



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Agenda Town Council



Tuesday, April 14, 2020

7:00 PM

Remote Meeting - View Livestream or Cable TV

18

7:00-7:05

A. POETRY READING

7:05-7:10

B. ROLL CALL

7:10-7:15

C. PUBLIC COMMENTS

Comments are limited to three minutes per speaker. If you wish to make a public comment during an online meeting, please contact the Town Clerk's office via email at publiccomment@townofcarrboro.org or by phone at (919) 918-7310 no later than 5PM on Monday.

7:15-7:25

D. CONSENT AGENDA

1. [20-176](#) Approval of Minutes from March 31, 2020
2. [20-177](#) Permit Extension Request for Previously Issued Conditional Use Permit for Veridia AIS
PURPOSE: The Board is asked to consider approving a request for an extension of the date when a Conditional Use Permit would otherwise expire for Veridia AIS CUP. Town Staff recommends approval of the request.
Attachments: [Attachment A - Resolution Approving Permit Extension](#)
[Attachment B - Staff Report](#)
[Attachment C - Letter from Applicant](#)
[Attachment D - CUP Document](#)

E. OTHER MATTERS

7:25-7:55

1. [20-172](#) E Main Street Restriping Plan: Public Input Summary and Proposed Design Modifications
PURPOSE: The purpose of this agenda item is to provide the Council with a summary of the public feedback received for the proposed E Main Restriping and to discuss possible minor modifications to the design based on feedback received.
Attachments: [Attachment A - Resolution](#)
 [Attachment B - Email Comments](#)
 [Attachment C - Mailed Comments](#)
 [Attachment D - NCDOT Approval Notice](#)

7:55-As Required

2. [20-175](#) Update from Chief Schmidt on COVID-19

F. MATTERS BY COUNCIL MEMBERS



Town of Carrboro

Town Hall
301 W. Main St.
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Agenda Item Abstract

File Number:20-176

Agenda Date: 4/14/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Approval of Minutes from March 31, 2020



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-177

Agenda Date: 4/14/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Permit Extension Request for Previously Issued Conditional Use Permit for Veridia AIS

PURPOSE: The Board is asked to consider approving a request for an extension of the date when a Conditional Use Permit would otherwise expire for Veridia AIS CUP. Town Staff recommends approval of the request.

DEPARTMENT: Planning Department

CONTACT INFORMATION: Marty Roupe, 919-918-7333

INFORMATION: On behalf of Sustainable Properties, LLC, Mr. David Bell has requested an extension of the date on which a previously issued Conditional Use Permit (CUP) would otherwise expire on April 26, 2020. The Board of Aldermen originally granted this CUP on April 26, 2011. The permit allows construction of a major subdivision consisting of 39 residential dwelling units. Construction of the project has not commenced.

The applicant has submitted a letter, included as Attachment B, related to compliance with LUO Section 15-62 and including information about their continuing efforts to build the project. Of note, the letter requests a two year extension and also mentions that this very likely will be the last extension request unless Mr. Bell is able to partner with someone to build the project in a manner similar to what was expressed and discussed with Council members during the last extension request in 2018.

FISCAL & STAFF IMPACT: The applicant has paid the applicable fee associated with this request. No other impact noted.

RECOMMENDATION: Town Staff recommends that the Board of Aldermen adopt the attached resolution approving the permit extension request. The new expiration date for the permit would be April 26, 2022.

A RESOLUTION APPROVING AN EXTENSION OF THE DATE ON WHICH A
CUP WOULD OTHERWISE EXPIRE FOR VERIDIA AIS CUP

WHEREAS, the Carrboro Board of Aldermen approved a Conditional Use Permit for the Veridia AIS CUP on April 26, 2011; and

WHEREAS, the Carrboro Board of Aldermen approved an extension to the date on which the Conditional Use Permit for the Veridia AIS CUP would have expired, thereby extending the date to April 26, 2020; and

WHEREAS, the Board of Aldermen finds, per Section 15-62(c) of the LUO, that: 1) the CUP has not yet expired, 2) the permit recipient has proceeded with due diligence and in good faith, and 3) conditions have not changed so substantially as to warrant a new application.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the permit is again extended, with a new expiration date for Veridia AIS CUP of April 26, 2022.

This the 14th day of April, 2020

STAFF REPORT

TO: Town Council

DATE: April 14th, 2020

PROJECT: Conditional Use Permit Extension Request for Veridia AIS Subdivision at 810 Old Fayetteville Road

APPLICANT and OWNER: Sustainable Properties, LLC
5020 Walnut Cove Road
Chapel Hill, NC 27516

PURPOSE: Request for an extension of date when Conditional Use Permit would otherwise expire for Veridia AIS Subdivision at 810 Old Fayetteville Road. This CUP permit expires on April 26th, 2020

EXISTING ZONING: R2-CU

PIN: 9779-01-7407 & 9779-01-7345

LOCATION: 810 Old Fayetteville Road

TRACT SIZE: 282,704sf (6.49acres)

EXISTING LAND USE: Mobile Home Park

PROPOSED LAND USE: 26.100, Major subdivision consisting of 1.111, single family detached residences

SURROUNDING LAND USES: North: R-20 , single-family residences
South: R-15, single-family residences
West: Old Fayetteville Road
East: R-20, single-family residences

ZONING HISTORY: R2-CU since 2011

RELEVANT ORDINANCE SECTIONS: Section 15-62 Expiration of Permits

BACKGROUND

The applicant/property owner, Sustainable Properties, LLC has requested that the date on which a previously issued Conditional Use Permit extension that expires on April 26th, 2020 be re-established to an expiration date of April 26th, 2022.

The Town Council originally granted the Conditional Use Permit on April 26th, 2011 and has approved three (3) permit extensions.

APPLICABLE LUO PROVISIONS

Extensions to the date on which a permit would otherwise expire must be granted in accordance with Section 15-62 (Expiration of Permits) of the LUO. Specifically, please note that Section 15-62(a) of the LUO dictates that the CUP would expire on April 26th, 2020 in this case because less than ten percent (10%) of the total cost of all construction, erection, alteration, excavation, demolition, or similar work on the development authorized by the permit has been completed on the site.

Section 15-62(c) gives the permit-issuing authority (Town Council) the authority to grant an extension to the date on which the permit would otherwise expire. Section 15-62(c) reads as follows:

“(c) The permit-issuing authority may extend for a period up to two years the date when a permit would otherwise expire pursuant to subsections (a) and (b) if it concludes that (i) the permit has not yet expired, (ii) the permit recipient has proceeded with due diligence and in good faith, and (iii) conditions have not changed so substantially as to warrant a new application. Successive extensions may be granted for periods up to two years upon the same findings. All such extensions may be granted without resort to the formal processes and fees required for a new permit.”

Staff offers the following information related to the conditions outlined in Section 15-62(c):

1. The permit has not yet expired.

COMPLIANCE: *No, the permit has not expired. The permit is set to expire on April 26th, 2020.*

2. The permit recipient has proceeded with due diligence and in good faith.

COMPLIANCE: *Yes, the permit recipient has proceeded with due diligence and in good faith. Sustainable Properties, LLC has stated that they are continuing to try to find a non-profit or social benefit entity to invest in this project.*

3. Conditions have not changed so substantially as to warrant a new application.

COMPLIANCE: Yes, it is true that conditions have not changed so substantially as to warrant a new application. No changes to the property have taken place since the permit was originally approved.

RECOMMENDATION

The Town Staff recommends that the Town Council adopt the attached resolution approving the permit extension request. The new expiration date for the permit would be April 26th, 2022.

April 6, 2020
Town of Carrboro
Planning Department
301 West Main Street
Carrboro, NC 27510
Attn: Martin Roupe

Dear Marty,

As owner of Sustainable Properties, LLC, I hereby request an additional two-year extension of the CUP for the Veridia AIS Subdivision originally approved by the Town on April 26, 2011. I anticipate this will be the final extension request unless I am able to enter a partnership with a nonprofit or other social benefit entity that can allow the project to proceed. Anne-Marie Vanaman is organizing a meeting to discuss potentials for the development with the town, several nonprofits and ourselves, but, unfortunately, the meeting has been delayed due to the emergence of COVID-19. Although I believe that meeting will occur soon, it will take time to explore the available options, and I do not want to risk the expiration of the permit in the interim. Assuming the talks go well, and given an unknown period of delay to address the fallout of COVID-19, I am requesting a two-year extension that will allow us additional time to plot our path forward.

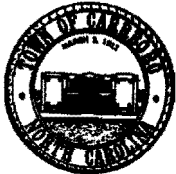
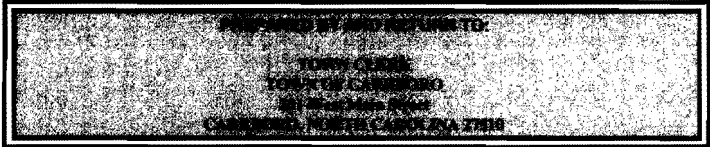
It is possible that we may find a partner who will work with us to execute the original vision laid out to the board in 2011 and at subsequent renewals. However, if the consensus of our meetings is that Veridia as designed is not a viable project relative to its existing use, it would be my intention to allow the CUP to expire and seek a new CUP for a modified plan developed in consultation with these potential nonprofit partners. As mentioned in my 2018 renewal, the updated goal of the Veridia project is to develop with minimal, or conceivably no, forced displacement of the existing tenant base. Habitat for Humanity has expressed interest in meeting to discuss our development potential; they have undertaken a similar development, without displacement, of a mobile home park property at Sunrise Park in the Charlottesville, VA area. We will be exploring all such ideas with Habitat for Humanity and other local nonprofits in our upcoming discussions.

As in past years, I'd like to add that if the Town Council is willing to continue providing their support for the concept, I will continue pushing toward a maximally socially and environmentally redeeming solution that remains, as it is now, accessible to those who need it most, and becomes a community that Carrboro can truly be proud of.

Thank you,

A handwritten signature in black ink, appearing to read "David Bell". The signature is fluid and cursive, with the first name "David" being more prominent than the last name "Bell".

David Bell
Sustainable Properties, LLC



**ORANGE COUNTY
NORTH CAROLINA**

**TOWN OF CARRBORO
CONDITIONAL USE PERMIT GRANTED
Veridia Architecturally Integrated Subdivision**

On the date(s) listed below, the Board of Aldermen of the Town of Carrboro met and held a public hearing to consider the following application:

APPLICANT: Sustainable Properties, LLC
OWNERS: Sustainable Properties, LLC
PROPERTY LOCATION (Street Addresses): 810 Old Fayetteville Road
TAX MAP, BLOCK, LOT(S): 7.108.41 and 7.108.32 (PIN #s 9779017345 and 9779017407)
PROPOSED USE OF PROPERTY: Major subdivision consisting of 1.111, single family detached residences
CARRBORO LAND USE ORDINANCE USE CATEGORY: 26.100
MEETING DATES: April 26, 2011

Having heard all the evidence and arguments presented at the hearing, the Board finds that the application is complete, that the application complies with all of the applicable requirements of the Carrboro Land Use Ordinance for the development proposed, and that therefore the application to

make use of the above-described property for the purpose indicated is hereby approved, subject to all applicable provisions of the Land Use Ordinance and the following conditions:

1. The applicant shall complete the development strictly in accordance with the plans submitted to and approved by this Board, a copy of which is filed in the Carrboro Town Hall. Any deviations from or changes in these plans must be submitted to the Development Review Administrator in writing and specific written approval obtained as provided in Section 15-64 of the Land Use Ordinance.
2. If any of the conditions affixed hereto or any part thereof shall be held invalid or void, then this permit shall be void and of no effect.
3. That 35 of the 39 homes shall be offered for a pre-construction base price of less than \$300,000. To secure a home at this rate, interested buyers must pay a deposit and meet the "qualified buyer" lending requirements of the financial institution funding the project's development. Upon being offered a home at this price, a potential buyer may choose to negotiate with the seller the purchase of a home at a higher price established relative to the market value of desired modifications and additions to the base price home's offerings. This restriction shall remain for any sales realized prior to construction beginning or within a one-year period following construction plan approval, whichever comes first. After the restriction expires, the maximum base price may increase three-percent (3%) annually to allow for inflation and building cost increases.
4. That the construction plans and final plat for the project must exhibit compliance with LUO Section 15-188, as written at the time of each respective approval.
5. That prior to construction plan approval, the applicant receive a driveway permit from NCDOT.
6. That the Board of Aldermen finds the provision of 68 parking spaces, within carport bays and parallel and perpendicular to the driveway, sufficient to serve Veridia development's 39 single-family homes. The Board makes this finding based on information provided by the applicant noting proximity to schools, shopping, parks, and a bus stop.
7. That the HOA documents for the development must include provisions requiring that the carport bay areas must remain available for parking of a vehicle.
8. That the applicant shall provide to the Zoning Division, prior to the recordation of the final plat for the project or before the release of a bond if some feature are not yet in place at the time of the recording of the final plat, Mylar and digital as-builts for the stormwater features of the project. Digital as-builts shall be in DXF format and shall include a base map of the whole project and all separate plan sheets. As-built DXF files shall include all layers or tables containing storm drainage features. Storm drainage features will be clearly delineated in a data table. The data will be tied to horizontal controls.
9. That prior to construction plan and final plat approvals, the developer shall submit detailed stormwater system maintenance information: maintenance and operations plan and manual, maintenance agreement, etc, in accordance with the requirements of LUO Section 15-263.1. The information must be reviewed and approved by the Town Engineer, Town Attorney, and Environmental Planner. Upon approval, the plans shall be included in the homeowners' association documentation.
10. That the construction entrance for the project must be clearly identified on the construction plans.
11. That the construction plans must call for a specific and acceptable type of inlet protection along Old Fayetteville Road.

12. That the developer provide a final, written statement from the electrical utility stating that electric service can be provided to all locations shown on the construction plans prior to the approval of the construction plans.
13. That fire flow calculations and building-sprinkler design (as required) must be submitted and approved by the Town Engineer and Town Fire Department prior to construction plan approval.
14. That the applicant work with staff during construction to establish a 'natural' playfield. The field may contain a small number of trees but must remain clear enough to reasonably allow for play and sports activities.
15. That all proposed recreation facilities and areas shall be marked 'private' on the construction plans and final plat.
16. That the subdivision must comply with the requirements of LUO Section 15-177(d)(3)(a), which specifies a minimum number of nine (9) different significantly different house plans, i.e. elevation sets. The elevations must be incorporated into the plans before the construction plans may be approved.
17. That the applicant must obtain a CAPS certificate for the project from the Chapel Hill – Carrboro City Schools System prior to construction plan approval.
18. That the final version of the homeowner's association documents must be reviewed and approved by the Town Attorney. The documents shall not preclude the use of clotheslines on private lots within the subdivision.
19. That the applicant must obtain all necessary temporary and permanent easements prior to construction plans approval.
20. For non-LUO required infrastructure, including but not limited to the project's solar array, the applicant must either install the features or submit a performance security in accordance with the town's process for bonding, prior to the issuance of the project's 26th building permit.
21. That prior to the final plat approval, the applicant must display a site plan and erect disclosure signs on-site, adhering to the requirements of LUO Sections 15-83.1 and -83.2.
22. The playground equipment should be CPSC compliant with an ADA component.
23. The 25 remaining units will be size limited to 1,350 square feet.
24. Construct 1,100 square feet units so that no more than two units are located adjacent to each other.
25. Buyers should be free to select the financial institution of their choice.
26. Storage sheds should have room for at least two bicycles.
27. The central walking path should be six feet in width.
28. The developer will provide a stub-out or path to connect through the James' property.
29. The developer will disclose parking limitations to buyers.
30. The developer will provide a minimum of three months notice to existing residents before they must vacate.

This permit shall automatically expire within two years of the date of issuance if the use has not commenced or less than 10 percent (10%) of total cost of construction has been completed or there has been non-compliance with any other requirements of Section 15-62 of the Carrboro Land Use Ordinance.

All street construction on those streets proposed for acceptance by the Town of Carrboro shall be certified by an engineer. Engineering certification is the inspection by the developer's engineer of the street's subgrade, base material, asphalt paving, sidewalks and curb and gutter, when used. The developer's engineer shall be responsible for reviewing all compaction tests that are required for streets to be dedicated to the town. The developer's engineer shall certify that all work has been constructed to the town's construction specifications.

If this permit authorizes development on a tract of land in excess of one acre, nothing authorized by the permit may be done until the property owner properly executes and returns to the Town of Carrboro the attached acknowledgment of the issuance of this permit so that the town may have it recorded in the Orange County Registry.

NORTH CAROLINA

ORANGE COUNTY

IN WITNESS WHEREOF, the Town of Carrboro has caused this permit to be issued in its name, and the undersigned being all of the property above described, do hereby accept this Conditional Use Permit, together with all its conditions, as binding upon them and their successors in interest.

THE TOWN OF CARRBORO

ATTEST:

Town Clerk

BY _____
Town Manager

(SEAL)

I, _____, a Notary Public in and for said County and State, do hereby certify that Catherine C. Wilson, Town Clerk for the Town of Carrboro, personally came before me this day and being by me duly sworn says each for himself that she knows the corporate seal of the Town of Carrboro and that the seal affixed to the foregoing instrument is the corporate seal of the Town of Carrboro, that Steven E. Stewart, the Town Manager of said Town of Carrboro and Catherine C. Wilson, Town Clerk for the Town of Carrboro subscribed their names thereto; that the corporate seal of the Town of Carrboro was affixed thereto, all by virtue of a resolution of the Board of Aldermen, and that said instrument is the act and deed of the Town of Carrboro.

IN WITNESS THEREOF, I have hereunto set by hand and notarial seal this the ____ day of _____, 2011.

(SEAL)

Notary Public

My Commission Expires: _____



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Carrboro, NC 27510

Agenda Item Abstract

File Number:20-172

Agenda Date: 4/14/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

E Main Street Restriping Plan: Public Input Summary and Proposed Design Modifications

PURPOSE: The purpose of this agenda item is to provide the Council with a summary of the public feedback received for the proposed E Main Restriping and to discuss possible minor modifications to the design based on feedback received.

DEPARTMENT: Planning

CONTACT INFORMATION: Zachary Hallock, 919-918-7329, zhallock@townofcarrboro.org; Tina Moon, 919-918-7325, cmoon@townofcarrboro.org; Trish McGuire, 919-918-7327, pmcguire@townofcarrboro.org

INFORMATION: At the March 10th Town Council meeting, staff provided a presentation on the results of the operational analysis and concept design for a restriping plan for East Main Street. That agenda item can be viewed at:

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=4389400&GUID=C1F7C70F-3584-46AD-B9C2-48933B725DAF>

Since the March 10 Council Meeting, the following public input opportunities have been provided:

1. A presentation to the Economic Sustainability Committee on March 11;
2. Display boards showing the results of the operational analysis and conceptual restriping design placed in the front hallway of Town Hall, from 3/13 to 3/24;
3. Distribution of flyers to businesses along E Main Street on March 11 and 12, which included information about the project, the project webpage, and the previously anticipated public meeting schedule (prior to COVID-19);
4. Distribution of information over the Town's online presence and social media platforms (Town Website Newsflash, Facebook, NextDoor, & Twitter);
5. Mailed notice to all residents of the Lloyd-Broad neighborhood including information about the project, the concept plan, a comment form, and a stamped return envelope to facilitate feedback;
6. Mailed notice to all businesses located along E Main Street and their owners providing information about the project, a link to the project webpage, and directions on how to best provide feedback; and
7. A presentation to the Transportation Advisory Board (via Zoom) on April 9, comments from the TAB meeting will be reported as part of the April 14th update.

To date, staff have received approximately 25 email comments on the project; about 88 percent of which have

been in support of the proposed changes.

The three negative emails received voiced concern or skepticism about the proposed benefits of the project, and generally asserted that reducing the number for lanes from 4 lanes down to 3 lanes would increase peak hour travel time and congestion--making traffic much worse. The email comments received have been included in this agenda item as Attachment B.

To date, staff have received 3 mailed comments. The comments received are summarized below:

- Concerns with the peak hour operations of the traffic signal of E Main St. at Lloyd St.
- Concerns with the sight lines across the northeast corner of the intersection of E Main St and Lloyd St blocking the view of the bicycle lane
- Appreciation from a resident with a visual impairment who appreciated efforts (such as adding bike lanes) to get people who ride bikes off the sidewalk.

The mailed comments received have been included in this agenda item as Attachment C.

On April 6, Town staff received correspondence that NCDOT is amenable to the proposed restriping plan (Attachment D). This specified final pavement plan requirements and requested that the Town submit a letter of support requesting the modification under signature of the Mayor.

Based on the feedback received from residents and businesses and pending vetting these suggestions through NCDOT and our consultant, the following modifications have been identified for inclusion in the final version:

1. Add bike lanes on E Main Street from W Rosemary to Merritt Mill to create consistent connection with Chapel Hill;
2. Add specialized pavement markings indicating the conflict areas between bus stops and bike lanes based on coordination with Chapel Hill Transit;
3. Revise the cross section of W Rosemary to retain the existing on-street parking along the south side of the street and add a shared lane marking;
4. Add pavement markings on E Main Street at its intersection with Brewer Lane to help vehicles know they should not block the Brewer Lane approach while waiting for the signal at Merritt Mill.

Town staff discussed these items and others with NCDOT staff on Friday morning; additional information will be provided during the presentation.

Pending approval from Council, staff will work with our consultant to develop the final pavement marking plans to include these changes and submit to NCDOT.

FISCAL & STAFF IMPACT: There will be a fiscal impact associated with the modifications and maintenance responsibilities identified by NCDOT, which is estimated at approximately \$16,000. Staff is working with NCDOT to clarify these responsibilities and provide a more accurate cost estimate.

Agenda Date: 4/14/2020

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Version: 1

RECOMMENDATION: Staff recommend the Council consider the resolution (Attachment A) approving the concept design with the proposed modifications and directing staff to draft a letter to NCDOT indicating Town support for the proposed restriping plan for East Main Street to be implemented as part of the upcoming resurfacing.

**A RESOLUTION IN SUPPORT OF THE PROPOSED MODIFICATIONS TO THE
PAVEMENT MARKINGS ON E MAIN STREET**

WHEREAS, the North Carolina Department of Transportation (NCDOT) is currently scheduled to resurface East Main Street in the summer of 2020;

WHEREAS, a traffic analysis and conceptual pavement marking plan was developed to determine the feasibility of reducing the number of automobile lanes from 4 to 3 in order to add bicycle lanes and other modifications;

WHEREAS, on April 6th, NCDOT approved the proposed modifications and is requesting a letter of support from the Town; and

NOW, THEREFORE, BE IT RESOLVED by the Carrboro Town Council that the Council is supportive of the proposed pavement marking changes and direct staff to draft a letter of support to submit to NCDOT.

BE IT FURTHER RESOLVED that the Carrboro Town Council provides the following comments:

This the 14th of April, 2020.

Zachary Hallock

From: e m <ivy.evie@live.com>
Sent: Monday, April 6, 2020 11:59 AM
To: Zachary Hallock
Subject: E. Main Street Bike Lane

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

As a resident of Carrboro and bike-commuter, I would love bike lanes to be incorporated in the E. Main St. lane reallocation. I would feel much safer!

Thanks,

Evelyn Morris

Zachary Hallock

From: Eric Allman <ericcallman@gmail.com>
Sent: Wednesday, March 25, 2020 2:15 PM
To: Zachary Hallock
Subject: East Main bike lanes

Zach,

Thanks for ongoing work on this. I am in support of the bike lanes and bike boxes with vehicle lane reduction. This will likely make the street safer for cyclists and pedestrian traffic. Please, continue to work in coordination with Chapel Hill and NCDOT to make this important bike and ped connection between downtown Carrboro and Chapel Hill a reality.

Thanks,

Eric Allman
919.370.7427

Zachary Hallock

From: Rhea C <rheacolmar@gmail.com>
Sent: Wednesday, April 1, 2020 11:07 PM
To: Zachary Hallock
Subject: EMSOA comments

Follow Up Flag: Follow up
Flag Status: Flagged

I am a homeowner and resident of Carrboro and fully support the plan to repaint Main St. to include bike lanes. I often bike in that area and it is quite dangerous the way it is now.

Thank you for taking feedback!

Best wishes,

Rhea Colmar

Zachary Hallock

From: Kurt Štolka <kurt.stolka@gmail.com>
Sent: Thursday, April 2, 2020 11:52 AM
To: Zachary Hallock
Subject: EMSOA Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Zach,

I really like the lane reallocation plan and how it appears to make traveling through the corridor more efficient while also making it safer.

Here are a few questions and comments I have for a few areas:

Roberson St intersection-

How will bikes transition to mixed traffic? A separate phase or coordination with a lead interval would reduce potential conflicts with motor vehicles.

Lloyd st area-

Narrow all lanes to 11' and utilize extra space to widen bike lanes.

Consider adding a mid block crosswalk to connect with Luna's for more direct and safer access to businesses on the north side of E Main St. Many people run across when there is a gap in traffic rather than take an indirect walking route to either signal that takes a number of minutes.

Rosemary St segment-

Narrow all lanes to 11' and use extra width for bike lanes and/or striped buffers

What is the rationale for keeping 13' lanes at the split intersection of E Main & Rosemary ? Narrow lanes to 11' for uniformity and use extra width for wider cycling area. A signalized head start for cyclists at this intersection is needed to provide time to merge across 2 general traffic lanes. Otherwise, it will be very uncomfortable for inexperienced riders like children to navigate

To add a bike lane east of the split, taper away the general traffic lane east of the Merritt Mill intersection to connect with the Chapel Hill section.

If chapel hill chooses a two-way cycle track on the south side of franklin street, how will people transition at Merritt Mill back to a two sided facility?

Overall, this will be an immense improvement to our Town and is really exciting!

--

- Kurt

Zachary Hallock

From: Ben Berolzheimer <bberolz90@gmail.com>
Sent: Friday, March 13, 2020 2:08 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Feedback:

1. Generally approve of the plan and glad it is happening. Below are some further comments that may or may not be feasible given the nature of the work (if we can only make paint suggestions then consider some of these long term suggestions)
2. If there is anyway to provide some sort of protection or buffer for the bike lanes that would be really important.
3. Would be interesting so study if the implementation of this re-striping diverts bike traffic from Libba Cotten
4. Work with Town of Chapel Hill to try to make bike lane linkages all the way to the West Franklin re-striping.
5. Work with CH Transit to see if it is possible to move/remove the mid-block bus stops in front of luna and grey squirrel. Stopped buses will cause congestion
6. Improve crosswalks at Lloyd intersection and 3-way intersection with rosemary and w franklin.
7. Consider mid-block HAWK crosswalk from Luna to grey squirrel - this may cause too much congestion.

Thanks,
Ben Berolzheimer

--

Ben Berolzheimer
Master's Candidate 2020
City and Regional Planning | UNC Chapel Hill
US EPA ORISE Research Fellow

Zachary Hallock

From: Carol Day <carol.y.day@duke.edu>
Sent: Monday, March 16, 2020 12:46 PM
To: Zachary Hallock
Subject: emsoa feedback

Hello,

Watched the Town Council meeting regarding the restriping of East Main Street, and this is going to a big huge mess if it goes through. PLEASE RECONSIDER!!! To take 4 already very congested lanes & reduce them makes zero sense. Especially taking parking spots away from local businesses!! It was apparent that the costs of doing this are not even understood by the council!!! Students are just a part of our population; I was one & rode my bike to classes from Carrboro every day. We already have very nice bike paths. Cyclists are treated with consideration in our area but to give our traffic routes away is nonsensical and an ill thought plan. Have you considered buses in this mess? They block flow of traffic with each stop. Please stop wasting our money!!! Do students pay local property taxes? A better environment for our local businesses to flourish in Carrboro who certainly do pay taxes is needed; we must be more cognizant of their needs than this proposed plan. This will damage our local economy & make people even less likely to shop in Carrboro. As a recession may be looming, now is not the time to spend our money so frivolously. Please do not go forward with this. Please do not impede traffic & commerce in Carrboro!!

Thank you,
Vann & Carol Day
45 year residents of Carrboro

Zachary Hallock

From: Fryar, Caroline <caroline_fryar@med.unc.edu>
Sent: Sunday, March 22, 2020 2:19 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Hi Zach,

I wanted to write in support of the Town's plan to re-stripe the lanes on the 300 block of Main St in Carrboro. I live in Carrboro and commute by bike or bus every day to campus. I think the addition of bike lanes and bike boxes will be a good thing for traffic flow through downtown. I also like that potential conflict areas will be demarcated, which I think will keep cyclists safer.

Thanks for collecting these comments and for your consideration.

Sincerely,
Caroline

Caroline Fryar
MD/MPH Student, Class of 2021
University of North Carolina at Chapel Hill
pronouns: she/her/hers
phone: 336-202-9372

Zachary Hallock

From: Abraham Palmer <abraham@boxturtlebakery.com>
Sent: Monday, March 23, 2020 11:58 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Things you LIKE about the proposed concept plan

I'm all for the road diet. I think it will really help - both safety and functionality.

Things you would CHANGE about the proposed concept plan

I still liked the idea of turning the Greensboro/Main/Weaver into a giant sort of traffic circle by making two of the one-way. That might be out-of-scope or already rejected, but I thought I would mention it.

--Abraham Palmer

--

<http://boxturtlebakery.com>

(919)357-6034

abraham@boxturtlebakery.com

Zachary Hallock

From: Stephen Heiny <stephenjheiny@gmail.com>
Sent: Wednesday, March 25, 2020 10:16 AM
To: Zachary Hallock
Subject: EMSOA Feedback

I am in full support of reducing lanes through downtown and adding bike lanes. As a resident living just off Main Street I think this will help make the street environment much more pleasant with hopefully lower speeds and better, safer biking and walking conditions.

My only comments deal with overall connectivity. On the west end, there's a bike lane after the intersection with Greensboro, and I would hope there can be some consideration of connecting this bike lane through the stretch of East Main from Roberson to Greensboro. Otherwise there's a potential dangerous mixing zone where vehicles and bikes are in conflict. On the other end, I'm hoping the design will consider the latest designs by Chapel Hill. If Franklin St is also reduced to 2 vehicle lanes, the merge zone between Merritt Mill and Rosemary won't be necessary and those lanes should be reallocated to allow a continuous bike lane. Any effort to promote a connected network will be worth it now that we have the chance, and i hope all this great work will improve connectivity rather than resulting in piecemeal unconnected lanes.

Thank you,
Stephen Heiny

Zachary Hallock

From: Laura Wenzel <laurakaywenzel@gmail.com>
Sent: Saturday, March 28, 2020 8:40 PM
To: Zachary Hallock
Subject: Emsoa feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Bicycle boxes are a great improvement. Keeps us from having to breathe exhaust while waiting for the light.
Thank you!

Laura Wenzel
919.428.6296. 514.600.7377

Zachary Hallock

From: Brian Hsu <brianhhsu@gmail.com>
Sent: Sunday, March 29, 2020 2:04 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

I am a Carrboro resident writing to provide feedback on the East Main St restriping concept plan. Thank you advance for your consideration - my comments are at the end of the message.

Best wishes,
 Brian Hsu

Things I really like:

- Bicycle lanes east of Rosemary St, green conflict zone marking. I regularly bike to work and for errands, so I have found the lack of space for cyclists here very frustrating.
- New crosswalk on western leg of Rosemary/E Main intersection.

Things I don't like/would change:

- The absence of physical separation between the bike lane and vehicle lanes on Main St will keep the street challenging to all but "fearless" bike riders, particularly when transit buses and large trucks are on the street.
- There is a significant conflict zone between buses and bikes at the CHT bus stops (Eastbound by Grey Squirrel, Westbound by Gourmet Kingdom). If there is not enough space/budget for a floating island, perhaps the town can look into something like this in the longer term?
<https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/shared-cycle-track-stop/>
- I do not think it is necessary to maintain current street parking on the south side of W Rosemary St - these are substandard conditions for people on bikes trying to connect eastbound from Main to Rosemary.

Zachary Hallock

From: Karen Daniels <kedaniels@gmail.com>
Sent: Monday, March 30, 2020 9:53 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Hello,

I'm a daily bike living on Sweet Bay Pl, and frequently travel through all of these intersections.

Since the Main St / Brewer Lane makeover, I have noticed that cars driving from Carrboro into Chapel Hill along E. Main St. frequently stop at the SECOND set of | | | | stripes, exactly where the cars coming from Brewer Lane need to drive into when they get the green light. When a Main St. car has stopped there, the Brewer Lane cars are prevented from doing so. Something needs to be done about this issue, for car. (On a bike, I'm fine: I go around them!)

As for the rest of the plan, I love the idea of having green-painted areas to show bikes where to safely hang out, and cars will therefore know to look for them there.

Sincerely,

Karen Daniels

Carrboro, NC

Zachary Hallock

From: Glorija <glorija.gladney@gmail.com>
Sent: Monday, March 30, 2020 11:02 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Changing four lanes to three in a high traffic flow area is a terrible idea. The traffic in the area is slow as is and this will slow it down even more, making these commutes impossible. Commuting from OWASA to Community School for People Under 6 (approximately 2 miles) takes half an hour on a good day. This change would make it even worse.

Regards,

Glorija Gladney
Sent from my iPhone

Zachary Hallock

From: Christopher Pippen <nighthawcmp@gmail.com>
Sent: Tuesday, March 31, 2020 9:16 PM
To: Zachary Hallock
Subject: EMSOA Feedback

Good evening! Just wanted to let you know that I looked at the East Main Street project and found it mostly to be great. My only concern is on the eastbound side of East Main Street right in front of Gourmet Kingdom and down to Gray Squirrel Coffee. I wonder if the bus stop just before Gray Squirrel could present a choke point when buses are pulled in there to service the bus stop. Most of the other bus stops in the Carrboro downtown area have a second lane so that drivers and bikers can go around them except for the Weaver Street stop. Since the westbound lanes in front of Gourmet Kingdom will have two lanes, that doesn't present an issue. But with the striping and bus stop as it is in the proposal I believe that could lead to backups and delays when one or more buses arrive at the eastbound stop and have to wait for any length of time. This could also cause issues with the stoplight as people might think they can cross and then get hung up going through the light due to a bus or two waiting for the stop. Is there any way that the town could explore adding a bus pull in right before Gray Squirrel? Perhaps either move the sidewalk back and if necessary perhaps even take the two endmost parking spots closest to the road in the parking lot by Gray Squirrel? I think that could alleviate congestion for bikers and car drivers going eastbound at this bus stop. Alternately if you can push the westbound turn lane just a bit closer to the Lloyd Street intersection that might be a cheaper remedy.

Anyways that was the only major issue I could find. As somebody who drives through this several times a week I think bike lanes would be great to deconflict bike and car interactions in this busy area. Thanks for working on this project and asking for comments!

CHRISTOPHER PIPPEN, CTS
 TECHNOLOGY OPERATIONS MANAGER
pippen@unc.edu | 919-966-1955

UNC ESHELMAN SCHOOL OF PHARMACY
 Campus Box 7355
 110A Beard Hall | 301 Pharmacy Lane
 Chapel Hill, NC 27599-7355



pharmacy.unc.edu



Advancing medicine for life

Zachary Hallock

From: Aaron Frank <aarofrank@gmail.com>
Sent: Friday, April 3, 2020 7:34 AM
To: Zachary Hallock
Subject: EMSOA Feedback

Zach,

Hope all's well!

Saw the restriping input - glad to see the project. Here are my comments on the E Main restriping:

Suggestions

- 400 block of E Main - I assume that if CH diets to wb one lane, then Carrboro could also provide one vehicle lane + bicycle also. I hope so.
- 400 block of E Main - EB bicycle lane during this area also
- Can the entirety of the bike lanes be painted green?
- 300 block of EB - Possible merge area for cyclists looking to continue straight on Rosemary. I just take the lane. Some painting could help support that.

Kudos

- The whole project!
- Opportunity to direct cyclists on to Roberson as a safer route for E Main - so the bike box at Roberson is key

Aaron Frank

Zachary Hallock

From: heidi perov <heidiperov@gmail.com>
Sent: Sunday, March 29, 2020 10:37 PM
To: Zachary Hallock
Subject: Feedback on East Main Street Lane reallocation

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Zach,

I have been looking at the plan for East Main Street. In general, I like it, though I admit that the graphic is rather hard to read, and a cross-section or a model of the road showing the changes from the perspective of the ground would have been nice.

I do think there needs to be a midblock crosswalk added near the old Mill Town. So many people want to cross there and it will be even more inviting once the lane reallocation is made.

Also, it is a little difficult to understand what is happening at the intersection at Carr Mill. Is the right turn lane for the parking lot and the straight lane for BOTH traffic continuing west on Main St. and on Weaver St.? Just curious, but was any thought given to a roundabout at Roberson-Main-Weaver intersection? Maybe not enough space there, not sure.

I have seen the plans for West Franklin, and I hate to say it but they are not very good for bikes. It would be great if Carrboro could continue to keep the possibility of connecting to the Rosemary Street bike lane should Chapel Hill decide to keep it.

Based on what I can see, this is a good design, queries made above notwithstanding.

Thanks!

Heidi

Zachary Hallock

From: Cristóbal Palmer <cmpalmer@ibiblio.org>
Sent: Sunday, March 22, 2020 3:45 PM
To: Zachary Hallock
Cc: Joce T
Subject: Please add bike lanes on E Main Street

Hi,

I'm a Carrboro resident who works in Chapel Hill. I often drive a small car into town, and I also sometimes (multiple times per month) ride a bicycle into town, or into Chapel Hill. I'm writing in to support a lane reallocation that results in the addition of bike lanes to E Main Street. It is my understanding that a restriping will occur as part of resurfacing this Summer (2020), and I'm excited at the prospect of bike boxes, bike lanes, and other traffic infrastructure that reduces stress, reduces conflict points, and has benefits for nearly everyone.

Thanks,

--

Cristóbal Palmer
ibiblio.org

Zachary Hallock

From: Alyson West <alyson.west@gmail.com>
Sent: Wednesday, March 18, 2020 7:19 AM
To: Zachary Hallock
Subject: public comment on E Main

hi Zach

please do the 4 to 3 lane reconfiguration and add bike lanes and better ped infrastructure on E Main St when it is resurfaced.

thank you

best

Alyson West

Zachary Hallock

From: Christina Moon
Sent: Sunday, March 22, 2020 3:36 PM
To: 'carlos demattos'
Cc: Zachary Hallock
Subject: RE: Lane restructuring

Hi Carlos,

Thanks for your email. We very much appreciate your taking the time to share your thoughts.

Tina Moon

Christina R. Moon, AICP, ZCO

Planning Administrator

TOWN OF CARRBORO

301 W. Main St.

Carrboro, NC 27510

Phone: 919-918-7325

From: carlos demattos [mailto:cdemattos32@live.com]
Sent: Saturday, March 21, 2020 6:53 PM
To: Christina Moon <CMoon@townofcarrboro.org>
Subject: Lane restructuring

Hi,

As a driver for Amante, it is horrible trying to get through traffic which was already done in the same manner up Rosemary Street. We're backed up waiting for cars, which previously had nice turning lanes, to turn out of the way. Meanwhile, the cyclists, who often run stoplights and stop signs and zigzag in and out of traffic on the streets and sidewalks are afforded luxurious 5 foot wide lanes. You build Carrboro up so big and then back the traffic up so badly. We are polluting more stuck in traffic.

Please just leave it alone and ask Chapel Hill to revert Rosemary back to the good old days.

Sincerely,
Carlos de Mattos

P.s. please forward to the zhallock address for me. Thanks.

Sent from my LG Mobile

Zachary Hallock

From: David Swan <nawsdivad@gmail.com>
Sent: Sunday, March 15, 2020 11:10 AM
To: Zachary Hallock
Subject: Re: TAB Meeting 03-19-2020 Cancelled

Hey Zach...

This looks great, thanks for sharing. Questions/notes below.

1. So is the [conceptual design plan](#) linked on that page what the town council will vote on and will be ultimately submitted to the DOT?
2. And am I correct that the plan includes official striped bike lanes and bike boxes at intersections from the Rosemary intersection to the Weaver intersection?
3. And is the section from Rosemary to Brewer Lane too narrow for a bike lane? If that is the case, what accommodations for people on bicycles will there be on that stretch of roadway? (particularly interested there because of what Chapel Hill is [proposing](#) for Franklin Street lane reallocations).

Thanks...

David

On Fri, Mar 13, 2020 at 10:54 AM Zachary Hallock <zhallock@townofcarrboro.org> wrote:

Greetings TAB Members,

The TAB Meeting scheduled for 3-19-2020 has been cancelled.

In light of this, you can view the project website for the E Main Street Operational Analysis and Restriping Plan at: <https://www.townofcarrboro.org/2368/11545/EMSOA>

Please submit any comments and feedback you may have about this project to me via email.

If you have any questions please let me know.

Thanks,

Zachary Hallock, AICP, EI

Transportation Planner

Town of Carrboro

301 W Main St

Carrboro, NC 27510

Phone: 919-918-7329

Email: zhallock@townofcarrboro.org

Town of Carrboro, NC Website - <http://www.townofcarrboro.org> E-mail correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties.

Zachary Hallock

From: Davis, Ben <ben_davis@unc.edu>
Sent: Saturday, March 21, 2020 10:50 AM
To: Zachary Hallock
Subject: Road Striping comment

Hello,

I m writing to say I support re-Striping the Main St section in Carrboro as a 3 lane road. I commute daily from Carrboro to UNC and think it would be safer for cyclists and keep the very congested Main St. corridor traffic moving more freely.

Thank you.

Ben Davis
115 Barnes St.
Carrboro, NC

Zachary Hallock

From: Martin Johnson <martinlouisjohnson@gmail.com>
Sent: Friday, April 3, 2020 11:48 AM
To: Zachary Hallock
Subject: Synchronizing Carrboro's New Bike Lanes With Chapel Hill

Dear Zach,

Thanks all your work on the bike lane/road diet for East Main Street. I really appreciate the work you put into addressing the many challenges of making downtown Carrboro safer for pedestrians, cyclists, and drivers.

I am writing today, however, to follow up on one piece of the plan. First, now that Chapel Hill has approved option "A," we have one-way bike lanes on Franklin. At the intersection of Franklin and Merritt Mill there are three car lanes. Headed toward Carrboro, one lane is reserved for left turns, the other for going straight and turning right. Here's the map:

<https://www.townofchapelhill.org/home/showdocument?id=45536>

However, according to Carrboro's plan, seen here:

<http://townofcarrboro.org/DocumentCenter/View/7338/EMSOA-Restriping-Concept-Plan-with-Comments>

they are currently retaining the two Carrboro-bound lanes for the curved portion of East Main, and then going back on the road diet (save for turn lanes). This seems designed to encourage people to behave badly—speed, cut in front of other cars, etc. In addition, the two lanes makes it unsafe to cross, and the ped sign at the intersection with Rosemary takes forever (from my experience, it seems like it takes at least a minute, possibly longer).

It'd be terrible if the towns try to coordinate their bike lane plans, only to have sharrows in the most dangerous section (due to limited sight lines).

While there's a note on the graphic noting that this stretch is going to be coordinated with Chapel Hill, I wasn't sure whether that means that we will see bike lanes on this part of East Main or not. Can you advise?

Thanks in advance for your help.

All the best,

Martin

Zachary Hallock

From: Michael Webb <mdw283@gmail.com>
Sent: Monday, April 6, 2020 4:29 PM
To: Zachary Hallock
Subject: comments on E Main St re-striping

Follow Up Flag: Follow up
Flag Status: Flagged

Hello -- I'm writing to provide comments on the proposed re-striping of E Main Street in Carrboro. For reference, I live in Carrboro at Estes Park Apartments, I work at UNC, and I commute by bicycle when the weather allows.

I support the proposed re-striping as it will address what I think is the greatest safety hazard along that stretch of Main -- the lack of left turn lanes at the intersection with Lloyd and the shopping plaza. If a car is turning left, traffic will frequently back up behind it, and waiting cars will swing into the right-hand lane without checking for any conflicts. By adding left turn lanes, I think this safety hazard will be mitigated.

While I'm not sure if it's a part of the plan or not, it would be nice to install sensors on Robeson in the pavement (that are visible on a bike) to trigger the light at Robeson and Main. As of now, if you come into that intersection from the bikeway, there doesn't seem to be a way to trigger the light without riding onto the sidewalk and pressing the crosswalk button. If there are sensors already installed in the pavement, it would be great to mark them in some way so that bicyclists know where to 'hover' to trigger the light.

Thanks for your consideration,
Michael Webb

Zachary Hallock

From: Ryan Byars <ryan.j.byars@gmail.com>
Sent: Tuesday, March 24, 2020 6:06 AM
To: Zachary Hallock
Subject: E Main St re-striping

Hi Zach,

It is my understanding that the town had to cancel its E Main re-striping public information sessions and that public comment on the proposed changes are only being accepted via email. To that end, I just wanted to voice my support for a reduction in car travel lanes on E Main St. I believe that the town should do everything possible to reduce the bike level of stress to the lowest level allowed by the geometric constraints. I understand that without surveying it is hard to know, at this point, if buffered bike lanes are possible, but I would strongly urge the town to reclaim every inch possible from cars on this road. We don't need a highway through the downtown, we need a place for people.

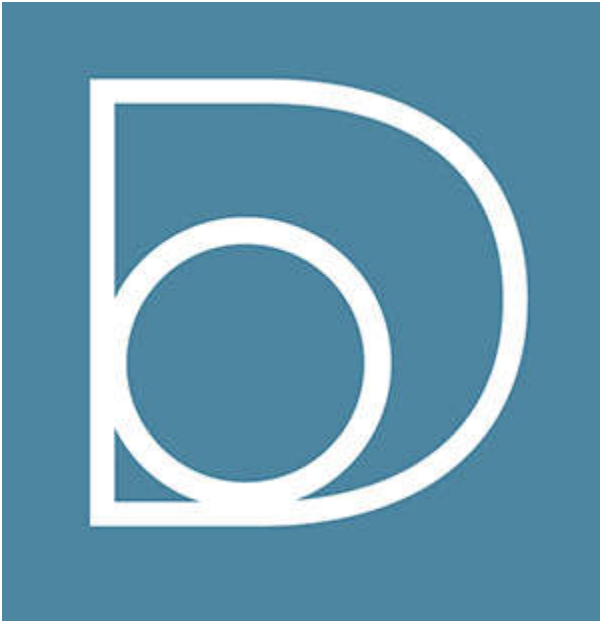
Thank you for your work on this project.

Ryan Byars
121 Waverly Forest Lane

Zachary Hallock

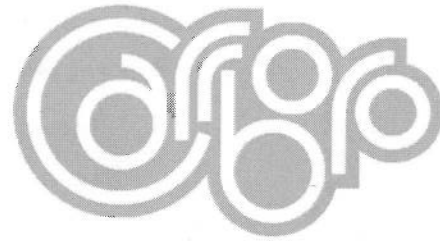
From: james morgan <james@belladomus.com>
Sent: Tuesday, March 24, 2020 3:27 PM
To: Zachary Hallock
Subject: E. Main St. Restriping.

About time! This will be a huge improvement. Not having to deal with four traffic lanes at once will make it so much easier for pedestrians crossing the street as well as for bikes. Can we please have some pedestrian refuge spots in the middle lane?



James Morgan, Principal
BellaDomus Residential Design Studio
304 W. Weaver Street, Carrboro, NC 27510
Office - 919.932.7525 Cell - 919.923.6459
www.Belladomus.com

East Main Street Comment Form



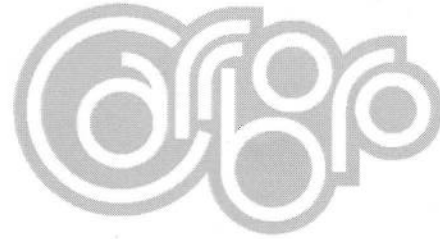
What do you like about the proposed plan for East Main Street?

What would you change about the proposed plan for East Main Street?

There is a problem at the intersection of Lloyd
Street and East Main. If you are entering E. Main,
the shrubbery in front of the Chinese restaurant com-
pletely blocks vision of what would be a bicycle lane-
It will be a disaster, unless the shrubbery (bushes) are
removed. It is already hard to see to enter E. Main, but
would be impossible to see a bicycle coming. Remove the bushes
Please use the pre-stamped and addressed envelope to return your
feedback to the Town of Carrboro.

For questions or more information, please contact: Tina Moon, 919-918-7325,
cmoon@townofcarrboro.org, or Zach Hallock, 919-918-7329, zhallock@townofcarrboro.org

East Main Street Comment Form



What do you like about the proposed plan for East Main Street?

What would you change about the proposed plan for East Main Street?

MAKE SURE THE LLOYD STREET
STOPLIGHT TO TURN LEFT ONTO
LLOYD STREET WORKS DURING RUSH
HOUR.

Please use the pre-stamped and addressed envelope to return your feedback to the Town of Carrboro.

For questions or more information, please contact: Tina Moon, 919-918-7325, cmoon@townofcarrboro.org, or Zach Hallock, 919-918-7329, zhallock@townofcarrboro.org

East Main Street Comment Form



What do you like about the proposed plan for East Main Street?

*Because I'm visually impaired, I really appreciate
the effort to get bicycles onto the street
rather than the sidewalk.*

(Written by a friend who helps with mail)

What would you change about the proposed plan for East Main Street?

Please use the pre-stamped and addressed envelope to return your feedback to the Town of Carrboro.

For questions or more information, please contact: Tina Moon, 919-918-7325, cmoon@townofcarrboro.org, or Zach Hallock, 919-918-7329, zhallock@townofcarrboro.org

Zachary Hallock

From: Edwards, Charles N <cnedwards@ncdot.gov>
Sent: Monday, April 6, 2020 12:13 PM
To: Patricia J. McGuire; Zachary Hallock; Christina Moon; 'Jeff.Weller@stantec.com'
Subject: Proposed Road Diet SR 1010, E, Main Street

Follow Up Flag: Follow up
Flag Status: Flagged

All,

NCDOT staff has reviewed the traffic analysis and concept plan for the proposed road diet between Weaver St./Roberson St. and Merritt Mill Road/Brewer. I am pleased to inform you that NCDOT is amenable to the proposed modification subject to the requirements below. I'm happy to discuss this in greater detail.

- Town to send letter requesting the modifications under signature of Mayor or designated Town staff/representative. Letter needs to provide information on efforts on public input and endorsement by Town Board of Aldermen, commitment to fund and execute work not covered under the resurfacing project (see below), commitment to monitor operations post-construction and address at Town cost any operational or safety issues attributable to the requested modifications.
- Modifications are to be coordinated with NCDOT resurfacing project. Availability Date May 11, 2020 and Completion Date August 7, 2020.
- Modifications are to be coordinated with any approved modifications on West Franklin St. as currently proposed by the Town of Chapel Hill.
- NCDOT to install revised standard pavement markings under the NCDOT resurfacing project. Difference in contract quantities and costs is expected to be minor.
- The Town of Carrboro shall be responsible for funding and execution of all other necessary aspects of the project beyond the scope of the resurfacing project, including but not limited to:
 - Preparation of pavement marking and traffic signal plans subject to NCDOT approval.
 - Construction of traffic signal modifications to be coordinated with the resurfacing project
 - Installation and maintenance of any proposed green pavement markings by way of executed NCDOT encroachment agreement and FHWA jurisdictional authorization and interim approval requirements.
 - Any other necessary changes to accommodate the requested changes such as modifications to curb ramps, bus stops, signage etc.

C. N. Edwards Jr., PE (Chuck)
 District Engineer
 North Carolina Department of Transportation
 Division of Highways
 Division 7, District 1

336 570 6833
cnedwards@ncdot.gov

115 East Crescent Square Drive
 P. O. Box 766



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Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:20-175

Agenda Date: 4/14/2020

File Type:Agendas

In Control: Board of Aldermen

Version: 2

Update from Chief Schmidt on COVID-19