

Bicycle Laws and Safety Tips

The bicycle has been legally considered a vehicle in North Carolina since 1937. Thus, bicyclists have full rights and responsibilities on the roadway and are subject to the regulations governing the operation of a motor vehicle where applicable. North Carolina traffic laws require the rider of a bicycle to

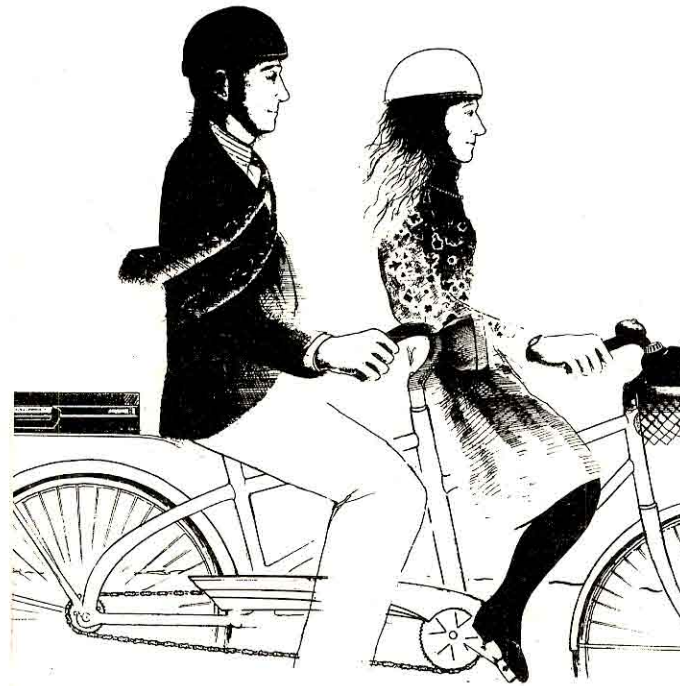
- ride on the right, in the same direction as other moving traffic
- obey all traffic signs and signals, including stop and yield signs and one-way directional signs
- use hand signals to communicate intended movements
- yield to pedestrians and emergency vehicles
- equip the bicycle with a front lamp visible from 300 feet and a rear reflector or lamp which is visible from a distance of 200 feet at night
- have a horn or bell or other device to produce audible warning to pedestrians or vehicles.

Remember, the bicyclist always loses in a conflict with a motor vehicle. Ride defensively and in a predictable manner to avoid accidents. To help enhance your safety, the following precautions are recommended:

- always wear a bicycle helmet
- use a backpack or bicycle bag to carry goods
- avoid biking at night
- when riding with a group, ride single file
- wear bright clothing to increase visibility
- be sure your bicycle is the right size for you and keep it in good repair, checking for loose or worn parts regularly.

Funding for this publication was provided by the Federal Highway Administration through the North Carolina Department of Transportation Bicycle Program. This project was undertaken at the request of the Town of Carrboro as a part of the 1988 Transportation Improvement Program. Additional copies of the brochure are available from

Town of Carrboro
301 West Main Street
Carrboro, North Carolina 27510



CARRBORO

BIKEWAYS MAP

A Guide for Commuting and
Recreational Cyclists

A friendly place with a reputation for neighborliness and human-scale development, Carrboro welcomes cyclists. Since the early seventies, the town has included bicycles in all parts of its planning, and the result is a comprehensive bikeway system that is among the best in the state.

Carrboro began as a mill town. Tom Lloyd built Alberta Mill in 1899, and what had been only a rail depot for the nearby University of North Carolina quickly became a busy little mill village. Tobacco magnate Julian Carr bought the mill in 1909, and when the company offered to donate electricity and streets to the village, the grateful town decided to take the name Carrboro.

At one time in the early twentieth century, three mills were operating in Carrboro. In the 1920s the town had a population of over 1,000. Besides the workers the community included mechanics, tradesmen, merchants, and even a few professionals.

The Depression was hard on the town's mill economy: first Alberta (by that time the No. 4 mill in the Carr Durham Hosiery chain) and then its sister mill across the street closed. The mills revived briefly during the Second World War, but closed for good not long after.

One early name for Carrboro was West End—the postmaster used it to separate the town's mail from that of neighboring Chapel Hill—and Carrboro's fortunes have long been closely tied to those of the university town. As the university expanded in the 1960s, housing construction boomed. Carrboro's housing stock doubled in the early 1970s, and population swelled from around 2,000 in 1960 to over 10,000 by the mid-1980s.

The proximity of the campus and the easy approaches made bicycle commuting a popular option for many of the town's new residents. And the energy crisis in 1973 encouraged everyone to take a new look at the bicycle as a mode of transportation.

In 1973 concerned cyclists and town staff devised a bikeway plan for Carrboro that has guided the town ever since. Today bicycles are a well-established and accepted part of the traffic mix and a vital part of the Carrboro life-style.

Bicycling in Carrboro

Since the major commuting traffic is between Carrboro and Chapel Hill, the Carrboro bikeway system is designed to move bicycle traffic safely and efficiently from residential areas, through the central business district, and onto the Carrboro bikeway, which connects Roberson Street in Carrboro and Cameron Avenue in Chapel Hill. Because this route is relatively flat, practically any bicycle in good working order will make the trip.

For many sport cyclists, Carrboro is the gateway to the rural secondary roads of Orange and Chatham counties. Both Jones Ferry and Old Hillsborough roads are starting points for popular routes for touring and training.

Families, children, and others can use the bikeway system to reach some of the town's recreational facilities. The Carrboro Community Park west of town has a special accessway (unpaved) for nonmotorized vehicles and pedestrians from Strowd Road. The entrance to Wilson Park is convenient to the bike lane on N. Greensboro Street.

Within the town itself, the bike lanes on Poplar Avenue and Weaver Street, the off-road bike path between Roberson Street and Cameron Avenue, and the quiet streets in Old Carrboro provide sheltered areas for pleasant and safe family outings.

Useful numbers

Town of Carrboro

Mayor's Office, 942-8541
Recreation and Parks, 968-7703
Police (non-emergency), 968-7709
Emergency, 911

Information

Chapel Hill-Carrboro Chamber of Commerce,
104 S. Estes Drive, Chapel Hill,
967-7075

Riding on Carrboro's Bicycle Facilities

Bicycle Lanes

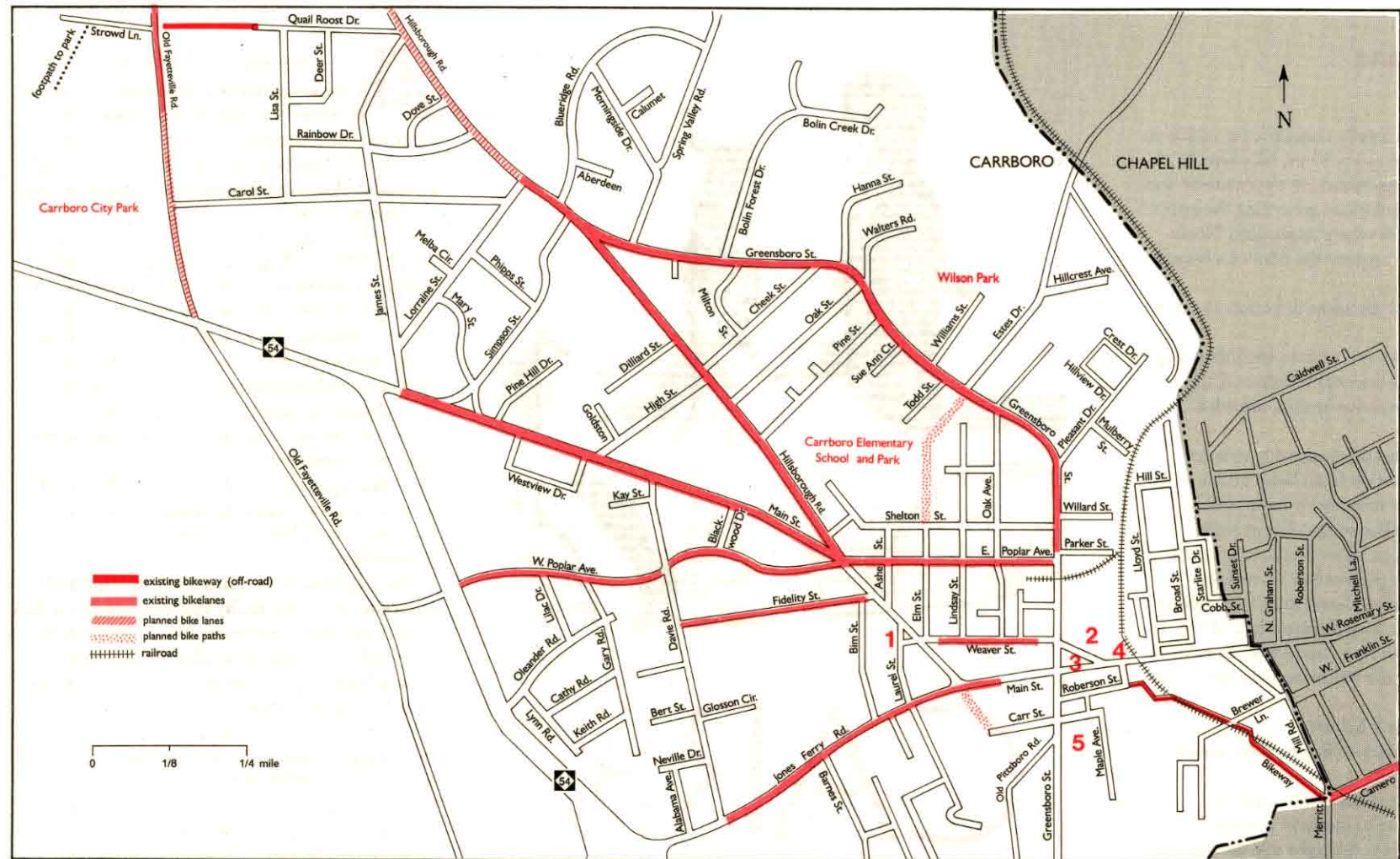
A bike lane is a portion of a roadway which has been designated by striping, signing, and pavement markings for preferential use by bicyclists. Bike lanes are always one-way facilities. Properly used, bicycle lanes can increase road safety by providing for more predictable movements by both bicyclists and motorists. When traveling in a bicycle lane, please follow the tips listed below.

- *Always ride in the same direction as adjoining motor vehicle traffic.* It is never safe to ride against the regular flow of traffic.
- *Exhibit extra caution when approaching intersections.* Be aware that turning motor vehicle traffic may not see you or recognize your right-of-way.
- *To prepare to make a left turn, merge with motor vehicle traffic well in advance of the intersection.* Do not begin a left turn from a right side bicycle lane.
- *At intersections with right turn lanes for motor vehicles, merge into the inside through lane well in advance of the intersection.* This action avoids a situation in which motor vehicle traffic in the turn lane cuts directly across the bicycle lane and your travel path.

Off-road bicycle paths

A bicycle path is generally located on an exclusive right-of-way with minimal cross-flow by motor vehicles. Often such paths are designed to be multi-use, that is, they serve bicyclists, joggers, and walkers. When traveling on a bicycle path, please follow the tips listed below.

- *Ride in a predictable and courteous manner.* On multi-use paths with striped lanes, staying in your designated lane is the simplest way to avoid confusion.
- *Obey all special traffic signs and signals.* This is especially important at any points where the path intersects with regular city streets.
- *At the path's beginning and end, merge with motor vehicle traffic in a predictable fashion.* Avoid situations in which you emerge unexpectedly to join or cross the regular traffic flow.



Points of Interest

1 Carrboro Town Hall

Constructed in 1922 as an elementary school, this building became the town hall in 1960.

2 Carr Mill

Now known as Carr Mill, the Alberta Mill and its sister mills (no longer standing) once formed the center of a thriving mill village.

3 Carrboro Commercial District

Although a fire in 1924 destroyed some of the older buildings, the 100 block of E. Main Street still includes several buildings from the early part of the century.

4 The Station

Until the advent of cars and decent roads, this railroad station was the gateway to Chapel Hill. The legislature, fearing a decline in "morals and habits of studv," decreed that railroad tracks could not come closer than one mile to Chapel Hill.

5 Old Carrboro

Many of the original homes of millhands, managers, and merchants still stand. The Thomas F. Lloyd Historic District, bounded by E. Carr, Maple, and South Greenboro streets, includes several fine examples of the typical Carolina mill house, which featured an open front porch and a false cross-gable with a diamond-shaped vent. The

large lots afforded space for kitchen gardens.

Other notable houses include the Bennie Ray House (301 Weaver Street), built for Mr. Ray, the village blacksmith, in 1910; the Toney Strayhorn House (109 Jones Ferry Road), a rambling two-story structure which evolved from the one-room log cabin built by Mr. Strayhorn, a former slave and skilled bricklayer, just before the turn of the century; and the Luther Sturdivant House (215 Old Hillsborough Road), the first brick house in the community, constructed around 1930.

The mill, the mill village, and the commercial district are all recorded in the National Register of Historic Places.