

TOWN OF CARRBORO



CONNECTOR ROADS POLICY

**ADOPTED BY:
CARRBORO BOARD OF ALDERMEN, MARCH 18, 1986**

**REVISED: APRIL 2, 1991; FEBRUARY 25, 1992;
FEBRUARY 8, 1994; AUGUST 19, 1997; MAY 26, 1998;
OCTOBER 21, 2003; AUGUST 23, 2005**

OVERVIEW

BACKGROUND

In 1986, when the Connector Roads Policy was conceived, Carrboro was just beginning to develop toward the north. The Connector Roads Policy was adopted by the Board of Aldermen as a guide to aid in the construction and maintenance of a sound traffic plan for the town. As stated in the introduction of the plan, the success of Carrboro's growth as a town is "ultimately dependent upon the effectiveness and continued efficiency of its transportation system."

The Connector Roads Policy was designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. The Policy's purpose was to ensure that old and new developments and businesses in the town would be connected to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grows. The roads included on the Connector Roads Plan were intended to provide a backbone for a more intricate grid of smaller connector roads.

THE CHARGE

In the fall of 1996, the Board of Aldermen asked the Transportation Advisory Board to review the Connector Roads Policy to see if it still served the town's needs. The TAB noted during its discussion that the town's failure to connect some of the designated roads prevented the Plan from achieving its full potential. However, the TAB maintains its belief that a Connector Road Policy is a vital part of the town's planning initiative.

THE RESPONSE

Because the Transportation Advisory Board recognized that there had been confusion over the interpretation of the Connector Roads Policy and its guidelines, the TAB modified and abbreviated the wording to state the purpose of the Connector Roads Policy in a single paragraph. The TAB eliminated and changed some of the wording for the sake of clarification. The TAB included in the Policy's purpose not only road classifications which connect arterials, but all new roads (minor, local, subcollector, and collector) which are built for new developments. The roads included on the original Connector Roads Plan were (and will remain) intended to provide the backbone for a more intricate public roadwork system that would incorporate all classifications of roads, all of which work together to connect the town and its communities.

I. INTRODUCTION

In 1986, the Connector Roads Policy was conceived and adopted by the Town of Carrboro to aid the town in planning the construction and maintenance of a sound traffic plan for the town. The success of Carrboro's growth as a town is ultimately dependent upon the effectiveness and continued efficiency of its transportation system. Additionally, Carrboro's transportation system, like any public facility, must keep pace with the increased demands that new development places upon it. Roadway systems must be regularly re-evaluated and upgraded to meet future demands.

II. STATEMENT OF PURPOSE

The purpose of the Connector Roads Policy is to ensure that old and new developments and businesses in our town connect to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grew. It indicates a commitment by the town to work toward this connectivity. The roads shown on the Connector Roads Plan are intended to provide a backbone for a more intricate grid of smaller connector roads. The Connector Roads Policy is designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. As Carrboro's boundaries for development expand, additional areas and "backbone" collector roads will need to be added to these maps to ensure that all of Carrboro connects in ways that are both safe and efficient.

III. CONNECTOR ROADS PLAN

The Connector Roads Plan proposes to meet the demands from full development of the northern development area by construction of a series of connector roads that will link this area with the arterial system to the north and to Estes Drive in the east. The construction of a connector road that parallels Hillsborough Road and North Greensboro Street, and providing access with Estes Drive is vitally important to reduce further congestion on Greensboro Street and the Town Center. Connector roads should also eliminate the disruption of residential neighborhoods to the south of areas under development. Connector roads would also be planned to extend north, permitting access to Homestead Road and to the I-40 interchanges.

The connector roads system in the southern development will provide access to the Laurel Hill Parkway thoroughfare which will loop the Bypass, beginning at Jones Ferry Road and connecting with NC 54 and eventually I-40. Because of the development that has already taken place in this area, the two connectors that are central to the overall system, Berryhill Drive and Rock Haven Road, have been approved for construction. In addition, portions of the Laurel Hill Parkway have also been approved for construction.

IV. DESIGN AND CONSTRUCTION STANDARDS

The Design Standards for connector roads should follow the Land Use Ordinance's guidelines, based on the individual road's classification, and its potential for traffic of all varieties in the future as well as when a development is presented to the board.

Connector Road Between Merritt Mill Road and Brewer Lane

The Carrboro Board of Aldermen modified the Connector Roads Policy on August 23, 2005 to add a connector road between Merritt Mill Road and Brewer Lane. The resolution adopting this modification is as follows:

The following resolution was introduced by Alderman Diana McDuffee and duly seconded by Alderman Joal Broun.

**A RESOLUTION ADOPTING A MODIFICATION
TO THE CONNECTOR ROADS PLAN
Resolution No.07/2005-06**

WHEREAS, the Carrboro Board of Aldermen seeks to provide ample opportunities for the public to consider modifications to existing policies; and

WHEREAS, it has been proposed that the Carrboro Connector Roads Plan be modified by adding a connector road between Merritt Mill Road and Brewer Lane; and

WHEREAS, Town staff has prepared an illustration of a possible connector road between Merritt Mill Road and Brewer Lane, and have noted that the illustration is schematic in nature and reflects a general corridor for a connecting road, and that the actual location could vary based on factors such as topography, soils, development layout, roadway engineering standards, and intersection design; and

WHEREAS, the Planning Board, Economic Sustainability Commission, and Transportation Advisory Board have reviewed and recommended that the proposed modification to the Connector Roads Plan be adopted; and

WHEREAS, the Board of Aldermen have held a public hearing on the proposed modification to the Connector Roads Plan.

NOW, THEREFORE BE IT RESOLVED that the Board of Aldermen approves adding a connector road between Merritt Mill Road and Brewer Lane to the Carrboro Connector Roads Plan.

FURTHER RESOLVED, the Board of Aldermen confirm that with the development of a connector road between Merritt Mill Road and Brewer Lane, a connection to Guthrie Avenue would need to be maintained.

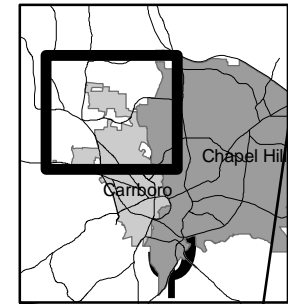
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 23rd day of August, 2005:




Ayes: Joal Hall Broun, Mark Chilton, John Herrera, Diana McDuffee, Alex Zaffron, Michael Nelson

Noes: Jacquelyn Gist

Absent or Excused: None

Carrboro Connector Roads - August 2005 (Northern Area)



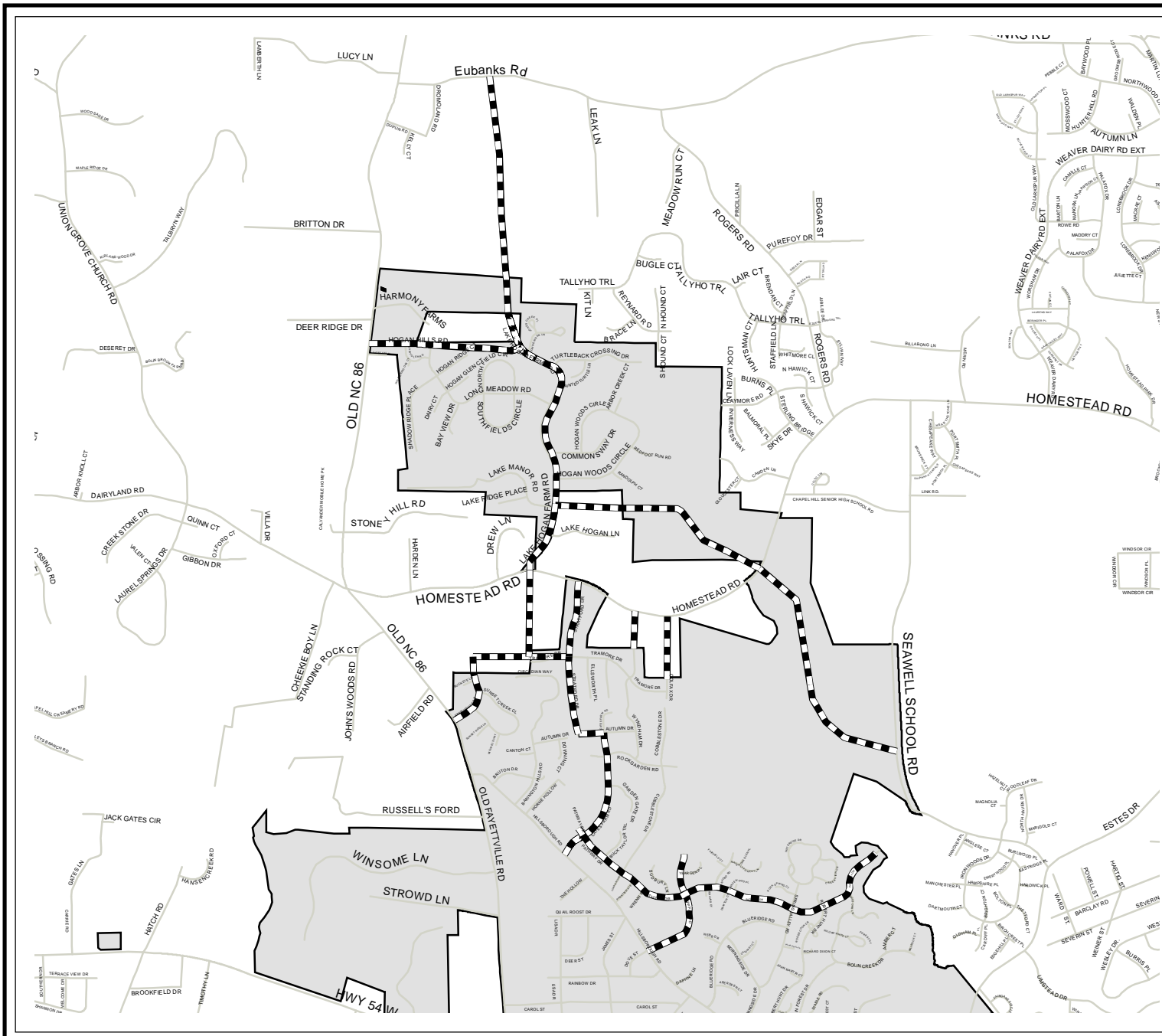
-  Streets
-  Carrboro Town Limits
-  Connector Roads - 8/05

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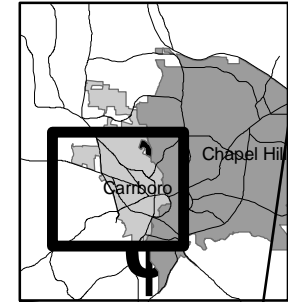
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



TOWN OF CARRBORO
310 W. Main St.
Carrboro, NC 27510
September 14, 2005



Carrboro Connector Roads - August 2005 (Southern Area)



-  Streets
-  Carrboro Town Limits
-  Connector Roads - 8/05

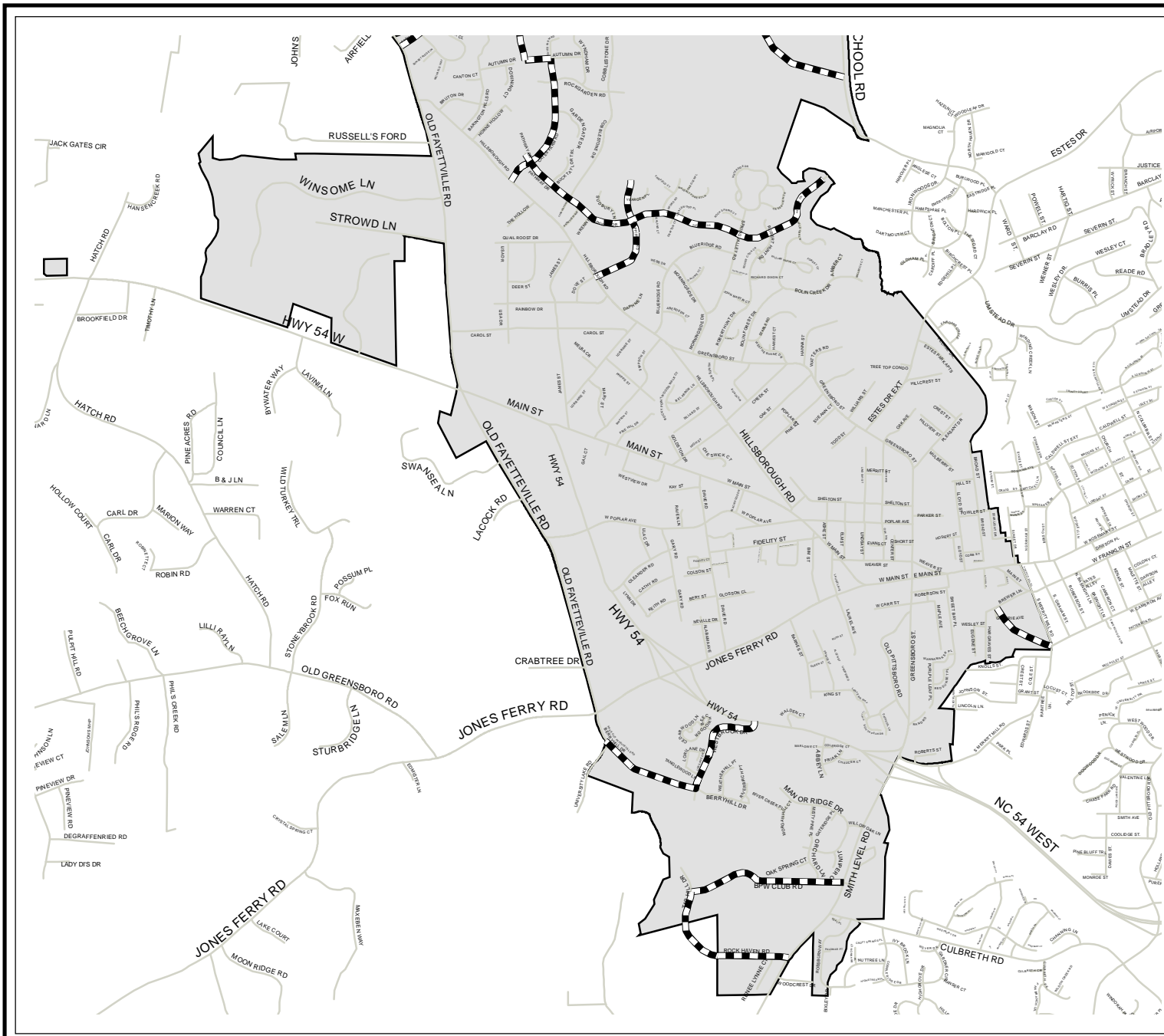
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AMENDMENT DATA SHEET

**Map: Southern Connector Roads Plan - Board-Approved
April 02, 1991**

**Map: Connector Road Plan Northwest Section - Board-
Approved February 25, 1992**

**Map: Connector Road Plan Concept - Board-Approved
February 08, 1994**

Text & Map: Board-Approved August 19, 1997

**Map: The Connector Roads Plan for the Northern Area -
Board-Approved May 26, 1998**

**Map: Removal of Pathway Drive and Tripp Farm Road
Connections to Horace Williams Tract – Board-
Approved October 21, 2003**

**Text & Map: Addition of the Merritt Mill-Brewer Lane
Connector – Board-Approved August 23, 2005**