

**TRANSPORTATION ADVISORY BOARD
MINUTES**

April 19, 2010

Special Call Meeting on Pedestrian Activity on N. Greensboro St.

BOARD MEMBERS PRESENT

Charlie Hileman, Chair
Austin Brown
Heidi Perry
Seth LaJeunesse
Robin Michler
Anthony Pergolotti
Sammy Slade, Alderman

STAFF PRESENT

Jeff Brubaker
Patricia McGuire
Chief Carolyn Hutchinson
Captain Joel Booker

BOARD MEMBERS ABSENT

Michael Krasnov

GUESTS PRESENT

Kelvin Jordan, Division Traffic Engineer,
Division 7, NCDOT
Chuck Edwards, District Engineer, District 1,
Division 7, NCDOT
Dale McKeel, Bicycle and Pedestrian
Coordinator, DCHC-MPO
Damon Seils, Carrboro Planning Board Chair
Virginia Guidry
Rich Bell

I. Call to Order

Charlie Hileman, Chair, called the meeting to order at 5:34 PM.

After introductions, Hileman gave a background on why the meeting was called. He said that some of the issues are structural and cannot be solved by education and enforcement alone.

II. Site visit to N. Greensboro St.

The group walked from Carrboro Town Hall to the Greensboro/Shelton intersection. Issues discussed included vehicle speed and the location of the speed limit reduction from 35 to 20 MPH; lack of visibility of signage due to foliage and utility poles; and the impact of a proposed development nearby on intersection geometry and crosswalk location. Potential solutions offered for this intersection included relocating the speed limit drop further north, flashing beacons, and continued enforcement. Edwards said the pavement on this segment was starting to age and may soon need repaving.

The group then crossed at the crosswalk and walked to Greensboro/Poplar. The discussion included relocating the crosswalk to mid-block, in front of Fitch, and installing a pedestrian

refuge island. Crosswalk relocation would have to take into account bus stop location. Edwards said a refuge may be problematic since it would interfere with the left turn taper.

The group crossed at the Greensboro/Poplar crosswalk and walked up to Short Street. A raised crosswalk was suggested, but Edwards said this treatment was not included in NCDOT policy for arterial roads. Jordan and Edwards said the Short St. crosswalk was not in an ideal location because it is between offset approaches at Short St. and the Harris Teeter driveway. Potential solutions offered included relocating the crosswalk to the mid-block location and improving lighting.

III. Presentation and discussion

The group returned to Carrboro Town Hall for a presentation by TAB members and subsequent discussion. Hileman presented video excerpts on motorist and pedestrian behavior at the Short and Poplar crosswalks. The video showed instances of motorist non-compliance with state law and pedestrians crossing at both marked crosswalks and at unmarked locations. Hileman then showed a video of the new in-street and sign-mounted warning lighting on Mason Farm Rd. on the UNC campus. Brown gave a background on his research on the Rectangular Rapid Flashing Beacon (RRFB) as a tool for increasing motorist compliance at crosswalks. He discussed the RRFB's interim approval in the *Manual on Uniform Traffic Control Devices* (MUTCD), effectiveness, and maintenance costs.

Jordan said NCDOT would look into the feasibility of crosswalk enhancements, speed limit drop relocation, visibility improvements, "reduced speed ahead" signs, warning flagging, and other potential improvements. He said the typical process was to determine warrants for such improvements and then look for funding. The group discussed moving the 20 MPH speed limit back to Estes Dr. and narrowing the travel lanes to lower the design speed. Jordan said flashing beacons would have to be approved by the State Traffic Engineer. He suggested that Town staff make a formal request to the division headquarters for NCDOT to look into the improvements discussed. He said the timeline for a response was about four to six weeks.

MOTION* (Brown, Perry second): The Transportation Advisory Board (TAB) recommends that Town staff request that the NCDOT investigate possible solutions to improve yielding compliance at the pedestrian crosswalks along North Greensboro Street between Weaver and Shelton Streets. These crosswalks were examined as part of the TAB meeting attended by NCDOT staff on Monday April 19, 2010.

In particular, these solutions include:

1. A reduction of the speed limit between Estes and Shelton on Greensboro Street
2. A relocation of the speed limit signs on Greensboro Street near the crosswalk at Shelton Street
3. Better markings at the crosswalks including the use of inroad signs

4. Possible relocation of crosswalks on Greensboro Street, in particular the crosswalk at Short Street
5. Use of the LED, Rectangular Rapid Flashing amber Beacons, (*RRFB*) (see Figures 1 and 2) at select marked crosswalks at uncontrolled locations
6. Possible narrowing of roadways to reduce speeds along Greensboro Street

**Note: The full recommendation contains additional information and graphics. For the complete version, contact Jeff Brubaker at 918-7329; jbrubaker@planning.org.*

IV. Adjournment

The meeting was adjourned at 9:00 PM.