

## Transportation Projects Update

### Introduction

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

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

### State Transportation Improvement Program (STIP)

The Town Council received 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)). As was noted in the June 14<sup>th</sup> 2022, transportation projects update, the P6.0 process has resumed and a draft STIP for FY2024-2033 has been released ([NCDOT: 2024-2033 STIP Development](#)). No new projects are under consideration and some previously programmed projects are now subject to reprioritization under P7.0. NCDOT is in the process of reviewing project schedules and costs. The FY2024-2033 STIP is scheduled for Board of Transportation approval in the spring/summer of 2023. Four Town projects programmed in the FY2020-2029 STIP are currently underway.

Project Name & Description	Status	Network
<b>Infrastructure Projects</b>		
<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 project to readvertise for bid is underway.</p> <ul style="list-style-type: none"> <li>• 30-percent plans have been reviewed/approved by NCDOT.</li> <li>• A site visit was held on August 27<sup>th</sup> to provide an opportunity for Canterbury Court and Berryhill residents to walk the greenway alignment with the Town Engineer, ask questions and offer comments in an informal setting. More than 50 people attended.</li> <li>• Design is approaching 60-percent completion.</li> <li>• The flood study is almost ready for Town review.</li> </ul> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> <li>• Submit 60-percent plans for NCDOT review.</li> </ul>	<p>The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (currently under design) which will connect via informal paths through the Royal Park Apartments toward Barnes Street to Jones Ferry Road and/or through to South Greensboro Street via Whispering Hills. The greenway will also connect via an underpass under Smith Level Road to the Morgan Creek Greenway in Chapel Hill which extends east parallel to NC 54.</p> <ul style="list-style-type: none"> <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> </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 to Morris Grove Elementary School.</p>	<p>Design is 90-percent complete. Work is underway to address outstanding comments and to prepare necessary easement documents.</p> <p>The Town submitted a request to allocate local discretionary funds to the project to address the increase in construction costs identified in the Engineer's Estimate. The MPO is scheduled to submit a STIP amendment to the NCDOT Board of Transportation for consideration in the fall.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> <li>• Finish remaining permitting requirements.</li> <li>• Continue to work on easement acquisition for ROW authorization.</li> <li>• Prepare 100-percent plans.</li> <li>•</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>

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<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 is 65-percent complete. The project engineer has prepared a scope and manday hour estimate for the additional design work related to the waterline replacement; documents have been submitted to NCDOT for review/audit. Once approved, staff will provide an updated project schedule.</p> <p>As noted in June 2022 transportation projects update, 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. Staff has submitted a request to move forward with lowering the speed limit to 30 mph. Additional data/analysis would be needed to support a reduction to 25.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> <li>• Prepare an amendment to the contract for the project engineer to reflect the additional work related to the waterline.</li> <li>• Begin design work on the waterline replacement.</li> <li>• Send out a project update to property owners/residents along the corridor.</li> </ul>	<p>The sidewalk project includes a capacity analysis for narrowing the lane widths between the roundabout and the Smith Level Road bridge to install bike lanes. Lane widths will need to remain wide enough to accommodate transit service. Further analysis/conversations will be needed.</p> <ul style="list-style-type: none"> <li>✓ The bike lane portion of the project is identified in the Carrboro Bike Plan.</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>• A couple of the intersections along South Greensboro Street were identified with recommended improvements in NC 54 Safety Study (2019).</li> <li>• Possible sidepath on the 300 block of South Greensboro Street (ARPA).</li> <li>• Capacity analysis/possible road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing).</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>Design on the updated plans now at 75-percent with one round of NCDOT review.</p> <p>As noted in the 2020 Bicycle Plan Update report on October 18, 2022, work is underway to develop a restriping plan for North Greensboro Street. Once the lane alignment is determined for North Greensboro at Weaver and East Main, the design work of the bike loop detectors can move forward.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> <li>• Design at 90-percent complete.</li> <li>• Specification manual to NCDOT.</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> </ul>

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<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>Design is underway. Construction is anticipated for FY24. Carrboro is applying the \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project.</p> <p><u>Next Step(s)</u></p> <ul style="list-style-type: none"> <li>• Complete design work.</li> <li>• Acquire necessary easements/ROW.</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>
<b>State Maintenance Projects</b>		
<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.</p> <p><a href="https://www.townofcarrboro.org/transportation/east-main-street-operational-analysis-and-restriping-plan">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; the Town arranged for the installation of green pavement markings and modifications to the traffic signals, work which was completed in October.</p> <p>Staff has been in communication with Chapel Hill regarding the signal timing, particularly at Lloyd Street, and minor adjustments to the signal timing have been made.</p> <p>A group ride was held on November 3<sup>rd</sup> as part of the</p>	<p>The installation of bike lanes on East Main Street will complete a key segment in the main east-west corridor for downtown and adds a significant addition to the Town's overall bicycle network.</p> <ul style="list-style-type: none"> <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>

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	<p>Lighten-Up event, an annual Transportation Demand Management (TDM) event in partnership with Chapel Hill and UNC-Chapel Hill. Riders had an opportunity to experience the new bike lanes on East Main Street and West Franklin Street and compare them with the off-road experience on the Libba Cotten and Carr Street bikeways.</p> <p><u>Next Step(s)</u> Staff will continue to monitor the signal timing and adjust as needed over the next six months or so.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Slow Zone.</li> </ul>
<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 has prepared an initial report on an evaluation of the reallocation of the center turn lane to side bike lanes from Cameron Avenue to South Greensboro Street. The report is still under review.</p> <p><u>Next Step(s)</u> The results from the consultant's analysis will inform the development of a pavement marking plan for the resurfacing.</p>	<p>Merritt Mill was not identified in the long-range network for the 2020 Bike Plan update, however, the inclusion of bike lanes for some or all of the corridor would significantly improve bike access to the Pine Knolls and Cole Heights neighborhoods and access to the Lincoln Center offices and athletic fields.</p> <p>Chapel Hill and Carrboro staff are also reviewing 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. The new pavement marking plan should provide an opportunity to clarify/enhance the route for cyclists and pedestrians.</p>
<p><b>Jones Ferry Road Resurfacing/Restriping</b> Jones Ferry Road is on NCDOT's resurfacing list for FY23. The project includes Jones Ferry Road from East Main Street to Old Fayetteville Road.</p> <p>The project area includes the segment of Jones Ferry Road that was part of the SPOT Safety project in 2015, which involved traffic signal at Davie Road and the inclusion of the new bike lanes and buffered bike lane heading east</p>	<p>After a review of a number of different types of vertical elements with NCDOT and the Public Works Department, the Town installed delineators along east bound bike lane in August 2021 as part of a pilot program. The Town has conveyed its interest in making the protected eastbound bike lane permanent. (This involves removing the existing delineators for the east bound bike lanes and reinstalling them after the resurfacing work is completed.)</p>	<p>The project would further improve access for residents along Jones Ferry Road to access downtown, the Willow Creek Shopping Center (grocery store/pharmacy/laundromat) and recreation areas such as University Lake.</p> <p>✓ The project is identified in the Carrboro Bike Plan and a protected eastbound bike lane is one of the five priority projects in the 2020 Bike Plan Update.</p>

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<p>bound.</p> <p>The Town Engineer is working on a conceptual design to determine the feasibility of adding a new westbound bike lane or protected bike lane along sections of Jones Ferry Road between Davie Road and the Willow Creek Shopping Center.</p>	<p>In October 2022, the Town met with NCDOT to discuss different options for adding a westbound bike lane, focusing on the area under the NC 54 underpass. The Town Engineer is working on a conceptual design to determine the feasibility of adding a bike lane with or without a buffer. If it turns out that the concrete center islands would need to be modified to provide sufficient space for a bike lane additional funding would need to be identified.</p> <p><u>Next Step(s)</u> Develop a conceptual design to determine the feasibility of adding a westbound bike lane.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Bike Plan</li> <li>• Safety Projects</li> </ul>
<p><b>North Greensboro Street Resurfacing/Restriping</b></p> <p>North Greensboro Street is scheduled for NCDOT resurfacing in FY24. The project area extends from approximately Thomas Lane to East Main Street.</p>	<p>The Town has met with NCDOT to discuss opportunities to modify the cross section of Greensboro Street to improve bicycle infrastructure, particularly from Carr Street (South Greensboro Street) to the junction with Hillsborough Road.</p> <p>Staff has also submitted a request to NCDOT to lower the speed limit from just west of Shelton Street to the Estes Drive roundabout from 30 mph to 25 mph.</p> <p><u>Next Step(s)</u> Complete a traffic analysis for North Greensboro Street (100-300) to determine the possibility of reallocating the center turn lane.</p>	<p>✓ The project is identified in the Carrboro Bike Plan.</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> </ul>
<b>Carrboro Updated Bicycle Plan</b>		
<p>Four projects identified in the bike plan were submitted for inclusion in the CIP are scheduled to get underway in FY23 and FY24. This includes:</p> <p>1. Beginning the design for components of</p>	<p>1. ARPA funding was earmarked for the design/installation of a signalized crossing at Homestead Road and Claremont Drive. A source of funding for the Homestead Road sidepath has not yet been identified; Homestead Road is</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. This</p>

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<p>Priority #1, the sidepath along Homestead Road with a signalized crossing,</p> <p>2. Priority #2, enhanced bicycle infrastructure on Shelton Street,</p> <p>3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and</p> <p>4. the first segment of buffered bike lanes for North Greensboro Street.</p>	<p>scheduled for resurfacing in FY25, which may also offer an opportunity for installing better bicycle facilities.</p> <p>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 involve adding additional asphalt along Shelton by either moving the ditch back or adding a curb gutter section to provide sufficient width, and other improvements. Staff met with representatives from the Carrboro United Methodist Church and Carrboro Elementary School to discuss in early November.</p> <p><u>Next Step(s)</u> The Town Engineer is preparing a second iteration of the concept plan.</p> <p>3. Work on a potential westbound Jones Ferry Road bike is under consideration as part of the upcoming resurfacing project.</p> <p>4. 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>further the concept of identifying “neighborways” existing low-traffic streets that may be preferred routes for cyclists.</p> <p>The installation of more complete infrastructure to Shelton Street would likewise make it safer for children to bicycle to Carrboro Elementary.</p> <p>Restriping North Greensboro Street to include buffered bike lanes would significantly improve bicycle safety along an important east/west corridor for the downtown area and the overall network.</p> <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> </ul>
<p><b>Safety Projects</b></p> <p>The following projects focus on a particular aspect of bike/ped safety.</p>		
<p><b>Jones Ferry Road Protected Bike Lane</b></p> <p>Installation of plastic delineators within the</p>	<p>One-year pilot installation installed in August 2021. Following the celebration ride on October 29, 2021, a</p>	<p>The installation of protected bike lanes adds a major segment of bicycle infrastructure along the</p>

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<p>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>Survey was posted to the Town's website to see input on the project. The survey was closed in mid-July; results will be shared with NCDOT as part of the evaluation of the project and its installation.</p> <p>Staff has conveyed to NCDOT the Town's interest in retaining the vertical separation when Jones Ferry Road is resurfaced next year.</p>	<p>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>✓</p> <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></p> <p>NCDOT is in the process of installing updated sidewalk ramps at various locations in and around downtown.</p>	<p>NCDOT has identified a list of intersections for the next phase of curb/ramp work. Work is underway.</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>Staff has been working with NCDOT to review the proposed locations for new ramps, and where appropriate to request additional infrastructure improvements such as new crosswalks. This collaboration has provided an opportunity to obtain a preliminary evaluation of the suitability of locations for enhanced crossings and in some case the installation of the crossing as part of the NCDOT project.</p>



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<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 signal timing particularly in the downtown area.</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>• possible addition of bike lanes on Jones Ferry Road heading westbound (under consideration),</li> <li>• restriping along North Greensboro Street with enhanced bike lanes (under consideration),</li> <li>• 5 mph speed limit reduction along North and South Greensboro Street (under consideration),</li> <li>• 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration),</li> <li>• possible bike lanes along the segment from the roundabout to the Smith Level Road bridge (under review), and</li> <li>• possible installation of RRHB at key crossings.</li> </ul>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Resurfacing projects</li> <li>• Bike Plan</li> <li>• <i>Carrboro Connects</i></li> <li>• Pedestrian Safety Projects</li> <li>• Vision Zero</li> </ul>

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<p><b>Pedestrian Safety Projects (crossings)</b></p>	<p>Staff continues to work with NCDOT and the Town Engineer to evaluate locations for safety improvements, including new/improved crosswalks. Certain locations may be deemed unsuitable for a crosswalk due to limited visibility/curves in the road or lack of receiving infrastructure.</p> <p>As part of the Town's review of ARPA projects on October 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)</u></p> <ul style="list-style-type: none"> <li>• Begin design for the RRFB at Hillsborough Road at McDougale Elementary School</li> <li>• Begin design for the RRFB at Homestead Road at Claremont</li> </ul>	<p>✓ 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.</p> <p>✓ Safe Routes to School Action Plan.</p> <p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• ARPA funding</li> <li>• Bike Plan</li> <li>• Vision Zero</li> </ul>
<b>Plans/Policies</b>		
<p><b>Transportation Demand Management (TDM)</b></p> <p>TDM is the application of strategies and policies to reduce reliance on single-occupancy vehicles (SOV) by encouraging other options for travel such as carpooling, public transit, biking, walking, remote or teleworking, and flexible work schedules. Carrboro participates in the regional TDM grant, "Triangle Transportation Choices," in partnership with the Town of Chapel Hill.</p>	<p>TDM staff have been collaborating with the new Carrboro in Motion initiative to hold two TDM events this fall that provide information for residents to learn about bike safety, transit routes and other opportunities for travel choices. The first was held at Carolina Apartments on Saturday, October 29<sup>th</sup> and the second is scheduled for Estes Apartment on Saturday, November 19<sup>th</sup>.</p> <p>The Town also supported the annual "Lighten-Up" event in collaboration with our regional TDM partners, including Chapel Hill and UNC-CH with a tabling event at the Libba Cotten bikeway on November 2<sup>nd</sup> and the inaugural "Lighten-Up" ride to experience the new bike facilities on East Main Street.</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>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>

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<p>The TDM Welcome Package—in preparation by the Duke Center for Advance Hindsight, was distributed in February 2022.</p>	<p><u>Next Steps</u> Tabling events in other residential communities and preparation for Open Streets in April and Bike Month in May.</p> <p>The welcome package includes informational materials and coupons, particularly for transit, to encourage new residents to establish good travel choice behaviors. Information provided as part of the Climate Action Update on November 1<sup>st</sup> (<a href="#">Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)</a>).</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• <i>Carrboro Connects</i></li> <li>• Orange County Transit Plan</li> <li>• Vision Zero</li> <li>• Carrboro Community Climate Action Plan</li> </ul>
<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>Carrboro currently addresses safety in a number of ways—construction of bike/ped infrastructure projects, participation in TDM, Safe Routes to School (SRTS), Watch for Me NC programs—but has not yet adopted a formal Vision Zero plan, something that was noted in the Town’s last Bicycle Friendly Communities report card. With that in mind, 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 was held in June. Staff from Planning, Public Works and the Police departments attended.</p> <p>On October 13, 2021, the Town of Chapel Hill adopted a Vision Zero Resolution, to further the town’s commitments set out in the 2019 Pedestrian Safety Action Plan. The Carrboro Town Manager was invited to join the Town of Chapel Hill’s Road to Zero Task Force and is participating.</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> </ul>
<p><b>Safe Streets for All (SS4A) Grant Program</b> Part of the Infrastructure Investment and Jobs Act, the Safe Streets for All grant program provides funding for the development of a</p>	<p>The DCHC MPO submitted the SS4A grant application to prepare a Vision Zero program for all the partner jurisdictions, in time for the September deadline.</p>	<p>The 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</p>

Project Name & Description	Status	Network
Vision Zero Plan and subsequent implementation.	<u>Next Step(s)</u> If the grant is awarded, the next step would involve the development of a scope and schedule for the plan. As noted in the June 2022 update, the development of a plan is expected to include substantial public engagement.	bike/ped infrastructure. And as noted above, having a Vision Zero Plan should strengthen the Town's next Bicycle Friendly Community application.
<b>Orange County Transit Plan</b> 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 <a href="#">Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)</a>	On November 1 <sup>st</sup> , the Town Council received a presentation on the status of the Orange County Transit Plan update and approved a resolution of support ( <a href="#">Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)</a> ).  <u>Next Step(s)</u> Adoption anticipated for December 2022.	Transit funds have been allocated to Carrboro for several transportation infrastructure projects such as the South Greensboro Street sidewalk and Morgan Creek Greenway. Projects that the Town submitted for the list of “unfunded priorities” were included in the plan.
<b>Micro-mobility - Bike Share</b> 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. As noted in the update to the Town Council on November 9, 2021, scooters will not be included in the bike share program at this point per UNC's policy.	The RFP was advertised in March. Contract negotiations are still underway. 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 as well as provide options for first mile/last mile trips for transit users.  <u>Related Projects/Plans</u> <ul style="list-style-type: none"> <li>• TDM</li> <li>• Orange County Transit Plan</li> <li>• Carrboro Connects</li> <li>• Bike Plan</li> </ul>

Project Name & Description	Status	Network
<b>Traffic Calming</b> The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding.		
<b>Starlite Drive</b> Staff was directed to move forward with a traffic calming plan for Starlite Drive.	The traffic calming plan for Starlite Drive was installed in October. The plan included the installation of a new speed table located mid-block of the main north-south segment of Starlite Drive, and the addition of a new stop sign heading westbound from Sunset Drive with associated pavement markings.  <u>Next Step(s)</u> Traffic counts will be conducted in the spring to help evaluate the success of the installation.	Traffic calming can be an effective way to make a street more pedestrian friendly.
<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.	March 30 <sup>th</sup> , 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.  <u>Next Step(s)</u> Traffic counts will be conducted in the spring to help evaluate the success of the installation.	Traffic calming can be an effective way to make a street more bicycle friendly.
<b>American Rescue Plan Act (ARPA)</b> <a href="#">Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com)</a> 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.		
<b>Sidepath Connecting Old Pittsboro Road to West Carr Street</b> This project involves the design and construction of a 10- to 12-foot sidepath along the 300 block	Design is underway for a concept plan to determine the extent/feasibility of constructing a 10- to 12-foot sidepath along the 300 block of South Greensboro Street.	<u>Related Projects/Plans</u> <ul style="list-style-type: none"> <li>• South Greensboro Street Sidewalk (C-5650)</li> <li>• The 203 Project</li> <li>• Bike Plan</li> </ul>

Project Name & Description	Status	Network
<p>of South Greensboro Street, to widen the existing pedestrian facility such that it can also serve cyclists. The South Greensboro Street sidewalk project ends at the north end of Old Pittsboro Road. Cyclists are encouraged to use Old Pittsboro Road to travel northbound and there is an important connection to West Carr Street to access the bikeway to Main/Jones Ferry Road. The 203 Project will active visitors using all modes.</p>	<p><u>Next Steps</u> Determine if easements/right of way is needed.</p>	<ul style="list-style-type: none"> <li>• <i>Carrboro Connects</i></li> </ul>
<p><b>RRHB 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>	<p>Design is not yet underway.</p>	<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>RRHB 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>Design is not yet underway.</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 met with Chapel Hill Transit in early November to discuss the Town's interest in enhanced facilities at the Barnes Street bus stop. Chapel Hill Transit is working with an engineering firm to design the next phase of bus stop improvements.</p> <p><u>Next Steps</u> Chapel Hill Transit to begin design work for Town input.</p>	<p><u>Related Projects/Plans</u></p> <ul style="list-style-type: none"> <li>• Barnes Street Sidewalk (EB-5890); not yet initiated</li> <li>• Orange County Transit Plan</li> <li>• <i>Carrboro Connects</i></li> </ul>