

**TRANSPORTATION ADVISORY BOARD
MINUTES
March 19, 2009**

BOARD MEMBERS PRESENT

Charlie Hileman, Chair

Heidi Perry

Austin Brown

Seth LaJeunesse

Katie Schwing

BOARD MEMBERS ABSENT

Daniel Amoni

STAFF

Adena Messinger

GUESTS

Chief Hutchison

Captain Lamb

Board of Aldermen Liaison

Dan Coleman

I. Call to Order

Charlie Hileman, Chair, called meeting to order at 7:35 PM

II. Discussion of Crosswalks and Speed Limits with Police Department Staff

Chief Hutchison and Captain Lamb joined the TAB for this discussion. The overall goal of the discussion was to identify opportunities for the Town to work together (across departments and with citizens) to achieve better public safety and crosswalk enforcement.

The two primary areas of concern are the N/S Greensboro corridor, from Carr Street to Shelton Street, and the crosswalk at 601 W. Main, near Carrboro Elementary.

Austin Brown brought several resources to share with the police department staff, with examples of programs for the Town to consider (pedestrian decoys, progressive ticketing).

Chief Hutchison expressed her support for the in-road crosswalk signs as effective tools to communicate to motorists to watch for pedestrians and that it is state law to yield to pedestrians. She questions whether the crosswalk at 601 W. Main Street could be a candidate for this type of sign.

The in-road crosswalk was also suggested for the crosswalks along N. Greensboro Street. Currently, the crosswalks are located the intersections of the side streets and N. Greensboro, which makes them more likely to be hit and damaged. Dan Coleman suggested that we try to move the crosswalk locations to the mid-blocks so that we can use the in-road signs and also limit conflicts with turning vehicles.

Another suggestion from Alderman Coleman was to implement a temporary “enforcement zone” with signs that alert drivers that “enforcement ahead”, and where the Police Department would do some targeted enforcement.

Chief Hutchison shared that the Police Department is now fully staffed and if ever there will be a time when they can look at these suggestions, it will be soon (once some of the officers have completed school and training). However, she commented that implementing a decoy program would involve using off-duty officers and in current economic climate, this is not an option right now. The Chief also mentioned that she has begun using her blue light at the Shelton Street crosswalk to alert the drivers in the other directions that they need to stop for pedestrians – which is sometimes effective. She suggested that other officers could do the same.

Austin commented that while the conversation is focused on the downtown, the education about stopping at crosswalks needs to apply to all areas of the Town. He also asked whether there is a sign that can be placed alongside a road that indicates that it is state law to yield to pedestrians.

Everyone agreed that education is a critical piece of the puzzle.

Since many of the locations that were discussed are along state-maintained roads, the Town will require NCDOT approval to implement any new signage, pavement markings, or reductions in speed limit. Staff will contact the necessary people at NCDOT to discuss. In addition, staff recommended that the TAB work with staff to develop a corridor plan for pedestrian improvements, accompanied by data and possibly Charlie's footage, which can support the recommendations.

Alderman Coleman brought up the intersection of Brewer Lane and Main Street as another location that is problematic for pedestrians to cross.

III. Bicycle Advocacy Group discussion

The TAB would like to use the bicycle plan public hearing as an opportunity to generate interest in a bicycle advocacy group in Carrboro. They will continue to work to spread the word about the plan and encourage people to attend the public hearing. There will be a sign-up sheet at the public hearing for people who are interested in becoming involved in an advocacy group. May is the target for the first meeting.

IV. Event Planning: Smart Commute Challenge and Bike to Work Week/Month

The Smart Commute Challenge begins on April 15 and ends May 30. Bike to Work Month is May, and Bike to Work Week will be May 11-15. At their April 2nd meeting, the TAB will select an event to sponsor, with the idea that it could be combined with the kick-off meeting for the bicycle advocacy group.

V. Approval of Minutes from February 19 and March 5, 2009

Charlie corrected the spelling of Terri Buckner's name on the March 5th minutes. Heidi moved and Katie Schwing seconded that the minutes from February 5, 2009 be approved as amended.

Ayes: (5 – Heidi Perry, Charlie Hileman, Katie Schwing, Austin Brown, Seth LaJeunesse)

Noes: (0)

Absent: (Daniel Amoni)

VI. Other Business

- **Smith Level Road Public Hearing.** Charlie shared his experience at the March 9th NCDOT public hearing. He reported that there were questions raised about the safety of the roundabout; that there were some good points made by the residents of the Berryhill neighborhood regarding traffic projections (which Heidi also mentioned); and that there are design issues with how bicyclist are supposed to navigate all of the right turn lanes. Alderman Coleman shared that the Board will be holding a public hearing on the design on April 21.
- **Liaison Update.** Katie, liaison to the Greenways Commission, provided an update. She shared that the consultants for the Morgan Creek greenway planning process presented their field investigation finding to the Greenways Commission and that the project is moving forward on schedule.

VI. Meeting was adjourned at 9:42 PM