

**TRANSPORTATION ADVISORY BOARD  
MINUTES  
Thursday, March 3<sup>rd</sup>, 2016**

**BOARD MEMBERS PRESENT**

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

**STAFF PRESENT**

Bergen Watterson

**BOARD MEMBERS ABSENT**

Linda Haac

**GUESTS**

Seth LaJeunesse  
Ray Lovinggood

**I. Call to order**

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

**II. Approval of Minutes (February 18<sup>th</sup>, 2016)**

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

**III. Slow Zone Discussion**

Seth LaJeunesse, former TAB board member, explained that slow zones are designed to slow traffic, particularly in areas with lots of pedestrians and/or vulnerable road users. He discussed research that shows that speed is strongly implicated in incidences of pedestrian fatalities. He told the group that New York City has a neighborhood slow zone program and they receive more requests than they can accommodate.

Seth explained that in Carrboro downtown is where the majority of the pedestrian crashes happen. Many of these crashes are at or near the ‘transition areas’ where traffic heading into downtown must slow from 35mph to 20mph. He noted that the slow zone would incorporate these transition areas and have some sort of friction or other visual marking on the pavement to indicate to drivers that they have entered a pedestrian zone. There are also other traffic calming mechanisms that can be implemented, like lane narrowing, road diets, bulb outs, etc. to make it intuitive for drivers.

Kurt pointed out that the slow zone could also help the Town administer smaller projects because they could bundle them together within the same zone rather than dealing with the federal

funding burden separately. The group noted that slower speeds tend to make traffic flow more smoothly, reduce noise, and improve pedestrian comfort and social interaction. Seth pointed out that many people travel through downtown Carrboro at rush hour and probably do not perceive speeding to be an issue because they are stuck in traffic. Rob noted that the transition areas are particularly difficult at rush hour because of the speed differentials.

Bergen explained that the slow zone concept first went to the Board of Aldermen in February 2014, then again with a feasibility report in May 2014. There were a handful of further directives from the Aldermen but the slow zone stalled out after that. Bethany explained that it fell off the radar when Jeff Brubaker left for California and has just come back to the Board of Aldermen's attention recently. She further noted that the Board had questions about the boundaries of the zone and the goals needing to be clarified. She suggested that the business community may be resistant to the idea because they may think that if it is 'difficult' to move through the downtown then people will bypass it altogether. She also suggested that some neighborhoods may not like the idea because they may think that it will slow them down too much on the occasion that they need to travel to/through downtown. Rob reminded the group that slow speeds tend to make traffic flow better.

Seth pointed out that the speed limit in much of downtown is already 20mph and that, with the right treatments and signal timing, traffic would flow better and it would be easier to actually drive 20mph. Diana noted that the Town cannot continue to rely on police enforcement at the crosswalks and for speeding. She said that the design of the crosswalks and roads should make it clear that people need to slow down and yield to pedestrians. She also pointed out that traffic is already really slow at rush hour and the downtown businesses are not suffering. The slow zone would just make it like that all the time, but with better traffic flow. Bethany suggested mapping the data from the more recent crosswalk enforcement operations and comparing it with the data from when the slow zone report was done. She said it would be interesting to see if violation rates are worse now, and where potential slow zone treatments should go. Diana said that it is important for the goals to emphasize the natural enforcement of speeding, rather than relying on police enforcement. The group decided to work on polishing the policy, bringing it to the Aldermen and advisory boards, and maybe holding a public hearing if that's necessary. Bergen will ask what needs to be done to move the policy forward quickly.

#### **IV. Land Use Ordinance Bike Parking Continued Discussion**

Rob explained his bike parking chart to the group. Most of the requirements he looked at were less than ten years old. Some of the larger cities he looked at had bike parking requirements that were tied to automobile parking, like some uses in Carrboro. He said that all the cities he looked at in the 'snow belt' required covered bike parking. Bergen will send Rob's chart out to the rest of the group. Rob noted that bike parking requirements for townhomes and condos are missing

from a lot of the ordinances he looked at. A group member noted that the Arcadia and Pacifica co-housing developments have a lot of covered bike parking and wondered if it was part of their plans or did the residents install it themselves. Rob said that most of the cities on his chart included four functional options for bike racks in their ordinances. Bergen asked the group if they thought the three types that the Carrboro LUO allowed were sufficient or if it should be more specific. The group thought that pictures of racks with diagrams showing the distance requirements for installation would be helpful. Kurt suggested that APBP has downloadable guidelines with pictures. Bergen will take a stab at writing up the bike parking requirement amendments and will find out what needs to happen to adopt them. Colleen offered to help with any graphics.

#### **V. Other Business**

Ray Lovinggood asked if there will be a bike loop detector at the E. Weaver and Main St. legs of the Weaver/Main/Roberson intersection. Bergen said she thought that they were just going to be on Roberson and the exit of the parking lot, but she will check. The group suggested adding bulb-outs to the list of crosswalk improvements when it goes to the Board of Aldermen and NCDOT.

#### **VI. Staff Report**

Bergen explained the Town's Safe Routes to School Committee and asked if anyone on the TAB wanted to volunteer to represent the TAB. Kurt volunteered. Bergen told the group about the Vision 2020 work that they would be doing at the next meeting and asked that they come prepared to discuss. She mentioned that she submitted the application to have a table at Open Streets and stressed that TAB members needed to be out there and help with set up and tear down. Colleen said she would ask the CBC if anyone wanted to help staff our table. Bergen told the group that she was meeting with Public Works about the Libba Cotten/Brewer Lane improvements that had been requested, and asked Kurt to take pictures if/when he saw cars parked poorly on Brewer. Bergen asked if anyone in the group could help her conduct bike and pedestrian counts on Blueridge Road on Thursday 3/10 from 7-9am. John volunteered.

#### **VII. Adjournment**

The meeting was adjourned at 9:10pm.