

**TRANSPORTATION ADVISORY BOARD
MINUTES
Thursday, April 21st, 2016**

BOARD MEMBERS PRESENT

Colleen Barclay, Chair
Rob Dow
Kurt Štolka
John Nicopoulos
Linda Haac

STAFF PRESENT

Jeff Kleaveland

BOARD MEMBERS ABSENT

Diana McDuffee
Derek Powers
Bethany Chaney

GUESTS

I. Call to order

Colleen called the TAB meeting to order at 7:40 pm.

II. Approval of Minutes (April 7th, 2016)

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

III. Finalizing comments for Club Nova CUP Modification Concept Plan

The group felt that the comments for the Club Nova Modification had been wrapped up in the previous April 7th meeting which resulted in the following recommendations (no vote was taken, however, formalizing the recommendations):

1. Please be sure to include a detailed parking outline and justification in the plans
2. Consider increasing the number of trees and amount of shading on the site (i.e. trees along the sidewalk instead of shrubs)
3. The ingress/egress to the dumpsters seems extreme. IS there another design or location for the dumpsters that wouldn't require such a large amount of pavement?

IV. Finalizing comments relating to the FLX Ordinance

The comments for the FLX Ordinance had been wrapped up (by vote) in the previous April 7th meeting which resulted in the attached recommendations. Note that the language in the recommendation template Tina provided was modified to reflect the committee's purposes (See attached).

V. Finalizing comments on Carrboro Vision 2020 (2nd round)

The committee as a whole felt that their contribution to the Vision 2020 review was finished, though it doesn't appear that there was a final vote on the matter. The following comments from the 4/01/16 minutes are therefore carried over below:

2.11 Infill redevelopment should be encouraged along transit routes with high intensities

2.52 Add "future housing stock should be built along existing transit routes to give residents options"

3.25 Walkability and bike ability should be encouraged throughout town, not just downtown. Streetscape upgrades, which increase the safety of vulnerable road users, should be a priority.

4.51 Road width and design should be catered to the development in order to make the environment comfortable for pedestrians, bicyclists and children. Context-sensitivity.

4.12 Connectivity should accommodate the needs of all road users, not just motorists.

4.14 Add to TAB's comment: Carrboro should support BRT model where it's appropriate.

4.21 Existing park and ride lots are under-utilized, and building new ones is not the most valuable land use.

4.31 The town should update the bike and pedestrian plans every 5 years, or as needed, until a to-be-determined mode-share goal is reached.

Bergen said she will finalize the comments and bring them back in the final form to the next meeting.

4.24 Expand transportation destinations beyond Chapel Hill, regional connections

VI. Open Streets Debrief

The group briefly discussed the public comments (attached) from the Open Streets event held on April 10th, 2016. Rob stated that of these, about 25% of the issues are about to be addressed. Linda recounted a short story about visibility issues at night associated with the Wilson Park multi-use trail as well as unauthorized mountain bike use at the Adams tract. The committee felt that the recommendations should be incorporated into a revised bicycle plan for the Town. For reference, the existing "*Town of Carrboro, Comprehensive Bicycle Transportation Plan*" was adopted in 2009. Kurt felt it was important for the group to review this plan (with notes) prior to the next meeting.

Regarding the Open Streets event itself, Rob brought up the question of “What could we have done differently?” Various answers ensued such as:

- Awkward location, next time, set up next to the bike blender;
- Food trucks are needed, get staff to look into bringing food trucks into the Town Commons for the event.

VII. Other Business

The upcoming *Summer Streets* event was discussed; Kurt mentioned the possibility of using/obtaining one of those temporary trailer-mounted roadway signage boards to help advertise the event. There was some discussion about borrowing Chapel Hill’s equipment whereupon one of the members referenced Kumar Neppalli or Chapel Hill Public Works as a possible contact.

Rob said he would look into signage purchase proposals as well as checking with Chapel Hill to see if there is some possibility of borrowing the use of such a sign.

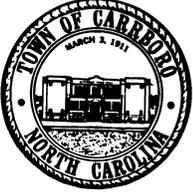
Other discussion involved the relative high cost as quoted by the Town for closing Weaver Street for the event; there was some curiosity as to the comparative cost of Chapel Hill’s closing of Franklin Street for special events.

Overall the marketing of the Summer Streets event seemed to need improvement. Linda mentioned generally how the Town would benefit from a dedicated public relations position to address such concerns. She wondered if the Town was eligible for any public tourism funds. Colleen thought one of the problems was the timing of the event which is during a very hot time of year. Rob thought it might be useful to find out what businesses specifically benefited from the past event. Staff mentioned it might be useful to market the event to more specific calendar items such as Cinco de Mayo.

Toward the end of the meeting, Tina Moon came into remind the committee of the staff report (thusly distributed in paper form) pertaining to the Town’s efforts to achieve a *Bicycle Friendly Community Gold-Level* status. Some general discussion about the food offerings of the *Carrboro Bike Breakfast* were discussed.

VIII. Adjournment

The meeting was adjourned at about 9:15 pm.



TOWN OF CARRBORO

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

APRIL 7, 2016

LAND USE ORDINANCE TEXT AMENDMENTS TO PROVIDE FOR A NEW SITE SPECIFIC, FLEXIBLE ZONING DISTRICT

Motion was made by Derek and seconded by Diana that the TAB recommends that the Board of Aldermen consider modifications to the draft ordinance.

We would like to see the process simplified while still enabling smart alternatives to single family residential development. We recognize the need to front-load the public involvement and public hearing aspects of the process to reduce the risk of failed development efforts. However, transparency and clarity of purposed must be front and center in the process for the public as well as beneficial for not discouraging the potential for appropriate development.

VOTE:

AYES: (Rob Dow, Kurt Stolka, Diana McDuffee, John Nicopoulos, Derek Powers, Colleen Barclay

ABSENT/EXCUSED: (Linda Haac)

NOES: ()

ABSTENTIONS: ()

Associated Findings

By a unanimous show of hands, the TAB membership also indicated that no members have any financial interests that would pose a conflict of interest to the adoption of this amendment.

Motion was made by Diana and seconded by Kurt that the TAB of the Town of Carrboro finds the proposed text amendment is consistent with the Facilitated Small Area Plan for Carrboro's Northern Study Area and Carrboro Vision 2020, particularly the following provisions:

Goals and Objectives – Carrboro's Northern Study Area

- 1.3** Endorse the concept of a "floating zone" for future residential village developments in the Transition Area.
- 1.6** Create a new business/office/assembly area that would allow certain types of light manufacturing, flex space, and office uses subject to performance standards.

- 7.3 Develop a process for dialogue between developers and existing residents.
- 7.4 New residential areas in the Study Area should be developed on a neighborhood-scale.
- 8.1 Promote cluster and traditional style development, providing for neighborhood-scale commercial uses in residential areas, and developing pedestrian and bicycle networks, will all serve to foster a pedestrian scale community.

Provisions in Vision 2020

2.0 DEVELOPMENT

Carrboro’s development should take place in a manner consistent with a set of adopted values. Growth should occur in a balanced fashion, and at a rate that does not jeopardized the values set forth by Vision 2020. The interests of all members of the community, including property owners, neighbors, and other interested citizens should be considered when making development decisions.

2.5 Balanced and Controlled Growth

2.51 The town should support the implementation of our Small Area Plan.

3.0 ECONOMIC DEVELOPMENT

With the population of Carrboro expected to increase during the Vision 2020 period, additional commercial development should be anticipated both downtown and in peripheral areas.

3.1 Nature of Development

In the interest of environmental preservation, new commercial development must minimize negative environmental impact, it must emphasize appropriate buffers, and it must not compromise the integrity of established neighborhoods.

The TAB furthermore finds that the above described amendment is not reasonable and in the public interest because it creates a process that allows rezonings to occur, only after significant public input including a site specific planning study by the Town to determine the most appropriate potential development options for the property.

VOTE:

AYES: (Rob Dow, Kurt Stolka, Diana McDuffee, John Nicopoulos, Derek Powers, Colleen Barclay

ABSENT/EXCUSED: (Linda Hacc)

NOES: ()

ABSTENTIONS: ()



(for Colleen Barclay, chair) on April 22, 2016.

(Chair)

(Date)

Public Comments from Open Streets, April 10, 2016

CYCLING TROUBLE SPOTS?

- CALVANDER LOOP (NO SHOULDERS)
- ESTES DRIVE @ GREENSBORO and then to Library on Estes +1
- Fidelity and main intersection, cars often try to pass turning bikes
- Greensboro Street
- West bound of Greensboro and Bolin Forest – needs x-walk
- Old Fayetteville Road by Hogans Farm – bike lanes needed
- Seawell School Road (bike lanes) +1 +1 +1 And paths to downtown Carrboro
- The stretch of Estes between Greensboro and the bike path (Estes Park Apts)
- ENTIRE LENGTH OF E. MAIN STREET ---- YAY FOR ROAD DIETS!
- Intersection @ Spotted Dog (Roberson, Weaver) – can we have a bike box? – bike lane through intersection
- No stop sign @ Brewer Lane and Bike Path intersection!

CYCLING AND CARRBORO

What works? What doesn't?

Carrboro suffers from a serious lack of dirt jumps

Need wayfinding to cut through from N. Greensboro to Homestead via Cates Farm/Claremont (e.g.) – can do this through Cobblestone

Morgan Creek ---- Carrboro High School +1

*Close Weaver Street between Southern Rail and Greensboro every Sunday +1 Yes!!! Why stop on Sunday? Do every day!