



TOWN OF CARRBORO  
NORTH CAROLINA

**TRANSMITTAL**

**PLANNING DEPARTMENT**

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

**To:** David Andrews, Town Manager  
Mayor and Town Council

**From:** Zachary Hallock, Transportation Planner

**Date:** February 21, 2020

**Subject:** Update on Transportation Projects

**Summary**

This document is intended to update the Town Council on the status of a number of active transportation projects. The last update was provided on June 4, 2019. A link to the previous agenda item can be found at

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3969856&GUID=C3056B04-B74B-4ED8-BD77-90F94774191D&Options=&Search=>

Projects are largely organized in the following manner: NCDOT Projects, Town Projects, Bicycle Projects and Planning, Development Projects, Pedestrian Safety Projects, and Transit Projects.

**NCDOT Projects**

**Estes Drive/North Greensboro Street Roundabout Project (U-5846)**

Construction on the intersection improvement project began in August 2019 and is expected to be completed in September 2021. Town staff have established a communication channel between NCDOT, Carrboro Public Works, and Carrboro Planning and correspond with NCDOT at regular intervals for project updates that are then posted to the Town website. Staff have also facilitated responses to resident questions as needed. Some issues have been identified with the proximity of the bus stops along N Greensboro Street adjacent to the construction and Town staff are in communication with Chapel Hill Transit to adjust these locations to ensure these stops have appropriate access both during and after construction.

### Merritt Mill/Franklin/E Main/Brewer intersection project (U-5847)

In 2018, the Board received information relating to the updated design for proposed improvements to the Merritt Mill/Franklin/E Main/Brewer intersection which focused on modifications enhance to bicycle and pedestrian safety rather than vehicular capacity. NCDOT funded and managed the project, which was largely completed in the fall of 2019. Final pavement markings will be installed as part of the NCDOT's resurfacing project for West Franklin and East Main streets, anticipated to occur during the summer of 2020. In the interim, staff continues to work with NCDOT and the Town of Chapel Hill to consider minor modifications to the intersection (such as changes to pavement markings, signal timing, or signage) as may be needed while travelers become familiar with the new traffic patterns.

### NC 54 West – Corridor Study and TIP Projects

In 2018, the DCHC MPO contracted with VHB to conduct a corridor study along NC 54 West from Old Fayetteville Road in Carrboro to I-40 in Graham. The purpose of the study was to determine the appropriate cross-section for future road improvement projects along the corridor that could then be submitted as part of the SPOT prioritization process for state and federal funding. The corridor study process included a review of transportation infrastructure, travel demand, traffic operations, safety, environmental concerns, local plans, and public input along the corridor. (Information on the study may be found at <http://www.nc54west.com/>.) VHB presented its finding to the Board of Aldermen on October 5, 2018 and on October 4, 2019 and to the DCHC MPO Board on November 13, 2019. Staff is in the process of scheduling a meeting with the its partners, NCDOT, the DCHC MPO, Orange County, and TARPO to develop a shared vision for the corridor that could be used to define future transportation projects. An update on SPOT 6.0 project submittals was provided to Town Council on January 14<sup>th</sup>. Since then, NCDOT has taken the stance that Division 7 will not place points on any projects in Orange County unless the DCHC MPO agrees to place points on the NC 54 widening. In light of this, NCDOT and Mayor Lavelle and Councilmember Seils met to discuss their differences in perspective. More information will be provided about this process as it develops.

### NC 54 Bike/Ped Safety Study: Old Fayetteville Road to Manning Drive (Chapel Hill)

In January 2018, the Carrboro Planning and Police departments sent a letter to NCDOT in support of a request from Chapel Hill to conduct a corridor study for NC 54, between Old Fayetteville Road and Columbia Street with a focus on bicycle and pedestrian safety, in particular with regards to transit access. VHB Engineering was contracted by NCDOT to perform data collection and safety analysis for this corridor, for which the limits were extended to Manning Drive in Chapel Hill. A kick-off meeting was held in January of 2019 which included an overview of the project corridor, and an initial site visit by the project team. During the spring VHB developed the existing conditions assessment and presented that information to the project team. A survey was distributed to gather feedback from people who travel regularly along the corridor to help identified what the biggest issues were. The project team met again in July 2019 to review preliminary project recommendations and coordination between this project and the bike plan update. VHB held a public meeting at Franklin Porter Graham Elementary School in November 2019 to seek input on the proposed recommendations for crossing

improvements. The study report can be viewed online at: [http://www.nc54bikeped.com/pdf/NC54\\_safetystudy\\_final\\_report\\_31Dec19.pdf](http://www.nc54bikeped.com/pdf/NC54_safetystudy_final_report_31Dec19.pdf). Staff anticipates scheduling a presentation on the study, its findings and recommendations for improvements along the corridor and at specific crossings in the spring. Staff is working with the DCHC MPO staff and NCDOT to determine if an approval or adoption of the study would meet the criteria of an adopted plan for the purposes of the NCDOT's updated complete streets policy, with regard to NCDOT funding of projects. Staff is also looking at the possibility of funding crossing improvements through the North Carolina Highway Safety Improvement Program (HSIP).

## **Town Projects**

### **Bike Loop Detectors (U-4726-DF)**

The Town has advertised the bike loop detector project (the installation of bike loop detectors at North Greensboro at Weaver and Main and Main at Roberson and at the intersection of Poplar at NC 54) twice, first in October 2017 and again in July 2019, without receiving any bids. Staff is working with NCDOT to determine if there may be other ways to move forward with the project, such as an add-on to the resurfacing project for East Main Street, or if the installation could be performed by NCDOT's traffic engineering division.

### **Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE)**

Staff worked with the Construction, Engineering and Inspection (CEI) firm and NCDOT to finalize a punch list and has begun the administrative process of reviewing the project documentation as part of project closeout. A sidewalk from Claremont South to the multi-use path has been installed. A 10' wide bike path linking the multi-use path to Claremont South is also in the works and once completed will provide a direct connection to residents living along the south side of Homestead Road in Claremont South and neighboring residential subdivisions, such as Wexford, Williams Woods, Cates Farm, and heading toward downtown Carrboro.

### **Morgan Creek Greenway (EL-4828A)**

Phase 1 of the Morgan Creek Greenway was advertised in June 2019 and re-advertised in August 2019. Two bids came in higher than expected and, per NCDOT procedures, bids are not acceptable if higher than 10-percent above the Engineer's estimate. Staff is working with the Town Engineer to make some minor adjustments to the scope of the project and to search for additional funding. The DCHC MPO staff worked diligently to allocate funds to projects ready to move forward during the summer/fall of 2018 when there was an expectation of federal recession. All of the federal funds programmed for the Morgan Creek Greenway have been secured and are available for the project. Staff anticipates rebidding in the spring/summer of this year. The Town has selected a firm for Construction, Engineering and Inspection (CEI) services and will begin the process of working with the firm to develop a scope of services for NCDOT's formal audit once the plan revisions are completed. The project consists of an approximately half-mile paved multi-use path beginning at the cul-de-sac at Abby Lane, extending to the Smith Level Road Bridge, running under the bridge to connect with a future multi-use path in Chapel

Hill, and beginning again, along the south side of Morgan Creek to a turnabout point before the soccer field at the Berryhill Subdivision. Staff will reach out to surrounding property owners, particularly residents of Berryhill Subdivision and the Canterbury Townhomes, again, once there is a better sense of the schedule for moving forward.

#### Jones Creek Greenway (C-5181)

Advertisement for engineering services, selection of Wetherhill Engineering, and approval of the firm & cost estimate by NCDOT was completed in the fall of 2018. The contract was executed before the end of 2018 and a project kickoff meeting was at the end of January 2019. During this kickoff the public input process was established to include open house input sessions at 15%, 30%, and 60% design. At the beginning of March 2019, planning staff facilitated an internal staff discussion with the police department and school district to discuss issues related to greenway safety. The third public hearing for the project, at 65% design, was held on September 24, 2019. Since that meeting, staff have been working to coordinate with ITRE (Institute of Transportation Research and Education) to consider a continuous bike-ped counter (similar equipment is currently located along the Libba Cotten and Old NC 86) to be located along this greenway segment.

#### Estes Drive Corridor Study and Bike/Ped Improvements (EB-5886)

Town staff is working with NCDOT and the Town of Chapel Hill to determine the project scope for bike/ped improvements along this corridor. The project has been split into separate projects (A & B) to allow each Town to execute a municipal agreement with NCDOT directly as it provides more flexibility with regard to scheduling. The Town has received Orange County Transit funds to apply toward a corridor study and associated design work to help inform the cross section of the western portion of the Estes Drive corridor. This would allow for a seamless connection with the future roundabout at North Greensboro Street and sensitive design within the tight right-of-way between North Greensboro Street and the Wilson Park Multi-use Path. It is anticipated that design and right-of-way acquisition would be managed by the Towns and construction managed by NCDOT. With NCDOT's recent suspension of locally administered projects, it is likely that this project will be delayed.

#### South Greensboro Street Sidewalk (C-5650)

The Town has received the municipal agreement from NCDOT in the summer of 2018 and subsequently in 2019, received approval to negotiate a contract with Ramey Kemp Associates (RKA) for engineering services to prepare the project design. Survey work is anticipated to begin in March. In addition to the sidewalk design, staff are working with RKA to refine a scope of work for a capacity analysis and possible restriping plan for the section of South Greensboro Street from the roundabout (at Two Hills Dr) to the Smith Level Road bridge to provide bike lanes. If approved, by NCDOT, the restriping design would be implemented as part of the NCDOT resurfacing for that road which is currently schedule to occur in 2021.

### West Main Street Sidewalk

As part of the development of the 2012 Durham and Orange county transit plans, the Town submitted a capital project request for funding to construct a sidewalk along West Main Street between Fidelity Street and Poplar Street. Staff requested delaying the funds for the Main Street project to a later fiscal year in order to receive funds for the South Greensboro Street sidewalk in an earlier fiscal year. A schedule for moving forward with the West Main Street project has not yet been determined.

### Barnes Street Sidewalk (EB-5890) & Jones Ferry Road Sidewalk (EB-5880)

The Barnes Street and Jones Ferry Road sidewalk projects are programmed for funding in the 2019-2029 STIP. Staff has requested that the start date of these two projects begin in FY 2022, anticipating a schedule of design in FY 2022, ROW acquisition FY 2023 and construction FY 2024. The proximity of the two projects offers an opportunity to seek one contractor to construct both projects if such an arrangement provides an economy of scale benefit.

### East Main Street Restriping Proposal

The timing of NCDOT's resurfacing of East Main Street provides an opportunity to assess the available capacity and determine the feasibility of restriping the pavement to provide bicycle lanes through downtown. The engineering firm Stantec was selected in the fall of 2018 to develop traffic forecasts, operations analysis, and restriping plans. Stantec completed the traffic forecast and operational analysis for East Main Street which Town staff and NCDOT have reviewed. NCDOT Division 7 has requested to see a preliminary striping plan as part of its assessment of the feasibility of the project. Staff will be bringing the concept design to Council on March 10<sup>th</sup> and will work to schedule public outreach with local businesses, residents, and the cycling community later in the month. Chapel Hill is also beginning an operational assessment process for a restriping proposal for West Franklin Street. Carrboro staff are participating in that process, as well, to ensure the two designs are properly coordinated.

### Jones Ferry Road – Protected Bike Lanes (Possible Pilot Program)

Town staff have been working with NCDOT Division 7 and Division Bike/Ped Transportation to identify potential treatments for protected bike lanes on Jones Ferry Road, an interest identified as part of the Spot Safety Improvement Project for the corridor. To date, discussions with Public Works and NCDOT have focused on concerns over cost, maintenance, snow clearance, and transit operations. Based on feedback received from NCDOT during the Bike Plan Update, staff have currently identified a set of potential treatments which could be used as different test areas along the corridor. Town Staff met again with NCDOT Division 7 and Bike Ped on January 27<sup>th</sup> to finalize test zones along the corridor as part of a pilot project. This pilot is expected to last at least one year and will include data collection of vehicle volumes, speeds, and bicycle volumes (before, during, and after the pilot); public input sessions; and survey to gauge public perceptions of safety and preferred treatment. A start date is pending following completion of these steps and development of cost estimates.

## **Bicycle Projects and Planning**

### **Bicycle Transportation Plan Update**

In the summer of 2018 town staff reviewed and executed the grant agreement with NCDOT to receive funding for the Bike Plan update. An RFP was finalized in early September then planning and finance staff advertised the proposal. Three proposals were received in November and staff worked together to review them and in December 2018 selected Alta Planning and Design to conduct the plan update. Eight months, four steering committee meetings, over five hundred survey responses, and a dozen targeted public input sessions later the preliminary draft plan was ready for town staff review in August of 2019. Town staff reviewed and provided comments back to Alta and made some adjustments to the draft plan prior to presentation to the Board of Aldermen at their November 19<sup>th</sup> meeting. Based on the feedback received from the Board and from Advisory Board staff worked to compile a final list of comments to submit to Alta. The final draft of the plan, with priority project cut-sheets and estimates is currently under development for public review and comment. Staff expect to present a request to set public hearing for the adoption of the plan in the near future.

### **Bicycle Friendly Communities Application**

In November 2019, the League of American Cyclists re-certified the Town of Carrboro as a Silver-level Bicycle Friendly Community. Staff are reviewing the scorecard and will work with the league to better understand the specifics of what might help us achieve Gold status.

### **Bike Share**

In October of 2018 staff from Carrboro, Chapel Hill and UNC discussed the preliminary steps associated with developing a bikeshare system to better serve both the Towns and the University. An update was provided to the Board of Aldermen on 2/2/2019, materials from this agenda item can be found at:

<https://carrboro.legistar.com/LegislationDetail.aspx?ID=3851751&GUID=7B467DB8-085A-4ACE-9F56-E0DCFE4CF395&Options=&Search>

In the summer of 2019, Gotcha, the current bikeshare service provider for UNC, expressed interest in developing a pilot program to expand their services to the Towns of Carrboro and Chapel Hill. The anticipated duration of the pilot program would be about 1 year. Gotcha would be providing equipment (E-bikes) and transaction services (smartphone application payment system and cash loadable RFID cards) at no cost to the Town. Gotcha's revenues are derived from user fees in the form of monthly plans, user fees, and advertisements (to be placed on the bikes). In December 2019 and January 2020 staff from Carrboro, Chapel Hill, and UNC met to discuss the specifics of what a joint pilot project between the three entities would look like. Staff is in the process of reviewing the Town Code to identify possible amendments that would be needed to enable and regulate the use of the proposed E-Bikes and the Shared Active Transportation System service provider. Staff anticipates bringing a separate item to the Council at a future meeting to discuss a possible bike share program and seek Council direction.

### Pathway Drive Bike Boulevard

Since the Board last received an update on this project (November 21, 2017), staff has been working with the Town Engineer to develop a series of conceptual designs (typical sections) which could be used to seek public input. These ‘typicals’ represent simple landscaped bump-outs, chokers, and chicanes which will serve to calm traffic along Pathway Drive. In addition, sharrows would be added along the length of the street to better indicate that bicycle traffic should utilize the full travel lane. This option allows for the conversion of the existing cross sections (which includes bike lanes) to include elements of a bike boulevard; overall automobile speeds should be slower but would allow on-street parking to occur in some locations due to the new bump-outs and chokers. Town engineer has developed conceptual level typical sections of potential traffic calming measures to use along the corridor. These could be chicanes, bulb outs, or curb extensions all of which would also provide opportunities for stormwater improvements as well. There has been no change on this item from the previous report.

### Cobblestone Colfax Connector

The existing 5-foot wide sidewalk between the cul-de-sacs on Colfax Drive and Cobblestone Drive creates a bike/ped connection between the cul-de-sacs on Cobblestone Drive and Colfax Drive. Based on the surrounding network of bike/ped connections (the cut through from Colfax Drive to Claremont Drive, the newly opened Homestead Road-Chapel Hill High School Multi-Use Path and Cobblestone Drive Traffic Calming) upgrading the sidewalk to a wider multi-use path could serve to create a Bike Boulevard route from Hillsborough Road to Homestead Road. Town staff reached out to residents for comment on the idea of widening the path in September 2018, and initial survey work was conducted thereafter to determine how wide a potential path could be made as well as other details. Feedback received from the Transportation Advisory Board in the summer of 2019 rated this as a lower priority when compared against other pedestrian safety projects in Town. There has been no change on this item from the previous report.

### Cobblestone Drive

This project began in May of 2018 when the completed petition for the Cobblestone Drive area of influence was received by staff. Data collection for this traffic calming request was collected in November of 2018. The Board of Aldermen received report on the traffic calming analysis for this project during their March 9<sup>th</sup>, 2019 meeting; more details of that meeting can be found at: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=3891420&GUID=3DB04ADB-8A38-4CEC-8589-5B2B505EDC9F&Options=&Search=&FullText=1>. The culmination of the Cobblestone Drive project was the Board’s approval of the proposed design at their November 19<sup>th</sup>, 2019 meeting. See: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=4225139&GUID=FDDF12E1-F8DF-4F9A-954E-C4C03E06F50E&Options=&Search=&FullText=1>). Based on comments received, it was decided to install three asphalt speed tables along the length of Cobblestone Drive. They were installed during the week of January 6. Work remains to be done in order to correct the locations of the shared lane markings currently in place.



## **Development Projects**

### **Lloyd Farm/Plantation Acres**

With the approval of the Lloyd Farm Phase 1 Conditional Use Permit, Town staff are working to schedule a neighborhood meeting with residents of the Plantation Acres area to discuss their observations, the types of traffic calming they would prefer, and the desired directionality of the potential Carol Street closure. A neighborhood meeting to discuss resident observations of traffic patterns and preferences for traffic calming has been scheduled for Saturday, March 7<sup>th</sup> from 2 to 4 PM at Town Hall. A mailed notice informing all residents of the Plantation Acres neighborhood of this meeting was sent on Monday, February 24<sup>th</sup>.

## **Pedestrian Safety Projects**

### **Locations Based on Citizen & TAB Requests**

In July 2018, Town staff held a meeting with NCDOT Division 7 representatives regarding the bike/ped safety requests, with a particular focus on crossings along Homestead Road by Claremont and multiple locations along North Greensboro Street. NCDOT identified possible infrastructure improvements such as signage and lighting for short-term enhancements as longer-term items such as lane modifications that would require analysis. During the summer of 2019, staff developed a comprehensive listing of identified locations where safety concerns have been commented on by citizens, the TAB, or from staff observations and compiled associated data. In the summer, staff worked with the Transportation Advisory Board to incorporate their input as to how best prioritize the large number of projects currently being investigated. Previously collected data: bike/ped crashes, vehicular counts, bike/ped counts, and TAB input is being used to help prioritize these projects along with the preparation of preliminary cost estimates. Staff met with NCDOT again in January 2020 for a courtesy review and preliminary approval of locations for the improvements, which would need encroachment agreements for the Town to make improvements on an NCDOT maintained facility. Based on the feedback received, the following improvements are being considered for additional design work and data collection to support an encroachment agreement with NCDOT for the Town to install.

- W Main St @ Hillsborough Rd: RRFB or Traffic Signal and Pedestrian Median Island
- Hillsborough Rd @ James St: RRFB or Traffic Signal
- N Greensboro St @ Shelton St: RRFB or Traffic Signal
- N Greensboro St @ Pine St: High-visibility crosswalk markings and signage
- W Main St @ W Weaver Street: Bike Boxes, Bike Loop Detectors, Bike Lane Intersection Markings, Curb Radii revisions, and Pedestrian Signals where needed

The addition of new staff in public works will enable the creation of preliminary design work for other pedestrian safety projects. This work can be used for discussion purposes with NCDOT for preliminary review (a verbal go or no go) of encroachment agreements as well as valuable visuals for public outreach purposes related to these projects. The status of the pedestrian safety projects, which have been prioritized, based on cost estimates, traffic volumes, bike-ped counts, safety data and input from the TAB is described in the table on the following page.



2/21/2020	NAME	Identified Improvement	Current Status
NCDOT to Perform	Weaver @ E Main St	Pavement markings (NCDOT)	Rerufacing scheduled for summer of 2020
	N Greensboro @ Oak St	High-vis crosswalk (covered by STIP, includes PHB)	Roundabout to be completed in summer of 2021
	N Greensboro @ Hillsborough Rd	High-vis crosswalk (covered by ADA ramps) & RRFB	Timeline uncertain due to NCDOT budgetary constraints
	Jones Ferry @ Bim St	High-vis crosswalk (covered by ADA ramps)	
	W Main @ Poplar Ave	High-vis crosswalk	
N Greensboro @ Robert Hunt Dr	High-vis crosswalk (here or @ Bolin Forest)		
Town to perform through Encroachment Agreement	Weaver @ E Main St	Ped heads or signal modifications	Resurfacing will address pavement markings and signal timing modifications, will assess signal heads and other needs after completion
	W Main @ W Weaver	High-vis crosswalks, bike lane markings, bike boxes, curb extensions & ped signal heads	Collect data to assess need for bike boxes; coordination with NCDOT ADA upgrades
	W Main @ Jones Ferry Rd	Bicycle improvements, marked crosswalk ped signal heads	Beginning preliminary design to add missing crosswalk, other items on hold pending bike plan recommendation
	Merritt Mill Rd @ Cameron St	Bicycle improvements and ped signal heads	On hold pending future coordination with Chapel Hill
	N Greensboro @ Pine St	High-vis crosswalk, ADA ramps	Developing design to submit with encroachment agreement
	Hillsborough @ James St	RRFB or traffic signal	Insufficient width for refuge island, collect data to assess signal warrant or crossing demand for RRFB
	Jones Ferry @ Davie Rd	Bicycle improvements and ped signal heads	On hold pending protected bike lane pilot
	W Main @ Hillsborough Rd	Median island and RRFB or traffic signal	Assessing width for refuge island, collect data to assess signal warrant or crossing demand for RRFB
	N Greensboro @ Shelton St	RRFB or traffic signal	Collect data to assess signal warrant or crossing demand for RRFB
	NC 54 @ Westbrook Dr	PHB or HAWK or traffic signal	On hold pending final recommendation from NC 54 Safety Study
	S Greensboro @ Merritt Mill Rd	Bicycle improvements and ped signal heads	Improvements will be assessed as part of the S Greensboro Sidewalk Design
	Hillsborough @ High/Cheek St	Hi-vis x-walk	Coordinating with Town resurfacing project, need to consider additional sidewalk due to lack of connection infrastructure needed for NCDOT to approve crosswalk
	W Main @ Ashe St	Hi-vis x-walk and ada curb ramps	Beginning preliminary design
	Old NC 86 @ Hillsborough Rd	Pedestrian refuge island, ada curb ramps	Beginning preliminary design
	Jones Ferry Protected Bike Lane	Physical delineation to place in buffer	Coordinating with NCDOT in development of pilot project, will include public outreach and data collection to assess effectiveness of different types of bike lane separation
	W Main @ High/Westview	Hi-vis crosswalk and RRFB (Rectangular Rapid Flashing Beacon)	Coordinating with Town resurfacing project, need to consider additional sidewalk due to lack of connection infrastructure needed for NCDOT to approve crosswalk
Homestead @ Claremont Rd	Lighting & RRFB plus median island	Beginning preliminary design	
Hillsborough @ McDougle Driveway	Pedestrian refuge island	Beginning preliminary design	
Town to perform	Roberson @ Libba Cotten	Raised intersection or green paint	Sungate has completed concept design, preliminary design to begin soon.
	Old Pittsboro Rd	Sharrows and bike route (or Bike Blvd)	Preliminary design underway
	Cobblestone Connector	Widen sidewalk to 10' Multi Use Path (MUP)	Sungate has completed concept design, on hold due to low priority.
Preliminary design has begun as of February			
Preliminary design to begin in March			
Preliminary design to begin in April			
Preliminary design to begin in May			
Additional data collection or coordination required prior to beginning design			



### Safe Routes to School Implementation Committee

In 2018, staff began reviewing the existing make-up of the SRTS committee and developed an updated description based on comments received from the Board of Aldermen. This was further refined in the spring of 2019, based on input from the Active Routes to School Regional Coordinator and the Town Attorney. Based on these changes, staff prepared LUO and Town Code amendments to restructure the committee as a subcommittee of the Transportation Advisory Board, and provide voting rights to students participating on the committee. As currently drafted, the restructured SRTS Implementation Committee would meet quarterly; staff would meet and/or provide updates to school representatives (typically principals) during separate, bi-annual meetings or as otherwise needed. A request to set public hearing for amendments to the Land Use Ordinance and Town Code to make changes to the SRTS Committee was presented to the Board on May 21<sup>st</sup>. The public hearing to adopt the changes was held on June 25<sup>th</sup>, 2019. Staff are currently working to facilitate outreach to the schools in Carrboro in order to issue a call for applicants to the SRTS committee, which would be a different process than the usual advisory board application due to being a subcommittee of the TAB.

### **Transit Projects**

#### CHT Short Range Transit Plan

Chapel Hill Transit's Short Range Transit Plan began in 2017. Staff from Carrboro, Chapel Hill, and UNC participated in this process by being part of the plan's Technical Committee, which held four meetings throughout 2018. The plan was initially intended to be implemented for the fall semester of 2019. However, a combination of factors has resulted in delayed implementation of the changes proposed by the SRTP. Chapel Hill Transit has set a hard deadline for implementation of August 2020; but some service changes may be implemented sooner if possible, such as adjustments to the HS route which runs through Carrboro. Two public input sessions were held in Carrboro: the first was held on Monday, February 10<sup>th</sup>, and the second was held this past Wednesday, February 19<sup>th</sup> from 5 to 7 PM here at Town Hall. The final presentation to Chapel Hill Town Council is expected to occur within the next month or so once the project team reviews the latest input and makes final adjustments where possible. Implementation of the changes identified by the SRTP currently is planned for August 2020.

#### North-South Bus Rapid Transit (NSBRT)

The Preliminary Traffic Analysis presented to Chapel Hill Town Council in Oct 2019. Additional work was performed to assess the following: traffic impacts with mode shift accounted for, maximum acceptable crosswalk distances, and downtown bicycle-pedestrian connectivity. Final draft report is under review and will be submitted to NCDOT once completed. Staff anticipates that the final report and NCDOT recommendation will be presented to Chapel Hill Town Council for review in February. Final discussion of the updated analysis will occur at upcoming meetings of the project's Technical and Policy Committees and the final recommendation will be brought back to Chapel Hill Town Council for a decision on the report

and the northern portion alignment from Hillsborough Street to the Eubanks Road Park and Ride lot.

### Carrboro Trolley

On February 8, 2020 Council Member Haven-O'Donnell distributed a memo to the Mayor, Council, and Town Staff requesting discussion of a circulator trolley to facilitate resident travel to downtown and reduce the need for vehicle trips and parking. There are two distinct components of the trolley:

1. A neighborhood circulator route which would connect the Carrboro Farmer's Market with the Chapel Hill Farmer's Market at University Place via Main St/Franklin St.
  - a. Proposed hours:
    - i. Saturday: 7:30 a.m. – 2:00 p.m.
    - ii. Sunday: 10:00 a.m. – 2:00 p.m.
  - b. Service estimate
    - i. ~550 annual revenue hours

There is no one seat ride (single route) proposed under the SRTP that would provide the Neighborhood Circulator service as currently described on the weekend. If service on the F route was extended to through the weekend that would be a reasonable approximation of the neighborhood circulator proposal. Barring that, to access university mall from Carrboro a rider would need to take either the CW route (8:30 a.m.-6:30 p.m.), CM route(9:00 a.m.-6:00 p.m.), or J route (8:00 a.m.-7:00 p.m.) and transfer to the A route (8:00 a.m.-7:00 p.m.) in the vicinity of UNC.

2. A downtown circulator which would operate in the evening and primarily provide additional connection between Carrboro and Chapel Hill.
  - a. Proposed hours:
    - i. Friday: 6:00 p.m. – 2:00 a.m.
    - ii. Saturday: 6:00 p.m. – 2:00 a.m.
    - iii. Sunday: 5:00 p.m. – 10:00 p.m.
  - b. Service estimate
    - i. ~1,100 annual revenue hours

The CW route (60 min frequency, operates until 9 p.m. on Friday, and 6:30 p.m. on weekends) & J route (45 min frequency, operates until 12 a.m. on Friday, 9 p.m. on Saturday, and 8 p.m. on Sunday) as described in the SRTP largely cover the service area of the Downtown Connector. The estimated additional service hours needed to extend the J route to match that of the proposed downtown circulator would be ~470 annual revenue hours. The service hours to extend the CW route would be ~630 annual revenue hours. Pending direction from the Town Council, staff can initiate discussion with Chapel Hill Transit about conducting more detailed service expansion analyses and cost estimates to better assess the feasibility of the proposed changes.