro LUO is amended to read:

Subject to subsections (d), (d1), (d2), (e), and (f), collector streets and other streets not constructed according to the requirements of subsection (b) shall conform to the requirements of this subsection and the specifications referenced in Section 15-219.

Section 3. Section 15-216 of the Carrboro Land Use Ordinance is amended by adding a new subsection (d2) to read as follows:

When approving a subdivision that includes a proposed collector or subcollector street, the Town Council may allow such streets to be constructed with some or all of the various components of the street, (i.e. sidewalks and bike lanes) configured in a different way so long as the functional equivalent for all modes is provided. Whenever possible, all pedestrian and bicycle infrastructure shall be constructed within the public right-of-way.

Section 4. The first sentence of Subsection 15-216(i) is amended to read as follows:

In subdivision developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is required by the officially adopted town sidewalk master plan or other adopted town plan or regional transportation plan. Whenever possible, such sidewalk shall be constructed within the public right-of-way.

Section 5. Subsection 15-221(e) is amended to read:

In unsubdivided, nonresidential developments that abut a public street, sidewalks shall be constructed adjacent to such street if a sidewalk in that location is required by the officially adopted town sidewalk master plan or other adopted town plan or regional transportation plan. Whenever possible, such sidewalk shall be constructed within the public right-of-way.

Section 6. All provisions of any Town ordinance or resolution in conflict with this ordinance are repealed.

Section 7. This ordinance is effective upon adoption.

This the __ day of ____, 2023