

Transportation Projects Update

Introduction

This table is designed to provide an at-a-glance summary of the status of different transportation projects which have been moving forward during the last several months. Projects are roughly organized in the following manner: transportation infrastructure projects funded in the STIP; NCDOT maintenance projects; Carrboro bicycle plan projects (from the 2009 Carrboro Comprehensive Bicycle Transportation Plan and the 2020 Bicycle Plan Update; safety projects, NCDOT ADA ramp project(s), projects relating to the downtown Slow Zone, pedestrian safety projects relating to crossings; plans and policies; Vision Zero; the Orange County Transit Plan; micro-mobility; traffic calming; American Rescue Plan projects.

Information is outlined with a short description of the project, a brief status report with anticipated next steps, and an explanation as to how the project fits in within the Town's overall transportation network.

State Transportation Improvement Program (STIP)

The Town Council received an update on the development of NCDOT's draft FY2026-2035 STIP and consideration of transportation projects for SPOT 7.0 on May 2, 2023 (<https://carrboro.legistar.com/MeetingDetail.aspx?ID=1088370&GUID=6C1EB0A7-BD94-4722-9B69-8654ACD87BC9&Options=info|&Search=>). (The Strategic Prioritization Process (SPOT) is the data-driven process that NCDOT uses to select transportation projects for NCDOT's 10-year State Transportation Improvement Program (STIP)). For the most part, project submitted as part of P6.0 will be resubmitted for P7.0. The DCHC MPO is scheduled to decide on the list of projects it wishes to submit to NCDOT in early summer. With regard to local projects:

Carryover

- The NC 54 sidepath was only guaranteed funding for design and is subject to reprioritization as a carryover project. NCDOT has engaged a consultant to develop an express design to provide a more accurate cost estimate.

P6.0 Projects

- Seawell School Road sidepath
- Old NC 86/Hillsborough Road to Farmhouse Road, bike lanes and a sidewalk
- Possible reduced conflict corridor project along NC 54
- Possible intersection improvement project at Calvander

New project

Morgan Creek Greenway, Phase 2.

Four Town projects programmed in the adopted FY2020-2029 STIP are currently underway.

Project Name & Description	Status	Network
Infrastructure Projects		
<p>Morgan Creek Greenway - Phase 1 (EL-4828-A) This is the first phase of a greenway system that will ultimately connect Smith Level Road to University Lake with a potential spur to Carrboro High School. Phase 1 begins at the Smith Level Road bridge and extends west along the north side of Morgan Creek, with a spur to Abbey Road, and then crosses the creek via a pedestrian bridge to a terminus point near an existing informal pedestrian network in the woods, for a total of approximately 1850 linear feet.</p>	<p>Design work to prepare Phase 1 of the project to readvertise for bid is underway.</p> <ul style="list-style-type: none"> 90-percent plans have been submitted to NCDOT for review. The CLOMR has been submitted to FEMA for review. <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> Amend contract for design services to include consultant services for completion of retaining wall design and Phase 1 Cultural & Archaeology Survey. Complete Cultural & Archaeology Survey. <p>The Town has submitted Phase 2 of the Morgan Creek Greenway to the DCHC MPO for consideration in the SPOT process for P7.0—for possible funding in NCDOT's FY2026-2035 STIP.</p>	<p>The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (currently under design) which will connect via informal paths through the Royal Park Apartments toward Barnes Street to Jones Ferry Road and/or through to South Greensboro Street via Whispering Hills. The greenway will also connect via an underpass under Smith Level Road to the Morgan Creek Greenway in Chapel Hill which extends east parallel to NC 54.</p> <ul style="list-style-type: none"> ✓ The Morgan Creek Greenway is identified in the 2020 Carrboro Bike Plan Update. ✓ The project is identified in <i>Carrboro Connects</i>. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> The signalized pedestrian crossings along NC 54 (BL-0044)
<p>Jones Creek Greenway (C-5181) Part of the Upper Bolin Creek Greenway system, the Jones Creek Greenway is an approximately 808-foot paved multi-use path and pedestrian bridge that will connect Lake Hogan Farm Road with the existing Twin Creeks Greenway to Morris Grove Elementary School.</p>	<p>Design is 90-percent complete. The Categorical Exclusion document has been approved. Work is underway to complete the remaining easement documents.</p> <p>The Town submitted a request to allocate local discretionary funds to the project to address the increase in construction costs identified in the Engineer's Estimate. The MPO submitted a STIP amendment to the NCDOT Board of Transportation.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> Amend contract for design services. Amend MA with NCDOT to add the additional funds to project budget. Continue to work on easement acquisition for ROW authorization. Prepare 100-percent plans. 	<p>The project will provide off-road walking and cycling options for the Lake Hogan Farms, Legends, Ballentine, and Fox Meadow neighborhoods to destinations such as Morris Grove Elementary and the future Twin Creeks Park.</p> <ul style="list-style-type: none"> ✓ The project is identified in the 2020 Carrboro Bike Plan Update. ✓ The project is identified in <i>Carrboro Connects</i>.

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<p>South Greensboro Street Sidewalk (C-5650) The sidewalk will be constructed along the west side of S. Greensboro St. from the northern end of Old Pittsboro Rd. to the NC-54 eastbound off-ramp, and on to the Public Works driveway. The sidewalk would fill a major gap for pedestrians from the higher-density area along Smith Level Rd., south of NC-54 bypass, to downtown.</p>	<p>Design is 65-percent complete.</p> <p>The project engineer has prepared a scope and manday hour estimate for the additional design work related to the waterline replacement. NCDOT has recently approved the audit; staff is preparing a contract amendment and has requested that the project engineer provide an updated schedule.</p> <p>The Town submitted a request to allocate local discretionary funds and Regional Flexible Funds to the project to address the increase in construction costs identified in the Engineer's Estimate. The MPO submitted a STIP amendment to the NCDOT Board of Transportation.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Staff to prepare an amendment to the contract for the project engineer to reflect the additional work related to the waterline. • Resume design work on the project, including the waterline replacement. • Send out a project update to property owners/residents along the corridor. • Amend MA with NCDOT to reflect the additional local discretionary and RFF funds added to the project budget as part of the STIP amendment. • Continue to work with NCDOT on request to reduce speed limit from 35 to 30 mph. • Continue work on conceptual design for sidepath on 300 block of South Greensboro Street to further bike/ped connection along N-S corridor. 	<p>The sidewalk project includes a capacity analysis for narrowing the lane widths between the roundabout and the Smith Level Road bridge to install bike lanes. Lane widths will need to remain wide enough to accommodate transit service. Further analysis/conversations will be needed.</p> <ul style="list-style-type: none"> ✓ The bike lane portion of the project is identified in the Carrboro Bike Plan. ✓ The project is identified in <i>Carrboro Connects</i>. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • A couple of the intersections along South Greensboro Street were identified with recommended improvements in NC 54 Safety Study (2019). • Possible sidepath on the 300 block of South Greensboro Street (ARPA). • Capacity analysis/possible road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing).
<p>Bicycle Loop Detectors (U-4726-DF) Installation of bicycle loop detectors at intersections in the downtown and at West Poplar/NC 54, to advance the traffic signals for bicyclists.</p>	<p>Plans and specification manual at 90-percent complete, submitted to NCDOT for review.</p> <p>As noted in the 2020 Bicycle Plan Update report on October 18, 2022, work is underway to develop a restriping plan for North Greensboro Street. Once the</p>	<p>Installation of bike loop detectors at key locations downtown should work in concert with East Main Street bike lanes to begin to complete the bicycle infrastructure in the downtown.</p> <ul style="list-style-type: none"> ✓ The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan &

Project Name & Description	Status	Network
	<p>lane alignment is determined for North Greensboro at Weaver and East Main, the design work of the bike loop detectors can be completed, and the project prepared for bid.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Hold meeting to review Categorical Exclusion document. • Complete plans/manual--100-percent. 	<p>2020 Bicycle Plan Update.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Capacity analysis/possible road diet to add bike lanes to North Greensboro Street (NCDOT Resurfacing).
<p>Signalized Pedestrian Crossings (BL-0044) Signalized pedestrian crossings at three locations along NC 54 West; two in Carrboro and one in Chapel Hill. Carrboro locations include NC 54 & Abbey Road and NC 54 & Westbrook Drive.</p>	<p>Design is approaching completion. Construction is anticipated for FY24. Carrboro is applying the \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • NCDOT to prepare necessary agreements for funding construction. • Complete design work. • Acquire necessary easements/ROW. • Let the project for construction. 	<p>The signalized crossings have been located at transit stops along NC 54 with high ridership and where pedestrians frequently cross the highway to access a bus stop. The crossings will further the bike/ped network by providing safe crossings across NC 54, connecting the neighborhoods south of NC 54 to the downtown area and eventually the apartments along the north side of NC 54 to Carrboro High School and University Lake, by way of the Morgan Creek Greenway.</p> <ul style="list-style-type: none"> ✓ The projects are identified in NC 54 Safety Study (2019). ✓ The signalized crossings also provide improved transit access for some of the larger apartment complexes (Carolina Apartments, Royal Park, Kingswood) that are in Qualified Census Tracts. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • The Morgan Creek Greenway (EL-4828A) • Barnes Street Sidewalk (EB-5890); not yet initiated
<p>State Maintenance Projects</p>		
<p>East Main Street Resurfacing/Restriping NCDOT's resurfacing project for East Main Street in Carrboro and West Franklin Street in Chapel</p>	<p>The resurfacing/restriping project is finished. NCDOT's work wrapped up in late September; the Town arranged for the installation of green pavement</p>	<p>The installation of bike lanes on East Main Street will complete a key segment in the main east-</p>

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<p>Hill, provided an opportunity for both towns to request new cross section designs for better bicycle infrastructure.</p> <p>East Main Street Operational Analysis and Restriping Plan Carrboro, NC - Official Website (townofcarrboro.org)</p>	<p>markings and modifications to the traffic signals, work which was completed in October.</p> <p>Staff has been in communication with Chapel Hill regarding the signal timing, particularly at Lloyd Street, and minor adjustments to the signal timing have been made.</p> <p>Repairs to the green pavement markings were completed under warranty.</p> <p>Staff conducted bike/ped counts in May 2022 before the resurfacing project and again in May 2023 after the new bike lanes were added. The number of cyclists roughly doubled at each of the locations counted: along Rosemary Street, at Back Alley Bikes and at the East Main/Weaver triangle. The number of pedestrians also increased at a similar rate.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Continue to monitor the signal timing and adjust as needed. • Review the count data. 	<p>west corridor for downtown and adds a significant addition to the Town's overall bicycle network.</p> <ul style="list-style-type: none"> ✓ The project is identified in the 2020 Carrboro Bike Plan Update. ✓ Of note, this is the Town's first use of green pavement markings, a treatment that requires special approval from FHWA. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Slow Zone.
<p>Merritt Mill Road Resurfacing/Restriping</p> <p>Merritt Mill Road is on NCDOT's resurfacing list for FY23. The project extends the full length of Merritt Mill Road from Rosemary Street to South Greensboro Street. Chapel Hill and Carrboro are working together with a consultant firm to evaluate the feasibility of a new cross section design with better bicycle infrastructure.</p>	<p>The consultant firm HNTB has prepared an initial report on an evaluation of the reallocation of the center turn lane to side bike lanes from Cameron Avenue to South Greensboro Street.</p> <p>RKA has completed a new pavement marking plan for the corridor including bike lanes from Cameron to the entrance at Perry Place/NC 54 Bypass off ramp.</p> <p>NCDOT has approved the design.</p> <p><u>Next Step(s)</u></p> <p>The resurfacing project is underway, beginning with the replacement of signal loops at the intersections. Utility work, milling and paving to follow.</p>	<p>Merritt Mill was not identified in the long-range network for the 2020 Bike Plan update, however, the inclusion of bike lanes for some or all of the corridor would significantly improve bike access to the Pine Knolls and Cole Heights neighborhoods and access to the Lincoln Center offices and athletic fields.</p> <p>A possible modification at the east end of the Libba Cotten bikeway to improve the transition from the bikeway to Merritt Mill Road and Cameron Avenue is also under review.</p>

Project Name & Description	Status	Network
	<p>Additional work to improve the transition from the Libba Cotten bikeway to Merritt Mill Road and Cameron Avenue to follow as part of future projects. The additional costs associated with the necessary signal work at the intersection made it too expensive to include as part of the resurfacing project.</p>	
<p>Jones Ferry Road Resurfacing/Restriping Jones Ferry Road is on NCDOT's resurfacing list for FY23. The project includes Jones Ferry Road from East Main Street to Old Fayetteville Road.</p> <p>The project area includes the segment of Jones Ferry Road that was part of the SPOT Safety project in 2015, which involved traffic signal at Davie Road and the inclusion of the new bike lanes and buffered bike lane heading east bound.</p> <p>The Town Engineer is working on a conceptual design to determine the feasibility of adding a new westbound bike lane or protected bike lane along sections of Jones Ferry Road between Davie Road and the Willow Creek Shopping Center.</p>	<p>The Town has held several meetings with NCDOT to discuss different conceptual designs for adding a westbound buffered and/or protected bike lane from Davie Lane to the entrance to the Willow Creek shopping center. The project has received initial approval but will require modifications to the center median to create additional space for the new bike lane.</p> <p>The Town has received approval for the plans to modify the median and on preparing a bid package.</p> <p>The resurfacing, which would include the new lane alignments, will likely occur in the summer of 2024. The resurfacing will include some micro-milling to address the pavement height issues around the drainage inlets in the bike lanes. The Town is considering whether to include green pavement markings as part of the project.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Allocating Town funds for the median work. • Finalize bid package. • Complete the pavement marking plan for the resurfacing. • Prepare necessary encroachment agreements. 	<p>The project would further improve access for residents along Jones Ferry Road to access downtown, the Willow Creek Shopping Center (grocery store/pharmacy/laundromat) and recreation areas such as University Lake.</p> <p>✓ The project is identified in the Carrboro Bike Plan and a protected eastbound bike lane is one of the five priority projects in the 2020 Bike Plan Update.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Plan • Safety Projects
<p>North Greensboro Street Resurfacing/Restriping North Greensboro Street is scheduled for NCDOT resurfacing in FY24. The project area</p>	<p>The Town has met with NCDOT to discuss opportunities to modify the cross section of Greensboro Street to improve bicycle infrastructure, particularly from Carr Street (South Greensboro</p>	<p>✓ The project is identified in the Carrboro Bike Plan.</p> <p><u>Related Projects/Plans</u></p>

Project Name & Description	Status	Network
<p>extends from approximately Thomas Lane to East Main Street.</p>	<p>Street) to the junction with Hillsborough Road.</p> <p>Staff has also submitted a request to NCDOT to lower the speed limit from just west of Shelton Street to the Estes Drive roundabout from 30 mph to twenty-five mph.</p> <p>Traffic counts were collected in the spring.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> Allocating Town funds for the traffic analysis for North Greensboro Street. Complete a traffic analysis for the 100-300 blocks of North Greensboro Street (200-300) to determine the possibility of reallocating the center turn lane for bike lanes. 	<ul style="list-style-type: none"> Bike Loop Detectors Project (U-4726-DF) Slow Zone
<p>Carrboro Updated Bicycle Plan</p>		
<p>Four projects identified in the bike plan were submitted for inclusion in the CIP are scheduled to get underway in FY23 and FY24. This includes:</p> <ol style="list-style-type: none"> Beginning the design for components of Priority #1, the sidepath along Homestead Road with a signalized crossing, Priority #2, enhanced bicycle infrastructure on Shelton Street, Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and The first segment of buffered bike lanes for North Greensboro Street. 	<ol style="list-style-type: none"> ARPA funding was earmarked for the design/installation of a signalized crossing at Homestead Road and Claremont Drive. A source of funding for the Homestead Road sidepath has not yet been identified; Homestead Road is scheduled for resurfacing in FY25, which may also offer an opportunity for installing better bicycle facilities. Staff is working with the Town Engineer to consider possible design modifications to Shelton Street to provide better cycling facilities, such as a two-way cycle track and/or a contra-flow lane. This would involve adding additional asphalt along Shelton by either moving the ditch back or adding a curb gutter section to provide sufficient width, and other improvements. Staff met with representatives from the Carrboro United Methodist Church and Carrboro Elementary 	<p>Improvements to Homestead Road and the installation of a crossing to connect northern Carrboro to the downtown by way of the residential neighborhoods would also provide a significant improvement to bike-ped travel. This furthers the concept of identifying “neighborways” existing low-traffic streets that may be preferred routes for cyclists.</p> <p>The installation of more complete infrastructure to Shelton Street would likewise make it safer for children to bicycle to Carrboro Elementary.</p> <p>Restriping North Greensboro Street to include buffered bike lanes would significantly improve bicycle safety along an important east/west corridor for the downtown area and the overall network.</p>

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	<p>School to discuss in early November.</p> <p><u>Next Step(s)</u> The Town Engineer is preparing a second iteration of the concept plan.</p> <p>3. Design on a potential westbound Jones Ferry Road bike lane is underway as part of the upcoming resurfacing project. (See update under Jones Ferry Road resurfacing project.)</p> <p>4. The first segment of North Greensboro Street is scheduled for resurfacing next year. Work on a conceptual plan for the buffered bike lanes is underway to allow implementation (restriping) to occur as part of the NCDOT project. Initial traffic counts have been completed.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Loop Detectors Project (U-4726-DF) • Slow Zone
<p>Safety Projects</p> <p>The following projects focus on a particular aspect of bike/ped safety.</p>		
<p>Jones Ferry Road Protected Bike Lane Installation of plastic delineators within the painted buffers along the inbound bike lane on the Jones Ferry Road, to create vertical separation between the vehicle and person on a bicycle.</p> <p>Jones Ferry Road was restriped with painted bicycle buffers as part of a NCDOT SPOT safety project.</p>	<p>One-year pilot installation installed in August 2021. Following the celebration ride on October 29, 2021, a survey was posted to the Town’s website to see input on the project. The survey was closed in mid-July; results will be shared with NCDOT as part of the evaluation of the project and its installation.</p> <p>Staff has conveyed to NCDOT the Town’s interest in retaining the vertical separation when Jones Ferry Road is resurfaced next year.</p> <p>This project is moving forward. See update under NCDOT resurfacing.</p>	<p>The installation of protected bike lanes adds a major segment of bicycle infrastructure along the one of the main routes into downtown. It also connects to University Lake and the Jones Ferry Road Park and Ride Lot.</p> <ul style="list-style-type: none"> ✓ The project is identified in the Carrboro Bike Plan. ✓ <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Resurfacing – Jones Ferry Road • Bike Plan
<p>Safety Projects</p> <p>The following projects focus on a particular aspect of bike/ped safety.</p>		

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<p>NCDOT ADA Ramp Project NCDOT is in the process of installing updated sidewalk ramps at various locations in and around downtown.</p>	<p>NCDOT bids out ADA ramp replacements in bundles every couple of years. At the beginning of the last cycle, staff reviewed all the locations and requested crosswalks at intersections. Some of the ramps, such as the locations along South Greensboro Street were completed. Staff has learned that NCDOT plans to rebid the remaining ramps this fall—this includes the crossings along North Greensboro Street and other locations identified in the bullets below. Since the project includes multiple jurisdictions, it can be difficult to get a precise schedule for when the work will be completed.</p> <p>Staff has reached out to NCDOT regarding the status of the crosswalk at North Greensboro Street and Bolin Forest and will provide additional information when available.</p> <ul style="list-style-type: none"> • NC 54 & W Poplar Ave • NC 54 & W Main St • NC 54 & Old Fayetteville Rd • Hillsborough Rd & N Greensboro St • E Main St & N Greensboro St • E Main St & Lloyd St • E Main St & W Rosemary St • E Main St & Boyd St • N Greensboro St & Oak Ave • N Greensboro St & Robert Hunt Dr • E Main St & Carrboro Police Parking Lot • E Main St & Roberson St/E Weaver St • E Main St & Amante's Pizza • NC 54 Ramp at Smith Level Rd • W Main Street & Jones Ferry Rd • S Greensboro St & FPG • S Greensboro St & UNC Child Development • Homestead Rd and Rogers Rd • Rogers Rd & Sylvan Way • Rogers Rd & Zeiger Lane 	<p>Staff has been working with NCDOT to review the proposed locations for new ramps, and where appropriate to request additional infrastructure improvements such as new crosswalks. This collaboration has provided an opportunity to obtain a preliminary evaluation of the suitability of locations for enhanced crossings and in some case the installation of the crossing as part of the NCDOT project.</p> <p>Of note, NCDOT sent out a notice of the next ADA ramp cycle in late February for Town review. Staff included additional ramp locations along Town streets to further advance the Town's efforts to ADA improvements. Additional locations identified by staff included:</p> <p><u>NCDOT Streets</u></p> <ul style="list-style-type: none"> • SR 1010 and NS 98601 (Fidelity St) • SR 1010 and NS 96513 (High St) • SR 1010 and 112 NC 54 Bypass—Berkshire 54 Apartments • SR 1010 and SR 1919/1772 • SR 1010 and NS 96754 (Roberson St) • SR 1010 and NS 98836 (Boyd St) • SR 1009 and NS 97044 (Shelton St) • SR 1919 and NS 96549 (Poplar Ave) <p><u>Town Streets</u></p> <ul style="list-style-type: none"> • NS 97611 (Lloyd St) and NS 99117 (Cobb St) • NS 97611 (Lloyd St) and NS 98093 (Hosiery St) • NS 97611 (Lloyd St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 98094 (Hill St) • 346 NS 98820 (Broad St)—Henry W. Baldwin Park • NS 98820 (Broad St) and NS 96989 (Starlite Dr) • NS 98820 (Broad St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 99117 (Cobb St)

Project Name & Description	Status	Network
		<ul style="list-style-type: none">• NS 96553 (Rosemary St) and SR 1010• NS 96553 (Rosemary St) and NS 96630 (Sunset Dr)• NS 98835 (BPW Club Rd) and NS 97459 (Orchard Ln)• 142 NS 98835 (BPW Club Rd)—Bridges at Chapel Hill apartments• 180 NS 98835 (BPW Club Rd)—Trinity at the Hill apartments (3 entrances)• NS 98835 (BPW Club Rd) and NS 96621 (Tar Hill Dr)• NS 96621 (Tar Hill Dr) at Trinity at the Hill apartments (3 entrances)

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<p>Slow Zone Implementation of a slow zone for the downtown. Staff continues to utilize a multi-prong approach to reduce vehicular speeds in the downtown area. This includes:</p> <ul style="list-style-type: none"> • Partnering with NCDOT on state resurfacing projects to narrow travel lanes to slow vehicles and to add, when possible, improved infrastructure for cyclists/pedestrians. • Updating pavement markings to include bike markings/infrastructure as part of Town resurfacing projects. • Evaluating opportunities to use RRFBs or other enhancements for crossings. • Continuing to collaborate with NCDOT for state ADA ramp improvements, to include crosswalks or other infrastructure as appropriate. • Working with Chapel Hill to monitor signal timing, particularly in the downtown area. • Continuing systematic data collection to identify locations with regular speeding and safety concerns. • Using public information/education campaigns as another strategy to ask drivers to be alert and slow down. • Considering the use of radar speed displays in the downtown area to make drivers aware of their operating speeds without the use of citations and associated police hours. • Submitting requests to NCDOT to lower speed limits (incrementally). 	<p>The combination of these projects with an educational campaign and strategic use of radar speed signs should help advance the implementation of the zone:</p> <ul style="list-style-type: none"> • restriping on East Main Street (completed), • protected bike lanes on Jones Ferry Road heading eastbound (completed), • possible addition of bike lanes on Jones Ferry Road heading westbound (design approved; modifications to the center median by the bypass should be advertised for bid this summer), • restriping along North Greensboro Street with enhanced bike lanes (under consideration), • 5 mph speed limit reduction along North and South Greensboro Street (under consideration; staff reached out again to NCDOT in March), • 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration staff reached out again to NCDOT in March), • possible bike lanes along the segment from the roundabout to the Smith Level Road bridge (under review), and • possible installation of RRHB at key crossings (under consideration) 	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Resurfacing projects • Bike Plan • <i>Carrboro Connects</i> • Pedestrian Safety Projects • Vision Zero

Project Name & Description	Status	Network
<p>Pedestrian Safety Projects (crossings)</p>	<p>Staff continues to work with NCDOT and the Town Engineer to evaluate locations for safety improvements, including new/improved crosswalks. Certain locations may be deemed unsuitable for a crosswalk due to limited visibility/curves in the road or lack of receiving infrastructure.</p> <p>As part of the Town’s review of ARPA projects on October 11th, funding was earmarked for the design/installation of Rectangular Rapid-Flashing Beacons (RRFB) at two locations. (Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com)).</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Begin design for the RRFB at Hillsborough Road at McDougle Elementary School • Begin design for the RRFB at Homestead Road at Claremont 	<ul style="list-style-type: none"> ✓ Bike Plan. A number of the crosswalk improvements have been identified in the Bike Plan as part of the long-range network. Signalized crossings at Homestead/ Strafford and Homestead/Claremont are recommended as part of the Homestead Road priority project in the 2020 Bike Plan Update. ✓ Safe Routes to School Action Plan. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • ARPA funding • Bike Plan • Vision Zero
Plans/Policies		
<p>Transportation Demand Management (TDM)</p> <p>TDM is the application of strategies and policies to reduce reliance on single-occupancy vehicles (SOV) by encouraging other options for travel such as carpooling, public transit, biking, walking, remote or teleworking, and flexible work schedules.</p>	<p>For the last 10+ years, the Town of Carrboro has participated in Triangle J COGs’ TDM grant, “Triangle Transportation Choices,” as a subrecipient of the Town of Chapel Hill. This year, Carrboro applied for and was awarded a standalone grant for just under \$20,000. The grant involves up to 50-percent reimbursement on preapproved TDM activities designed to encourage behavioral changes to walk, bike, use transit and other alternatives to traveling by SOV. The TDM program serves as compliment to constructing transportation infrastructure. The grant cycle begins in July 2023.</p> <p>TDM staff will continue to participate at some of the new Carrboro in Motion events to provide information relating to bike safety, transit routes and other</p>	<p>TDM programs focus on providing information and activities designed to change travel behaviors, not on the construction of new infrastructure. Proposed shared micro-mobility programs, such as bike shares can also assist with the first mile/last miles needs associated with transit use.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • <i>Carrboro Connects</i> • Orange County Transit Plan • Vision Zero • Carrboro Community Climate Action Plan

Project Name & Description	Status	Network
	<p>opportunities for travel choices. The Town will also continue to partner with Chapel Hill and UNC and others at regional TDM events.</p> <p>Of note, more than one hundred people stopped by the Town's TDM/Climate Action table during open streets, and other TDM activities particularly during bike month continue to be successful.</p>	
<p>Safe Routes to School (SRTS) In 2012, the Town adopted a Safe Routes to School Strategic Action Plan. The plan focuses on opportunities for active travel to Carrboro Elementary and McDougle Elementary Schools. In December 2022, NCDOT's Integrated Mobility Division (IMD) announced a Safe Routes to Schools Non-Infrastructure Grant opportunity.</p>	<p>The Town explored partnering with Chapel Hill and CHCCS on an application for a staff person at the school district level, but ultimately decided to apply for a standalone grant to 1) assist with development of a CHCCS school district wide uniform and effective program that will ensure that all children have safe, varied, healthy, and varied ways to get to and from school and that there is no disparity based on race; 2) update the Town's Safe Routes to Schools Action plan so that current transportation needs and interests related to safe routes to schools and demographic information is available for all schools, including Morris Grove Elementary, which opened just after the Town's existing plan was prepared; and 3) use for consulting services and/or contribute to a shared staff position at the municipal government level in years one and two of the three-year grant period and to serve as seed funding for a position at the school district level in year 3. In April, staff received notice that the Town had been awarded a grant for \$89,349.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Execute a municipal agreement with NCDOT to accept the funding. • Prepare and advertise a request for proposal for consultant services. • Appoint the four-member SRTS implementation committee. 	<p>While the SRTS grant is a non-infrastructure grant, there is still an opportunity to conduct audits to identify where infrastructure improvements may be needed for students to walk/bike to school with their families. The audits can also assist with the development of walking school bus and bike train routes for groups of students to travel together with supervision to and from school.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Carrboro Connects • Vision Zero • TDM – Carrboro Transportation Choices • Bike Plan • Carrboro Community Climate Action Plan

Project Name & Description	Status	Network
<p>Vision Zero Vision Zero is a national program designed to eliminate fatalities from vehicles. Vision Zero Network Making our streets safer</p>	<p>Carrboro currently addresses safety in a number of ways—construction of bike/ped infrastructure projects, participation in TDM, Safe Routes to School (SRTS), Watch for Me NC programs—but has not yet adopted a formal Vision Zero plan, something that was noted in the Town’s last Bicycle Friendly Communities report card. With that in mind, the Town sent a team to the second Annual NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill last June and is scheduled to send another team to the third annual leadership team this June. Staff from Planning, Public Works and the Fire Department are scheduled to participate.</p>	<p>Participation in the Vision Zero Leadership Team Institute should provide the Town with a better understanding of the program and how to better incorporate safety in Town transportation projects.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Carrboro Connects • Bike Plan • Safe Routes to School Action Plan • Watch for Me NC • TDM
<p>Safe Streets for All (SS4A) Grant Program Part of the Infrastructure Investment and Jobs Act, the Safe Streets for All grant program provides funding for the development of a Vision Zero Plan and subsequent implementation.</p>	<p>The DCHC MPO submitted the SS4A grant application to prepare a Vision Zero program for all the partner jurisdictions, in time for the September deadline.</p> <p>The MPO was awarded the grant. However, at the time that the application was submitted, the MPO was part of Durham City/County Planning and as such was able to use Durham consulting services. The DCHC MPO is in the process of decoupling from Durham and establishing a new association with Triangle J COG. TJCOG also applied for and received a SS4A grant, which has complicated the administrative aspects of accepting the grant; the MPO staff is working through the matter.</p> <p><u>Next Step(s)</u> DCHC MPO will begin the process of developing of a scope and schedule for the plan using consultant services and stakeholders, including the member jurisdictions who signed on to the application. The development of a plan is expected to include substantial public engagement.</p>	<p>The SS4A grant program will provide funding for another couple of years so that the joint grant scenario provides an opportunity to get a plan and seek funds for implementation—constructing bike/ped infrastructure. And as noted above, having a Vision Zero Plan should strengthen the Town’s next Bicycle Friendly Community application.</p>

Project Name & Description	Status	Network
<p>Orange County Transit Plan Scheduled for adoption in the fall of 2022 by Orange County, the DCHC MPO and GoTriangle, the Orange County Transit Plan identifies commitments for public transit—operating and capital project expenditures—for the next fifteen to twenty years. Funding comes from four dedicated transit tax revenues: half-cent sales tax, five-percent vehicle rental tax, three-dollar increase to GoTriangle Regional Vehicle Registration fee, seven-dollar County vehicle registration fee.</p> <p>See also Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)</p>	<p>On November 1st, the Town Council received a presentation on the status of the Orange County Transit Plan update and approved a resolution of support (Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)). The 2022 Transit Plan Update was adopted in December 2022.</p> <p>The update to the Orange and Durham counties transit plans included consultant services to review the agreements and procedures documents associated with implementing the two transit plans. The Council received an update on the governance study on May 23, 2023. Work involved the drafting and subsequent adoption of three new documents, an interlocal agreement between the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle, a Comprehensive Participation Agreement and a new document codifying rules and procedures for the staff working group.</p> <p>(https://carrboro.legistar.com/LegislationDetail.aspx?ID=6214463&GUID=DCC664C5-4A73-442A-8934-82438D3A8894&Options=&Search=). The anticipated schedule for all the agreements to be approved by mid-June 2023.</p>	<p>Transit funds have been allocated to Carrboro for several transportation infrastructure projects such as the South Greensboro Street sidewalk and Morgan Creek Greenway. Projects that the Town submitted for the list of “unfunded priorities” were included in the plan.</p>
<p>Micro-mobility - Bike Share For the last several months staff at the Town of Carrboro, Town of Chapel Hill and UNC-Chapel Hill have been working together to develop an RFP to seek a vendor to set up and operate a new, electric bike share program for all three jurisdictions.</p> <p>As noted in the update to the Town Council on November 9, 2021, scooters will not be included in the bike share program at this point per UNC’s policy.</p>	<p>In February 17, 2022, UNC advertised a joint RFP for a single unified bike share program for UNC, Chapel Hill, and Carrboro. Three vendors responded and after vetting, UNC began negotiations with a preferred vendor. In October, the preferred vendor indicated that it would be unable to meet its overhead costs based on the combination of user fees and hub advertisements and would therefore need to charge the parties \$200,000 to get the program underway. The RFP was clear that program expenses were to be covered by user fees/advertisements with no</p>	<p>The Bike Plan included a section on the possible benefits of developing a micro-mobility program. An electric bike share system creates an opportunity for the bikes to provide transportation needs for some users as well as provide options for first mile/last mile trips for transit users.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • TDM • Orange County Transit Plan • <i>Carrboro Connects</i>

Project Name & Description	Status	Network
	<p>additional costs charged to the parties, so UNC reached out to the other responsible respondent(s) and offered them an opportunity to modify their proposals. In December 2022, UNC notified the Towns that they had decided to go with SPIN as the vendor, with a base cost of \$100,000 for the two hundred bikes identified in the RFP for the full program. UNC would cover half of the up-front cost for one hundred bikes; the Towns could participate by splitting the remaining cost for the other 100 bikes.</p> <p>There are some legal questions relating to whether the towns can pay for this service, as well as concerns with bikes being left in the public ROW. On May 23rd, the Towns met with the vendor to discuss enforcement/rebalancing and possible licensing agreements. Staff is awaiting a draft licensing agreement from the vendor to review with the Town Attorney.</p>	<ul style="list-style-type: none"> • Bike Plan
<p>Traffic Calming</p> <p>The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding.</p>		
<p>Starlite Drive</p> <p>Staff was directed to move forward with a traffic calming plan for Starlite Drive.</p>	<p>The traffic calming plan for Starlite Drive was installed in October 2022. The plan included the installation of a new speed table located mid-block of the main north-south segment of Starlite Drive, and a new stop sign heading westbound from Sunset Drive with associated pavement markings.</p> <p>Residents have reported that the stop signs have not been affective. Public Works staff have checked the location of the sign, and Police have increased patrols. Staff will continue to monitor and conduct additional traffic counts.</p> <p><u>Next Step(s)</u></p> <p>Traffic counts will be conducted in the summer/fall to</p>	<p>Traffic calming can be an effective way to make a street more pedestrian friendly.</p>

Project Name & Description	Status	Network
	help evaluate the success of the installation.	
<p>Barred Owl Creek Staff was directed to move forward with an interim traffic calming plan to address existing conditions, in the Barred Owl Creek neighborhood, particularly along Carol Street.</p>	<p>March 30, 2022, Public Works installed a temporary speed hump on the one hundred block of James Street. This was the remaining element of the interim traffic calming measures for the Barred Owl Creek Neighborhood discussed at the November 2021 Town/neighborhood information meeting. Staff plans to continue to conduct traffic counts to evaluate the effectiveness of the four measures: curb extensions at the intersection of Lorraine and Carol streets, two sets of neckdowns on Carol Street (100 & 300 blocks) and the speed hump on the 100 block of James Street.</p> <p>The Town recently purchased additional traffic counters so that staff could conduct counts at multiple locations at the same time and at more frequent intervals.</p> <p>t <u>Next Step(s)</u> Traffic counts will be conducted in the early fall to help evaluate the success of the installation.</p>	<p>Traffic calming can be an effective way to make a street more bicycle friendly.</p>
<p>American Rescue Plan Act (ARPA) Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com) In early November, staff from the Planning and Public Works departments met with the Town Engineer to begin to scope out and schedule transportation projects identified for funding with the Town's allocation of ARPA funds and has been again a couple of times this spring. Work has shifted toward the Jones Ferry Road bike lane project in order to align with NCDOT's resurfacing schedule.</p>		
<p>Sidepath Connecting Old Pittsboro Road to West Carr Street This project involves the design and construction of a 10- to 12-foot sidepath along the 300 block of South Greensboro Street, to widen the existing pedestrian facility such that it can also serve cyclists. The South Greensboro Street sidewalk project ends at the north end of Old Pittsboro Road. Cyclists are encouraged to use</p>	<p>Design is underway for a concept plan to determine the extent/feasibility of constructing a 10- to 12-foot sidepath along the 300 block of South Greensboro Street.</p> <p>Public Works staff prepared a concept plan for an 8-foot sidepath; which was shared with NCDOT for preliminary comments in February 2023.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • South Greensboro Street Sidewalk (C-5650) • The 203 Project • Bike Plan • <i>Carrboro Connects</i>

Project Name & Description	Status	Network
<p>Old Pittsboro Road to travel northbound and there is an important connection to West Carr Street to access the bikeway to Main/Jones Ferry Road. The 203 Project will active visitors using all modes.</p>	<p>Staff has also corresponded with the new owner of the property to discuss the project in the event that easements would be needed.</p> <p><u>Next Steps</u> Determine if easements/right of way is needed.</p>	
<p>RRHB at Homestead Road/Claremont Drive The number one priority project from the 2020 Bike Plan Update is to design/construct a multi-use path along portions of Hillsborough Road with signalized crossings at Stafford Drive and Claremont Drive.</p>	<p>Design is not yet underway.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Plan • <i>Carrboro Connects</i> • Safe Routes to School Action Plan • Pedestrian Safety Projects
<p>RRHB at Hillsborough Road/McDougle Elementary School This project would involve the design/construction of a signalized crossing at McDougle to improve safety, particularly during off-peak hours when a crossing guard is not present.</p>	<p>Design is not yet underway.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Safe Routes to School Action Plan • Pedestrian Safety Projects
<p>Bus Stop Improvements at Jones Ferry Road/Barnes Street The project includes a new bus shelter on a concrete pad with improved lighting and bicycle facilities, include a possible electric bicycle charging station. Repairs to the retaining wall along Jones Ferry Road and other improvements to be included to the extent possible.</p>	<p>Town staff met with Chapel Hill Transit in early November to discuss the Town's interest in enhanced facilities at the Barnes Street bus stop. Chapel Hill Transit is working with an engineering firm to prepare design shelters for the bus shelter. At the last correspondence with Chapel Hill Transit, the engineering firm was arranging an updated survey of the site as part of the design work.</p> <p><u>Next Steps</u> Chapel Hill Transit to begin design work for Town input.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Barnes Street Sidewalk (EB-5890); not yet initiated. • Orange County Transit Plan • <i>Carrboro Connects</i>