



## TOWN OF CARRBORO

NORTH CAROLINA

### MEMORANDUM

**DELIVERED VIA:** ☐ HAND ☐ MAIL ☐ FAX ☒ EMAIL

**DATE:** August 28, 2017

**TO:** David Andrews, Town Manager  
Mayor and Board of Aldermen

**FROM:** Tina Moon, Planning Administrator/Transportation Planner

**RE:** SPOT 5.0 Transportation Project Prioritization

#### Summary

At the April 4, 2017 regular meeting, staff provided the Board with a presentation on the SPOT Prioritization 5.0 (P5.0) process. (A link to the meeting materials may be found here: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=3011486&GUID=C3C96E4F-3BDA-4D5C-9F54-E96B38C7731E&Options=&Search=>) The presentation included an update on the status of Town projects submitted as part of P4.0 and identified potential projects for inclusion in P5.0 along with associated cost estimates. Each member of the Durham-Chapel Hill-Carrboro-Metropolitan Planning Organization (DCHC-MPO) went through a similar process to identify projects. The MPO Technical Committee (staff working group) met during the summer to review all of the projects in greater detail, to discuss each project's ranking after preliminary scoring and, based on that scoring and local input, to determine which projects—highway and bike-ped--should be included in the list forwarded to the MPO Board for consideration at its September 6, 2017 meeting, and if approved, submitted to NCDOT for formal scoring. Subsequent to the release of the scoring results (anticipated for March 2018) MPOs will have an opportunity to assign local points to regional and divisional projects to increase their chances for funding. It is anticipated that NCDOT will release a draft FY2020-29 STIP in January of 2019. (The most current schedule for the P5.0 process is included as Attachment D).

#### Carrboro Proposed Projects

Following the Board's direction from April 4<sup>th</sup>, staff submitted the three bike-ped projects that did not receive funding as part of P4.0 to the MPO for consideration for P5.0. These include: a sidepath along the north side of NC 54 from James Street/West Main Street to Anderson Park, bike lanes and a sidewalk along one side of Seawell School Road, and bike lanes along NC 86 from Farm House Road to Calvander. Staff also submitted two new highway projects for P5.0: intersection improvements at the junction of West Main Street and James Street with a focus on bike-ped enhancements, and a highway project to enlarge a section of NC 54 from West Main to Old Fayetteville to a superstreet (or synchronized street) cross section. Staff has been in

conversations with NCDOT to determine if the two new highway projects can be combined with the proposed intersection improvement project at NC 54 and Old Fayetteville Road as a further extension of “sibling” project status, on the basis of their relationship to other intersection improvements along the NC 54 corridor that have been identified for funding. Per the most recent correspondence, it appears that the projects will be reviewed as a comprehensive corridor and submitted to P5.0 for scoring, without counting toward the total number of projects that the MPO is allocated. Should the combined project be selected, NCDOT will manage and fund the project, except for new bike-ped enhancements. The Town would be subject to a local match of 30-percent for those “betterments.” The local match for a standalone bike-ped project is 20-percent.

### **Possible New Highway Project**

Carrboro usually discusses potential transportation projects with Chapel Hill for potential collaboration but has not held similar conversations with Orange County, since county staff have not typically submitted projects in the vicinity of Carrboro. Subsequent to the April 4<sup>th</sup> Board meeting, however, staff learned that Orange County had submitted three projects for prioritization that are in Carrboro’s jurisdiction. These include two bike/ped projects: 1) the construction of bike lanes along both sides of Old NC 86/Hillsborough Road from Old Fayetteville to Homestead Road (Calvander), and 2) the construction of bike lanes and sidewalks along Homestead Road. The County also submitted as a highway project, a request for a roundabout at Calvander, the intersection of NC Hwy 86, Dairyland and Homestead roads—intended to enhance safety at the intersection and improve traffic flow while facilitating a safe left turn for bicyclists. The projects were put forward on the recommendation of the Orange Unified Transportation Board (OUTBoard), the County’s transportation advisory board; some OUTBoard members live in Chapel Hill and Carrboro. After discussion at a MPO Technical Committee meeting, County staff withdrew the two bike-ped projects, in part because of the requirement for local match and management.

The roundabout project at Calvander is an interesting idea. It is a large intersection that is heavily used by recreational cyclists heading out of town and onto the rural road network surrounding Maple View Farm. The Town of Carrboro Comprehensive Bicycle Transportation Plan speaks to the need for improving the intersection but does not identify a particular design, nor have the Board or Transportation Advisory Board vetted potential design. If selected, however, there is potential for NCDOT to pick-up the Old NC 86 bike lanes as a sibling project and thereby fund and manage both projects (except for certain bike-ped improvements). With this in mind, Carrboro staff has developed an alternative project proposal for the intersection, one that provides a more detailed description of the corridor and intersection improvements in terms of existing issues but does not recommend a specific design in order to allow the analysis inform the design. The current project description reads as follows:

Upgrade roadway corridor and intersection to improve safety of all users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities--paved shoulders and bicycle lane markings; design of roadway and facilities may vary along the corridor. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland (SR 1004/1113/1777)) for all modes: increase capacity for vehicles and provide bicycle and pedestrian facilities to improve safety. Safety is a particular concern for cyclists

(individuals and groups) waiting to make a left turn from Old NC 86 onto Dairyland Road.

Should the project be selected for funding, the Town of Carrboro would be the direct contact with NCDOT for the design and public outreach efforts. There would still need to be an agreement with Orange County, since the boundary line between the two jurisdictions runs along NC 86, and we would likely share the costs of the bike-ped “betterments,” but Carrboro would take over as the lead local agency rather than the County. Similar agreements and cost-sharing would be needed for the bike lanes along NC 86 from Farm House Road to Calvander, if the project was funded as a standalone bike-ped project, and the Seawell School Road project which meanders into Chapel Hill and Carrboro along its almost two-mile length. A final project, submitted by Chapel Hill to complete a segment of the Campus to Campus project which would include a short section in Carrboro—from the north end of Broad Street extension to the Chapel Hill line along the railroad corridor, would also be subject to cost-sharing.

Updated costs relating to the bike-ped projects are shown in the following table. Local match costs (20 percent) are listed for the entire improvement and do not take into account the reductions associated with possible cost-sharing. By submitting some of the proposals as both bike-ped projects and highway projects, the Town will have an opportunity to compare the costs of the NC 54 sidepath and the NC 86 bike lanes as standalone bike-ped projects subject to a 20-percent local match and as elements of larger NCDOT highway projects, subject to a 30-percent of new bike-ped facilities. Updated costs, derived from a NCDOT cost estimator tool, is provided for the bike and pedestrian projects in the table below. The total list of project considered as part the P5.0 process is provided as (Attachment C), with Carrboro projects highlighted in yellow.

<b>Highway Projects Discussed on April 4, 2017</b>				
<b>Route</b>	<b>From / To</b>	<b>Description</b>	<b>Total Cost</b>	<b>Local Match</b>
Hwy 54	Old Fayetteville	Intersection improvements		
Hwy 54	West Main St/Old Fayetteville	Improve to Superstreet		
West Main St	James Street	Intersection Improvement		

<b>Bike-Pedestrian Projects Discussed on April 4, 2017</b>				
<b>Route</b>	<b>From / To</b>	<b>Description</b>	<b>Total Cost</b>	<b>Local Match</b>
Hwy 54	/ Anderson Park	Construct sidepath along north NC 54 side	\$1,468,142	\$293,628
Seawell School Rd.	Estes / Homestead	Construct bike lanes and sidewalks	\$4,176,940	\$835,388
Old NC 86	Farmhouse/ Homestead	Construct bike lanes, and sidewalk along the east side	\$1,237,907	\$247,581
<b>Proposed New Highway Project</b>				
<b>Route</b>	<b>From / To</b>	<b>Description</b>	<b>Total Cost</b>	<b>Local Match</b>
Old NC 86/Dairyland Road/ Homestead Road	Old Fayetteville Road/Dairyland/ Homestead Road	Upgrade roadway corridor and intersection to improve safety of all users. Construct two-lane improvements on Old NC 86 with left turn lanes at appropriate locations, such as John's Woods Road, and on-road bicycle facilities--paved shoulders and bicycle lane markings; design of roadway and facilities may vary along the corridor. Improve intersection at Calvander (Old NC 86/Homestead/Dairyland (SR 1004/1113/1777)) for all modes: increase capacity for vehicles and provide bicycle and pedestrian facilities to improve safety. Safety is a particular concern for cyclists (individuals and groups) waiting to make a left turn from Old NC 86 onto Dairyland Road.		