



# Transportation Advisory Board

Date: February 21, 2019

7:30 pm

301 W Main Street, Room 109

**Meeting called by:**

Rob Dow, Chair

Facilitator: Zach Hallock, Transportation Planner

**Attendees:**

Carrboro Transportation Advisory Board Members

**----- Agenda Topics -----**

1. Call to Order	Rob	7:30
2. Approval of minutes (February 7 <sup>th</sup> , 2019)	TAB	7:35
3. Action & Discussion Items: <ul style="list-style-type: none"> <li>• 2009 Bike Plan Implementation Review</li> <li>• Bike Plan Update Steering Committee Discussion</li> <li>• Slow Zone Policy Final Draft</li> </ul>	TAB TAB TAB	7:40 8:10 8:40
4. Staff News Items:	Staff	8:55
5. Adjourn	TAB	9:00
<b>Other Information – See Attached</b> 2009 Carrboro Bike Plan <a href="http://townofcarrboro.org/737/Bike-Plan">http://townofcarrboro.org/737/Bike-Plan</a>		

**Next meeting: March 7<sup>th</sup>, 2019**

**TOWN HALL IS ACCESSIBLE FOR PERSONS WITH DISABILITIES.**

*FOR MORE INFORMATION, CONTACT ZACH HALLOCK AT 919-918-7329.*

**TRANSPORTATION ADVISORY BOARD  
MINUTES**

**Thursday, February 7, 2019**

**BOARD MEMBERS PRESENT**

Kurt Štolka  
Rob Dow, Chair  
Collen Barclay  
Linda Haac  
David Swan  
Damon Seils, Board Liaison

**STAFF PRESENT**

Zachary Hallock

**GUESTS**

Mark Alexander  
Dave Pcolar  
(TAB Applicants)

**BOARD MEMBERS ABSENT**

Diana McDuffee  
John Nicopoulos, Vice-Chair

**I. Call to order**

The meeting was called to order around 8:15 pm.

**II. Approval of Minutes (January 17, 2019)**

Colleen moved to approved minutes for the 1/17/19 meeting, Swan seconded. All voted in favor.

**III. Action & Discussion Items**

TAB applicants (Mark and Dave) introduced themselves and their experiences in Carrboro.

- Bicycle Plan Update Steering Committee Appointment

Zach provided a brief overview of the Bicycle Plan Update process and schedule. David asked about the goals of the plan and the implementation and budget support for bike projects. Zach indicated that if the TAB wants to have further discussion and set a list of items for the representative to consider then it would be an agenda item for the next meeting, prior to the Steering Committee meeting.

Rob made a motion to appoint Linda as the TAB's representative to the Bicycle Plan Update Steering Committee; seconded by David. Motion passed unanimously.

- Lloyd Farm Development – CUP Review and Discussion

David suggested that the bike/ped connection from James Street to the interior of the development be moved up from phase 2 into phase 1, so that the adjacent neighborhoods would have bike/ped connectivity to the grocery store sooner rather than later.

Rob suggested that the traffic calming funding currently outlined in the conditions be provided to the town sooner than the building permit if needed to address traffic concerns within the adjacent neighborhood. Zach suggested that the

- **Downtown Slow Zone Final Review**

Rob led a review of the draft Downtown Slow Zone Policy and the following comments were made:

1. Take better photos for the cover displaying the before/after of potential changes
  - a. Locations could include: Jones Ferry @ Barnes in front of OWASA, a straightaway shot of N Greensboro St, RRFB on Pittsboro Street in Chapel Hill.
2. Need to determine the best method to stagger the speed limits on the arterials leading into downtown, but this staggering would be a separate conversation from the Slow Zone Policy. These locations would be:
  - a. S Greensboro Street, north of Merritt Mill
  - b. N Greensboro Street, east of Estes Drive
3. Mark questioned the effectiveness of horizontal deflection/narrowing of roadway widths on speeds. Rob replied that the impacts may be small, but that NCDOT does not allow vertical deflections (such as raised crosswalks) on state maintained roadways.
4. Keep the policy focused on the downtown, but reference pedestrian safety in particular
5. Recommend the appearance commission review potential gateway locations and provide input on what place making features could be utilized.
6. Consider analyzing the appropriateness of arterial speed limits as a separate consideration (not included in the slow zone policy).
7. Once a final version is ready, Zach will pass it up the chain of command for review by other Planning Department staff.

- **Pedestrian Safety Intersections Review**

General comments on the map include:

1. Coordinate safety improvements at location #3 with the adjacent bus stops
2. Add the N Greensboro St/Oak Ave intersection
3. Add Hillsborough @ McDougle School Entrance

Zach will find the Bicycle Friendly Community scorecard for Carrboro and provide it to the TAB. Zach will made update to projects indicated on the map.

#### **IV. Staff News Items**

Zach provided updates on the multiple traffic calming requests in the works, Cobblestone Drive will be the first on deck.

#### **V. Adjourn**

The meeting was adjourned at about 9:37 pm.



# CARRBORO, NC

TOTAL POPULATION

20,908

TOTAL AREA (sq. miles)

6.3

POPULATION DENSITY

3,237.0

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

N/A

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Gold	Carrboro
Arterial Streets with Bike Lanes	65%	75%
Total Bicycle Network Mileage to Total Road Network Mileage	43%	56%
Public Education Outreach	VERY GOOD	GOOD
% of Schools Offering Bicycling Education	50%	22%
Bike Month and Bike to Work Events	VERY GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	VERY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 32K	73379

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4/10

## KEY OUTCOMES

	Average Gold	Carrboro
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	5.5%	5.90%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	100	40.5
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	0.6	1.6



## KEY STEPS TO GOLD



- » Continue to expand the on and off street bike network and to increase network connectivity to parts of town that are cutoff by barriers (Highway 54, railroad) and to Chapel Hill. On roads with posted speed limits of more than 35 mph, such as Estes Drive, it is recommended to provide protected bicycle infrastructure.
- » Develop a system of bicycle boulevards, utilizing quiet neighborhood streets.
- » Make intersections safer and more comfortable for cyclists.
- » Increase the amount of high quality bicycle parking throughout the community and upgrade substandard bike parking.
- » Expand the Safe Routes to School program.

- » Continue to expand your public education campaign promoting the share the road message.
- » Offer a greater variety of bicycling skills training opportunities for adults.
- » Promote cycling throughout the year by offering or supporting more family-oriented community or social rides.
- » Establish a formal communication channel between the Carrboro Police Department and the cycling community. Ask police officers to step up enforcement of both motorist and cyclist infractions.
- » Update your bike plan and establish a dedicated funding source for the implementation.



# DOWNTOWN SLOW ZONE POLICY

*TOWN OF CARRBORO*



## PURPOSE

This Downtown Slow Zone Policy (“Policy”) formally establishes the Downtown Slow Zone (“Slow Zone”) in Carrboro. The Slow Zone is an area in Carrboro’s central business district where motor vehicle traffic should go no faster than 20 miles per hour. The Policy serves as a guide for future decision-making on projects and activities within the Slow Zone.

The Slow Zone boundary is intended as a simple, understandable, visually-apparent perimeter for vehicle traffic entering Carrboro. It should reduce ambiguity regarding safe speeds, and emphasize the priority of pedestrian and bike traffic within the boundary.

## GOALS

- Reduced number & severity of crashes
- Greater comfort for pedestrians & bicycle users
- Improved social context and accessibility
- Increased economic activity & aesthetic experience

## OUTCOME MEASURES

- Number of reported crashes by mode & severity
- Pedestrian intersection safety index (ISI) & perception scores from pedestrian surveys
- Pedestrian & bicycle volume
- Auto 85<sup>th</sup> percentile speed, average speed, percent over speed limit
- Yielding compliance at crosswalks

Data will be collected to the extent afforded by available staff capacity, volunteer time, and counting equipment deployment.

## BOUNDARY

The boundary of the Slow Zone is shown in the map below. The boundary is intended to be general. Projects immediately outside of it may nonetheless contribute to the goals of the Policy.

The Slow Zone includes the following arterial streets:

- Greensboro Street, from Shelton Street to Carr Street
- Jones Ferry Road, from Laurel Avenue to Main Street
- Main Street, from Hillsborough Road to Merritt Mill Road
- Merritt Mill Road, from Rosemary Street to Main/Franklin Streets (partially within the Town of Chapel Hill)

- Rosemary Street, within the town limits
- Weaver Street

These arterial streets are the primary focus of the Slow Zone. The Slow Zone also includes non-arterial streets. These streets should be considered if an action taken to further the Policy may have a ripple effect on traffic speeds on them, or as the need arises based on a documented speed issue.

In some cases, the Slow Zone extends beyond the arterial segments listed above. This is intended to reflect the need to encourage 20 mph-or-less speeds as vehicles approach the listed cross-streets and enter the central business district.

## GATEWAYS

Recognizing the importance of slowing traffic as it enters downtown, which has the highest pedestrian volumes, this Policy establishes the following gateway locations that should be prioritized in implementation of calming measures:

- North Greensboro Street and Shelton Street
- West Franklin Street, East Main Street, Merritt Mill Road, and Brewer Lane
- South Greensboro Street and Carr Street
- Jones Ferry Road and West Main Street
- West Main Street and Hillsborough Road

Measures installed at, or along the approaches to, these gateway locations should provide visual or tactile cues to encourage slowing and let motorists know they are entering the downtown area. These measures could serve to better define the central business district.

## PHYSICAL TRAFFIC CALMING MEASURES

This Policy establishes an imperative to install physical traffic calming measures within the Slow Zone. NCDOT will review any measures requested on state-maintained roads. Adopted plans and studies should also be consulted.

Specific recommendations include – but are not limited to – the following:

- **Pedestrian Scramble** at junctions with very heavy pedestrian traffic
- **Green Wave** traffic light programming (12-15 mph) to provide a safer experience for cycle users
- **Crosswalk Improvements** for sites with poor visibility and lighting

## DEVELOPMENT APPLICATIONS

For all applications for development within the Slow Zone, applicants should be made aware of the Policy. During staff review, staff should communicate with applicants regarding potential traffic calming measures that could be included in site plans.

## STATE-MAINTAINED ROADS

There is a need for continuing communication and collaboration with NCDOT regarding safety improvements to State-maintained roads.

## EDUCATION AND ENFORCEMENT

While physical traffic calming measures, pavement markings, signal improvements, crosswalk visibility enhancements, and art are primary components of the Slow Zone, the Town should complement them by maintaining strong educational efforts.

### SLOW ZONE AWARENESS

The Town should implement a complementary awareness campaign. Components of this campaign could include, but not necessarily be limited to:

- Reaching out to the business community
- Developing and distributing a flyer explaining what the Slow Zone is, what its boundary is, and what its benefits are
- Producing and publishing a video
- Coordinating with the development of materials for the possible Arts and Creativity District
- Holding a themed walking tour downtown that collects input on pedestrian level of comfort
- Onsite educational efforts (Open Streets, Farmers Market) to inform passersby of the Slow Zone
- Utilizing social media to distribute information about how the slow zone works

### WATCH FOR ME NC

The Town should continue to be an active participant in the Watch for Me NC pedestrian and bicycle safety education and enforcement campaign. Watch for Me NC materials should be distributed to downtown locations. While the campaign currently does not focus on traffic speeds, it is spreading the message of responsible behavior for motorists, bicyclists, and pedestrians alike.

### ENFORCEMENT

The Police Department should develop a strategy for speed enforcement in the Slow Zone and continue its active participation in the Watch for Me NC campaign.

## EMERGENCY RESPONSE

This Policy shall not apply to the speed of emergency vehicles while responding to an emergency.