

**TRANSPORTATION ADVISORY BOARD
MINUTES
Thursday, February 18th, 2016**

BOARD MEMBERS PRESENT

Colleen Barclay, Chair
Rob Dow
Diana McDuffee
Kurt Štolka
John Nicopoulos
Derek Powers

STAFF PRESENT

Bergen Watterson

BOARD MEMBERS ABSENT

Linda Haac
Bethany Chaney

GUESTS

Jon Dodson, GoTriangle
Charlie Hileman

I. Call to order

Colleen called the TAB meeting to order at 7:35pm.

II. Approval of Minutes (February 4th, 2016)

Diana moved to approve the minutes, Rob seconded. All in favor.

III. GoTriangle Presentation

Jon Dodson of GoTriangle presented on the expanded regional bus service to Carrboro, set to begin (pending approval) in August of 2016. This service will include peak hour service between Carrboro and Durham running every 30 minutes from approximately 6:30-9:30am and 3:30-6:30pm. GoTriangle will consolidate some of the stops along the route to decrease overall travel time and limit the number of riders who use the regional busses to travel short distances locally. The potential stops in Carrboro are near Collins Crossing apartments on Jones Ferry and near the Bank of America on Main St. GoTriangle will start public outreach next month, and the GoTriangle Board will hopefully approve the service expansion in May.

A board member asked about park-and-ride options for the stops. Jon responded that GoTriangle staff and Carrboro staff are looking into potential locations for both the stops, but the existence of park-and-ride lots will not make or break the route. There are liability and enforcement issues for each of the locations that will need to be addressed. Colleen asked what the earliest trip in the morning would be from Carrboro to Durham; Jon answered that it is not set in stone yet, but likely 6:00am or 6:30am. Kurt asked if there will be bike parking at the stops. Bergen answered that yes, there will be bike parking. Kurt then asked if the awning at the Bank of America will

serve as the permanent ‘bus shelter’ at the location. Jon said that at first, yes, but depending on the success and continuation of the route, other amenities would be considered. He suggested that perhaps the Town can get an easement at the location. Diana asked how people in various parts of Carrboro will be able to access the regional route since some of the Chapel Hill Transit routes’ schedules do not align and/or run infrequently. The group decided that Colleen will draft a letter to Chapel Hill Transit asking them to look at optimizing connections and timing of local busses to the regional route. The group will ask Bethany to bring it to Chapel Hill Transit since she is the liaison to both the TAB and to Chapel Hill Transit Partners.

IV. Finalize Recommendations for Service Provider with Dining Facilities Text Amendment

The group confirmed that the recommendations they drafted the last time were still sufficient. Bergen went through the template recommendation form and had the group vote and attest that they have no financial conflicts of interest.

V. Discussion of Bike Parking Requirements in the Land Use Ordinance

Charlie Hileman explained to the group that he has wanted to see revisions to the bike parking requirements in the Land Use Ordinance (LUO) for some time. He said that one of the ways that a municipality can increase bicycle use is to make bike parking plentiful and accessible. The Carrboro Bicycle Coalition has helped local businesses get bike racks and place them in desirable places. He noted that that LUO currently does not address distance of bike parking to destinations. Charlie said that, in his opinion, a good example of good and bad bike parking in Carrboro is Glass Half Full and Open Eye Café. He explained that Glass Half Full put their bike parking across the parking lot far away from the front door and it is not generally used, while Open Eye located their bike parking right in front of the building and it is often overflowing. He suggested that bad bike parking takes away the incentive to bike somewhere in the first place. Charlie continued by saying that the 300 E. Main development is problematic because they have met the requirements set out in the LUO but the short-term bike parking is inconvenient. He said that he has talked to Main Street Partners quite a bit and they are receptive, but that their effort is ultimately voluntary. Charlie said that he has been successful in Durham talking to businesses that are grandfathered in to the new LUO distance requirements by simply explaining the new requirements and how they benefit cyclists and businesses.

The group noted that the bike parking at 300 E. Main is ample, but is not located conveniently and the covered parking is in a dark corner of the deck. Rob noted that many businesses in Town follow the letter of the law rather than the spirit of the law, and seem to do the absolute minimum required instead of doing a good job. Bergen explained that her goal of putting this item on the agenda was to discuss the current LUO and discuss possible changes/additions tonight, then come back in two weeks or a month and look at site plans to test the feasibility of particular

recommendations. Diana said that she wondered, in terms of 300 E. Main, if the sheltered requirements in the LUO caused them to locate the bike parking inconveniently in the deck. Charlie said that he wanted to distinguish between short- and long-term bike parking because they should have different requirements. He noted that employees, or other long-term parkers, are generally happy to park their bike in a deck where it's safe and covered, but short-term visitors want parking to be safe and accessible. Kurt said that he would like to see bike parking required within 25 feet and not more than 50 feet of the primary entrance to a building. He said that he would also like to see a requirement in the LUO that addresses the surface that a bike rack is placed on. Rob suggested tight requirements for the type of bike rack, just as there are specific requirements for car parking spaces. He noted that this way Town staff and/or TAB do not have to examine each proposed rack and there is less room for error, a la Pizzeria Mercato. Kurt added that size requirements for racks would be important—the new racks outside Rise are 'mini' inverted Us. Charlie said he disagreed with that, saying that he thought businesses should have the freedom to design and propose interesting racks as long as they fit within the requirements. Kurt suggested that each rack that does not fit the prescribed standard should have to come before the TAB for approval. The group agreed on this: unless the proposed rack is one of the three designs shown in the LUO then it will need special approval. Kurt noted that the LUO requirement for having a minimum of 5 bike parking spaces does not make sense because the three types of pre-approved racks park two bikes each. He asked if the minimum should be changed to 6. Rob asked if the bike parking at Carr Mill Mall and Weaver Street Market is sufficient based on the number of car parking spaces provided. Bergen said that we might be able to get this data from the parking consultant. Kurt asked if an inventory could be taken after a business/site is up and running to see if the bike parking is at full capacity, then require the site to install more. Kurt said that this could help increase bicycling in Town. Diana suggested that the TAB do a survey of residents to see if current bike parking is sufficient; this would tell us current conditions but not future conditions. Bergen said that the parking study should provide this data; they are looking at locations in Town that need bike parking. Diana asked if we should untie the bike parking requirements from car parking requirements (e.g. bike parking for some uses is 10% of the car parking required). Rob said that he will look into other communities' presumptive bike parking requirements for different uses. Rob suggested that the TAB recommend that the LUO require at least one space that accommodates longer bikes (cargo bikes, bikes with trailers, accessible bikes). Rob then asked if there was a way that the Town could encourage private land owners to be more supportive of biking, perhaps as part of the bike plan update when that happens.

VI. Rediscover Walking/Open Streets

Bergen explained a program that came to her attention that is an effort by various State departments to encourage walking. It's called Rediscover Walking, and the State is encouraging municipalities to hold events that will get residents excited about walking. Bergen asked the

board if they had any interest in organizing an event. She suggested maybe partnering with the Tourism Board or with Chapel Hill and do a walking tour. Diana said that she thought that Carrboro Day needed revitalization and that maybe a historical walking tour of Carrboro on that day would be a good idea. Bergen suggested that the group maybe partner with Annette and the tourism board and/or Annette's wayfinding efforts. The group will continue brainstorming at the next meeting.

The group decided that they wanted to table at Open Streets again this year. Instead of pedestrian feedback, though, they will gather comments on bicycle facilities in Town. Bergen will fill out the application and get the group at table. Colleen will ask members of the CBC to volunteer.

VII. Other Business

Kurt reported that he attended the Chapel Hill Estes Drive public meeting and that the preferred option will be the one with a raised bike lane going east, and a multi-use path on the west side. There will be significant changes to the MLK/Estes intersection and intersections between MLK and Caswell too.

VIII. Staff Report

Bergen provided an update on the parking study, particularly the kick-off meeting that was held on 2/11. She said that there were approximately 30 people there and they gathered a lot of feedback.

Kurt said he thinks that the Town's traffic calming policy should be redone and take the onus off of the residents to move the process forward by gathering signatures. He said he thinks that the Town should proactively look at the locations systematically and make a master plan for traffic calming. Diana said that she thinks that the whole process needs to be revamped, and that one big problem is that neighbors disagree on what the right solution is. Bergen will put this on a future agenda.

IX. Adjournment

The meeting was adjourned at 9:45pm.