

**TRANSPORTATION ADVISORY BOARD
MINUTES
February 5, 2009**

BOARD MEMBERS PRESENT

Charlie Hileman, Chair
Heidi Perry
Katie Schwing
Daniel Amoni
Austin Brown

STAFF

Adena Messinger

Board of Aldermen Liaison

Dan Coleman

GUESTS

Robin Michler

I. Call to Order

Charlie Hileman, Chair, called the meeting to order at 7:05 PM. Robin Michler sat in on the meeting as he is interested in applying for a seat on the TAB.

II. Approval of January 15, 2009 Minutes

TAB request that the guests' affiliations be added to the minutes. Heidi Perry moved, and Austin Brown seconded to approve the minutes from January 15, 2009, as amended.

Ayes: (4 – Heidi Perry, Austin Brown, Charlie Hileman, Katie Schwing)

Noes: (0)

Absent: (Daniel Amoni had not arrived for this vote)

III. Other Business

Staff shared the announcement for the forthcoming NCDOT public hearing for the Smith Level Road TIP project, to be held on March 9th.

In anticipation of the joint review meeting at 7:30 pm, the TAB asked several questions about the Goddard School at Winmore and the Bicycle Transportation Plan.

Election of a new vice chair. Heidi Perry called the vote to elect Austin Brown as the new vice chair. Austin left the room during the vote.

Ayes: (4 - Heidi Perry, Daniel Amoni, Charlie Hileman, Katie Schwing)

Noes: (0)

Absent: (Austin Brown)

Dan Coleman announced the Recyclery is in need of a new home. Rogers Triem, MLK Park and the former Performance Bikes store were suggested as possibilities.

IV. Joint Review [the TAB joined the other advisory boards for a joint review to hear presentations on the Goddard School at Winmore and the Comprehensive Bicycle Transportation Plan]

V. Discussion of the Goddard School at Winmore Courtesy Review

The TAB discussed the following points regarding the proposed site plan for the Goddard School at Winmore:

- Bicycle Parking – there is not enough; it is not covered; the parking should include space to accommodate a trailer for parents choosing to bring their child to school by bike; bicycling should be the easy choice; increasing the number of bicycle parking spaces would be another way to justify not meeting the presumptive requirement for motor vehicle parking

- Pedestrian Access – there should be a striped crosswalk from the sidewalk to the entrance, across the parking lot
- Traffic on Homestead Road -- the TAB asked whether this project would require a traffic impact analysis study. Staff commented that a project of this size typically does not rise to the level of requiring a TIA. The comments raised at the joint review regarding the traffic impacts seem to be directed more at the need for a corridor analysis of Homestead Road. The question was asked whether this use was accounted for in the TIA for Winmore. [Staff follow up: no, it was not]

The TAB made the following recommendations to be submitted to the applicant:

- The project should include at least 10 covered bicycle parking spaces. Some of the bicycle parking should be able to accommodate bicycles with trailers; all of the parking should be conveniently located (i.e., near the entrance to the building); and there should be enough space allotted to the bicycle parking area such that it will comfortably accommodate the bicycles (e.g., not up against a wall). These recommendations are put forward (1) so that bicycling will be an attractive transportation option for employees of the school, (2) in light of the fact that the applicant is proposing fewer parking spaces than they are required to have by the land use ordinance, (3) it is part of the vision of the comprehensive bicycle plan to have bicycling as the easy choice, and (4) the school is very close to a greenway access and thus will have a high degree of non-motorized connectivity.
- A crosswalk should be included to connect the sidewalk that comes up from Winmore Ave. to the entrance of the building, across the parking lot.

VI. Discussion of the Comprehensive Bicycle Plan: Final Draft

Overall, the TAB was impressed with the plan and the concise nature of the executive summary. Dan Coleman asked Charlie and Austin -- as members of the Bicycle Plan Steering Committee – whether there were components that they had hoped to see but did not make it into the final plan, or if there was anything they wanted to raise. Charlie shared that during the development process there was a need for the steering committee to push the consultants to produce a document that was appropriate for Carrboro. He pointed out the maps and cut sheets as strengths of the plan. The challenge will be to implement the plan and so a key idea that came out of the plan was the recommendation that there be a bicycle advocacy group to shepherd the plan after it is, hopefully, adopted. Heidi shared that the cycling advocacy group that formed in the 80s was created around an issue. Perhaps the galvanizing issue today is achieving the platinum level bicycle friendly community.

Daniel suggested that sharrows and markings be used all over downtown to send the message that there are a lot of bicyclists.

TAB members offered suggestions for advertizing the public hearing for the plan: graphics, fliers, etc...

The TAB still has time to make formal recommendations about the plan.

VII. Other Business

Heidi asked for information about whether or not the Board of Aldermen will be revisiting the connector roads policy. Dan Coleman shared that the board requested that the connector roads policy be revisited by the Board at a work session, and that if changes were recommended then they would be referred to the TAB.

VIII. Meeting was adjourned at 9:45 PM.