



LEGISLATIVE HEARING

ORDINANCE TEXT CHANGES
4.06.2022





Recommended Action

- Open Legislative Hearing, receive comments, and continue the hearing to the May 4, 2022 meeting
- Provide feedback on the dooring, school zone, and slow zone amendments to the Code of Ordinances

Draft



Overview

- Traffic Code Changes
 - Dooring Ordinance
 - Town-wide Speed Limit
 - School Zones
 - Slow Zones
- Land Use Management Ordinance Changes
 - Staff proposal for payments-in-lieu
 - Planning Commission proposal for payments-in-lieu

Draft



Dooring Ordinance

- “Dooring”: Opening a door of a motor vehicle onto another road user
- A cyclist was “doored” in Chapel Hill on January 25 and died from injuries suffered
- 40 states have dooring laws ([Bike League, 2015](#))
- NC nor Chapel Hill has one
- Assists with the incident reporting, citing, and insurance



Source: Toronto Star



Dooring Ordinance

- No person shall open any door of a motor vehicle unless it is reasonably safe to do so and can be done without interfering with the movement of moving traffic, including pedestrians and bicycles on sidewalks or shoulders. Nor shall any person leave a door open on the side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.

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Speeds Ordinance

- Vision Zero Resolution (10/13/2021) commits to eliminating traffic fatalities and serious injuries
- Higher speeds correspond to worse injuries/fatalities
- [MLK](#), [NC-54](#), [Old Chapel Hill Rd.](#) have “35 unless otherwise posted” signs
- 35 MPH crash >50% chance of pedestrian death
- Studies show that sign changes with nothing else **can** still impact average driver speeds



fatality

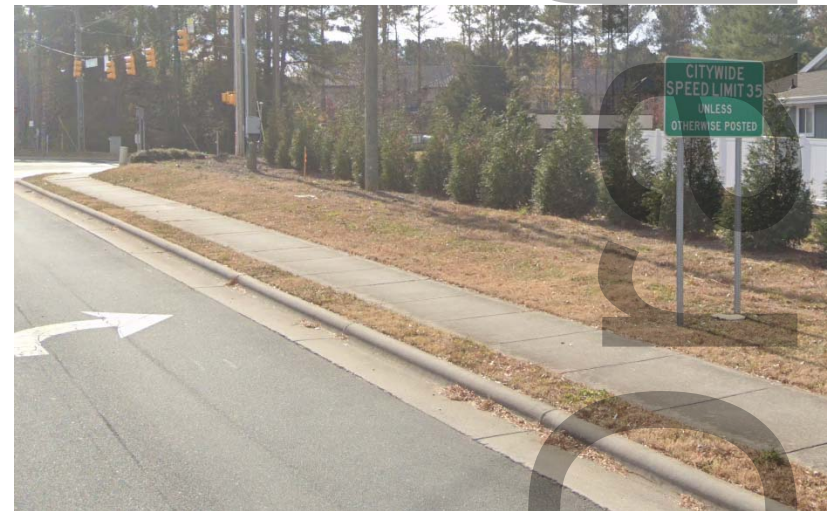


Speeds Ordinance

Town-wide Speed Limit

- NC law sets municipal speed limits at 35 MPH
- With a few exceptions, TOCH-owned streets are 25 MPH
- The traffic code outlines the speed limit on every street
- No speed limits to change – goal is to match code with practice and Vision Zero

Update Town-wide speed limit, except on state-owned roads, and except as otherwise noted, to 25 MPH



Source: Google Maps



Speeds Ordinance

School Zones

- NC law sets school zone speed limits at 25 MPH on state-owned roads
- NC law restricts school zone speed limits to 20 MPH on any road
- Many Chapel Hill schools are not currently written into code for school zone
 - Rashkis
 - Glenwood
 - Northside
 - Scroggs

Update School Zone code to include all CHCCS schools in Chapel Hill corporate limits.



Source: Google Maps



Speeds Ordinance

Neighborhood Slow Zone

- “Specifically designated areas with slower speeds than otherwise similar streets in the same jurisdiction”. “Neighborhood-scale or site-specific zones are useful for addressing high priority areas” ([NACTO](#))
- Instead of responding to complaints and installing traffic calming one block at a time, Neighborhood Slow Zones Program applies **community-driven traffic calming** in an entire zone of residential streets.

Authorize Town Manager to establish Neighborhood Slow Zones as a traffic calming method.



THE GATEWAY OF A NEIGHBORHOOD SLOW ZONE IN THE CLAREMONT SECTION OF THE BRONX.

Source: [patch.com](#)



Commission and Advisory Board Feedback

Engagement and Education

- Transportation and Connectivity Advisory Board (TCAB) and Planning Commission both stressed the importance of education and engagement efforts in coordination with the Text Amendments, specifically with regard to the Dooring Ordinance and the Neighborhood Slow Zones

Data-Informed Decision-making

- Vision Zero decisions (like Neighborhood Slow Zone implementation) is a combination of data-driven decisions and community-centered planning

Dooring

- TCAB and Planning Commission stressed the importance of determining the appropriate offense for Dooring. CHPD and Planning have worked closely on this



THE GATEWAY OF A NEIGHBORHOOD SLOW ZONE IN THE CLAREMONT SECTION OF THE BRONX.

Source: patch.com



Payment-in-Lieu Ordinance

Background

- Effort initiated after Planning Commission petition to Council
- LUMO requires all subdivisions and developments to “front on a street meeting the standards of the design guidelines”
 - Design guidelines include sidewalk on both sides of the street
- Planning Commission has requested payments-in-lieu over sidewalks for neighborhoods without existing sidewalk
- Town Council has occasionally granted an exemption to regulations





Payment-in-Lieu Ordinance

Future Payments-in-Lieu – Staff Recommendation

- Establish payments only when extending bike and/or pedestrian network is “not practicable”
- Intent of “practicable” is only for physical issues with construction
 - Ex: Grade issues, hydrology, drainage, etc.
- Include policy on how payments can be spent
 - For bicycle, pedestrian, or transit stop improvements
 - Payment based on recent bids of building sidewalk/bike lane/greenway in this region
 - Desire to reduce payments and encourage facilities being built
- Paired with policy to spend payments within 1 mile radius of development site

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Payment-in-Lieu Ordinance

Future Payments-in-Lieu

(e) Bicycle and pedestrian systems in the vicinity of the development site shall be extended to the site to the extent practicable. Access to the site shall be in compliance with and coordinate to existing and future town bicycle and pedestrian systems and the systems of adjacent developments. Bicycle, pedestrian and transit improvements shall be installed along all public streets within and on the external street frontage of the development, to the extent practicable, in accordance with provisions in the Chapel Hill Design Manual.

(f) When extending bicycle and pedestrian systems is not practicable, the applicant for the development site shall make a payment-in-lieu. The payment shall be based on the average cost of recent past bids for the specific type of improvement not being provided.



Payment-in-Lieu Ordinance

Future Payments-in-Lieu – Planning Commission Recommendation

- Establish payments only when extending bike and/or pedestrian network is “not **practicable or reasonable**”
- Would establish criteria for when sidewalk is not reasonable
 - When surrounding parcels do not have a sidewalk
 - When street frontage is on a Town-maintained road
 - When no facility is explicitly identified in a Town transportation plan
 - Payment-in-lieu must be proposed by the applicant
- Would amend Section 5.2.4 to allow subdivided lots to front on a street that does not meet Town standards for pedestrian infrastructure when payments are preferred option

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Payment-in-Lieu Ordinance

Decision Points

- Should the Town Council authorize staff to use existing payments-in-lieu of pedestrian and bike infrastructure for projects that are not the strictly intended purpose?
- Should the Land Use Management Ordinance (LUMO) address payments-in-lieu of bicycle and pedestrian improvements?
- Should the LUMO provide flexibility for Council, Planning Commission, and Town staff to determine when payments are preferable to infrastructure?

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RECOMMENDATION

- Open Legislative Hearing, receive comments, and continue the hearing to the May 4, 2022 meeting
- Provide feedback on the dooring, school zone, and slow zone amendments to the Code of Ordinances
- At the May 4, 2022 meeting:
 - Adopt the resolution of consistency
 - Enact the Payment-in-Lieu LUMO text amendment
 - Enact the Code of Ordinances amendments related to speed regulation

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