

**AN ORDINANCE AMENDING CHAPTER 6 OF THE CARRBORO TOWN CODE TO
REMOVE THE BIKELANE DESIGNATION ON EAST POPLAR AVENUE**

THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO ORDAINS:

Section 1. Article VIII of Chapter 6, Section 6-34 (1) of the Carrboro Town Code is amended by removing the following designated bikelane:

- d. A 3-foot strip along the southern edge of the roadway of East Poplar Avenue from Main Street to North Greensboro Street

Section 2. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 3. This ordinance shall become effective upon adoption.

Section 4. Town staff are instructed to remove the bike lane signs and place “No Parking” and “Share the Road” signs in appropriate locations on East Poplar Avenue.

Dale McKeel

From: Wayne Pein [wpein@nc.rr.com]
Sent: Tuesday, August 26, 2003 3:19 PM
To: Dale McKeel
Subject: E Poplar Bike Lane



E_Poplar1.JPG (118 KB) E_Popla3.JPG (122 KB) E_Popla3b.jpg (120 KB) E_Popla4.JPG (219 KB)

Hi Mr McKeel,

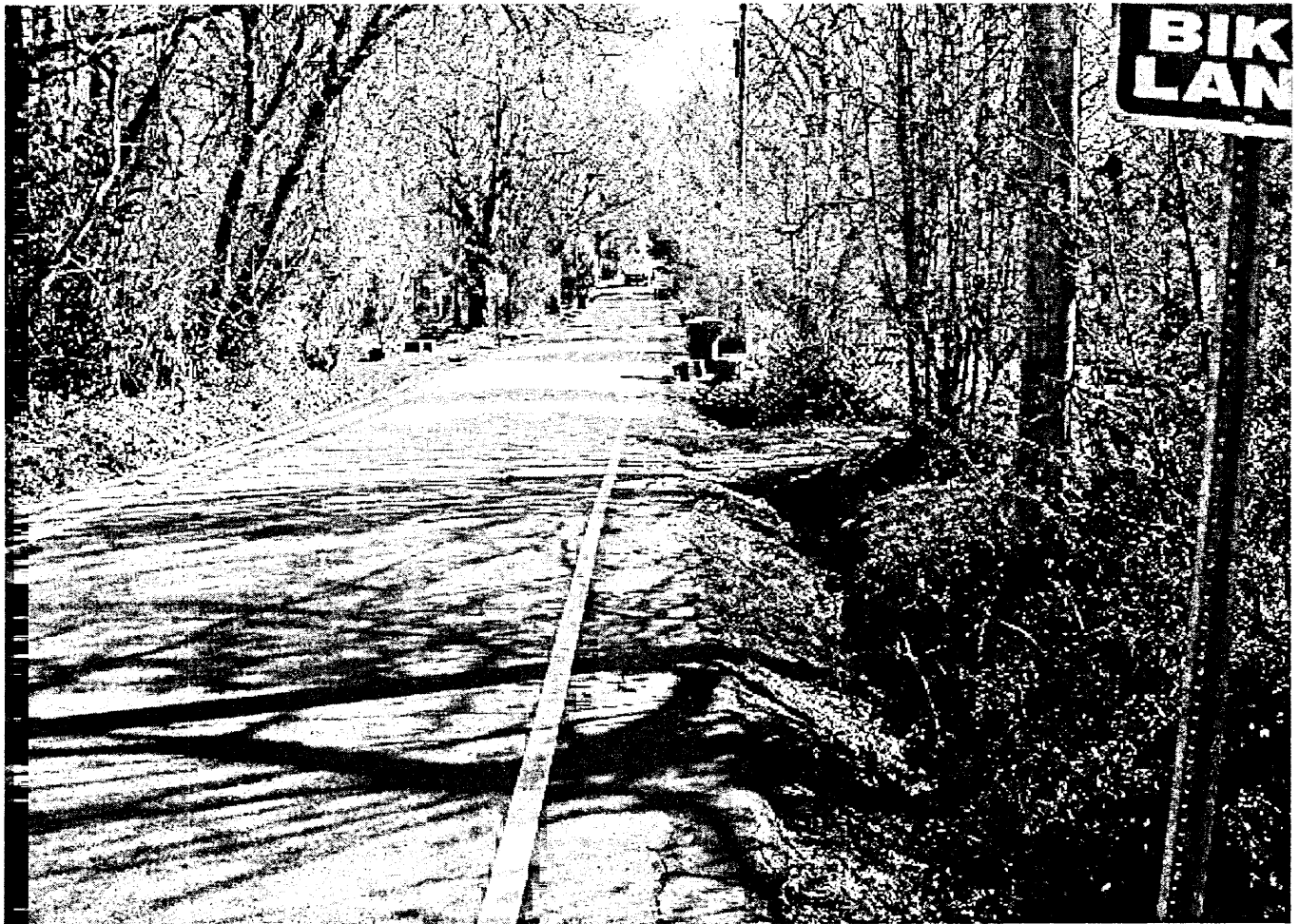
I'm writing to inform you of the hazardous BL on E Poplar St. Perhaps you know of it, but I want it as public record that it has been identified as a grave hazard. I've wanted to report this for years, but have procrastinated. I'm quite surprised this hasn't been dealt with a long time ago by officials.

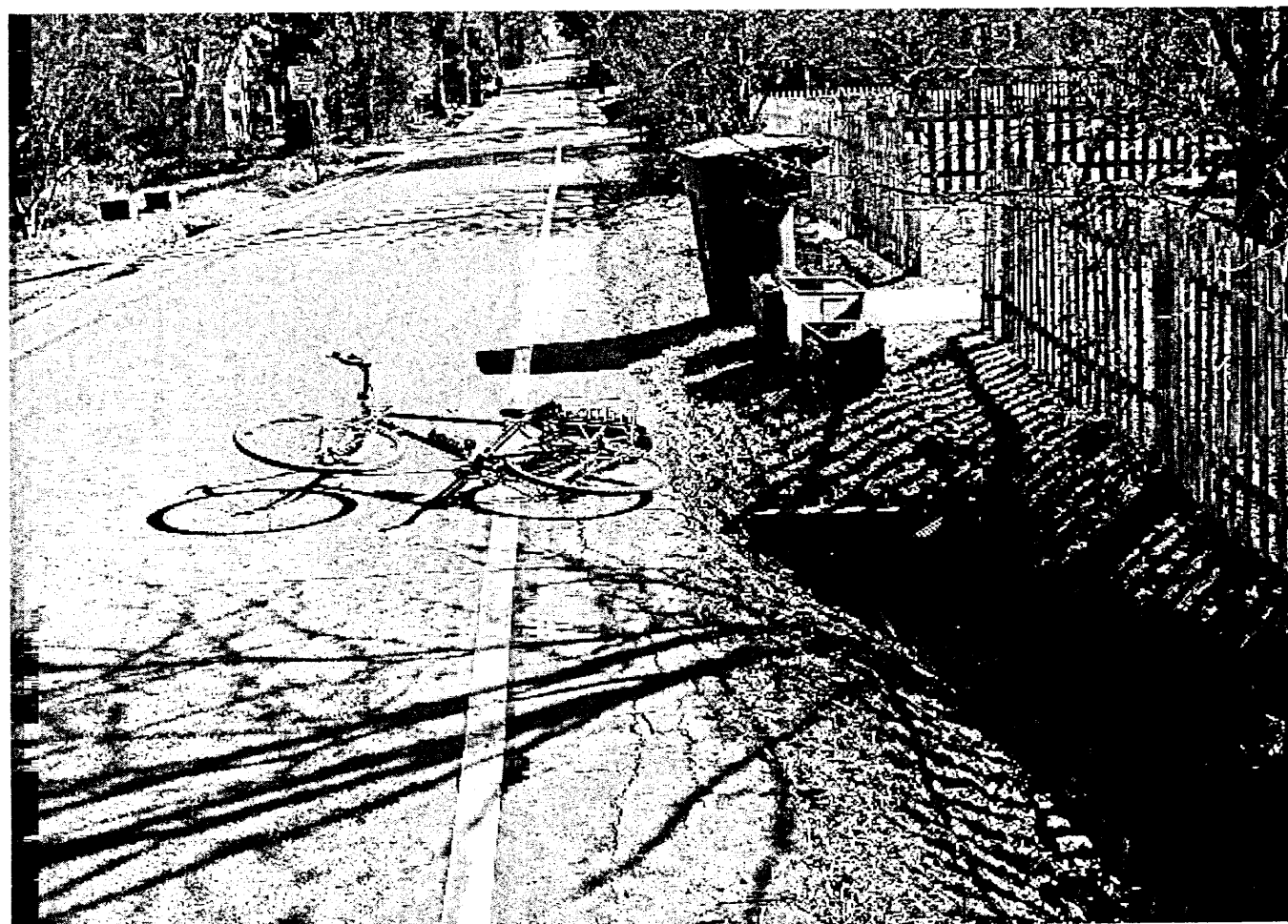
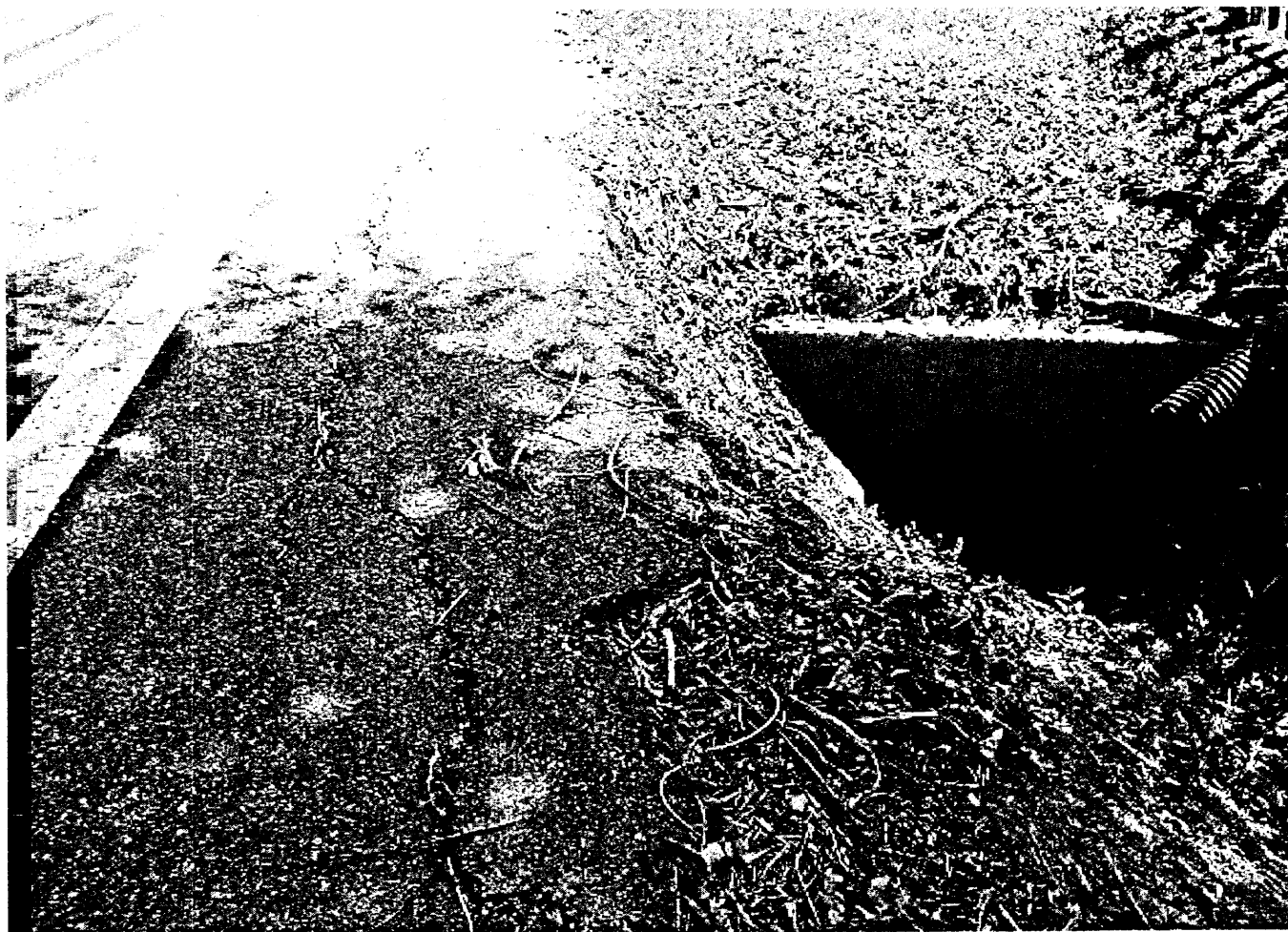
Not only is the BL on this tiny road unwarranted, it is far substandard in width according to AASHTO guidelines, and does not provide adequate recovery area off pavement. In fact, there is an adjacent ditch that has very dangerous concrete culverts at driveway crossings. In essence, the "BL" is really a narrow shoulder that should not be used for operating on and to prevent run-off-road accidents, yet Carrboro has chosen to call it a BL with the intent to invite bicyclists onto it. This is a grave mistake and subjects the Town to significant liability.

The BL signs should be removed, and it may be advisable to paint hazard/obstruction stripping on the shoulder to indicate that a hazardous condition exists.

Attached are several pictures.

Regards,
Wayne Pein
942-6051





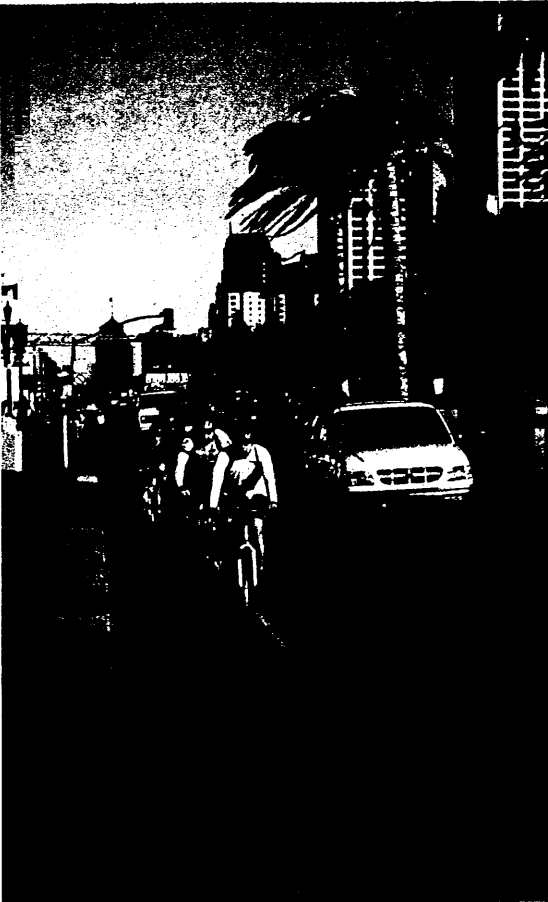


Figure 5. Bicycle Lane Markings

Bike Lanes

Bike lanes can be incorporated into a roadway when it is desirable to delineate available road space for preferential use by bicyclists and motorists, and to provide for more predictable movements by each. Bike lane markings, as exemplified in Figure 5, can increase a bicyclist's confidence in motorists not straying into their path of travel. Likewise, passing motorists are less likely to swerve to the left out of their lane to avoid bicyclists on their right. Also see Chapter 2, Other Design Criteria, for additional information which applies to bike lanes. Drainage grates, railroad crossings, traffic control devices, etc., need to be evaluated and upgraded if necessary for bicycle use.

Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent motor vehicle traffic. Two-way bike lanes on one side of the roadway are not recommended when they result in bicycles riding against the flow of motor vehicle traffic. Wrong-way riding is a major cause of bicycle crashes and violates the rules of the road as stated in the *UVC*³. Bicycle-specific wrong-way signing may be used to discourage wrong-way travel. However, there may be special situations where a two-way bike lane for a short distance can eliminate the need for a bicyclist to make a double crossing of a busy street or travel on a sidewalk. This should only be considered after careful evaluation of the relative risks and should be well documented in the project file.

On one-way streets, bike lanes should generally be placed on the right side of the street. Bike lanes on the left side are unfamiliar and unexpected for most motorists. This should only be considered when a bike lane on the left will substantially decrease the number of conflicts, such as those caused by heavy bus traffic or unusually heavy turning movements to the right, or if there are a significant number of left-turning bicyclists. Thus, left-side bike lanes should only be considered after careful evaluation. Similarly, two-way bike lanes on the left side of a one-way street could be considered with a suitable separation from the motor vehicle traffic after a complete engineering study of other alternatives and relative risks.

Bike Lane Widths

To examine the width requirements for bike lanes, Figure 6 shows four typical locations for such facilities in relation to the roadway. For roadways with no curb and gutter, the minimum width of a bike lane should be 1.2 m (4 feet). If parking is permitted, as in Figure 6(1), the bike lane should be placed between the parking area and the travel lane and have a minimum width of 1.5 m (5 feet). Where parking is permitted but a parking stripe or stalls are not utilized, the shared area should be a minimum of 3.3 m (11 feet) without a curb face and 3.6 m (12 feet) adjacent to a curb face as shown in Figure 6(2). If the parking volume is substantial or turnover is high, an additional 0.3 to 0.6 m (1 to 2 feet) of width is desirable.

Bike lanes should never be placed between the parking lane and curb lane. Bike lanes between the curb and parking lane can create obstacles for bicyclists from opening car doors and poor visibility at intersections and driveways and they prohibit bicyclists from making left turns.

Figure 6(3) depicts a bike lane along the outer portion of an urban curbed street where parking is prohibited.

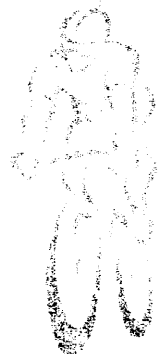
The recommended width of a bike lane is 1.5 m (5 feet) from the face of a curb or guardrail to the bike lane stripe. This 1.5-m (5-foot) width should be sufficient in cases where a 0.3-0.6 m (1-2 foot) wide concrete gutter pan exists, given that a minimum of 0.9 m (3 feet) of rideable surface is provided, and the longitudinal joint between the gutter pan and pavement surface is smooth. The width of the gutter pan should not be included in the measurement of the rideable or usable surface, with the possible exception of those communities that use an extra wide, smoothly paved gutter pan that is 1.2 m (4 feet) wide as a bike lane. If the joint is not smooth, 1.2 m (4 feet) of rideable surface should be provided.

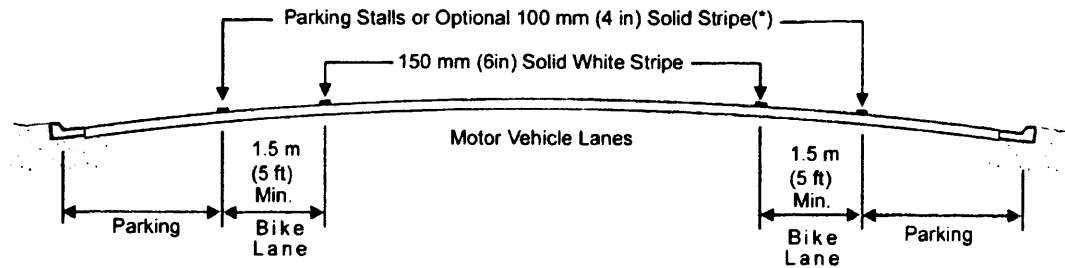
Since bicyclists usually tend to ride a distance of 0.8-1.0 m (32-40 inches) from a curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and utility covers that extend into this area may cause bicyclists to swerve, and have the effect of reducing the usable width of the lane. Where these structures exist, the bike lane width may need to be adjusted accordingly.

Figure 6(4) depicts a bike lane on a roadway in an outlying area without curbs and gutters. This location is in an undeveloped area where infrequent parking is handled off the pavement. Bike lanes should be located within the limits of the paved shoulder at the outside edge. Bike lanes may have a minimum width of 1.2 m (4 feet), where the area beyond the paved shoulder can provide additional maneuvering width. A width of 1.5 m (5 feet) or greater is preferable and additional widths are desirable where substantial truck traffic is present, or where motor vehicle speeds exceed 80 km/h (50 mph).

A bike lane should be delineated from the motor vehicle travel lanes with a 150-mm (6-inch) solid white line. Some jurisdictions have used a 200-mm (8-inch) line for added distinction. An additional 100-mm (4-inch) solid white line can be placed between the parking lane and the bike lane (see Figure 7). This second line will encourage parking closer to the curb, providing added separation from motor vehicles, and where parking is light it can discourage motorists from using the bike lane as a through travel lane.

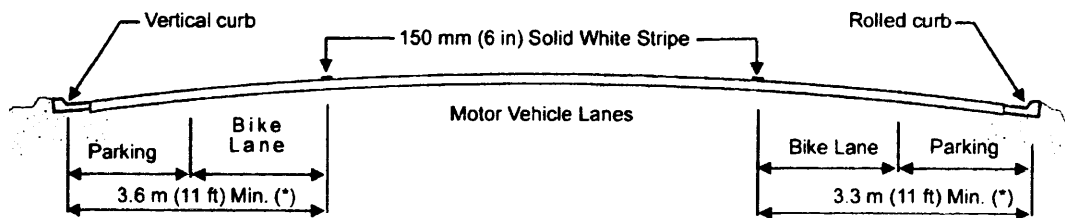
Bike lanes should be provided with adequate drainage to prevent ponding, washouts, debris accumulation and other potentially hazardous situations for bicyclists. The drainage grates should be bicycle-safe. When an immediate replacement of an incompatible grate is not possible, a temporary correction of welding thin metal straps across the grates perpendicular to the drainage slots at 100-mm (4-inch) center-to-center spacing should be considered.





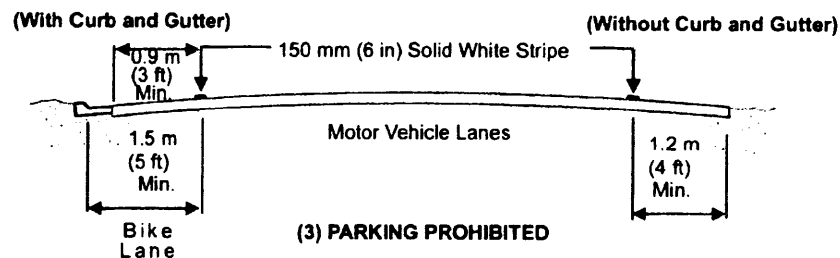
* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) ON-STREET PARKING

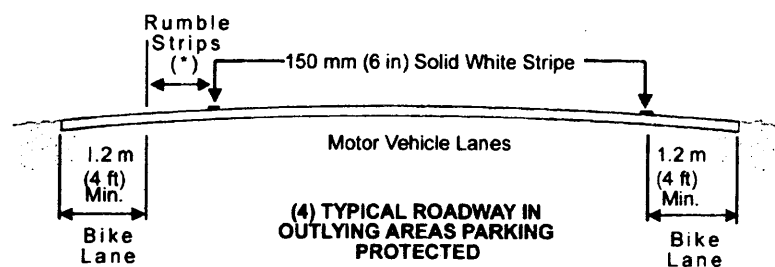


*3.9 m (13 ft) is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas).

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



(3) PARKING PROHIBITED



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING PROTECTED

*If rumble strips exist there should be 1.2 m (4ft) minimum from the rumble strips to the outside edge of the shoulder.

Figure 6. Typical Bike Lane Cross Sections

Article VIII

BICYCLES
(Amend. 3/10/92)Section 6-34 Establishment of Bikeways

The following areas are established as bikeways and the manager shall place or cause to be placed appropriate signs or other markings designating these bikeways:

- (1) Bikelanes are established in the following areas:
- a. A 6-foot strip along the outside edge of the roadway on both sides of North Greensboro Street from E. Poplar Avenue to Hillsborough Road.
 - b. A 6-foot strip along the outside edge of the roadway on both sides of Jones Ferry Road from Davie Road to Greensboro St.
 - c. A 4-foot strip along the outside edge of the roadway on both sides of Weaver Street from North Greensboro Street to West Main Street.
 - d. A 3-foot strip along the southern edge of the roadway of East Poplar Avenue from Main Street to North Greensboro Street.
 - e. A 5-foot strip along the outside edge of the roadway on both sides of West Poplar Avenue from NC 54 bypass to Main Street.
 - f. A 5-foot strip along the outside edge of the roadway on both sides of the entire length of Fidelity Street.
 - g. A 6-foot strip along the outside edge of the roadway on both sides of Hillsborough Road from Main Street to Lorraine Street.
 - h. A 6-foot strip along the outside edge of the roadway on both sides of Main Street from Hillsborough Road to James Street.
 - i. A 4-foot strip along the outside edge of the roadway on both sides of the State Maintained portion of BPW Club Road.
 - j. A 5-foot strip along the outside edge of the roadway on both sides of Pathway Drive from Spring Valley Road to Cobblestone.
 - k. A 6-foot strip along the outside edge of the roadway on both sides of Stratford Drive from Homestead Road to Autumn Drive. (Amend. 6/23/98)

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

December 4, 2003

SUBJECT: Bike Lanes on East Poplar Street

MOTION: The Transportation Advisory Board recommends that the bike lane designation on E. Poplar Avenue be removed from the Town Code and that the bike lane signs be removed. The TAB also recommends that the "No Parking" designation and the striping on the south side of E. Poplar St. remain in place. The TAB recommends that "Share the Road" signs be placed on E. Poplar and that the road profile be reviewed by the TAB before resurfacing or the addition of sidewalks along the road.

MOVED: Heidi Perry

SECOND: Ginny Wolpin

VOTE: Ayes (Chris van Hasselt, David Deming, Ellen Perry, Heidi Perry, Elizabeth Shay, Ginny Wolpin); Noes (None).

CHRIS VAN HASSELT (ZON)
TAB Chair

12 / 4 / 03
Date