

# **Town of Carrboro**

*301 W. Main St., Carrboro, NC 27510*



## **Meeting Agenda - Final**

**Tuesday, February 18, 2025**

**6:00 PM**

**Council Chambers - Room 110**

**Town Council**

**6:00-6:15****A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS****6:15-6:25****B. TOWN MANGER'S UPDATE****6:25-6:40****C. PUBLIC COMMENT****6:40-6:50****D. CONSENT AGENDA**

*Items on the consent agenda are part of normal town business. There will be no discussion of these items unless a Council Member request to pull an item, after which the item will be removed from the Consent Agenda and considered individually. All other items not removed from the Consent Agenda will be adopted by a single motion.*

1. [25-002](#) Approval of Minutes from Town Council meeting held on February 4, 2025
2. [25-004](#) Approval of Town Council Liaison Board/Committee Assignments

**PURPOSE:** The purpose of this item is for the Town Council to make appointments to boards/committees as liaisons for 2025.

**Attachments:** [A - Town Council Liaison Board-Committee Assignments](#)

3. [24-214](#) Rossburn Way Traffic Calming Request

**PURPOSE:** The Town Council is asked to consider stage 1 traffic calming measures for Rossburn Way in Kent Woodlands.

**Attachments:** [A - Rossburn Town Council Resolution](#)  
[B - Rossburn Petition Signed](#)  
[C - Rossburn Way Traffic Calming Report](#)  
[D - Rossburn Neighborhood TAB Flyer](#)  
[E - Residential Traffic Management Plan](#)  
[F - Signed TMGAC Rossburn Recommendation](#)  
[G - Rossburn Markings Conceptual Drawing](#)  
[H - REAL for Residential Traffic Management Program](#)  
[I - Rossburn Town Council Presentation](#)

4. [24-222](#) Approval of Recommended Funding from the Affordable Housing Special Revenue Fund

**PURPOSE:** To consider approving the Housing and Human Services Advisory Commission's (HHSAC) funding recommendation for one nonprofit application to the Affordable Housing Special Revenue Fund.

**Attachments:** [A - Resolution](#)  
[B - AHAC Recommendation](#)  
[C - RTT AHSRF 2024 - Application](#)  
[D - Affordable Housing Special Revenue Fund \(SHORT\) REAL](#)

5. [25-003](#) Fiscal Year 2024-25 Budget Amendment #2

**PURPOSE:** To approve budget, grant, and capital project ordinance amendments for Fiscal Year 2024-25 (FY 2025).

**6:50-7:20**

**E. GENERAL AGENDA**

*INFORMATION ITEMS*

1. [24-220](#) Update on Transportation Projects

**PURPOSE:** To provide the Town Council with a status report on a number of local transportation projects that are underway or close to being initiated.

**Attachments:** [A - Resolution for Transportation Projects\\_2-11-2025.docx](#)  
[B - Transportation Projects Update February 18, 2025 Worksession.pdf](#)  
[C - Presentation.pdf](#)



# Town of Carrboro

301 W. Main St., Carrboro,  
NC 27510

## Agenda Item Abstract

**File Number:** 25-002

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**Agenda Date:** 2/18/2025  
**In Control:** Town Council  
**Version:** 1

**File Type:** Consent Agenda

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Approval of Minutes from Town Council meeting held on February 4, 2025



## Agenda Item Abstract

**File Number: 25-004**

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**Agenda Date:** 2/18/2025

**File Type:** Consent Agenda

**In Control:** Town Council

**Version:** 1

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Approval of Town Council Liaison Board/Committee Assignments

**PURPOSE:** The purpose of this item is for the Town Council to make appointments to boards/committees as liaisons for 2025.

**DEPARTMENT:** Town Clerk

**INFORMATION:** The Town Council have responsibilities on various Town and other governmental boards/committees. This will allow the Council to make appointments for 2025.

**RECOMMENDATION:** Town Council make their board/committee liaison assignments.

## Town Council Liaison Board/Committee Assignments

<b>Town Advisory Boards</b>	
Housing & Human Services Advisory Commission	Palmer
Board of Adjustment	Fray
Economic Sustainability Commission	Haven-O'Donnell, Merrill
Climate & Environmental Advisory Commission	Posada, Haven-O'Donnell
Planning Board	Fray
Racial Equity Commission	Foushee, Palmer
Recreation, Parks & Cultural Resources Advisory Board	Nowell
Stormwater Advisory Commission	Nowell
Transportation, Mobility & Greenways Advisory Commission	Merrill

<b>Intergovernmental Bodies</b>	
Central Pines Regional Council Board of Delegates	Haven-O'Donnell
Chamber for a Greater Chapel Hill-Carrboro Board of Directors	Foushee
Chapel Hill Public Transit Committee ("Transit Partners Committee")	Haven-O'Donnell, Palmer, manager's designee
Chatham-Orange Joint Planning Task Force	Posada
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board	Nowell (member), Fray (alternate)
Family Success Alliance Advisory Council	Posada
Intergovernmental Parks Work Group	Fray
North Carolina Metropolitan Mayors Coalition	Foushee
Orange County Local Government Affordable Housing Collaborative	Merrill
Orange County Partnership to End Homelessness Leadership Team	Fray
Orange County Solid Waste Advisory Group	Foushee, Haven-O'Donnell
Orange County Visitors Bureau Board of Directors	Haven-O'Donnell
Orange County Climate Council	Haven-O'Donnell



## Agenda Item Abstract

**File Number:** 24-214

**Agenda Date:** 2/18/2025

**File Type:** Consent Agenda

**In Control:** Town Council

**Version:** 1

Rossburn Way Traffic Calming Request

**PURPOSE:** The Town Council is asked to consider stage 1 traffic calming measures for Rossburn Way in Kent Woodlands.

**DEPARTMENT:** Planning

**COUNCIL DIRECTION:**

Race/Equity  Climate  Comprehensive Plan  Other

The Town of Carrboro Residential Traffic Management Plan (RTMP) provides a mechanism for residents to petition for the installation of traffic calming devices (*Attachment E*). The Comprehensive Plan, Carrboro Connects speaks to the RTMP and recommendations to reduce street design speeds and vehicular speeds in the Transportation & Mobility Chapter under Strategy 2.2. A Racial Equity Assessment Lens (REAL) for the RTMP has been completed; the abridged version has been provided (*Attachment H*).

**INFORMATION:** Residents from the Kent Woodlands neighborhood submitted a traffic calming request to Planning staff in 2023 and completed a signed petition in August of that year (*Attachment B*). A detailed staff report (*Attachment C*) provides an analysis of the application based on the steps outlined in the RTMP and includes the results of traffic counts at three locations: 413 Rossburn Way, 403 Rossburn Way and 301 Rossburn Way.

Vehicle counts were conducted at 403 Rossburn Way and 301 Rossburn Way in November 2023; bike-ped counts were conducted at the same locations in March 2024. Following the completion of the initial counts, staff analyzed the data and presented its findings to the Traffic & Parking Committee, an interdepartmental committee consisting of staff from the Public Works, Police, Fire, Economic Development and Planning departments. The staff recommendation was for the installation of a crosswalk treatment in the vicinity of 301 Rossburn Way, where there are existing curb cuts at a neighborhood park frequented by students walking to Carrboro High School amongst others. Signage alerting drivers of the crosswalk was also recommended.

The request was presented at the Transportation Advisory Board meeting on September 5, 2024. Residents within the Area of Influence received mailed notice of the meeting (*Attachment D*) and were invited to attend. Residents supported the installation of the crosswalk but were concerned at speeding in the vicinity of 413 Rossburn Way. Based in large part of this request, the TAB tabled the staff recommendation in favor of additional traffic counts.

Additional traffic counts were conducted at 413 Rossburn Way and 301 Rossburn Way on October 15-16, 2024. Based on the additional counts, staff added to their initial recommendation a segment of double yellow line in the vicinity of 413 Rossburn Way, where the street curves into the neighborhood. At the Transportation,



Mobility, and Greenways Advisory Commission meeting on January 16, 2025, the request was presented, and the TMGAC concurred with the staff recommendation (*Attachment F*).

Therefore, staff recommends installing a crosswalk treatment and warning signage adjacent to 301 Rossburn Way as well as a segment of double yellow line adjacent to 413 Rossburn Way (*Attachment G*).

**FISCAL IMPACT:** There are minor fiscal impacts associated with restriping, installation of thermoplastic crosswalk treatment, and installation of signage, as well as any staff time associated with outreach (and enforcement if deemed necessary).

**RECOMMENDATION:** Staff recommends that the Town Council adopt the resolution (*Attachment A*) authorizing the installation of the stage 1 traffic calming measures in accordance with the conceptual design shown in Attachment G..

A RESOLUTION RELATING TO TRAFFIC CALMING MEASURES ON ROSSBURN  
WAY

WHEREAS, the Board of Aldermen adopted the Residential Traffic Management Plan (RTMP) in June of 1996 to provide “a process for identifying and addressing existing problems related to speeding, excessive volumes, and safety on town-maintained residential streets;” and,

WHEREAS, a valid traffic calming petition, in accordance with the RTMP, was received from residents in the Kent Woodlands neighborhood in August 2023; and,

WHEREAS, a traffic evaluation has been completed and the findings have been presented to the Carrboro Town Council; and,

WHEREAS, the Transportation, Mobility, and Greenways Advisory Commission has recommended implementation of traffic calming measures as detailed in its recommendation.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Town Council that the Council:

1. Authorizes the installation of a crosswalk treatment across Rossburn Way in the vicinity of 301 Rossburn Way at existing curb cuts as well as necessary warning signage; and,
2. Further authorizes the installation of a segment of double yellow line in the vicinity of 413 Rossburn Way along an existing curve in the roadway; and,
3. Directs Town staff to conduct future counts and analyses to study the effectiveness of the new traffic calming treatments and determine if there is need for further traffic calming on Rossburn Way.

This is the 18<sup>th</sup> day of February 2025

**Attachment B – Neighborhood Petition Form (Page 1)**

Please fill out this form and return with attached sheets to:

Town of Carrboro  
Planning Department  
301 W. Main Street  
Carrboro, NC 27510  
FAX: (919) 918-4454

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:

Rosburn Way (Carrboro side, west of Bixley Drive) + Palomar Point

2. All persons signing this petition do hereby agree to the following problem in the defined area:

Given road curvature, grade of the road, blind spots, and the residential nature of the defined area, speeding in these areas of concern poses a substantial risk to residents, particularly children. Measures to help ensure drivers proceed with caution within the defined area would help mitigate this risk, and in particular, protect children from serious harm.

3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1 (please print): Jeffrey Glick

Address, City, and Zip Code: 205 Rosburn Way, Chapel Hill, NC 27516

Telephone (day): 7167132912 Fax: \_\_\_\_\_ E-mail: jeffrey.d.glick@gmail.com

Name of key contact person # 2 (please print): Christina Leitzel

Address, City, and Zip Code: 407 Rosburn Way, Chapel Hill, NC, 27516

Telephone (day): 5702591173 Fax: \_\_\_\_\_ E-mail: christina.leitzel@gmail.com

*Please attach additional pages if necessary to discuss the request.*

Date Submitted: 8/22/23

### Attachment B – Neighborhood Petition Form (Page 2)

This petition is provided so that residents in a neighborhood may verify that there is a widespread concern for a speeding or traffic issue.

Town staff will identify an “area of influence” in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the “area of influence.” Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Anna Jacobs <i>Anna Jacobs</i>	411 Rosburn Way	8/12/23
Robin Spierer <i>Robin Spierer</i>	308 Rosburn	8/12/23
Peter Smith <i>Peter Smith</i>		
Peter Tawil <i>Peter Tawil</i>	306 Rosburn	8/12/23
Ben Williams <i>Ben Williams</i>	403 Rosburn	8/12/23
Meg Peery McLaughlin <i>Meg Peery McLaughlin</i>		
Sumpal Chala <i>Sumpal Chala</i>	309 Rosburn	8/12/23
Tiffany Young Higgins <i>Tiffany Young Higgins</i>	313 Rosburn	8/12/23
Adam Rosen <i>Adam Rosen</i>		
Jess Custer <i>Jess Custer</i>	315 Rosburn	8/12/23
Adam Rosen <i>Adam Rosen</i>	300 Rosburn	8/12/23
Jess Custer <i>Jess Custer</i>		
Kevin Anderson <i>Kevin Anderson</i>	104 Delomar Pt.	8/12/23
Mike Principato <i>Mike Principato</i>	402 Rosburn Way	8/12/23
Mike Principato <i>Mike Principato</i>	409 Rosburn Way	08/12/2023
Peter Noone <i>Peter Noone</i>		
<i>[Signature]</i>	413 Rosburn Way	08/12/23



## **Rosburn Way Traffic Calming Report**

Date: 01-30-2025

Becca Eversole-Robinson, Transportation Planner, Town of Carrboro

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Traffic calming requests in Carrboro are processed in accordance with the Residential Traffic Management Plan (RTMP), originally adopted by the Board of Aldermen in June 1996 and most recently revised in October 2006.

### **Background**

A previous petition for traffic calming was submitted for Rosburn Way in 2010. Analysis for this petition found that one location, Rosburn Way at Palomar Ct, was eligible for Stage 1 and 2 traffic calming. In 2011, the Board of Aldermen approved Stage 1 traffic calming. The result was the installation of a three-way stop at Rosburn Way and Palomar Ct and increased police enforcement.

### **Request**

On 03-28-2023 and 04-01-2023 respectively, Jeffrey Glick and Ben Williams of the Kent Woodlands neighborhood submitted traffic calming requests for Rosburn Way from Culbreth Rd to the Carrboro town limits, where the street continues into Chapel Hill. Mr. Glick serves as the neighborhood's primary contact person for the traffic calming process, and Christina Leitzel is the neighborhood's secondary contact person.

Mr. Glick described the following concerns:

- The existing speed of 25 mph is too high for the street, particularly for those areas with significant curves blocking the view of pedestrians from motorists.
- There is a community park at one of the curves which includes a path that is frequented by students walking to Carrboro High School. The park is located on both sides of the street.
- Aggressive driving around the curves and speeding beyond the 25-mph limit has been observed, particularly by school buses and delivery vehicles.

Mr. Williams described the following conditions:

- There is a blind curve southbound on Rosburn Way coming from Culbreth Rd and cars tend to accelerate up the hill.
- People frequently do not obey the stop sign at the Palomar Ct intersection.
- Several "near misses" have occurred with kids crossing the street at the neighborhood park.

Mr. Glick offered the following possible solutions:

- A speed table for the community park that would also serve as a crosswalk for the high school path.
- Reduce the speed limit to 15 mph.
- Adding signage to remind motorists that children are playing in or near the streets.
- Additional speed bumps at strategic locations.

Mr. Williams offered the following possible solutions:

- Raised speed tables/crosswalks.
- Reducing speed on Rossburn Way.
- Adding signage and perhaps lighting to bring awareness to the stop sign at Palomar Ct.
- Adding signage indicating children are at play.

## **Petition**

After Town staff verified that Rossburn Way was a Town-maintained street, a petition packet was mailed by Town staff on 08-07-2023. The petition packet included copies of Attachment B of the RTMP (neighborhood petition form), an area of influence (AOI) map (see attachments), and an AOI property list.

A petition was received, signed by 21 of the 26 AOI properties. Staff were able to verify all 21 of these, or 80.7% of the AOI. This surpassed the 75% RTMP threshold, so it was determined to be valid, and the evaluation period could begin.

## **Evaluation**

The RTMP states:

In general, streets that receive up to 25 points are eligible for Stage 1 Traffic Calming only. Streets that receive a combined total of at least 12 points in the "Traffic Volume" and "85th Percentile Speed" criteria and more than 25 points total will be eligible for both Stage 1 and Stage 2 Traffic Calming.

RTMP p. 3 lays out the evaluation criteria, performance measures, and scoring.

### Traffic volume and 85<sup>th</sup> percentile speed

On 11-15-2023 and 11-16-2023, Town staff conducted two-way, 48-hr. traffic and speed counts at two mid-block locations along the street:

- 403 Rossburn Way (near Palomar Pt)
- 301 Rossburn Way (near Bixley Dr)

The speed limit on Rossburn Way is 25 mph.

For each counter location, the higher 85<sup>th</sup> percentile speed of the two traffic directions surveyed was used for the analysis.

No segment traffic volumes exceeded the 800 vehicles per day (vpd) threshold in the RTMP for collector/subcollector streets. Rossburn Way was considered a subcollector for the purposes of this analysis. The results are included in the attached sheets.

#### Pedestrian and bicycle volumes

On 03-20-2024 between 3:00 pm and 5:00 pm, Town staff conducted two-hour pedestrian and bicycle counts at two locations: the intersection of Rossburn Way and Palomar Ct, and the intersection of Rossburn Way and Bixley Dr. A map is attached showing the locations of the traffic and bicycle/pedestrian counts. The results are included in the attached sheet. It was sunny and 70F that day.

#### Bus stops

Although the Chapel Hill Transit HS Route has a nearby stop: Culbreth Rd at Covenant Place, there are no CHT buses on Rossburn Way itself.

Consulting a list of bus stops provided by CHCS, there are two school bus stops on Rossburn Way:

- Rossburn Way and Palomar Ct
- 408 Rossburn Way

#### Proximity to pedestrian generator

This analysis, which applies to retail locations and parks, was conducted via ArcGIS Network Analyst. No parks or retail are within the threshold network distances. An analysis map is included as an attachment.

#### Scoring summary

The evaluation shows that neither location is eligible for Stage 2 traffic calming measures.



Location	Total Pts	Vol/spd Pts	Eligible stage
403 Rossburn Way	4	0	Stage 1 only
301 Rossburn Way	5	0	Stage 1 only

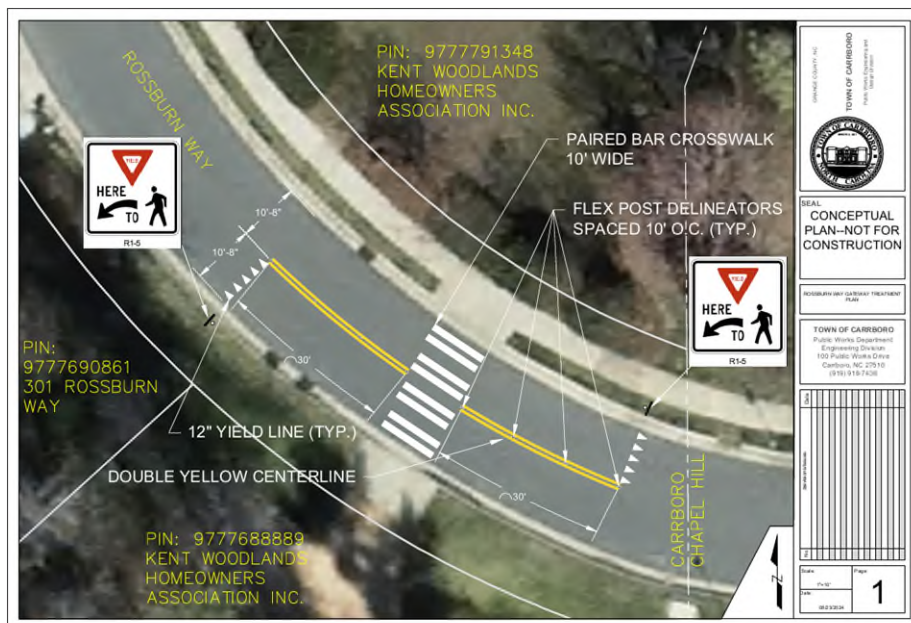
### Initial recommendation

As neither location is eligible for Stage 2 traffic calming, the initial recommendation is that Stage 1 traffic calming measures be considered on Rossburn Way.

The RTMP states that Stage 1 traffic calming “does not involve the use of physical controls or impediments on the roadway system” (p. 4). It lists Stage 1 measures as including:

- Neighborhood Awareness Campaigns and Education
- Radar Speed Trailer Deployment
- Traffic Enforcement Actions
- Traffic Signs and Pavement Marking
- Alternative Transportation Modes

The Traffic and Parking Committee considered the transportation planner recommendation during their April, May, and August 2024 meetings and recommended that Stage 1 traffic calming measures be implemented, including installing a treatment at the conflict point with the path used to reach the high school as well as increased police patrols at the intersection of Rossburn Way and Palomar Ct. A conceptual drawing of the treatment is located below:



This recommendation was taken to the Transportation Advisory Board (TAB) on September 5, 2024, which, after hearing a request from neighborhood residents for further study of the street, particularly at the initial curb into the neighborhood, decided to table the matter pending further study.

### **Additional Evaluation**

#### Traffic Volume and 85<sup>th</sup> Percentile Speed Counts

On 10-16-2024 and 10-17-2023, Town staff conducted two-way, 48-hr. traffic and speed counts at two mid-block locations along the street:

- 413 Rossburn Way
- 301 Rossburn Way (near Bixley Dr)

The speed limit on Rossburn Way is 25 mph.

For each counter location, the higher 85<sup>th</sup> percentile speed of the two traffic directions surveyed was used for the analysis.

No segment traffic volumes exceeded the 800 vehicles per day (vpd) threshold in the RTMP for collector/subcollector streets. Rossburn Way was considered a subcollector for the purposes of this analysis. The results are included in the attached sheets.

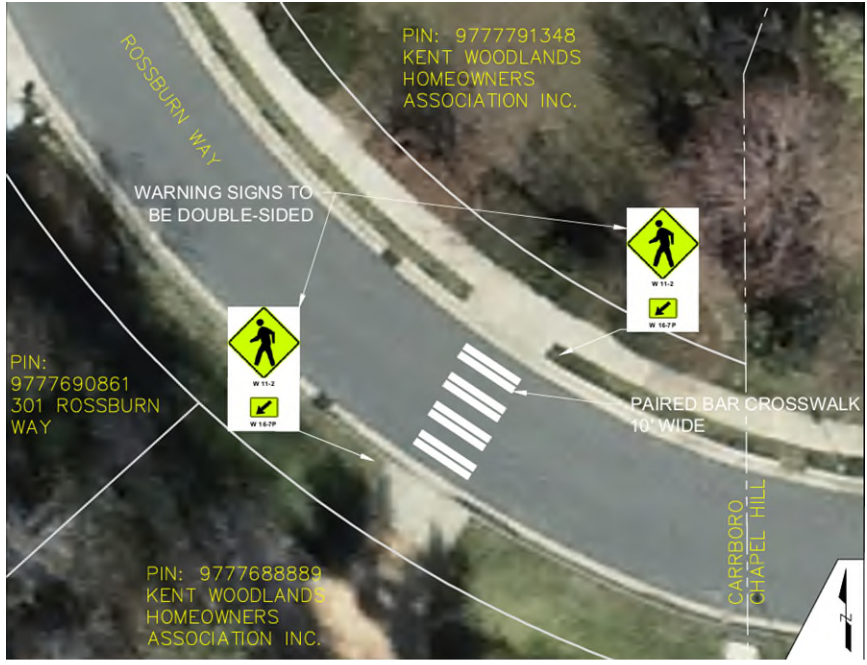
#### Scoring summary

The evaluation shows that neither location is eligible for Stage 2 traffic calming measures.

<b>Location</b>	<b>Total Pts</b>	<b>Vol/spd Pts</b>	<b>Eligible stage</b>
413 Rossburn Way	6	2	Stage 1 only
301 Rossburn Way	4	0	Stage 1 only

### **Revised Recommendation**

The Traffic and Parking Committee reconsidered the initial recommendation during their November and December 2024 meetings and recommended that Stage 1 traffic calming measures be implemented, including a simplified design treatment at the conflict point with the path used to reach the high school, as well as a short section of double yellow line adjacent to 413 Rossburn Way. Conceptual drawings of the revised crosswalk treatment and double yellow line are located below:



This recommendation was taken back to the Transportation, Mobility, and Greenways Advisory Commission (formerly the TAB) on January 16, 2025, who concurred with staff and recommended that the proposed calming measures be approved by Town Council.

## **Additional notes**

- Rossburn Way is approximately .4 mi in length, .3 mi of which is in Carrboro and .1 mi is in Chapel Hill.
- Rossburn Way begins at Culbreth Rd in Carrboro and ends in a cul de sac in Chapel Hill, with Bixby Dr (in Carrboro) and Nuttree Ln (in Chapel Hill) intersecting midway.
- Rossburn Way is the only access for one local street: Palomar Ct.
- Rossburn Way serves approximately 33 residential properties directly, as well as five additional residential properties on Palomar Ct.
- The road is approximately 21 ft. in width with no centerline or bike facilities. There are curbs on both sides and a sidewalk along the northbound side for the entire length of the roadway. The road slopes up from Culbreth Rd to Palomar Ct then eventually down to Bixby Dr. Horizontal curves in the road limit sight distance.



TOWN OF CARRBORO • NC

# TRAFFIC CALMING ON ROSSBURN WAY

## Are you concerned about speeding and safety on Rossburn Way?

Join us at the Transportation Advisory Board (TAB) Meeting for:

- Discussion of past traffic calming and current traffic/safety issues.
- Presentation of Rossburn Way staff analysis, the proposed treatment at existing informal trail, and next steps.

September 5, 2024

7:30pm-9:00pm

Virtual via Zoom:

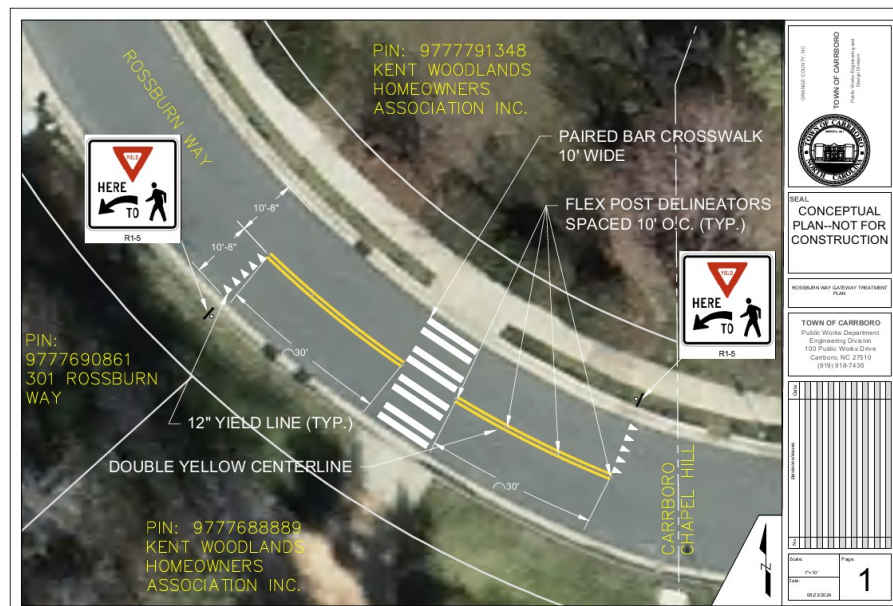
<https://www.carrboronc.gov/AgendaCenter/Transportation-Advisory-Board-3>

(Agenda and Zoom link will be posted here)

For more information, contact:

Becca Eversole,  
Transportation Planner  
(919) 918-7332  
beversole@carrboronc.gov

## Proposed Treatment at Rossburn Way (at existing informal trail)



# TOWN OF CARRBORO



**RESIDENTIAL TRAFFIC MANAGEMENT PLAN  
FOR  
SPEED AND TRAFFIC CONTROL**

**ADOPTED BY:  
CARRBORO BOARD OF ALDERMEN, JUNE 1996  
REVISED: MAY 6, 1997; JUNE 28, 2005;  
OCTOBER 17, 2006**

## INTRODUCTION

Many residents approach the town with concerns about speeding in neighborhoods. The Residential Traffic Management Plan represents a commitment by the Town of Carrboro to promote the safety and livability of residential neighborhoods. The Residential Traffic Management Plan provides a process for identifying and addressing existing problems related to speeding, excessive volumes, and safety on town-maintained residential streets. Based on this policy, proper actions can be taken depending on the severity of the problem.

## PROCESS AND REQUIREMENTS

This section describes the process and requirements of the Carrboro Residential Traffic Management Plan.

### **STEP 1 — Report the Problem**

If a resident believes there is a speeding or traffic problem on a residential street, the first step is to report the problem to the Town of Carrboro Planning Department staff at 918-7324 or [plandept@townofcarrboro.org](mailto:plandept@townofcarrboro.org).

Town staff will note the concern and provide a Traffic Calming Request Form. This form is available in Attachment A. When the form is submitted, town staff will evaluate the complaint to determine the nature of the problem, and make sure that the location meets the first traffic calming criteria: the street must be a town-maintained, residential street.

The town will not implement traffic calming measures, or conduct traffic calming studies on arterial streets or on streets that are privately maintained. Staff can work with you to identify other actions if your street is not a town-maintained, residential street.

### **STEP 2 — Neighborhood Consensus**

After the initial report, town staff will request a petition from residents in the neighborhood to verify that there is a widespread concern for the speeding or traffic issue. The petition form is available in Attachment B.

Town staff will identify an “area of influence” in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the “area of influence.” Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

After the petition is received it will be reviewed by town staff. Town staff will request that the neighborhood designate someone to serve as the primary contact person between the town and the neighborhood.

### STEP 3 — Data Collection

After verifying the validity of a petition, town staff will collect traffic volume and speed data over a two-day period and evaluate other traffic conditions on the street, using the following criteria:

#### Traffic Calming Criteria

Criteria	Application	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	
<i>85<sup>th</sup> Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 <sup>th</sup> percentile speed exceeds the posted speed limit	
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	

Additional Consideration: In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.



## **STEP 4 — Town Staff Review**

The street will be scored based on the criteria. Using this score and reviewing additional considerations, town staff will recommend whether the street is eligible for Stage 1 Traffic Calming alone or both Stage 1 and Stage 2 Traffic Calming.

In general, streets that receive up to 25 points are eligible for Stage 1 Traffic Calming only. Streets that receive a combined total of at least 12 points in the “Traffic Volume” and “85th Percentile Speed” criteria and more than 25 points total will be eligible for both Stage 1 and Stage 2 Traffic Calming.

For streets eligible for both Stage 1 and Stage 2 traffic calming, town staff may recommend that Stage 1 traffic calming measures be implemented prior to implementing Stage 2 measures. Once Stage 1 Traffic Calming measures are implemented, town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street. The data would then be analyzed using the Traffic Calming Criteria to determine if the Stage 1 Traffic Calming measures were successful. If the measures were successful, then the traffic calming process will end at this point. Otherwise, town staff will move on to analyze and recommend possible Stage 2 Traffic Calming methods.

### **Stage 1 Traffic Calming**

Stage 1 Traffic Calming does not involve the use of physical controls or impediments on the roadway system. These are primarily education and enforcement measures. These include:

Neighborhood Awareness Campaigns and Education. Many people drive too fast in their own neighborhoods. “Speeders” are not always bad guys from somewhere else – many are neighbors and friends, responsible people who want safe, peaceful neighborhoods. Several creative methods of reducing traffic problems in neighborhoods can be undertaken by residents to remind their neighbors to pay attention to driving habits:

- Write letters to local newspapers or publish articles in neighborhood newsletters.
- Hold a “slow down” block party to get people to think about their driving habits.
- Walk the neighborhood with door hangers and talk to neighbors about neighborhood traffic safety.

Radar Speed Trailer Deployment. This is a temporary device that is primarily used to remind motorists that they may be exceeding the posted speed limit. The trailer uses radar to monitor speeds and a reader board to show drivers how fast they are going but does not photograph vehicles. The use of trailers is contingent on availability.

Traffic Enforcement Actions. This is traditional enforcement activity on the part of Police Department’s traffic enforcement officers. The intent is to modify behavior to result in a safer situation for all drivers and neighbors.

Traffic Signs and Pavement Marking. Town staff will review the traffic signing and pavement markings in the area. If necessary, staff will modify or add traffic signing and pavement markings.

Alternative Transportation Modes. One of the goals of the Town of Carrboro is to promote and provide alternative transportation modes (public transit, walking, and bicycling). Traffic on the project street may decrease if people decide to use these other transportation choices instead of driving.

## **Stage 2 Traffic Calming**

Stage 2 traffic calming methods involve physical modifications of the street intended to control traffic speeds. Possible Stage 2 modifications might include the following:

- Bulbouts / Curb Extensions
- Center island medians
- Chicanes
- Landscape treatments
- Mid-block chokers
- Neighborhood traffic circles
- Pedestrian refuge islands
- Raised crosswalks
- Realigned intersections
- Roundabouts
- Sidewalks
- Speed humps
- Speed tables

Town staff members are available to discuss traffic calming measures with residents. In addition, several publications and web sites provide definitions, descriptions, costs, and design guidelines for traffic calming measures. Residents who are interested in learning more about traffic calming on their own may make use of resources on the internet. For example, the web site for the Institute of Transportation Engineers (ITE) contains excellent information and several links concerning traffic calming at: <http://www.ite.org/traffic/index.html>

The following criteria apply to Stage 2 traffic calming measures:

1. The construction and installation of some traffic calming devices may be expensive. The least costly form of traffic calming should be considered as the primary modification in any specific case. When expensive devices are approved, the neighborhood may need to wait an extended time for installation. Once the actual date of installation is determined, the primary contact person will be notified in writing.
2. The design of traffic calming devices will follow recommended Institute of Transportation Engineers (ITE) or other national recommended guidelines, if available.

3. Streets that have traffic calming devices installed may be excluded from the Snow Removal Plan and street cleaning activities, depending on the type of device installed. Note that devices currently in use in Carrboro would not exclude a street from the Snow Removal Plan.
4. Emergency vehicle access within and through neighborhoods will be carefully considered in the evaluation process and selection of traffic calming devices. Certain traffic calming devices may result in increased emergency response times on some streets and these impacts should be carefully considered.
5. Once installed, traffic calming devices will stay in place for a minimum of three years unless residents pay the full cost of removal. However, at any time following construction completion, if it is determined that traffic calming measures should be removed for public health and safety reasons, the Board of Aldermen will be requested to authorize the removal of one or more traffic calming measures, upon notification of the neighborhood representatives. If the town has no concerns with the project but the neighborhood itself decides that the traffic calming measures should be removed or significantly altered, a petition must be signed by at least 75 percent of the owners or residents of properties within the “area of influence.” The Board of Aldermen will review petitions requesting removal or significant alteration and will be provided a staff analysis and Transportation Advisory Board (TAB) recommendation.

#### **STEP 5 — Staff Recommendation, TAB Review, and Board of Aldermen Approval**

Town staff will develop a recommendation of actions to be taken. This recommendation will be forwarded to the primary contact person of the neighborhood. The following information will be included, as appropriate:

- Information on upcoming Transportation Advisory Board (TAB) and Board of Aldermen meetings at which the staff recommendation will be discussed.
- A discussion of proposed Stage 1 education and enforcement measures.
- For Stage 2 traffic calming, the number, location, and dimensions of proposed traffic calming devices, displayed on a map of the neighborhood.
- A photograph of proposed traffic calming devices and directions to a nearby street with a similar device, if applicable.
- Information about the traffic calming device’s effects on speeds and traffic volumes.

The staff recommendation will be reviewed by the TAB, which will make a recommendation to the Board of Alderman.

The Board of Alderman makes the final decision concerning actions to be taken. The Board will review the residents’ petition, the staff analysis and recommendation, the TAB recommendation, and public comments. The Board may choose to hold a public hearing on the recommendation.

Prior to a Transportation Advisory Board (TAB) or Board of Aldermen meetings at which the staff recommendation will be discussed.

Notice of Public Meetings. When the staff recommendation is to install Stage 2 traffic calming measures, residents within the “area of influence” will be given notice of meetings of the Transportation Advisory Board and Board of Aldermen at which the recommendation will be discussed. Town staff will develop a flyer to notify residents of the meeting. The flyer will include the date, time, and place of the meeting and a description of proposed traffic calming devices. Town staff will mail the flyer to each residence in the “area of influence” at least 10 days before the meeting. For each property that is not owner-occupied, Town staff will also mail the flyer to the property owner of record at least 10 days before the meeting.

### **STEP 6 — Follow-up Evaluation**

Following the implementation of traffic calming measures, a follow-up evaluation should be performed to ensure that the measures are effective. Town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street.

## Attachment A -- Traffic Calming Request Form

This form is used to report a speeding or traffic problem on a residential street. When this form is submitted, town staff will evaluate the complaint to determine the nature of the problem, and make sure that the location is a town-maintained, residential street. After the initial report, town staff will explain how residents may put together a petition to verify that there is a widespread concern for the speeding or traffic issue.

1. Contact Information

Name (please print): \_\_\_\_\_

Address, City, and Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

Email: \_\_\_\_\_

2. Please describe the location of the traffic concern. Attach a map or picture if necessary: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

3. Please describe the nature of the neighborhood traffic problem you are concerned with (attach additional sheets if necessary): \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

4. Please list possible solutions to the problem that you would like the Town of Carrboro to consider: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please fill out this form and return to:

Town of Carrboro  
Planning Department  
301 W. Main Street  
Carrboro, NC 27510  
FAX: (919) 918-4454

### Attachment B – Neighborhood Petition Form (Page 1)

Please fill out this form and return with attached sheets to:

Town of Carrboro  
Planning Department  
301 W. Main Street  
Carrboro, NC 27510  
FAX: (919) 918-4454

**THE UNDERSIGNED AGREE TO THE FOLLOWING:**

- 1. All persons signing this petition do hereby certify that they own property or reside within the following area:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 2. All persons signing this petition do hereby agree to the following problem in the defined area:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- 3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1 (please print): \_\_\_\_\_

Address, City, and Zip Code: \_\_\_\_\_

Telephone (day): \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

Name of key contact person # 2 (please print): \_\_\_\_\_

Address, City, and Zip Code: \_\_\_\_\_

Telephone (day): \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

*Please attach additional pages if necessary to discuss the request.*

Date Submitted: \_\_\_\_\_





## TOWN OF CARRBORO

### Transportation, Mobility & Greenways Advisory Commission

**301 West Main Street, Carrboro, North Carolina 27510**

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# R E C O M M E N D A T I O N

**JANUARY 16, 2025**

### **Rossburn Way Residential Traffic Calming**

Motion was made by Elyse Keefe and seconded by Bradley Doll that the Transportation, Mobility & Greenways Advisory Commission of the Town of Carrboro recommends to the Town Council the following regarding residential traffic calming along Rossburn Way:

1. That the Carrboro Town Council should approve the installation of a crosswalk treatment with signage adjacent to 301 Rossburn Way, and a segment of double yellow line adjacent to 413 Rossburn Way; and
2. That future study be done at the locations to determine effectiveness of said measures, and to determine the need for additional traffic calming.

**VOTE:**

AYES: (4) Jones-Peretto, Dalton, Doll, Keefe

NOES: (0)

ABSTENTIONS: (0)

ABSENT/EXCUSED: (0) Salvesen

(Chair)

January 17, 2025

(Date)







## Racial Equity Assessment Lens (REAL)



**NAME OF INITIATIVE PROGRAM/PROJECT:** Residential Traffic Management Program (RTMP)

**Department:** Planning

**ORIGIN AND DESCRIPTION**

“Many residents approach the town with concerns about speeding in neighborhoods. The Residential Traffic Management Plan represents a commitment by the Town of Carrboro to promote the safety and livability of residential neighborhoods. The Residential Traffic Management Plan provides a process for identifying and addressing existing problems related to speeding, excessive volumes, and safety on town-maintained residential streets. Based on this policy, proper actions can be taken depending on the severity of the problem.”

**What is the specific desired result statement –**

Equitable process for creating safer residential streets. One that is fair and accessible and creates an environment for safe transportation for all road users. Success in achieving calmer streets shouldn’t be determined by race, location, income. Consider whether the existing program is the best approach or if we should reevaluate the program as a whole.

**BENEFITTING INDIVIDUALS OR GROUPS**

1. Neighborhoods receiving traffic calming measures, potentially anyone.
2. Not applicable. Once a project/design is approved by the Town Council, staff requests funding for installation.

**BURDENED INDIVIDUALS OR GROUPS**

1. Neighborhoods not receiving traffic calming measures, children, people inconvenienced by traffic calming measures or those who didn’t get “top” choice.

Type	Potential Unintended Consequence	Mitigation Strategies to Prevent Consequences and Advance Racial Equity
<p style="text-align: center;"><b>SOCIAL</b></p> <p>Consider native and long-term residents, rural residents, transit, trust in government, education, etc.</p>	<p>Confidence in government (people not wanting to wait 2 years for treatments);</p> <p>Decision-making process (emergency services – concerns about delays in travel times);</p> <p>Students are moving into older communities which have also</p>	<p>Find ways to make the process more efficient.</p>

	<p>experienced speeding; this can bring a neighborhood together but can also divide.</p> <p>May be better to study/assess all streets without traffic calming now (since there are many out in Town) and collect data to prioritize improvements based on speeding behaviors.</p> <p>Petition based process puts greater burden on those who may have limited time to scope out problem and process</p>	
<p><b>ECONOMIC</b> Consider wages, competition, tourism, unemployment, small businesses, etc.</p>	<p>Change in property values. Issue that some neighborhoods might request to pay for their own traffic calming measures. Cost of maintenance to the Town (ex: speed humps cost 2-3k to install and replace every 7-10 years); Potential damage to vehicles from going over speed bumps too fast</p>	Maintenance schedule
<p><b>HEALTH</b> Consider impacts on pollution, health access, existing health disparities, etc.</p>	<p>Neighborhoods without traffic calming may be less safe in terms of speeding, but traffic calming can also delay/lengthen emergency response times. Air pollution (stopping and starting). Noise pollution (trucks going over speed bumps) Safety of marking speed humps</p>	Design, planning and maintenance to reduce noise.
<p><b>ENVIRONMENT</b> Consider impacts on pollution, natural resources, transit, etc.</p>	<p>Slower speeds may mean more CO2 emissions generated from production of traffic calming devices (speed tables, signs, etc.)</p>	Design, planning and maintenance to achieve desired speeds
<p><b>OTHER</b> Consider how a resident might interact with this measure "start to finish."</p>	<p>Maintenance- challenge of reproducing the same traffic calming geometry, issues if signs are stolen when plowing is needed – might be overlooked and cause damage.</p>	Ensure maintenance is performed regularly and protocols are easily accessible for staff performing the maintenance

## RECOMMENDATIONS

1. There are benefits to the petition process as it facilitates communication between neighbors
2. Look at how the Town is enforcing traffic in general and whether the RTMP is exacerbating any current issues
3. Check existing locations – where RTMP has been used in relation to census data
4. Need for more extensive and quantitative data collection of travel behavior to understand the severity of speeding problems and how the Town could prioritize improvements.
5. Explore updating the language in the petition and the way it frames the request from the resident
6. Consider including more options on the petition to allow residents to be more informed about what traffic calming options might be considered
7. Consider moving from a petition-based process to surveying the residents in the affected area to determine a neighborhood's traffic safety issues and potential solutions
8. Create an associated mechanism to determine next steps/Town actions
9. Consider creating individual neighborhood-based transportation plans (Determine how to define neighborhoods )
10. Create an associated process for allocating funding and implementing the plans
11. Create a model area to demonstrate traffic calming options
12. Explore the Intersection of traffic calming with Green Neighborhoods Grant Program
13. Education, outreach related to traffic safety
14. Equitable distribution of information related to the RTMP process
15. Review the protocols for communication from the Town after the petition is submitted
16. More clearly define the vision of traffic safety
17. Examine expansion of LUO requirements for pedestrian safety
18. Update required sidewalk policy
19. In the Traffic Calming Criteria, explore developing criteria that looks at different aspects of speeding behavior, such as how many people are going over the speed limit, instead of looking at the 85% percentile speed
20. Considering making traffic calming more of an administrative task by staff with a resident input process
21. How else can the Town be responsive to traffic calming concerns?
22. Look at options for using technology to help reduce speeding
23. Consider options such a resident pledge, Town appreciation, slow mascot, or competition to increase buy-in around traffic safety
24. Once program changes are implemented, evaluate after one year.

Carrboro Town Council  
February 18, 2025

# RESIDENTIAL TRAFFIC CALMING REQUEST

Rosburn Way – Kent Woodlands Neighborhood



TOWN OF CARRBORO • NC

# ROSSBURN WAY BACKGROUND



- In Kent Woodlands neighborhood.
- Neighborhood partially within Chapel Hill.
- Previous traffic calming request in 2011.
- Traffic calming solution: intersection with Palomar Ct turned into a three-way stop.

# ROSSBURN WAY – REQUEST AND PETITION

- **Concerns:**
  - Speed limit (25mph) is too high.
  - Drivers often don't stop at Palomar Ct intersection.
  - An informal crosswalk exists at community park.
  - “Near misses,” including with children.
- **Solutions:**
  - Lower speed limit.
  - Add crosswalk/speed table at community park, perhaps elsewhere.
  - Add additional signage.
- **Petition**
  - Petition was completed by over 80% of residents in AOI, allowing analysis to begin.





# ROSSBURN WAY – TRAFFIC AND BIKE/PED COUNTS

- **Traffic counts were performed on Nov. 15-16, 2023, at:**
  - **403 Rossburn Way (near Palomar Pt).**
  - **301 Rossburn Way (near Bixley Dr).**
- **Bike and pedestrian counts were performed by town staff on March 20, 2024, at same locations.**



# ROSSBURN WAY – INITIAL TRAFFIC CALMING ANALYSIS (403 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 284 vpd	0	Rosburn Way classified as local in 2012. Rosburn Way is designed as a subcollector not a local road. Average VPD was 138.5 NB and 145.5 SB totaling 284 per day. 568 vehicles counted during a two-day period.
85 <sup>th</sup> Percentile Speed	Criteria – 2 points for every mph that the 85 <sup>th</sup> percentile speed exceeds the posted speed limit.	22.7 mph	0	Northbound direction for this count location was used. Southbound 85th percentile speed was 15.1 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	6	0	Ped counts conducted on 03/20/2024, from 3:00 to 5:00 pm. <b>Peak hour</b> , as specified in the criteria, is 6 pedestrians between 3:00 to 4:00 pm. Ten total pedestrians were counted from 3:00 to 5:00 pm.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	1	0	Bike counts conducted on 03/20/2024, from 3:00 to 5:00 pm. <b>Peak hour</b> , as specified in the criteria, is 1 bicyclist between 3:00 to 4:00 pm. One bicyclist was counted from 3:00 to 5:00 pm.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit: 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
<b>TOTAL POINTS</b>			<b>4</b>	

# ROSSBURN WAY – INITIAL TRAFFIC CALMING ANALYSIS (301 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	195 vpd	0	Rosburn Way classified as local in 2012. It is designed as a subcollector not a local road. The highest volume count, Rosburn at Palomar, was used. Average VPD was 93.5 NB and 101.5 SB totaling 195 per day. 390 vehicles counted during a two-day period.
85 <sup>th</sup> Percentile Speed	Criteria – 2 points for every mph that the 85 <sup>th</sup> percentile speed exceeds the posted speed limit.	22.7 mph	0	The highest directional 85th percentile speed was used for scoring at this counting location. This was the southbound lane of Rosburn at Bixley. Both directions measured below the posted speed. The southbound 85th percentile was 22.7 mph. The northbound 85th percentile speed was 21.1 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	16	1	Ped counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour, as specified in the criteria, is 16 pedestrians between 4:00 to 5:00 pm. 20 total pedestrians were counted from 3:00 to 5:00 pm.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	2	0	Bike counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour, as specified in the criteria, is 2 bicyclists between 3:15 to 4:15 pm. One bicyclist was counted from 3:00 to 5:00 pm.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit: 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents’ concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
<b>TOTAL POINTS</b>			<b>5</b>	

# ROSSBURN WAY – INITIAL RECOMMENDATION/ACTION

- Neither location on Rossburn Way met the threshold for Stage 2 traffic calming.
- During the bicycle and pedestrian counts, staff identified a potential safety concern at the informal crossing at the community park, concurring with resident's concerns.
- Staff recommended that the informal crossing at the community park receive a thermoplastic crosswalk marking and signage to warn drivers of the upcoming crosswalk.
- At a September 2024 TAB meeting attended by community members, it was decided to table the recommendation in favor of doing further counts, including at 413 Rossburn at the entrance of the neighborhood.

# ROSSBURN WAY – ADDITIONAL TRAFFIC COUNTS

- Traffic counts were performed on Nov. 15-16, 2023, at:
  - 413 Rossburn Way
  - 301 Rossburn Way
- No bike and pedestrian counts were performed.



# ROSSBURN WAY – ADDITIONAL TRAFFIC CALMING ANALYSIS (413 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 346.5 vpd	0	Rosburn Way was originally classified as local in 2012. Rosburn Way is currently designed as a subcollector not a local road. Average VPD was 164.5 EB and 182 WB totaling 182 per day. 693 vehicles were counted during a two-day period.
85 <sup>th</sup> Percentile Speed	Criteria – 2 points for every mph that the 85 <sup>th</sup> percentile speed exceeds the posted speed limit.	25.6 mph	2	Eastbound direction for this count location was used. Westbound 85th percentile speed was 23.4 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No pedestrian counts were performed at this location.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No bicycle counts were performed at this location
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit; 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
<b>TOTAL POINTS</b>			<b>6</b>	

# ROSSBURN WAY – ADDITIONAL TRAFFIC CALMING ANALYSIS (301 ROSSBURN)

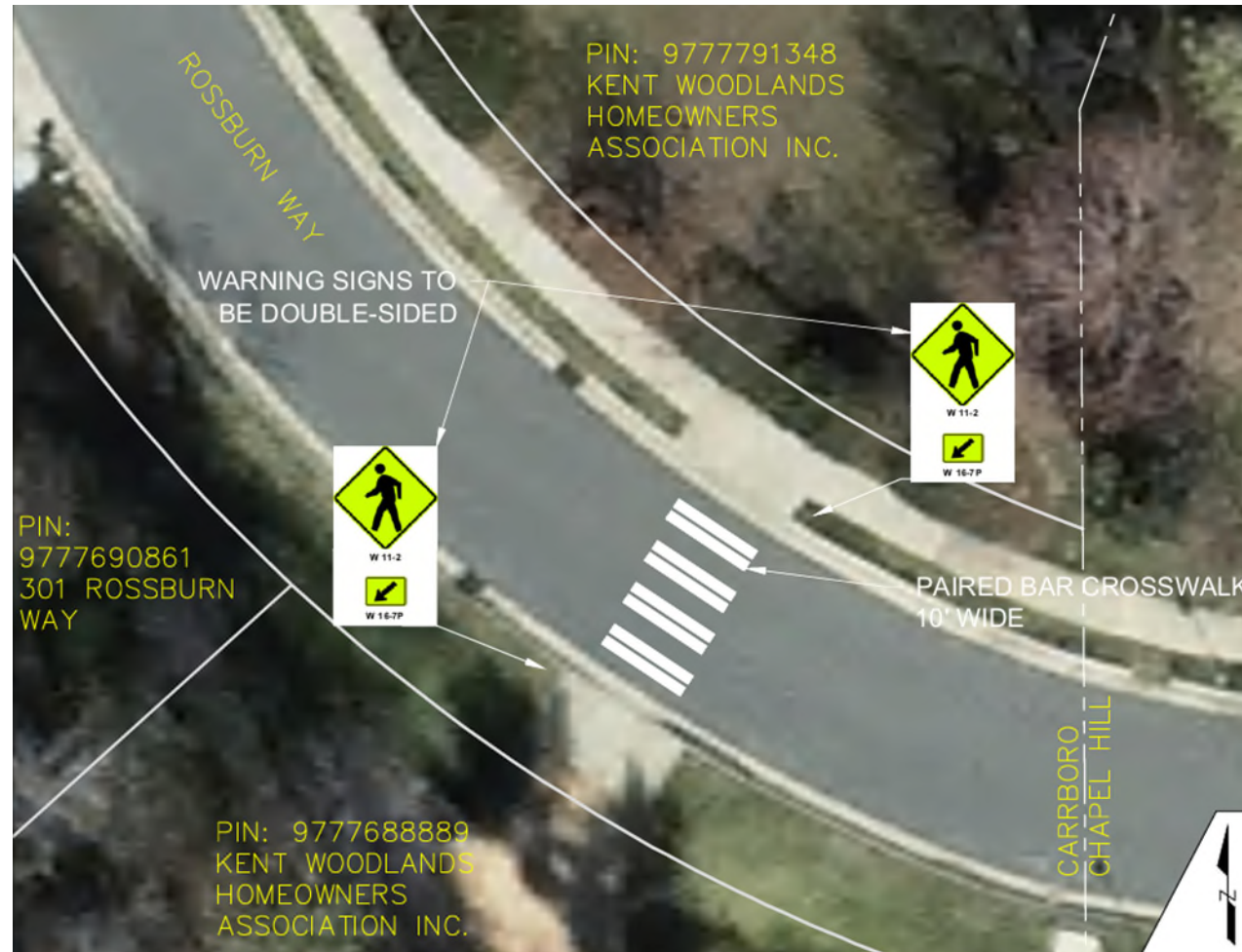
Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 132.5 vpd	0	Rosburn Way was originally classified as local in 2012. Rosburn Way is currently designed as a subcollector not a local road. Average VPD was 72.5 SEB and 60 NWB totaling 132.5 per day. 265 vehicles were counted during a two-day period.
85 <sup>th</sup> Percentile Speed	Criteria – 2 points for every mph that the 85 <sup>th</sup> percentile speed exceeds the posted speed limit.	23.0 mph	0	Southeastbound direction for this count location was used. Northwestbound 85th percentile speed was 19.9 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No pedestrian counts were performed at this location at this time.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No bicycle counts were performed at this location at this time.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit; 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
<b>TOTAL POINTS</b>			<b>4</b>	

## ROSSBURN WAY – UPDATED RECOMMENDATION

- Neither location on Rossburn Way meets the threshold for Stage 2 traffic calming.
- Staff continues to recommend that the informal crossing at the community park receive a thermoplastic crosswalk marking and signage to warn drivers of the upcoming crosswalk.
- To address potential speeding at 413 Rossburn, staff also recommends a short section of double yellow line be painted in the curve.
- Further counts and analysis will be needed to study the effectiveness of the new traffic calming treatments and determine if there is need for further traffic calming on Rossburn Way.



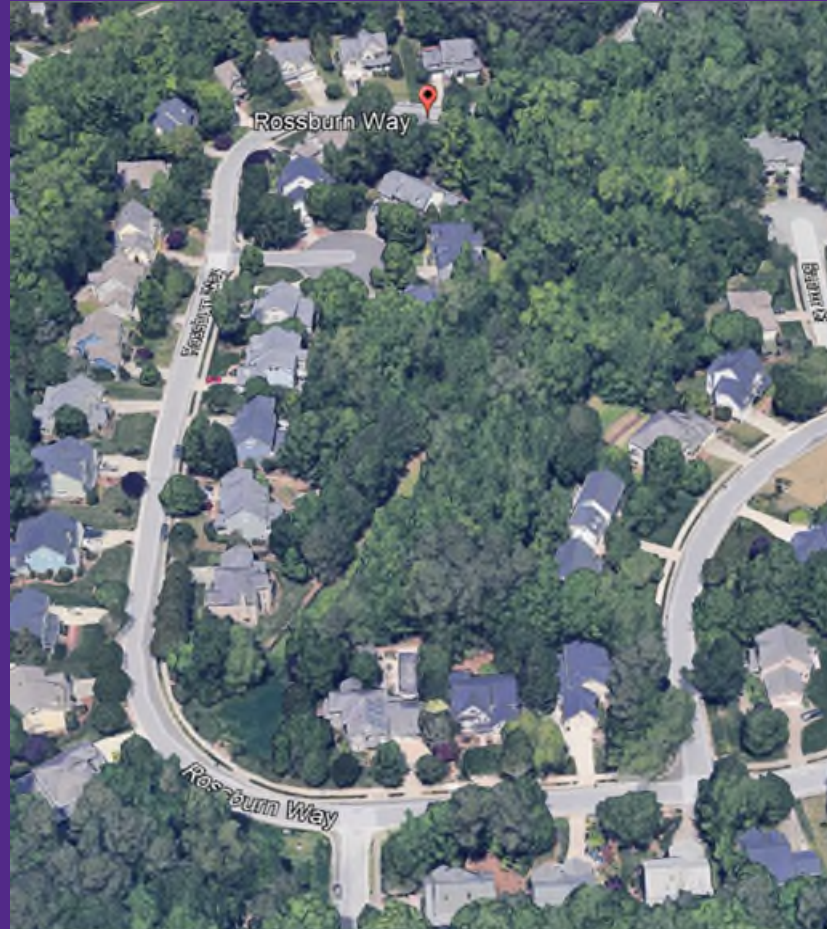
# ROSSBURN WAY - CROSSWALK TREATMENT DESIGN



# ROSSBURN WAY - DOUBLE YELLOW LOCATION



# QUESTIONS? DISCUSSION.





Agenda Item Abstract

File Number: 24-222

Agenda Date: 2/18/2025
In Control: Town Council
Version: 1

File Type: Consent Agenda

Approval of Recommended Funding from the Affordable Housing Special Revenue Fund

PURPOSE: To consider approving the Housing and Human Services Advisory Commission’s (HHSAC) funding recommendation for one nonprofit application to the Affordable Housing Special Revenue Fund.

DEPARTMENT: Housing and Community Services

COUNCIL DIRECTION:

\_\_X\_\_ Race/Equity \_\_\_ Climate \_\_X\_\_ Comprehensive Plan \_\_\_ Other

Racial Equity: A full assessment using the Racial Equity Assessment Lens of the Affordable Housing Special Revenue Fund has been completed and reviewed by the Racial Equity Commission.

Comprehensive Plan: Chapter 3. Affordable Housing.

Goal 2.1: Increase number of rental units that are permanently affordable to individuals and families earning less than 60% of AMI.

Goal 4: Maintain and improve the quality of Naturally Occurring Affordable Housing (NOAH) and “missing middle” opportunities.

INFORMATION: During the January 2025 application cycle, one request was received and forwarded to the Housing and Human Services Advisory Commission (HHSAC) for review.

On January 15, 2025, the HHSAC heard from the applicant, EmPOWERment, Inc., and discussed their funding request to acquire a single-family home at 103 Wesley St. in the historically Black neighborhood, “Tin Top.” This acquisition will prevent the displacement of a long-time resident and add the property to Carrboro’s permanently affordable housing stock for households earning between 30%-80% AMI. This project is in collaboration with the Marion Cheek Jackson Center (community engagement with the property owner) and the Self-Help Credit Union (land banking).

The home will first be purchased by Self-Help Credit Union to “bank” it until EmPOWERment can close on the property later in the year. By banking the property, the owner can achieve their financial timeline and maintain the housing stability of their family member(s) currently living in the home. EmPOWERment will contract with Self-Help to conduct renovations on the property in the future.

The HHSAC voted to make the following funding recommendation to the Town Council:

EmPOWERment, Inc.- Recommendation: Fully Fund - \$265,000

The HHSAC’s recommendation (Attachment B) and EmPOWERment’s funding request (Attachment C) are in

included in this item.

**FISCAL IMPACT:** Sufficient funds are available in the Town's Affordable Housing Special Revenue Fund annual budget for this grant. If the request is fully funded, the FY2024-25 AHSRF budget balance will be \$144,231 with one application cycle remaining.

**RECOMMENDATION:** Staff recommends that the Town Council approve the funding request. A resolution for approval is provided in Attachment A.

**A RESOLUTION APPROVING GRANT FUNDING FROM THE  
AFFORDABLE HOUSING SPECIAL REVENUE FUND**

WHEREAS, the Town Council on, June 27, 2007, by the adoption of resolution no. 244/2006-07 created the Affordable Housing Special Revenue Fund; and

WHEREAS, the creation of the fund is another way in which the Council can advance its goal of increasing and maintaining the stock of affordable housing within the Town and its planning jurisdiction; and

WHEREAS, the Affordable Housing Advisory Commission (AHAC) reviewed one funding application for the Affordable Housing Special Revenue Fund on October 16, 2024; and

WHEREAS, the AHAC determined that the requests met the criteria set forth in the Affordable Housing Special Revenue Fund; and

WHEREAS, the AHAC made the following funding recommendation:

<b>Rebuilding Together of the Triangle</b>	<b>\$ 79,391.00</b>
--	---------------------

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF CARRBORO:

Section 1. Approves the recommended grant funding activity from the Affordable Housing Special Revenue Fund in FY2024-2025.

Section 2. Authorizes the Town Manager to develop and execute agreements as necessary to carry out the Council's action.

Section 3. This resolution shall become effective upon adoption.



# TOWN OF CARRBORO

## Affordable Housing Advisory Commission

301 West Main Street, Carrboro, North Carolina 27510

# R E C O M M E N D A T I O N

October 16, 2024

### Affordable Housing Special Revenue Fund

### Funding Recommendations

Motion was made by Betty Curry and seconded by Heather Nash that the AHAC recommends that the Town Council consider the following funding recommendations:

The AHAC received one application to review in the October 2024 funding cycle. With \$488,622 available in the Affordable Housing Special Revenue Fund budget for the current fiscal year FY (2024-20225), the AHAC recommends to:

Fully/Partially/Not fund the request from Rebuilding Together from the Triangle  
For \$79,391.

Comments:

**VOTE:**

YES: (4) Betty Curry, Lindsey Griffin, Muhin Omer, Heather Nash

ABSENT/EXCUSED: (0)

NOES: ( )

ABSTENTIONS: ( )

By a unanimous show of hands, the AHAC membership also indicated that no members have any financial interests that would pose a conflict of interest to the adoption of this amendment.

Betty Curry 10/16/24  
(Chair) (Date)

TOWN OF CARRBORO AHSRF APPLICATION SUMMARY

**APPLICANT: Rebuilding Together of the Triangle (RTT)**

PROJECT TYPE: Rehabilitation for owner-occupied units

AMOUNT REQUESTED: \$79,391.00

PROJECT ADDRESS: 1306 Hillsborough Rd, Chapel Hill NC 27516 – 103 Glosson Circle Carrboro NC 27510 – 113 Alabama Avenue Carrboro NC 27510 – 102 Dillard St Carrboro NC 27510

PROJECT SUMMARY: Funds will be used to support the rehabilitation projects of 4 homes owned by low-income Carrboro residents. The rehab will encompass wide array of repairs, from interior to roofing and weatherization. The identified homes for this project were referred to RTT through the Orange County Home Preservation Coalition.

POPULATION SERVED: 8 total residents served.

% AREA MEDIAN INCOME	<30%	31%-60%	61-80%	81-100%	101-115%	
		8				
RACE/ETHNICITY	ASIAN	BLACK	HISPANIC /LATINO	MIXED RACE	OTHER	WHITE
		6				2
SENIORS PRESENT		2				
CHILDREN PRESENT		2				
DISABILITY PRESENT		2				

ENVIRONMENTAL IMPACT: RTT will incorporate various energy efficiency mechanisms into their rehabilitations. These 4 homes are receiving a mixture of energy efficient window upgrades, appliance upgrades, and outdoor weatherization upgrades. The services should not cause any substantial negative environmental impacts.

TOWN AH GOALS ADDRESSED: 1.3 A2. Grants for critical home repairs, energy efficiency, up fits to accommodate changing mobility, etc. Also provides opportunities for homeowners to decrease utility payments.



# Affordable Housing Special Revenue Fund

## Application

Fiscal Year 2024-2025



**TOWN OF CARRBORO • NC**  
**HOUSING & COMMUNITY SERVICES**

## OVERVIEW

The Town of Carrboro established an [Affordable Housing Special Revenue Fund](#) in 2007. The goal of the Affordable Housing Special Revenue Fund is to advance the Town's goal of increasing and improving the stock of affordable housing within Carrboro and its planning jurisdiction.

## ELIGIBILITY

Nonprofit organizations may request funds to be used to support projects that meet the Town's affordable housing goals and are in alignment with the Town's [2022-2042 Comprehensive Plan](#). In order to qualify, the following requirements must also be met by the beneficiaries (individuals) and substantiated by the applicant (nonprofit organization).

- a. Beneficiaries must be a resident of, or purchasing a home in, Carrboro or the Carrboro planning jurisdiction.
- b. Beneficiaries must have a gross household income of 115% the Area Median Income or less, with priority given to households at 80% of AMI and below for homeowners, and 60% of AMI and below for renter. Projects benefitting households earning less than 30% AMI, seniors, or those who are disabled are further prioritized. (Please see Attachment A for current income limits.)
- c. Beneficiaries must be unable to obtain a loan, either subsidized or unsubsidized, on comparable terms and conditions.
- d. Beneficiaries or applicants must be the owner of the property in fee simple or leasehold estate and have paid or have appropriate arrangements with the county tax assessor to pay the tax bill, if the property is to be rehabilitated, or have clear title if the property is to be purchased or constructed.
- e. Beneficiaries must be residing in the property to be rehabilitated, or if purchased or constructed, occupy the property when the acquisition is completed. The building or affordable unit that is subject to program funding must have an anticipated life of at least 20 years after rehabilitation, or 30 years, if constructed or acquired. Beneficiaries must also have an intact homeowner's insurance policy, if applicable.

## PERMITTED USES OF FUNDING

### **Development & Acquisition**

Land Banking: To assist in the purchase of land for conveyance to nonprofit affordable housing agencies.

Construction: To pay some or all expenses associated with the construction of affordable housing.

Acquisition: To acquire developed properties suitable for resale to individuals or families.

Pre-development Costs: To pay some or all the pre-development costs (such as feasibility studies, appraisals, land options and preparation of an application) for projects to be developed for the purpose of providing rental or owner-occupied affordable housing.

Land Trust: To provide grants to organizations for land trust projects that guarantee long-term affordability of a property through a 99-year renewable ground leases or for maintenance of land trust housing stock.

Subsidy: To provide permanent subsidies to reduce the sale price of new or existing housing units to make them more affordable.

### **Repair, Rehabilitation, Weatherization & Preservation**

- a. To provide emergency home repairs and/or weatherization of properties in the affordable housing stock, including Naturally Occurring Affordable Housing (NOAH).
- b. To provide for the maintenance of properties in the affordable housing stock that are falling into disrepair, including NOAH.
- c. To provide grants or loans to nonprofits to avoid losing homes in the permanent affordable housing stock as a result of foreclosure.

### **APPROVAL**

Funding applications are reviewed and recommended to the Town Council by [the Affordable Housing Advisory Commission \(AHAC\)](#).

Funding applications for no more than \$5,000 can be approved or denied by the Town Manager. These applications are accepted year-round.

### **PROJECT REPORTING AND MONITORING**

Recipients of funds for development are required to submit a progress report to the Town by the end of the fiscal year (June 30) to monitor progress and performance, financial and administrative management, and compliance with the terms of the performance agreements. Please submit annual reports via email by June 30 to both: [amvanaman@carrboronc.gov](mailto:amvanaman@carrboronc.gov). and [thaugle@carrboronc.gov](mailto:thaugle@carrboronc.gov). A report form will be provided with the performance agreement.

### **GENERAL APPLICATION INFORMATION AND PROCEDURES**

**Funding applications are accepted three times a year: October 5th, January 5th, and April 5th.** Funding is based on the availability of funds. Only as many funding cycles will be completed as necessary to use the available funds. All application documents should be submitted electronically to both [amvanaman@carrboronc.gov](mailto:amvanaman@carrboronc.gov) and [thaugle@carrboronc.gov](mailto:thaugle@carrboronc.gov).

### **CHECKLIST OF REQUIRED DOCUMENTATION**

#### **Application:**

- X **Section 1:** Applicant and Project Overview
- X **Section 2:** Disclosure of Potential Conflicts of Interest
- X **Section 3:** Project Description

#### **REQUIRED ATTACHMENTS:**

- X *Site map showing lot boundaries, locations of structure(s), and other site features*

- General location map (at least ½ mile radius)*
- Detailed** *timetable showing when each work task will be completed (e.g., planning; obtaining financial commitments; design; environmental review; bidding; loan closing; key milestones in construction; marketing; final inspection; occupancy; etc.)*
- Floor plan(s)*
- Elevation(s)*
- List of Energy Efficiency Measures included in the project (if applicable)*
- List of Universal Design principles included in the project (if applicable)*

**Section 4:** Performance Measurements

**Section 5:** Project Budget

**REQUIRED ATTACHMENTS:**

**Detailed** *project budget in Excel format showing all sources and uses of funds. Indicate which funds are committed or pending and include the % of committed funds toward this project*

*20-year pro-forma (for rental units only)*

**Section 6:** Agency Description

**OTHER REQUIRED ATTACHMENTS:**

Please provide **one copy** of each of the following documents (if applying more than once annually, these documents are required only for the first application):

*Current list of Board of Directors, including addresses, phone numbers, terms, and relevant affiliations;*

*Current Bylaws and Articles of Incorporation;*

*IRS tax determination letter [501(c)(3)] (if applicable) Most recent independent audit (if applicable).*

Applications may not be considered for the following reasons:

1. Project does not align with the eligibility criteria for these funding sources;
2. Applicant has demonstrated poor past performance in carrying out projects or complying with funding guidelines;
3. Applicant fails to provide required information;
4. Incomplete or late applications.

**PLEASE CALL OR EMAIL ANNE-MARIE VANAMAN OR TYLER HAUGLE WITH FUNDING QUESTIONS:**

919-918-7321 OR [amvanaman@carrboronc.gov](mailto:amvanaman@carrboronc.gov)

919-918-7438 OR [thaugle@carrboronc.gov](mailto:thaugle@carrboronc.gov)

# FUNDING APPLICATION

## Section 1: APPLICANT AND PROJECT OVERVIEW

### **A. Application Information**

Applicant/Organization’s Legal Name: Rebuilding Together of the Triangle, Inc.

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Primary Contact Person and Title: Daniel Sargent, Executive Director

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Applicant/Organization’s Physical Address: 8035 Chapel Hill Road Cary, North Carolina 27

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Applicant/Organization’s Mailing Address: PO Box 4099, Cary, NC 27519-4099

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Telephone Number: 919-341-5980

Email Address: [dsargent@rttriangle.org](mailto:dsargent@rttriangle.org)

### **B. Project Information**

Project Name: Critical Home Repairs for Low-Income Carrboro Homeowners

Total Project Cost: \$209,744.00

Total Amount of Funds Requested: \$79,391.00

Select **which permitted use of funding is being requested:**

- Acquisition
- Predevelopment Costs
- Rental Subsidy
- Ownership Subsidy
- New Construction for Homeownership
- New Construction for Rental
- Rehabilitation for Owner-Occupied or Rental (including urgent repairs)
  - Land Banking
  - Grant to Land Trust
  - Foreclosure Assistance
  - Other (specify):  
\_\_\_\_\_

1. Explain how the proposed project aligns with the Town of Carrboro's [2022-2042 Comprehensive Plan](#).

Maintaining and preserving existing, owner occupied homes is an essential component of any affordable housing strategy. This project preserves affordable homeownership through repairs, accessibility modifications, and home performance upgrades, prioritizing vulnerable, low-income seniors and weatherization repairs

2. Provide names of staff, contractors, and/or volunteers that will be involved with the project. Describe their responsibilities with the project and track record in successful completion of similar projects in the past:

Rebuilding Together of the Triangle (RTT) is led by *Executive Director Dan Sargent*, who has been with RTT since 2008. Under his leadership, the organization's budget has grown from \$25,000 to more than \$4.5 million. Dan is a licensed general contractor with a Bachelor's Degree in Biblical Studies from Davis College in New York and a Master's degree in Public Administration from the School of Government at UNC Chapel Hill. Dan has been working in construction, mostly focused on repairs, for over 20 years. He served as Maintenance Director for a summer camp in upstate NY and served in the AmeriCorps program with Habitat for Humanity of Charlotte before joining RTT. Dan continues to work directly in the service delivery of RTT, conducting site assessments, designing work scopes and supporting the program engagement and construction teams.

*Director of Finance Joel Groce* joined RTT in 2021 after working for six years as the Director of Finance for North Carolina Community Action Association. At NCCAA, Joel led the administration of the Weatherization Assistance Program, Duke Energy Helping Home Fund, and other affordable housing programs that have supported our work across the Triangle since 2015. Joel's decade's long career in finance and operations included experience as an auditor, leadership of a private school, service as operations manager in a manufacturing setting, and nearly 18 years in finance leadership with MedCost in Winston Salem, where he left as Senior Vice President of Administration to join NCCAA.

*Construction Manager Heather Szalanski* has more than 20 years of experience in the construction industry. She spent most of that time at Newcombe and Company, a large mechanical contractor in Raleigh. Heather's strong project management and organization skills ensure detailed documentation and thorough coordination amongst the numerous projects RTT has active throughout the year.

*Program Engagement Director Kelly Zargo* has worked in ministries and nonprofit organizations for at least a decade. Her outstanding data management and workflow skills have helped to streamline our intake and assessment processes. She manages homeowner intake, volunteer coordination, and program compliance.

In addition to the team members profiled above, RTT has administrative support staff, operations and communications leadership and direct construction crews that will support this project as needed. RTT is a licensed general contractor and licensed electrical contractor and employs a crew for each trade that directly completes work on some of the homes served by our program. These teams are highly skilled, and they work across the Triangle on many of our most complex projects.

To the best of my knowledge all information and data in this application are true and current. The document has been duly authorized by the governing board of the applicant.

Signature: Daniel Sargent 10/4/2024  
Executive Director or other Authorized Signatory Date

**Section 2: DISCLOSURE OF POTENTIAL CONFLICTS OF INTEREST**

- 1. Are any of the Board Members or employees of the agency which will be carrying out this project, or members of their immediate families, or their business associates:
  - a. Employees of or closely related to employees of the Town of Carrboro?  
 YES       NO
  - b. Members of or closely related to members of the governing bodies of Carrboro?  
 YES       NO
  - c. Current beneficiaries of the project/program for which funds are requested?  
 YES       NO
  - d. Paid providers of goods or services to the program or having other financial interest in the program?  
 YES       NO

If you have answered YES to any question, **please explain below**. The existence of a potential conflict of interest does not necessarily make the project ineligible for funding, but the existence of an **undisclosed** conflict may result in the termination of any grant awarded.

### Section 3. Project Description

Please provide a thorough description of the project. **Do not assume the reader knows anything about the project.**

#### REQUIRED ATTACHMENTS FOR THIS SECTION:

- Site map showing lot boundaries, locations of structure(s), and other site features
- General location map (at least ½ mile radius)
- Detailed** timetable showing when each work task will be completed (e.g., planning; obtaining financial commitments; design; environmental review; bidding; loan closing; key milestones in construction; marketing; final inspection; occupancy; etc.)
- Floor plan(s)
- Elevation(s)
- List of Energy Efficiency Measures included in the project (if applicable)
- List of Universal Design principles included in the project (if applicable)
- Appraisal of property

#### A. Project Beneficiaries

1. Who will be served and how will their needs be addressed through this project? If this is a repair or rehabilitation project, please affirm the beneficiary meets eligibility requirements. The Town of Carrboro may request substantiation such as a deed, homeowner insurance policy statement, income verification, etc.

RTT serves low-income homeowners identified through the Orange County Home Preservation Coalition. Each client has ownership and income verified through review of source documents, and these are kept on file by RTT. This work is intended to improve safety, affordability and efficiency of these homes.

2. Please indicate the income of the beneficiaries (households) to be served through the proposed project. Please see **Attachment A** for the current income limits for the Durham-Chapel Hill MSA.

Income Group (Area Median Income)	Number of Beneficiaries	% of Total Beneficiaries
<30% of AMI		
31%-60% of AMI	3	90%
61-80% of AMI	1	10%
81-100% of AMI		
101-115% of AMI		
TOTAL		



Income Group	Seniors age62+	Children	Disability Present	Asian	Black	Hisp./ Latinx	Mixed Race	Other	White
<30% of AMI									
31%-60% of AMI	2	2	2		6				2
61-80% of AMI									
81-100% of AMI									
101-115% of AMI									
<b>TOTAL</b>									

## **B. Project Description**

1. Please provide a general overview of your project, including what you are planning to produce, how the requested funds will be used and how you are planning to carry out the project. Include how your project meets the criteria of eligible uses.

Rebuilding Together is the nation’s largest nonprofit organization working to preserve affordable homeownership and revitalize neighborhoods by providing home repair and renovation services free of charge to those in need. As a local affiliate, Rebuilding Together of the Triangle (RTT) makes critical home repairs to keep homeowners in safe and healthy housing.

Affordable housing remains a significant barrier to upward mobility for many in our community. RTT provides critical home repairs, ensuring vulnerable populations – including seniors, individuals with disabilities, veterans, and families with children – have access to safe and healthy homes, fostering stability, a sense of belonging, and the opportunity to thrive.

As the only local organization focused on comprehensive home repair services, RTT plays a crucial role in preserving naturally occurring affordable housing. We are excited about the opportunity to expand our partnership with the Town of Carrboro. We believe that with support of The Affordable Housing Special Revenue Fund

We believe that our organization can provide a set of professional capabilities needed to effectively implement this program, and provide effective repair, rehabilitation, weatherization and preservation services, and we are grateful for the leadership of the town of Carrboro in making this investment to help neighbors maintain their health and housing and support the town’s efforts in maintaining the current affordable housing stock in Carrboro. Through the

requesting funding RTT will complete 4 rehab projects for four community members in Carrboro. The identified homes selected for this funding were referred to RTT through the Orange County Home Coalition. The projects will be completed based on the attached scope of works and RTT is happy to provide any additional information upon request.

Together, we can improve the quality of life and independence of the homeowner population of the town of Carrboro by ensuring income eligible and qualified households have access to repairs that address health and safety concerns. Thank you for considering our partnership.

2. Project Location: 1306 Hillsborough Road Chapel Hill NC 27516; Orange - 103 Glosson Circle Carrboro NC 27510; 113 Alabama Avenue Carrboro NC 27510; 102 Dillard Street Carrboro NC 27510
3. Project Size (if applicable) Please provide the size of development site: \_\_\_\_\_ acres: N/A

### **C. Property Details**

If the questions below are not applicable or the requested information is not currently available, please insert N/A.

#### **1. Property Acquisition**

- a. Has your agency acquired real property in order to carry out the project, or is property acquisition planned? No.
- b. Is the property currently occupied? If so, attach a description of your plan to relocate. The property is currently occupied and we do not anticipate the homeowner needing to relocate.

#### **2. Construction/Rehabilitation Detail**

- a. How many units will be newly constructed? 0
- b. How many units will be rehabilitated? 4
- c. What is the square footage of each unit? House 1: 1356 ; House 2:1572 ; House 3: 1200; House 4: 1525
- d. What is the number of bedrooms in each unit? House 1: 3; House 2: 3 ; House 3: 3 ; House 4: 3
- e. What is the number of bathrooms in each unit? House 1: 1, House 2: 1 1/2; House 3: 1; House 4: 2
- f. How many units will have full ADA accessibility? 0
- g. Is the proposed project located in Carrboro Town limits, ETJ, or transitional area? \_\_\_\_\_

### **D. Design, Affordability, Marketing, and Supportive Services**

1. Describe any methods to ensure long-term affordability of housing units, including subsidy recapture, equity sharing, deed restrictions, etc.:

Homeowners agree to remain in the home for at least three years following completion of the work. Because most of the projects are of relatively modest size, we do not take a lien out on the property at this time. The goal of our program is to keep low-income families in their home and to make those homes safe and healthy for the homeowner to enjoy, with the goal of keeping the home occupied by an owner into the next generation.

2. What are the proposed rents (including utility costs) or sales prices for completed units?

N/A

3. Explain your agency’s process for marketing to ensure an adequate pool of income-eligible renters to buyers:

RTT coordinates intake for our program through the Orange County Housing Preservation Coalition, ensuring that regardless what agency a homeowner may reach out to, they will find their way to RTT or another agency who can help them.

4. What supportive services, if any, will be provided through this project?

We do not provide any supportive services, but do make referrals for other issues (hunger, transportation, caregiver support, etc.) that we encounter in working with the homeowner.

**Section 4: PERFORMANCE MEASUREMENTS**

**A. Goals and Objectives**

*Please complete the following chart with information about the project’s goals and objectives.*

Goal/Objective	Measurement
<i>Ex: Provide housing for low- to moderate-income households.</i>	<i>Ex: By 2020, build ten units that are affordable to households earning less than 80%AMI.</i>
Preserve owner-occupied homes for low-income Carrboro residents	By 2025, preserve 1 owner occupied unit in the town by providing repairs and modifications.

## Section 5: PROJECT BUDGET AND PRO-FORMA

### REQUIRED ATTACHMENTS FOR THIS SECTION:

**Detailed project budget** in Excel format showing all sources and uses of funds. Indicate which funds are committed or pending and include the % of committed funds toward this project.

If you are developing a property for rent, **please attach a 20-year pro-forma** showing estimated income, expenses, net operating income, debt service, and cash flow.

### A. Terms of Funding

1. Please specify the type of funding request for which you are applying:

Grant

Loan

## Section 6: ORGANIZATION DESCRIPTION

**PLEASE NOTE: If you have already provided this information on a previous application within the current fiscal year, you do not need to provide this information again.**

### A. Organization

What is your organization's . . .

1. Mission statement? Repairing homes. Revitalizing communities. Rebuilding lives.
2. Incorporation date (Month and Year)? January 1996
3. Estimated Total Agency Budget for this fiscal year? \$5,248,500
4. Total number of agency staff (full time equivalents): Nineteen

### A. Organization Track Record and Community Support

Please describe your organization's experience and ability to carry out the proposed project, including:

1. Evidence of coordination of this application with other organizations to complement and/or support the proposed project.

Projects will come through the Orange County Home Preservation Collaborative, and the work will be completed in cooperation with the other service providers in the OCHPC. RTT is an active member of the coalition, and serves the group by completing home assessments for all applicants.

2. Involvement of intended beneficiaries of the project in the planning process.

Each homeowner participated in a home assessment, which helps us to understand how they need the home to function to support their needs. Each of these assessments included support from an

occupational therapist to help RTT understand as clearly as possible any challenges the owner is facing in the home, in an effort to work out a scope that will have maximum impact.

3. Past achievements in carrying out similar projects and evidence of successful record of meeting proposed budgets and timetables.

RTT has assisted hundreds of homeowners across the Triangle since 2008, and we are confident in our ability to effectively manage this project to completion.

4. Collaborative relationships with other agencies.

As mentioned above, we work actively with the Orange County Home Preservation Collaborative, in an effort to maximize service availability and coordination for Orange County homeowners in need of repairs. We work closely with the towns, the County, Habitat for Humanity, Central Piedmont Community Action and Hope Renovations to get work done as efficiently as possible.

5. Plans to develop linkages with other programs and projects to coordinate activities so solutions are holistic and comprehensive.

RTT continues to seek meaningful partnerships with programs and projects to ensure a comprehensive approach. Although we already have a strong network developed through the OCHPC, as well as connections to other human service agencies to address additional needs of homeowners, as an organization we will continue to look at developing future partnerships and straightening current partnerships to provide a more a holistic model.

6. Any other features relating to organization capacity that you consider relevant, (i.e., property management experience, including accepting Section 8 Vouchers, etc.).

Not at this time.

## Attachment A

**2024 Income Limits**

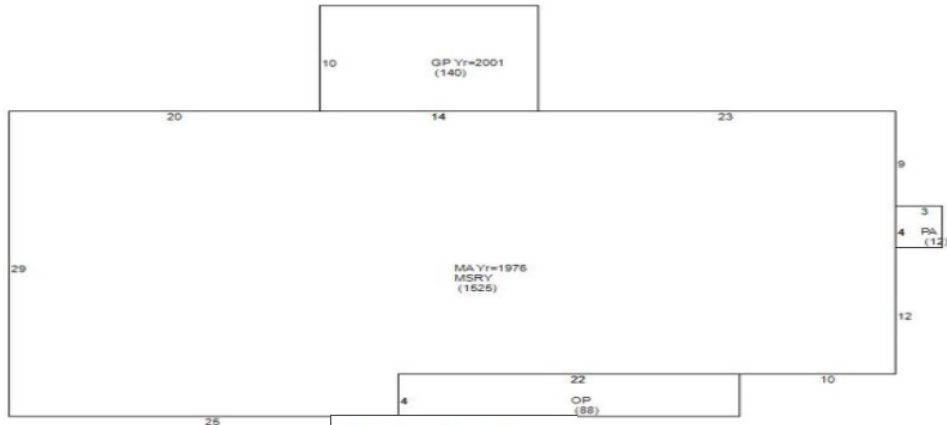
*US Department of Housing and Urban Development  
Durham-Chapel Hill Metropolitan Statistical Area  
(Durham, Orange, Chatham Counties)*

<b>Income Level</b>	<b>1 person</b>	<b>2 people</b>	<b>3 people</b>	<b>4 people</b>	<b>5 people</b>	<b>6 people</b>	<b>7 people</b>	<b>8 people</b>
<b>30% area median income</b>	\$22,250	\$25,400	\$28,600	\$31,750	\$36,580	\$41,960	\$47,340	\$52,720
<b>50% area median income</b>	\$37,100	\$42,400	\$47,700	\$52,950	\$57,200	\$61,450	\$65,700	\$69,900
<b>60% area median income</b>	\$44,520	\$50,880	\$57,240	\$63,540	\$68,640	\$73,740	\$78,840	\$83,880
<b>80% area median income</b>	\$59,300	\$67,800	\$76,250	\$84,700	\$91,500	\$98,300	\$105,050	\$111,850

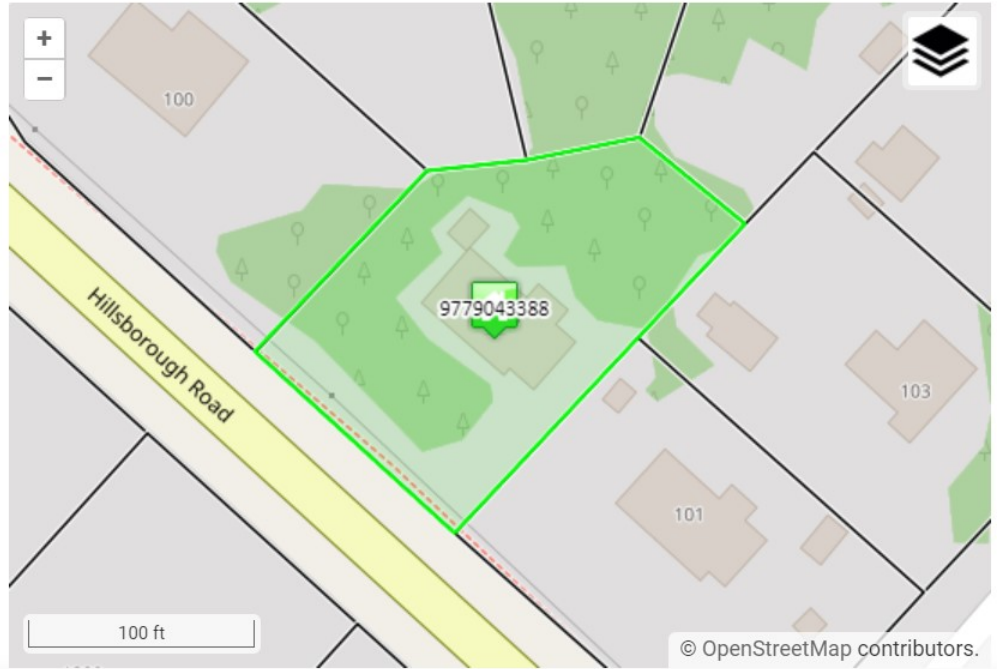
# 1306 HILLSBOROUGH RD

SHAW DOMINIQUE C, LEINBAUGH IAN  
1306 HILLSBOROUGH RD  
CHAPEL HILL NC 27516

\$287,300



Click to enlarge image.

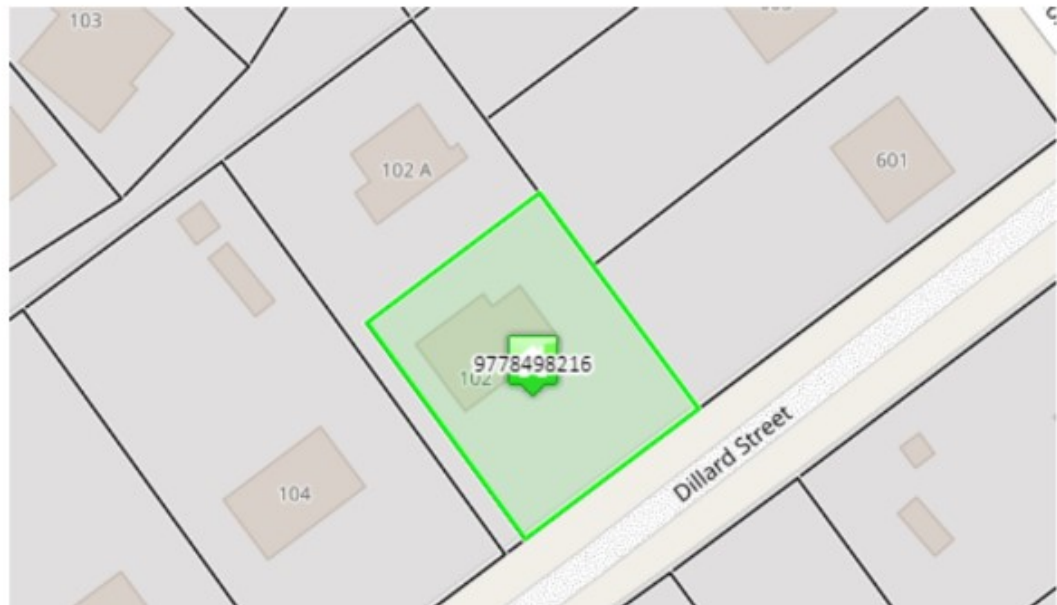
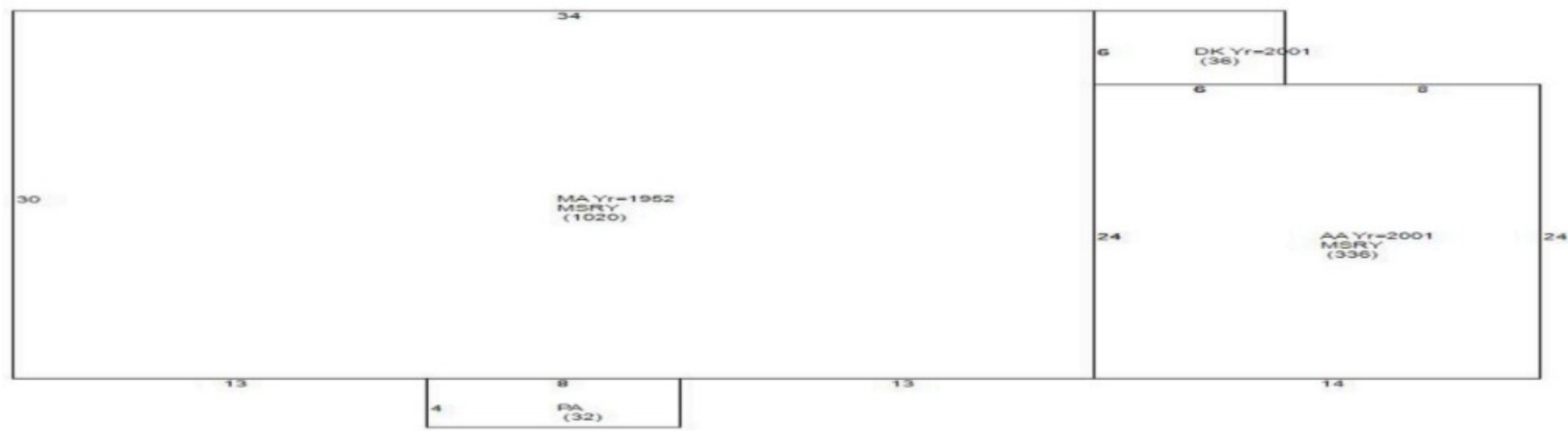


311912

102 DILLARD ST

**JANUARY 1ST OWNER MAILING ADDRESS**  
ALSTON SANDERS DIANA H L  
102 B DILLARD ST  
CARRBORO NC 27510

Total Assessed Value  
**\$315,500**





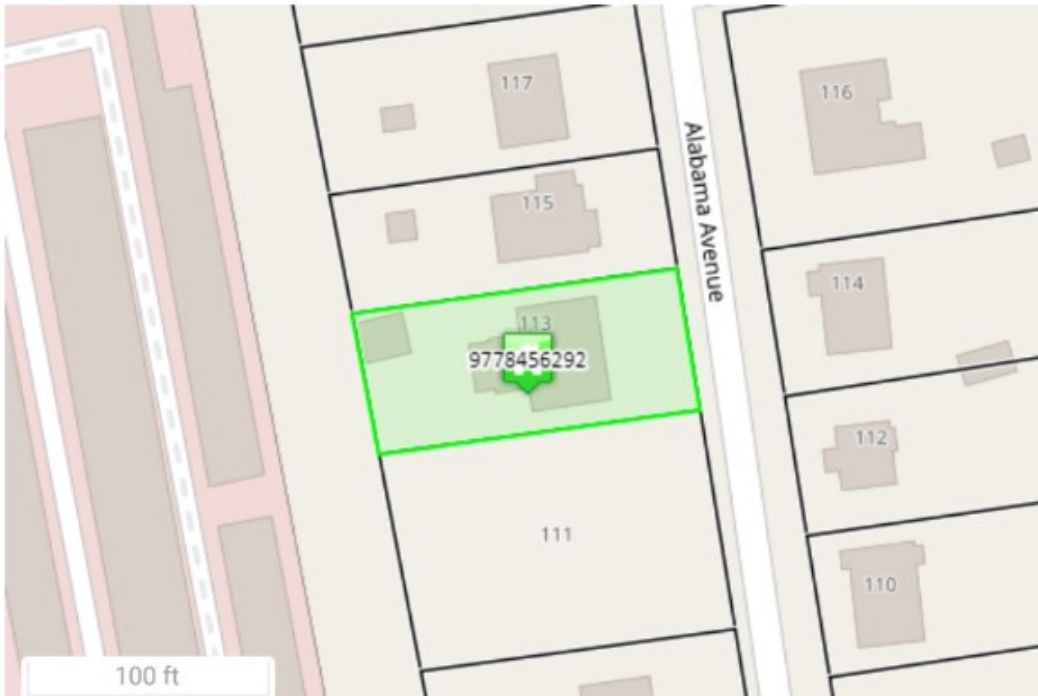
15939

113 ALABAMA AVE

JANUARY 1ST OWNER MAILING ADDRESS

ATWATER JAMES JR  
113 ALABAMA AVE  
CARRBORO NC 27510

Tota



81717

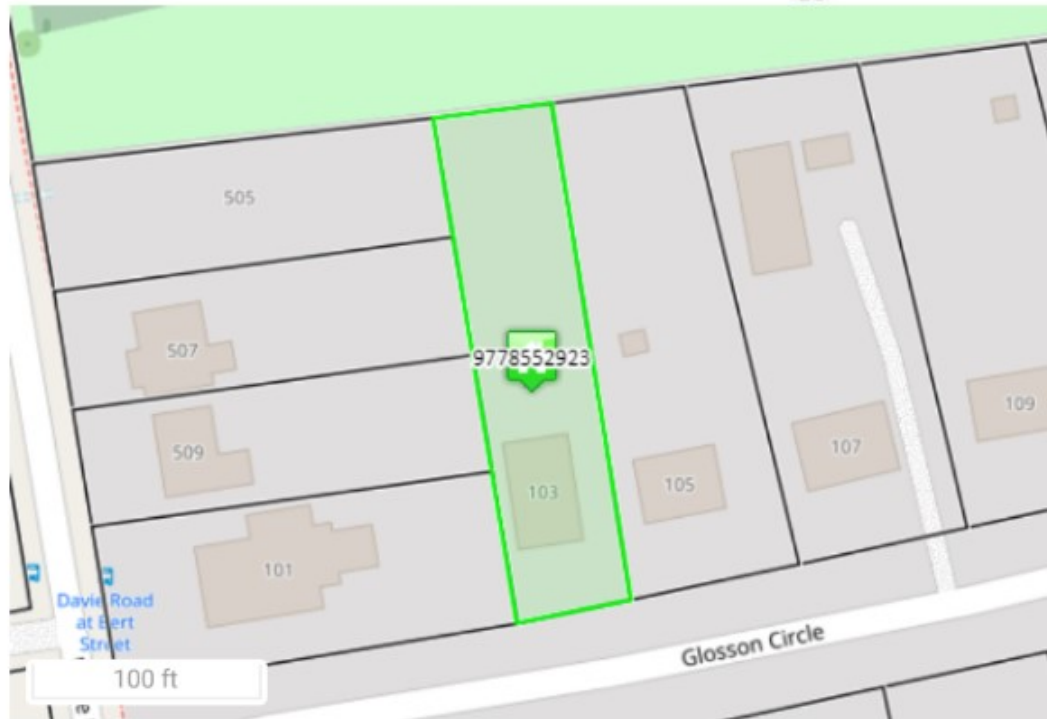
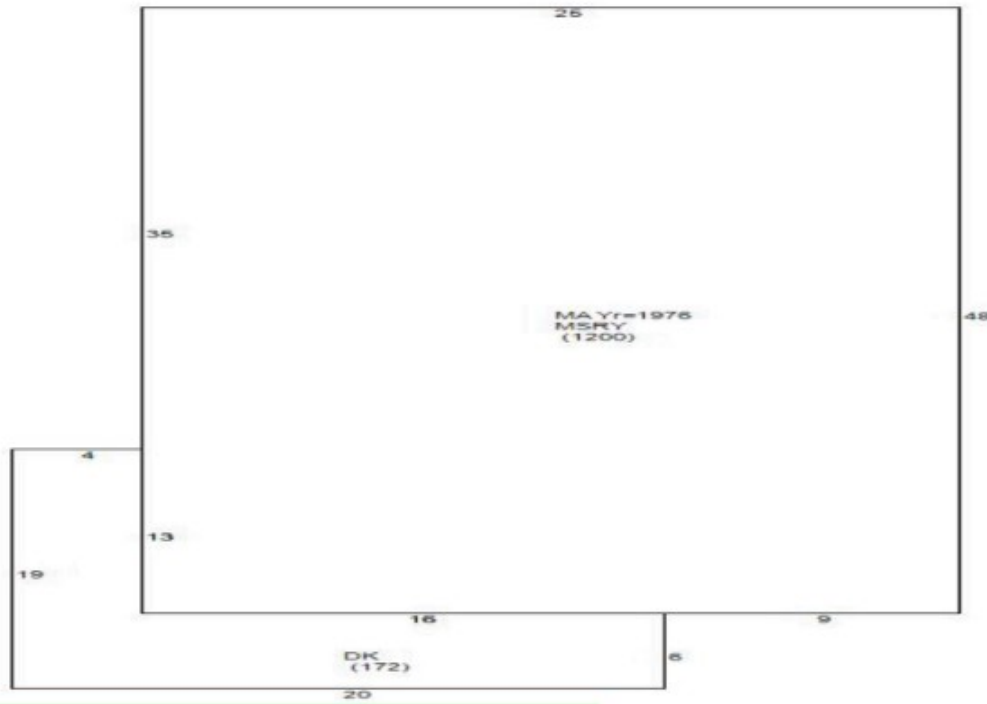
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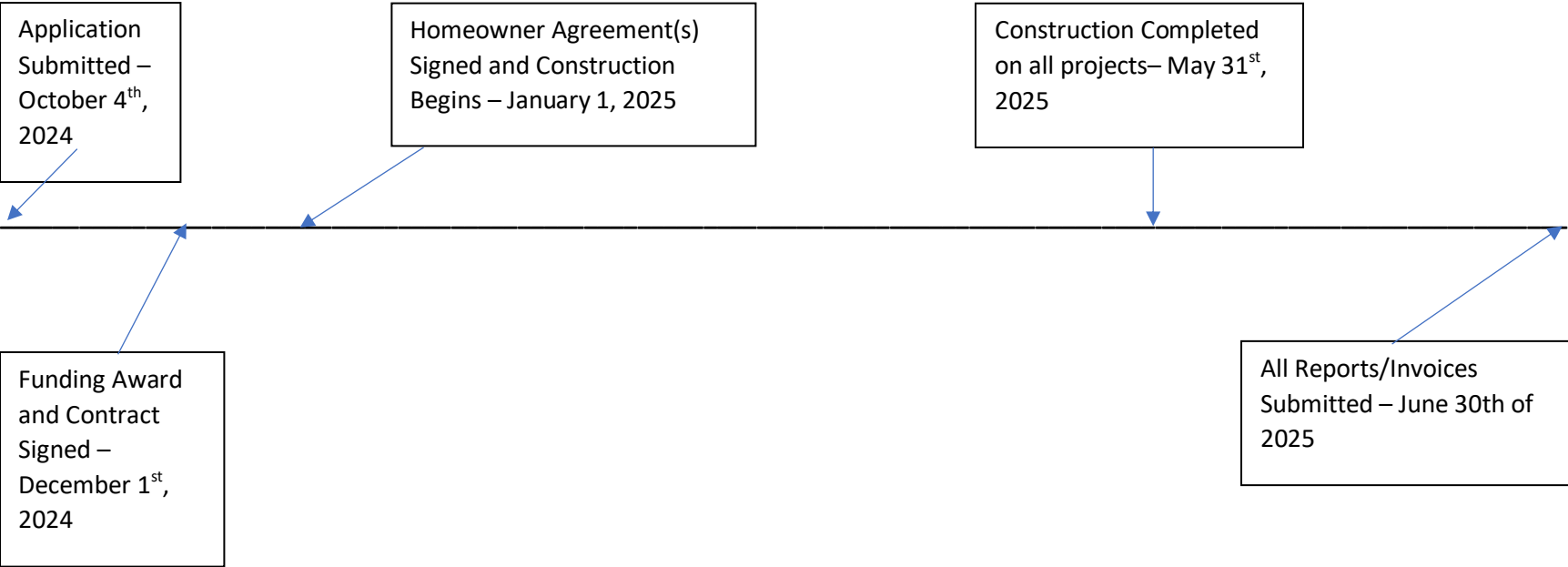
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8605 WOOD SPRINGS CT

DOUGLASVILLE GA 30135-1684



# Town of Carrboro 2024-2025 AHF Rehab Project Timeline



## RTT WORK SCOPE - 10/4/2024

**102 Dillard Street**

**Project Notes: 1356 sq. ft. one-story frame conventional, 3 bed/ 1 bath house built on a crawl space in 1952. 5/12 shingle, 200 amp DEC service, Dominion gas, city utilities.**

**Area: Exterior**

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Roof - Replace Fiberglass Shingles	Roofing	Remove and dispose of all roofing & defective sheathing. Cut a 1" wide vent at ridge board. Replace up to 5 sf of sheathing per 100 sf of roof using pine board or CDX plywood of matching thickness. Install 15 lb felt underlayment over the entire roof with manufacturer approved fasteners. Install preformed white aluminum, drip edge, and vent pipe boots. Install ENERGY STAR labeled self-sealing, laminated fiberglass asphalt shingles with a limited lifetime warranty. Replace all flashing, including valleys, with 0.19" aluminum sheet metal. Install step flashing and counter flashing at all wall junctures. Install flashing and roofing shingle style, not relying on sealants for waterproofing. Install shingle-over ridge vent. Color choice by owner.		\$ 425.00	20	Squares	\$ 8,500.00	RTT	Carrboro AHF
Window - Replacement	Carpentry	Replace existing window with vinyl, single hung window. Field measure and install a PVC, 1 over 1, single hung, double glazed, Low E window that meets the ENERGY STAR standards. Include 1/2 screen. Wrap exterior jamb and sill with .027" aluminum coil stock back caulked and nailed 6" on center. Re-trim opening with casing, apron and stool to match existing. Prep for paint.	Remaining original windows	\$ 700.00	2	Each	\$ 1,400.00	RTT	Carrboro WX
Deck - Repair	Carpentry	Repair or replace damaged or rotted wood as needed including deck boards, joists, posts, and/or railings	Repair damage to front and back decks, including new deckboards and rails as needed.	\$ 24.00	200	Square Feet	\$ 4,800.00	RTT	Carrboro AHF
Gutter - Replace, Aluminum 5"	Carpentry	Remove existing gutter. Install seamless, 5" K' style .027 aluminum gutter, in white or brown, owner's choice. Install to fascia with 5 in. hidden gutter hangers fastened with screws, such as the Amerimax model 21812, spaced per manufacturer's recommendations.		\$ 14.00	100	Linear Feet	\$ 1,400.00	RTT	Carrboro AHF

Area: Interior									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Washing Machine - Replace	General	Install an ENERGY STAR approved washing machine including new plumbing connections. Dispose of old appliance in acceptable landfill location.	Use GE combo Washer/heat pump dryer to manage limited space.	\$ 2,400.00	1	Each	\$ 2,400.00	RTT	Carrboro WX
Vinyl Plank Flooring	Carpentry	Install solid vinyl plank flooring, with overlapping self-adhesive strips, such as TrafficMaster Allure. Include metal edge strips at thresholds/door openings, and shoe molding or 4" vinyl base around perimeter. Owner's choice of in-stock color.	Kitchen, Master bedroom, both bathrooms	\$ 8.00	550	Square Feet	\$ 4,400.00	RTT	Carrboro AHF

Area: HVAC									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Heat Pump w/ Electric Heat - Replace	HVAC	Use ACCA Manual J residential load calculation tool to calculate the loads and select equipment. Install a 15.3 SEER2 / 7.0 HSPF2 Heat Pump with electric auxiliary heat to existing ductwork. New outdoor unit shall be installed on a pad.		\$ 10,800.00	1	Each	\$ 10,800.00	RTT	Carrboro WX
Ductwork and Air Distribution	HVAC	Install low velocity insulated metal or flexible duct work from HVAC equipment to registers. Install an exterior ducted enameled range hood with integral controls and light capable of 100 cfm at 70 sones. Attach hood to cabinet with screws. Include metal vent and roof or wall cap/damper assembly, using #14 copper Romex. Owner's choice of color.		\$ 4,500.00	1	Square Feet	\$ 4,500.00	RTT	Carrboro WX
Range Hood - Vented	Electrical			\$ 675.00	1	Each	\$ 675.00	RTT	Carrboro AHF

Area: Electrical									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Electrical - Certify Distribution	Electrical	Electrician shall inspect all exposed wiring, motors, fixtures and devices for malfunction, shorts and housing code compliance. Non-functioning and dangerous equipment and wiring shall be replaced with Romex wire, ivory devices and fixtures, with \$20 per fixture allowance. The service panel shall conform to the BOCA Existing Structures code.	Check devices and lighting. Move circuit for water heater.	\$ 2,200.00	1	Each	\$ 2,200.00	RTT	Carrboro WX

Area: Plumbing									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source

Water Heater - Replace Electric	Plumbing	Replace existing water heater with a 40 gallon, high profile, high recovery, 240 volt, R-7 insulated, double element electric water heater with a 6 year warranty. Include a pressure and temperature relief valve, discharge tube, shut-off valve and electric supply.	Relocate to closet	\$ 2,400.00	1	Each	\$ 2,400.00	RTT	Carrboro AHF
Sink - Kitchen	Plumbing	Install a 22 gauge, stainless steel, self rimming kitchen sink including a steel, metal body faucet, rated at 2.0 GPM or less, with a 15 year drip- free warranty, grease trap, supply lines, full port ball type shut-off valves & escutcheon plates on all supply & drain lines. NOTE: All copper is to be soldered (no compression fittings) & all PVC fittings except for the trap glued.		\$ 750.00	1	Each	\$ 750.00	RTT	Carrboro AHF

#### Area: Bathroom

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Shower/Tub - Replace Surround Only	Plumbing	Replace existing surround with 3-piece acrylic panel kit. Patch drywall and paint to match. Caulk all joints.	Hall Bath	\$ 2,100.00	1	Each	\$ 2,100.00	RTT	Carrboro AHF
Toilet - Replace ADA	Plumbing	Install an ADA compliant, maximum 1.28 GPF vitreous china commode, with a seat height between 17 and 19 inches. Include a manufacturer's approved plastic or pressed wood white seat, supply pipe, shut-off valve, and wax seal. Use the rough-in dimension necessary to minimize the clearance between the tank and the wall.		\$ 650.00	2	Each	\$ 1,300.00	RTT	Carrboro AHF
Vanity	Plumbing	Install a vanity; including top with backsplash, wash bowl and single lever brass bodied chrome faucet with a maximum 1.5 GPM flow rate. Include PVC drain attached to a code legal plumbing vent, use type L copper or PEX supply piping with brass bodied stops on all supply lines. Seal all penetration through the floor, walls and cabinet for plumbing connections using expanding foam or caulk and cover with chrome escutcheon plates.	Hall Bath	\$ 850.00	1	Each	\$ 850.00	RTT	Carrboro AHF
Rebuild shower valve	Plumbing	Rebuild shower valve in master bath to address leak		\$ 400.00	1	Each	\$ 400.00	RTT	Carrboro AHF

#### Area: Kitchen

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Countertop - Replace	Carpentry	Dispose of existing counter top. Field measure and install specified new countertop. All particleboard and MDF components must comply with California 93120 (formaldehyde content) or all exposed edges must be sealed with a low-VOC sealant. Screw to base cabinet a square edged plastic laminate counter top. Provide end-caps and cutout for sink. Caulk countertop to adjoining walls with low VOC caulking to match wall color. Owner's choice of in-stock color and texture.		\$ 75.00	10	Linear Feet	\$ 750.00	RTT	Carrboro AHF
Cabinets - Wood Base	Carpentry	Replace base cabinets. Install base cabinet with door stiles of solid oak, birch or ash and matching veneered flush plywood panels. Cabinet face frames shall be solid oak, birch or ash with plywood casing and corner bracing. Drawer boxes shall be made of solid wood or plywood, with solid wood drawer fronts. Install "D" shaped pulls on all doors and drawers even when finger grooves exist.		\$ 225.00	10	Linear Feet	\$ 2,250.00	RTT	Carrboro AHF
Cabinets - Wood Wall	Carpentry	Replace wall cabinets. Install new wall cabinets with door stiles of solid oak, birch or ash and matching veneered flush plywood panels. Cabinet face frames shall be solid oak, birch or ash with plywood casing and corner bracing. Install "D" shaped pulls on all doors and drawers even when finger grooves exist.		\$ 190.00	10	Linear Feet	\$ 1,900.00	RTT	Carrboro AHF

### Area: Weatherization

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Crawlspace Weatherization	Thermal & Moisture	Install a minimum 20 mil poly vapor barrier on ground in crawl space. Overlap seams in the plastic by 2 feet and seal the seams with fiberglass mesh tape and mastic. All penetrations including but not limited to those created by plumbing, electrical and HVAC equipment will be sealed. Insulate walls of crawl with polyisocyanurate insulation board, and supply conditioned air and drainage as required by building code.	include building permit and foundation drain	\$ 7.00	1,356	Square Feet	\$ 9,492.00	RTT	Carrboro WX

Attic Weatherization	Thermal & Moisture	<p>After air sealing install blown in borate treated cellulose insulation loose filled to at least R-38 u-value. Maintain ventilation routes from soffit and other vents with baffles. Replace all material removed or cut to gain access to match existing materials. Insulate fold down stair with an airtight 2" thick reflective foil faced polyisocyanurate foam box with seams and seal the edges with a compatible foil tape.</p>	\$	3.00	1,356	Square Feet	\$	3,390.00	RTT	Carrboro WX	
<b>TOTAL ESTIMATED PROJECT COST</b>								\$ 66,297.00			
								Carrboro AHF	\$32,115.00		
								Carrboro WX	\$34,182.00		



## RTT WORK SCOPE - 10/4/2024

### 113 Alabama Avenue

**Project Notes: 1572 sq. ft. one-story brick conventional, 3 bed/ 1 1/2 bath house built on a crawl space in 1966. 3/12 hip Shingle, 100 Amp DEC service, Dominion Gas service, OWASA utilities.**

#### Area: 0 General Conditions

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Asbestos - Abatement	Environmental Rehab	Secure & isolate room, provide protective floor coverings when not removing floor tile. Pre-treat surface with wetting agent. Provide worker protection including whole body coveralls, respirators, & decontamination area. Dispose of asbestos in clearly identified disposal drums & HEPA vacuum entire area.	Kitchen, baths and DR floors.	\$ 4,500.00	1	Allowance	\$ 4,500.00	RTT	Carrboro AHF

#### Area: 1 Site Work

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Yard Maintenance and Trimming	Site Work	Trim all dead, decaying, damaged and overgrown plants and trees to provide safety and an attractive appearance. Remove all debris and rake clean.	Trim trees off roof	\$ 75.00	8	Hour	\$ 600.00	RTT	Carrboro AHF

#### Area: 2 Exterior

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Gutter/Downspout - 5"	Carpentry	Dispose of original and replace with 5", K Type, seamless, .027 aluminum gutter, downspout, concrete splash blocks and accessories to service entire dwelling. Use screw-in hidden gutter hangers. Install downspouts at each corner and major offsets with straps 3' on center. Color choice by owner.		\$ 16.00	130	Linear Feet	\$ 2,080.00	RTT	Carrboro AHF
Window - Replacement	Carpentry	Replace existing window with vinyl, single hung window. Field measure and install a PVC, 1 over 1, single hung, double glazed, Low E window that meets the ENERGY STAR standards. Include 1/2 screen. Wrap exterior jamb and sill with .027" aluminum coil stock back caulked and nailed 6" on center. Re-trim opening with casing, apron and stool to match existing. Prep for paint.		\$ 625.00	17	Each	\$ 10,625.00	RTT	Carrboro WX
Door - Replace Exterior	Carpentry	Field measure and install a 6 panel in-swing steel door, including new brickmold, jamb and interior casing. Supply and install lockset with deadbolt color-matched to other locksets in home. Caulk all seams and paint trim to match existing trim. Ensure keys are delivered to owner on same day as installed.	1/4 lite, 32" LH exterior door - kitchen	\$ 900.00	1	Each	\$ 900.00	RTT	Carrboro WX
Roof - Replace Fiberglass Shingles	Roofing	Remove and dispose of all roofing & defective sheathing. Cut a 1" wide vent at ridge board. Replace up to 5 sf of sheathing per 100 sf of roof using pine board or CDX plywood of matching thickness. Install 15 lb felt underlayment over the entire roof with manufacturer approved fasteners. Install preformed white aluminum, drip edge, and vent pipe boots. Install ENERGY STAR labeled self-sealing, laminated fiberglass asphalt shingles with a limited lifetime warranty. Replace all flashing, including valleys, with 0.19" aluminum sheet metal. Install step flashing and counter flashing at all wall junctures. Install flashing and roofing shingle style, not relying on sealants for waterproofing. Install shingle-over ridge vent. Color choice by owner.		\$ 425.00	23	Squares	\$ 9,775.00	RTT	Carrboro AHF

#### Area: 3 Interior

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Carpet and Pad - Removal	Carpentry	Remove carpet, pad, metal edge strips and tack strips to a recycling center if available. If recycling is not possible remove to a code legal dump.	Den and 1/2 bath	\$ 200.00	2	Room	\$ 400.00	RTT	Carrboro AHF
Vinyl Plank Flooring	Carpentry	Install solid vinyl plank flooring with 12 mil wear layer. Include metal edge strips at thresholds/door openings, and shoe molding or 4" vinyl base around perimeter. Owner's choice of in-stock color.	Kitchen, DR, Den, both baths	\$ 8.00	600	Square Feet	\$ 4,800.00	RTT	Carrboro AHF

#### Area: 4 HVAC

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
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Bath Fan - Install	Electrical	Install an Energy Star ceiling or through-the-wall, exterior ducted, vent fan with damper, and chrome faceplate capable of 60CFM at 60 sones. Include power and switch wiring using #14 copper Romex. Repair any tear out.	Both baths	\$ 600.00	2	Each	\$ 1,200.00	RTT	Carrboro WX
<b>Area: 5 Electrical</b>									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Electrical - Certify Distribution	Electrical	Electrician shall inspect all exposed wiring, motors, fixtures and devices for malfunction, shorts and housing code compliance. Non-functioning and dangerous equipment and wiring shall be replaced with Romex wire, ivory devices and fixtures, with \$20 per fixture allowance. The service panel shall conform to the BOCA Existing Structures code.		\$ 1,500.00	1	Each	\$ 1,500.00	RTT	Carrboro AHF
Recptacle - GFCI Install	Electrical	Install a new GFCI receptacle and required distribution with an appropriate box. Receptacle and cover plate to match existing. GCI shall be tamper-resistant and conforming with UL 943 standard including the required self-test (auto-monitoring) function. Patch any tear out.	Kitchen, both baths	\$ 245.00	3	Each	\$ 735.00	RTT	Carrboro AHF
<b>Area: 7 Bathroom</b>									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Vanity	Plumbing	Install a vanity; including top with backsplash, wash bowl and single lever brass bodied chrome faucet with a maximum 1.5 GPM flow rate. Include PVC drain attached to a code legal plumbing vent, use type L copper or PEX supply piping with Install a maximum 1.28 GPF vitreous china commode, with a minimum rim height of 16 1/2 inches. Include a manufacturer's approved plastic or pressed wood white seat, supply pipe, shut-off valve, and wax seal. Use the rough-in dimension necessary to minimize the clearance between the tank and the wall.		\$ 850.00	2	Each	\$ 1,700.00	RTT	Carrboro AHF
Toilet - Replace	Plumbing		Use existing fixtures, just reset with new supply line and wax seal after flooring work.	\$ 375.00	2	Each	\$ 750.00	RTT	Carrboro AHF
<b>Area: 8 Kitchen</b>									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Refrigerator - Replace	General	Install an ENERGY STAR approved 2 door, top freezer, frost free refrigerator with at least 21 cubic feet. Dispose of old refrigerator in appropriate landfill.		\$ 1,800.00	1	Each	\$ 1,800.00	RTT	Carrboro WX
Electric cooktop	General	Repair cooktop, replace only if repair is not feasible.		\$ 600.00	1	Each	\$ 600.00	RTT	Carrboro WX
<b>Area: 9 Weatherization</b>									
Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Attic Weatherization	Thermal & Moisture	After air sealing install blown in borate treated cellulose insulation loose filled to at least R-38 u-value. Maintain ventilation routes from soffit and other vents with baffles. Replace all material removed or cut to gain access to match existing materials. Insulate fold down stair with an airtight 2" thick reflective foil faced polyisocyanurate foam box with seams and seal the edges with a compatible foil tape.		\$ 3.00	1,572	Square Feet	\$ 4,716.00	RTT	Carrboro WX
Crawlspace Weatherization	Thermal & Moisture	Install a minimum 20 mil poly vapor barrier on ground in crawl space. Overlap seams in the plastic by 2 feet and seal the seams with fiberglass mesh tape and mastic. All penetrations including but not limited to those created by plumbing, electrical and HVAC equipment will be sealed. Insulate walls of crawl with polyisocyanurate insulation board, and supply conditioned air and drainage as		\$ 5.00	1572	Square Feet	\$ 7,860.00	RTT	Carrboro WX
Door - Crawlspace Access	Carpentry	Install a 3/4" CDX plywood access door in a 2"x 4" preservative treated frame. Provide galvanized iron hinges and hasp.		\$ 400.00	1	Each	\$ 400.00	RTT	Carrboro WX
<b>TOTAL ESTIMATED PROJECT COST</b>							\$ 54,941.00		
							Carrboro WX	\$ 28,101.00	
							Carrboro AHF	\$ 26,840.00	

**RTT WORK SCOPE - 10/4/2024**

**103 Glosson Circle**

**Project Notes: 1200 sq. ft. one-story frame conventional, 3 bed/ 1 bath house built on a crawl space in 1976. 4/12 Shingle, 200 and DEC service, Dominion Gas, OWASA utilities.**

**Area: 1 Site Work**

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Yard Maintenance and Trimming	Site Work	Trim all dead, decaying, damaged and overgrown plants and trees to provide safety and an attractive appearance. Remove all debris and rake clean.	Trim bushes/ trees off house	\$ 75.00	4	Hour	\$ 300.00	RTT	Carrboro AHF
Crawspace Drain and Sump Pump	Plumbing	Install positive crawspace drain and sump pump.		\$ 3,500.00	1	Each	\$ 3,500.00	RTT	Carrboro WX

**Area: 2 Exterior**

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Siding T-1-11	Carpentry	Install rough sawn fir, 3/8" thick, factory stained, T1-11 siding sheets, 1"x 3" trim at corners. Use lap flashing on horizontal seams. Flash or install silicone caulking along entire top edge, and under windows or other openings.	Minor siding repairs around deck, check and repair framing as needed. Touch up with matched paint.	\$ 3,000.00	1	Each	\$ 3,000.00	RTT	DEC HHF - \$2500 / Carrboro AHF - \$500
Deck - Repair	Carpentry	Evaluate deck and repair as needed for safety, including new deck boards and rails. Inspect and supplement framing to meet intent of current building code.	8x40, front and side.	\$ 18.00	500	Square Feet	\$ 9,000.00	RTT	DEC HHF - \$2500 / Carrboro AHF - \$6500

**Area: 4 HVAC**

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Heat Pump w/ Gas Heat - Replace	HVAC	Use the ACCA Manual J calculation tool to calculate loads and make equipment selections. Install a complete forced air system with a heat pump rated at a minimum of 15.2 SEER for cooling and a natural gas fired backup burner with minimum AFUE rating of 92% or higher on 2" patio block. New furnace to be vented with PVC piping per	Explore if owner will convert to Heat pump, existing gas furnace.	\$ 10,000.00	1	Each	\$ 10,000.00	RTT	DEC HHF - \$4000 / Carrboro WX - \$6000
Ductwork and Air Distribution	HVAC	Install low velocity insulated metal or flexible duct work from HVAC equipment to registers.	Full replacement	\$ 4,000.00	1	Each	\$ 4,000.00	RTT	Carrboro WX

**Area: 9 Weatherization**

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Crawspace Weatherization	Thermal & Moisture	Install a minimum 20 mil poly vapor barrier on ground in craw space. Overlap seams in the plastic by 2 feet and seal the seams with fiberglass mesh tape and mastic. All penetrations including but not limited to those created by plumbing, electrical and HVAC equipment will be sealed. Insulate walls of crawl with polyisocyanurate insulation board, and supply conditioned air and drainage as required by building code.	Encapsulate if possible.	\$ 5.00	1,200	Square Feet	\$ 6,000.00	RTT	DEC WX - \$1500 / Carrboro WX - \$4500
Door - Crawspace Access	Carpentry	Install a 3/4" CDX plywood access door in a 2"x 4" preservative treated frame. Provide galvanized iron hinges and hasp.		\$ 400.00	1	Each	\$ 400.00	RTT	Carrboro WX
Attic Weatherization	Thermal & Moisture	After air sealing install blown in borate treated cellulose insulation loose filled to at least R-38 u-value. Maintain ventilation routes from soffit and other vents with baffles. Replace all material removed or cut to gain access to match existing materials. Insulate fold down stair with an airtight 2" thick reflective foil faced polyisocyanurate foam box with seams and seal the edges with a compatible foil tape.		\$ 3.00	1,200	Square Feet	\$ 3,600.00	RTT	DEC WX - \$1500 / Carrboro WX - \$2100

**TOTAL ESTIMATED PROJECT COST**

	\$ 39,800.00
Duke Energy HHF	\$ 12,000.00
Carrboro WX	\$ 20,500.00
Carrboro AHF	\$ 7,300.00

RTT WORK SCOPE - 9/29/2024

1306 Hillsborough Road

Project Notes: 1525 sq. ft. one-story brick conventional, 3 bed/2 bath house built on a crawl space in 1976. 5/12 shingle, 200 amp DEC service, Dominion Gas, OWASA utilities. Push to FI for Carrboro AHF/WX, DEC HHF/WX.

Area: 0 General Conditions

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Lead - Laws, Rules & Regulations	Environmental Rehab	The execution of this work shall comply with all applicable federal, state and local laws, rules, regulations and guidelines for lead dust environments, including but not limited to: 29 CFR 1926.62 - Lead Construction Standard; 29 CFR 1910.1200 - Hazard Communication Standard; 40 CFR Part 745 - Lead-Based Paint Poisoning Prevention in Certain Residential Structures (EPA Regulations); 24 CFR Part 35 - HUD's Lead Safe Housing Rule.	Test for lead before starting work and implement recommendations from resulting report.	\$ 400.00	1	Each	\$ 400.00	El Group	Carrboro AHF

Area: 1 Site Work

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Site Work - Front drain/walkway		Demo sidewalk, install drain (incorporating downspouts), and install crushed stone walkway from driveway to front door.		\$ 4,000.00	1	Each	\$ 4,000.00	BC Landscaping	Carrboro AHF

Area: 2 Exterior

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Door - Repair Exterior	Carpentry	Plane, sand, adjust and/or repair exterior door and jamb to assure weatheright, smoothly operating door and lock set.	Front door is stuck	\$ 300.00	1	Each	\$ 300.00	TBD	Carrboro WX
Roof - Replace Fiberglass Shingles	Roofing	Remove and dispose of all roofing & defective sheathing. Cut a 1" wide vent at ridge board. Replace up to 5 sf of sheathing per 100 sf of roof using pine board or CDX plywood of matching thickness. Install 15 lb felt underlayment over the entire roof with manufacturer approved fasteners. Install preformed white aluminum, drip edge, and vent pipe	Full replacement	\$ 425.00	26	Squares	\$ 11,050.00	TBD	DEC HHF \$2500 / Carrboro WX
Gutter/Downspout - 5"	Carpentry	Dispose of original and replace with 5", K Type, seamless, .027 aluminum gutter, downspout, concrete splash blocks and accessories to service entire dwelling. Use screw-in hidden gutter hangers. Install downspouts at each corner and major offsets with straps 3' on center. Color choice by owner.	Replace front gutter and re-organize downspouts. Make sure back runs are working properly	\$ 14.00	80	Linear Feet	\$ 1,120.00	TBD	Carrboro WX

Area: 3 Interior

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Subfloor - Structural Repair	Carpentry	Inspect and replace any damaged floor framing. Remove or add sister joists to floor framing as needed. Evaluate and reinforce piers as needed. Install 3/4" tongue and groove plywood, glued and nailed 6" on center.	Floors are soft and sagging - evaluate and support once crawlspace is cleared. Ensure structure has adequate support. Work from below floor, do not disturb floors above.	\$ 10.00	640	Square Feet	\$ 6,400.00	TBD	Carrboro AHF
Drywall - Patch, Large	Drywall	Cut back defective gypsum to expose half of the studs on each side of the hole. Cut and tightly fit drywall patch. Glue and nail or screw patch. Apply tape and 3 coats of compound feathered out at least 8". Sand ready for paint.	Minor repairs in bathroom, check other rooms as needed. Do not repair back porch, damage likely to reoccur.	\$ 16.00	96	Square Feet	\$ 1,536.00	TBD	Carrboro AHF

Area: 4 HVAC

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Heat Pump w/ Electric Heat - Replace	HVAC	Use ACCA Manual J residential load calculation tool to calculate the loads and select equipment. Install a 15.3 SEER2 / 7.0 HSPF2 Heat Pump with electric auxiliary heat to existing ductwork. New outdoor unit shall be installed on a pad. Install a programmable thermostat with daily setbacks and holds. Program the thermostat to the times requested by the occupant, and demonstrate the functions to the owner. Insure that the system ductwork is capable of handling 400 cfm	Existing heat is space heaters, unit was installed in 2005, but has been out for several years.	\$ 10,800.00	1	Each	\$ 10,800.00	Boer Brothers	DEP HHF / DEP WX / Carrboro WX
Ductwork and Air Distribution	HVAC	Install low velocity insulated metal or flexible duct work from HVAC equipment to registers.	Evaluate and replace if needed	\$ 4,500.00	1	Square Feet	\$ 4,500.00	Boer Brothers	Carrboro WX
Bath Fan - Replace	Electrical	Install an Energy Star ceiling or through-the-wall, exterior ducted, vent fan with damper, and chrome faceplate capable of 60CFM at 60 sones. Connect to existing wiring. Repair any tear out.	Hall bath	\$ 400.00	1	Each	\$ 400.00	Boer Brothers	Carrboro WX

Area: 5 Electrical

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Electrical - Certify Distribution	Electrical	Electrician shall inspect all exposed wiring, motors, fixtures and devices for malfunction, shorts and housing code compliance. Non-functioning and dangerous equipment and wiring shall be replaced with Romex wire, ivory devices and fixtures, with \$20 per fixture allowance. The service panel shall conform to the BOCA Existing Structures code.	Check system for safety, install circuits as needed in crawlspace for encapsulation	\$ 1,200.00	1	Each	\$ 1,200.00	Porters	Carrboro AHF

Area: 9 Weatherization

Title	Trade	Description	Notes	Cost Per Unit	Quantity	Unit	Total Cost	Labor Source	Funding Source
Crawlspace Weatherization - Encapsulation	Thermal & Moisture	Install a minimum 6 mil poly vapor barrier on ground in crawl space. Overlap seams in the plastic by 2 feet and seal the seams with fiberglass mesh tape and mastic. All penetrations including but not limited to those created by plumbing, electrical and HVAC equipment will be sealed tight. Install a minimum of R-19 faced batt insulation between joists at floor level with hangers every 24".	Clear crawl and encapsulate	\$ 7,000.00	1	Each	\$ 7,000.00	Crawlspace Doctor	DEC HHF \$2500 / DEC WX \$1000 / Carrboro WX \$3500

TOTAL ESTIMATED PROJECT COST

\$48,706.00  
 Contingency \$ 6,294.00

APPROVED PROJECT BUDGET: \$55,000

AHF =13136

WX-28170

Other = 6000



## Racial Equity Assessment Lens (REAL)

**NAME OF INITIATIVE PROGRAM/PROJECT:** Affordable Housing Special Revenue Fund

**Department:** Housing & Community Service

### ORIGIN AND DESCRIPTION

The Town of Carrboro’s [Affordable Housing Special Revenue Fund \(AHSRF\)](#) was established in 2007 to advance the Town’s goal to preserve and expand the stock of affordable housing within Carrboro and its planning jurisdiction. In 2014, Town Council approved the Town’s [Affordable Housing Goals and Strategies](#), a document informed by the work of the Affordable Housing Task Force and by input from the community. In 2022, Town Council adopted Carrboro Connects, a twenty-year comprehensive plan, with updated affordable housing goals and strategies, and priority projects that the department is working on.

In 2017, the [Affordable Housing Advisory Commission \(AHAC\)](#) (“How diverse is the AHAC? And if it is not diverse, how would this contribute to unintended consequences?”-Laura Janway) was established. The AHAC, now merged with the Human Services Advisory Commission, intentionally has been one of the Town’s most diverse appointed bodies. Currently, membership identifies: 50% Black, 25% Native American, 25% White.

The Commission’s responsibilities related to the fund include:

1. Reviewing and making recommendations to the Town Council for new or revised policies regarding the operation of the Affordable Housing Fund.
2. Reviewing and making recommendations to the Town Council on affordable housing funding applications.

Since June 2018, the Town Council has passed three half cent property tax increases, creating a dedicated revenue source for the Affordable Housing Special Revenue Fund. To date, the fund and additional federal dollars have contributed over \$5.7 million dollars toward affordable housing projects, including projects to increase the Town’s affordable housing stock and to preserve existing affordable homes by making urgent repairs on owner-occupied units. The fund has added 75 ownership (with 75 in the pipeline) and 381 rental affordable units and 79\* homes owned by low-income households have been preserved. \*See Home Preservation explanation below\*

Although pandemic-related federal funding has supported the majority of the Town’s efforts to provide emergency housing assistance, the AHSRF has made funding available for emergency housing assistance to support 80\*\* Carrboro households with an income of 60% AMI or less.

\*\*See Emergency Housing Assistance explanation below\*\*

### **What is the specific desired result statement –**

To provide opportunities for safe, decent, and affordable housing for all residents no matter their age, ability, or income level.

The AHSRF provides funding for nonprofits, and qualifying individuals who are working with nonprofits, to apply to the fund for projects that further the Town’s affordable housing goals.

The program financially incentivizes nonprofit agencies to provide services that otherwise the Town could not directly provide.

The following goals were defined in the development of the Town’s Affordable Housing Goals and Strategies:

- Increase the number of Affordable Homeownership Units (Target income range is 80% or less AMI.)
- Increase the number of Affordable Rentals (Target income is 60% or less of AMI.)
- Additionally, the fund supports preserving existing naturally occurring affordable housing by providing grants to repair, rehabilitate, and weatherize homes owned by low-income households and by providing grants for emergency housing assistance to low-income non-homeowners (renters and people transitioning from homelessness).

**BENEFITTING INDIVIDUALS OR GROUPS**

Residents

- Extremely Low-Income Residents
- Low to Moderate Income Residents
- People Experiencing Homelessness or who are at-risk to become homeless
- Low-income People with Disabilities
- Senior Residents
- BIPOC and Historically Disadvantaged Households and Underserved Neighborhoods

Carrboro Residents	AHSRF Beneficiary Demographics
African American	59%
Asian	0%
Hispanic	10%
Mixed Race	1%
Other	3%
White	27%
≤ 30% AMI	36%
31% - 60% AMI	61%
61% - 80% AMI	3%

Agencies

- 11 Nonprofit organizations have benefitted from Town funding

Town

- # of units created since 2014, 75 affordable homeownership and 381 affordable rental units have been added to the Town’s housing stock. There are an additional 75 homeownership units coming down the pipeline in the next 5 years.

Buyers with generational wealth or high wages will continue to obtain housing that they can afford.

## BURDENED INDIVIDUALS OR GROUPS

### Residents

- Individuals that fall outside of the program’s income limits but still need assistance.
- Application process burdens individuals not connected to nonprofits and may not understand the application process. This may be especially true for immigrant or refugee residents.

### Agencies

- Nonprofit organizations who have to continuously complete applications to apply for funding.

### Town

- Town staff dedicated to working toward its affordable housing goals is small, and the budget for the AHSRF is also small compared to the problem it seeks to address, both of which limits the capacity to address housing issues.
- BIPOC households will continue to have a tougher time not only being able to afford safe housing, but also, obtain it.

Type	Potential Unintended Consequences	Mitigation Strategies To Prevent Consequences & Advance Racial Equity
<b>Potential unintended consequences and mitigation strategies of the AHSRF on social, economic, health, environmental, and other impacts.</b>	<ul style="list-style-type: none"> <li>▫ Education, language, technology, trust in government, barriers to transportation for individuals who may not understand the application process and how to access funding through nonprofits. (Ex: Elderly Applicants &amp; Hispanic Population.)</li> <li>▫ Application process could be too long and tedious.</li> <li>▫ Dedicated revenue from property tax creates competition for initiatives funded by those tax dollars.</li> <li>▫ Dedicated revenue from property tax increases disproportionately impacts low-income households.</li> </ul>	<ul style="list-style-type: none"> <li>▫ The (We appreciate all of the strategies listed but would like to see mitigating strategies to remedy the specific unintended consequences mentioned in the middle column”) Town’s housing nonprofit partners have historically served households earning 60% AMI or less and provide outreach and technical assistance with navigating the programs and accessing resources, making the application process more</li> </ul>



	<ul style="list-style-type: none"> <li>▫ Agency homeownership program application requirements and eligibility can be barriers to many low-income minorities</li> <li>▫ Although they provide annual reports, nonprofit organizations who have recurring commitments benefit regardless of the level of satisfaction of their residents.</li> <li>▫ With the limited amount of funds available in the AHSRF, making significant impact on the affordable housing need is difficult, especially because of the high cost of land acquisition and construction.</li> <li>▫ For-profit landlords do not qualify for funding to support critical home repairs which can affect the living conditions of tenants. (Landlords should be maintaining their units as a cost of doing business.)</li> <li>▫ Payment in lieu contributions don't directly create affordable housing in the immediate way that provision of affordable units within a new development would.</li> </ul>	<p>accessible. HCS Staff are also readily available to answer questions and support nonprofit partners in their application process.</p> <ul style="list-style-type: none"> <li>▫ The Application was also updated to be shortened and more streamlined in 2024.</li> <li>▫ The HCS Department has been very intentional about building strong and meaningful relationships with nonprofit partners who regularly access the AHSRF grant, effectively building trust in the local government and our Department specifically.</li> <li>▫ As a Department, our goal is to offset the disproportionate impact of the property tax increase to low-income households and households of other historically underserved identities. We are beginning conversations with Orange County about participating in Long Time Homeowner Assistance Program.</li> <li>▫ The HCS Department has been working closely with Homebuyer Counseling/Support service providers in the area to identify gaps in service and ways to expand accessibility. We recently agreed to convene the providers quarterly so they can have a shared space to talk through struggles, brainstorm solutions, and</li> </ul>
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		<p>tell Carrboro exactly how it may be helpful for us to fit in as a support.</p> <ul style="list-style-type: none"><li>▫ The AHSRF budget is limited, so the Department is brainstorming ways to expand the AHSRF's eligibility, prioritize high-impact projects, and increase available funds through grant opportunities. Mentioned further down this column, we plan to increase the Payment-in-Lieu of Affordable Housing, to create additional funds in the AHSRF.</li><li>▫ The Department continues to dedicate time and research, largely looking into our minimum housing code and state and federal regulations, to ensure that we have mechanisms to keep for-profit landlords accountable for unit conditions, as we are legally able.</li><li>▫ The Department has done extensive research into different methods of calculating the Payment-in-Lieu of Affordable Housing. We are plan to adopt a new formula into the fee schedule that will be much higher than it currently is, incentivizing developers to either build the suggested affordable housing, or pay a substantial fee into the AHSRF for us to leverage on</li></ul>
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		<p>other affordable housing goals.</p> <ul style="list-style-type: none"><li>▫ Eligibility is based on nationally recognized criteria that considers household size and income not to exceed the Area Median Income (AMI) within one's Metropolitan Statistical Area (MSA) and is administered by local non-profits versed at collecting and analyzing such data to verify applicants' income and suitability for applicable programs.</li><li>▫ Public funding is a critical resource to support housing stabilization for our most disadvantaged residents to ensure that they continue to remain housed, thus preventing homelessness and supporting community diversity.</li><li>▫ The County's Longtime Homeowners Assistance (LHA) Program provides grants for homeowners earning at or below 80% AMI for assistance in paying property taxes.</li><li>▫ AHSRF funds nonprofit projects that provide critical home repairs for low-income households. Home repairs are a critical resource that allows historically disadvantaged households to increase the value of their home, thus generating wealth and offering the chance to age in place.</li></ul>
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		<ul style="list-style-type: none"> <li>▫ Newly constructed units often contain energy efficiency appliances and features</li> <li>▫ Critical home repairs improve the home’s energy efficiency and often include added features for residents with disabilities and the elderly. Added features greatly improve the homeowner’s quality of life.</li> <li>▫ The Town’s Land Use Ordinance has provisions to incentivize affordable housing and to protect water and air quality for all residents.</li> </ul>
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**RECOMMENDATIONS**

1. Not enough funding to address the need.
2. Racial Equity Commission would like to review a copy of the application.
3. Center equity in this process and prioritize projects.
4. Continue to evaluate the process and educate the public.



Agenda Item Abstract

File Number: 25-003

Agenda Date: 2/18/2025  
In Control: Town Council  
Version: 1

File Type: Consent Agenda



Subject: Fiscal Year 2024-25 Budget Amendment #2  
Attachment(s): Year-to-Date Budget Summary

Agenda Date: 02/18/2025  
Department: Finance

Fiscal Year 2024-25 Budget Amendment #2

**PURPOSE:** To approve budget, grant, and capital project ordinance amendments for Fiscal Year 2024-25 (FY 2025).

**DEPARTMENT:** Finance

**BACKGROUND:**

**Fire & Rescue**

1. Pursuant to interlocal agreement, the Town of Carrboro is partnering with the County and neighboring municipalities on the development of a comprehensive plan outlining emergency operations for each town and the County. This amendment authorizes an increase to the General Fund budget in the amount of \$30,000 through an appropriation of fund balance for the purposes of funding the Town’s contribution toward the provision of services related to a comprehensive emergency operations plan.

**Housing & Community Services**

1. This amendment updates a miscalculation of the fee for Payment in Lieu for Affordable Housing which appears in the Approved Fee Schedule. The corrected amount is calculated at \$54,317, with no budgetary impact anticipated in the current Fiscal Year.

**Planning, Zoning, and Inspections**

1. The Planning, Zoning, and Inspections (PZI) department presented to Council on January 14, 2025 in the Reimaging Weaver Street Work Session. As follow up to this meeting, PZI is recommending the Town conduct a capacity study and analysis. This amendment increases the General Fund budget by \$50,000 through an appropriation of fund

balance for the purposes of funding the study and analysis.

2. The Town of Carrboro is partnering with Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) to determine the feasibility of converting roughly 10.8 miles of the J Branch rail line to a multimodal/multi-use trail, to provide alternatives to single occupancy car trips for commuters, opportunities for recreation, and to create local and regional tourism destinations. This amendment authorizes an increase to the General Fund budget in the amount of \$10,000 through an appropriation of fund balance for the purposes of funding the study.

### **Police**

1. The Police department received notification from the Orange County Alcoholic Beverage Control (ABC) Board of an allocation of \$20,000 for FY 2024-25. These funds must be used and reported in a manner pursuant to N.C.G.S. 18B-501(f). This amendment establishes a Grant Project #51008 *ABC Board Grant* in the Grant Fund and authorizes the receipt and appropriation of these funds.

### **Public Works**

1. The Public Works department is requesting an additional allocation for the following vehicle replacements in FY2025: one (1) Nissan Leaf estimated at \$35,000; one (1) F-150 Lightning estimated at \$55,000; and one (1) Solid Waste Side Loader estimated at \$400,000. This amendment increases Capital Project #20225 *Vehicle Replacements* by \$490,000 and increases a transfer out from the General Fund into the Capital Projects Fund at the same amount through an appropriation of fund balance.

**FISCAL IMPACT:** This abstract increases the authorization of the General Fund by \$570,000; increases the authorization of the Grant Fund by \$20,000; and increases the Capital Projects Fund by \$490,000.

**RECOMMENDATION:** The Manager recommends the Council approve the budget, grant, and capital project ordinance amendments for Fiscal Year 2024-25.



## Agenda Item Abstract

File Number: 24-220

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**Agenda Date:** 2/18/2025  
**In Control:** Town Council  
**Version:** 1

**File Type:** Information Item

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Update on Transportation Projects

**PURPOSE:** To provide the Town Council with a status report on a number of local transportation projects that are underway or close to being initiated.

**DEPARTMENT:** Planning

**COUNCIL DIRECTION:**

Race/Equity  Climate  Comprehensive Plan  Other

Many of the projects and programs discussed in the update are identified as priorities in the Comprehensive Plan, Bike Plan, Safe Routes to School Plan or greenway conceptual master plans. Improvements to the bike-ped network provides multimodal travel options for those with limited access to a vehicle and/or different abilities thereby advancing Town interest toward Race and Equity. Providing realistic alternatives for driving in a single occupancy vehicle (SOV) advances the Town's Climate Action goals.

**INFORMATION:** The purpose of this agenda item is to provide the Town Council with information relating to the status of transportation programs and infrastructure projects occurring throughout the Town. The last presentation on transportation projects was provided in February 2024. Written updates are posted on the transportation landing page of the Planning & Inspection website ([Transportation Projects | Carrboro, NC - Official Website <https://www.carrboronc.gov/3101/Transportation-Projects>](https://www.carrboronc.gov/3101/Transportation-Projects)); additional information may be found on the Town Story Map ([Current Town Projects <https://carrboro.maps.arcgis.com/apps/Shortlist/index.html?appid=e7d72e31f43f427e95db86dc428904af>](https://carrboro.maps.arcgis.com/apps/Shortlist/index.html?appid=e7d72e31f43f427e95db86dc428904af)). The transportation project report is provided in a table format and includes a brief description of the project, an update on the status/next steps and information relating to how the project extends the overall transportation network.

**FISCAL IMPACT:** There is not fiscal impact for receiving the update.

**RECOMMENDATION:** Staff recommends that the Town Council approve the resolution receiving the update.

A RESOLUTION RECEIVING AN UPDATE ON TRANSPORTATION PROJECTS

WHEREAS, the Town of Carrboro has received presentations on long range regional transportation plans, such as the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Orange County Transit Plan; and

WHEREAS, the Town of Carrboro has a number of local transportation projects that are in process; and

WHEREAS, Town staff have requested Council input and approvals at key milestones; and

WHEREAS, staff have provided the Council with updates on particular projects at regular intervals.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Town Council that the Council receives this comprehensive update on transportation projects that have been ongoing for the last several months.

This is the 11<sup>th</sup> day of February in the year 2025.



## 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, including Safe Streets for All (SS4A) and the Town's Safe Routes to School Action Plan; 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](mailto:cmoon@carrboronc.gov) or 919-918-7325.

### State Transportation Improvement Program (STIP)

The Strategic Prioritization Process (SPOT) is the data-driven process that NCDOT uses to develop the Department's 10-year State Transportation Improvement Program (STIP). NCDOT initiates the prioritization process every two to three years and it takes approximately two years to select projects, schedule and program for state and federal funding. **NCDOT has recently released the draft STIP for FY2026-2035 (Prioritization 7.0)** and will be taking public comment through April 4, 2025. The anticipated schedule includes adoption by the North Carolina Board of Transportation in the summer of 2025 and Federal Highway Administration approval in the fall of 2025. (Please use the following link to review the [2026-2035 Draft STIP](#) . Orange County is in Division 7).

It should be noted that NCDOT has spent considerable effort over the last couple of years to obtain updated cost estimates for existing projects programmed in the STIP. This has translated into two rounds of prioritization--P6.0, and now P7.0—with almost no new projects. Staff is reviewing the draft FY2026-2035, and it appears that all the Town's programmed projects remain funded. This includes the Jones Creek Greenway, Morgan Creek Greenway Phase 1, South Greensboro Street Sidewalk, Estes Drive Bike-Ped Improvements, Barnes Street Sidewalk and Jones Ferry Road Sidewalk. The two projects that the Town submitted for the FY25-27 Regional Flexible Funding (RFF) Call for Projects: the bundle of three bicycle plan projects (Shelton Street bike/ped improvements, Maple Avenue contra-flow, and East Poplar Avenue pedestrian lane) and design for Phase 2 of the Bolin Creek Greenway remain funded in the STIP. The NC 54 sidepath project, which was only guaranteed funding for design, was subject to reprioritization as part of P7.0 and was not identified for funding. None of the other projects that the Town submitted for P7.0 were selected for funding. These included: the Seawell School Road sidepath; Old NC 86/Hillsborough Road to Farmhouse Road, bike lanes and sidewalk on one side; and the Morgan Creek Greenway, Phase 2. For more information on the projects that Carrboro submitted for P7.0 please see the Town Council update and discussion of local transportation projects on May 2, 2023 ([Town of Carrboro - Meeting of Town Council on 5/2/2023 at 7:00 PM](#)).

The Triangle West Transportation Planning Organization (TWTPO) (formerly the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization of DCHC MPO) has requested new submissions for the next round of prioritization, SPOT P8.0, in March 2025. More information will be forthcoming relating to the schedule for the adoption of the FY2026-2035 STIP and the upcoming schedule for Prioritization 8.0.

Infrastructure Projects		
Project Name & Description	Status	Network
<p><b>Morgan Creek Greenway - Phase 1 (EL-4828-A)</b>                      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"> <li>90-percent plans have been submitted to NCDOT for review. The Town has received comments from NCDOT and has resubmitted revised plans.</li> <li>The CLOMR has been approved by FEMA.</li> <li>The contract for design services was amended to include consultant services for completion of retaining wall design and a Phase 1 Cultural &amp; Archaeology Survey. The Cultural &amp; Archaeology Survey has been completed.</li> <li>The Categorical Exclusion (CE) document was submitted for review, additional environmental work was needed. The Town Council authorized a contract amendment to conduct this additional environmental survey work on April 23, 2024. The CE document has been resubmitted.</li> <li>The Town Council authorized the allocation of local discretionary funds on May 2, 2023.</li> <li>The DCHC MPO Board approved a resolution to amend the TIP on January 23, 2024.</li> <li>Staff has submitted a request for additional funding as part of the Orange County Transit FY26 work program.</li> <li>Staff is in the process of reviewing the project budget with the Finance Department prior to submitting a supplemental agreement with NCDOT to reflect the additional funding and updated schedule.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>Submit revised Erosion Control application (March 2025).</li> <li>Submit 100-percent plans, bid documents/specification manual &amp; permits for NCDOT review (April/May 2025).</li> </ul>	<p>The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (anticipated to be constructed in the fall of 2024) 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.</p> <p>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"> <li>The Morgan Creek Greenway is identified in the 2020 Carrboro Bike Plan Update.</li> <li>The project is identified in <i>Carrboro Connects</i>.</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>The signalized pedestrian crossings along NC 54 (BL-0044).</li> <li>Phase 2 of the Morgan Creek Greenway was submitted for P7.0. It scored well but was not programmed for funding in the draft FY2026-2035 STIP. The Town may resubmit for P8.0.</li> </ul>

Project Name & Description	Status	Network
<p><b>Morgan Creek Greenway - Phase 1 (EL-4828-A)</b> Continued.</p>	<p><u>Next Step(s) continued:</u></p> <ul style="list-style-type: none"> <li>• Advertise for CEI services (late spring 2025).</li> <li>• Select CEI firm; submit for NCDOT audit; award CEI contract (August/September 2025).</li> <li>• Staff anticipates advertising the project for construction in August 2025.</li> </ul>	
<p><b>Jones Creek Greenway (C-5181)</b> 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 that extends north to the parking lot at Morris Grove Elementary School.</p>	<p>Design is 90-percent complete. The specification manual has been reviewed and revised. The Categorical Exclusion (CE) document has been approved.</p> <p>The Council approved the allocation of local discretionary (federal STBG-DA) funds to the project in June 2022 and a contract amendment for the firm conducting design services in June 2024.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Confirm project budget with Finance.</li> <li>• Amend the municipal agreement with NCDOT to reflect current budget and schedule.</li> <li>• Meet with NCDOT ROW staff regarding easements/ROW authorization (February/March 2025).</li> <li>• Complete ROW acquisition (April/May 2025).</li> <li>• Finalize 90-percent plans, specification manual &amp; permits/consultation for NCDOT review (May).</li> <li>• Advertise for CEI services; select CEI firm; submit for NCDOT audit; execute contract for CEI services (May/July 2025).</li> <li>• Request construction authorization/submit final plans (100-percent) (June 2025).</li> <li>• Advertise (June/July 2025)</li> </ul>	<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"> <li>• The project is identified in the 2020 Carrboro Bike Plan Update.</li> <li>• The project is identified in <i>Carrboro Connects</i>.</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• The project is identified the Bolin Creek Greenway Conceptual Master Plan.</li> <li>• The Town was awarded Regional Flexible Funds (RFF) for design services for Phase 2 of the Bolin Creek Greenway in the FY25 Call for projects. Funding should be available in FY27.</li> <li>• Phase 2 of the Bolin Creek Greenway extends from the southern end of the Jones Creek Greenway southeast to across Turtleback Crossing Drive to the existing Lake Hogan Farm trail network north of Hogan Woods Circle.</li> </ul>

Project Name & Description	Status	Network
<p><b>South Greensboro Street Sidewalk (C-5650)</b>  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 for the sidewalk is 65-percent complete. Design on the waterline replacement is 90-percent complete.</p> <ul style="list-style-type: none"> <li>• NCDOT approved the scope of work and associated costs for the additional design services related to the waterline replacement in the spring.</li> <li>• The contract with the design firm RKA/DRMP has been amended to cover the additional design services relating to the waterline.</li> <li>• 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.</li> <li>• NCDOT has requested that the Town expand the project scope to include resurfacing South Greensboro Street from Main Street to the Smith Level Road bridge.</li> <li>• The resurfacing project extends beyond the original project boundaries for the sidewalk. NCDOT has requested that the Categorical Exclusion (CE) document (which was submitted in December) be revised to include the larger study area.</li> <li>• The Town and the project engineer have been working closely with OWASA for the last several months to determine the necessary public utility easements (PUE) to ensure minimal impacts to property owners while providing OWASA with sufficient access for maintenance.</li> </ul>	<p>The sidewalk project includes a capacity analysis for narrowing the vehicle travel lane widths between the roundabout at South Green and the Smith Level Road bridge to install bike lanes. Vehicle lane widths need to remain wide enough to accommodate transit service.</p> <ul style="list-style-type: none"> <li>• The pause in the project relating to the waterline provided an opportunity to continue conversations with NCDOT on the Town's request to reduce the speed limit from 35 to 30 mph.</li> <li>• With the speed limit reduction, Chapel Hill Transit has provided initial approval of the lane narrowing necessary to install the bike lanes.</li> </ul> <p>✓ The bike lane portion of the project is identified in the Carrboro Bike Plan.</p> <p>✓ The project is identified in <i>Carrboro Connects</i>.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• A couple of the intersections along South Greensboro Street were identified with recommended improvements in NC 54 Safety Study (2019) link to study here: <a href="https://www.carrboronc.gov/722/Transit">https://www.carrboronc.gov/722/Transit</a></li> <li>• Possible sidepath on the 300 block of South Greensboro Street (ARPA).</li> <li>• Capacity analysis/road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing). Project completed as part of the FY24.</li> </ul>

Project Name & Description	Status	Network
<p><b>South Greensboro Street Sidewalk (C-5650)</b> Continued.</p>	<p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Finalize PUE needs with OWASA (February 2025)</li> <li>• Review CE document (June 2025)</li> <li>• Confirm project budget with Finance.</li> <li>• Amend the municipal agreement with NCDOT to reflect current budget and schedule; include state funds for resurfacing work, if possible (winter/spring 2025).</li> <li>• ROW authorization (September 2025-June 2026)</li> <li>• Submit 90-percent plans (March 2026)</li> <li>• Request construction authorization/submit final plans (100 percent) for construction (May 2026)</li> <li>• Advertise (June 2026)</li> <li>• Continue to work with NCDOT to formalized request to reduce speed limit from 35 to 30 mph (ongoing).</li> <li>• Consider bidding sidepath on 300 block of South Greensboro Street at same time as add-on. (See ARPA projects).</li> </ul>	
<p><b>Bicycle Loop Detectors (U-4726-DF)</b> 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> <ul style="list-style-type: none"> <li>• The additional funds (local discretionary) have been added to the project.</li> <li>• The project was advertised on May 19, 2024, with the bid opening on June 13<sup>th</sup></li> <li>• The project was readvertised on July 25<sup>th</sup> with the bid opening on August 15<sup>th</sup>.</li> <li>• The Town received NCDOT concurrence in October.</li> <li>• Staff is confirming project budget with Finance.</li> <li>• The contractor is preparing the bonds and insurance information.</li> </ul>	<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"> <li>• The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan &amp; 2020 Bicycle Plan Update.</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Capacity analysis/possible road diet to add bike lanes to North Greensboro Street (NCDOT Resurfacing).</li> <li>• Modifications to the traffic signal timing in the downtown.</li> </ul>

Project Name & Description	Status	Network
<p><b>Bicycle Loop Detectors (U-4726-DF)</b> Continued.</p>	<p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>Execute the contract &amp; NTP (March 2025).</li> </ul>	<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 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><b>Signalized Pedestrian Crossings (BL-0044)</b> Signalized pedestrian crossings at three locations along NC 54 West: two in Carrboro and one in Chapel Hill. Carrboro locations include NC 54 &amp; Abbey Road and NC 54 &amp; Westbrook Drive.</p>	<p>Municipal agreements with NCDOT have been executed. NCDOT is managing design and construction.</p> <ul style="list-style-type: none"> <li>The Town's participation in the project involved providing \$150,000 toward the necessary local match for federal funding.</li> <li>Carrboro applied \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project.</li> <li>Reimbursement has been requested and received.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>NCDOT to acquire necessary easements/ROW.</li> <li>NCDOT to let the project for construction (anticipated for April 2025).</li> <li>Construction is anticipated to begin in the summer of 2025.</li> </ul>	<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"> <li>The projects are identified in NC 54 Safety Study (2019).</li> <li>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.</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>The Morgan Creek Greenway (EL-4828A)</li> <li>Barnes Street Sidewalk (EB-5890); not yet initiated.</li> </ul>

Project Name & Description	Status	Network
<p><b>Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE)</b> 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 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>The ribbon cutting event was held in August 2018, and the multi-use path opened for use.</p> <p>The Town requested a supplemental agreement with NCDOT to add funding to the project budget for additional reimbursement and to extend the project milestones. The SA was executed in April 2024. The Town submitted and received the remaining reimbursement requests in August 2024.</p> <p>The last few minor punch-list items were completed in the summer of 2024.</p> <p>The project was formally closed out and accepted by NCDOT in December 2024.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>Public Works is in the process of ordering a new bridge section to replace the unit damaged by the tree. Installation is anticipated to occur summer/fall 2025.</li> </ul>	<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> <ul style="list-style-type: none"> <li>The project is identified the Bolin Creek Greenway Conceptual Master Plan.</li> <li>The Town submitted Phases 2, and 3-4 of the Bolin Creek Greenway for the FY25 call for projects for Regional Flexible Funding (RFF); design for Phase 2 was programmed for funding.</li> <li>The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan &amp; 2020 Bicycle Plan Update.</li> <li>The project is identified in <i>Carrboro Connects</i>.</li> </ul>

Project Name & Description	Status	Network
<p><b>Estes Drive Bike-Ped Improvements (EB-5886A)</b> Bike-Ped improvements – exact alignment to be determine (bike lanes and sidewalk, sidepath, combination) along one or both sides of Estes Drive from North Greensboro Street to Carrboro Town Limits for approximately 2165 linear feet or 0.41 mile.</p>	<p>Carrboro and Chapel Hill submitted a joint project for bike-ped improvements along Estes Drive from North Greensboro Street to Martin Luther King Jr. Boulevard for P3.0. The project was programmed under a STIP # EB-5886A for Carrboro and EB-5886B for Chapel Hill. The project budget for Carrboro’s portion of the corridor was \$1,064,000.</p> <p>In the fall of 2023, NCDOT ask jurisdictions to provide updated project costs. Using the NCDOT Bike-Ped estimator tool and discussing with the Town Engineer, staff submitted an updated cost of approximately \$2,000,000. NCDOT engaged consulting services in the summer of 2024 to conduct an express design to develop alignment options and updated costs.</p> <p>In November, staff reached out to NCDOT regarding the current project budget in anticipation of initiating the municipal agreement process to start the project. NCDOT directed staff to use a project cost that was considerably higher than the 2013 estimates, largely due to anticipated ROW and public utility easement needs.</p> <p>In an effort to find a way to advance the project, the Town has arranged for the Town Engineer to develop two additional alignment options with preliminary estimates for consideration.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Sungate Design has prepared the draft alignments; next step is to prepare cost estimates.</li> <li>• The Town has Orange County transit tax revenue funds earmarked for the project; additional funds have been requested as part of the FY26 Work Program</li> </ul>	<p>The Estes Drive Bike-Ped project involves the design and construction of either bike lanes and a sidewalk(s) or a sidepath or some combination along the entire corridor from North Greensboro Street roundabout to Martin Luther King Jr. Boulevard.</p> <ul style="list-style-type: none"> <li>• Chapel Hill has begun the design process for its portion of the corridor and the towns are working closely to ensure that the two projects connect with a seamless transition, a connection that will be complicated by the at-grade railroad crossing.</li> <li>• The new bike-ped facility will provide a direct connection to the Wilson Park Greenway (Bolin Creek Phase 1A) and the future Bolin Creek Greenway Phase 4 .</li> <li>• The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan &amp; 2020 Bicycle Plan Update.</li> <li>• The project is identified in <i>Carrboro Connects</i>.</li> </ul>



State Maintenance Projects		
Project Name & Description	Status	Network
<p><b>East Main Street Resurfacing/Restriping</b>                      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.  <a href="#">East Main Street Operational Analysis and Restriping Plan   Carrboro, NC - Official Website (townofcarrboro.org)</a></p>	<p>The resurfacing/restriping project is finished. NCDOT’s work wrapped up in late September 2022; the Town arranged for the installation of green pavement markings and modifications to the traffic signals, work which was completed in October 2022.</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>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>Note, the Town of Chapel Hill manages the traffic signal timing for Chapel Hill and Carrboro.</p> <ul style="list-style-type: none"> <li>• The staff member who suggested modifications to the signal timing in the downtown area is no longer with the Town and the position has not been filled.</li> <li>• Chapel Hill has submitted a request for federal funding in SPOT P7.0 to upgrade the signal system for Chapel Hill and Carrboro.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Continue to monitor the signal timing and adjust as needed, particularly at the Lloyd Street intersection.</li> </ul>	<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"> <li>• The project is identified in the 2020 Carrboro Bike Plan Update.</li> <li>• Of note, this is the Town’s first use of green pavement markings, a treatment that requires special approval from FHWA.</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Slow Zone.</li> </ul>

Project Name & Description	Status	Network
<p><b>Merritt Mill Road Resurfacing/Restriping</b> 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 2023.</p> <p><u>Next Step(s) with anticipated schedule:</u> The towns are working to get updated estimates for the installation of green pavement marking (underway).</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 protected bike lane infrastructure improvements for Cameron; design anticipated to be underway in spring 2025. Carrboro and Chapel Hill staff have had initial conversations regarding the project and possible design options.</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>

Project Name & Description	Status	Network
<p><b>Jones Ferry Road Resurfacing/Restriping</b>                      Jones Ferry Road is on NCDOT’s resurfacing list for FY23-25. 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. As part of the project, a new traffic signal was installed at Davie Road and new a bike lane heading westbound and a new buffered bike lane heading eastbound.</p> <p>The Town requested NCDOT authorization to install delineator in the painted buffers to provide vertical separation—a protected bike lane. This involved a series of approvals from NCDOT including the new pavement marking plan.</p> <p>The Town will continue to monitor NCDOT’s resurfacing schedule and pursue restriping projects/lane reallocations to add bicycle facilities where appropriate.</p> <p>Staff will also continue to coordinate Town resurfacing/pavement marking projects include improvements recommended in the Bike Plan or other current standards from NCDOT or guidance from NACTO.</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. Work was completed in spring 2024.</p> <ul style="list-style-type: none"> <li>• The Town has received NCDOT approval for the new pavement marking plans (PMP) and the associated signal plans. The encroachment agreement has also been approved.</li> <li>• The resurfacing work which includes the new lane alignments was completed in the summer of 2024.</li> <li>• The project included micro- milling to address the pavement height issues around the drainage inlets in the bike lanes.</li> <li>• Traffic signals were modified at the intersections.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Public Works installed green pavement markings in February 2025.</li> <li>• Once all pavement and pavement marking installation is complete, the Town will reinstall flexible delineators would install flexible delineators along the eastbound lane. Staff is exploring whether additional delineators could be installed in the buffer along the westbound lane.</li> </ul>	<p>The project would further improve access for residents along Jones Ferry Road to downtown, the Willow Creek Shopping Center (grocery store/pharmacy/laundromat) and recreation areas such as University Lake.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>✓ 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.</li> </ul>

Project Name & Description	Status	Network
<p><b>North/South Greensboro Street Resurfacing/Restriping</b></p> <p>Portions of North &amp; 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 Weaver Street, and the section of South Greensboro Street from the roundabout at South Green to the Smith Level Road bridge.</p> <ul style="list-style-type: none"> <li>• Traffic counts were conducted along the 100-300 blocks of North Greensboro Street, and a capacity analysis completed in November 2023 to determine the feasibility of removing some/all of the center turn lane in (in front of Fitch Lumber/Harris Teeter) to provide space for bike lanes.</li> <li>• The capacity analysis determined that a lane reallocation would not be feasible.</li> <li>• 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.</li> <li>• Town staff has also conducted traffic counts at various locations along North Greensboro Street in November 2024.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Continue work on pavement marking plan for corridor for North Greensboro Street in collaboration with NCDOT from Braxton Foushee Street to Hillsborough Road.</li> <li>• Consider opportunities possible locations for pedestrian crosswalks and/or crosswalks with Rectangular Rapid Flashing Beacons (RRFB).</li> </ul>	<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"> <li>• Bike Loop Detectors Project (U-4726-DF)</li> <li>• Slow Zone</li> <li>• South Greensboro Sidewalk Project (C-5650), including restriping plan for South Greensboro Street from the roundabout to the Smith Level Road bridge to include bike lanes.</li> <li>• 300 South Greensboro Street sidepath (ARPA) project.</li> <li>• Contra-flow bike lane along the 100 block of Maple Avenue would provide a designated lane for bicycles visiting the Drakeford Library Complex and/or seeking a connection from the Libba Cotten bikeway to the Roberson and/or PTA bikeway.</li> <li>• East Weaver Street capacity analysis to determine impacts of closing East Weaver to vehicle traffic.</li> </ul>

Carrboro Updated Bicycle Plan		
Project Name & Description	Status	Network
<p><b>Bicycle Plan</b></p> <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.</p> <ol style="list-style-type: none"> <li>1. Beginning the design for components of Priority #1, the sidepath along Homestead Road with a signalized crossing,</li> <li>2. Priority #2, enhanced bicycle infrastructure on Shelton Street,</li> <li>3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and</li> <li>4. The first segment of buffered bike lanes for North Greensboro Street.</li> </ol>	<ol style="list-style-type: none"> <li>1. ARPA funding was earmarked for the design &amp; installation of a signalized crossing at Homestead Road and Claremont Drive.  <u>Next Step(s) with anticipated schedule:</u> Staff is working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Homestead/Claremont with the anticipation that installation would occur in fall 2024. Staff should have a better sense of the timeline by the next update.</li> <li>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. This would likely involve regrading the north-south section Shelton to improve drainage and adding additional asphalt along the east-west segment by either moving the ditch back or adding a curb gutter section to provide sufficient width, and other improvements.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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 tend to be preferred routes for cyclists.  The approval of the conditional rezoning at 904, 820 Homestead Road and 310 Lucas Lane for a residential development (Newberry Place) included a condition, that required the construction of a pedestrian facility along the north side of Homestead. This facility would connect to the entrance at Claremont North.  The upcoming resurfacing of Homestead Road (scheduled for FY25/FY26) may also offer an opportunity for installing better bicycle facilities to the extent allowed by the existing graded paved area and shoulder.)</li> </ol>

Project Name & Description	Status	Network
<p><b>Bicycle Plan</b> Continued</p> <p>2. Priority #2, enhanced bicycle infrastructure on Shelton Street.</p>	<p>2. Shelton Street, continued</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• The Town was allocated Regional Flexible Funds for three bike plan projects including the Shelton Street project.</li> <li>• Staff met with representatives from the Carrboro United Methodist Church and Carrboro Elementary School to discuss a concept plan in early November 2023. The Town Engineer has prepared a second iteration of the concept plan for the Shelton Street project and a second meeting with representatives from the Carrboro United Methodist Church and Carrboro Elementary School is scheduled for February 2025.</li> <li>• Staff also reviewed with the Transportation Advisory Board in May 2024. Staff would anticipate additional engagement with stakeholders as part of that process once an updated concept plan is developed.</li> </ul>	<p>2. The installation of more complete infrastructure along Shelton Street would make it safer for children to bicycle and from Carrboro Elementary, particularly during peak hours and improve safety for all users during off peak hours. Shelton Street and Poplar Avenue provide a direction connection from North Greensboro Street near Shelton Station and Carr Mill to Hillsborough Road.</p> <p>Staff is preparing an application for a Safe Streets for All (SS4A) Demonstration Grant to extend the SRTS improvements on Shelton Street with painted pedestrian crossings/refuge islands across Hillsborough Road and West Main, and at West Main/ E Poplar and at West Main/West Poplar. Buffered bike lanes along Hillsborough Road and possible RRFB at certain intersections may also be included under the walk/bike to school theme.</p>

Project Name & Description	Status	Network
<p><b>Bicycle Plan</b> Continued</p> <p>3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass.</p> <p>4. The first segment of buffered bike lanes for North Greensboro Street. Priority #2, enhanced bicycle infrastructure on Shelton Street.</p>	<p>3. (Please see detailed project description and timeline under Jones Ferry Road resurfacing project.)</p> <ul style="list-style-type: none"> <li>The installation of a westbound bike lane on Jones Ferry Road necessitated modifications to the existing center median in three locations. This work was the responsibility of the Town to complete subject to NCDOT review/approval. The median work was completed during the summer of 2023. Costs associated with modifying the center median were covered with ARPA funding.</li> <li>NCDOT’s resurfacing work (milling/pavement/restriping) was completed during the summer of 2024.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>Green pavement markings are being installed in early 2025.</li> <li>Delineators will be reinstalled along the eastbound lane shortly thereafter. Staff is exploring whether delineators can be added to the westbound lane.</li> <li>NCDOT completion of ADA ramps/crosswalks.</li> </ul> <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 is underway. Initial traffic counts have been completed. The Town Engineer is working on a pavement marking plan to submit to NCDOT for review.</p>	<p>3. The need for westbound bike lanes along Jones Ferry Road from Alabama Avenue to the entranceway to the Willow Creek Shopping Center was identified in the bike plan as a priority project. Adding buffered bike lanes along this segment of Jones Ferry Road will be a significant infrastructure improvement increasing bike safety for cyclists and connecting the apartments along Jones Ferry Road to the grocery store at Willow Creek and to the downtown area.</p> <p>4. Restriping North Greensboro Street to include buffered bike lanes will 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"> <li>Bike Loop Detectors Project (U-4726-DF)</li> <li>Slow Zone</li> <li>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 Drakeford Library Complex.</li> </ul>

<b>Safety Projects</b> The following projects focus on a particular aspect of bike/ped safety.		
<b>Project Name &amp; Description</b>	<b>Status</b>	<b>Network</b>
<p><b>Jones Ferry Road Protected Bike Lane</b>                      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 a follow-up to an NCDOT SPOT safety project.</p>	<p>The one-year pilot program installed in August 2021, lead to a successful restriping project.</p> <p>Staff will conduct a follow-up survey after the reinstallation of the flexible delineators in the spring of 2025 to compare with the results of the October 2021 survey following the October 29, 2021, group celebration ride.</p> <p>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"> <li>• The project is identified in the Carrboro Bike Plan.</li> <li>•</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Resurfacing – Jones Ferry Road</li> <li>• Bike Plan</li> </ul>
<p><b>NCDOT ADA Ramp Project</b>                      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.</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 project includes multiple jurisdictions, it can be difficult to get a precise schedule for when the work will be completed.</p> <p>Some of the ramps, such as the locations along South Greensboro Street were completed in 2024.</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 locations along local streets to further advance the Town’s efforts to ADA improvements.</p> <p>Of note, Planning staff are in the process of preparing an ADA Transition Plan in anticipation of a fall 2025 public hearing.</p>



Project Name & Description	Status	Network
<p><b>NCDOT ADA Ramp Project</b> Continued.</p>	<p>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. Contract availability is March 18, 2024 – September 19, 2025. (DG00633 - ADA Ramp).</p> <p><u>Next Step(s) with anticipated schedule:</u> Work in Carrboro is currently underway. The project should include ramps and painted crosswalks in selected locations.</p> <p>Locations that have been previously approved by NCDOT include:</p> <ul style="list-style-type: none"> <li>• NC 54 &amp; W Poplar Ave</li> <li>• NC 54 &amp; W Main St</li> <li>• NC 54 &amp; Old Fayetteville Rd</li> <li>• Hillsborough Rd &amp; N Greensboro St</li> <li>• E Main St &amp; N Greensboro St</li> <li>• E Main St &amp; Lloyd St</li> <li>• E Main St &amp; W Rosemary St</li> <li>• E Main St &amp; Boyd St</li> <li>• N Greensboro St &amp; Oak Ave</li> <li>• N Greensboro St &amp; Robert Hunt Dr</li> <li>• E Main St &amp; Carrboro Police Parking Lot</li> <li>• E Main St &amp; Roberson St/E Weaver St</li> <li>• E Main St &amp; Amante’s Pizza</li> <li>• NC 54 Ramp at Smith Level Rd</li> <li>• W Main Street &amp; Jones Ferry Rd</li> <li>• S Greensboro St &amp; FPG</li> <li>• S Greensboro St &amp; UNC Child Development</li> <li>• Homestead Rd and Rogers Rd</li> <li>• Rogers Rd &amp; Sylvan Way</li> <li>• Rogers Rd &amp; Zeiger Lane</li> </ul>	<p>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"> <li>• SR 1010 and NS 98601 (Fidelity St)</li> <li>• SR 1010 and NS 96513 (High St)</li> <li>• SR 1010 and 112 NC 54 Bypass—Berkshire 54 Apartments</li> <li>• SR 1010 and SR 1919/1772</li> <li>• SR 1010 and NS 96754 (Roberson St)</li> <li>• SR 1010 and NS 98836 (Boyd St)</li> <li>• SR 1009 and NS 97044 (Shelton St)</li> <li>• SR 1919 and NS 96549 (Poplar Ave)</li> </ul> <p><u>Town Streets</u></p> <ul style="list-style-type: none"> <li>• NS 97611 (Lloyd St) and NS 99117 (Cobb St)</li> <li>• NS 97611 (Lloyd St) and NS 98093 (Hosiery St)</li> <li>• NS 97611 (Lloyd St) and NS 99331 (Fowler St)</li> <li>• NS 98820 (Broad St) and NS 98094 (Hill St)</li> <li>• 346 NS 98820 (Broad St)—Henry W. Baldwin Park</li> <li>• NS 98820 (Broad St) and NS 96989 (Starlite Dr)</li> <li>• NS 98820 (Broad St) and NS 99331 (Fowler St)</li> <li>• NS 98820 (Broad St) and NS 99117 (Cobb St)</li> <li>• NS 96553 (Rosemary St) and SR 1010</li> <li>• NS 96553 (Rosemary St) and NS 96630 (Sunset Dr)</li> <li>• NS 98835 (BPW Club Rd) and NS 97459 (Orchard Ln)</li> <li>• 142 NS 98835 (BPW Club Rd)—Bridges at Chapel Hill apartments</li> <li>• 180 NS 98835 (BPW Club Rd)—Trinity at the Hill apartments (3 entrances)</li> <li>• NS 98835 (BPW Club Rd) and NS 96621 (Tar Hill Dr)</li> <li>• NS 96621 (Tar Hill Dr) at Trinity at the Hill apartments (3 entrances)</li> </ul>

Project Name & Description	Status	Network
<p><b>Slow Zone</b> 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"> <li>• Partnering with NCDOT on state resurfacing projects to narrow travel lanes to slow vehicles and to add, when possible, improved infrastructure for cyclists/pedestrians.</li> <li>• Updating pavement markings to include bike markings/infrastructure as part of Town resurfacing projects.</li> <li>• Evaluating opportunities to use RRFBs or other enhancements for crossings.</li> <li>• Continuing to collaborate with NCDOT for state ADA ramp improvements, to include crosswalks or other infrastructure as appropriate.</li> <li>• 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.</li> <li>• Continuing systematic data collection to identify locations with regular speeding and safety concerns.</li> <li>• Using public information/education campaigns as another strategy to ask drivers to be alert and slow down.</li> <li>• 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.</li> <li>• Submitting requests to NCDOT to lower speed limits (incrementally).</li> </ul>	<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"> <li>• restriping on East Main Street (completed),</li> <li>• protected bike lanes on Jones Ferry Road heading eastbound (completed),</li> <li>• addition of bike lanes on Jones Ferry Road heading westbound (completed),</li> <li>• restriping along North Greensboro Street with buffered bike lanes (pavement marking plan in design),</li> <li>• 5 mph speed limit reduction along North and South Greensboro Street (under consideration; staff reached out again to NCDOT in October 2024),</li> <li>• 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration staff reached out again to NCDOT in October 2024),</li> <li>• possible bike lanes along the segment from the roundabout to the Smith Level Road bridge as part of the South Greensboro Street sidewalk project (under review with NCDOT and Chapel Hill Transit), and</li> <li>• 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 Drakeford Library Complex 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</li> <li>• possible installation of RRHB at key crossings (under consideration as part of North Greensboro restriping and/or demonstration grant)</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Resurfacing projects</li> <li>• Bike Plans</li> <li>• <i>Carrboro Connects</i></li> <li>• Pedestrian Safety Projects</li> <li>• Vision Zero</li> <li>• Road to Zero</li> <li>• Traffic Calming</li> <li>• Maple Avenue Contra-flow</li> <li>• 203 Connector</li> </ul>

Project Name & Description	Status	Network
<p><b>Pedestrian Safety Projects (crossings)</b></p>	<p>No additional updates. 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 11<sup>th</sup>, funding was earmarked for the design/installation of Rectangular Rapid-Flashing Beacons (RRFB) at two locations. (<a href="#">Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com)</a>).</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Staff is working with the Town Engineer to begin the design process for the RRFBs at Hillsborough Road at McDougle Elementary School, and Homestead Road at Claremont.</li> <li>• Staff is also exploring the possibility of including RRFBs at North Greensboro and Hillsborough and North Greensboro and Quail Roost in the SS4A demonstration grant, and at other locations along North Greensboro as part of the resurfacing project..</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Safe Routes to School Action Plan.</li> <li>• Vision Zero Initiative</li> <li>• Regional Safe Streets for All (SS4A) Action Plan</li> </ul> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• ARPA funding</li> <li>• Bike Plans</li> <li>• Vision Zero</li> <li>• Road to Zero</li> <li>• SS4A Demonstration Grant</li> <li>• ADA Ramp project</li> </ul>

Plans/Policies		
Project Name & Description	Status	Network
<p><b>Transportation Demand Management (TDM)</b> 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 complement to constructing new transportation infrastructure.</p> <p>The Town's application for the FY25-26 transportation choices grant cycle has been selected. This will be the first year that the grant will extend for a two-year period.</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>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"> <li>• Carrboro Connects</li> <li>• Orange County Transit Plan</li> <li>• Vision Zero</li> <li>• Carrboro Community Climate Action Plan</li> </ul>

Project Name & Description	Status	Network
<p><b>Transportation Demand Management (TDM)</b> continued</p>	<p>Recent activities included:</p> <ul style="list-style-type: none"> <li>• The annual “Lighten Up” event in November. Staff were located along both ends of the Libba Cotten bike path and distributed 100 bike safety kits for traveling during the winter months.</li> <li>• Walk to school day in October including a Walk with Mayor Foushee from Wilson Park to Carrboro Elementary School.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• 2025 Bike Month activities: Walk, Bike, Roll to School Day; the Bike on Bus Event at the Farmers Market; Bike to Work events, and Community Rides.</li> </ul>	
<p><b>Safe Routes to School (SRTS)</b> 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. The Town currently has a SRTS Implementation Committee that meetings about 5 times a year as a subcommittee of the Transportation, Mobility and Greenways Advisory Commission.</p>	<p>In December 2022, NCDOT’s Integrated Mobility Division (IMD) announced a Safe Routes to Schools Non-Infrastructure Grant opportunity. The Town explored partnering with Chapel Hill and CHCCS on a single application for a designated SRTS staff person at the district level, but ultimately decided to apply for a standalone grant to 1) use for consulting services to update the existing plan include all of the schools in Carrboro—Morris Grove Elementary, McDougle Elementary and Middle, and Carrboro Elementary, 2) to update demographic data for all schools, and</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>

Project Name & Description	Status	Network
<p><b>Safe Routes to School (SRTS)</b> continued</p>	<p>3) to contribute toward seed funding for a position at the district level.</p> <p>In April 2023, staff received notice that the Town had been awarded a grant of \$89,349. In February 2025, NCDOT alerted staff of the opportunity to receive an additional \$128,000 of federal funding (with \$32,000 local match) for a total grant budget of \$250,000. This would allow for expanding the project to include Carrboro High School as well as additional purchases to support programming, such as bicycles and safety equipment.</p> <p>The programming component serves as the companion to the infrastructure projects underway including bike-ped improvements to Shelton Street (RFF project), possible projects for pavement markings at key crossings at Hillsborough/West Main/East &amp; West Poplar, possible flexible delineators along Hillsborough Road, and RRFBs at McDougle (ARPA) and Quail Roost (SS4A demonstration grant).</p> <p>Town staff is participating in monthly SRTS meetings with the CCCS District and the Town of Chapel Hill.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Enter into Supplemental Agreement with NCDOT for additional funding (March 2025)</li> <li>• Apply for SS4A demonstration grant (March 2025 NOFO)</li> <li>• Appoint the remaining three members of the SRTS Implementation Committee.</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Carrboro Connects</li> <li>• Vision Zero</li> <li>• Safe Streets for All (SS4A) Action Plan &amp; Demonstration Grant</li> <li>• TDM – Carrboro Transportation Choices</li> <li>• Bike Plans</li> <li>• Carrboro Community Climate Action Plan</li> <li>• Complete Streets</li> <li>• Transportation infrastructure projects</li> </ul>

Project Name & Description	Status	Network
<p><b>Vision Zero</b> Vision Zero is a national program designed to eliminate fatalities from vehicles. <a href="#">Vision Zero Network   Making our streets safer</a></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. <a href="#">Communities - NC Vision Zero</a></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.</p> <p>The Council adopted text amendments to support Complete Streets in June 2023 followed by a resolution to advance a Vision Zero initiative in November 2023.</p> <p>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.</p> <p>The Town has sent a team to the second, third and four Annual NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill bringing representatives from Planning, Public Works, Fire and the Police departments. Participants were encouraged to design and implement one or more “quick builds” projects small-scale safety projects such as temporary pavement markings. Public Works completed the first installation at the intersection of the Libba Cotten bikeway and Roberson Street in the summer of 2024. The colorful pavement markings highlight the entrance/exit of the bikeway while enhancing the pedestrian crosswalks.</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"> <li>• <i>Carrboro Connects</i></li> <li>• Bike Plan</li> <li>• Safe Routes to School Action Plan</li> <li>• Watch for Me NC</li> <li>• TDM</li> <li>• Road to Zero</li> <li>• Residential Traffic Calming</li> <li>• Safe Streets for All Action Plan (SS4A)</li> </ul>

Project Name & Description	Status	Network
<p><b>Vision Zero</b> continued</p>	<ul style="list-style-type: none"> <li>In January 2024, the Town submitted an application for a Road to Zero Grant as a strategy to fund the development of a systematic traffic count plan. The Town was not awarded the grant but has applied again for the 2025 cycle.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>The Town was selected to send a team to the 2025 Vision Zero Leadership Institute program.</li> <li>Staff is preparing an application for a SS4A demonstration grant in March.</li> </ul>	
<p>The <b>Safe Streets for All (SS4A) Grant Program</b>, part of the Infrastructure Investment and Jobs Act, provides funding for: 1) the development of a Comprehensive Safety Action Plan and 2) implementation of the Action Plan—funding for infrastructure and/or programs. An adopted Action Plan is a prerequisite for applying for funding for infrastructure. <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a></p>	<p>The DCHC MPO (now TWTPPO) successfully submitted a SS4A grant application to prepare a comprehensive Safety Action Plan for all the regional partners as part of the FY funding cycle. The project has experienced delays associated with the TPO’s restructuring from being part of the City of Durham to the Central Pines Regional Council.</p> <p>Toole Design was hired to prepare the Safety Action Plan in March 2024. The timeline is on a fast track to allow for the opportunity to apply for the FY25 NOFO expected to be released before the end of March 2025.</p> <ul style="list-style-type: none"> <li>Implementation grants are expected to have a minimum award of \$2.5 million</li> <li>Planning and Demonstration grants are expected to be around \$100,000.</li> <li>Both grants require a 20% local match.</li> </ul>	<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 future Bicycle Friendly Community application.</p>



Project Name & Description	Status	Network
<p><b>Safe Streets for All (SS4A) Grant Program</b> continued</p>	<p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• The TWTPO is working to complete a draft version of the Action Plan by the end of February.</li> <li>• The second open house for the public to learn about the project is tentatively scheduled for March 13<sup>th</sup> at the Drakeford Library.</li> <li>• Partner jurisdictions will be expected to endorse/adopt the Action Plan sometime in late March/April. An agenda item for the Town Council has been tentatively scheduled for March 18<sup>th</sup>.</li> <li>• Staff is preparing an application for a demonstration grant to support the SRTS program. It is anticipated that the proposal would include pavement markings at key crossings at Hillsborough/West Main/East &amp; West Poplar, possible flexible delineators along Hillsborough Road, and possibly RRFBs at McDougle (ARPA) and Quail Roost.</li> </ul>	
<p><b>Orange County Transit Plan</b> 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 <a href="https://www.octransit2020.com">Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)</a></p>	<p>On November 1, 2022, the Town Council received a presentation on the status of the Orange County Transit Plan update and approved a resolution of support (<a href="https://www.legistar.com/View/00000000-0000-0000-0000-000000000000/11/1/2022/7:00PM">Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)</a>).</p> <p>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. The DCHC MPO staff has turned over the administration of the transit plans—staff working group to the counties.</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>

Project Name & Description	Status	Network
<p><b>Orange County Transit Plan</b> continued</p>	<p>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).</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• The SWG is in the process of developing the FY26 Work Program.</li> <li>• Staff submitted updated requests to increase the funding for three capital projects (Phase 1 of the Morgan Creek Greenway, the South Greensboro Street Sidewalk and the Estes Drive Bike-Ped Improvements to align with the engineer’s most recent cost estimates. Funds will be applied toward the local match.</li> <li>• Staff also submitted project requests for two standalone projects: a one-block section of sidewalk in front of O-2 Fitness on West Main Street and the “203 Connector” a new sidewalk between Roberson Street and East Main Street.</li> </ul>	

Project Name & Description	Status	Network
<p><b>Micro-mobility - Bike Share</b>            In February 2022, after several months of planning, UNC advertised a joint RFP for a single unified bike share program for UNC, Chapel Hill, and Carrboro. The proposal did not include scooters per UNC's policy.</p> <p>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.</p> <p>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 23<sup>rd</sup>, the Towns met with the vendor to discuss enforcement/rebalancing and possible licensing agreements.</p>	<p>In the fall of 2023, Chapel Hill determined that it would not be able to participate in the bike share under the structure that UNC was using. Staff at both towns will continue to explore options to developing a program or bicycles and/or other micro-mobility.</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"> <li>• TDM</li> <li>• Orange County Transit Plan</li> <li>• <i>Carrboro Connects</i></li> <li>• Bike Plan</li> <li>• Bicycle Friendly Community status</li> </ul>

### 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.

- Staff is in the process of processing the backlog of requests and has sent out area of influence (AOI) maps and petition materials to seven neighborhood representatives. Two requests have gone to the Town Council for consideration and traffic calming measures have been installed in one location.
- Staff is also seeking grant funding to conduct a systematic townwide set of counts that can be replicated on a regular schedule to help inform updates to the

Project Name & Description	Status	Network
<p><b>Starlite Drive</b> 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) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Traffic counts were collected in September 2023 and again in early November 2023 and indicated a reduction in travel speeds and number of trips.</li> <li>• Staff continue to monitor speeds with additional police patrols and provide periodic updates at Traffic and Parking committee meetings.</li> </ul>	<p>Traffic calming can be an effective way to make a street more pedestrian friendly.</p>
<p><b>Barred Owl Creek</b> 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 &amp; 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 pedestrian and bicycle friendly.</p>

Project Name & Description	Status	Network
<p><b>Barred Owl Creek</b> continued</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> <ul style="list-style-type: none"> <li>• 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.</li> <li>• An initial report was provided to the staff Traffic &amp; Parking committee meeting in February 2024. Staff determined that additional analysis was needed to better compare the new count data with the previous counts taken before the installation of the interim measures.</li> </ul> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Transportation staff are in the process of preparing a more detailed report on the before and after counts for the Traffic &amp; Parking committee this spring to evaluate the success of the interim measures and to consider next steps.</li> </ul>	

**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, to date, toward the Jones Ferry Road bike lane project to align with NCDOT's resurfacing schedule.

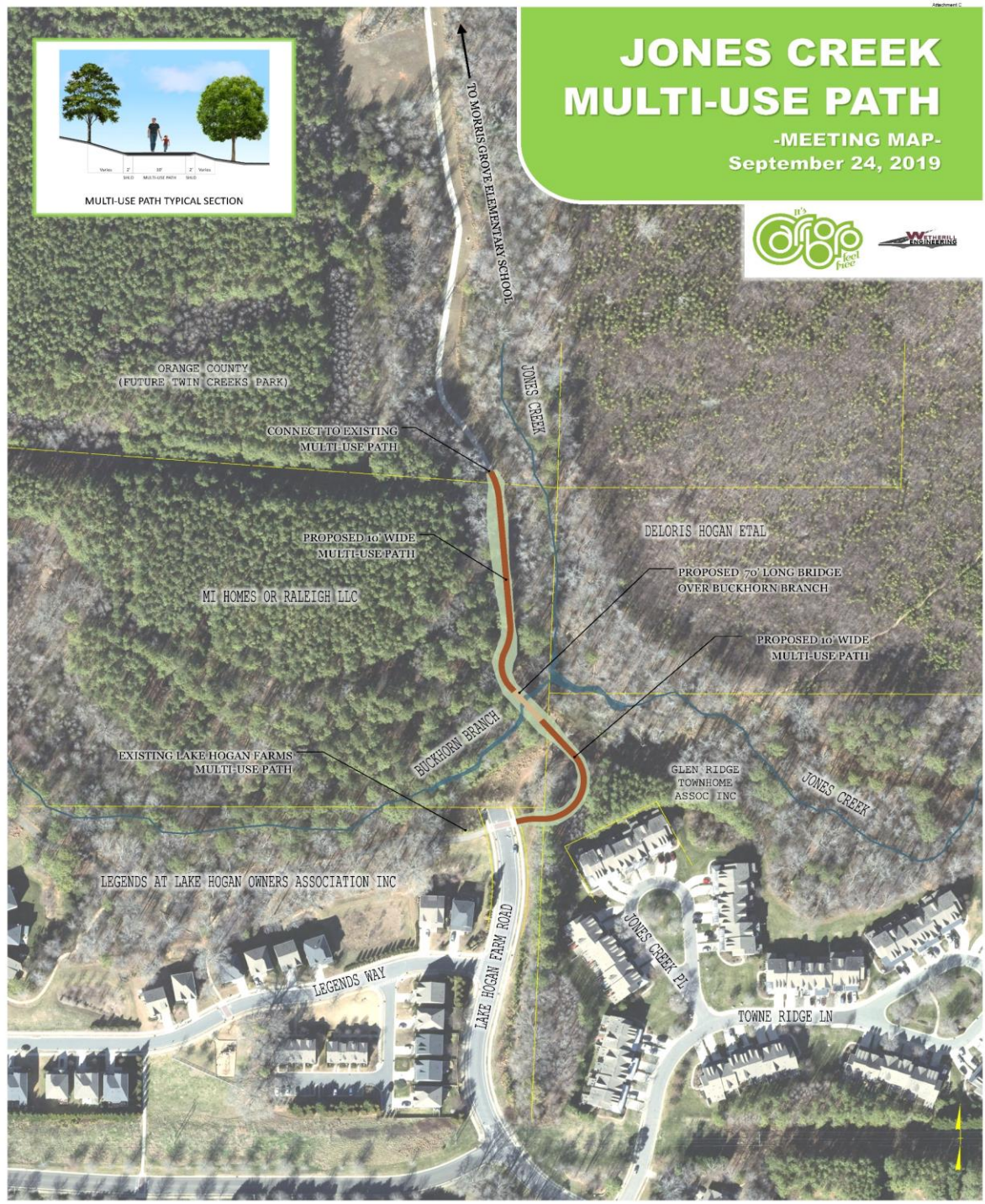
Project Name & Description	Status	Network
<p><b>Sidepath Connecting Old Pittsboro Road to West Carr Street</b></p> <p>This project involves the design and construction of a 10- to 12-foot sidepath along the 300 block of South Greensboro Street, to widen the existing pedestrian facility such that it can 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 Drakeford Library Complex will attract 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 owner of the property to discuss the project and potential need for easements (temporary construction and/or permanent). Easement documents have been prepared.</p> <p><u>Next Step(s) with anticipated schedule:</u></p> <ul style="list-style-type: none"> <li>• Finalize/record easement documents.</li> <li>• Prepare construction documents.</li> <li>• Bid for construction. Depending on the timing, the project may be bid as a standalone project this fall or as an add-on to the South Greensboro Street Sidewalk in in 2026/2027.</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• South Greensboro Street Sidewalk (C-5650)</li> <li>• The 203 Project</li> <li>• Bike Plan</li> <li>• <i>Carrboro Connects</i></li> <li>• 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.</li> </ul>

Project Name & Description	Status	Network
<p><b>RRFB at Homestead Road/Claremont Drive</b> 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>	<ul style="list-style-type: none"> <li>• Staff is working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Homestead/Claremont with the anticipation that installation would occur in fall 2024. Staff should have a better sense of the timeline by the next update.</li> <li>• There may be an opportunity to design/install both RRFB using the same contractor for an economy of scale savings.</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Bike Plan</li> <li>• <i>Carrboro Connects</i></li> <li>• Safe Routes to School Action Plan</li> <li>• Pedestrian Safety Projects</li> </ul>
<p><b>RRFB at Hillsborough Road/McDougle Elementary School</b> 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>Please see comments for the RRRB at Homestead/Claremont.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Safe Routes to School Action Plan</li> <li>• Pedestrian Safety Projects</li> </ul>
<p><b>Bus Stop Improvements at Jones Ferry Road/Barnes Street</b> 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>Chapel Hill Transit is working with its consultant team to finish the construction plans and associated survey work for necessary easements/utility work.</p> <p><u>Next Steps</u></p> <ul style="list-style-type: none"> <li>• Staff is reviewing the ARPA project description with the updated cost estimates in anticipation of working with NCDOT to submit the necessary encroachment agreements, and to arrange for certain utility work.</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Barnes Street Sidewalk (EB-5890); not yet initiated.</li> <li>• Orange County Transit Plan</li> <li>• <i>Carrboro Connects</i></li> </ul>



# JONES CREEK MULTI-USE PATH

-MEETING MAP-  
September 24, 2019



TOWN OF CARRBORO • NC

# Update on Transportation Projects

Town Council Meeting - February 18, 2025



# Overview of Presentation

- Infrastructure Projects
  - Funded & Underway
  - Next in Queue (Funded but not yet underway)
  - Project Submittals
  - Schedules
- Federal Funding Opportunities – State Transportation Improvement Program (STIP)
- Other Funding Sources – Regional Flexible Funding/Safe Streets for All
- Orange County Transit Funds
- Project Schedules
- Project Updates
- Traffic Calming
- Bike-Ped Safety Projects
- SPOT 8.0

# Infrastructure Projects – At a Glance

## Federally Funded & Closed-Out

Homestead Road-Chapel Hill Multi-Use Path (U-4726DE) - (final reimbursements completed; project closed out)

- 1) Damaged bridge section replacement – underway (Town funded)

## Federally Funded & Underway

- 2) Bike Loop Detectors (U-4726DF)
- 3) NC 54 Pedestrian Activated Crossings (BL-0044)
- 4) Jones Creek Greenway (C-5181)
- 5) Morgan Creek Greenway Phase 1 (EL-4828A)
- 6) South Greensboro Street Sidewalk (C-5650)

## Anticipated Schedule

- NCDOT Concurrence on Contractor – CON spring 2025
- Advertise April 2025 – NCDOT managing design & CON
- Advertise June 2025
- Advertise August 2025
- Advertise July 2026

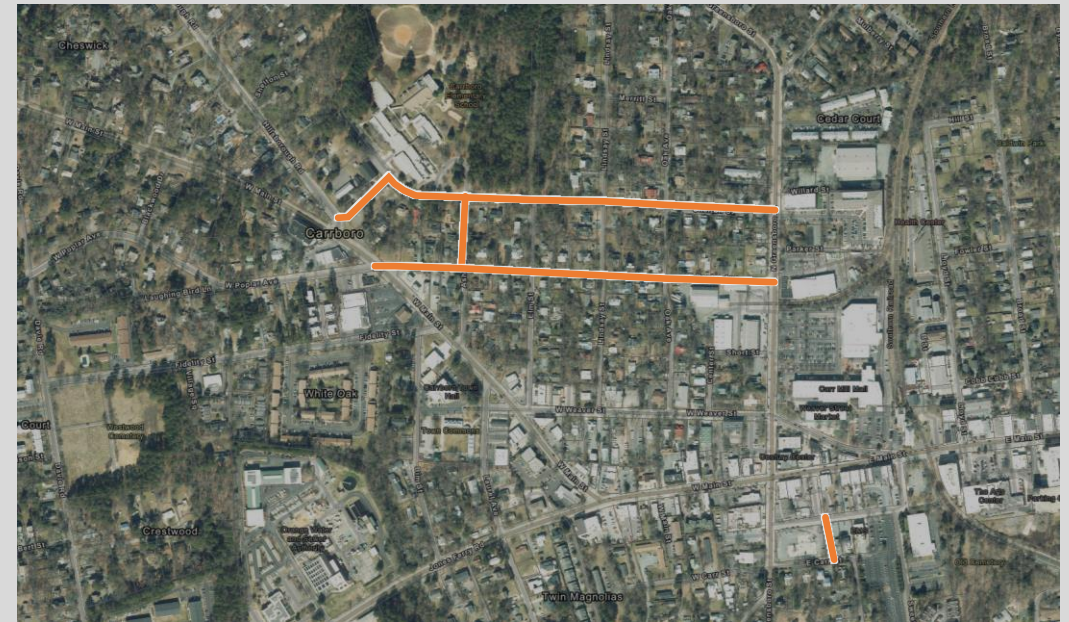
## RRFB – ARPA Funding

- 7) Hillsborough Street at McDougale Middle/Elementary School & Homestead Road at Claremont North/South

# Infrastructure Projects – At a Glance, continued

## Next in Queue (Federally Funded but not yet underway)

- 8) Regional Flexible Funds
  - 3 Bike Plan Priorities BL-0149 (CON only)
    - Shelton Street contra-flow/cycle track
    - East Poplar Avenue
    - Maple Avenue (contra-flow)
  - Bolin Creek Greenway Phase 2 (BL-0151)
    - Funds for Design only – FY 27
- 9) Estes Drive Extension Bike-Ped Improvements (EB-5886A) Design – Tentative FY25
- 10) Barnes Street Sidewalk (EB-5890)
- 11) Jones Ferry Road Sidewalk (EB-5880)

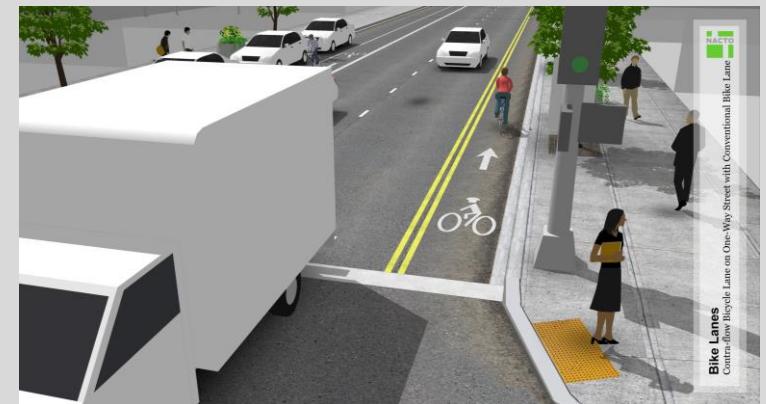


## Other Possible Projects

- 12) SS4A Demonstration Grant Application (Pavement markings relating to SRTS)
- 13) 203 Connector
- 14) West Main Street Sidewalk

# Submittal for Funding

- **Funded for Design Only – (subject to reprioritization during P7.0 FY26-2035 STIP)**
  - ✗ NC N4 Sidepath (EB-5880)
- **Submitted for Funding – (NCDOT Prioritization P7.0 FY26-2035)**
  - ✗ Seawell School Road Sidepath
  - ✗ Bike lanes & sidewalk (one side) Hillsborough/Old NC 86 from Farmhouse Road to Calvander
  - ✗ Morgan Creek Greenway Phase 2
- **Submitted for Funding – (MPO Regional Flexible Funding FY25-FY27)**
  - ✓ Bike Plan priorities – Shelton Street contra-flow/cycle track, East Poplar Avenue, Maple Avenue (contra-flow)
  - ✓ Bolin Creek Greenway Phase 2
  - ✗ Bolin Creek Greenway Phases 3-4
- **Submitted for Great Trails State Coalition Trail Project (January 2023)**
  - ✗ Morgan Creek Greenway Phase 2
  - ✗ Homestead Road Sidepath
  - ✗ Seawell School Road Sidepath
  - ✗ NC 54 Sidepath



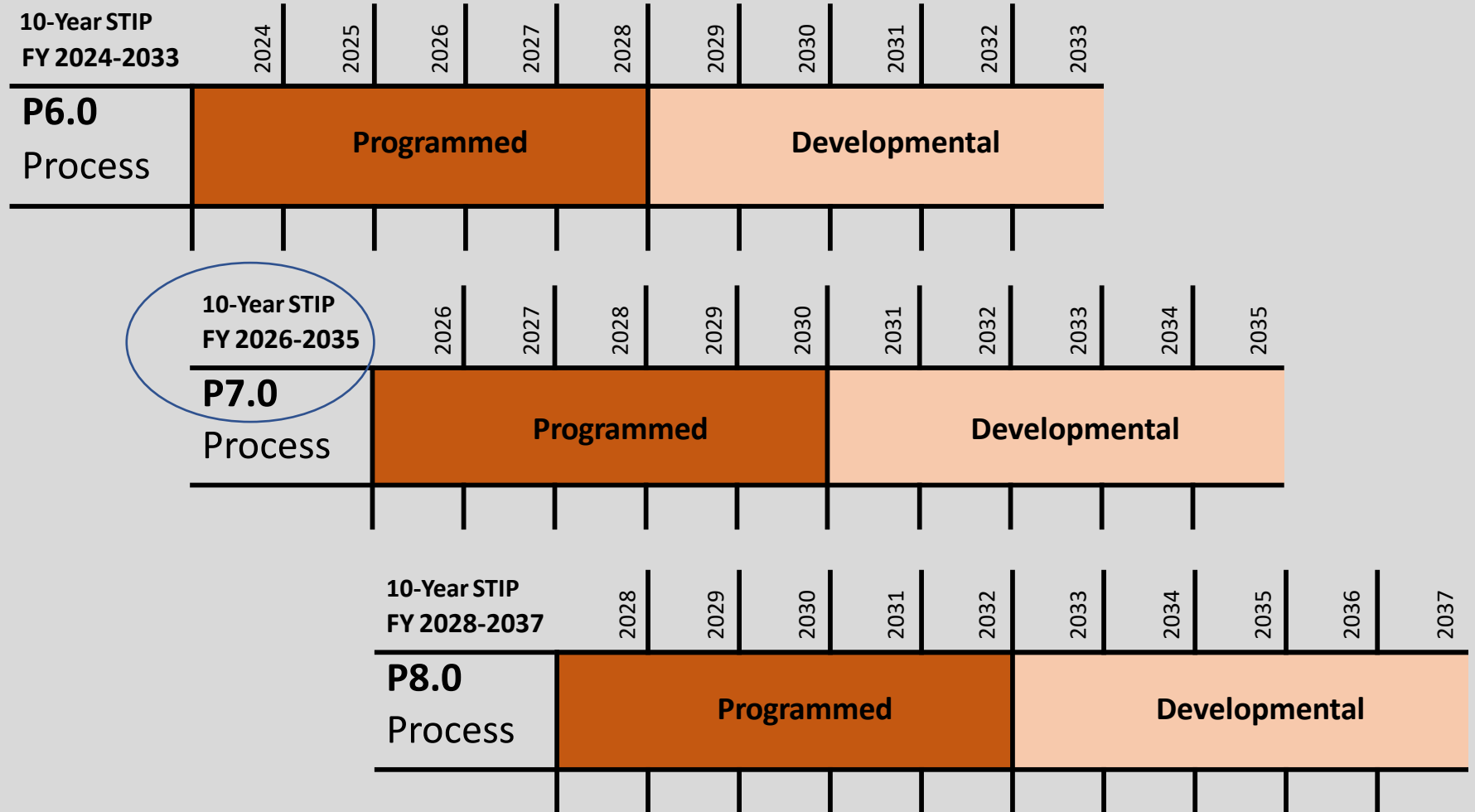
# NCDOT STIP & Prioritization Schedule

## Strategic Transportation Investments (STI) Law

P6.0 began 2019, cancelled 2021. Focus on updating costs. Adopted June 2023.

Draft STIP released January 2025 – anticipated adoption fall 2025.

Upcoming prioritization process to begin spring 2025, anticipated approval fall 2027.



# Other Funding Sources

## Regional Flexible Funds

Anticipated next call for projects for FY28

## Safe Streets for All (SS4A) Grant Program

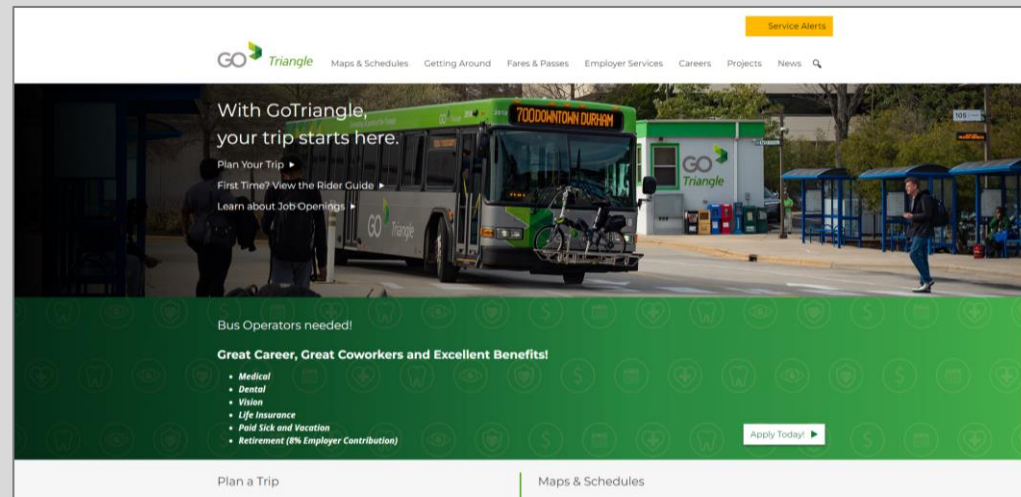
Infrastructure Investment and Jobs Act

- 1) Development of a Comprehensive Safety Action Plan
  - 2) Implementation of the Action Plan (funding for infrastructure)
    - An adopted Action Plan is a prerequisite for applying for funding for infrastructure.
    - Demonstration & Planning grants
- Public meeting tentatively scheduled for March 13<sup>th</sup>
  - TPO Plan anticipated adoption April 2025
  - Next Notice of Funding Opportunity expected in March 2025
  - Anticipating submitting demonstration grant application to support SRTS program



<https://www.dhcmpo.org/what-we-do/programs-plans/safety-security>

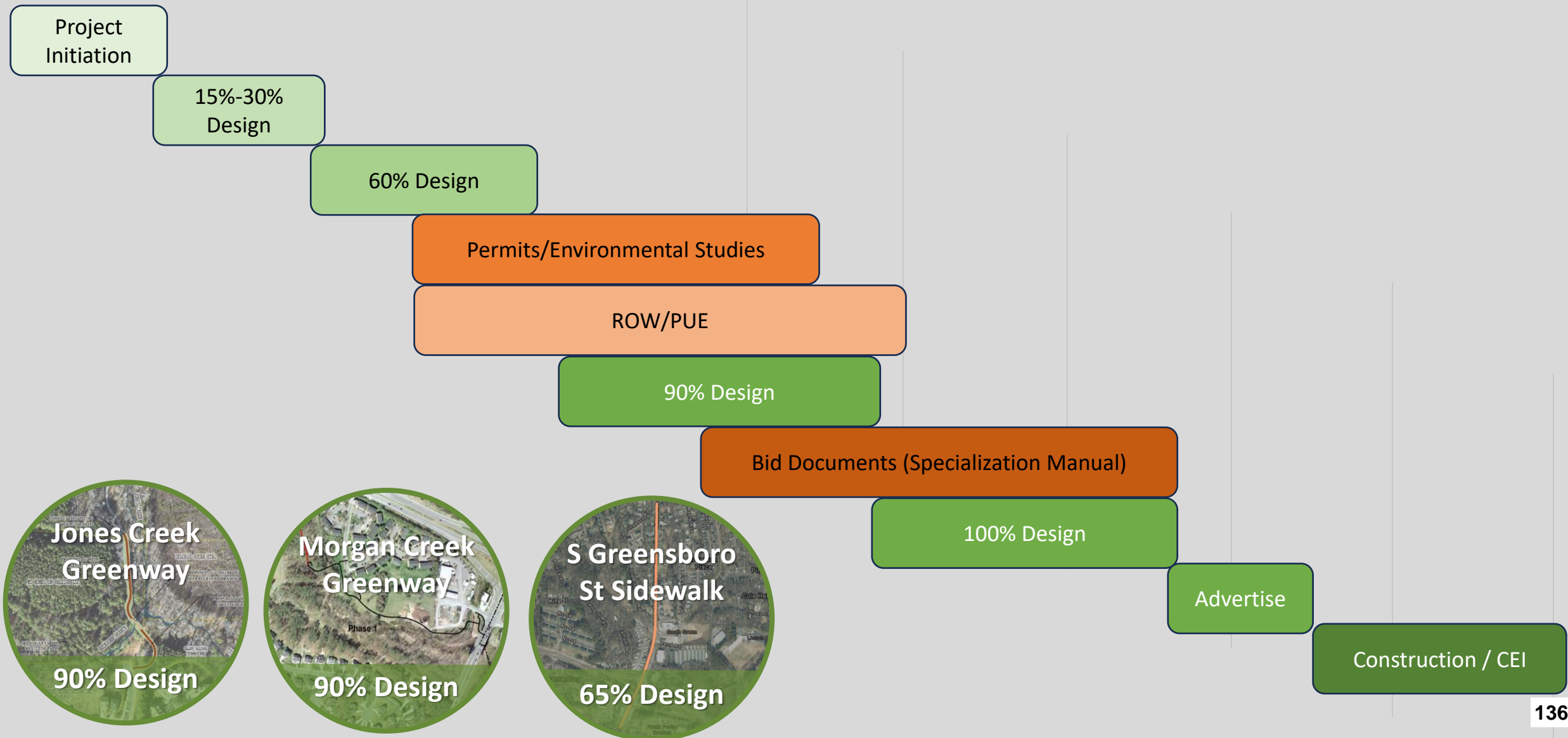
# Orange County Transit Plan



## Funding for Carrboro Capital Projects

- ✓ Rogers Road Sidewalk/bus shelter
- ✓ Signalized Pedestrian Crossings (NC 54)
  - at Westbrook Dr, Abbey Ln, Kingswood Apartments
- Morgan Creek Greenway Phase 1
- South Greensboro Street Sidewalk
- Estes Drive Extension Bike-Ped Improvements/corridor study
- Segment of sidewalk along West Main Street (O-2 Fitness)
- 203 Connector

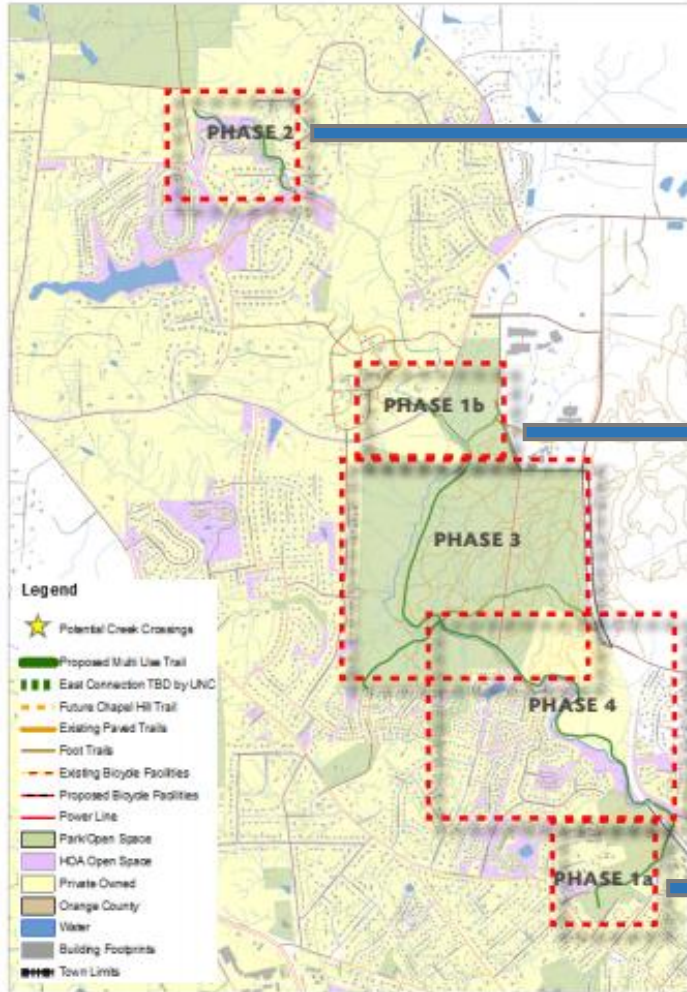
# Project Schedules



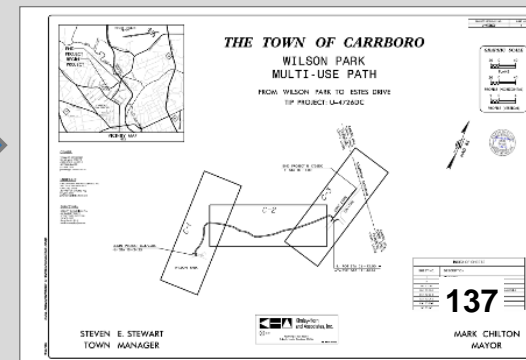


### 3. Phasing Plan

There are more than 4.5 miles of greenway (including spur trails) along the Bolin Creek Greenway. Regardless of available funds, it is necessary to prioritize the construction of the trail segments. Input from the public, availability of funding, existing land ownership, permitting issues, engineering constraints, destination points and existing improvements projects were considered in the development of the phasing plan and are broken down on the following pages.

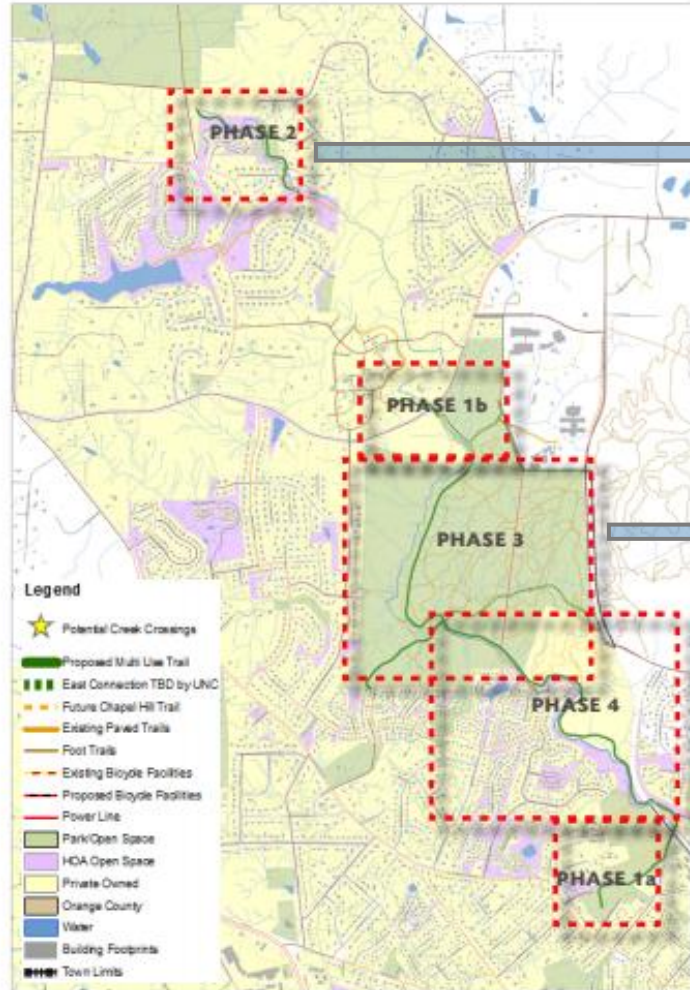


# Bolin Creek Greenway Completed/Underway



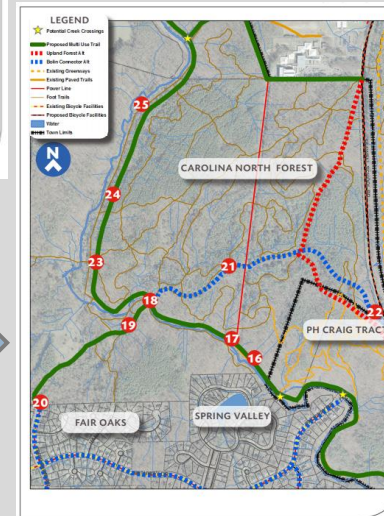
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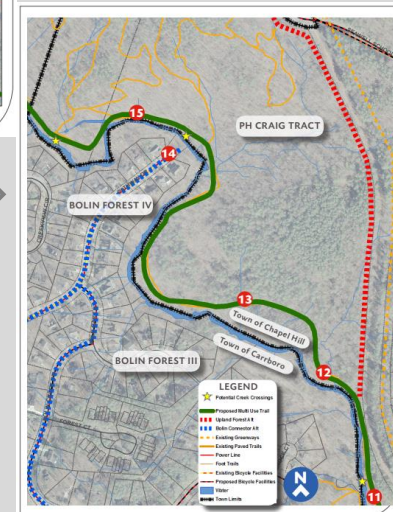


### Bolin Creek Phase 2

Federal Regional Flexible Funding for design programmed for FY27



**Bolin Creek Phases 3 & 4**  
 Creekside alignment was selected in October 2023 for both phases. Request for Crossing Feasibility Analysis in FY26



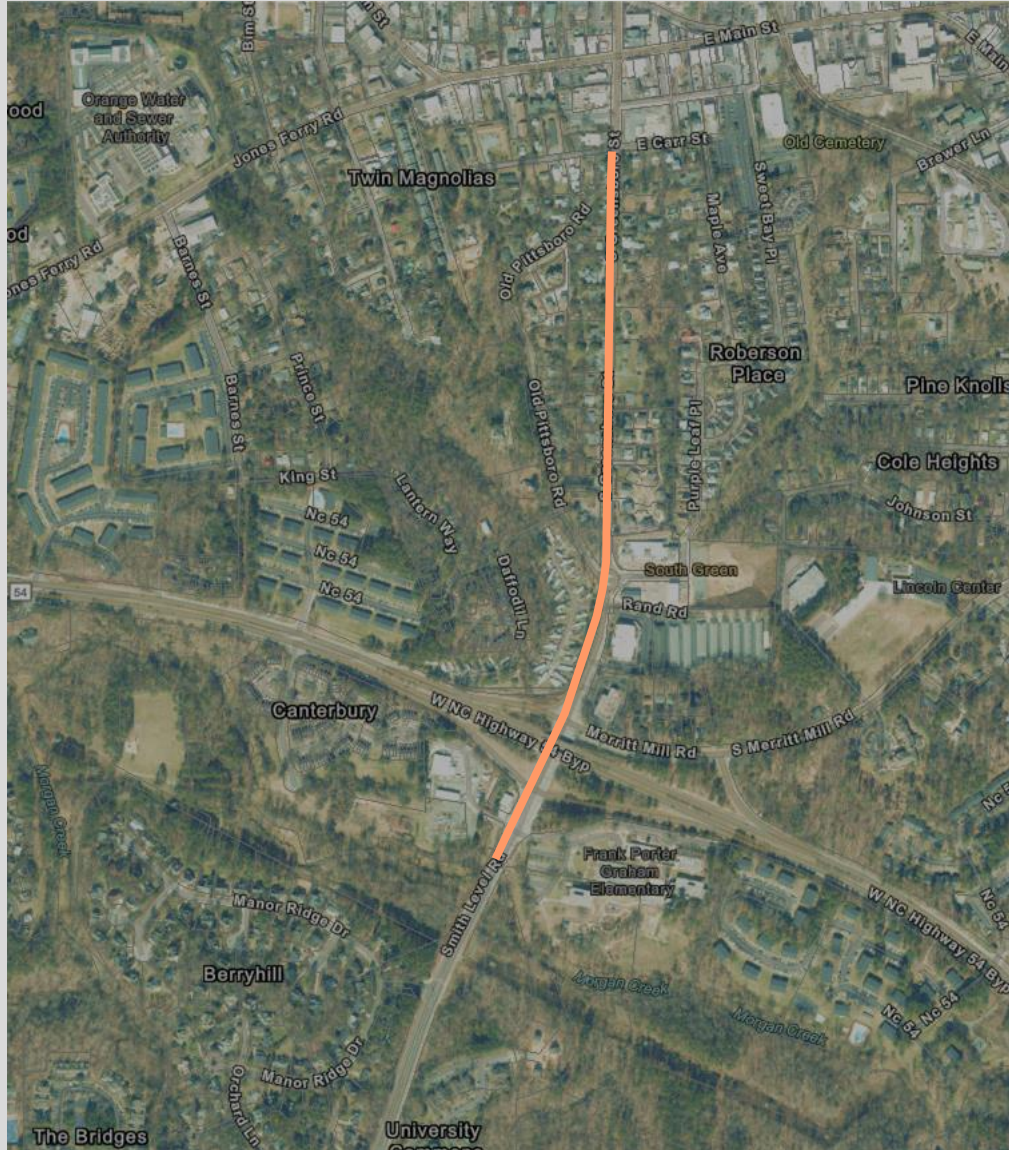
# Bolin Creek Greenway

## Not Yet Initiated

# Morgan Creek Greenway Phases 1 & 2

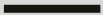

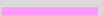



# North and South Greensboro Street



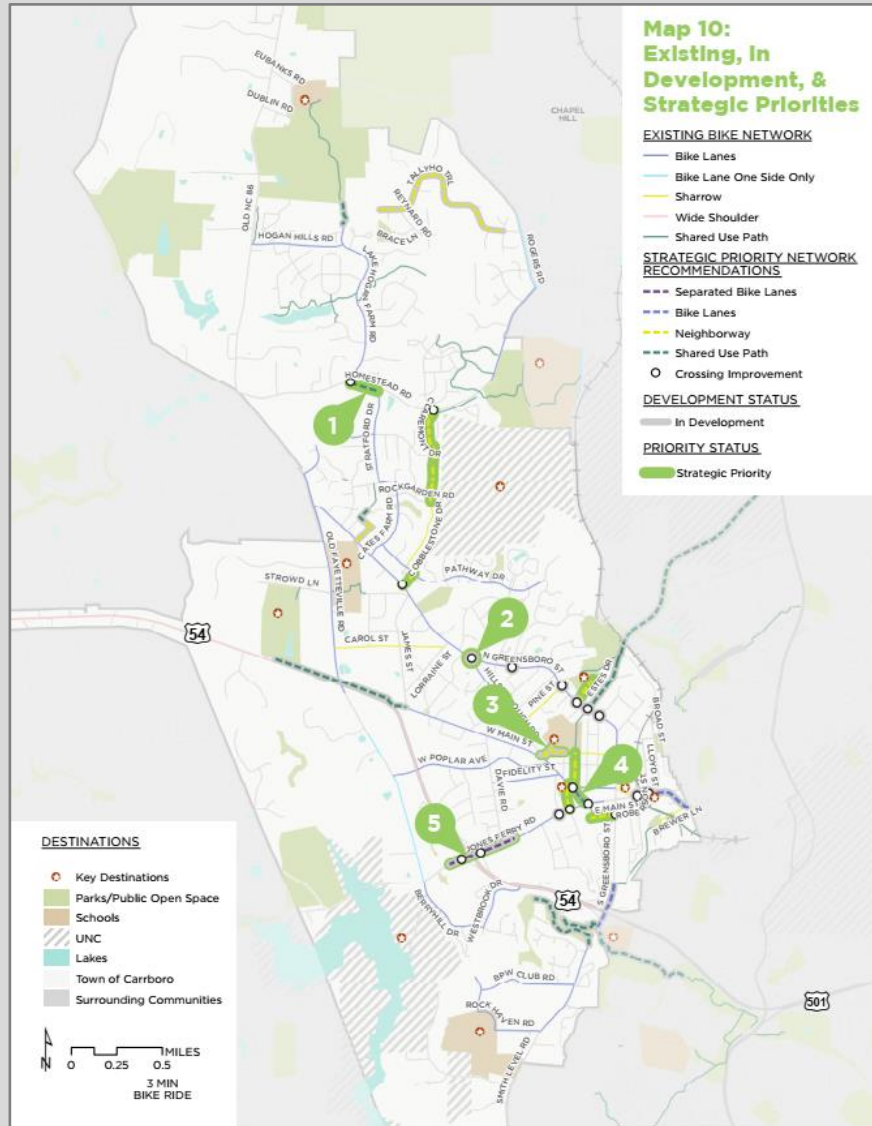
**S Greensboro St**  
**Sidewalk**  
 65% Design  
 Waterline Replacement  
 Shared-Use Path (ARPA)

**N Greensboro St**  
 Resurfacing/restriping for  
 bike lanes  
 Pedestrian Crossings/RRFB

-  Funded & Underway
-  Design Underway
-  Resurfacing
-  Sidewalk



# 2020 Updated Bike Plan Priority Projects



## 1 HOMESTEAD RD SIDEPATH LINK pg. 52

*This project will connect large residential hubs and fill a gap from north Carrboro to downtown by connecting bike lanes along Lake Hogan Farm Rd and Stratford Dr.*



## 2 HILLSBOROUGH ST AND N GREENSBORO ST INTERSECTION IMPROVEMENTS pg. 54

*This is an unsignalized intersection along a critical bike route. Improving the intersection will increase safety and comfort for all users.*



## 3 SHELTON ST CONTRAFLOW BIKE LANE pg. 56

*The Shelton St contraflow bike lane will fill an important gap between the Hillsborough St bike lanes and Carrboro Elementary.*



## 4 WEST MAIN ST BIKE LANES & INTERSECTION IMPROVEMENTS pg. 58

*Intersection improvements and bike lanes on both sides of the street (filling gaps) will improve bike access to downtown along West Main St.*



## 5 JONES FERRY RD SEPARATED BIKE LANES pg. 62

*Separated bike lanes along Jones Ferry Rd will bring much-desired safety benefits to this heavily used commuter corridor.*



## Status

ARPA funding for design/construction of RRFB to provide signalize pedestrian crossing at Claremont. Private development to construct section of sidewalk along Homestead,

Improved ramps and crosswalks approved and will be installed as part of NCDOT ADA ramp project. Possible RRFB with SS4A.

Under design. Selected for Regional Flexible Funding (RFF) for construction.

Very preliminary scoping of steps to implement. Some aspects of project may require additional feasibility analysis.

Complete. Collaboration with NCDOT to incorporate lane changes & addition of buffered bike lane as part of NCDOT resurfacing project.

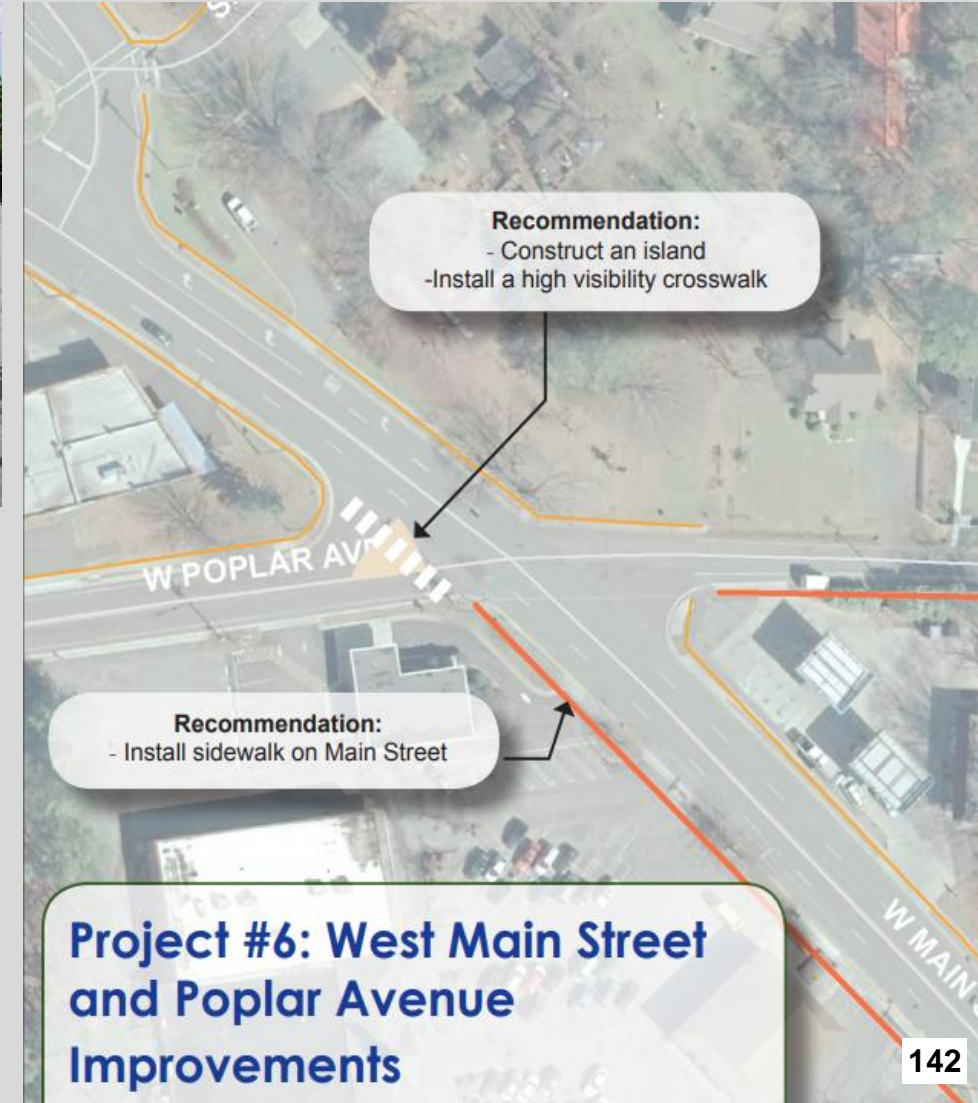
# W Main, Poplar, & Hillsborough

## Regional Flexible Funding

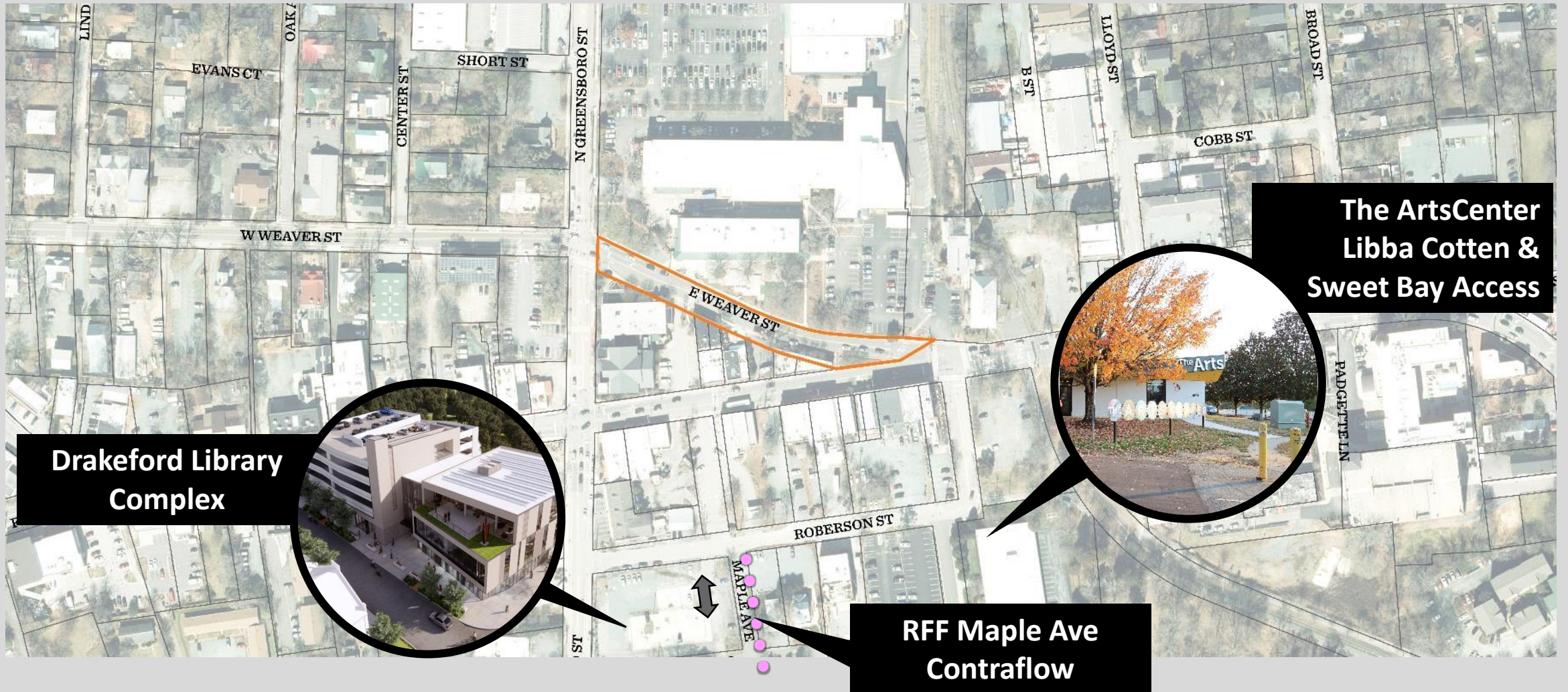
- Bike-Ped Improvements to Shelton Street – Carrboro Elementary (RFF)

## SS4A Demonstration Grant

- Improved crossings for Hillsborough & West Main w/ painted refuge island.
- Improvements at East Poplar/West Main & West Poplar/West Main
- Explore buffer bike lanes and possibly delineators along Hillsborough
- RRRBs at Hillsborough/N Greensboro & Quail Roost/N Greensboro



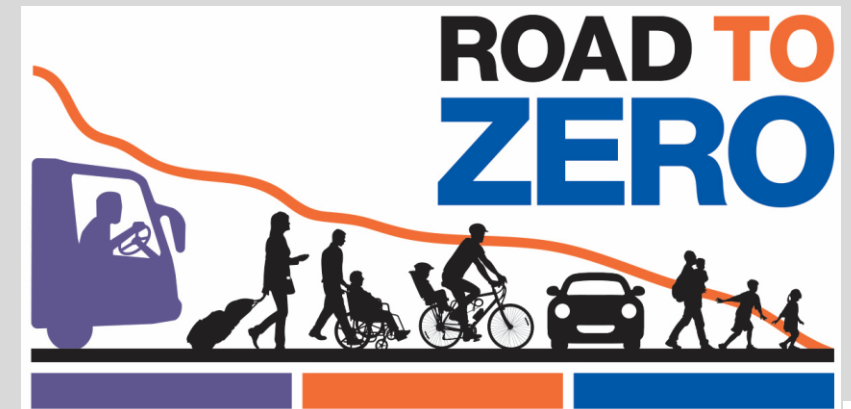
# Reimagining East Weaver Street



Capacity analysis for Reimagining East Weaver Street to include streets around Drakeford Library.

# Other Programs & Initiatives

- Bicycle Friend Communities – Renewed Silver Status
  - 3 league instructors (LCIs)
- Safe Routes to School/Active Routes to School (Non-Infrastructure Grant) increase
- Vision Zero Initiative – Leadership Institute / Quick Builds
- Regional Vision Zero (SS4A Grant for Safety Action Plan via TWTPO)
- Road to Zero (Grant - Systematic Traffic Counts/Traffic Counts)
  - 2024 not awarded/2025 resubmitted
  - Complete Streets
- Transportation Choices (TDM)





# Residential Traffic Calming

- 2023 Worksession on Residential Traffic Calming Plan
  - Evaluate/amend existing program relating to petition process and timeline and/or replace with systematic traffic counting approach to inform traffic calming measures and/or street standards.
  - Pursue funding for systematic counts.
- Check status of current requests (letters & AOI maps)
  - Reach out to applicants.
  - Guide through process/complete.
  - Check in with Police Department for patrols/use of speed sign.
- Barred Owl Creek Neighborhood
  - Complete analysis of interim measures.
  - Check in with neighbors
  - Consider permanent plan
- Continue to monitor Starlite Drive

# Bike-Ped Safety Projects

## NCDOT ADA Ramps (March 2024-2026)

- Completion of remaining ramps from the FY23 & FY 24 projects -- work underway.
- Additional pedestrian crosswalks in key locations.

## Speed limits – Discussions w/ NCDOT (ongoing)

- Reducing Homestead Road to a consistent 35 mph for the whole length.
- Reducing the speed limit on South Greensboro Street from 35 mph to 30 mph from Merritt Mill Road to a point approximately 700 feet south of Main Street (SR 1010).
- Reducing the speed limit on North Greensboro Street (SR 1772) from 30 mph to 25 mph from a point approximately 0.07 mile north of Shelton Street, northward to Estes Drive (SR 1780).
- Reducing the speed limit for the entirety of Hillsborough Road (SR 1009) from the intersection w/ Old Fayetteville to the junction w/ North Greensboro and continuing to intersection with West Main to 25 mph. This speed limit would be consistent with similar streets in the vicinity and in downtown Carrboro.
- Reducing the speed along Old NC 86, from Calvander to Eubanks.

## Resurfacing – NCDOT & Town

- Lane reallocation/narrowing to add bike infrastructure and/or pavement markings during maintenance.

# Anticipated Schedule for P8.0

## P8 Schedule

October 2024

