Sample Jam: Check-In

What do you need to leave at the door to be fully present tonight?

WORK STUFF

PHONE

Phone +2

Emails

Deadlines!

Slack

This microecon homework

slack again

HOME STUFF

Twitter +1

LOL Work

Kids

significant other

Dinner

OTHER STUFF

Ted Lasso

wallet
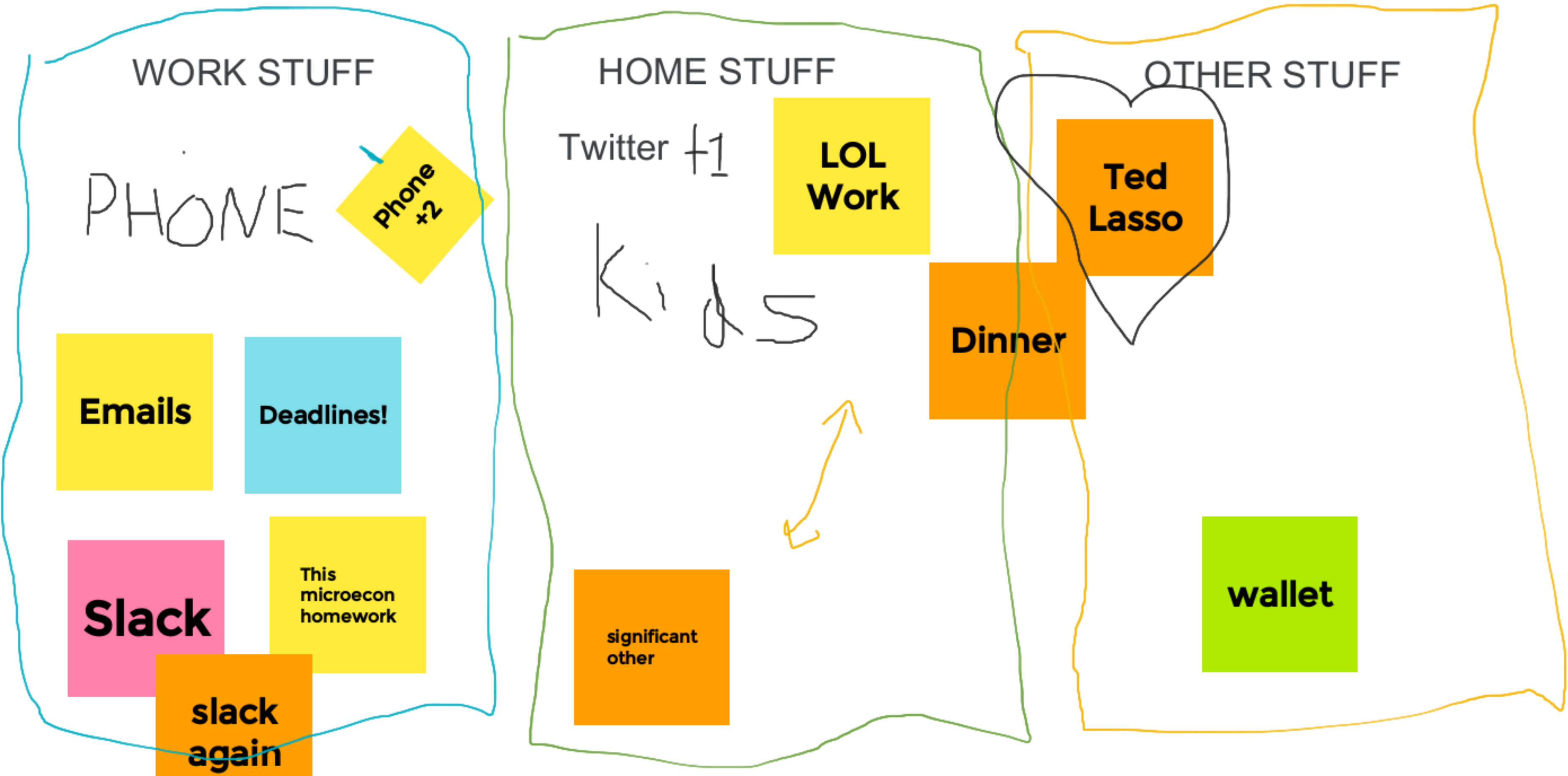
Horizon One: CORE BUSINESS
Goals: Improving existing processes

What are our main assets today?
Why do we succeed at what we do?
If you're new to TCAB/this work, what works well when you're walking or rolling around town?
What doesn't work – and is that a core business? Should it be? (Horizon Two? Three?)

Three Horizons Model Diagram with 70-20-10 Rule Applied
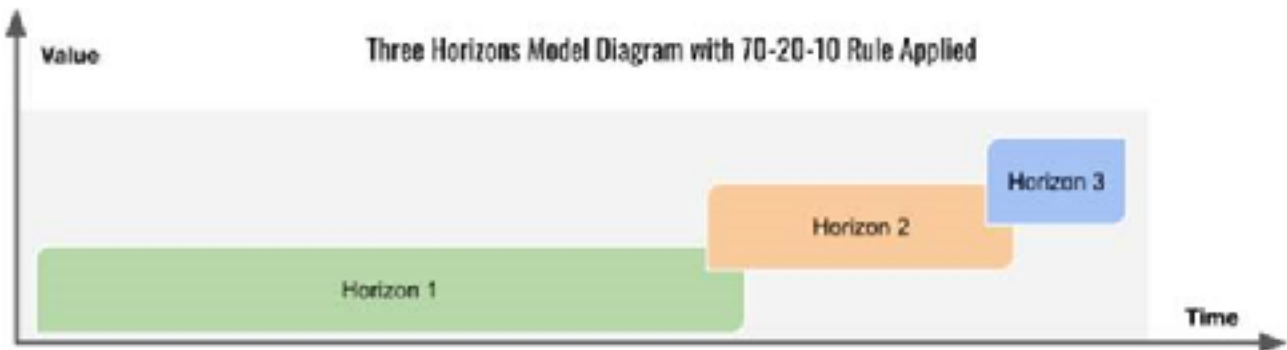
Assets

Assets: great staff!

Low town speed limit

Franklin St Covid response redesign allocating more space to pedestrians, cycling, and businesses

Main assets - vibrant downtown/lots of pedestrians

Routine education for Planning board as well as this board (for new members)

Pedestrian focus of downtown core - expand outward

Well constructed and maintained multi-modal facilities (e.g., sidewalks, crosswalks, bike lanes, etc)

Council support for non-motorized transportation and safety

If you want to avoid major roads, often possible w/ greenways

Successes

why we succeed? interdepartmental coordination

Why we succeed - community engagement and town staff!

Work: Large presence of bikes for people of different ages. Does not - always - work: biking connectivity

Strong community support for non-auto modes

Connecting multi-modal transportation – walking/cycling/rolling to mass transit

Improvements

Doesn't work: MLK, Fordham, 54

^^ditto

Car-centric mindset for much of the public

history of redlining has hindered community planning

Possible different approaches to working with DOT

Missing crosswalks in areas where you would expect them

Disparity betwe traffic calming interventions at neighborhood s and higher spee arterial streets/ highways. It cre disconnected a segregated syst

Sidewalks are sometimes broken, disconnected, or stop in weird places
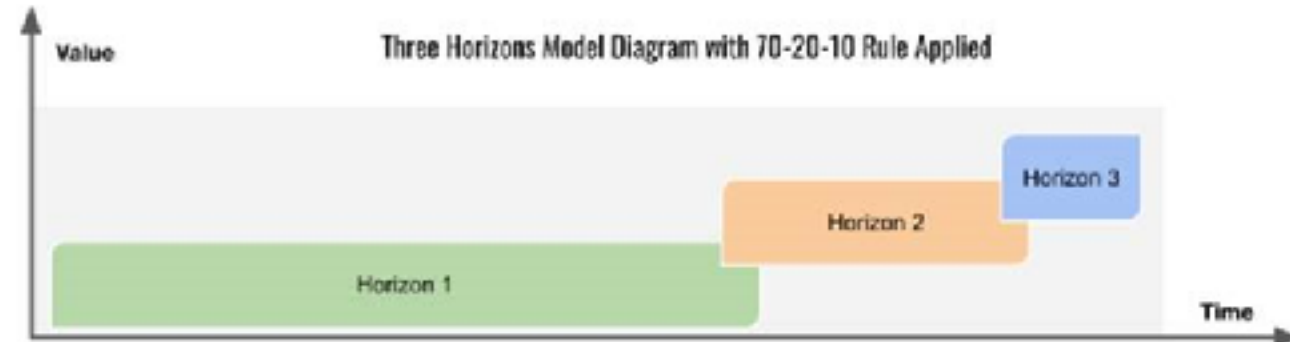
maintenance of streets is falling behind

Many traffic ligh at intersections roads & highway are timed only w car traffic in min other users' safe seems not to be consideration

Horizon Three: Blue Skies
Goals: New Directions (proven or unproven); pilot programs; innovation; industry leaders

Opportunities that require full investment – time, energy, cultural, financial

Three Horizons Model Diagram with 70-20-10 Rule Applied

Value

Horizon 3

Horizon 2

Horizon 1

Time

No Car or low car streets (woonerfs? (sp)

Car trips make up less than 60% of trips in CH

multi-modal transportation facilities and routes in CH are well-designed/constructed/maintained, connected, accessible, safe, easy to navigate, and used by all residents & workers in CH & visitors to CH

fast, efficient high capacity transit connections to other regional centers (could be brt, light rail, or commuter rail)

Sidewalks everywhere. No new development without sidewalks, no payment in lieu.

ADA accessible sidewalks as the norm

second; also multimodal paths

A new signage system for bike routes indicating key destinations, distances, and even elevation information

YES

Car-free streets or convertible streets for public spaces

No right turn on red everywhere in town, not just selected streets

Protected bike lanes all over the place

protected bike lanes on all major vehicle corridors. Really protected.

community spaces that encourage public gathering

from 8 to 80

A SYSTEM of multiuse paths including ped and bike space

Sidewalk requirement for any new development AND work to install sidewalks in developed areas of town lacking sidewalks

lights, reflective painting, or pat reflective devic the ground to improve bike paths/bike lane visibility

Fully incorporate bicyclists, pedestrians, transit users into traffic impact assessments.

a scenario where public transit is consistently more appealing than cars (and not just downtown)

Regional transit connections make it possible for those working in CH and living elsewhere to not always have to drive

Bike infrastructure completely removed from roads

20mph on all residential streets. 25mph everywhere else.

Comfortable bus shelters to encourage transit with connected ped infrastructure.

Coordinate efforts with Carrboro especially along key corridors. Make traffic regulations consistent.

VISION ZERO + TCAB NOTES:

DEVELOPMENT REVIEW

TIA

LUMO REWRITE