

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

****DRAFT 04-20-2023**

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) 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 sidewalks on only one side of the street (within the right-of-way) if the subdivision provides an alternative, functionally equivalent path for pedestrians on the opposite side of the street outside the right-of way so that the street infrastructure is complete.

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.

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.

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