



**TOWN OF CARRBORO**  
NORTH CAROLINA

**TRANSMITTAL**

**PLANNING DEPARTMENT**

**DELIVERED VIA:** ☐ *HAND* ☐ *MAIL* ☐ *FAX* ☒ *EMAIL*

**To:** David Andrews, Town Manager  
Mayor and Town Council

**From:** Zachary Hallock, Transportation Planner

**Date:** October 27, 2020

**Subject:** Staff Responses to Joint Advisory Board Comments on Updated Bike Plan

On Thursday, October 1, 2020 staff made a presentation of the Updated Bike Plan to a meeting of the Joint Advisory Boards including the Planning Board, Transportation Advisory Board, and Environmental Advisory Board. Staff have compiled comments and grouped these based on the content. The comments are listed below in black with staff responses indicated in red.

1. (Planning Board) The most underserved communities would remain disconnected after all priority projects are completed. The Town should seek all options to make connections between these areas (such as Lloyd/Broad, Barnes St, and Estes Ext) to adjacent neighborhoods as well as main corridors including N Estes Dr, Greensboro St, and Jones Ferry Rd.
2. (Environmental Advisory Board) We appreciate the Equity Map but want to make sure the Town has utilized it to its fullest extent by ensuring connections to neighborhoods. Some of the top ten priority projects should be from the higher need areas on the Equity Map.
  - a. **Response:** How is disconnected defined here? Is the expectation that the underserved communities would have a dedicated bike lane or greenway out to a major road? That is not what the network plan attempted to do as the underlying concept is not that every street needs a separated bike facility, rather it aims to make the best use of available infrastructure. Most neighborhood streets, like the ones in underserved areas, are low speed and low volume so that a separate facility is not needed.
3. (Transportation Advisory Board) Create an overlay of the racial equity map and the priority projects
  - a. **Response:** Staff have provided an overlay of the strategic priority projects on the racial equity demographic data as an attachment to the Public Hearing agenda item.
4. (Planning Board) Where the long-term vision shows "Private Connection" opportunities, the Town should open dialogue with private property owners early. Collaboration with private

street owners could open up new connectivity options for residents of apartment complexes who have no options besides Hwy 54 currently.

- a. **Response: As projects move forward, Town Staff will work with private property owners to establish easements where possible for the construction of these improvements.**
5. (Planning Board) The Town should also ensure the plan fully inventories infrastructure gaps around apartment complexes. These areas would also make good targets for future counts.
  - a. **Response: Currently, staff ability to conduct counts is limited to a project basis. Staff will look for opportunities to conduct counts in conjunction with other projects where possible.**
6. (Planning Board) The Town should consider the feasibility of acquiring easements to construct public bike/ped paths where informal paths currently are the main non-car connectors.
  - a. **Response: As projects move forward, Town Staff will work with private property owners to establish easements where possible for the construction of these improvements.**
7. (Planning Board) Greenways can serve as essential connectors between streets.
8. (Planning Board) The disabled community appears to be underrepresented in the priority projects. The street adjacent routes that have been prioritized are less accessible to trikes, wheelchairs, and other modes.
  - a. **Response: Staff have reviewed guidance from the United States Access Board and found that at the planning level, there is no guidance that would indicate the proposed facilities are less accessible to people with disabilities. There are a number of design level details that could be considered, especially for multi-use paths, to ensure facilities are accessible for people of all abilities. More information can be found at: <https://www.access-board.gov/> Staff found no information indicating that the facilities shown in the plan could be less accessible to trikes.**
9. (Planning Board) Cost savings to enable faster progress through or expansion of the priority projects list could be found by pairing bike/ped improvements with stormwater/sewer or other infrastructure projects. Crossing improvements could also be good targets for addition to the priority projects list as they could benefit from safety or ADA funds.
10. (Environmental Advisory Board) recommend pairing transportation projects with environmental projects. For example, a greenway project could be paired with a riparian restoration or erosion control project.
  - a. **Response: Staff expects to coordinate with stormwater to determine if any projects (such as greenways) can be coordinated. Staff expected to continue to look for safety and ADA funding sources.**
11. (Planning Board) The Town Council should consider ways to further incentivize bike/ped connectivity of new development. Perhaps the recreation point scale could be adjusted to provide more incentive to trails over structures.
  - a. **Response: Staff expect to evaluate the recreation point scale to determine if there are opportunities to further incentivize bike-ped connectivity.**

12. (Environmental Advisory Board) We are concerned that greenways are treated as potential future plans and therefore will not be included in this Updated Bicycle Transportation Plan. Greenways will be important to connect the northern and southern parts of Town. We recommend that the Town Council discuss greenways and their environmental impact soon. The EAB and climate advisory board should have the opportunity to provide input on this decision.
13. (Environmental Advisory Board) The Town should enforce parking rules within bicycle lanes, such as on Pathway Drive.
  - a. **Response: Staff expect to perform neighborhood outreach and coordinate with the Police Department to enforce parking rules.**
14. (Transportation Advisory Board) Make GIS data from the plan available on the Town Webpage and keep it updated
15. (Transportation Advisory Board) Include bus stops in maps that show bike facilities either within the plan or as part of the Town's GIS page
  - a. **Response: Staff expect to work to update bike data available on the Town's GIS page when the plan is adopted and update as projects are completed.**
16. (Transportation Advisory Board) Give the maintenance policy recommendation its own category of 'Continuous' (as opposed to short-term or long-term)
  - a. **Response: This edit has been made to the plan.**
17. (Transportation Advisory Board) The plan feels too reasonable, and could be made more aspirational by adding more items to the 'Long Term Vision' narrative section including: More emphasis on buffered/separated bike lanes, Downtown Slow Zone, and incorporation of bikes into the 203 Project including covered parking, bike lockers, and a bike loaner program
  - a. **Response: Staff expect this plan to be more of a strategic plan, and while the focus on implementation the vision of the plan is aspirational. The idea that everybody from the age of 8 to 80 should be able to bike safely in Carrboro for Transportation is still highly transformative. Given the advances in design and new technology that has occurred in the past 10 years, staff want to avoid writing more things into the plan that might be out of date before they can be implemented. Regarding the 203 Project, staff expect to work internally, through the development review process, to incorporate the features identified where possible.**