

BOARD OF ALDERMEN

ITEM NO. A(3)

AGENDA ITEM ABSTRACT

MEETING DATE: February 8, 2011

TITLE: Discussion of West Main Street Lane Configuration Relating to Conditions for Motor Vehicles, Pedestrians, and Bicyclists

DEPARTMENT: Planning	PUBLIC HEARING: YES ___ NO ___ X ___
ATTACHMENTS: A. Resolution B. Memo C. TAB Recommendation D. Map E. Excerpts from Town plans	FOR INFORMATION CONTACT: Jeff Brubaker – 918-7329 Dale McKeel, DCHC-MPO – 560-4366 x36421

PURPOSE

The Board of Aldermen is asked to receive a presentation from the Transportation Advisory Board (TAB) on pedestrian, bicyclist, and motor vehicle conditions on West Main Street from West Weaver Street to Hillsborough Road. Specifically, the Board is asked to consider a “road diet” concept that would allow space for a center turn lane and bike lanes by converting the cross-section from four lanes to three.

INFORMATION

A representative of the TAB will make the first part of the presentation. Dale McKeel, Bicycle and Pedestrian Coordinator for the City of Durham and for the MPO region, will make the second part of the presentation summarizing Durham’s recent experience with road diets.

A staff memo (*Attachment B*) provides staff comments on the road diet concept relating to traffic operations impacts, safety, and the results of Traffic and Parking Committee review.

FISCAL AND STAFF IMPACT

The proposed road diet concept is a restriping of the road segment at the time of resurfacing. Restriping must occur after resurfacing even if pavement markings remain the same. Since Main St. is a State-maintained street, resurfacing costs are ordinarily borne by NCDOT’s annual resurfacing budget. Main St. is not included on the 2011 resurfacing schedule. There may be a marginal difference in pavement marking costs with a road diet configuration, although the exact amount is not known at this time. For Durham’s projects, NCDOT funded 100 percent of the resurfacing and new pavement markings. Although timing of implementation is not currently known, state law requires that the highway division consider any special needs or information provided by a municipality when developing its annual resurfacing work plan [NCGS 166-66.1(1)].

If the road diet is implemented, about five hours of staff coordination with NCDOT and Chapel Hill should be expected to address whether signal timing changes will need to be made at the W. Main-W. Weaver intersection to mitigate potential impacts to traffic delay.

About five hours of staff time would also be needed to prepare Town Code amendments establishing new bike lanes.

Cost of planning and engineering services

It is recommended that a pavement marking plan and traffic impact analysis be provided by the Town. On December 7, the Board of Aldermen approved the use of \$5,000 budgeted for a traffic circulation plan for the Old Carrboro neighborhood as a local match for \$20,000 in MPO funding to complete a project including the traffic circulation plan as well as the two tasks mentioned above. This is expected to be undertaken by one of a list of consulting firms on-call with MPO staff for completing projects under \$30,000. The agenda item for that meeting is available here: http://townofcarrboro.org/BoA/Agendas/2010/12_07_2010.htm. At the time of writing, the MPO has not yet selected a consultant for the project.

Staff are seeking potential collaboration with a pedestrian and bicycle planning course at UNC's Department of City and Regional Planning that could potentially contribute to the analysis as part of a class project.

RECOMMENDATION

Staff recommend that the Board adopt the resolution in *Attachment A* with Alternative 2b.