

**TRANSPORTATION ADVISORY BOARD  
MINUTES**

**Thursday, October 5, 2023**

**BOARD MEMBERS PRESENT**

Lenore Jones-Peretto, Chair  
Elyse Keefe  
David Salvesen  
David Swan

**STAFF PRESENT**

Duncan Dodson  
Tina Moon

**GUESTS PRESENT**

Jordan Dalton  
Bradley Doll  
David Daddio

**COUNCIL LIAISON PRESENT**

**I. Call to order**

The meeting was called to order at the conclusion of the Joint Review segment of the meeting, at approximately 8:45 pm. The Joint Review meeting included presentations on one concept plan: the housing project at 904 Homestead Road and review of a proposed text amendment to the Land Use Ordinance modifying residential parking standards.

**II. Approval of Minutes (September 21, 2023)**

Motion was made by Swan to approve the September 21, 2023, minutes, and seconded by Keefe with some grammatical corrections and the following amendments to comments for the Housing Project at 315 Jones Ferry Road:

- Remove comment regarding target audience.
- Remove comment regarding rent versus purchase of units.
- Remove question about unit accessibility beyond ground floor.
- Remove question about continued project management post-construction.

Motion passed unanimously (Jones-Peretto, Keefe, Salvesen, Swan).

**III. Action & Discussion Items**

**A. Concept Plan at 904 Homestead Road Discussion**

The TAB briefly reviewed the site plan and previous comments. Discussion included conversation of sidewalk buffers, street trees, various traffic calming measures, street design and narrowing, and street connectivity. The TAB revisited their comments from the conditional rezoning and added to them from the discussion topics:

1. The TAB recommends adhering to the Town Connector roads policy, but,
  
2. If compatible with the fire code, consider narrower street widths to prompt slower vehicle speeds in the neighborhood. Additionally, consider diversifying traffic calming measures, for example, chicanes, bump outs, etc.

3. The houses are so close to the sidewalk there is little room to put trees in the front yard or along the street. Consider adding street trees to:
  - a. add shade to the sidewalk and street,
  - b. buffer the street,
  - c. add to the sidewalk buffer, and
  - d. slow traffic.
  
4. The TAB is concerned with sightlines for westbound traffic on Homestead Road approaching the proposed new intersection. Specific concerns relate to vehicles turning left both into, and out of, the proposed development. The TAB ask that the applicant address those concerns.
  
5. All infrastructure intended for bicyclists and pedestrians, including the boardwalk, should also be constructed to meet mobility needs of those in wheelchairs or using mobility aides.

A motion was made by Keefe to approve the comments and seconded by Swan. Motion passed unanimously (Jones-Peretto, Keefe, Salvesen, Swan).

#### **B. Text Amendment to the LUO Modifying Residential Parking Requirements**

Staff reviewed the proposed amendment changes, answered questions regarding LUO definitions, provided an overview of the associated projects in *Carrboro Connects*, and clarified the potential administration of the amendment for a variety of hypothetical decision points posed by the TAB.

The TAB expressed a need for more information to understand the implementation of the amendment for uses 1.100 and 1.200 (single family and duplex); general discussion points and questions included:

- How often would developers build above or below the maximum; are trends available for reference or further research?
- If the amendments are adopted as currently written, would any of the existing provisions to flexibly administer the standards remain? Would the permit-issuing authority—Town Council or Board of Adjustment be able to approve some flexibility for more or less parking, particularly for developments far from current transit? How does this amendment reflect the close-to-transit language in the Comprehensive Plan?
- What other ramifications to these changes should be considered?
- Who will experience hardship; will such hardship be disproportionately distributed (geographically, by income, etc.)?

- To get transit, areas need density to show demand, which can be supported long-term by using parking maximums, but parking is better served for areas that are already, or short-term will be, close-to-transit.

TAB members agreed to continue their discussion to the mid-month meeting and finalize their recommendation at that time.

#### **IV. Staff News and other items**

##### **A. SRTS Implementation Committee Schedule**

Staff reviewed the previously agreed to schedule changes and discussed the launch of the survey and logistics for Walk/Bike/Roll to School Day. The event will be held Wednesday October 11, 2023 across CHCCS. TAB members volunteered to help count children at Carrboro Elementary School and Morris Grove Elementary School.

##### **B. Bike Plan Implementation**

Staff provided a brief overview: the Town is considering applying for Regional Flexible Funding, a competitive funding pool administered by the MPO. Projects must have already been identified in the MTP or a local plan; staff is considering which projects from the Bike Plan could be implemented. The TAB requested more information be sent to them for them to review before the next meeting.

#### **V. Adjourn**

Motion to adjourn the meeting was made by Swan and seconded by Keefe. Meeting adjourned at 10:40 pm.