

**TRANSPORTATION ADVISORY BOARD
MINUTES**

Thursday, January 20, 2022

BOARD MEMBERS PRESENT

Dave Pcolar, Chair
Elyse Keefe
David Swan
Lenore Jones-Peretto
Cummie Davis
Barbara Foushee, Council Liaison

STAFF PRESENT

Zachary Hallock
Ben Berolzheimer

GUESTS PRESENT

Heidi Perry

I. Call to order

The meeting was called to order around 7:32pm.

II. Approval of Minutes (January 6, 2022)

Motion by Swan, approve the minutes with the edit to clarify Retschle’s response about the survey performed on the site. Second by Pcolar. Motion passes unanimously.

III. Action and Discussion Items

- Carrboro Connects Comprehensive Plan Recommendation

Hallock provided background about the review history when the TAB discussed Carrboro Connects at their 10/7/21, 10/21/21, and 12/2/21 meetings.

TAB members discussed the issue that the metrics for the transportation section had not yet been finalized which makes it hard to evaluate, but that there are some goals embedded in the plan.

TAB members discussed the 80% GHG reduction goal indicated in the plan, but it didn't seem like the plan had any good concrete strategies to get there and may not be feasible (given technology and financial restrictions) in the timeframe. If that is the case, it is just a statement and not of much use.

TAB members discussed the need for realistic goals in order to be able to take the plan seriously and asked where the 80% goal came from.

Berolzheimer responded that the 80% came from the Town’s Community Climate Action Plan (CCAP).

TAB members asked about some of their previous discussion how the land use recommendations in the plan didn't seem to sufficiently change the land use patterns to meet the GHG emission reduction goals for transportation.

Hallock reviewed the minutes from the TAB's 10/7/21 and 10/21/21 meetings to provide an overview of the TAB's previous comments and discussion on the comprehensive plan.

TAB members highlighted the issue with using VMT as a metric in that many of the trips which originate in Carrboro are likely ending somewhere else in the RDU metro.

TAB discussed Chapel Hill's interest in taking over ownership of Franklin St from NCDOT.

TAB members discussed the recent change with the City of Raleigh made to its Unified Development Ordinance which sets the standard for all new bike lanes to be built as curb separated bike lanes with a buffer between the vehicle lane and the bike lane, and between the bike lane and the sidewalk.

TAB discussed the challenges and tradeoffs associated with land use changes needed to make bus service to the Lake Hogan Farms neighborhood and the limitations on the total amount of development the Town could expect within the timeline of the comprehensive plan.

Berolzheimer noted that the corridor maps in Land Use section of the plan identify the large tract of land on the south side of Homestead and the Calvander intersection for mixed use, which is close proximity to Lake Hogan Farms.

TAB members reviewed and discussed the land use corridor plan for Homestead Road.

TAB members discussed transportation metric #7 and if the reference to downtown was needed.

Hallock responded that the reference was two-fold: it was related to the downtown "park once" strategy acknowledging that car trips into downtown won't go to zero and that for people coming to downtown they should use transit or micro mobility to travel from their parking location to other destinations within downtown.

TAB members discussed traffic patterns in downtown and if traffic traveling through downtown made up most of the traffic or not. Members agreed that lowering of traffic volumes should be a goal regardless of the patterns.

TAB members discussed if a vision zero metric would really help get to safety, given the fact that Carrboro has zero deaths in the past 5 or so years, and recommended considering severe injuries instead of just fatalities.

TAB members discussed the effects of traffic volume and speed on safety and how the reduction in traffic during the pandemic resulted in an increase in crashes with people walking and biking

Motion by Keefe, second by Pcolar to recommend that the Town Council adopt Carrboro Connects as the comprehensive plan, provided the following items are addressed:

1. The plan needs to include a clear statement of what the baseline GHG emissions and other metrics that are identified as goals in the plan.
2. The land uses proposed in the Future Land Use Map are insufficient to meet the Town's CCAP GHG emissions reduction goal of 80% which is included as a goal in Carrboro Connects. The future land use map should be revised to include increased density and additional mixed-use development within the downtown and the immediate surroundings to help meet this goal. This is needed to significantly reduce Vehicle Miles Traveled, which is both a metric of the transportation section, and has a significant impact on reducing transportation emissions to reach the 80% GHG reduction goal.
3. When final transportation metrics are identified, please provide calculations and additional details for how those were derived/identified.
4. Add the following items to the draft transportation metrics:
 - a. All children in Carrboro should have a safe route to walk or bike to school
 - b. Revise transportation draft metric #2 to read: “Reduce serious injuries between people walking/biking and vehicles to zero and maintain a zero fatality rate”
5. Add the following items to transportation strategies:
 - a. The Town should work to ensure interconnectivity of bicycle infrastructure between Carrboro, Chapel Hill, and Orange County.
 - b. All biking and walking facilities in Carrboro should be designed/built for all ages and abilities (from children to seniors)
 - c. Revise the land use ordinance street standards to only allow curb-separated bike lanes with a buffer between the bike lane and the sidewalk, and between the bike lane and the curb
 - d. Revise the land use ordinance street standards to use a maximum design speed of 20 MPH.
 - e. The Town should further investigate taking over maintenance of Main Street and/or North Greensboro Street from NCDOT.

Furthermore, the Transportation Advisory Board of the Town of Carrboro finds the adoption of the proposed document, Carrboro Connects is reasonable and in the public interest because of the Town’s deliberate commitment to developing plans and policies through extensive engagement and public input.

Motion passed unanimously.

By a unanimous show of hands, the Transportation Advisory Board membership indicated that no members have any financial interests that would pose a conflict of interest to the adoption of Carrboro Connects.

IV. Other Items

TAB members said farewell to Hallock as this would be his last meeting as staff liaison to the TAB.

V. Adjourn

The meeting was adjourned around 9:07 pm.