

**A RESOLUTION RECEIVING THE REPORT ON THE
DOWNTOWN CARRBORO TRANSPORTATION STUDY
Resolution No. 116/2004-05**

WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to develop and implement initiatives which enhance the viability of downtown.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen has received the report on the downtown transportation study and provides the following comments:

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This is the 15th day of March in the year 2005.

DOWNTOWN CARRBORO TRANSPORTATION CIRCULATION STUDY

Consultant Recommendations:

The following is a brief summary of recommendations developed by Kimley-Horn and Associates that will be presented to the Carrboro Board of Aldermen on March 15, 2005. These are based on considerable input from the following groups:

- public comments at a community information meeting on December 2, 2004
- public response to questionnaire distributed December 2, 2004
- Board of Aldermen on March 2, 2004 and October 12, 2004
- consensus comments developed in 2005 by the Town Planning Board
- summary of a 2005 discussion by the Carrboro Environmental Advisory Board
- a letter from the Downtown Development Commission to the Board of Aldermen
- consultants' review of draft site plans for redevelopment of the Carrboro Arts Center and the Butler property adjacent to it.
- a guided wheelchair tour of downtown by Ms. Ellen Perry

Transit

Approach: downtown Carrboro does not exist in a vacuum and the effects of decisions in surrounding communities has and will continue to greatly affect transportation downtown. Continued strong advocacy for, and investment in mass transit should be the cornerstone policy in Carrboro's transportation decision-making.

Actions:

- Support efforts to initiate passenger rail transit between UNC, downtown Carrboro and Carolina North. Plan for an appropriate station location that is a very short walk from the station platform to Main Street in downtown Carrboro.
- Work with Chapel Hill Transit to invest in bus stop improvements that will enhance the safety, comfort and convenience of the transit system and have the potential therefore to increase ridership. Activate areas adjacent to the bus stop so patrons can interact with other downtown activities.

Walkability

Approach: Carrboro is enjoyed today by hundreds of people walking through and to destinations. Continued investment in safe, secure, convenient, comfortable and enjoyable walkways will result in increasing numbers of pedestrians, expanded commercial opportunities and a stronger community identity.

Actions:

- Establish a multi-year capital improvement program to retrofit all public walkways, curb ramps, crosswalks and traffic signal push buttons to meet ADA requirements. The backlog should be eliminated within a reasonable period.
- Reduce delay for pedestrians by shortening the traffic signal cycle time throughout downtown. Work with NCDOT to consider steps to remove the pedestrian push buttons by adding a pedestrian crossing phase during every signal cycle, not just those cycles following a pedestrian activation of the push button.

- Enhance the visibility of all downtown crosswalks beginning with the busiest crossings. Work with NCDOT and the renowned UNC Highway Safety Research Center to test the effectiveness of advanced pedestrian technologies including audible and tactile cues, countdown signals, animated eyes, leading pedestrian intervals (pedestrians cross before vehicles), and in-pavement flashing lights.
- If the opportunity exists in the future to acquire the tree nursery lot just east of the Spotted Dog, the Town should consider creating a pocket park that allows public access via a new walkway connecting Weaver Street and Main Street. This new north-south axis would connect the municipal parking lot south of Main Street with the ever-popular Weaver Street "green".
- Create flexible "planting pockets" throughout downtown that will involve the creative minds of artists and gardeners in the community in various streetscape projects. The existing "scapes" and public art are very creative and represent a base from which Carrboro can brand a downtown identity.
- Consider investment in pedestrian-level street lights (typically 12 to 20 foot tall poles) to replace mid-block auto-oriented cobra lights. These should be designed to minimize "glare". Safety lighting should be emphasized at all intersections and mid-block crosswalks.

Bicycle Routes

Approach: Carrboro is one of the most bicycle-friendly towns in North Carolina, however striped bicycle lanes on radial streets do not presently continue through the downtown. The approach of continuing the striped bicycle lane through downtown is recommended over the option of expecting bicyclists to mix with vehicular traffic. The latter works for advanced bicyclists, but not as well for children and adults with only basic skills and less mettle.

Actions:

- retrofit Main Street, Weaver Street, Roberson Street, Greensboro Street, and Carr Street to provide striped bicycle lanes in each travel direction. Follow standards for pavement markings set forth in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).
- Continue programs to make all citizens aware of the rights and responsibilities of all traffic laws pertaining to bicyclists, motorists and pedestrians. As needed, enforcement of these laws should be conducted by the Carrboro Police Department.
- Traffic signal pavement detectors should be sensitized to detect the lighter weight bicycles and pavement markings should be added to show bicyclists where to trigger the detectors.

Alternate Routes

Approach: fortunately, motorists can save time traveling between the UNC campus and areas west and northwest of Carrboro by choosing the NC 54 bypass instead of downtown streets. The key then to shifting through-traffic off downtown streets is to make motorists aware of the time difference, since through-traffic typically seek shortest path routes. New streets are needed to retrofit Main Street into a "complete street".

Complete streets have one travel lane, one striped bicycle lane, one parking lane and a sidewalk on both sides of the street centerline. Operating vehicle speeds are 25-30 mph.

Actions:

Motorist Information

- Work with the Town of Chapel Hill, UNC, the MPO and NCDOT to install signs on the western edge of the UNC campus that inform motorists of the travel time savings of using the NC 54 bypass rather than streets through downtown Carrboro.

New Streets

- Co-locate a new "complete street" south of and roughly parallel to Main Street on the railroad spur that serves the UNC-Chapel Hill power plant. The new street will connect Roberson Street with Brewer Lane. Work with UNC-Chapel Hill (owner), Norfolk Southern Railroad (operator) and NCDOT (street crossings) to determine the feasibility of this option.
- build a new east-west two-lane "complete street" north of and parallel to Main Street using the railroad spur that serves Southern States and Fitch Lumber. The new street will connect North Greensboro Street with Lloyd Street. The street alignment between Lloyd Street and the railroad tracks should avoid impacts on existing buildings. With well-designed sidewalks, this new "complete street" will enhance pedestrian connections between the Lloyd Street neighborhood and CarrMill Mall / Weaver Street Market.

Intersection Modifications

Approach: odd-shaped intersections affect driver behavior and contribute to crashes involving bicyclists and pedestrians at several downtown intersections. Modifications that are designed to calm traffic and better-define spaces where pedestrians may conflict with vehicular traffic are recommended by the consultant.

Actions:

- modify Rosemary Street as it intersects East Main Street so that the angle of intersection is 90-degrees (or near it). Avoid severe impacts on adjacent private property by avoiding buildings, leaving some reasonable on-site parking, and granting variances to include new on-street parking in-lieu of replacing any on-site parking acquired for this intersection improvement.
- consider converting the intersection of Rosemary Street and East Main Street into a stop-controlled intersection only on the Rosemary Street approach to replace the existing traffic signals.
- Rip-out any unused asphalt surfaces and replace with well-designed hardscape and landscape areas for public enjoyment.
- If the opportunity arises as existing property is redeveloped, consider changing the existing traffic signals to a modern roundabout at the intersection of East Main Street / Merritt Mill Road / Franklin Street / Brewer Lane. Work with the Town of Chapel Hill to consider a single-lane roundabout that would narrow Franklin Street to one lane in each direction at least for one block if not further into Chapel Hill.
- Alter the lane configurations (left, through, right) at the intersection of Weaver Street / Greensboro Street to create an exclusive westbound right-turn only lane, a

new truck parking bay on northbound Greensboro Street north of the intersection, and additional width for the comfort of bicyclists.

- Depending on successful safety and mobility results plus public acceptance of a demonstration roundabout at the intersection of West Main Street / Weaver Street / Laurel Street, consider replacing existing traffic signals at the intersection of West Main Street / Jones Ferry Road to provide a single-lane modern roundabout.
- Simplify the intersection of Main Street / Weaver Street / Roberson Street by converting Roberson Street to a one-way southbound only street between Main Street and Sweet Bay Place. Add on-street parking.

Complete Streets

Approach: some downtown streets in Carrboro are more “livable” than others, not just in a residential sense but also as pleasurable places for citizens who choose to sit awhile and enjoy their surroundings. The din along most sections of East Main Street contrasts sharply with the pleasure of sitting on the Weaver Street “green”. For the full enjoyment of all citizens, various actions are intended to be implemented gradually so the impact of these changes is absorbed into the everyday activity of downtown.

Actions:

Weaver Street Woonerf

- no other topic has sparked such widely divergent opinions as the discussion of converting the 100 block of Weaver Street into a one-way (westbound vehicles) pedestrian-priority “woonerf” or “living street” as the Dutch call it. The consultant agrees with citizens who claim this street as the best that Carrboro offers so ‘don’t change it’. However, the consultant recommends that the Town establish a more liberal policy toward citizen groups and businesses who file applications for temporary traffic closures during community events along or adjacent to the 100 block of Weaver Street. As necessary, the Town should provide traffic officers at key intersections to avoid gridlock. This could provide several years worth of experience dealing with traffic and citizen experience with the potential benefit of claiming Weaver Street as their own, albeit only temporarily. In the future, the Board may consider the idea again.
- Peak hour queues of vehicles in both directions in the 100 block of Weaver Street may be reduced by altering the sequencing of traffic signal “green” times at intersections to the east, south and west so that the queues occur elsewhere.

Street Retrofits

- Change the cross-section in the 300 block of East Main Street (railroad tracks to Rosemary Street) to one travel lane, one striped bicycle lane and one parallel parking aisle on each side of the centerline. To avoid traffic gridlock, build at least one new parallel street (along the railroad rights-of-way) and alter traffic signal timing to minimize “green” time on side streets including Lloyd Street, Rosemary Street and Merritt Mill Road / Brewer Lane.
- Resurface and restripe Weaver Street between Greensboro Street and West Main Street to narrow the travel lanes and slightly widen the existing bicycle lanes.
- Resurface and restripe West Main Street between Greensboro Street and Jones Ferry Road to narrow the travel lanes and slightly widen the existing bicycle lanes.

- Resurface and restripe West Main Street between Jones Ferry Road and Hillsborough Road. Replace the traffic signals at Weaver Street / Laurel with a single-lane modern roundabout to demonstrate the safety and mobility advantages of roundabouts. Restripe Main Street to provide only one travel lane in each direction. Enhance pedestrian crosswalks at intersections and new mid-block locations between Hillsborough Street and Jones Ferry Road by building landscaped refuge islands in the median on both sides of the crosswalk.
- North Greensboro Street should be repaved and restriped to provide one travel lane and one striped bicycle lane in each direction, enhanced median treatment to facilitate the existing crosswalks and turning movements at busy driveways. Furthermore, the restriping could provide for on-street parking bays for delivery trucks serving CarrMill Mall and Weaver Street Market; effectively closing the existing service driveway that is potentially hazardous to public safety in its current operation.

Parking

Approach: since downtown Carrboro lacks interstate and major highway visibility that is a requirement of most "chain" retailers, local businesses depend on accessible parking to supplement foot traffic. Parking "problems" are rarely ever solved, rather it requires consistent, coordinated and comprehensive management.

Actions:

- additional on-street parking opportunities can be created by retrofitting East Main Street, Roberson Street, and West Main Street in front of Town Hall into "complete streets". In addition to providing additional parking in highly visible locations, these changes will help buffer pedestrians from moving traffic and contribute to the desired redevelopment along Roberson Street and portions of East Main Street.
- off-street parking is beyond the scope of this study, however, the proposal to build a parking deck in conjunction with redevelopment of the Arts Center should:
 - o be used to support pedestrian-oriented site design
 - o remain toward the back of the site (away from Main Street frontage)
 - o should include parking that is open to the general public
 - o should not preclude construction of a connecting east-west street between Roberson Street and the vicinity of the Merritt Mill Road and Brewer Lane intersection. This is a contingency in case the preferred alignment along the railroad right-of-way is not feasible. If necessary, an alignment that straddles the property line between the Butler property and the ArtsCenter should be reserved for a 66-foot-wide "complete street" right-of-way (which includes property access, but not on-street parking).

Downtown Traffic Circulation Study

for the
Town of Carrboro, NC



**Kimley-Horn
and Associates, Inc.**

November 2004

Downtown Transportation Circulation Forum
December 2, 2004
Public Comments

Note: These notes are taken from the tape recording of the forum. Unfortunately the project consultant, Roger Henderson, was wearing a clip-on microphone which was not working, so many of his responses to questions were not recorded.

1. Nathan Milian
Represents CarrMill Mall and chair of DDC. Have common goals with the town: downtown to be vibrant, pedestrian/bike friendly, customer friendly and car friendly. Concerned that plan was presented without consulting them and with major changes which affect them and in/out at 2 locations and changing traffic patterns at front of project. Retailers don't like 1 way streets for a reason. CarrMill Mall and its businesses (40 businesses and 500 people working there) have vision and patience and are asking Town to sit down and discuss how plan will affect these 40 existing businesses prior to adopting any plan.
2. Brian Pence
Resident, biker and driver. Crosswalks and light at Weaver and Main. Slower car speeds great for pedestrians. One crosswalk not at light which works well for pedestrians is at Weaver St. because of slow car speeds and bright yellow pedestrian sign. The 3 crosswalks on N. Greensboro not at lights (Fitch Lumber, So States and Poplar) don't work well for pedestrians. Cars are moving faster with poor visibility. Encourage improving pedestrian use of those (such as yellow pedestrian signs). Removing traffic light at CarrMill Mall without a roundabout will make it harder for pedestrians. Roundabout would be good.
3. Patrick McDonough
Happy about future light rail connection. Encourage study whether to bring light rail up Columbia St down Franklin and into Carrboro. If there is a large roundabout at Jiffy Lube and they run rail thru it you may see accidents, thus consider leaving that as a signalized intersection.
4. Heidi Perry (TAB Member)
Agree with Patrick. Important to keep options open. Good to have coordination between town plans and other areas leaving option for rail to Chapel Hill North. Likes some of the roundabouts such as Main St. at Town Hall. Little spur at Loral could be cut off for Farmers Market parking. Signals on faster cycle would help pedestrian use. Roberson 1 way should be 2 way or 1 the other way. When will LOS reach F [answer used 2030 because that is the time regional planning gave traffic data for].
5. Greg DeWitt
Can pedestrian crosswalk be raised to slow traffic? Can we have driver education for use of roundabouts?

6. Lantz Holland
(owns Value building at Rosemary and Main, Mienke Muffler on Main) prefer Option A. Even with right at Main on to Rosemary people will still cut through Value building and might hit people turning right at Main. Muffler parking is used when they are closed by other businesses. Street parking does not help because town requires on site and it would be taking away from other businesses to remove on site and have them then need street parking.
7. Bill Gerrard (Sp?)
Concerned for pedestrian crossings with roundabouts, must look over left shoulder. [R. Henderson noted that roundabouts would be designed to reduce speed to 25mph and low landscaping] 30mph = 45' per sec. Pedestrian doesn't know what cars are going to do. Study concerned 8 states, including New Jersey [R. Henderson noted that the roundabouts proposed are not like the traffic circles in New Jersey; he suggested that folks who are concerned about roundabouts and pedestrians, check out the NC State roundabout].
8. Unidentified man
Do we want to accommodate more growth or work out an equilibrium and stop encouraging more.
9. Sarah Meyers (EAB Member)
Walk, bike and drive. Cars drive by Weaver St. ,great billboard for Carrboro. Don't direct traffic away from that. Roundabouts don't work for pedestrians at rush hour, saw the problems while living in France.
10. Rachel Rose
Potential business owner at E Main and Rosemary. Is there a compromise between A and B? Something needs to happen to Main-Rosemary intersection, but plan B would remove almost all parking which would make the property unusable. Wants to see the rt. and left turns added without losing all parking. [R. Henderson noted that it can be modified] This intersection could be the "other Weaver St.". Off street parking would not be enough even with relaxation of requirements. Residents and other businesses also need more parking and compete for on-street spaces. These new areas would also need to use the on street parking.
11. Jack Haggerty
The report from early Oct. showed Lloyd St extended and Roberson St. extended and these plans don't show those proposal although you were enthusiastic about it before. You said property owner is not interested in pursuing that, but property owner wishes don't seem to be so important in many of the other proposed changes. Why is that?
12. Ricky White(EAB Member)
Configuration of the road system north of Weaver and Main between Lloyd St and N Greensboro St, the study area goes pretty far north but you don't advocate any

connection between those streets. Did they look at it? Wasn't there a road there before Harris Teeter? Is that a future possibility?

13. Tom Wilford (live and work in downtown Carrboro)

Agrees with need for this connectivity. Parker Street once crossed RR tracks and connected to Lloyd St. Need to have more ways to get through town.

14 Chris van Hasselt (TAB member)

Biker who was hit by a car by driver trying to make left turn. Drivers tend to look Ahead. In roundabout, bikers and pedestrians are always ahead and it is safer.

15 John Marshall (Planning Board Chair)

Don't mess with urban success. Weaver St. is successful, think carefully before making it a one way street. Plan for Main St. in front of Visart is urban space that doesn't work. That is a wonderful solution which should be seriously considered.

16 Terri Buckner

Having lived in downtown Norfolk and Atlanta one of the things which always slowed down the traffic was drivers stopping and waiting for on-street parking spaces. On-street parking creates traffic jams.

Questionnaire

ATTACHMENT E

Carrboro Downtown Transportation Study

Note: The questionnaire was completed by 45 persons who attended the December 2 forum.

DEMOGRAPHIC QUESTIONS

- A: Do you live in the Town of Carrboro?**
Yes – 35 (78%) No – 10 (22%)
- B: Do you live within the study area?**
Yes – 14 (31%) No – 31 (69%)
- C: Do you work in Carrboro?**
Yes – 17 (38%) No – 28 (62%)
- D: Do you work within the study area?**
Yes – 13 (29%) No – 32 (71%)
- E: Do you own property within the study area?**
Yes – 16 (36%) No – 29 (64%)
- F: Do you run a business within the study area?**
Yes – 10 (22%) No – 35 (78%)
- G: How long have you lived or worked in Carrboro?**
Responses range from 0 years to 34 years
Average – 10.04 years
Median – 6.5 years
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QUESTIONS ABOUT YOUR TRAVEL IN A TYPICAL WEEK

- 1. Overall, how do you rate your transportation experience in downtown Carrboro?**

Poor – 2 (4%)
Fair – 11 (24%)
Good – 24 (53%)
Very Good – 3 (7%)
Excellent – 3 (7%)
Don't know – 2 (4%)
Reasons for your answer:

- 2. Which modes of transportation do you typically use 2 or more times each week?**

(Note: Respondents checked all that applied)
Personal vehicle – 43 (96%)
Carpool with someone else – 5 (11%)
Public Transportation (ride the bus) – 8 (18%)
Walking just for exercise (other than to and from your vehicle) – 14 (31%)
Walking somewhere (other than exercise) – 19 (42%)
Bicycle – 16 (36%)

Motorcycle – 0 (0%)

Other – 0 (0%)

3. **Rate each of the following aspects about downtown Carrboro as if you were walking.**
(circle one answer for each lettered question)

	Excellent	Adequate	Needs Improvement
Don't Know			
(A) Walkways to/from neighborhoods	7 (16%)	20 (44%)	13 (29%) ..5 (11%)
(B) Downtown sidewalks.....	9 (20%)	20 (44%)	14 (31%) ..2 (4%)
(C) Downtown crosswalks	6 (13%)	13 (29%)	24 (53%) ..2 (4%)
(D) Downtown signals at crosswalks	4 (9%)	17 (38%)	23 (51%) ..1 (2%)
(E) Streetscape features such as:			
benches, landscaping, & public art	10 (22%)	17 (38%)	16 (36%) ..2 (4%)
(F) Wayfinding signs	3 (7%)	24 (53%)	8 (18%) ..10 (22%)
(G) Streetlight location and brightness	10 (22%)	23 (51%)	9 (20%) ..3 (7%)
(H) Bus stop location & comfort.....	10 (22%)	14 (31%)	8 (18%) ..13 (29%)

General comments about walking downtown:

Downtown is a wonderful place to be as a walker - frightening to navigate. It needs work but has tremendous potential. Widen sidewalks, bike lanes, and develop streetscape pocket parks and spaces.

The crosswalks on N. Greensboro at Short, E. Poplar, and Shelton are not safe - drivers do not yield. No light. Recommend either a sign in the middle of the road like the one on Weaver outside WSM (where drivers do yield) or a traffic light that is always green unless triggered by a pedestrian call button.

I generally find it very enjoyable to walk downtown. People do not often stop at the pedestrian crossings on Weaver Street and on N. Greensboro Street. I hope this will improve.

Explain rules of crosswalks.

Can be dangerous walking from my house to downtown up the S. Greensboro St. hill

Crosswalks are hectic - the new signs have made a difference

Crosswalks sort of scary

Some sidewalks narrow and need repairing. The art on Weaver St has been great but needs fresh inspiration

"We need to change attitudes of people using each type of transportation. For example, pedestrians tend to think they can cross street at any old place and time (i.e. joy walk). Likewise auto drivers tend to think they "own" the road."

Improve crosswalks as #1 issue.

Walking is safe and easy.

No problem for me.

Car drivers are generally polite and stop even if pedestrian is crossing in middle of block. Don't see any big need here.

Crosswalks like downtown Chapel Hill crosswalks more visual (raised, painted etc)

"Streets are designed to move traffic - and they now function admirably. Pedestrians need to be and seem to be patient. One helper for pedestrians would be a longer ""ok to walk"" cycle. If Carrboro wants to spend \$'s on for pedestrians - let's install an elevated X Walk on 54 Bypass at or near Westbrook Drive to "service" bus stops on either side of the bypass."

Lack of sidewalk continuity between neighborhoods and downtown is problematic, walking is suboptimal for families with small children, and handicapped individuals.

Need better access between neighborhoods, especially to/from Lloyd Street neighborhood.

I live on N. Greensboro at Thomas St and love the sidewalk going south to Main, EXCEPT for the crosswalk @ Estes. It is near impossible to get a crossing signal and cars turning right onto Estes DO NOT yield.

Good in some areas, bad in others @ Main Street across RR tracks.

"State law to stop for pedestrians" signs are a great improvement, but other crossings are not very good.

Push button walk signs really need to be removed. Crosswalk signs are a big improvement. Need much better ramps, more complete sidewalks in adjacent neighborhoods, and wider sidewalks.

Some dark spots could be improved

Need more trees for shade. Need splash guards at sidewalk. Slower and less traffic on Weaver St (both parts). Slow down traffic so through traffic will take alternate routes.

Streetlights need to be directed so they light areas beneath them, without so much light pollution radiating out into surrounding areas (such as my yard).

If anything, streetlights are too frequent and too bright. We could take out half and still be over lit.

Sidewalks too narrow, need more sidewalks. Curb, gutter and sidewalk Roberson Street, need better and more x-walks.

Pleasant, provides destinations for recreational walking.

"We need the clarity of the countdown signs for peds. Rosemary/Main intersection is tricky. On crosswalks, the England have it right, London paints ""look left"" and ""look right"" as people enter crosswalks. It is amazing what you can do cheaply and effectively with paint! (Your ideas are good too)."

No problems here

TOC needs to be a pedestrian oriented place with minimal signage. Pedestrian crosswalks have right of way.

Walking on the block in front of Weaver Street is hard because sidewalk is so narrow. It is hard to cross Greensboro except in a few spots.

"Worked downtown for 5 years. Positive factors are proximity of ""useful"" as opposed to ""optional"" retail/restaurant places. Downside was poor crosswalks, sidewalks, no landscaping."

I am grateful for the larger print on street signs. I wish we had a few intersection overhead signs - especially Main Street at Jones Ferry/Main Street at Weaver.

4. Rate each of the following aspects about downtown Carrboro as if you were bicycling. (circle one answer for each lettered question)

	<u>Excellent</u>	<u>Adequate</u>	<u>Needs Improvement</u>	<u>Don't Know</u>
(A) Bikeways to/from neighborhoods.....	5 (11%)	19 (42%)	14 (31%).....	7 (16%)
(B) Bikeways on downtown streets	2 (4%)	14 (31%)	21 (47%).....	8 (18%)
(C) Downtown intersections	0 (0%)	14 (31%)	24 (53%).....	7 (16%)
(D) Signals detecting bicycles	0 (0%)	6 (13%)	21 (47%).....	18 (40%)
(E) Motorists' understanding of rights of bicyclists to ride on streets.....	3 (7%)	6 (13%)	31 (69%).....	5 (11%)
(F) Wayfinding signs	2 (4%)	17 (38%)	12 (27%).....	14 (31%)
(G) Streetlight location and brightness	6 (13%)	22 (49%)	7 (16%).....	10 (22%)
(H) Bus stop location	4 (9%)	21 (47%)	3 (7%).....	17 (38%)

General comments about bicycling downtown:

Bicycling is scary. I grit my teeth every time I approach an intersection. Lanes are narrow - car traffic disrespectful.

Unsafe on Weaver St, Greensboro St.

Connect bike lanes through intersections.

Risky business. Lanes too narrow.

Bicycles are legal vehicles in all 50 states. Do away with ALL bike lanes. Bike lanes give A FALSE SENSE OF SAFETY! Do bicyclists know their responsibilities and rights? I believe 95% do not know!

Needs improvement, slow traffic, make room for cyclists.

Bicyclists would fare better if they acted and were treated as drivers of vehicles - riding on sidewalks is deadly! Air Quality is terrible.

Good

Cars disregarding bike riders is the major issue for me - not bike lanes etc. Although on-street parking is dangerous, having been hit once and almost hit a number of times by driver opening their car doors. Bikers should use/obey car rules on lights.

Not a problem

Do signals detecting bicycles exist? If so, where and what? There are obviously places where more bikeways are needed.

Need stronger enforcement of lights on bikes for night riding.

Especially during rush hour, very dangerous

The confusing traffic patterns cause erratic biking which is a danger for everyone.

Need bike lanes downtown (no bikes on sidewalk), clarity of bike way direction

Bicyclists riding on sidewalks (instead of bike lanes) conflict with pedestrians.

More bikes lanes are needed on busier streets, like East Main.

"Motorists are generally ignorant of how to deal with bikes. Don't just paint ""bike lanes"". Paint the traffic lanes as ""Bike and Car Lane""."

More purposeful bike routes vs. cobbled together bike routes. Love it otherwise.

During busy times it can be dicey riding in traffic.

It is hard to bike on Weaver Street in front of the market - traffic is backed up and no bike lanes. It is stressful to turn left on a bike most places downtown. This is the most important issue for me.

Dangerous

I think our cyclists are fairly law abiding - thank goodness!

**5. Rate each aspect about downtown Carrboro as if you were driving.
(circle one answer for each lettered question)**

	<u>Excellent</u>	<u>Adequate</u>	<u>Needs Improvement</u>	<u>Don't Know</u>
(A) Notice presence of pedestrians	7 (16%)	20 (44%)	18 (40%)	0 (0%)
(B) Notice presence of bicyclists	8 (18%)	17 (38%)	20 (44%)	0 (0%)
(C) Safety of motorists	10 (22%)	27 (60%)	7 (16%)	1 (2%)
(D) Appropriateness of speed limits	11 (24%)	25 (56%)	9 (20%)	0 (0%)
(E) Travel time on major streets during commute periods of each weekday	4 (9%)	23 (51%)	15 (33%)	3 (7%)
(F) Travel time on major streets during mid-day, evenings & weekends	15 (33%)	27 (60%)	3 (7%)	0 (0%)
(G) Traffic signal timing	3 (7%)	22 (49%)	19 (42%)	1 (2%)
(H) Streetlight location and brightness	6 (13%)	29 (64%)	7 (16%)	3 (7%)
(I) Bus stop location	5 (11%)	23 (51%)	4 (9%)	1 (2%)
(J) Condition of pavement	3 (7%)	28 (62%)	12 (27%)	1 (2%)

Please list any concerns you have about public safety or security in downtown Carrboro?

2-5

See #3 re pedestrian crossings.

Too many exiting & entering cars (especially at Wendy's, Carrboro lot, Open Eye, Roberson, Carr) very chaotic. Wendy's entrance on S. Greensboro is dangerous. Too much congestion already for me.

Crosswalk safety - especially trying to get to the Spotted Dog

Improve driver's attitudes. Also police enforcement. Traffic signal timing is terrible.

Ask bicyclists about condition of pavement!

We need better and more defined crosswalks and consequences for drivers who won't stop. Turning left is sometimes a problem: Carr to S. Greensboro; Harris-Teeter lot to Greensboro

I would like to see a more aggressive approach taken with panhandlers as they scare off customers and clients

Shorten time of traffic signals

"In the heaviest/busiest period - travel time west bound on Main Street from ""Carrburritos"" to Greensboro Street only 3 mins, 20 seconds."

Need another connection from N. Greensboro through Lloyd Street neighborhood.

Need parked cars on street for pedestrian safety, texture raised crosswalks to raise pedestrian importance

Primary problem is the lack of awareness many motorists have for pedestrians and bicyclists.

Municipal parking areas not well lit

I don't like walking back to my car at Roberson Street at night

No problems - better crosswalk, obedience by motorists

Greensboro through Main and Weaver needs attention. Often cars are stuck in the intersections.

6. What is the speed limit on most major downtown streets:

- 15 mph – 2 (4%)
- 20 mph – 19 (42%)
- 25 mph – 21 (47%)
- 35 mph – 1 (2%)
- No answer – 2 (4%)

7. Which of the following streets would you want to see redesigned to reinforce current speed limits? (circle all that apply)

- Main Street in downtown Carrboro – 27 (60%)
- Weaver Street in downtown Carrboro – 24 (53%)
- Greensboro Street in downtown Carrboro – 27 (60%)
- Roberson Street in downtown Carrboro – 18 (40%)
- Other streets (Please list):

Carr. Lloyd, Merritt Mill, Brewer Lane, Rosemary

Weaver St is the most needy of redesign

S. Greensboro St

All over

General comments about redesigning streets to maintain reasonable speeds:

Roundabouts, one-way streets, on-street diagonal parking

I like the idea of Weaver Street being one way. I think a traffic light is needed @ Weaver Street & Main

Street.

I think speeds are fine

Not particularly an issue. Extend 25 mph north to Estes on Greensboro. Actually stop and ticket offenders.

Please connect Greensboro St and Lloyd

S. Greensboro St coming into town is the main place I notice speed as a huge problem. I think stoplights, crosswalks and short streets between stop lights slow down traffic.

I would like to see raised (like a speed hump) pedestrian crosswalks. This will force drivers to slow down at those points. These should not be at intersections.

I don't support any for this purpose. Drivers are generally responsible. We need to increase road capacity and drive times, particularly at rush hour. Road system in this town was designed for 50 years ago. We need more arteries in strategic locations to alleviate congestions. Need to 5 lane Estes Drive Ext.

I don't see any places where (in downtown) anyone drives at excessive speeds. Problem is backups of traffic.

Roundabout @ Main/Weaver/Roberson could be done without 1-way streets

The intersection at Roberson/Main/Weaver is the real culprit behind all of the traffic issues.

Eliminate light at Weaver/Main in front of Carr Mill. No left from Roberson to Main. One way all of Weaver Street. Encourage through traffic to go around.

I don't feel that there is a problem with speeding. No speed bumps please

I am comfortable with current speeds, but I come from the frozen north where things just move faster. If anything, I get impatient while driving - please don't slow things down.

I strongly support keeping traffic moving at low speeds. It is important to encourage peds to cross in the right places. This dynamic has broken down on South Rd by UNC Student Union. Frustrated drivers with peds crossing everywhere become aggressive. I fully support prioritizing ped/bike/transit above cars. If you can simultaneously reduce road rage, that is the holy grail.

Lower downtown speed limits

Weaver Street should be one-way, and Main should also be one way (the other direction)

Police on bicycles or scooters to give tickets would get motorists attention. Don't spend money on streets. Hire police to enforce laws we have.

8. Thinking now about parking your personal vehicle in downtown Carrboro, how would you rate the following aspects ?

	<u>Excellent</u>	<u>Adequate</u>	<u>Needs Improvement</u>	<u>Don't Know</u>
(A) Availability of on-street parking	2 (4%)	12 (27%)	26 (58%)	5 (11%)
(B) I can maneuver into on-street spaces	8 (18%)	21 (47%)	12 (27%)	4 (9%)
(C) Safety of parking on-street.....	9 (20%)	24 (53%)	7 (16%)	5 (11%)
(D) Speed of traffic	3 (7%)	30 (67%)	11 (24%)	1 (2%)
(E) Location of municipal parking lots	7 (16%)	29 (64%)	9 (20%)	0 (0%)
(F) Walking distance from the parking space to my destination.....	12 (27%)	28 (62%)	4 (9%)	1 (2%)
(G) Wayfinding signs to parking lots.....	2 (4%)	19 (42%)	19 (42%)	5 (11%)
(H) Wayfinding signs to destinations.....	3 (7%)	18 (40%)	16 (36%)	8 (18%)
(I) Info on alternatives to driving.....	5 (11%)	10 (22%)	25 (56%)	5 (11%)
(J) Security around me in parking lots.....	4 (9%)	25 (56%)	11 (24%)	4 (9%)

General comments about parking:

Parking limited, inappropriate / inefficient safety on street

Off the top of my head, I can't think of a single spot on street parking, but don't feel a need for it at all.

Parking usually available

I bicycle most of the time when I shop in Carrboro

The downtown area is in sections and is relatively small. Outlying parking lots like the city lot on Greensboro St and the lot serving Harris Teeter and the mall are adequate. On street parking is not an issue for me, I go more places, i.e. to more businesses, when I park in a general lot and walk past many businesses even if my plan is to go to one or two. Satellite parking can relieve downtown congestion and encourage people to walk. Isn't that the point?!

We need significantly more public parking. Personally I would like to see a deal with Carr Mill mall and the city to permit public parking in their lot on Roberson.

Right now parking is fine. One exception is lot at SW corner of Greensboro & Weaver. There are too many handicap spaces - there must be 6 and they are almost always unused, even when the rest of the lot is full!

I prefer more parking lots to on-street parking (I don't mind walking to shops); parking decks a good idea too.

Seems sufficient at all busy very peak hours.

I never have trouble finding parking in Carrboro, except for the Harris Teeter lot at dinnertime.

It is adequate now but needs more in future, there should not be single level of sheet, it should be multi level.

In the short section of Laurel Avenue to be closed if we install a roundabout - I would far rather see green space than additional parking spaces for Farmer's Market. There is already ample on-street parking on both sides of Fidelity Street that could be better utilized by Farmer's Market customers. I think this would work better than encouraging more parking on Laurel Avenue, where I live on Saturday mornings (already very congested from April - August)

Maybe less parking is needed, but then I live downtown. I park in my driveway.

What on-street parking? Do you mean the 3 spots next to Spotted Dog?

I am pretty old now and the general attitude of discounting or not noticing the elderly becomes more and more a safety problem.

Concentrate parking to remove lots, pursue development of 3-5 story buildings.

Think next time I need to bike

I like that parking is away from main downtown area. I am not clear on why more on-street parking is better.

COMMENT SHEET

Place a ✓ mark beside ideas you are willing to consider or an X mark otherwise

DIRECTION A: "It ain't broke – so don't try a big fix"

___ A.1: fix sidewalks, street corners, crosswalks to meet Americans with Disabilities Act

Check: 29 (64%) X: 2 (4%) No answer: 14 (31%)

___ A.2: install pedestrian countdown signals

Check: 22 (49%) X: 5 (11%) No answer: 18 (40%)

___ A.3: adjust traffic signal timing

Check: 31 (69%) X: 2 (11%) No answer: 12 (27%)

___ A.4: repave and restripe streets, include markings to show bicyclists where to trigger signals

Check: 22 (49%) X: 1 (2%) No answer: 15 (33%)

___ A.5: redesign truck loading zone for Carr Mill mall and Weaver Street Market

Check: 27 (60%) X: 2 (4%) No answer: 16 (36%)

___ A.6: redesign 100 block Weaver Street for one-lane one-way westbound traffic with parking

Check: 21(47) X: 7 (16%) No answer: 17(38%)

___ A.7: repave and restripe Greensboro Street to add southbound left lane at Roberson

Check: 25 (56%) X: 2 (4%) No answer: 18 (40%)

___ A.8: widen, repave, restripe Roberson Street

Check: 24 (53%) X: 3 (24%) No answer: 18 (40%)

___ A.9: extend Roberson across railroad tracks into Arts Center site

Check: 27 (60%) X: 3 (7%) No answer: 15 (33%)

___ A.10: improve traffic signal timing at East Main and Rosemary Streets

Check: 23 (51%) X: 3 (7%) No answer: 19 (42%)

___ A.11: improve traffic signal timing at East Main and Lloyd Streets

Check: 23 (51%) X: 3 (7%) No answer: 19 (42%)

___ A.12: change short section of Roberson to one-lane one-way southbound from Main to the bend

Check: 14 (31%) X: 8 (18%) No answer: 23 (51%)

___ A.13: simplify intersection of Main / Weaver / Roberson and remove traffic signals

Check: 22 (49%) X: 4 (9%) No answer: 19 (42%)

___ A.14: replace traffic signals with modern roundabouts on West Main Street at Jones Ferry and also at Laurel/Weaver near Town Hall and the Farmers Market

Check: 25 (56%) X: 3 (7%) No answer: 17 (38%)

DIRECTION B: "Complete streets are just what this town needs"

B.1: all the projects listed above for A.1 through A.14

___ B.2: streetscape on West Main Street

Check: 23 (51%) X: 1 (2%) No answer: 21 (47%)

___ B.3: permit on-street parking on west side of Main Street in front of Town Hall

Check: 18 (40%) X: 5 (11%) No answer: 22 (49%)

___ B.4: restripe all intersections to continue and interconnect bike lanes

Check: 23 (51%) X: 4 (9%) No answer: 18 (40%)

___ B.5: build a new street on top of the railroad tracks connecting Roberson St. and Brewer Lane

Check: 23 (51%) X: 5 (11%) No answer: 17 (38%)

___ B.6: restripe East Main Street from Franklin St. to railroad tracks to provide one lane each direction, one bicycle lane in each direction, more on-street parking, and pedestrian islands

Check: 15 (33%) X: 7 (16%) No answer: 23 (51%)

___ B.7: widen and enhance "the point" to add public outdoor seating areas. Add modern roundabout at intersection of Main / Weaver / Roberson

Check: 25 (56%) X: 3 (7%) No answer: 17 (38%)

___ B.8: create public path between Weaver Street "green" and Main Street

Check: 23 (51%) X: 3 (7%) No answer: 19 (42%)

___ B.9: expand retail space between Carr Mill mall and Weaver Street Market

Check: 15 (33%) X: 4 (9%) No answer: 26 (58%)

___ B.10: replace signals with modern roundabout at East Main/Franklin/Brewer/Merritt Mill

Check: 17 (38%) X: 7 (16%) No answer: 21 (47%)

Generally speaking, are you more willing to support Direction A, Direction B or other ?

_____ **Less than A - 7 (16%)**
 _____ **Direction A - 8 (18%)**
 _____ **Direction B - 20 (44%)**
 _____ **More than B - 0 (0%)**
 _____ **Other - 1 (2%)**
 _____ **No Answer - 9 (20%)**

Additional comments:

I like parts of both. Don't eliminate signal at Weaver/Main/Roberson.

"I am most concerned about traffic, I live off S. Greensboro and I do work so I need to drive through downtown on a daily basis; I think a ""walkable community"" is completely unrealistic."

Don't you dare stripe bike lanes next to on-street parking.

If we want to have a walker and bike rider friendly downtown, don't include roundabouts or on-street parking. Instead, improve crosswalks, mark bike lanes better and have satellite parking. Encourage people to walk or take our free public transportation. On street parking can be a nightmare for bike riders especially. I am also concerned about the costs of many of these options.

On plan B, behind Armadillo Grill it shows an alleyway to the public lot. This is impractical unless you give guaranteed parking for the E. Main offices and businesses which are often times parked 2 and 3 behind those buildings.

What we need is more road capacity to accommodate growth. Spend money on new computerized traffic light system. Yes, encourage alternative transport - but you can not deny automobiles! They are here to stay. New Parker-Lloyd connector! Yes! Roberson - Bikeway - Brewer Lane Connector! Widen Estes Drive to 5 lanes!

Lots of good ideas, but NO EXCUSE for not meeting with impacted business owners BEFORE this meeting and BEFORE your got to this level of detail.

Roundabouts are archaic and simply do not work. Many have been removed - suggest consultant, check with folks in New Jersey - the most populist state (people/cars per sq/mile in the USA)

Add a connection between Lloyd & N. Greensboro and a connection between Roberson and Brewer.

I am concerned about doing anything that would prevent possible future use of these roads and rails for fixed transit to Chapel Hill North. Also, I keep hearing about a parking dark going on the Arts Center property. With that, I see no need to have so much on street additional parking. Would love to see a roundabout in front of Town Hall with Laurel closed off for parking.

I support one waying Weaver because it allows more connection to the other side of Main Street. It all reduces congestion at the Roberson Street exit.

Additional comment re streetscapes - I would love to see us plant Southeastern native plants, to encourage a sense of place that would compliment the uniqueness of Carrboro. Thanks - (Town staff and advisory boards can make recommendations).

Leave left turn lanes at Main & Greensboro on Main. Perhaps if Roberson St is to be one way south, there should be a one way north along the railroad tracks.

Connect Parker Street to Lloyd. There are items in A that need to be done now/soon. Elements of B should be considered further and possibly implemented over time.

"Make no small plans - Daniel Burnham. Please consider how light rail transit could be operated from Franklin to Main Street to the Lloyd Street area. Look up ""Integration of Light Rail Transit into City Streets"" by the Transit Cooperative Research Program (www.tcrponline.org www.tcrponline.com. Consider how you can design this road for that future LRT opportunity linking UNC hospital to Carrboro and UNC North using S. Columbia, Franklin and Main to Lloyd."

Countdown signals are for the mindless and a waste of money. Crosswalks similar to your Chattanooga example are great!! Why should public \$ fund Weaver Street market trucking issues?? Make them rework it!!

Please explain why on-street parking is so important. I would like to see a pedestrian/bike corridor along tracks behind Harris Teeter - it would be a great access to downtown and a safer bypass.

Not sure yet.

"Who says we need this - residents or consultants - What were/are the specific complaints? Scare tactics and ""protections"" by consultants not founded!! How much did we pay for this study?"



PLANNING BOARD

301 West Main Street, Carrboro, North Carolina 27510

REVIEW COMMENTS

DECEMBER 2, 2004

Community Forum on Downtown Transportation Study

IT WAS THE CONSENSUS OF THE MEMBERS PRESENT THAT THE FOLLOWING COMMENTS BE PROVIDED TO KIMLEY-HORN FOR CONSIDERATION IN PREPARATION OF FINAL RECOMMENDATIONS TO THE BOARD OF ALDERMEN.

THE PLANNING BOARD ENDORSES:

1. A STREET CONNECTION FROM NORTH GREENSBORO STREET TO LLOYD STREET VIA THE RAILROAD SPUR THAT SERVES SOUTHERN STATES AND FITCH LUMBER.
2. REDUCTION IN THE STREET CROSS-SECTION OF THE 300 BLOCK OF EAST MAIN STREET TO TWO TRAVEL LANES, ON-STREET PARKING, AND BIKE LANES.
3. CO-LOCATION OF A NEW STREET OVER THE RAILROAD TRACKS WITHIN THE RAILROAD RIGHT-OF-WAY BETWEEN ROBERSON STREET AND BREWER LANE.
4. IN CONJUNCTION WITH THE CREATION OF THE NEW EAST-WEST CONNECTORS DESCRIBED ABOVE, AND NOTING THAT VEHICULAR TRAFFIC CONTRIBUTES POSITIVELY TO THE URBAN EXPERIENCE ON THE CARR MILL LAWN, NARROWING OF WEAVER STREET TO A ONE-WAY STREET.
5. ROUNDABOUTS.
6. THAT NEW CROSSWALKS ALSO BE INCLUDED ACROSS WEST MAIN STREET AT ITS INTERSECTIONS WITH POPLAR AND FIDELITY STREETS.
7. AN ALTERNATIVE ARRANGEMENT FOR TRUCKS INTENDED TO MAKE DELIVERIES TO WEAVER STREET MARKET TO PARK ON NORTH GREENSBORO STREET AS THE PROPOSED ARRANGEMENT DOES NOT APPEAR TO WORK.
8. TRAFFIC CALMING AND CROSSWALK ENHANCEMENTS AT THE INTERSECTIONS OF SHELTON AND POPLAR STREETS WITH NORTH GREENSBORO STREET.
9. AS DESCRIBED IN ITEM "B7", THAT THE "GREEN" SPACE ON THE NORTH SIDE OF THE "SPOTTED DOG" BE EXPANDED AND THAT LARGER, SPECIMEN-TYPE TREES REPLACE THE EXISTING CREPE MYRTLES, RATHER THAN THE UMBRELLAS THAT ARE PROPOSED.
10. THAT ITEM "B8" BE MODIFIED TO SUPPORT CREATION OF A POCKET PARK RATHER THAN A PUBLIC PLAZA.
11. THAT ADDITIONAL INFORMAL PUBLIC REVIEW SESSIONS BE HELD TO EVALUATE THE CONSULTANT'S FINAL RECOMMENDATIONS PRIOR TO A PUBLIC HEARING OR OTHER REVIEW BY THE BOARD OF ALDERMEN.
12. CREATION OF PUBLIC PARKING ALONG WEST MAIN STREET IN FRONT OF TOWN HALL.

MEMBERS PRESENT: Carnahan, Clinton, Haven-O'Donnell, Marshall, Paulsen, West; ABSENT/EXCUSED
Babiss, Hammill, Hogan, Poulton

John Marshall/JP 12/2/04
John Marshall, Chair (date)

SUMMARY OF EAB COMMENTS DURING JOINT REVIEW OF CARRBORO DOWNTOWN TRAFFIC CIRCULATION STUDY

Sarah Myers

The following is an attempt to summarize the discussion of the EAB to the Traffic Study presentation on 2 Dec 2004. Time limitations precluded a thorough discussion of the options presented, and much of the talk centered around perceived omissions or inadequacies in the presentation. The most repeated concerns of the EAB related to the "big picture," connections through town, and multi-modal transportation. The EAB would like to see standing traffic reduced in downtown and nurturing of high pedestrian and public use areas (such as Weaver St and Main St.). The slide that Kimley-Horn's rep showed displaying drivers on the road without their cars compared to bus riders without their bus highlights the importance of public transportation's role in downtown Carrboro.

As a resource, we'd like to refer Kimley-Horn to Smart Growth's "Getting to Smart Growth" at www.smartgrowth.org/pdf/gettosg2.pdf. The walkable community section begins on p. 37.

Big picture – The board felt that Kimley-Horn's analysis neglected some factors both internal and external to downtown which will have a large impact on the traffic in Carrboro. Upcoming developments off N. Greensboro (Pacifica), in downtown Carrboro (the Artscenter), and in Chapel Hill (condos on Rosemary St.) were mentioned. In addition, the development of Carolina North will increase traffic greatly. Both "through" traffic and "destination" traffic will increase, and different solutions might be needed to address each type. ***Consider developmental context and plan for the future.***

Multi-modal transportation – The EAB sees public transportation as a priority in the development of a downtown traffic plan, and yet it was barely mentioned as part of the study. Most of the discussion centered around vehicular traffic, and little around how to reduce that traffic by getting people out of cars and on foot, bicycle, bus, or train. ***Reduce SOV traffic, don't just make it "flow smoother."***

Connections – On a related note, the observation was made that more connections are needed between Carrboro and the University, Chapel Hill, and Carolina North. Most traffic in downtown Carrboro is "through" traffic, and diverting that traffic would lighten the load. Non-SOV connections should also be considered. ***Facilitate destination traffic and minimize through traffic.***

More info needed:

A comprehensive downtown parking plan that will take into account current conditions and future development.

Projections on how the proposed roundabouts will ease traffic flow.

Show streetscape details (protect existing and add appropriate vegetation)

Suggestions:

Keep traffic moving to avoid gridlock and reduce overall air pollution

- Retime traffic lights to keep traffic moving and avoid gridlock

- Add Roundabouts and by-pass routes

Support multimodal transportation options:

- Add pedestrian safety features such as automated in-pavement flashing lights (www.smartgrowth.org/pdf/gettosg2.pdf p. 42—the whole section on walkable communities might be a good reference to provide; it covers much of what we talked about)
- Reduce town hall intersection to 2 lanes in all direction
- Brewer one lane each way
- Bike and pedestrian east-west connection north of Weaver Street Market such as Roberson-Brewer or N. Greensboro to Lloyd

More on-street parking needed without removing green space

Questionnaire: On the evening of the review, the Environmental Advisory Board was able to approve the following items unanimously from the Direction “A” and Direction “B” lists. The right column is intended to provide some insight into our concerns which are more cohesively addressed in the preceding narrative.

A.1: fix sidewalks, street corners, crosswalks to meet American with Disabilities Act	Accept
A.2 install pedestrian countdown signals	Accept: consider automated in-pavement flashing lights
A.3 adjust traffic signal timing	Accept: adopt principle of retiming all traffic lights to keep traffic moving and avoid gridlock
A.4 repave and restripe streets, include markings to show bicyclists where to trigger signals	Conditional acceptance: identify alternative non-SOV routes; automated in-pavement triggers
A.5 redesign truck loading zone for Carr Mill Mall and Weaver Street Market	Given high priority by the EAB.
A.6 redesign 100 block Weaver Street for one-lane, one-way westbound traffic with parking	Approval of this item by the EAB is contingent upon other north/south and east/west connections are completed; explore different options including closing to all but buses, or closed to vehicles except during peak hours.
A.7 repave and restripe Greensboro St to add southbound left lane at Roberson	Could be helpful, especially if the Robeson thoroughway is completed; identify alternative connection routes first
A.10 improve traffic signal timing at East main and Rosemary St.	Accept; timing must address pedestrian needs.
A.11 improve traffic signal timing at East Main and Lloyd	identify alternative connection routes first; may not need this signal
A.13 simplify intersection of Main/Weaver/Roberson and remove traffic	Pedestrian walkways must be a priority in this scenario.

signals	
A.14 replace traffic signals with roundabouts on W. Main at Jones Ferry, Laurel/Weaver, and Farmers Market	Need to see more about how roundabouts will help, how pedestrians can cross them safely, and a better analysis of which ones are a priority; try one as a pilot before changing all listed intersections to roundabouts.

Direction B:

B.2 streetscape on W. Main	See narrative
B.3 permit on street parking on west side of Main St in front of Town Hall	See narrative
B.4 restripe all intersections to continue and interconnect bike lanes	High priority even if no other measures adopted
B.8 create public path between Weaver St green and Main St.	High priority.

The Board was unable to reach consensus on the other items due to the shortness of time available for discussion and/or the need for more information than was provided in Kimley-Horn's presentation.

A.8 repave and restripe Roberson St.	Need to see how this would connect with the planned redevelopment of the Artscenter complex; identify alternative connection routes first
A.9 extend Roberson across RR tracks into Arts Center site	Need to see how this would connect with the planned redevelopment of the Artscenter complex; identify alternative connection routes first
A.12 change short section of Roberson to one-lane, one-way southbound from Main to bend	How much does this short section contribute to congestion, and how would making it one-way southbound help?

B.1 all projects listed above	See comments above
B.5 build a new street on top of the RR connection Roberson St and Brewer Lane	Identify alternative connection routes first; prioritize pedestrian, bike, and bus traffic.
B.6 restripe E. Main from Franklin St to RR to	Identify alternative connection

provide one lane each direction, one bicycle lane in each direction, more on-street parking, and pedestrian islands	routes first; alternative non-SOV routes.
B.7 widen and enhance the point to add public outdoor seating areas. Add modern roundabout at interaction of Main/Weaver/Roberson	See comments on A.14
B.9 Expand retail space between Carr Mill mall and Weaver St. Market	What does this have to do with transportation? This is another example of potential increased transportation load that needs to be addressed.
B.10 add modern roundabout at intersection of E. Main/Franklin/Brewer/Merritt Mill	See comments on A.14; how would this interact with a Brewer throughway?

From: Nathan Milian
To: Mayor and Board of Aldermen
Subject: Comments from DDC on Circulation Study Presentation from December Meeting

DDC welcomes and endorses the draft report's emphasis on improving walkability and on meeting ADA requirements for accessibility within the downtown. Moving forward in these areas is key to achieving and implementing the downtown visioning documents already accepted by the Board.

Vehicle movement issues are also important but street and intersection remodeling proposals should focus on enabling vehicle traffic to conveniently enter and stop in the downtown for purposes of commerce and recreation etc. rather than to pass through it quickly. Carrboro's downtown should be seen as a destination rather than a convenient highway to somewhere else. To, not through.

Downtown merchants and businesses are our economic mainstay and need to be specifically included in discussions of particular proposals.

The 'complete street' concept is welcomed as a long-term strategy for achieving both the above goals and bringing them into balance with each other. The DDC recognizes that achieving 'complete street' designs in the downtown will require both significant economic resources and aggressive negotiation with NCDOT, nevertheless the benefits to the long-term sustainability of the downtown will justify this effort. We strongly encourage the Board to pursue this concept assiduously.

The DDC has strong reservations concerning the one-way street proposals in the report, especially on East Weaver Street. Other ways to achieve stated goals in this area should be considered.

Intersection design proposals in the report seem to be of uneven quality. The 'T' realignment of the E. Main/Rosemary intersection was considered an excellent option and well worth pursuing. Other problematic oblique intersections (e.g. W. Weaver and W. Main) might benefit from a similar treatment. Consideration should be given to the on-street parking proposal in front of Town Hall as an early "stand-alone" project which can also address the appalling pedestrian crossing condition at this area.

Consideration should be given to a roundabout at the key intersection of Greensboro and Main, even though this would mean acquiring additional right of way and realigning Greensboro to the east. The importance of high efficiency at this central crossroads cannot be overemphasized. This and other intersection interventions should be studied in greater detail via the modeling techniques suggested by the consultant.

A cross-section proposal for W. Weaver is absent from the report and this should be remedied as a matter of urgency as Public Works already has funds allocated for rebuilding this street. The DDC suggest that the cross-section increase sidewalk and

planting strip width and reduce travel lane width and remove turn lanes and bike lanes. Pavement design should be focused on reducing vehicle speeds so that bikes and motor vehicles can share the same space, in accordance with the recommendations of the Burden report. Weaver Street is a key pedestrian thoroughfare. The opportunity should be taken to reduce curb radiuses of side street intersections and consolidate private driveway cuts and reducing their widths where feasible to improve sidewalk continuity.