

NORTHSIDE

Mobility Plan



Adopted January 22, 2007



Adopted by Town Council January 22, 2007

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Introduction

To increase mobility, promote active living, and create a safer environment for people to walk within the Northside neighborhood, improvements to the pedestrian circulation network are necessary. The Northside neighborhood pedestrian circulation network is a system of informal pedestrian paths, sidewalks, streets, crosswalks, and sections of the Town greenway. This network supports and is supported by the Town public transit system, a perception of safety provided by street lighting, community involvement and police presence.

This plan is intended to serve as the action plan for carrying out pedestrian and bicycle mobility improvements in the Northside neighborhood. This plan is the result of a mobility report carried out for the Town of Chapel Hill by Prevention Partners in November, 2004, a public forum on June 20, 2005, and advisory board recommendations based on the public forum.

- The Prevention Partners report summarized the results of a physical assessment of pedestrian and bicycle facilities in the Northside neighborhood. The report made recommendations for the repair and construction of sidewalks, crosswalks, improved street lighting, and public safety improvements. The report also included community input.
- The public forum was intended to receive citizen comments on the findings and recommendations of the Mobility Assessment of the Northside Neighborhood Report. Issues raised during the public forum included proposed sidewalk locations, improved lighting, vegetative overgrowth, and the installation of emergency call boxes.
- Advisory board recommendations based on the public forum and the report included the need for more citizen involvement in sidewalk and crosswalk placement, increased police presence, clarification of Town policy on abandoned housing, prioritizing the sidewalk recommendations according to the Bicycle and Pedestrian Action Plan, and incorporation of the Tanyard Branch Trail into the neighborhood pedestrian network.
- The Northside Mobility Plan is a follow-up to the initial report and public consultation process.

In the creation of the Northside Mobility Plan citizen and advisory board recommendations were considered along with additional goals for improving pedestrian mobility within the neighborhood. Key goals considered in this plan include:

- Ensure that the major vehicle routes within the neighborhood including Roberson Street, Mitchell Lane, Church Street, Caldwell Street -Gomains Avenue have continuous sidewalk coverage to improve safety for pedestrians traveling within the neighborhood.
- Ensure that there are pedestrian friendly north/south and east/west pedestrian corridors throughout the neighborhood.
- Recognize Hargraves Center as the “heart” of the neighborhood and treat it as a pedestrian destination for the neighborhood and the surrounding communities by providing pedestrian safety improvements around its perimeter.

- Recognize that many of the streets in the neighborhood may be appropriate for the coexistence of vehicles and pedestrian traffic and that further sidewalk improvements may be immediately unnecessary along these streets. Traffic calming measures may be an acceptable alternative to reduce traffic speed and enhance pedestrian safety. Traffic calming measures such as speed tables will facilitate the coexistence of pedestrians and vehicle traffic.
- Recognize that the deficiencies in public safety is a barrier to increasing pedestrian mobility and restricts physical activity behaviors in the neighborhood. A safer urban environment provided by street lighting, emergency call boxes at the Hargraves Center, policy regarding abandoned housing, community involvement, and police presence all have a role in pedestrian mobility.

Improvements to the pedestrian network in Northside will contribute to a healthier urban environment and increased pedestrian mobility in the neighborhood. The pedestrian network components that would most benefit from improvement include:

- Formalizing the informal pedestrian paths where possible to create publicly recognized walkways for pedestrian travel. These walkways should be well lighted. Low height lighting is suggested;
- Sidewalks, crosswalks, and traffic calming measures along the major vehicle circulation routes;
- Sidewalks, crosswalks, stops signs, and traffic calming measures adjacent to the Hargraves Center;
- Assessment and improvements to the pedestrian network internal to the Hargraves site to promote the facility's integration with the neighborhood and better pedestrian access from the neighborhood;
- Integration of the greenway trail into the neighborhood pedestrian circulation network;
- Reassessment of the service provided by the Chapel Hill Transit system within the neighborhood.

This plan is divided into eight parts. Each part is intended to address a component of the pedestrian mobility network.

- Sections 1, 2, and 3 are pedestrian infrastructure components to be carried out in the neighborhood including paved pedestrian paths, sidewalks, traffic calming, crosswalks, stop signs, and bicycle lanes.
- Sections 4 and 5 are recommendations regarding the Tanyard Branch Greenway Trail and the Hargraves Community Center.
- Section 6 is recommendations regarding the Northside bus-transit routes.
- Section 7 and 8 are recommendations to increase public safety in the neighborhood including street lighting and abandoned housing.

A map of proposed mobility improvements is provided in Figure A.

Figure A: Northside Pedestrian Mobility Plan



Northside Mobility Improvements

1. Walkways (immediate priority)

- 1.1 From Craig Street to Baldwin Park at west end of Craig Street
- 1.2 From Church Street to Trinity Court at north end of Church Street
- 1.3 From Cotton Street to Caldwell Street at north end of Cotton Street
- 1.4 From Caldwell Street to Northside Buildings Parking Lot at Chapel Hill Housing Offices
- 1.5 From McDade Street to N. Columbia Street at east end of McDade Street
- 1.6 From Mitchell Lane to Craig Street at west side of mid-block between Caldwell Street and Roberson Street

2. Sidewalk Improvements

- 2.1 West side of Mitchell Lane (first priority) from Lindsay Street to Caldwell Street
- 2.2 South side of Gomains Avenue (first priority) from Craig Street to Bynum Street
- 2.3 South side of McMasters Street (first priority) from west end to Church Street
- 2.4 South side of Caldwell Street (first priority) from Church Street to N. Columbia Street
- 2.5 South side of Craig Street (first priority) from Gomains Avenue to Bynum Street
- 2.6 East side of Sykes Street (first priority) from Gomains Avenue to Whitaker Street
- 2.7 East side of Church Street (second priority) from McMasters Street to Rosemary Street

3. Pedestrian Safety and Traffic Calming (immediate priority)

- 3.1 Mitchell Lane at Roberson Street (stop signs, crosswalks, and speed tables)
- 3.2 Roberson Street (stop signs, crosswalks, and speed tables)
- 3.3 Mitchell Lane at Lindsay Street (stop signs, crosswalks, and speed tables)
- 3.4 Caldwell Street and Gomains Avenue (crosswalks and speed tables)
- 3.5 Caldwell Street and Tanyard Branch Greenway Trail (crosswalk and speed table)
- 3.6 Church Street (crosswalks, speed tables, and bicycle lane)
- 3.7 Rosemary Street (crosswalks)
- 3.8 Sykes Street and Nunn Street (stop signs)

I. Walkway Improvements

Within Northside neighborhood there are many opportunities for formalizing the informal pedestrian paths that currently exist within the neighborhood and that connect to the surrounding areas. Enhancing and formalizing the pedestrian path system will increase mobility and access within the neighborhood and to the surrounding communities by making pedestrian connections through existing right-of-ways and Town owned property.

The purpose of formalizing the pedestrian paths is to encourage people to walk by providing more direct paths of travel and connecting people to walking routes to work, school, school bus stops, and existing transit stops. Additionally, some of the existing informal paths cut across private property, have the danger of becoming slippery when it rains, and can be unsafe at night. Formalizing these paths would result in more orderly pedestrian travel by providing designated walkways, away from the existing street network, and would provide alternatives to pedestrians crossing private property, and at other unsafe locations.

Formalizing the pedestrian paths would entail the installation of a concrete or asphalt walkway along with steps and handrails where necessary and lighting where appropriate.

Northside's street network is unconnected with other neighborhoods to the north and has very limited access to neighborhoods to the west and east. Pedestrians have carved paths where access is lacking, creating an improvised pedestrian route. Where combined vehicle and pedestrian access may not be possible, pedestrian walkway connections are an acceptable alternative to increasing pedestrian mobility.

Three east/west and four north/south corridors can be broadly delineated through the neighborhood. These corridors show the general paths that pedestrian might use when traveling through the neighborhood. These corridors can be seen in figure B. Sidewalks and informal pedestrian paths make up these corridors and the location of these features within the neighborhood can be seen in figure C. The location of the existing right-of-ways, public property, and the proposed path locations can be seen in figure D.

Table 1.1: Walkway Improvement Summary

Walkway	Location	Distance
Walkway 1.1	From Craig Street to Baldwin Park at west end of Craig Street	200 feet
Walkway 1.2	From Church Street to Trinity Court at north end of Church Street	240 feet
Walkway 1.3	From Cotton Street to Caldwell Street at north end of Cotton Street	80 feet
Walkway 1.4	From Caldwell Street to Northside Buildings Parking Lot at Chapel Hill Housing Offices	30 feet
Walkway 1.5	From McDade Street to N. Columbia Street at east end of McDade Street	700 feet
Walkway 1.6	From Mitchell Lane to Craig Street at west side of mid-block between Caldwell Street and Roberson Street	220 feet

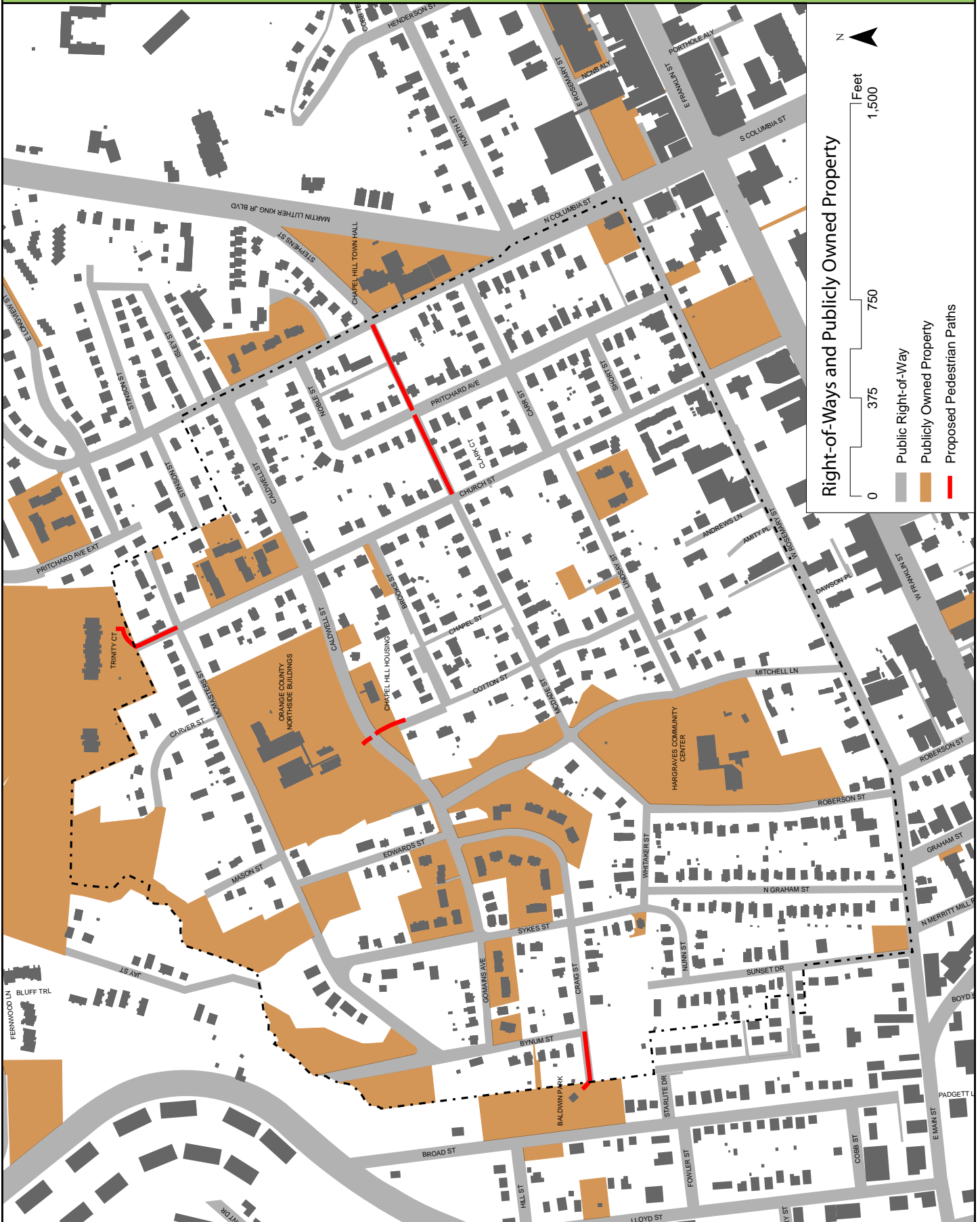
Figure B: Informal Neighborhood Pedestrian Corridors



Figure C: Existing Pedestrian Paths and Sidewalks



Figure D: Right-of-ways and Proposed Walkways



1.1 Recommended Paved and Lighted Walkway from Craig Street to Baldwin Park (Carrboro) via Right-of-Way

Existing Conditions: A paved and lighted walkway currently exists in Baldwin Park connecting Broad Street to the Chapel Hill border. A picture of this walkway looking toward Chapel Hill can be seen in figure 1.1. There is not a walkway in Chapel Hill, but there is an existing town right-of-way. There are informal dirt paths between Baldwin Park and Craig Street in Chapel Hill.

Proposal: The proposed walkway would formalize the existing informal pedestrian path from the west end of Northside neighborhood to Carrboro, creating a dedicated route for pedestrian travel through a Town right-of-way away. This walkway would also function as the west end of an east/west pedestrian corridor for the neighborhood.

Completing this walkway would require roughly 200 feet of sidewalk improvements including lighting. Improvement details will be determined through a feasibility study carried out by the Town engineering department. See the Mobility Improvement Plan of the proposed improvement locations.

Although a street connection at this location may not be possible at this time, a future street connection might be considered. Further study would be necessary to determine if this would be beneficial and desired by the community. Opening a street to vehicle traffic has the potential to decrease crime in areas that are quartered-off from other parts of cities.

See Figure A for a location map



Figure 1.1: Current Carrboro pedestrian path through Baldwin Park and informal pedestrian paths to Northside.

1.2 Recommended Paved and Lighted Walkway from Church Street to Trinity Court via Right-of-Way

Existing Conditions: An undeveloped Town right-of-way exists at the northern end of Church Street to the Trinity Court parcel of Town property. This right-of-way is clear of vegetation. The property owner to the west of the right-of-way has an encroachment agreement with the Town to park their car in the right-of-way. A picture of this right-of-way looking towards Trinity Court can be seen in figure 1.2.

Public safety is a major concern for residents at this location. Trinity Court is currently surrounded by chain link fence on the north, south, and west sides. The only access is to the east is via Prichard Extension. The fence was recently installed because of public safety concerns.

Pedestrians on Prichard Extension currently access Northside by crossing private property at the east end of McMasters Street. Chapel Hill Housing has also received complaints from neighborhood residents about people are cutting across private property to access Northside neighborhood from areas north of Northside in other areas close to this location.

Numerous school buses also stop at Trinity Court.

Proposal: The proposed walkway would provide a defined route for pedestrian travel as an alternative to the existing problem of people crossing private property to access downtown and walking on Prichard Extension and North Columbia Street.

Creating this connection would also better integrate public housing residents into the community and would also allow school children boarding and alighting at Trinity Court a way to access Northside and Trinity Court without traveling on major vehicle routes.

Chapel Hill Housing is in favor of this proposal to increase pedestrian mobility and create a defined route for pedestrian travel.

Completing this path would require roughly 240 feet of walkway improvements including stairs. See the Mobility Improvement Plan of proposed mobility improvements for the location of this improvement.

See Figure A for a location map



Figure 1.2: *Current Right-of-way from the end of Cotton Street to Town property beyond. Proposed pedestrian path location.*

1.3 Recommended Paved and Lighted Walkway from Cotton Street to Caldwell Street across Town Property

Existing Conditions: The Cotton Street right-of-way ends at the Town public housing property (used for the public housing office) adjacent to Caldwell Street. An informal pedestrian path currently exists from Cotton Street to Caldwell Street. This informal path passes across property and across the Chapel Hill Housing parking lot. See figure 1.3.1 for a picture of the existing pedestrian path to Cotton Street. See figure 1.3.2 for a picture of the end of Cotton Street and the location of the proposed pedestrian path.



Proposal: The proposed walkway would realign the existing informal path and locate it directly from the end of Cotton Street to Caldwell Street, crossing town property. This would provide a formalized pedestrian route between Caldwell and Cotton Street completing a segment of a north/south pedestrian corridor through the neighborhood, reinforcing the connection to the Tanyard Branch Greenway Trail. The proposed walkway to the Northside Buildings parking lot would also connect McMasters Street and would open up a dead end street to pedestrian travel.

Completing this walkway would require roughly 80 feet of walkway improvements including stairs. See the Mobility Improvement Plan for the location of this improvement.

Figure 1.3.1: Existing pedestrian cut-through from *Chapel Hill Housing parking lot to Cotton Street.*



See Figure A for a location map

Figure 1.3.2: The end of Cotton Street looking north. *Location of the proposed pedestrian path.*

1.4 Recommended Paved and Lighted Walkway from Caldwell Street to Northside Buildings Parking Lot

Existing Conditions: Pedestrians currently use an informal, steep, dirt embankment from the Tanyard Branch Greenway Trail to the Northside School Parking Lot to travel between Caldwell Street and McMasters Street across Orange County property. See figure 1.4 for a picture of the existing pedestrian path.

See Figure A for a location map

Proposal: The proposed walkway would realign the existing informal path and locate it at the end of the existing Northside Buildings parking lot, crossing only Orange County property. This would complete a segment of a north/south pedestrian corridor through the neighborhood, create a formalized pedestrian connection between Caldwell Street and McMasters Street, and create a safer path for pedestrian travel.

Completing this walkway would require removal of the entire length of obsolete fencing at the south eastern corner of the property and roughly 30 feet of walkway improvements including stairs. Removing the fencing is essential to this recommendation. The Town of Chapel Hill Parks and Recreation Department has plans to remove the fence. See the Mobility Improvement Plan for the location of this improvement.



Figure 1.4: Existing pedestrian path from Caldwell Street to McMasters Street via Tanyard Branch Greenway and Orange County Northside Buildings parking lot.

1.5 Recommended Paved and Lighted Walkway from Church Street at McDade Street to North Columbia Street at Stephens Street

Existing Conditions: A right-of-way exists at the end of McDade Street that connects through to North Columbia Street at Stephens Street. This right-of-way crosses Pritchard Avenue and is used by adjacent residents as alleyways, garden plots, and driveways. Other sections of the right-of-way are overgrown with vegetation.

See Figure A for a location map

Proposal: The proposed walkway would create a major pedestrian connection between Church Street and North Columbia Street providing a direct east/west pedestrian corridor through the neighborhood. It is important that lighting methods used along this walkway ensure a safe and aesthetically pleasing residential and pedestrian experience. Crosswalks and traffic calming measures should be provided at each street crossing and at the ends of the walkway to ensure that vehicles are conscientious towards pedestrians crossing at these locations.

Completing this walkway would require roughly 700 feet of walkway improvements. See the Mobility Improvement Plan for the location of this improvement.

1.6 Recommended Paved and Lighted Walkway from Mitchell Lane Bus Stop to Craig Street

Existing Conditions: Residents traveling to the bus stop on Mitchell Lane between Roberson Street and Caldwell Street currently travel down a dirt path through Chapel Hill Housing Authority property on Craig Street. See figure 1.6 for a picture of the bus stop and the path that residents use to get to the bus stop from Craig Street.



Proposal: The proposed walkway would formalize the informal pedestrian path between the Chapel Hill Transit stop on the west side of Mitchell Street between Roberson Street and Caldwell Street through Chapel Hill Housing property connecting public housing residents (and other residents) to the bus stop on Mitchell Lane providing a safe and convenient path for pedestrians currently using a dirt path between the two locations.

Chapel Hill Housing is not in favor of this pedestrian path because it would infringe on public housing residents private space.

Completing this walkway would require 220 feet of walkway improvements including stairs and lighting. See the Mobility Improvement Plan for the location of this improvement.

Figure 1.6: *Informal Pedestrian Path from Mitchell Street to Craig Street.*

II. Sidewalk Improvements

Providing continuous sidewalk coverage encourages people to walk by providing dedicated pedestrian routes separated from vehicle traffic, connecting people to work, school, and existing bus stops. The current lack of sidewalk coverage exposes pedestrians to car and bus traffic and contributes to inactive lifestyles.

Throughout the neighborhood there is minimum level of sidewalk coverage on the major vehicle circulation routes. See the location of the existing sidewalks in Northside neighborhood in figure C. Important sidewalk routes are noted below:

- Church Street, both sides, from Caldwell Street to Mitchell Street, except for section on the east side.
- Church Street, west sides, from Rosemary Street to Caldwell Street.
- Roberson, east side, from Rosemary Street to Mitchell Lane.
- Caldwell Street, south side, from Church Street to Craig Street.
- Mitchell Lane, west side, from Rosemary Street to Lindsay Street and then east side, from Lindsay Street to Caldwell Street.

Almost all of the sidewalk segments on Rosemary Street designated as lacking in the Prevention Partners Mobility study have been completed or are present on the sidewalk capital construction plan. Completing the remaining sections of the Rosemary Street sidewalks is essential to neighborhood pedestrian mobility.

Sidewalks are a very contentious issue for the neighborhood. Setbacks are tight and there are serious drug dealing problems in the neighborhood. Losing an already narrow street frontage and reducing an already limited amount of control over public space to criminal activity is of great concern to residents. Weighing the long-term benefits of sidewalks and the detriments of drug dealing is the choice that has to be made in the installation of sidewalks in the neighborhood.

Some neighborhood streets are appropriate for pedestrians and vehicles to co-exist without sidewalks. These streets are characterized by narrow street widths, low traffic speeds, low traffic volumes, and tight angled turns for vehicles. On streets where sidewalks are not possible because the concern for crime is overwhelming there is the possibility for the coexistence between pedestrian and vehicles, but traffic calming measures should be considered to create a perception of safety and reduce traffic speed to levels that are considered “pedestrian friendly.”

According to the Town of Chapel Hill Bicycle and Pedestrian Action Plan, Northside neighborhood is categorized as first priority for sidewalk improvement construction. Various streets within the neighborhood are appropriately placed within this category and will be designated as such under each proposed item. Other proposed items will be categorized second priority.

Table 2.1: Sidewalk Improvement Summary

Street Name	From	To	Length
2.1 West side of Mitchell Lane	Lindsay Street	Caldwell Street	560 feet
2.2 South side of Gomains Avenue	Craig Street	Bynum Street	650 feet
2.3 South side of McMasters Street	West end	Church Street	530 feet
2.4 South side of Caldwell Street	Church Street	N. Columbia Street	680 feet
2.5 South side of Craig Street	Gomains Avenue	Bynum Street	670 feet
2.6 East side of Sykes Street	Gomains Avenue	Whitaker Street	600 feet
2.7 East side of Church Street	McMasters Street	Rosemary Street	1,700 feet

2.1 Recommended Sidewalks on the West side of Mitchell Lane, **First Priority**

Existing Conditions: Mitchell Lane is a major pedestrian route to the Hargraves Center, contains transit stops along its length, is adjacent to public housing on Craig Street, and also requires special attention as a pedestrian route for children using the Hargraves Center. There is a school bus stop at the intersection of Mitchell Lane and Lindsay Street. Mitchell Lane has sidewalk coverage for the length of the road, but not continuously on one side of the street. Additionally, Mitchell Lane is the only section of the Hargraves Center without an abutting sidewalk.



Figure 2.1: Existing conditions on Mitchell Lane looking south. *Proposed sidewalk improvements on the west side of Mitchell Lane.*



Proposal: At a minimum, the sidewalk on the west side of Mitchell Lane along the Hargraves Center to Roberson Street should be provided. This is Town property. See figure 2.1 for a picture of the current east side of the Hargraves property along Mitchell Lane.

Completing this sidewalk section would require roughly 380 feet of sidewalk improvements and site grading. Tree removal and replanting may be necessary. See the map of proposed mobility improvements.

Additionally, the sidewalk should be continued on the west side of Mitchell Lane from Roberson Street to Caldwell Street. This sidewalk extension would also pass the frontage of two private housing lots with ample setback in addition to Town property. This sidewalk would serve the bus stop on the west side of Mitchell Lane that is currently unimproved. See figure 2.2 for a picture of the location of the continuation of the sidewalk along Mitchell Lane.

Completing this section of sidewalk would require 560 feet of sidewalk improvements. See the Mobility Improvement Plan for the location of the proposed improvements.

See Figure A for a location map

Figure 2.2: Existing Conditions on Mitchell Lane looking south at bus stop. *Informal pedestrian path leads up hill to the west. Proposed location for sidewalk improvements on the west side of Mitchell Lane.*

2.2 Recommended Sidewalks on the South side of Gomains Avenue from Craig Street to the West

Existing Conditions: Gomains Avenue extends from the end of Caldwell Street and does not have sidewalk coverage from Craig Street to Bynum Street. Street frontage includes Town property and private housing that is set back from the street. There is also a school bus stop at the intersection of Gomains Avenue and Sykes Street.

Proposal: At a minimum, sidewalk improvements should be extended on the south side of Gomains Avenue between Craig Street and Sykes Street (**First Priority**). Additionally, sidewalk improvements should be extended from Sykes Street to Bynum Street (**Second Priority**). Crosswalks should also be installed when sidewalks improvements are made. The full extent of the proposed coverage would require 650 feet of sidewalk improvements. See the Mobility Improvement Plan for the location of the proposed improvements.

2.3 Recommended Sidewalks on the South side of McMasters Street from Church Street to the West, **First Priority**

Existing Conditions: The Greenway Trail is planned as a paved greenway to the junction with western end of McMasters Street. 500 feet of sidewalk on McMasters Street is already installed on Orange County property. The existing section of sidewalk is not connected with the other sidewalk sections in the neighborhood.

Proposal: Sidewalk improvements should be extended on the south side of McMasters Street where the sidewalk is discontinuous. Completion of sections of sidewalk on the south side of McMasters Street would connect Umstead Park and the Greenway to Church Street and downtown. Building setback appears sufficient to connect the 200 foot eastern section of sidewalk in front of two private residences. The western 330 foot western section of sidewalk would pass in front of two private residences and may require an easement. See the Mobility Improvement Plan for the location of the proposed improvements.

See Figure A for a location map

2.4 Recommended Sidewalks on the South side of Caldwell Street between Church Street and N. Columbia Street, **First Priority**

Existing Conditions: Sidewalk coverage is limited to roughly 120 feet on the north side of Caldwell Street east of Church Street. Sidewalk coverage is continuous on the south side of Caldwell Street from Church Street to Craig Street. There is a school bus stop at the intersection of Church Street and Caldwell Street.

Proposal: Sidewalk improvements should be extended on the south side of Caldwell Street between Church Street and North Columbia Street. This will complete a section of an east/west pedestrian corridor for the neighborhood and connect pedestrians to transit stops on N. Columbia. Completing this section would require 680 feet of sidewalk improvements.

2.5 Recommended Sidewalks on the South side of Craig Street between Gomains Avenue and Bynum Street, **First Priority**

Existing Conditions: The south side of Craig Street has discontinuous sidewalk segments between Gomains Avenue and Sykes Street. There is no sidewalk coverage between Sykes Street and Bynum Street.

Proposal: Sidewalk improvements should be extended on the south side of Craig Street between Gomains Avenue and Bynum Street. This will complete a section of an east/west pedestrian corridor for the neighborhood, connecting to Baldwin Park in Carrboro to Caldwell Street. Completing the incomplete sections of sidewalk coverage along Craig Street would require 670 feet of sidewalk improvements.

2.6 Recommended Sidewalk on the East side of Sykes Street, **First Priority**

Existing Conditions: Sykes Street does not have sidewalk improvements on either side of the street.

There is also a school bus stop at the intersection of Sykes Street and Craig Street.

Proposal: Sidewalk improvements should be extended on the east side of Sykes Street between Gomains Avenue and Whitaker Street. Extending sidewalk improvements on the east side of Sykes Street would improve pedestrian safety, especially for school children. Completing this section would require 600 feet of sidewalk improvements.

2.7 Recommended Sidewalk on the East side of Church Street, **Second Priority**

Existing Conditions: The east side of Church Street does not have sidewalk improvements between Rosemary Street and Caldwell Street. Sidewalk improvements on the west side of the street do not have a buffer between the street and the sidewalk. Church Street is a highly traveled street by pedestrians and vehicles. There is a school bus stop at the intersection of Church Street and Caldwell Street.

Proposal: Sidewalk improvements should be extended on the east side of Church Street between Rosemary Street and Caldwell Street. Extending sidewalk improvements on the east side of Church Street would improve pedestrian safety especially for school children. Completing this section would require 1,700 feet of sidewalk improvements.

See Figure A for a location map

III. Pedestrian Safety and Traffic Calming Improvements

Pedestrian safety and traffic calming improvement on key streets within the neighborhood will contribute to a pedestrian environment that is safer for the community. Streets adjacent to the Hargraves Center (Roberson Street and Mitchell Lane), along the Caldwell Street- Gomain Avenue corridor, and the Church Street corridor would benefit from pedestrian safety and traffic calming improvements.

As part of the Prevention Partners mobility study, community members specifically cited the importance of increasing safety around Hargraves Center through the installation of crosswalks to the adjacent streets. Additional pedestrian safety improvements are needed around the Hargraves center to create an environment that is “pedestrian friendly.” Other streets including the Caldwell- Gomain Street corridor and the Church Street corridor are wide and have high traffic volume and speed as compared to other streets in the neighborhood. Additional traffic calming and pedestrian safety improvements must be considered along these routes. A summary of street widths and possible traffic calming options can be found in table 3.1.

The proposed improvements would also increase safety for school children using the Hargraves facilities and at school bus stops on Gomain Avenue and Caldwell Street and at the intersection of Mitchell Lane and Lindsay Street. Mitchell Lane and Caldwell Street are also major travel lanes and bus routes through the community. Speed tables, crosswalks, and stop signs must be considered for installation on these streets to create an environment that is “pedestrian friendly.”

Other traffic calming improvements such as speed tables should also be considered as requested by the community according to Town policy or as is determined necessary to create an environment that is “pedestrian friendly” within the neighborhood. As is the case, sidewalks may not be a feasible option because of public safety concerns in the neighborhood and because of tight setbacks. Speed tables contribute to perception of street safety for pedestrians and reduce the severity of accidents between pedestrians and vehicles in situations where pedestrians and vehicles must share the road. Residents have expressed interest in the installation of speed tables on other streets in the neighborhood including Graham Street, Sunset Street, Nunn Street, and Gomain Avenue.

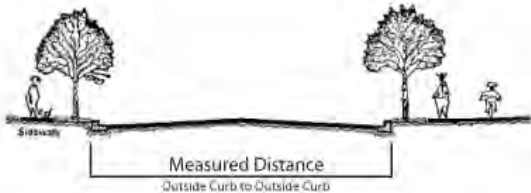
The existing stop signs, crosswalks, and school bus stops can be seen in figure E. See the Mobility Improvement Plan (Figure A) for the location of the proposed crosswalk, stop sign, and traffic calming improvements.



Figure 3.1: Existing Conditions at the intersection of Mitchell Lane and Roberson Street. Proposed improvements will add stop signs and crosswalks at this intersection.

Table 3.1: Street Widths Summary

Road	Distance (feet)	Road	Distance (feet)
Graham Street		Roberson Street	
@ Rosemary Street	- 24.7	@ Rosemary Street	- 24.7
@ Mid-block	- 24.7	@ Hargraves Center	- 25.3
@ Whitaker Street	- 24.7	@ Whitaker Street	- 25.4
		@ Mitchell Lane	- 27.0
Caldwell Street - Gomains Avenue		Whitaker Street	
@ N. Columbia Street	- 26.8	@ Roberson Street	- 19.7
@ Mid-block	- 26.8		
@ Church (east side)	- 26.8		
@ Church (west side)	- 26.8		
@ Public Housing	- 27.0		
@ Mitchell Lane (east side)	- 27.0		
@ Mitchell Lane (west side)	- 27.6		
@ Craig Street	- 32.7		
@ Sykes Street	- 32.5		
Mitchell Lane		Church Street	
@ Rosemary Street	- 27.0	@ Rosemary Street	- 24.6
@ Lindsay Street	- 26.5	@ Lindsay Street	- 24.5
@ Roberson Street (south side)	- 27.0	@ Caldwell Street (south side)	- 25.0
@ Roberson Street (north side)	- 27.4	@ Caldwell Street (north side)	- 25.8
@ Caldwell Street	- 27.0		



Road Width measured backside of curb to backside of curb

Table 3.2: Pedestrian Safety and Traffic Calming Improvement Summary

Location	Treatment
3.1 Mitchell Lane at Roberson Street	stop signs, crosswalks, and speed tables
3.2 Roberson Street	stop signs, crosswalks, and speed tables
3.3 Mitchell Lane at Linday Street	stops signs, crosswalks, and speed tables
3.4 Caldwell Street and Gomains Avenue	crosswalks and speed tables
3.5 Caldwell Street and Tanyard Branch Greenway Trail	crosswalk and speed table
3.6 Church Street	crosswalks, speed tables, and bicycle lane
3.7 Rosemary Street	crosswalks
3.8 Sykes Street and Nunn Street	stop signs

Figure E: Existing Traffic Signs, Crosswalks, and School Bus Stops



3.1 Recommended Crosswalks, Stops Signs and Speed Tables at Roberson Street and Mitchell Lane.

Existing Intersection: Roberson Street and McDade Street have stop signs at this intersection; Mitchell Lane does not. There are no crosswalks at this intersection. The current sidewalk on Roberson Street spills onto Mitchell Street without a defined pedestrian platform to denote the intersection. Visibility is limited for vehicles and pedestrians. Crossing Mitchell Lane is dangerous because of poor visibility and speeding cars and buses. See figure 3.1.

Proposal: The installation of a four way stops sign and crosswalks on all four sides of the street is recommended.

Speed tables should also be installed along the length of Mitchell Lane as determined by the Town.

3.2 Recommended Crosswalk, Stop Signs, and Speed Tables on Roberson Street

Existing Conditions: No crosswalks or stop signs are present at the intersection of Roberson Street and Whitaker Street. This intersection is an important pedestrian connection between the Hargaves Center and the western section of the neighborhood. Roberson Street is also an important pedestrian route for children.

Proposal: The installation of a three way stop sign at the corner of Roberson Street and Whitaker Street is recommended along with a crosswalk connecting the south corner of Whitaker Street with the sidewalk on Roberson Street. Speed tables should be located on Roberson Street as determined by the Town.

3.3 Recommended Crosswalk and Stop Signs at Lindsay Street and Mitchell Lane

Existing Conditions: No crosswalks or stop signs are present at the intersection of Lindsay Street and Mitchell Lane. This is currently an important sidewalk crossing point because of the existing discontinuous sidewalks on Mitchell Lane. It is also an important crossing for Lindsay Street residents accessing Hargaves Center and school children at the school bus stop at this location.

Proposal: Installation of a three way stop sign at the corner of Lindsay Street and Mitchell Lane and crosswalks connecting existing sidewalks is recommended.

See Figure A for a location map

3.4 Recommended Crosswalks and Speed Tables on Caldwell Street and Gomains Avenue

Existing Conditions: There are no crosswalks or speed tables on Caldwell Street and Gomains Avenue. There is a stop sign on Mitchell Lane and Gomains Avenue.

The Caldwell-Gomains corridor is a major vehicle route for the neighborhood.

Proposal: Crosswalks connecting existing sidewalks and proposed sidewalks on the south side of Caldwell Street are recommended.

Speed tables should also be located along this corridor as determined by the Town.

3.5 Recommended Crosswalk, Pedestrian Signage, and Speed Table Improvements at the junction of the existing Tanyard Branch Greenway Trail at Caldwell Street

Existing Condition: There is no crosswalk at the junction of the Tanyard Branch Greenway and Caldwell Street. This crossing point is also the route of the existing informal pedestrian path (and proposed formalized pedestrian path) between Cotton Street and the Northside School parking lot that functions as a north/south pedestrian corridor.

Proposal: Installation of a crosswalk, pedestrian signage, and a traffic table is recommended to increase vehicle awareness that pedestrians cross at this point and to better define the crossing point between the sidewalk on the south side of the street and the entrance to the greenway on the north side of the street and the proposed pedestrian walkways. See walkway recommendations 1.3 and 1.4.

3.6 Recommended Speed Tables, Crosswalks, and Bicycle Lane along Church Street

Existing Conditions: High speed traffic on Church Street has been cited as a problem by residents according to the Prevention Partners Report. Sidewalks are available only on one side of the street. Bicycles and pedestrian use the road for travel. According to the Bicycle and Pedestrian Action Plan, Church Street is a collector street according to the Town of Chapel Hill Street Classification Map making marked bicycle lanes appropriate. There is no on-street parking. See figure 3.6 for a picture of Church Street.

Proposal: It is recommended by the Town traffic engineer that three speed tables are installed along Church Street: one between Rosemary Street and Lindsay Street; one between Lindsay Street and McDade Street; and one between McDade Street and Caldwell Street. It is also recommended that dedicated bicycle lanes are marked on both sides of the street to narrow the perceived vehicle travel lanes and provide a dedicated path for bicycle travel. It is recommended that crosswalks are marked along the length of the west side of the street and at the intersection of Church Street and Caldwell Street.



See Figure A for a location map

Figure 3.6: Existing Conditions along Church Street. Sidewalk (without a buffer) on the west side of the street. Proposed Improvements would locate speed tables, crosswalks, a bicycle lane, and sidewalk improvements along this road.

3.7 Recommended Crosswalk Improvements on Rosemary Street

Existing Conditions: Pedestrian safety along Rosemary Street has been cited as a problem by residents according to the Prevention Partners Report. Crosswalks are not available on adjacent streets on either side of Rosemary Street at all intersections. Crosswalks across Rosemary Street are available at Church Street and Roberson Street and a mid-block location between Mitchell Lane and Amity Court.

Proposal: It is recommended that another crosswalk is installed on the west side of the Roberson Street and Rosemary Street intersection. It is also recommended that crosswalks are installed on the north and south side of all Rosemary Street intersections. See the Mobility Improvement plan for the location of the proposed improvements.

See Figure A for a location map

3.8 Recommended Stop Signs and Crosswalks along Sykes Street and Nunn Street

Existing Conditions: There are two-way stop signs at the intersections of Sykes and Craig Street and Sykes and Gomains Avenue. Where Nunn Street joins Sykes Street no stop sign currently exists. It has been reported by residents that cars often run the existing two-way stop signs.

A school bus stop is located at the intersection of Sykes and Craig Street.

Proposal: It is recommended that stop signs are installed at the intersection of Sykes and Gomains Avenue and Sykes and Craig Street. Stop Signs located at these intersections would decrease vehicle speeds and increase pedestrian safety. A stop sign should be installed when Nunn Street joins Sykes Street.

IV. Greenway Trail Improvements

The Tanyard Branch Greenway Trail is a community connector between Hargraves Center, Umstead Park, Baldwin Park, and downtown. The Tanyard Branch Trail also functions as a connector between adjacent neighborhoods. The trails are currently rutted, washed out, overgrown, and poorly marked. The prevention partners report cited the need form trail maintenance and clearing. Improved signage is necessary between the Hargraves Center and Umstead Park and along other sections of Greenway Trails in the neighborhood.

Future plans for the Greenway incorporate a paved Greenway Trail between Umstead Park and the western end of McMasters Street as well as connecting Umstead Park to Bynum Street. According to this plan, the existing Tanyard Branch Trail will remain unpaved from the western end of McMasters Street to Caldwell Street. It is recommended that the proposed improvements are carried out to increase mobility in the Northside neighborhood.



Figure 4.1: Existing signage at the entrance of the Tanyard Branch Trail from Northside. Entrance needs definition.



Figure 4.2: Entrance to Tanyard Branch Greenway Trail from McMasters Street. Entrance needs definition.



Figure 4.3: Greenway Trail as it enters Northside from the north.

V. Hargraves Community Center Improvements

Hargraves Center requires extra attention paid to pedestrian circulation and safety because of its role as a community hub and pedestrian destination for children and adults. Sidewalks, crosswalks, speed tables, and stop signs on the adjacent streets will improve pedestrian mobility, access, and safety for the site, but additional improvements on the site are necessary for the Hargraves Center to function as a community hub and destination for pedestrians.

It is recommended that further analysis of the Hargraves site is carried out and a master plan is developed for the Hargraves site emphasizing pedestrian circulation, pedestrian and vehicle approaches, and the site in the context of the neighborhood. **Suggested focus areas include:**

- Formalizing the informal pedestrian paths within the site and recognizing that these paths are preferred pedestrian routes of travel within the site and to points within the neighborhood. See figure 5.1 for an image of the informal pedestrian paths.
- Consider installation of stairs from Lindsay Street to the Center as was requested by community members.
- Consider installation of emergency call boxes at key locations around the Hargraves site for after hours use as was requested by community members. Consider locating an emergency call box at the intersection of Lindsay Street and Mitchell Street on the Hargraves site.
- Installation of emergency call boxes along the perimeter of the site for use in emergency situations, after hours. Consider the intersection of Lindsay Street and Mitchell Street.
- Create a focus area for the Hargraves Center at the corner of Roberson Street and Mitchell Street because this is the geographic center of Northside and an underutilized asset of the Hargraves site. Consider installation of stairs and signage to define an entrance to the site for pedestrians as well as create a presence in the neighborhood.



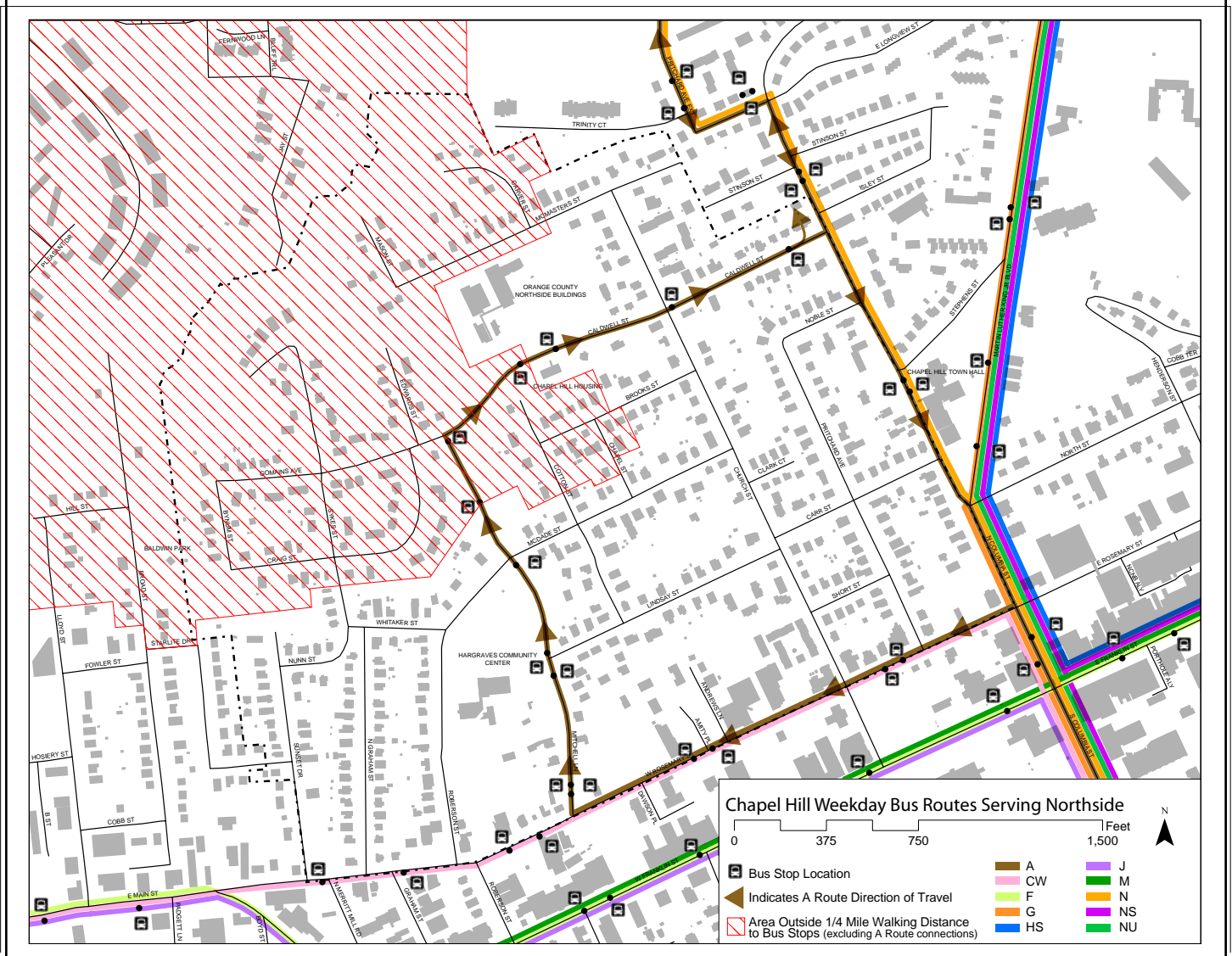
Figure 5.1: Existing pedestrian trails through the Hargrave site. Formalizing these paths would recognize the preferred routes that pedestrians choose when accessing the facilities on the site or crossing the site.

VI. Transit Routes

Since pedestrian mobility from Northside to locations throughout the Town is highly dependent on the bus transit system, having a functioning bus route through the Northside neighborhood is essential. See figure F for a map of the transit routes that serve Northside neighborhood. The A Route, that most directly serves Northside's population currently only travels away from downtown through Northside neighborhood. The area hatched in red represents the area outside of a quarter mile walking radius from weekday bus stops, excluding the A Routes path through Northside. Given that neighborhood residents are transit dependent because of their low to moderate income levels, the bus transit system through Northside needs to be reassessed. **Recommendations include:**

- Serving Northside via the A Route in both directions rather than in the northern direction only.
- Re-assessment of the A Route in its entirety.
- Updating Bus Route Signs through Northside.

Figure F: Weekday Bus Routes Serving Northside



VII. Street Lighting

Existing Conditions: Based on Duke Power Geographical Information System data on street light placement, street light coverage meets coverage requirements set by Town Public Works Policy. Town Public Works policy recommends street lighting on public street intersections, at mid points of blocks longer than 800 feet, about every 600 feet along exceptionally long blocks, and on hills and curves where necessary, but not less than 300 feet apart. Sykes Street, Whitaker Street, Sunset Street, and Lindsay Street are lighted at intervals less than 300 feet. Craig Street and Whitaker Street may be over-lighted. This can cause other areas to appear under-lighted.

Proposal: Additional lighting in the neighborhood is not recommended except on Caldwell Street. Street lighting is recommended on Caldwell Street in front of the Greenway Trail entrance. Current street light spacing at this location is 450 feet. See figure 14 for the proposed street light location.

See figure G for the location of the existing and proposed street lighting.

Table 7.1: Street Lighting Summary

Location	Improvement
Caldwell Street at Greenway Trail Entrance	Additional Lighting

Figure G: Streetlight Location in Northside



VIII. Abandoned Housing

A safe urban environment is of utmost importance to pedestrian mobility. In Northside, community members have cited concern for abandoned housing within the neighborhood. An unattractive and unsafe streetscape caused by abandoned and boarded up housing will decrease the likelihood that people will use pedestrian travel as a mode of transportation.

It is recommended that the community considers a Demolition by Neglect policy as part of the Northside Conservation District Plan. A Demolition by Neglect policy has been recently adopted in the Town's historic districts.