



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: April 2, 2021

Subject: Update on Transportation Projects

Summary

In September 2015, ([Town of Carrboro - File #: 15-0325 \(legistar.com\)](#)) staff began providing regular updates on transportation projects. This document is intended to provide the most recent update the Town Council on the status of a number of ongoing transportation projects. These include NCDOT managed projects, Town managed projects, bicycle projects & planning, development projects, pedestrian safety projects, and transit projects. The last update was provided on October 13, 2020; agenda materials can be found at [Town of Carrboro - File #: 20-367 \(legistar.com\)](#)

Detailed information was also presented at that meeting for Laurel Ave Parking, Traffic Calming Projects, Unpaved Streets Speed Limits, and Bike Share. Agenda materials can be viewed at [Town of Carrboro - File #: 20-368 \(legistar.com\)](#).

NCDOT Projects

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

The project is ongoing. Staff remains in close contact with NCDOT and will continue to post updates on the Town website ([Estes Dr. & North Greensboro Roundabout | Carrboro, NC - Official Website \(townofcarrboro.org\)](#)). More urgent public information will be provided via news flashes.

[Update] As of March 2021, work continues on the storm drain pipe and associated boxes.

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

This project is completed as of February 2020. For more information about upcoming changes to E Main Street and this intersection, see the East Main Street Restriping Plan.

NC 54 West – Corridor Study and TIP Projects

The final project report was completed as of December 20, 2019.

More information on the study may be found at:

[Town of Carrboro - File #: 19-321 \(legistar.com\)](#)

The purpose of the study was to evaluate existing travel patterns along the NC 54 corridor from Carrboro to I-40, to help determine the need for and appropriate types of improvements, information that would be used to identify possible transportation projects for submittal in the NCDOT prioritization process for state/federal funding. To date, the DCHC MPO Board has decided not to assign points on a proposed project to widen NC 54 in the SPOT process, to allow Carrboro and Orange County an opportunity to reach consensus on a preferred cross section. Operational improvements to NC 54 at Orange Grove Road (R-4821B) have been completed. In August 2020, staff were informed via the DCHC MPO Technical Committee that the operational improvements along NC 54 from Old Fayetteville Road to W Main St (STIP# U-6071), has been delayed six years as a result of the changes HB 77 made to NCDOT finances. HB 77 delayed some projects by extending currently programmed projects over a longer period of time.

[Update] Staff recently learned that NCDOT has engaged a consultant to begin developing possible design options for U-6071; updates will be provided as additional information becomes available.

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

The final project report was completed as of December 31, 2019. Project documents can be viewed online via the links below.

[NC 54 Bike-Ped Safety Study Final Report](#)

[NC 54 Bike-Ped Safety Study Appendices](#)

[Update] Town staff are currently working with NCDOT Division 7 to prepare applications for Highway Safety Improvement Program (HSIP) funds for two signalized crossing locations: NC 54 @ Westbrook Drive and NC 54 @ Abbey Lane. NCDOT is considering two-phase traffic signals at these locations, which would stop traffic on NC 54 to allow people walking and biking to cross the street, as well as allow for left turn movements. The 2017 Orange County Transit Plan includes funding for a HAWK (High-intensity Activated Walk) signal, which would stop traffic for people walking and biking to cross but would provide a separate signal for left turn movements. Staff are working to confirm that the Orange County Transit Plan funds can be used to supplement NCDOT's application for HSIP funds.

Carrboro staff are in the process of coordinating with NCDOT, Town of Chapel Hill and Chapel Hill Transit to identify funding sources for these improvements in Carrboro, along with the crossing location at Kingswood Apartments in Chapel Hill.

Town Projects

Laurel Avenue Parking

Information about the conditions on Laurel Ave, with regard to on-street parking was provided to the Council on October 13, 2020. More information can be found at [Town of Carrboro - File #: 20-368](#)

[Update] Staff were directed to research the conditions on Short Street in Chapel Hill, which is also fairly narrow, but still has on street parking. The Carrboro Fire Department has expressed concern with the use of fire apparatus on narrow streets with prevalent on-street parking. The Chapel Hill Fire Department reported that the on-street parking on Short Street had been in place for a very long time; it is not expected that a similar condition could be created under the current fire code.

Starlite Drive Traffic Calming

Information about the Starlite Drive traffic calming project was last provided to council on October 13, 2020. More information can be found at [Town of Carrboro - File #: 20-368](#)

[Update] Staff sent out a mailing to residents of the Lloyd-Broad neighborhood, seeking feedback on a concept plan developed for Starlite Drive designed to address the concerns discussed at the neighborhood meeting that was held on March 7, 2020. There were multiple ways by which residents could provide feedback:

- Return the comment form in the mailing using an envelope address to Town Hall which included postage
- Scanning/emailing the form to Town Staff
- Attending a public meeting held over Zoom on Saturday, February 20
- Commenting on the online concept plan available in Remix
- Calling Town Staff and setting up a time to discuss the concept plan

Ten responses were received from residents: six mailed responses, three emails, and one phone call. Based on the feedback received, support for the proposed modifications were:

- 90% of responses were either “Somewhat Supportive” or “Highly Supportive” of installing a speed table
- 70% of responses were either “Somewhat Supportive” or “Highly Supportive” of installing curb extensions with paint and delineators at the curves in Starlite Drive
- 90% of responses were either “Somewhat Supportive” or “Highly Supportive” of painting a centerline through the curves on Starlite Drive

Staff are working to begin final design for this section. Additional feedback has been received requesting an assessment of possible traffic calming measures for the entire Lloyd-Broad neighborhood.

Barred Owl Creek Traffic Calming

Information about traffic calming for the Barred Owl Creek neighborhood was last provided to council on October 13, 2020. More information can be found at [Town of Carrboro - File #: 20-368](#)

[Update]: Staff are in the process of finalizing a plan to take back to the residents of that neighborhood, pending conversations with the Fire Department regarding the fire code.

Unpaved Roads Speed Limits

Information about changing the speed limits on unpaved roads was last provided to council on October 13, 2020. More information can be found at [Town of Carrboro - File #: 20-368](#)

[Update] Staff sent out a mailed survey to gather feedback from residents on the unpaved streets in Town. Once sufficient feedback has been received to identify a preferred speed limit, Town Code amendments to change the speed limit (by individual streets) will be brought back to Council for consideration at a later date. The unpaved streets in Town, that will be surveyed for local input include:

- B Street
- Bert Street
- Broad Street
- Colson Street
- Deer Street
- Dillard Street
- Dove Street
- Goldston Drive
- Hillcrest Avenue
- Hoisery Street
- Hunter Place
- Parker Street
- Rainbow Drive
- Watters Road

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.

[Update] In December, Town staff met with NCDOT to discuss the possibility of incorporating the bike loop detectors as part of the East Main Street project—either the resurfacing or the restriping installation and associated signal work. NCDOT advised against combining the federally funded bike loop project with the state funded resurfacing project because of the different construction standards and the rigorous administrative requirements of federal projects.

See the E Main Street resurfacing section for more information. Staff will continue to seek ways to complete the bike loop project.

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

The project is completed.

Morgan Creek Greenway (EL-4828A)

The Morgan Creek Greenway is a multiphase greenway system connecting the neighborhoods around Smith Level Road to University Lake. The conceptual plan included two potential alignments for Phase 1: a preferred alignment and an alternate alignment. Challenges associated with the stream crossing intended for the preferred alignment for Phase 1 led the Town to advance a variation of the alternate alignment. This is approximately half-mile of 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. 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.

[Update] As part of a November 17, 2020 project update ([Town of Carrboro - File #: 20-423](#)), staff reported that the Town Engineer, Sungate Design, had conducted a feasibility analysis of the potential Phase 1 crossing and determined that a pedestrian bridge could be permitted, allowing the Town to return to the original preferred alignment for the project, if preferred. Staff was directed to proceed with the original alignment and to refer the item to the Greenways Commission to host a meeting with neighboring residents to discuss the status of the project. The Greenways Commission meeting was held on December 7th, 2020. Staff is working with the Town Engineer to prepare responses to questions from the meeting, including determining the feasibility of the remaining crossings in the greenway system, and seeking additional funding for the redesign costs.

Jones Creek Greenway (C-5181)

Advertisement for engineering services, selection of Wetherill 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. After further assessment for the greenway alignment and discussions with the County with regard to a potential staging areas and right of entry, updated plans, CE documents and environmental permit applications will be submitted to NCDOT in the near future. Staff continues to work with NCDOT to determine the status of CMAQ funds earmarked for construction.

Feedback from ITRE has indicated that if we wish to identify a location for a continuous bicycle-pedestrian counter along this greenway, we would be better suited waiting until construction is completed.

[Update] Plans are approaching 90% design, and staff are working with the design consultant to begin the process for acquiring easements as part right-of-way certification. Staff continues to work with NCDOT on the necessary reviews and approvals.

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

This project to consider improvements to Estes Drive from N Greensboro St to the Town Limits was submitted in SPOT 4.0 and accepted to the State Transportation Improvement Program (STIP). Due to the current NCDOT budget crisis, the DCHC MPO has been asked to reprogram the years identified for projects in the STIP, as the previous funding schedule has been spread out over a longer period of time. Staff are working with NCDOT to determine how or if the schedule for this project will be pushed back, and will coordinate with Chapel Hill to ensure consistency between the jurisdictions. More information will be provided at a later date.

[Update] In the fall of 2020, NCDOT asked local governments to provide updated project timelines for locally administrated projects (LAP) delayed from NCDOT's funding suspension. Town staff worked with DCHC MPO to revise the schedule for this project, which is now design in FY 2022, ROW in FY 2024 and construction in FY 2026.

South Greensboro Street Sidewalk (C-5650)

The Town entered into a municipal agreement from NCDOT in the summer of 2018 and a contract with Ramey Kemp Associates (RKA) in 2019 for design services. The scope of work for RKA also include a capacity analysis for the southern section of the corridor from the roundabout at South Green to the bridge over Morgan Creek. The 15% design plans have been completed, and planning staff have coordinated review between Town departments, NCDOT, and external agencies to garner feedback on the design.

[Update] Public meetings were held remotely on the conceptual plan at 30% design on Thursday, January 28th and Saturday, January 30th. Staff have compiled feedback from these meetings and are currently working with the design engineer to develop responses to these comments. As the project moves forward, Town staff will work with the design engineer to incorporate the safety recommendations identified in the NC 54 Bike-Ped safety study, and transit stop improvements identified by Chapel Hill Transit where feasible. More information can be found on the project webpage at: <http://townofcarrboro.org/2303/S-Greensboro-Sidewalk>

West Main Street Sidewalk

As part of the development of the 2017 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 have been 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. The DCHC MPO is working with NCDOT and local governments to update the schedule for locally administrated projects (LAP) in the STIP, which have been delayed by the suspension.

[Update] In the fall of 2020, NCDOT asked local governments to provide updated project timelines for locally administrated projects (LAP) delayed from NCDOT's funding suspension. Conversations with NCDOT and DCHC MPO staff have altered the schedule for both projects, which is now design in FY 2023, ROW in FY 2024 and construction in FY 2025.

East Main Street Restriping Plan

Draft pavement marking plans were approved by NCDOT in April 2020 and we were informed of the need to prepare additional plans construction the necessary signal modifications that would be required due to the pavement marking changes. Staff are working with Stantec and NCDOT to finalize the pavement marking plans so that work on the signal timing plans can begin on schedule. The resurfacing for this project is anticipated to occur in the summer of 2021.

[Update] Final pavement marking plans have been submitted to NCDOT and signal plans are nearing completion and are expected to be submitted in time to meet necessary deadlines for NCDOT review and approval. As part of this process, there are some pavement markings (referred to as Standard Markings) that will be installed by NCDOT's resurfacing contractor. These include things like travel lane lines, bike lane markings, and crosswalks. Other work such as specialized markings (bike boxes, conflict markings, and green thermoplastic) and required traffic signal modifications will need funding and installation to be handled by the Town through a separate bidding process. Staff will bring a request for additional funding to the Council as part of approval of a contractor for construction. While the idea of incorporating the federal bike loop detectors into a single project with the state restriping project has proved problematic, Town staff are continuing to explore the feasibility of advertising the two separate projects at the same time with the hope that the combined cost of the two projects may increase the likelihood of receiving acceptable bids.

Coordination with NCDOT and OWASA has revealed that a water line replacement will be needed under the section of E Main Street where the resurfacing is to occur. Because of this, NCDOT is considering delaying the resurfacing of E Main St, as resurfacing the street prior to the water line replacement would result in tearing up a newly completed resurfacing. As to whether NCDOT would delay the entire resurfacing or just the portion impacted by the water

line replacement has yet to be determined. Staff will provide an update on the timing of the resurfacing and the water line replacement as more information becomes available.

Jones Ferry Road – Protected Bike Lanes

Town staff have been working with NCDOT Division 7 and Division of 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 NCDOT Bike/Ped on January 27th, 2020 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.

Recent communication with NCDOT Division 7 has indicated that, if desired, the Town could proceed with a protected bike lane installation using standard white delineator poles for vertical separation, installed through encroachment agreement. Staff are currently developing an encroachment agreement application, with the goal of starting the pilot before the end of this fiscal year.

[Update] Staff submitted an encroachment agreement to install the protected bike lane pilot project along Jones Ferry Road to NCDOT Division 7. Pending their review and approval, this pilot project could be installed at the beginning of the summer with the goal of being in place for one year. Staff anticipate collecting supporting data such as motor vehicle volumes/speed, bike/ped counts, and feedback from people who travel along the corridor regardless of mode. Additional information about this project will be provided as it develops.

Bicycle Projects and Planning

Bicycle Transportation Plan Update

On September 22nd, the Council set the public hearing to consider adoption for October 27th, this item was also referred to the Planning Board, Transportation Advisory Board, and Environmental Advisory Board for comment. A presentation was made to the Joint Advisory Boards on October 1st.

[Update] Council adopted the Updated Bicycle Plan on January 12, 2021. Town staff are working with the MPO to include this the projects identified in the plan in the DCHC MPO's Comprehensive Transportation Plan (CTP) and the DCHC MPO/CAMPO 2050 Metropolitan Transportation Plan (MTP) that is currently in development. Town staff also expect to work with the Transportation Advisory Board to provide recommendations on prioritizing some of the smaller projects identified in the plan for implementation by the Town.

Bicycle Friendly Communities Application

Staff will use information from the BFC scorecard and priority projects identified in the Updated Bike Plan to better situate the Town for the next application for the BFC program in 2023.

Bike Share

Staff have been continuing to coordinate with both the Town of Chapel Hill and Gotcha (the current bike share provider for UNC) to develop a potential pilot program to operate in both towns. Additional information as to the specifications of the program have been provided as a separate agenda item.

[Update] Staff from UNC and the Towns of Carrboro and Chapel Hill met with leadership from Bolt, the bikeshare/micromobility company which has acquired Gotcha. Discussions indicated that a pilot project as previously discussed could still be implemented, depending on the Town's interests. This pilot would run through the end of UNC's current contract with Bolt/Gotcha, in May 2022.

As another option, the Town of Chapel Hill and UNC have begun discussion with Bolt/Gotcha about relocating a currently underutilized bikeshare hub, and associated bikes, from its location on campus to the intersection of W Franklin St and Church St. The Town of Chapel Hill is developing a licensing agreement with Bolt/Gotcha to allow them to place a bikeshare hub on Town property. This would help expand the service area of the existing bikeshare system, with the hopes that it would increase utilization of the existing bikes. If desired, Carrboro can consider relocating the bikeshare hub that is located at the end of the Libba Cotten (as the UNC building there is now vacant). Possible locations to consider might include the parking lot at Town Hall, the Town-owned parking lots near the Century Center, or the on-street parking on E Weaver St. As with the e-bike pilot mentioned previously this program would only be expected to run through the end of UNC's current bikeshare contract in May 2022.

Multiple Town Code amendments are needed so that a bike share system can be properly regulated. This includes creating definitions for bike share (and other shared devices), their operators (referred to as Shared Active Transportation Systems), E-Bikes, and E-Scooters. Other Town Code amendments would create regulations as to where these devices are allowed and prohibited to operate, and set speed limits for shared devices (and E-bikes/E-scooters) on greenways as well as set requirements that operators of Shared Active Transportation Systems apply for a permit to operate within public right-of-way. A draft of these Town Code amendments can be found as Attachment C.

Pathway Drive Bike Boulevard

There has been no change on this item from the previous report.

Cobblestone Colfax Connector

There has been no change on this item from the previous report.

Cobblestone Drive Traffic Calming

This traffic calming project is completed. Follow up traffic count to assess the effectiveness of the installed devices will be scheduled at a later date, pending return to normal travel and commuting patterns.

[NEW] ITRE Continuous Bike-Ped Counters Data

Town staff have access to continuously collected Bike-Ped count data from two counters installed by NCDOT/ITRE at two locations in Town: Libba Cotten east of Brewer Lane and Old NC 86 north of Hillsborough Road. These locations use a combination of inductive loops (to detect bicycles) and infrared sensors (to detect people) to count bicycle and pedestrian activity at these locations 24/365. The data from these counters is subject to cleaning/validation, a task which is handled by the staff at the NC State Institute for Transportation Research and Education (ITRE). More information about this program which established these two counter in Carrboro can be found online at: <https://itre.ncsu.edu/focus/bike-ped/nc-nmvdp/>

A summary report of continuous count data collected at these two locations from Nov 2014 through Nov 2020 can be found as Attachment B.

This continuous count data is helpful for developing adjustment factors both daily (so that counts less than 24-hrs in length can be converted to a daily estimate) and seasonal (so counts collected during different times of the year can be converted to an annual average). This helps ensure consistent comparison between different count durations (peaks, 13-hr, 16-hr) and those collected during different times of year when travel patterns are different.

Development Projects

Lloyd Farm Development Traffic Mitigation

The approval of the conditional zoning for the Lloyd Farm development included a condition requiring the developer to provide \$15,000 to be used on traffic calming efforts in the Barred Owl Neighborhood. This was included due to the concerns of surrounding residents that the development would bring additional traffic into their neighborhood. Residents have expressed interest in modifying the access to/from Carol Street at Old Fayetteville Road. Staff are working to schedule a public meeting to gather input on resident preferences for changes to that location.

[Update] Staff are currently in the process of developing traffic calming solutions to address the existing conditions on Carol Street. Staff expect to re-assess conditions on the street after at least the first phase of the development is completed.

Pedestrian Safety Projects

Locations Based on Requests from Residents & TAB Members

Planning and Public Works continue to coordinate on the development of preliminary designs, to be used for encroachment agreement to make modifications to NCDOT streets or on Town Streets, for the following locations:

- N Greensboro St @ Pine St: High-visibility crosswalk markings and signage
- Culbreth Rd @ Rosburn Way: High-visibility crosswalk markings and signage
- Old Pittsboro Road: Shared Lane Markings and Bicycle Wayfinding
- Roberson Street @ Libba Cotten: Intersection Safety Markings

A number of other locations are still under consideration; however, both the current COVID-19 pandemic's impact on travel patterns and NCDOT's suspension of projects has had an impact on the previously anticipated schedule for these projects. Additionally, NCDOT has indicated that neither Rapid Rectangular Flashing Beacons (RRFBs) nor High-intensity Activated Walk (HAWK) signals are acceptable for installation within an intersection. Data collection is required to support a traffic signal warrant and will be scheduled when conditions are supportive.

- W Main St @ Hillsborough Rd: Traffic Signal and/or Pedestrian Median Island
- Hillsborough Rd @ James St: Traffic Signal
- N Greensboro St @ Shelton St: Traffic Signal
- W Main St @ W Weaver Street: Bike Boxes, Bike Loop Detectors, Bike Lane Intersection Markings, Curb Radii revisions, and Pedestrian Signal Heads where needed

The status of the pedestrian safety projects, which have been prioritized based on several factors: cost estimates, traffic volumes, bike-ped counts, safety data and input from the TAB is described in the table on the following page.

[Update]: Preliminary design work for crossing improvements on N Greensboro Rd @ Pine St and a pedestrian refuge island & ADA ramps on Old NC 86 @ Hillsborough Rd have been completed.

	NAME	Identified Improvement	Current Status
NCDOT to Perform	Weaver @ E Main St	Pavement markings (NCDOT)	Resurfacing to occur in Summer 2021
	N Greensboro @ Oak St	High-vis crosswalk (covered by STIP, includes PHB)	Estes-Greensboro Roundabout to be completed by September 2021
	N Greensboro @ Williams St	High-vis crosswalk (covered by STIP, includes PHB)	
	N Greensboro @ Hillsborough Rd	High-vis crosswalk (covered by ADA ramps) & RRFB	Timeline for ADA upgrades 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 (covered by ADA ramps)		
Town to perform through Encroachment Agreement	S Greensboro @ Merritt Mill Rd	Bicycle improvements and ped signal heads	Improvements identified in the NC 54 Safety Study working to be incorporated into the Design of the S Greensboro Sidewalk Project
	Weaver @ E Main St	Ped heads or signal modifications	EMSOA will address pavement markings and signal timing modifications, will assess signal heads after completion of resurfacing
	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	Preliminary design Completed
	Hillsborough @ James St	Traffic signal with pedestrian signals	Insufficient width for refuge island, collect data to assess signal warrant, survey needed
	Jones Ferry @ Davie Rd	Bicycle intersection improvements	On hold pending protected bike lane pilot
	W Main @ Hillsborough Rd	Median island and/or traffic signal	Assessing width for refuge island, collect data to assess signal warrant, survey needed
	N Greensboro @ Shelton St	Traffic signal	Collect data to assess signal warrant or crossing demand for RRFB, survey data needed
	NC 54 @ Westbrook Dr	PHB or HAWK or traffic signal	Recommendation identified in NC 54 Safety Study, funded through OC Transit Plan
	Hillsborough @ High/Cheek St	Hi-vis x-walk	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	Preliminary design Completed
	Jones Ferry Protected Bike Lane	Physical delineation to place in buffer	Sungate has completed exhibit, Staff identified budget, working to develop encroachment application
	W Main @ High/Westview	Hi-vis crosswalk and RRFB (Rectangular Rapid Flashing Beacon)	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
	Culbreth Drive and Rosburn way	Hi-vis crosswalk	Preliminary design completed
Hillsborough @ McDougle Driveway	Pedestrian refuge island	Beginning preliminary design	
Town to perform	Roberson @ Libba Cotten	Raised intersection or green paint	Preliminary design completed
	Old Pittsboro Rd	Sharrows and bike route (or Bike Blvd)	Preliminary design completed
	Cobblestone Connector	Widen sidewalk to 10' Multi Use Path (MUP)	Sungate has completed concept design, on hold due to low priority.
	Preliminary Design Completed		
	Preliminary Design In Progress		
	Project on Hold		
	Additional data collection, survey work, or supporting infrastructure required		

Downtown Safety Improvements/Slow Zone

Conversations with NCDOT have indicated that the State Traffic Engineer will generally not approve speed limits lower than 25 MPH on state maintained facilities due to the difficulties with enforcement. In light of this, staff are working to pursue engineering improvements to help manage vehicle speeds within and around downtown including: Leading Pedestrian Interval (LPI), the East Main Street Restriping Proposal, and Pedestrian Safety Projects (mentioned above). Additionally, implementing No Right Turn on Red (RTOR) can be investigated but is a more detailed process, which will require approval from the State Traffic Engineer.

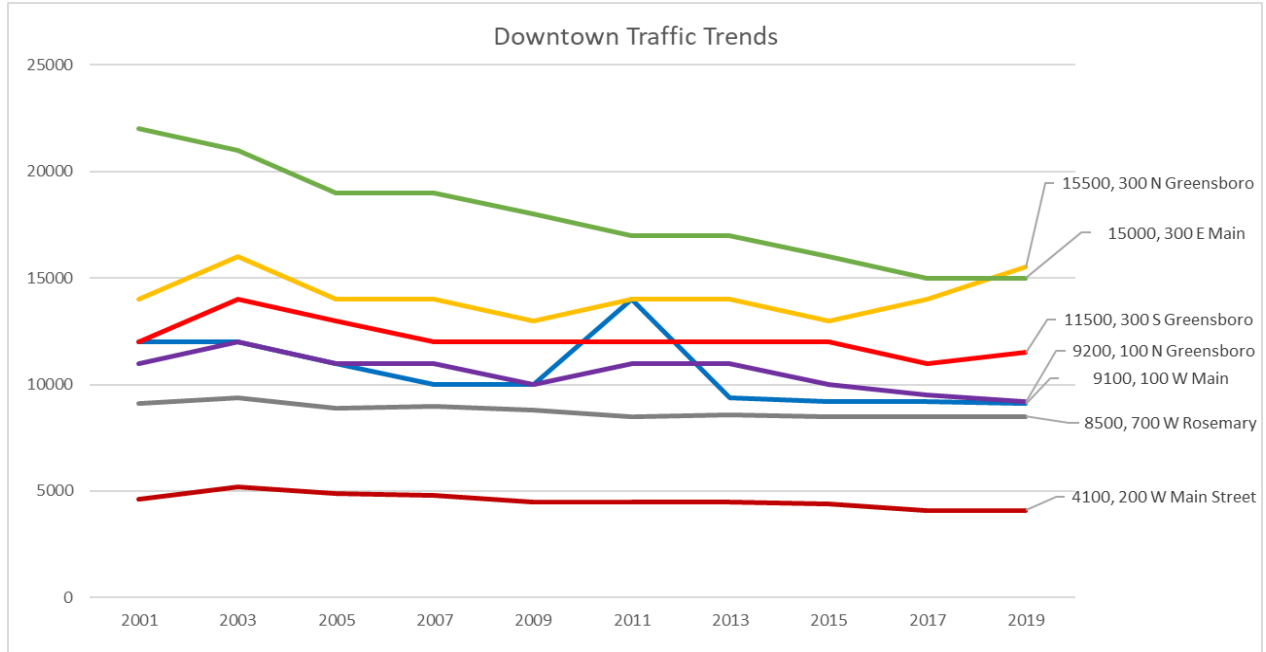
[Update] There has been renewed interest in pursuing a Slow Zone in the downtown area, noting the 20 MPH speed limit in downtown such as Asheville and Goldsboro. Research into these communities revealed that these speed limits have been in place for a long time and predate the existing NCDOT policy of not allowing speed limits less than 25 MPH, unless other roadway characteristics (such as on-street parking and presence of a roundabout) justify a lower speed limit.

Town staff have reached out to NCDOT for information on existing policies relating to speed limits in downtown areas, and have scheduled a meeting to discuss further on March 19th. In the interim, Town staff from Planning, Public Works, and Police departments met on March 5th to review initial comments from NCDOT, current Town-collected speed data, and the Police Department's current enforcement practices. Other measures that staff have been putting into practice to help reduce speeds and shift the priority traveler from motor vehicles to pedestrians and people on bicycles noted above. Projects to redesigning street cross sections to provide for fewer or narrower lanes of vehicular travel in exchange for bike lanes or other improvements are also underway, on East Main Street and South Greensboro Street/Smith Level Road. A segment of North Greensboro Street has also been identified for a possible feasibility analysis to determine if a different cross section would be suitable.

A more focused discussion on the slow zone has been scheduled for the Council's meeting on April 6th, 2021.

Downtown Traffic Volume Trends

In the past, the Board of Aldermen received updates on traffic volume counts and traffic operations within the downtown area. As an alternative to a detailed traffic analysis, a review of the historic trends in available Annual Average Daily Traffic (AADT) as collected by NCDOT can be an efficient way to gain useful insights. The table below displays the AADT volumes collected between 2001 and 2019 for locations at: 100 W Main St, 300 E Main St, 300 N Greensboro St, 100 N Greensboro St, 300 S Greensboro St, 700 W Rosemary St, and an aggregate total volume. While the majority of locations have seen flat or mild fluctuations in AADT, the 300 E Main Street location has consistently trended downwards during this period (a decrease of about 32%). This item has been updated with NCDOT 2019 AADT volumes.



Safe Routes to School Implementation Committee

Due to the restrictions in place to limit the spread of COVID-19, the call for applicants to the SRTS Implementation Committee is delayed. Staff are working to determine the best method to identify interested community members and reconvene this group as a subcommittee of the Transportation Advisory Board.

[Update] Staff currently expect to issue a call for applicants to the SRTS committee before the end of this school year, with the goal of inviting applicants to a Transportation Advisory Board meeting in the summer.

Transit Projects

2020 Orange County Transit Plan

The OCTP is funded by the transit dedicated half-cent sales tax that was approved by Orange County voters in 2012. The current OCTP was adopted in 2017 and can be viewed online at: https://gotriangle.org/sites/default/files/publications/orange-county-transit-plan_170424_app.pdf

While it can be unclear what improvements Carrboro is getting out of a transit plan, as our service is operated by Chapel Hill Transit, there are a number of capital improvements which enhance transit service (such as upgraded bus stops and greenways/sidewalks) that received funding from the 2017 plan. Summarized below are the projects in Carrboro:

Type	Description	Year
Transit	Bus stop improvements for the 405 Route in Carrboro	FY18-20
Transit	Two new shelters for bus stops in Carrboro	FY18-20
Access	Morgan Creek Greenway	FY18-20
Access	S Greensboro St Sidewalk	FY18-20
Access	W Main St Sidewalk	FY18-20
Access	NC 54 Hawk Signal	FY18-20
Access	Estes Drive Corridor Study and Bike Ped Improvements	FY21-22

The framework for the 2020 Orange County Transit Plan (OCTP) was approved by the Orange County BOCC in November 2019, to update the plan due to the discontinuation of the Durham-Orange Light Rail project. On August 27, 2020, Orange County announced that it would begin public engagement and outreach to develop a new plan, including a public survey, which can be found online at <https://www.surveymonkey.com/r/OCTransit>. On Thursday, October 1st, 2020, the first Orange County Transit Summit was held via Zoom. Staff are working to coordinate with the Transit Plan team to ensure that capital projects from the previous plan are carried over to the new plan. For more information about the plan update and ways to get involved, visit the project website at <https://octransit2020.com/>

[Update] OCTP policy committee meetings were held on February 12, and March 12, 2021. The Orange County Transit Plan 2020 is expected to be completed in June or July of 2021.

CHT Short Range Transit Plan (SRTP) Service Changes

Due to the restrictions in place to limit the spread of COVID-19, Chapel Hill Transit has only proceeded with partial implementation of the SRTP and is currently running a reduced schedule, which began on August 3rd.

- The following routes are running 7 days a week, plus some holidays: A, CM, CW, D, J, NS, NU, & U.
- The following routes are running Monday through Friday: FCX, HS, RU, & S
- The Senior Shuttle and EZ Rider are running on regular schedule.
- The Carrboro Plaza Park and Ride has ceased being a PnR lot as of August and will no longer be served. Riders should use the Jones Ferry Park and Ride lot, approximate three-quarters (3/4) mile away.

Several routes have no changes identified in the SRTP, these are the J, JFX, NS, RU, and U routes. Several routes will no longer run, but service will be provided by other routes. The routes and their substitutes are shown on the next page.

Route going out of service	Routes to switch to
CPX route	CM route, JFX route
HU route	B route
V route	NS route, N route
FG route (Saturday)	A route
JN route (Saturday)	J route, N route

More information can be found at:

<https://www.townofchapelhill.org/government/departments-services/transit/service-changes>

[Update] Chapel Hill Transit is assisting with access to vaccination sites in Chapel Hill, Carrboro, and UNC Health in Hillsborough. Some seniors (or other residents) may not be EZ Rider customers and for trips to vaccination sites, the EZ Rider certification process is waved. More information can be found at: <https://www.townofchapelhill.org/government/departments-services/transit/transit-covid-19-update>

North-South Bus Rapid Transit (NSBRT)

On September 22nd, the Chapel Hill Transit Partners received an update on the current status NSBRT Project. The following information was provided:

- Chapel Hill Transit staff applied for the NEPA Class of Action request on 8/13/20.
- CHT staff declined to request a project re-evaluation (declining does not have an impact on the project, unless the resubmittal is required by the FTA) as there are changes underway that could influence the rating in the future:
 - Chapel Hill Future Land Use Map & Land Use Management Ordinance updates
 - North Chapel Hill Master Plan
 - East Rosemary Redevelopment
 - Orange County Transit Plan
- The NSBRT has applied for \$35M in state funds under SPOT 6.0, there are \$14.1M in allocated funds from the Orange County Transit Plan, and the project will be seeking the maximum \$99M in Federal Funding through the Small Starts process.

[Update] On October 20, 2020 Chapel Hill Transit received word that the Federal Transit Administration (FTA) determined the National Environmental Protection Act (NEPA) class of action for the NSBRT as a Documented Categorical Exclusion (DCE). Completion of the DCE is required prior to undertaking any further design/engineering work.

On December 16, 2020 Chapel Hill Transit was selected to receive grant from the FTA to plan for transit-oriented development (TOD) around the NSBRT. More information about this grant program can be found at: <https://www.transit.dot.gov/about/news/us-department-transportation-announces-over-6-million-grant-awards-improve-transit>

Chapel Hill Transit staff are currently developing the Request for Qualifications (RFQ) for the final design of the NSBRT and a Request for Proposals (RFP) for the associated grant-funded TOD planning. The NEPA documentation, as required by the FTA, is also underway.