

**TRANSPORTATION ADVISORY BOARD
MINUTES
Thursday, May 5, 2016**

BOARD MEMBERS PRESENT

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

STAFF PRESENT

Jeff Kleaveland

BOARD MEMBERS ABSENT

Bethany Chaney

GUESTS

Alex Holod
Jeff Saunders

I. Call to order

The TAB meeting was called to order at 8:30 pm.

II. Approval of Minutes (April 21th, 2016)

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

III. Discussion of the 107 East Main Street Concept Plan

The group briefly discussed the multi-story mixed-use building proposed by Jim Spencer Architects for the small property located at 107 East Main Street Concept Plan. The plan was generally well received by the committee; Rob supported the provision of green features (solar panels, green roofs, etc.) but did not see any specific transportation issues. Linda wondered if the Town had a “tear down” ordinance that would prevent the project from setting a precedent thereby encouraging other adjacent property owners to tear down their existing, old, building to replace it with something similar in size to the proposed building. Staff was puzzled by the question at first and then realized that, no, there is no such ordinance in place. This stimulated some broad discussion about the future of the downtown area; there was some agreement that some of the existing building stock in Carrboro’s downtown would benefit from replacement.

IV. Discussion of Tallyho Trail Traffic Calming concerns

Diana described some of the regulatory history of Tallyho Trail road recounting how it was permitted under country regulations prior to its annexation by the Town. Because of this, it was

not required to build sidewalks. In light of this, she felt it sensible to include Tallyho as a candidate for the Town's sidewalk priority list.

There was some discussion about the former traffic calming request as processed by past Transportation Planner, Jeff Brubaker. It was generally understood that only "Level 1" measures have been enacted and explored at this point. Such measures strive to work with "soft" solutions prior to installing speed bumps, chicanes and their kin. Level 1 measures include vegetation management to improve sight distance (to protect pedestrians from speeding motorists), signage installation, and, improving neighborhood awareness of the problem. Having completed this phase, the Town is now gathering information from the road to determine what effect these measures have had.

Level 2 measures were generally discussed and Kurt and Rob made the observation that speed bumps by themselves are not particularly effective. Better, they said, was to combine a speed table with a chicane (or some other roadway alteration). Vegetation removal was discussed as helpful to improve visibility of pedestrian on blind curves. This work was performed originally, from discussion with the guests, the Town has not made ongoing maintenance a priority.

Tina Moon came into the meeting to offer some clarifications, particularly, the follow-up evaluation would possibly involve the police department resources. She reported that the public works director thought the road too long for speed bumps. Some additional ideas were floated, such as painting a road centerline and utilizing Town rooms for organizing a neighborhood meeting. Tina also stated that members should not hesitate to contact the police and report speeding incidents.

Jeff Saunders (guest) recounted that a speed detection sign was in place for some time. Reportedly there are average speeds around 37 mph in the 1400 and 1500 blocks and that this number is skewed by those regularly traveling at 45 mph, thereby offsetting the speed compliant driver's numbers. Saunders said that police have been responsive to neighborhood complaints. He is very concerned about the kids in the subdivision. Ironically he said, parking on the street, which helps slow traffic, is discouraged by the residents. Alex Holod, reiterated much of Jeff's concerns going on further to say that she wants to be able to safely push a stroller on the street.

Multiple Level 2 ideas (which are structural) were broadly discussed; staff wondered aloud if a multi-use trail, running parallel to the street, though physically separated, would be a good idea. Staff determined during the writing of this report that Tallyho operates within a 50' R/W.

Tina said that, once complete, the follow up assessment of the Level 1 traffic calming measures would be presented to the Traffic and Parking Committee. This committee would then develop recommendations on *next-steps* which would then be presented to the Board of Aldermen.

V. Discussion of Bike Plan review and potential next steps

This item was tabled.

VI. Other business

Regarding some general discussion pertaining to ATT activities within Town R/Ws, Diane mentioned ATT contact, Shelton Phelps and Town contact, Eric Nesmith as being particularly helpful.

VII. Meeting adjourned

John motioned, Rob seconded; the meeting adjourned at 10:00 pm