

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; and American Rescue Plan (ARPA) 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. If you have questions about this report, please contact Tina Moon at cmoon@carrboronc.gov or 919-918-7325.

State Transportation Improvement Program (STIP)

The Strategic Prioritization Process (SPOT), the data-driven process that NCDOT uses to select transportation projects for NCDOT's 10-year State Transportation Improvement Program (STIP), is underway.

The Town Council received an update on NCDOT's draft FY2026-2035 STIP and discussed local transportation projects for consideration in SPOT 7.0 on May 2, 2023 (<https://carrboro.legistar.com/MeetingDetail.aspx?ID=1088370&GUID=6C1EB0A7-BD94-4722-9B69-8654ACD87BC9&Options=info|&Search=>). For the most part, projects submitted as part of P6.0 will be resubmitted for P7.0.

The DCHC MPO staff entered projects into SPOT Online, NCDOT's online portal on October 27th. The data review and scoring process occurs next, followed by the assignment of local and regional input points, the release of a draft 2026-2035 STIP anticipated for winter 2024/25. No additional updates: the next step is to receive the initial scoring from NCDOT and to assign points as part of the DCHC MPO.

Please see the DCHC MPO website for the full list of projects. [Agendas & Minutes | Durham Chapel Hill Carrboro MPO, NC \(dchcmpo.org\)](#)

Local projects include:

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.

Bike-Ped Projects

- Seawell School Road sidepath
- Old NC 86/Hillsborough Road to Farmhouse Road, bike lanes and a sidewalk
- Morgan Creek Greenway, Phase 2

Highway Projects

- Possible intersection improvement project at Calvander.
- Possible reduced conflict corridor project along NC 54.

| Project Name & Description | Status | Network |
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| 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.</p> <p>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 greenway to be readvertised for bid is underway.</p> <ul style="list-style-type: none"> 90-percent plans have been submitted to NCDOT for review. Revisions are underway. The CLOMR has been approved by FEMA. The contract for design services was amended to include consultant services for completion of a retaining wall design and a Phase 1 Cultural & Archaeology Survey. The Cultural & Archaeology Survey has been completed, and the Categorical Exclusion (CE) document submitted for review. The Town Council authorized the allocation of local discretionary funds on May 2, 2023. The DCHC MPO Board approved a resolution to amend the TIP on January 23, 2024. <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> Submit 100-percent plans, specification manual & permits for NCDOT review. Once the NC Board of Transportation adopts the TIP amendment, staff will request a supplemental agreement with NCDOT to add the additional funds to the project budget and to update the project schedule. Staff anticipates submitting an amendment request for additional Orange County Transit funds to apply toward the additional local match. Staff anticipates advertising the project for construction during the summer. | <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. Chapel Hill is in the process of getting a consultant under contract to resume design work on Morgan Creek West.</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) Phase 2 of the Morgan Creek Greenway has been submitted into the SPOT Online Portal as one of the Town's projects for P7.0—for possible funding in NCDOT's FY2026-2035 STIP. |
| <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</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 Council authorized an allocation of local</p> | <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> |

| Project Name & Description | Status | Network |
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| Morris Grove Elementary School. | <p>discretionary (federal STBG-DA) funds to the project in June 2022 and a contract amendment for the firm conducting design services on June 27, 2023.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> Amend the municipal agreement with NCDOT to add the additional local discretionary funds to project budget, per an amendment to the FY2020-29 STIP. Continue to work on easement acquisition for ROW authorization. Prepare 100-percent plans. Request authorization to advertise for bid. | <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>. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> The project is identified the Bolin Creek Greenway Conceptual Master Plan. The Town submitted Phase 2 of the Bolin Creek Greenway, which connects to the southern end of the Jones Creek Greenway and extends southeast to cross Turtle Back Drive, for the FY25 call for projects for Regional Flexible Funding (RFF). |
| <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. Design on the waterline replacement is 90-percent complete.</p> <ul style="list-style-type: none"> NCDOT approved the scope of work and associated costs for the additional design services related to the waterline replacement in the spring. The contract with the design firm RKA has been amended to cover the additional design services relating to the waterline. Work on the project resumed in late August 2023. The Town sent out letters to property owners and residents along the corridor on September 21, 2023. Additional funds (local discretionary funds and Regional Flexible Funds) have been added to the project by way of an amendment to the FY2020-29 STIP. NCDOT has requested that the Town expand the project scope to include resurfacing South Greensboro Street. The resurfacing project extends beyond the project boundaries for the sidewalk. NCDOT has | <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. Vehicle lane widths 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/road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing). Project completed as part of the FY24. |

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| | <p>requested that the Categorical Exclusion (CE) document (which was submitted in December) be revised to include the larger study area.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Resubmit the CE document. • Begin the process for identifying ROW/easement needs. • Request a SA with NCDOT to reflect the additional local discretionary and RFF funds added to the project budget as part of the STIP amendment and the resurfacing work. • Continue to work with NCDOT on request to reduce speed limit from 35 to 30 mph. • Continue to work with NCDOT and Chapel Hill Transit to identify a possible modification to the cross section along the southern portion of the corridor to provide space for bike lanes. • Continue work on conceptual design for sidepath on 300 block of South Greensboro Street to further bike/ped connection along N-S corridor. | |
| <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>Revisions to the plans and specification manual at 100 percent were submitted to NCDOT in early January, revisions are underway.</p> <p>The additional funds (local discretionary) have been added to the project by way of an amendment to the FY2020-29 STIP. The project has been entered into NCDOT's online portal; staff is working with NCDOT to execute an updated MA to program the additional funds to the project and to update the project schedule.</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. Part of the plan development involved conducting a capacity analysis to determine a possible lane reduction to provide space for bike lanes, a change that could</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 & 2020 Bicycle Plan Update. <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). • Modifications to the traffic signal timing in the downtown. |

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| | <p>affect the lane alignment at North Greensboro and Weaver and by extension the placement of bike loop detectors. The analysis, however, determined that a lane reduction was not feasible.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Hold meeting to review the Categorical Exclusion document, if needed. • Finalize plans/manual--100-percent. • Request authorization to bid for construction. | |
| <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>Municipal agreements with NCDOT have been executed.</p> <p>Design is finished. Survey work is underway.</p> <p>Carrboro is applying \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project. (Reimbursement request has been submitted.)</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • NCDOT to acquire necessary easements/ROW. • NCDOT to let the project for construction (anticipated for September 2024). • Construction is anticipated to begin in FY25. | <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>Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE) Phase 1B of the Bolin Creek Greenway system, the project consists of approximately 2100 linear feet of a multi-use path from Bolin Creek just</p> | <p>The ribbon cutting event was held in August 2018, and the multi-use path opened for use. A few minor punch-list items were left for the Town to complete, including replanting the BMP by the tennis courts. Staff has been working closely with NCDOT to receive the necessary approvals to the punch-list items, and</p> | <p>The multi-use path connects the residential neighborhoods at Claremont North and Winmore to the Chapel Hill High School by way of a under pass under the Homestead Road bridge. The facility also connects to Claremont South by way of a spur to the multi-use path.</p> |

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| <p>north of Homestead Rd to the vicinity of Chapel Hill HS, including a crossing of Bolin Creek, approximately 200 feet south of Homestead Rd.</p> | <p>Council authorization for the necessary funding. Public Works staff is working to complete.</p> <p>During a storm event in early September 2023, a tree fell onto the pedestrian bridge, damaging a section of the bridge. Public Works was able to use cribbing to support the bridge so that it could be reopened for use.</p> <p>The need for additional time and budget requires a supplemental agreement with NCDOT to extend the project milestones. The Town is in the process of executing the SA.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Order the new bridge section (to be fabricated) and arrange for installation. • Complete any remaining punch list items. • Administrative close-out and NCDOT acceptance. | <ul style="list-style-type: none"> • The project is identified the Bolin Creek Greenway Conceptual Master Plan. • The Town submitted Phases 2, and 3-4 of the Bolin Creek Greenway for the FY25 call for projects for Regional Flexible Funding (RFF). • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. • The project is identified in <i>Carrboro Connects</i> |
| State Maintenance Projects | | |
| <p>East Main Street Resurfacing/Restriping NCDOT's resurfacing project for East Main Street in Carrboro and West Franklin Street in Chapel Hill, provided an opportunity for both towns to request new cross section designs for better bicycle infrastructure. East Main Street Operational Analysis and Restriping Plan Carrboro, NC - Official Website (townofcarrboro.org)</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 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. Chapel Hill staff have recommended additional modifications which Carrboro staff are reviewing.</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</p> | <p>The installation of bike lanes on East Main Street will complete a key segment in the main east-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. |

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| | <p>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 signage and pavement markings in response to resident requests/inquiries, as appropriate. | |
| <p>Merritt Mill Road Resurfacing/Restriping 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 prepared has 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. NCDOT approved the design.</p> <p>The resurfacing project including the signal work, utility work, milling, pavement and white pavement markings was completed in late August.</p> <p><u>Next Step(s)</u> The towns are working to get an estimate for the installation of green pavement marking.</p> <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>It is anticipated the Libba Cotten/Cameron Avenue connection will be revisited as part of the bicycle infrastructure improvements for Cameron scheduled</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 significantly improves bike access to the Pine Knolls and Cole Heights neighborhoods and access to the Lincoln Center offices and athletic fields as well as to Perry Place, the new affordable housing project by CASA.</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 has also been analyzed.</p> |

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| | to get underway in the upcoming year. | |
| <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 has prepared 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>NCDOT has approved the design for adding a westbound buffered bike lane from Davie Lane to the entrance to the Willow Creek Shopping Center. The project will require modifications to the center median to create additional space for the new bike lane.</p> <p>The Town has received construction document approval for the plans to modify the median and has awarded the contract. Work is anticipated to begin in February-weather permitting.</p> <p>The resurfacing, which would include the new lane alignments, will likely occur in the summer of 2025. The project is anticipated to include some micro-milling to address the pavement height issues around the drainage inlets in the bike lanes. Signal work will also be needed at the intersections. The Town is still 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"> • Submit signal plans for NCDOT approval. • Complete the pavement marking plans (PMP) for the resurfacing and submit for NCDOT approval. • Prepare encroachment agreements as necessary. | <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> <ul style="list-style-type: none"> • The project is identified in the Carrboro Bike Plan and a protected westbound bike lane is one of the five priority projects in the 2020 Bike Plan Update. <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> ✓ The project is identified in the 2020 Carrboro Bike Plan Update ✓ Safety Projects |
| <p>North/South Greensboro Street Resurfacing/Restriping Portions of North & South Greensboro Street are scheduled for NCDOT resurfacing in FY25-FY26. The project area was originally planned to extend from East Main Street to approximately Thomas Lane. NCDOT has recently inform staff that the resurfacing may be shifted south to extend from the South Greensboro Street roundabout to the North Greensboro Street/Estes Drive Ext. roundabout.</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 the junction of North Greensboro and Hillsborough Road to West Weaver Street, and the section of South Greensboro Street from the roundabout at South Green to the Smith Level Road bridge.</p> <p>Traffic counts were conducted along the 100-300 blocks of North Greensboro Street, and a capacity</p> | <p>The project is identified in the Carrboro Bike Plan and would improve bicycle infrastructure along a major transportation corridor.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Loop Detectors Project (U-4726-DF) • Slow Zone • South Greensboro Sidewalk Project (C-5650) • 300 South Greensboro Street sidepath (ARPA) • A possible contra-flow bike lane along the |

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| | <p>analysis completed in November 2023 to determine the feasibility of removing some/all of the center turn lane in order to provide space for bike lanes. The capacity analysis determined that a lane reallocation would not be feasible.</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><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Continue work on pavement marking plan for corridor for North Greensboro Street. • Continue to discuss a possible restriping plan for South Greensboro Street from the roundabout to the Smith Level Road bridge to include bike lanes. • Continue to work with NCDOT to lower speed limits along North/South Greensboro Street. • Additional opportunities to provide improved crossings along South Greensboro Street may be explored as part of the 203 Project and the 300 South Greensboro sidepath project (ARPA). | <p>100 block of Maple Avenue would provide a designated lane for bicycles visiting the 203 Project and/or seeking a connection from the Libba Cotten bikeway to the Roberson and/or PTA bikeway. The Maple Avenue project has also been submitted for the Regional Flexible Funds (RFF) call for projects for FY25.</p> |
| Carrboro Updated Bicycle Plan | | |
| <p>Four projects identified in the bike plan and submitted for inclusion in the Town CIP are scheduled to get underway in and FY24-FY25. This includes:</p> <ol style="list-style-type: none"> 1. Beginning the design for components of Priority #1, the sidepath along Homestead Road with a signalized crossing, 2. Priority #2, enhanced bicycle infrastructure on Shelton Street, 3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and 4. The first segment of buffered bike lanes for North Greensboro Street. | <ol style="list-style-type: none"> 1. 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. However, Homestead Road is scheduled for resurfacing in FY25/FY26, which may also offer an opportunity for installing better bicycle facilities. 2. 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. | <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>Of note, the approval of the conditional rezoning at 904, 820 Homestead Road and 310 Lucas Lane for a residential development includes as a condition the construction of a pedestrian facility along the north side of Homestead. Due to</p> |

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| | <p>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 School to discuss in early November 2023.</p> <p><u>Next Step(s)</u> The Town Engineer is preparing a second iteration of the concept plan for the Shelton Street project. The Town submitted the Shelton Street project for the Regional Flexible Funds (RFF) call for projects for FY25. If the project is selected for RFF, funding would be available to proceed with construction once the plans were completed. Staff would anticipate additional engagement with stakeholders as part of that process.</p> <p>3. Design on a potential westbound Jones Ferry Road bike lane identified the need to modify the existing center median in three locations. Plans for this work have been approved by NCDOT. The Town bid the project over the summer and the Council authorized the award of the bid in October. Work is scheduled to be completed in time for NCDOT to proceed with its resurfacing in FY25.</p> <p>(See update under Jones Ferry Road resurfacing project.) The initial ARPA documentation for this project has been completed and reviewed with the Finance Department. The standard federal agreement template has been modified to better reflect ARPA requirements.</p> | <p>existing topography, the facility is anticipated to be a combination of a sidewalk and boardwalk. This facility would connect to the entrance at Claremont North.</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> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Bike Loop Detectors Project (U-4726-DF) • Slow Zone • The Town submitted a bundle of three bike enhancement projects for the FY25 Call for Projects for Regional Flexible Funding (RFF). These include construction costs for the Shelton Street contra-flow, cycle track project, restriping East Poplar Avenue to establish a pedestrian lane, and adding a bicycle contra-flow lane to the one-block section of Maple Avenue alongside of the 203 Project, which will be converted to one-way traffic as part of the construction of the 203 Project. |

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| | <p>4. Staff is checking with NCDOT on the current schedule for North Greensboro Street to be resurfaced—the project may be bumped out a year in order to include South Greensboro Street after the sidewalk is finished. 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. The Town Engineer is working on a pavement marking plan to submit to NCDOT for review.</p> | |
| <p>Safety Projects 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>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.</p> <p>In the fall of 2023, staff learned that NCDOT planned to rebid the remaining ramps—this includes the crossings along North Greensboro Street and other locations identified in the bullets below. Since the</p> | <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. NCDOT sent out a notice of the next ADA ramp cycle in late February of 2023 for Town review. Staff requested additional ramp</p> |

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| | <p>project includes multiple jurisdictions, it can be difficult to get a precise schedule for when the work will be completed. NCDOT has awarded bids to two contractors. One will complete the remaining ramps in the FY23 project, with work anticipated to begin in June. The second firm will install ramps/crosswalks for the FY24 cycle, focusing on the area around Old Fayetteville and West Main Street, with an anticipated start date of March. Both contracts are available from March 2024 to March 2026.</p> <p>Locations that have been previously approved by NCDOT include:</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>locations along local streets to further advance the Town's efforts to ADA improvements. Locations identified by staff are listed below. Staff has not received confirmation that all of these locations will be included in the project.</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) • 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 and modify signal timing, particularly in the downtown area to provide more opportunities for pedestrians to cross with the light cycle. • 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 underway), • restriping along North Greensboro Street with buffered bike lanes (pavement marking plan in design), • 5 mph speed limit reduction along North and South Greensboro Street (under consideration; staff reached out again to NCDOT in August), • 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration staff reached out again to NCDOT in August), • possible bike lanes along the segment from the roundabout to the Smith Level Road bridge (under review with NCDOT and Chapel Hill Transit), • evaluation of possible signal timing changes in the downtown area. Staff has reviewed a proposal from the Town of Chapel Hill to modify the signal time and bring back the lead pedestrian interval, and • review of design for shared-use path along the 300 block of South Greensboro Street to connect the sidewalk for pedestrians and Old Pittsboro Road for cyclists to the bike paths at either end of Carr streets, to the 203 Project and the greater downtown area, (staff has discussed the proposed design with the property owner at 300 South Greensboro, and is preparing construction plans, and • possible installation of RRHB at key crossings | <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • Resurfacing projects • Bike Plans • <i>Carrboro Connects</i> • Pedestrian Safety Projects • Vision Zero • Road to Zero • Traffic Calming |

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| | (under consideration) | |
| Pedestrian Safety Projects (crossings) | No additional updates. Staff continues to work with NCDOT and the Town Engineer to evaluate locations | <ul style="list-style-type: none">• Bike Plan. A number of the crosswalk improvements have been identified in the |

| Project Name & Description | Status | Network |
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| | <p>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 | <p>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.</p> <ul style="list-style-type: none"> • Safe Routes to School Action Plan. • Vision Zero Initiative <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> • ARPA funding • Bike Plans • Vision Zero • Road to 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 Central Pines Regional Council’s (formerly Triangle J COG) TDM grant, “Triangle Transportation Choices,” as a subrecipient of the Town of Chapel Hill. FY24 was the first year that 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.</p> <p>Staff is in the process of preparing an application for the upcoming FY25-26 cycle. This is the first year that</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 |

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| | <p>the grant will extend for two years.</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 opportunities for travel choices. The Town will also continue to partner with Chapel Hill and UNC and others at regional TDM events.</p> <p>Staff is working on some new activities for the upcoming year, including one or more programs geared toward an older audience with information on transit services throughout Orange County.</p> <p>Recent activities included:</p> <ul style="list-style-type: none"> • The annual “Lighten Up” event in November. Staff were located along the western end of the Libba Cotten bikepath and distributed bike lights and safety information for traveling during the winter months. • The inaugural “Bicycle Petting Zoo” was held at South Green on November 18th. Partnering with the Carrboro Bike Coalition and local bike shops, the event provided an opportunity learn about different types of bicycles and associated gear. • Libba Cotten bike ride on January 5th. | |
| <p>Safe Routes to School (SRTS)</p> <p>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 McDougale 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</p> | <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 |

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| | <p>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 2023, staff received notice that the Town had been awarded a grant for \$89,349 for a period of two-years.</p> <p>In November 2023, the Town Council appointed one of the four SRTS Implementation Committee members. In January 2023, the Town received the executed agreement from NCDOT.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> • Prepare and advertise a request for proposal for consultant services. • Appoint the remaining three members of the SRTS Implementation Committee. | <ul style="list-style-type: none"> • TDM – Carrboro Transportation Choices • Bike Plans • Carrboro Community Climate Action Plan |
| <p>Vision Zero Vision Zero is a national program designed to eliminate fatalities from vehicles. Vision Zero Network Making our streets safer</p> <p>Town’s participation in the NC Vision Zero Leadership Team Institute program, has led to Carrboro inclusion to the list of NC Vision Zero Communities. Communities - NC Vision Zero</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 has sent a team to the second and third Annual NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill in June. Staff from Planning, Public Works and the Fire Department attended the 2023 session. Participants were encouraged to design and implement one or more “quick-builds” projects small-scale safety projects such as temporary pavement markings. Public Works has developed a conceptual design for the intersection of the Libba Cotten bikeway and Roberson Street that would highlight the entrance/exit of the bikeway while enhancing the pedestrian crosswalks and slowing</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"> • <i>Carrboro Connects</i> • Bike Plan • Safe Routes to School Action Plan • Watch for Me NC • TDM • Road to Zero |

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| | <p>vehicular traffic with the additional of speed cushions. The conceptual design has been shared with the TAB and ArtsCenter for comment.</p> <ul style="list-style-type: none"> • In September 2023, the Town Council held two worksessions related to transportation: the connector roads policy and the Residential Traffic Management Plan (RTMP). One of possible next steps identified as part of the traffic calming discussion was develop a more systematic approach for collecting traffic counts, in order to develop a better understanding of travel behavior townwide. • In November 2023, the Town Council authorized staff to submit a Road to Zero grant as a strategy to fund the development of a systematic traffic count plan. The Council also adopted a resolution in support of a Vision Zero Initiative. • In January 2024, the Town submitted an application for a Road to Zero Grant. Notice of awards is anticipated for March-April. <p><u>Next Steps</u> Staff is working on an application to send a team to the 2024 Vision Zero Leadership Institute program.</p> | |
| <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, as part of the FY22 NOFO.</p> <p>The MPO was awarded the grant and has engaged the consulting firm Atkins to assist with the development of a scope and schedule for the plan, using the MPO Technical Advisory Committee and member jurisdictions and who signed on to the application as the stakeholders. The first stakeholders meeting to review/comment on the draft scope was held on July 26, 2023. 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 year 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> |

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| | <p>The DCHC MPO staff advertised a request for letters of interest (RFLOI) in January; responses are due in mid-February. https://www.centralpinesnc.gov/requests-proposalsqualifications</p> | |
| <p>Orange County Transit Plan Adopted in December 2022 by Orange County, the DCHC MPO and GoTriangle, the updated Orange County Transit Plan identifies commitments for public transit—operating and capital project expenditures—for the next fifteen to twenty years. Funding comes from three dedicated transit tax revenues: half-cent sales tax, three-dollar increase to GoTriangle Regional Vehicle Registration fee, seven-dollar County vehicle registration fee. Funds from the five-percent vehicle rental tax have been shifted from the transit plan to GoTriangle. 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 Orange County Transit Plan Update was adopted in December 2022 by the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle. Durham County also adopted an update to the Durham County Transit Plan following a similar process.</p> <p>The updates to the Orange and Durham counties transit plans included consultant services to review the agreements associated with the implementation of the two transit plans. The Council received an update on the governance study on May 23, 2023.</p> <p>The agreements include a new interlocal agreement between the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle, a Comprehensive Participation Agreement (CPA), new Global agreements for operating services and capital project and updated bylaws for the codifying rules and procedures for the staff working group (SWG). https://carrboro.legistar.com/LegislationDetail.aspx?ID=6214463&GUID=DCC664C5-4A73-442A-8934-82438D3A8894&Options=&Search=</p> <p>The DCHC MPO staff has turned over the administration of the transit plans—staff working group to the counties. The Orange County staff working group is in the process of developing the FY25</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, and the signalized pedestrian crossings along NC 54. Projects that the Town submitted for the list of “unfunded priorities” were included in the plan.</p> |

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| | <p>workplan, and public information plan.</p> <p>In addition, Orange County has engaged the services of Nelson-Nygard to prepare a Short-Range Transit Plan for County transit services which includes fixed route and “on demand” services.</p> | |
| <p>Micro-mobility - Bike Share</p> <p>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 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 were 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.</p> <p>The towns had been reviewing draft licensing</p> | <p>The 2020 Bicycle Plan Update 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> • Bike Plan |

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| | agreements with SPIN; in the fall of 2023, Chapel Hill determined that it would not be able to participate in the bike share under the current structure. | |
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| <p>Traffic Calming The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding. See also comments under Vision Zero above, relating to the possible development of a systematic approach toward traffic counts for understanding travel behaviors.</p> | | |
| <p>Starlite Drive 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 effective. 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> Traffic counts were collected in September 2023 and again in early November 2023 and indicated a reduction in travel speeds and number of trips. Staff will continue to monitor speeds with additional police patrols.</p> | <p>Traffic calming can be an effective way to make a street more pedestrian friendly.</p> |
| <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>Traffic calming can be an effective way to make a street more bicycle friendly.</p> |

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| | <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><u>Next Step(s)</u> Staff conducted a series of traffic counts at 12 locations in the Barred Owl Creek neighborhood during October and November of 2023. This represents all of the locations that the Town and the Lloyd Farm applicants conducted counts. Staff is in the process of analyzing the data to compare the current counts with the previous ones. Additional information will be provided in the next report.</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. The group has continued to meet focusing most of the attention toward the Jones Ferry Road bike lane project to align with NCDOT’s resurfacing schedule. Planning staff has completed the Town project forms and has met with the Finance Department to review and discuss next steps, including modifications to the Town’s federal contract template to better reflect ARPA documentation requirements.</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 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>Public Works staff has prepared conceptual plans for two alternates for constructing a 10-foot sidepath along the 300 block of South Greensboro Street.</p> <p>The plan was shared with NCDOT for preliminary comments in February 2023.</p> <p>Staff has corresponded with the new owner of the property to discuss the project and potential need for easements (temporary construction and/or permanent).</p> <p><u>Next Steps</u></p> <ul style="list-style-type: none"> • Develop construction level plans. • Prepare easement documents and record. | <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> • Possible bicycle contra-flow lane along the one block section of Maple Avenue that is being converted to one-way traffic as part of the 203 Project—if selected for RFF funding. |

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| <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> | Design is not yet underway. | <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> | Design is not yet underway. | <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 has met with Chapel Hill Transit to discuss the Town's interest in enhanced facilities at the Barnes Street bus stop and to review construction plans for the shelter and associated site work and amenities.</p> <p><u>Next Steps</u> Chapel Hill Transit is working with its consultant team to finish the construction plans and associated survey work for necessary easements/utility work. Staff is reviewing the ARPA project description with the updated cost estimates.</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> |
| | | |