

Transportation Project Update

Infrastructure Projects

State Transportation Improvement Program (STIP)

The Town Council received its last update on NCDOT's prioritization process on September 24, 2019, and at that time the focus was on the selection of transportation projects for SPOT 6.0 as part of the development of the FY2029-2032 STIP. (The Strategic Prioritization Process (SPOT) is the data-driven process that NCDOT uses to select transportation projects for NCDOT's 10-year State Transportation Improvement Program (STIP)). Shortly after the September meeting, NCDOT decided to pause the development of the new STIP due to financial challenges. The P6.0 process has now resumed and a draft STIP for FY2024-2033 has been released; no new projects are under consideration and some previously programmed projects are now subject to reprioritization under P7.0. The FY2024-2033 STIP is scheduled for Board of Transportation Approval in the summer of 2023. Staff will provide updates as additional information becomes available.

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

Project Name & Description	Status	Network
Morgan Creek Greenway - Phase 1 (EL-4828-A) This is the first phase of a greenway system that will ultimately connect Smith Level Road to University Lake with a potential spur to Carrboro High School.	Design work to prepare Phase 1 of the project to readvertise for bid is underway. Phase 1 begins at the Smith Level Road bridge and extending west along the north side of Morgan Creek, with a spur to Abbey Road, and continuing by way of a pedestrian bridge to a terminus point on the south side of Morgan Creek, for a total of approximately 1850 linear feet.	The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (currently under design) which will connect via informal paths through the Royal Park Apartments toward Jones Ferry Road and/or South Greensboro Street. The greenway will also connect via an underpass to the Morgan Creek Greenway in Chapel Hill which extends parallel to NC 54 East. ✓ The project is identified in the Carrboro Bike Plan.
Jones Creek Greenway (C-5181) Part of the Upper Bolin Creek Greenway system, the Jones Creek Greenway is an approximately 808-foot paved multi-use path and pedestrian bridge that will connect Lake Hogan Farm Road with the existing Twin Creeks Greenway to Morris Grove Elementary School.	Design is 90-percent complete. Work is underway to address outstanding comments to prepare necessary easement documents. Staff is preparing a request for a STIP amendment to allocate local discretionary funds to the project to address the increase in construction costs identified by the project engineer in the Engineer's Estimate.	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. ✓ The project is identified in the Carrboro Bike Plan.
South Greensboro Street Sidewalk (C-5650) The sidewalk will be constructed on one side of S. Greensboro St. from the northern end of Old Pittsboro Rd. to the NC-54 eastbound off-ramp,	The plans are 65-percent complete. The project engineer is preparing a scope of work to address the additional work related to a waterline replacement identified during the review with NCDOT; once	The sidewalk project includes a capacity analysis for narrowing the lane widths between the roundabout and the Smith Level Road bridge to install bike lanes. Lane widths will need to

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.	approved, staff will provide an updated project schedule. Staff has met with NCDOT to discuss the possibility of lowering the speed limit on South Greensboro Street, and received support for lowering the speed limit from 35 to 30 mph. Additional data/analysis would be needed to support a reduction to 25. Staff is exploring options for next steps.	remain wide enough to accommodate transit service. Further analysis/conversations will be needed. ✓ The bike lane portion of the project is identified in the Carrboro Bike Plan.
Bicycle Loop Detectors (U-4726-DF) Installation of bicycle loop detectors at intersections in the downtown and at West Poplar/NC 54, to advance the traffic signals for bicyclists.	Design on the updated plans now at 75% with one round of NCDOT review.	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. ✓ The project is identified in the Carrboro Bike Plan.
Signalized Pedestrian Crossings (BL-0044) Signalized pedestrian crossings at three locations along NC 54 West; two in Carrboro and one in Chapel Hill. Carrboro locations include NC 54 & Abbey Road & NC 54 and Westbrook Drive.	Design is underway. Construction is anticipated for FY23.	Locations are at transit stops with high ridership, where pedestrians cross NC 54 to access the bus for the bus to reach the other side of the highway on the return trip. The crossings will further the bike/ped network by providing safe crossings across NC 54 NCDOT connecting the neighborhoods south of NC 54 to the downtown area by way of the apartment and linking the downtown area to linking Carrboro High School and University Lake, by way of the Morgan Creek Greenway. ✓ The projects are identified in NC 54 Safety Study (2019).
State Maintenance Projects		
East Main Street Resurfacing/Restriping NCDOT's resurfacing project for East Main Street in Carrboro and West Franklin Street in Chapel Hill, provided an opportunity for both towns to request new cross section designs for better bicycle infrastructure. East Main Street Operational Analysis and Restriping Plan Carrboro, NC - Official Website (townofcarrboro.org)	Construction is underway and scheduled to be finished by the end of summer. NCDOT will install standard white pavement markings to delineate the new bike lanes. The Town is working on a request for quotes, and approval of encroachment agreements with NCDOT, for the installation of green pavement markings.	The installation of bike lanes on East Main Street will complete a key segment in the main east-west corridor for downtown and add a significant addition to the Town's overall bicycle network. ✓ The project is identified in the Carrboro Bike Plan.

Carrboro Updated Bicycle Plan		
<p>Bike Plan</p> <p>The priority projects identified in the bike plan were submitted for inclusion in the CIP as a series of project based on the target start year. The first phase of projects scheduled for FY23 and FY24 includes:</p> <ul style="list-style-type: none"> the first segment of buffered bike lanes for North Greensboro Street, the development of a segment of sidepath along Homestead Road with a crossing, and enhanced bicycle infrastructure on Shelton Street. 	<p>The first segment of North Greensboro Street is scheduled for resurfacing in FY24. Work on a conceptual plan for the buffered bike lanes is underway to allow implementation (restriping) to occur as part of the NCDOT project.</p> <p>A source of funding for the Homestead Road sidepath has not yet been identified, but Homestead Road is also tentatively scheduled for resurfacing with a target date of FY25, which may also offer an opportunity for installing better bicycle facilities.</p> <p>Staff is working with the Town Engineer to consider a possible project involving a two-way cycle track along Shelton Street from Hillsborough to Carrboro Elementary, and a contra-flow lane east bound to connect to Ashe Street. This would involve adding additional asphalt along Shelton by either moving the ditch back or adding a curb gutter section to provide sufficient width, there appears to be sufficient ROW to accomplish this.</p>	<p>✓ These three projects have been identified as priorities in the Bike Plan.</p> <p>Restriping North Greensboro Street to included buffered bike lanes would significantly improve bicycle safety along an important east/west corridor for the downtown area and the overall network.</p> <p>Improvements to Homestead Road and the installation of a crossing to connect northern Carrboro to the downtown by way of the residential neighborhoods would also provide a significant improvement to bike-ped travel.</p> <p>The installation of more complete infrastructure to Shelton Street would likewise make it safer for children to bicycle to Carrboro Elementary.</p>
Safety Projects		
The following projects focus on a particular aspect of bike/ped safety.		
<p>Jones Ferry Road Protected Bike Lane</p> <p>Installation of plastic delineators within the painted buffers along the inbound bike lane on the Jones Ferry Road, to create vertical separation between the vehicle and person on a bicycle.</p> <p>Jones Ferry Road was restriped with painted bicycle buffers as part of a NCDOT SPOT safety project.</p>	<p>One-year pilot installation installed in August 2021. Following the celebration ride on October 29, 2021, a survey was posted to the Town's website to see input on the project. Jones Ferry Road Protected Bike Lane Pilot Project Carrboro, NC - Official Website (townofcarrboro.org) The survey is scheduled to close in mid-July; results will be shared with NCDOT as part of the evaluation of the project and its installation.</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> <p>✓ The project is identified in the Carrboro Bike Plan.</p>
<p>NCDOT ADA Ramp Project</p> <p>NCDOT is in the process of installing updated</p>	<p>NCDOT has identified a list of intersections for the next phase of curb/ramp work, tentatively scheduled</p>	<p>Staff has been working with NCDOT to review the proposed locations for new ramps, and where</p>

sidewalk ramps at various locations in and around downtown.	<p>for the summer/fall of this year.</p> <ul style="list-style-type: none"> • NC 54 & W Poplar Ave • NC 54 & W Main St • NC 54 & Old Fayetteville Rd • Hillsborough Rd & N Greensboro St • E Main St & N Greensboro St • E Main St & Lloyd St • E Main St & W Rosemary St • E Main St & Boyd St • N Greensboro St & Oak Ave • N Greensboro St & Robert Hunt Dr • E Main St & Carrboro Police Parking Lot • E Main St & Roberson St/E Weaver St • E Main St & Amante's Pizza • NC 54 Ramp at Smith Level Rd <p>And the fall:</p> <ul style="list-style-type: none"> • W Main Street & Jones Ferry Rd • S Greensboro St & FPG • S Greensboro St & UNC Child Development • Homestead Rd and Rogers Rd • Rogers Rd & Sylvan Way • Rogers Rd & Zeiger Lane 	<p>appropriate to request additional infrastructure improvements such as new crosswalks. This collaboration has provided an opportunity to obtain a preliminary evaluation of the suitability of locations for enhanced crossings and in some case the installation of the crossing as part of the NCDOT project.</p> <p>We will continue to monitor NCDOT's schedule and provide updates as information becomes available.</p>
<p>Slow Zone</p> <p>Implementation of a slow zone for the downtown.</p>	<p>Following NCDOT's recommendations, staff continues the use of systematic data collection to identify locations with regular speeding and safety concerns, and to use that information to develop specific design proposals for infrastructure projects to change behavior, focusing on the north-south and east-west corridors in the downtown.</p> <p>The addition of new bike lanes on East Main Street as part of the FY23 NCDOT resurfacing project and the development of a proposal for painted buffered bike lanes along North Greensboro Street as part of the FY24 NCDOT resurfacing project will make major strides toward improving these main corridors. Both projects would involve the use lane narrowing, pavement markings and signage to provide visual cues to slow traffic speeds and prioritize cyclists and</p>	<p>The combination of these projects in combination 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"> • protected bike lanes on Jones Ferry Road • restriping on East Main Street • future restriping along North Greensboro Street • possible speed limit reduction along South Greensboro Street, • possible bike lanes along the segment from the roundabout to the Smith Level Road bridge, • and the installation of RRHB at key crossings.

	<p>pedestrians. As noted with the Staff is also working with NCDOT to reduce the speed limit on South Greensboro Street and to develop a restriping plan from the roundabout to the Smith Level Road bridge to reduce lane widths and add bike lanes. The use of painted bike buffers (without delineators) was identified by NCDOT as an example of a successful traffic calming measure.</p> <p>Staff is also working with the Town Engineer to evaluate possible locations for pedestrian activated RRFB at key locations along North Greensboro Street. NCDOT's ADA projects also include some new high visibility crosswalks.</p> <p>With regard to enforcement, the Police Department has expressed support for the use of radar speed displays in the downtown area. Radar speed displays can provide a way to make drivers aware of their operating speeds without the use of citations and associated police hours.</p>	
Pedestrian Safety Projects (crossings)	<p>Staff is continuing to work with NCDOT and the Town Engineer to evaluate the locations identified by TAB members/local residents for safety improvements, and as noted, to incorporate some improvements as part of NCDOT's ADA projects. Certain locations may be deemed unsuitable for a crosswalk due to limited visibility/curves in the road or lack of receiving infrastructure.</p> <p>Staff is also evaluating different options for the installation of some RRFBs at key locations.</p>	✓ A number of the crosswalk improvements have been identified in the Bike Plan as part of the long-range network.
Plans/Policies		
Transportation demand management (TDM) TDM is the application of strategies and policies to reduce reliance on single-occupancy vehicles (SOV) by encouraging other options for travel	<p>After two years of COVID related restrictions, Carrboro residents enjoyed an active spring season of activities associated with Triangle J COG's TDM grant program, Triangle Transportation Choices. Transportation</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</p>

<p>such as carpooling, public transit, biking, walking, remote or teleworking, and flexible work schedules.</p> <p>The TDM Welcome Package—in preparation by the Duke Center for Advance Hindsight, is almost ready to be distributed.</p>	<p>Demand Management (TDM) focuses on activities designed to change travel behaviors. Carrboro’s signature events include Open Streets in April and the Ride with the Mayor, Bike on Bus and Bike Breakfast events in May. Carrboro residents were encouraged to “take the TDM challenge” and many have signed up and committed to make a change.</p> <p>Staff recently learned that the FY23 grant application (Chapel Hill & Carrboro) has been accepted for funding; the Transportation Advisory Board, Climate Action Team and Racial Equity Commission provided input on activities.</p> <p>The welcome package includes informational materials and coupons, particularly for transit, to encourage new residents to establish good travel choice behaviors.</p>	<p>programs, such as bike shares can also assist with the first mile/last miles needs associated with transit use.</p> <p>The new residential outreach component of the TDM grant will expand activities and programing beyond the commercial downtown into the residential areas where alternative modes of transportation are really needed.</p>
<p>Vision Zero</p> <p>Vision Zero is a national program designed to eliminate fatalities from vehicles.</p> <p>Vision Zero Network Making our streets safer</p>	<p>Carrboro currently addresses safety in a number of ways—construction of bike/ped infrastructure projects, participation in TDM, SRTS, Watch for Me NC programs—but has not yet adopted a formal Vision Zero plan, something that was noted in the Town’s last Bicycle Friendly Communities report card. With that in mind, staff applied to send a team to the second Annual NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill. The program will be held in June.</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>Staff received notification from the Watch for Me NC program, that program participants were automatically reenrolled this year. The Police Department and Planning staff participate in Watch for Me training programs and safety initiative and received informational materials on driver/bike/ped safety that are distributed at Town events.</p>
<p>Safe Streets for All (SS4A) Grant Program</p> <p>Part of the Infrastructure Investment and Jobs Act, the Safe Streets for All grant program provides funding for the development of a Vision Zero Plan and subsequent</p>	<p>The requirements for the Vision Zero Plan, as outlined in the SS4A grant, are quite rigorous. The expected cost to prepare a plan is high, and a local match is required. The development of the plan also involves a</p>	<p>The SS4A grant program will provide funding for another couple of years so that the joint grant scenario provides an opportunity to get a plan and seek funds for implementation—constructing bike/ped infrastructure. And as noted above,</p>

implementation.	substantial public engagement component. With that in mind, the DCHC MPO is exploring the preparation of a single grant application to develop a Vision Zero program for all of the partner jurisdictions.	having a Vision Zero Plan should strengthen the Town's next Bicycle Friendly Community application.
Orange County Transit Plan Scheduled for adoption in the fall of 2022 by Orange County, the DCHC MPO and GoTriangle, the Orange County Transit Plan identifies commitments for public transit—operating and capital project expenditures—for the next fifteen to twenty years. Funding comes from four dedicated transit tax revenues: half-cent sales tax, five-percent vehicle rental tax, three-dollar increase to GoTriangle Regional Vehicle Registration fee, seven-dollar County vehicle registration fee. See also Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)	On May 10 th , the Town Council received a presentation on the status of the Orange County Transit Plan update (Town of Carrboro - Meeting of Town Council on 5/10/2022 at 7:00 PM (legistar.com)).	Transit funds have been allocated to Carrboro for a number of transportation infrastructure projects such as the South Greensboro Street sidewalk and Morgan Creek Greenway.
Micro-mobility - Bike Share For the last several months staff at the Town of Carrboro, Town of Chapel Hill and UNC-Chapel Hill have been working together to develop an RFP to seek a vendor to set up and operate a new, electric bike share program for all three jurisdictions.	The RFP was advertised in March and contract negotiations are underway with the hope of having a program in operation later this year. The contract with the existing pedal bike share system with Gotcha/Bolt will expire in June. Staff will provide additional information as it becomes available.	The Bike Plan included a section on the possible benefits of developing a micro-mobility program. An electric bike share system creates an opportunity for the bikes to provide transportation needs for some users.
Traffic Calming The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding.		
Starlite Drive Staff was directed to move forward with a traffic calming plan for Starlite Drive.	Staff prepared a mailing for Starlite residents/owners in late May seeking feedback on an updated traffic calming design with one/three speed tables and two options for enhanced pedestrian infrastructure. The Council directed staff to set up a meeting in the neighborhood to seek additional input from residents,	Traffic calming can be an effective way to make a street more pedestrian friendly.

	and to move forward with installation of speed tables.	
Barred Owl Creek Staff was directed to move forward with an interim traffic calming plan to address existing conditions, in the Barred Owl Creek neighborhood, particularly along Carol Street.	March 30 th , Public Works installed a temporary speed hump on the 100 block of James Street. This is the remaining element of the interim traffic calming measures for the Barred Owl Creek Neighborhood discussed at the November 2021 Town/neighborhood information meeting. Staff plans to continue to conduct traffic counts to evaluate the effectiveness of the four measures: curb extensions at the intersection of Lorraine and Carol streets, two sets of neckdowns on Carol Street (100 & 300 blocks) and the speed hump on the 100 block of James Street.	Traffic calming can be an effective way to make a street more bicycle friendly.

	NAME	Identified Improvement
NCDOT to Perform	Weaver @ E Main St	Pavement markings (NCDOT)
	N Greensboro @ Oak St	High-vis crosswalk (covered by STIP, includes PHB)
	N Greensboro @ Williams St	High-vis crosswalk (covered by STIP, includes PHB)
	N Greensboro @ Hillsborough Rd	High-vis crosswalk (covered by ADA ramps) & RRFB
	Jones Ferry @ Bim St	High-vis crosswalk (covered by ADA ramps)
	N Greensboro @ Robert Hunt Dr	High-vis crosswalk (covered by ADA ramps)
	NC 54 @ Westbrook Dr and @ Abbey Ln	Traffic Signal with pedestrian crossing signals
Town to perform through Encroachment Agreement	S Greensboro @ Merritt Mill Rd	Bicycle improvements and ped signal heads
	Weaver @ E Main St	Ped heads or signal modifications
	W Main @ W Weaver	High-vis crosswalks, bike lane markings, bike boxes, curb extensions & ped signal heads
	W Main @ Jones Ferry Rd	Bicycle improvements, marked crosswalk ped signal heads
	Merritt Mill Rd @ Cameron St	Bicycle improvements and ped signal heads
	N Greensboro @ Pine St	High-vis crosswalk, ADA ramps
	Hillsborough @ James St	Traffic signal with pedestrian signals
	Jones Ferry @ Davie Rd	Bicycle intersection improvements
	W Main @ Hillsborough Rd	Median island and/or traffic signal
	N Greensboro @ Shelton St	Traffic signal
	Hillsborough @ High/Cheek St	Hi-vis x-walk
	W Main @ Ashe St	Hi-vis x-walk and ada curb ramps
	Old NC 86 @ Hillsborough Rd	Pedestrian refuge island, ada curb ramps
	Jones Ferry Protected Bike Lane	Physical delineation to place in buffer
	W Main @ High/Westview	Hi-vis crosswalk and RRFB (Rectangular Rapid Flashing Beacon)
	Homestead @ Claremont Rd	Lighting & RRFB plus median island
	Culbreth Drive and Rossburn way	Hi-vis crosswalk
	Hillsborough @ McDougale Driveway	Pedestrian refuge island
Town to perform	Roberson @ Libba Cotten	Raised intersection or green paint
	Old Pittsboro Rd	Sharrows and bike route (or Bike Blvd)
	Cobblestone Connector	Widen sidewalk to 10' Multi Use Path (MUP)
Preliminary Design Completed		
Preliminary Design In Progress		
Project on Hold		
Additional data collection, survey work, or supporting infrastructure required		

Current Status
Resurfacing to occur in Summer 2022
Construction complete. Staff continue to monitor conditions at roundabout.
A number of the NCDOT ADA upgrades will be installed in between 5/16/22 and 8/5/22. The remainder are expected to be completed by October 2022.
Recommendation identified in NC 54 Safety Study, currenting coordinating with MPO, Chapel Hill, and NCDOT on project funding and implementation
Improvements identified in the NC 54 Safety Study incorporated into the Design of the S Greensboro Sidewalk Project
East Main Street project will address pavement markings and signal timing modifications, will assess signal heads after completion of resurfacing in Summer 2022
Collect data to assess need for bike boxes; coordination with NCDOT ADA upgrades
Beginning preliminary design to add missing crosswalk, other items on hold pending bike plan recommendation
On hold pending future coordination with Chapel Hill
Preliminary design completed
Insufficient width for refuge island, collect data to assess signal warrant, survey needed
On hold pending protected bike lane pilot
Assessing width for refuge island, collect data to assess signal warrant, survey needed
Collect data to assess signal warrant or crossing demand for RRFB, survey data needed
Need to consider additional sidewalk due to lack of recieving infrastructure needed for NCDOT to approve crosswalk
Beginning preliminary design
Preliminary design completed
Encroachment approved in May 2021. Installed in August. Data collection to follow.
Need to consider additional sidewalk due to lack of recieving infrastructure needed for NCDOT to approve crosswalk
Beginning preliminary design
Restriping completed with NCDOT resurfacing project.
Beginning preliminary design
Sungate has completed concept design.
Preliminary design completed.
Sungate has completed concept design.