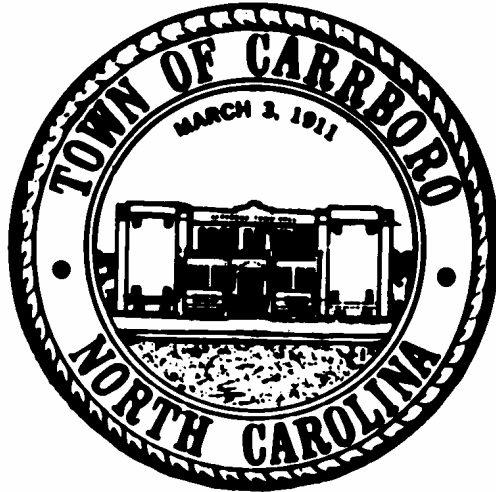
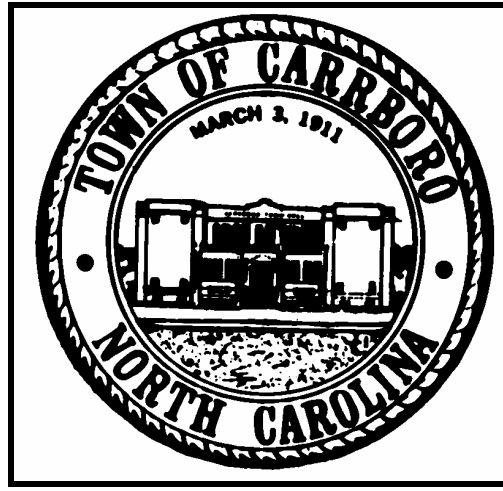


TOWN OF CARRBORO



CONNECTOR ROADS POLICY

Adopted: MARCH 18, 1986
By: TOWN OF CARRBORO BOARD OF ALDERMEN



JAMES V. PORTO, JR., Mayor

Carrboro Board of Aldermen

DOUG ANDERSON

TOM GURGANUS

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HILLIARD CALDWELL

JUDITH WEGNER

O V E R V I E W

B A C K G R O U N D

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.

T H E C H A R G E

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.

T H E R E S P O N S E

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.

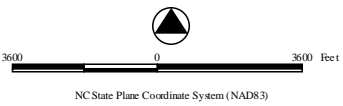
III. CONNECTOR ROADS PLAN

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.



Carrboro Connector Roads - October 2003

Connector Roads Revised Through October 2003

- Legend**
-  Connector road
 -  Streets
 -  Carrboro Town Limits



TOWN OF CARRBORO
 301 W. Main St.
 Carrboro, NC 27510
 31 May 2005
 Date: M. Kest, Planning Department
 918-7329

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY
 The requestor must be aware of data conditions and ultimately bear responsibility for the appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.

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**