

**TRANSPORTATION ADVISORY BOARD
MINUTES**

Thursday, February 2nd, 2017

BOARD MEMBERS PRESENT

Colleen Barclay, Chair
Rob Dow
Diana McDuffee, Vice-Chair
Kurt Štolka
John Nicopoulos
Bethany Chaney

STAFF PRESENT

Bergen Watterson

BOARD MEMBERS ABSENT

Derek Powers
Linda Haac

GUESTS

I. Call to order

Colleen called the TAB meeting to order at 9:05pm.

II. Approval of Minutes (January 19th, 2017)

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

III. Discussion of Draft Comprehensive Transportation Plan

The group took several minutes to look through the online maps and reacquaint themselves with the materials. Several members said that they would like to take the funding dedicated to the light rail project and fund numerous other projects. Diana asked about the Eubanks widening project listed for NC 86 to Rogers Road (Chapel Hill) and the group determined that it was a good idea based on the upcoming large residential development and the existing Park-and-Ride that will be used for Bus Rapid Transit passengers in the future. Rob brought up the NC 54 west segment listed as ‘needing improvement’. Bergen explained to the group that the suggested improvements to this roadway are operational improvements, which include intersection upgrades, turn lanes, deceleration lanes, etc. She told them that a group from the MPO will interview two final consulting firms and choose one to conduct a corridor study of the roadway to help determine what specific improvements will be most effective. Operational improvements are programmed in the 2018-2027 STIP. Several group members were unhappy to see that I-40 between NC86 and I-85 will be widened. Rob said that he would suggest interchange improvements instead of widening because it is well-known that within a couple of years cars will fill any expanded capacity on a highway.

Kurt suggested adding a road diet and protected bike lanes to East Main Street. This road diet should consist of a center turn lane, two vehicle travel lanes, and protected bike lanes if they can function on a road with so many driveways. Bethany said that she received an email from a resident who was frustrated with the insufficient stacking length of the left-turn lane from S. Greensboro onto NC 54 eastbound. She wondered if there was something that could be done to mitigate this, especially with the current construction at that location. Bergen can bring this up with Chuck Edwards next week when she meets with him.

The group also suggested adding Hillsborough Road, between W. Main St. and N. Greensboro, to the list for improvements. They would like to see narrower travel lanes, protected bike lanes, and a lower speed limit. It was noted that many children bike and walk on that road to get to Carrboro Elementary, and these improvements would make it a lot safer.

Diana said that she was struck with Patrick McDonough's City Beautiful 21 blog post about the lack of sidewalk on S. Greensboro. She wondered why Park Slope did not have to build the sidewalk in front of their subdivision. Bergen explained that Park Slope was an exempt subdivision under general statute and the Town could not require a sidewalk of them.

The TAB discussed biking and walking access to Chapel Hill High School and Smith Middle School. The TAB members present agreed that an off-road north-south connection to these schools is a necessity and should be included in the CTP. The group acknowledged that not all Board members were in attendance at the meeting, but it was agreed that the rest of the members are in favor of this addition to the CTP comments.

Diana said that she was glad to see that the Bus Rapid Transit will create a strong north-south route within the Chapel Hill Transit network. She noted that many of the routes are circuitous and the system would also benefit from a strong east-west route.

The group, noting that the CTP is not fiscally constrained, would like to add a Carrboro to Hillsborough off-road multiuse path to the plan. The wondered at the tourism potential of a facility of that magnitude, and thought it prudent to add it to the CTP.

Rob moved to approve the recommendations below, John seconded. All in favor.

Recommendations:

- East Main Street, from Rosemary to Weaver/Roberson – Road diet consisting of two vehicle travel lanes, center turn lane, and protected (or regular if necessary) bike lanes
- Hillsborough Road, from W. Main to N. Greensboro – narrow travel lanes and add buffer to existing bike lanes, lower speed limit

- Consider an off-road north-south connection from central Carrboro to Chapel Hill High School/Smith Middle School
- Off-road multiuse path from Carrboro to Hillsborough

IV. Discussion of Claremont South PUD

The group determined that they did not have a lot to say about the new proposal. Kurt said that he would like to see a pervious parking area. The group would like to see pedestrian access to the buildings from the sidewalk side so pedestrians do not have to walk around into the driveway to enter.

Rob moved to approve these recommendations, Kurt seconded. All in favor.

V. Inara Court SUP

Kurt said that he likes the new bike-ped path connection from Fidelity to Poplar. The group discussed bike access to the path and suggested doing a curb cut at the end of the street to facilitate safe access. Kurt said that he would like to see a 5 foot wide planting strip between the sidewalk along Fidelity and the curb. He suggested shifting the open space at the front of the development to the back (as discussed in the joint review portion of the meeting) to accommodate the planting strip. The group is supportive of the reduced right-of-way for the main street through the development. Diana asked about the open space requirement and Bethany explained that the developers are asking for a variance. The group is ok with the open space and recreation reductions that are being sought. Kurt would like to see a high visibility crosswalk across the entrance to the subdivision.

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

Recommendations:

- Add curb cut to the end of the street for bike access to the path
- Consider creating a five foot wide planting strip with street trees between the sidewalk along Fidelity and the curb, even if it requires shifting the open space around
- Consider painting a high visibility crosswalk across the entrance to the subdivision

VI. Other Business/Staff Report

Bergen told the group about the Walkabout that she and Rob participated in this morning. They visited the site of the proposed five units that will be adjacent to the 12 units recently approved off Homestead Road and Lake Hogan Farm. Rob voiced his disapproval of the developer's phasing of the two projects to avoid the requirements that would have been in place had he

brought all 17 units forward at the same time. Otherwise there was nothing transportation-related to report from the field trip.

Bergen let the group know that construction of the three bike repair stands is underway. The one at Wilson Park is first, then Libba Cotten, then Town Hall. She is speaking with a local bike shop to try to plan a grand opening event where mechanics can show the public how to use the tools and some repairs that can be made.

Bergen told the group that there are two transportation-related items on the Board of Aldermen agenda for next week that might be of interest. The parking study and recommendations is coming back, which will hopefully be referred to the advisory boards later in February. There will also be a presentation on the Bus and Rail Investment Plan updates.

Finally, Bergen let the group know that Open Streets has been set for April 9th this year. She urged them to start thinking of an activity that the TAB can do.

VII. Adjourn

Colleen adjourned the meeting at 10:02pm.