

**TRANSPORTATION ADVISORY BOARD  
MINUTES**

**Thursday, March 2<sup>nd</sup>, 2017**

**BOARD MEMBERS PRESENT**

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

**STAFF PRESENT**

Bergen Watterson

**BOARD MEMBERS ABSENT**

Derek Powers  
Linda Haac  
John Nicopoulos

**GUESTS**

Patrick Castonguay

**I. Call to order**

Colleen called the TAB meeting to order at 8:10pm.

**II. Approval of Minutes (February 2<sup>nd</sup>, 2017)**

Patrick offered a correction to the minutes from February 2<sup>nd</sup>. Rob moved to approve the minutes with the correction, Diana seconded. All in favor.

**III. Discussion of Sanderway AIS Subdivision Concept Plan**

The group discussed the concept plan for the Sanderway Subdivision, which is a smaller version of a subdivision that has come before the boards in the past. The 18 unit subdivision is proposed to be off Hillsborough Road, just east of Barrington Hills Road. Kurt suggested that the developers construct a greenway that is separate from the driveway that will provide access to the existing homes in Horne Hollow. He was concerned about conflict points between drivers and bicyclists/pedestrians on the shared facility. Rob suggested visual (rather than physical) separation of the uses, but the group ultimately decided that the volume of vehicles and bikes/peds is not likely going to be high enough for it to be an issue. The group decided to recommend that the developer pave the entire greenway/driveway instead of having a portion of it gravel.

Diana voiced her concern that the project being split into two phases, similar to the subdivisions recently approved for Homestead Road, is allowing the developer to skirt certain requirements that would be in place for larger developments. She asked if there is anything like that that the

TAB should be aware of. Bergen said that she would inquire of the zoning staff. (UPDATE: The developers would not be subject to the playfield requirement in the Land Use Ordinance if the project consists of less than 25 units).

Kurt said that he would like the developers to improve and/or widen the sidewalk along Hillsborough Road in front of the property. He also said that he would like to see the roads within the subdivision be no wider than 20 feet. Bergen said that they are currently proposed to be collector streets, and have a 60 foot right-of-way and 35 feet of roadway. Kurt also said that he would like to see street trees in the development.

Colleen said that she wanted more information on the affordable housing issue. She wondered if there is a minimum house size for the lots, or some other provision that would prohibit a builder from constructing a small home on a large lot. Bethany said that she thought that in some cases the developers mandated the house sizes. Patrick asked about the payment-in-lieu of affordable housing and how it is calculated. Bethany explained that it is updated yearly. Bethany also explained that Carrboro does not have inclusionary zoning, so essentially all developers offer the payment-in-lieu of constructing affordable housing, even though they are not required to do so.

The group agreed that they would like to see sidewalks on both sides of all the streets. It was noted that the only portion of the street without a sidewalk on the concept plan is the segment leading to the proposed Tot Lot.

Patrick brought up the fact that the greenway goes through the stream buffer and wondered what the requirements in the LUO were for that. He suggested that the developer run the driveway straight out from the existing homes and have it go between lots 9 & 10 and connect in to Pathway Drive, instead of winding it around and combining it with the greenway.

**Recommendations:**

- Please pave the greenway/driveway for the entire length, from the existing greenway to where it connects to Pathway Drive. Consider installing signage in several places alerting users that the facility is shared use (vehicles, bikes, peds).
- An alternative to the paved shared use driveway/greenway would be to extend the driveway for the existing homes at the back of the property straight out to Pathway Drive, passing between lots 9 & 10. This would provide a more convenient route for existing residents and keep the greenway free of vehicles.
- Please consider improving and/or widening the Hillsborough Road sidewalk along the frontage of the subdivision.
- Please consider reducing the pavement width on both roads (Pathway Drive and Sanderway Drive) to 20' back-to-back.

- Please include sidewalks on both sides of the roads. The TAB notes that in the current concept plan the only segment of road without a sidewalk is the one leading to the proposed ‘tot lot’. Please be sure to include sidewalk here.
- Consider planting street trees along the planting strips between sidewalks and roadway.

#### IV. Discussion of Colorful Crosswalks

Bergen explained the project’s background and directive from the Board of Aldermen. Bergen took this item to the February 21, 2017 Board of Aldermen meeting because several aldermen had expressed interest in having ‘colorful crosswalks’ installed in Town. There are infinite designs that municipalities are putting in across the country, and the Aldermen are interested in rainbows. Bergen showed the locations and proposed designs to the TAB, including the mid-block crossing of E. Weaver Street and the Laurel Ave/W. Weaver Street intersection. Colleen said that she read an article about St. Louis that said that they were letting their artistic crosswalks fade because of guidance from the FHWA. Bergen explained what the guidance said and that many municipalities, including Chapel Hill (whom she spoke with), are simply regarding the guidance as guidance, not policy. FHWA prefers any painted asphalt to be muted, mono tones to ensure that the white outlines/stripes stand out and are visible.

Rob asked about the additional new crosswalk at Shelton and N. Greensboro and if both are going to remain in place. Bethany said that she prefers having both because it makes them more visible to drivers. Rob said that the crest of the hill is directly between the two crosswalks and the headlights make it very difficult to see pedestrians.

Kurt said that he likes the idea of colorful crosswalks but that he does not want all rainbows. Rob echoed this sentiment and added that the crosswalks need to be reflective and visible, so he prefers the ones with more white in them as they provide the necessary contrast. Diana said she likes the concentration of rainbow crosswalks outside Town Hall, that they can guide pedestrians into Town Hall where it can otherwise be confusing. She added that having bright, visible crosswalks throughout the whole intersection indicates to cars that pedestrians have a right to be in an otherwise fairly ambiguous intersection. Colleen said that she thinks having all four crosswalks at the Laurel intersection is too much. Patrick noted that the south side of the Town Hall driveway will need sidewalk and/or a curb cut with ADA ramp, as there is not currently infrastructure there. He also suggested having each crosswalk be associated with the location – for example having flowers and produce near the farmers market.

The group ended up leaning towards filling the entire intersection with crosswalks on the outside and art on the inside. Similar to the [H St. NW/7<sup>th</sup> Ave. intersection](#) in Washington, DC. They

suggested that the Arts Committee should set up a competition for local artists to design the intersection.

## **V. TAB Elections**

Diana nominated Colleen to be chair again and Kurt to be vice-chair. All in favor.

The group wondered about the TAB bylaws associated with term limitations for chair and members in general. There were also questions about the number of appointed members and absence policy. Bergen said that she would bring the bylaws to the next meeting.

## **VI. Other Business/Staff Report**

Bergen told the group that the three bike repair stands are all up and functioning. She is meeting with Tamara from the Clean Machine next week to discuss trying to do a grand opening celebration. The group offered suggestions to do a ride and have repair demonstrations.

The group opted not to set up at Open Streets this year. Diana asked what happened to all the work they did on pedestrian safety and Bergen said that she's been working on it off and on over the last year. She said that it has been tentatively on the Aldermen agenda several times and has been moved to a later date. Bethany suggested that Bergen write a memo outlining the work she has done so far and put it on the consent agenda, so at least the Aldermen can have an update.

Kurt said that some cars are stopping at the stop bars ahead of the new crosswalk across Brewer Lane at Libba Cotten, and some are not. He suggested putting in one of the mid-road yield-to-pedestrians signs. Bergen said that she would discuss with Chris Cates, Streets Supervisor.

Diana asked when the parking study is coming to the advisory boards. Bergen said that the consultant will be at the joint review meeting on April 6<sup>th</sup> and the public hearing will be on April 25<sup>th</sup>.

Bergen let the group know that the mid-March meeting will be dedicated to traffic calming for Blueridge Road and Tallyho Trail. This means that neighbors will likely come and it may be a long meeting.

## **VII. Adjourn**

Colleen adjourned the meeting at 9:22pm.