



Transportation Advisory Board

Date: June 20, 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 (June 6 th , 2019)	TAB	7:35
3. Action & Discussion Items: <ul style="list-style-type: none"> • Bike Parking LUO Changes Discussion • Prioritization of Bike/Ped Safety Projects 	TAB TAB	7:40 8:10
4. Other News Items: <ul style="list-style-type: none"> • Bike Plan Steering Committee #4: June 27th 	Staff	8:55
5. Adjourn	TAB	9:00
Other Information – See Attached		
APBP Essentials of Bike Parking: https://cdn.ymaws.com/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsOfBikeParking_FINA.pdf		

Next meeting: September 5, 2019

TOWN HALL IS ACCESSIBLE FOR PERSONS WITH DISABILITIES.

FOR MORE INFORMATION, CONTACT ZACH HALLOCK AT 919-918-7329 OR ZHALLOCK@TOWNOFCARRBORO.ORG.

**TRANSPORTATION ADVISORY BOARD
MINUTES**

Thursday, June 6, 2019

BOARD MEMBERS PRESENT

Rob Dow, Chair
Dave Pcolar
David Swan
Diana McDuffee
Damon Seils, Board Liaison

STAFF PRESENT

Zachary Hallock

Board Members Absent

Board Members Excused

Kurt Štolka
Mark Alexander
Linda Haac

I. Call to order

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

II. Approval of Minutes (May 16, 2019)

Dave moved to approve the minutes for the 5/16/19 meeting, Rob seconded. All voted in favor.

III. Action & Discussion Items

• **401 E Main Street Concept Plan Discussion**

The TAB provided the following comments during their discussion of the 401 E Main Street concept plan (which was presented during the JAB meeting):

Indicate location of bike parking on concept, consider how it would interact with the fence line and ensure adequate spacing around proposed bike rack locations;

If you can widen or otherwise improve the sidewalk, do so;

Add an ADA or similarly accessible entrance to the building/patio area from the south side of the property;

Use planters or shade trees instead of the fence if at all possible; both to provide shade but for the general enhancement of the pedestrian environment;

The TAB is glad to see the use of a shared parking agreement to provide an opportunity to enhance an urban space previously occupied by parking.

- **Discussion of Town Code and LUO Amendments relating to Advisory Boards**

The TAB is accepting of the changes described in the proposed Town Code amendment.

They are glad to see that the SRTS committee will be reformed as a subcommittee of the TAB and hope that will help with implementation of SRTS projects around town.

- **Bike Parking Ordinance Review**

TAB identifies that the ordinance and APBP reference provided have a lot of major components that need to be adjusted and considered. If the bike parking ordinance is changed to reference external documents for guidance, those can change. Zach will have discussion with other town staff and town attorney as to how best incorporate the APBP guidelines.

The TAB members made the following comments on recommended changes to LUO Section 15-295.1 Design Standards for Bicycle Parking:

In subsection 'b', add: "parking areas shall be located on the ground level, thus not requiring use of stairs or elevators"

In subsections 'd', 'e', and 'f', change the spacing and dimensions to match those as laid out in the APBP parking guidelines

In subsection 'h', change language to indicate that the "toast" and "comb" style bike racks are prohibited. Remove the reference to the Comprehensive Bicycle Transportation Plan. Move this subsection to be prior to the existing subsection d, so that they follow a logical order from higher level to finer details.

Remove subsection 'i'

Need to consider how to describe the numeric requirements in the ordinance or if they can just be reference in the appendix.

Can start thinking about adding more details for the differences between indoor and outdoor bike parking requirements.

Zach will create an updated version of LUO Section 15-295.1, with proposed changes tracked, to be presented at the next TAB meeting.

- **Draft Bike Plan Network Map Discussion**

The TAB discussed the draft bike plan network map, and provided the following comments:

What are the intersection/crossing improvements? It is unclear what is being recommended.

Map is very busy, needs to be easier to read and understand.

Need to be able to identify how this plan builds off the old bike plan's priorities. Design philosophy is different than the old one, so the recommended projects will be different.

How does this relate to a pedestrian plan that was brought up at a past BOA meeting? In the past the BOA had been asked if there should be a pedestrian safety board, but the TAB indicated that it was within their purview. A good bike plan will also have good impacts and improvements for pedestrians even if it does not explicitly design for them. The TAB has also put forth a pedestrian safety plan, in the form of the downtown slow zone, and does not think we need a new plan. Furthermore, the town puts more effort, in particular in the form of bond funding, into pedestrian infrastructure (sidewalks) than it does for bike infrastructure.

Bicycle and pedestrian modes/improvements are not in opposition to each other, and many times have similar types of improvements.

IV. Staff News Items & Other Discussion

Zach provided the following updates:

Staff are working on a follow-up meeting with Pizzeria Mercato to discuss modifications to their bike parking.

Staff are working to present the slow zone policy to NCDOT.

Bike Plan Steering Committee #4 will be held on Thursday, June 27th.

Staff are looking at a potential mid-August JAB meeting to review a residential subdivision, either August 15th or 22nd. Zach will follow up to determine the availability of TAB members.

David asked about the Weaver Street Market construction completion and if they were planning on replacing the bicycle parking that was lost.

V. Adjourn

The meeting was adjourned at about 9:20 pm.

Section 15-295.1 Design Standards for Bicycle Parking (AMENDED 6/19/12; 11/19/13)

(a) Bicycle parking may be located in any parking area or in other locations that are easily accessible, clearly visible from the entrance it serves, within 50 feet of the entrance it serves, and do not impede pedestrian or motorized vehicle movement into or around the site. At least 50 percent of bicycle parking shall be sheltered. Designating space for bicycle parking within buildings is an option to consider when feasible.

(b) When a percentage of the required motorized vehicle spaces are provided in a structure, an equal percentage of the required bicycle spaces shall be located inside that structure, unless an equivalent number of other accessible covered bicycle parking spaces are located elsewhere on the site. For spaces located within a structure, they shall be located on the ground level, not requiring the use of stairs or elevators to access. Spaces provided within a structure are not required to be within 50 feet of the entrance they are meant to serve.

(c) Where bicycle parking facilities are not clearly visible to approaching cyclists, signs shall be posted to direct cyclists to the facilities.

(~~de~~) Facilities shall provide at least a 30-36 inch clearance from the centerline of each adjacent bicycle rack/support structure and at least 24 inches from walls or other obstructions, with a 36 inch clearance being preferred.

(~~ef~~) An aisle or other space shall be provided for bicycles to enter and leave the facility. The aisle shall have a width of at least four feet to the front or the rear of a standard six-foot bicycle parked in the facility, with a five foot aisle being preferred.

(~~fg~~) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide, with an additional buffer space of two feet being preferred. Overhead clearance shall be at least seven feet.

(~~gh~~) Bicycle parking spaces shall be clearly marked as such and shall be separated from motorized vehicle parking by some form of physical barrier designed to protect a bicycle from being hit by a motorized vehicle.

(~~hd~~) Each bicycle parking space shall be provided with some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be conveniently secured using either a chain and padlock or a U-lock. The frame shall support a bicycle in a stable position without damage to the frame, wheels, or components. The rack designs commonly known as "inverted U", "A", and "post-and-loop" are preferred-approved types. The "wave", "~~toast~~", and "~~comb~~" racks, as described in Chapter 7, Figure 7- 60, of the Comprehensive Bicycle Transportation Plan, are discouraged and shall not count toward fulfillment of the requirements in Sec. 15-291(h). The "toast" and "comb" racks described in that same section are prohibited. (AMENDED 11/19/13)

(i) Bicycle racks ~~should~~shall be designed and constructed according to Design Guidelines of the Carrboro Bicycle Plan, the guidelines in the Association of Pedestrian and Bicycle Professionals "Essentials of Bike Parking" which can be found as Appendix K of this ordinance.

Bike/Ped Safety Improvements

NAME	Identified Improvement
N Greensboro @ Robert Hunt Dr*	Hi-vis x-walk (here or @ Bolin Forest)
N Greensboro @ Hillsborough Rd*	Hi-vis x-walk & HAWK/RRFB
W Main @ Poplar Ave*	Hi-vis x-walk
Weaver @ E Main St	Pavement markings and ped signal heads (NCDOT)
N Greensboro @ Oak St*	Hi-vis x-walk
Hillsborough @ McDougle Driveway	Hi-vis x-walk (NCDOT will update markings), median island
Jones Ferry @ Bim St*	Hi-vis x-walk
N Greensboro @ Bolin Forest Dr*	Hi-vis x-walk (here or @ Robert Hunt)
Old Pittsboro Rd	Sharrows and bike route (or Bike Blvd)
Cobblestone Connector	Widen sidewalk to 10' MUP
W Main @ Hillsborough Rd	HAWK or RRFB & median island on W Main
N Greensboro @ Shelton St	HAWK or RRFB on N Greensboro
Homestead @ Claremont Rd	Lighting & HAWK/RRFB plus median island
W Main @ High/Westview	Ped warning signs or Ped Signal
Hillsborough @ James St	Hi-vis crosswalks, HAWK Signal
S Greensboro @ Merritt Mill Rd	Bike lanes and green paint at intersections
Smith Level @ NC 54 EB Ramps	Bike lanes and green paint at intersections
NC 54 @ Westbrook Dr	HAWK or RRFB
Jones Ferry @ Davie Rd	Pavement markings for cyclist guidance through int
W Main @ Jones Ferry Rd	Bike Box and Bike Lane Green Paint in intersection
Merritt Mill Rd @ Cameron St	Green paint lane connection from CH to LBC
Old NC 86 @ Hillsborough Rd	Hi-vis x-walk, refuge island, curb ramps
Jones Ferry Protected Bike Lane	Physical Protection
Roberson @ Libba Cotten	Raised intersection or green paint
W Main @ Ashe St	Hi-vis x-walk and modify curb ramps
W Main @ W Weaver	Curb extensions, hi-vis crosswalks, new pedheads
Hillsborough @ High/Cheek St	Hi-vis x-walk
N Greensboro @ Pine St	Hi-vis x-walk

*Indicates location where NCDOT may consider installing high vis crosswalk as part of ADA upgrades