



TOWN OF CARRBORO
NORTH CAROLINA

TRANSMITTAL

PLANNING DEPARTMENT

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

To: Richard White III, Town Manager
Mayor and Town Council

From: Zachary Hallock, Transportation Planner

Date: October 8, 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, pedestrian safety projects, and transit projects. The most recent information for each item is provided at the end of the project description. The previous update was provided to Council on April 6, 2021; agenda materials can be found at [Town of Carrboro - File #: 21-65 \(legistar.com\)](#)

NCDOT Projects

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

As of September 2021, construction on this project was deemed substantially complete, although there is still remaining landscaping work. Staff continue to coordinate with NCDOT to resolve and monitor minor issues that have arisen as residents become acclimated to the new traffic pattern. These include:

1. Attempted entry of motor vehicles into the Frances Shetley Bikeway – Planning and Public Works staff have coordinated with NCDOT to install a set of plastic flex posts to reduce the width of the entry area from the roundabout to the bikeway down to ~5 ft, to make it clear that it is not a path for vehicles. Staff will continue to monitor this situation and make adjustments as needed.

2. Lack of guardrails between the sidewalks and stormwater features – Staff received inquiries regarding the proximity of the sidewalk and the adjacent stormwater feature. NCDOT indicated that the design engineer had followed applicable standards for this location. Staff are currently working with the Town Engineer to develop preliminary designs and cost estimates for installation of pedestrian handrails.
3. Signage or other wayfinding to provide clearer direction to roadway users – Staff continue conversations with NCDOT regarding potential changes to signage that would make it clearer to drivers that the Frances Shetley bikeway entrance from the roundabout is not for motor vehicles. Staff have concerns about over-signing in the area of the roundabout, but we expect to continue conversations with NCDOT to identify if there are any potential changes to be considered.

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

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

Project is complete and will be removed from the next transportation projects report (Spring 2022).

NC 54 West Corridor Study

Project is complete and will be removed from the next transportation projects report (Spring 2022).

More information on the NC 54 West Corridor study may be found at: [Town of Carrboro - File #: 19-321 \(legistar.com\)](#)

U-6071 – Intersection Improvements to NC 54 between Old Fayetteville Rd and W Main St

In September 2015, the Board of Aldermen approved a list of projects to be submitted to NCDOT's Strategic Planning Office of Transportation (for SPOT 4.0) to be analyzed for funding. ([Town of Carrboro - Item #: 15-0306 \(legistar.com\)](#)) This list included intersection improvements on NC Hwy 54 @ Old Fayetteville Road. While this project did not score well enough to receive funding, it was continued as carryover project into SPOT 5.0. It went on to score well enough to be placed in the developmental STIP. At this time, the Lloyd Farm development was navigating the approval process, which included a Traffic Impact Analysis (TIA) as required by NCDOT. Staff continued to monitor the SPOT 6.0 process, and based on the required improvements of the Lloyd Farm TIA, modified U-6071 prior to analysis in SPOT 6.0, from an intersection project to a corridor project. This change would incorporate Reduced Conflict Intersection (RCI) design features and expand the scope of the project to include NC 54 at W Main Street. One key added benefit of the RCI design, is the opportunity to incorporate a signalized left-over intersection to allow direct access from Eastbound NC 54 into Lloyd Farm along with a signalized pedestrian crossing between Old Fayetteville Rd and W Main St.

In 2021, NCDOT engaged an engineering consultant, RK&K, to begin development of express design work for U-6071. The purpose of this work was to develop more accurate cost estimates for use in SPOT 6.0. Due to the recent decision from NCDOT to postpone SPOT 6.0 (and associated STIP projects), there is currently no timeline for this project, as it has not yet been accepted into the STIP. Staff will provide an update on the status of SPOT 6.0 when 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. This item will be removed from the next transportation projects report (Spring 2022). 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](#)

NC 54 Pedestrian Crossing Implementation

Town staff are working with Chapel Hill and NCDOT Division 7 staff to implement simple two-phase traffic signals along NC 54 (@ Westbrook Drive, @ Abbey Lane, and @ Kingswood Apartments in Chapel Hill). These would stop traffic on NC 54 to allow people walking and biking to cross the street, as well as allow for left turn movements, while providing a refuge area in the median. While, the 2017 Orange County Transit Plan includes funding for a HAWK (High-intensity Activated Walk) signal, the two-phase signal would stop thru movement traffic for people walking and biking to cross NC 54 but would also provide a separate signal for left turn movements into Abbey Lane and Royal Park Apartments.

Carrboro staff have worked with NCDOT, Town of Chapel Hill and Chapel Hill Transit to identify funding sources for these improvements in Carrboro, along with a 3rd crossing location at Kingswood Apartments in Chapel Hill. On September 23, staff from Carrboro, Chapel Hill, and NCDOT Division 7 met to discuss potential structures for project management. NCDOT has agreement to manage the design and construction of the project, in addition to providing \$400,000 in SPOT Safety funds. Additionally, this project was approved for STBG-DA and STBG-AA funds from the MPO in May. Carrboro will be contributing its Orange County Transit Plan funds to be part of the local match for this project. Staff are currently working to finalize the project details including the schedule, role of the parties in grant administration, sources of funding, and structure for the necessary agreements. NCDOT has offered to manage the project (design, bid process, and construction). Staff will continue to coordinate with the Orange County Transit Plan Staff Working Group to include this project in the transit work plan once the timeline more certain.

Town Projects

Laurel Avenue Parking

This item has been completed and will be removed from the next transportation projects report (Spring 2022). If conditions change, or there is other information to provide, staff will include it as needed.

Starlite Drive Traffic Calming

Information about the Starlite Drive traffic calming project was last provided to Council on June 16, 2021 ([Town of Carrboro - Item #: 21-221 \(legistar.com\)](#)). At the meeting, the Council directed staff to conduct additional outreach to residents along Starlite Drive to gauge interest in a proposal to eliminate the existing on-street parking and replace it with an on-street pedestrian lane. Staff mailed information to residents and property owners with frontage along Starlite Drive offering to set up a time to meet them outside at their property to discuss the traffic calming concepts. Of the 25 residents who live along Starlite Drive, staff have received responses from seven (~30%). Based on the feedback received so far, there is an even split of support for and against the removal of on-street parking to create a pedestrian lane. Additionally, a number of long-term residents felt that the removal of the on-street parking would affect their ability of host guests and would likely cause a ripple effect wherein cars would be forced to park on other streets within Lloyd-Broad.

Staff expect to bring back an item to Council with recommendations and next steps at a later date.

Barred Owl Creek Traffic Calming

Information about traffic calming for the Barred Owl Creek neighborhood was last provided to Council on June 16, 2021. [Town of Carrboro - Item #: 21-221 \(legistar.com\)](#)

On July 29, public works staff performed the installation of the interim traffic calming measures that were presented to Council at the June 16 meeting. These measures were installed to address the existing traffic concerns on Carol Street. Staff continue to observe the installation and respond to inquiries from residents and property owners as they arise. Data collection (vehicle speed and volume) is expected to occur before the end of October. Staff plan to use this data as part of a neighborhood meeting to discuss the effectiveness of these treatments with residents, seek additional feedback, and interest they may have in making them permanent. Staff expect to bring an item to council presenting data, feedback from the neighbors about the interim installation and requesting direction regarding implementation at a later date.

Staff expect to evaluate the traffic impacts of the approved Lloyd Farm Phase 1 once construction has been completed and the development has been open for a period of at least six months. This will include a neighborhood-level traffic calming study as established in the conditions of the Lloyd Farm Rezoning, which states “The traffic calming study shall be conducted by the Town as and when it deems appropriate”.

Tallyho Trail Traffic Calming

Working with the Town Engineer, staff have developed a preliminary design for the fourth speed table to be placed along Tallyho Trail, in the vicinity of 1509/1511 Tallyho Trail. Staff are working with the residents of the street to identify an appropriate time to hold a neighborhood meeting and discuss the proposed design and anticipated installation date.

Unpaved Roads Speed Limits

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

Staff sent out a mailed survey in March and again in June, to increase the response rate, 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. The unpaved streets in Town, that have been surveyed for local input include:

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

Of those streets, Broad St (north of Hill St), Deer St, Dove St, Parker St, Rainbow Dr, and Watters Rd have a response rate of greater than 70%. The average speed limit received from all responses was calculated (respondents could indicate more than one preference) and the proposed speed limit was determined by rounding to the nearest 5 MPH. A summary of the responses received so far are displayed below.

Street	Preferred Speed Limit Indicated					No Preference	Average Response	Response Rate	Proposed Speed Limit
	5 MPH	10 MPH	15 MPH	20 MPH	25 MPH				
BERT	2	4	1	0	0	0	9.3	47%	10
BROAD	0	2	2	1	0	0	14.0	80%	15
COLSON	0	2	1	1	0	0	13.8	50%	15
DEER	0	2	8	0	1	2	15.0	92%	15
DILLARD	0	4	7	3	1	0	15.3	64%	15
DOVE	0	0	1	1	3	0	22.0	71%	20
GOLDSTON	0	5	3	1	0	0	12.8	53%	15
HILLCREST	0	2	2	2	1	0	16.4	44%	15
HUNTER	0	1	0	0	2	0	20.0	25%	20
NEVILLE	0	2	1	0	0	0	11.7	60%	10
PARKER	0	1	0	0	0	1	10.0	100%	10
RAINBOW	0	0	7	2	0	1	16.1	82%	15
WATTERS	0	1	10	3	1	0	16.3	71%	15

Indicates streets which have a response rate >70%

Conversations with the police department have indicated that enforcement of speeds on unpaved streets is very challenging. Due to the limited right of way, limited street width, and shorter lengths, any police presence on an unpaved street is easily visible. Additionally, due to the limitations of our traffic counting equipment, it is difficult to obtain baseline data for the operating speeds on unpaved streets.

For the streets which have response rate greater than 70%, staff will look for an opportunity to bring a Town Code amendment to council for approval with the speed limit identified in the table above.

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.

Recent conversations with NCDOT staff have indicated that there may be some potential in bidding the Bike Loops project at the same time as the work associated with the E Main St resurfacing. The goal is that by bidding at the same time, there may be more interest from contractors as they have a chance at two projects in the same location, thus reducing their mobilization costs. Staff are in the process of reviewing the materials that were developed for Bike Loops project, to determine what modifications, if any, are needed to bring them up to current NCDOT and Federal standards.

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

The project is completed and will be removed from the next transportation projects report (Spring 2022).

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 an 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. As part of a November 17, 2020 project update ([Town of Carrboro - File #: 20-423 \(legistar.com\)](#)), 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 7, 2020.

On June 22, 2021, Council approved a CIP ordinance update for the Morgan Creek Greenway project ([Town of Carrboro - Item #: 21-244 \(legistar.com\)](#)). Reallocation of Orange County Transit plan funds was contingent on the GoTriangle Board of Trustees adoption of the FY22 budget, which was approved on June 23, 2021 ([GoTriangle Board of Trustees - Meeting Minutes - 6/23/2021](#)). The Town Engineer has developed an estimate for the cost of preparing the bid documents and associated permits, and a preliminary estimate for project construction. Town staff met with NCDOT on September 1 to discuss the project. Next steps include developing an updated project schedule, moving forward with the design work and working with NCDOT to prepare a new supplemental agreement to reflect the updated project milestones.

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 were submitted to NCDOT in the fall of 2020.

Design plans are nearly at 90%, and Town staff are coordinating with NCDOT to incorporate final comments. Town staff are scheduled to meet with the design engineer (Wetherill) and NCDOT to go over review comments and next steps later this month, prior to moving forward with easement acquisition and completing bid documents.

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). Working with the MPO, staff has submitted a revised project schedule for design in FY 2022, ROW in FY 2024 and construction in FY 2026.

Staff anticipates beginning the process of initiating a municipal agreement with NCDOT within the fiscal year and beginning the development of an RFP for design services shortly thereafter. Coordination with NCDOT and Chapel Hill will be important as the project moves forward to ensure a seamless transition from the newly completed roundabout at North Greensboro Street to the proposed bike/ped improvements at the northern end of the corridor in Chapel Hill.

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 includes 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. Public meetings were held remotely on the conceptual plan at 30% design on Thursday, January 28 and Saturday, January 30. A public hearing on the 65% design plans was held on June 22, 2021. The agenda item from that meeting can be found at: [Town of Carrboro - Item #: 21-251 \(legistar.com\)](#). The 65% plans, CE and associated permit documents were submitted to NCDOT for review in late July/early August.

Staff have continued discussions with RKA and Chapel Hill Transit about the feasibility of reducing lane widths to provide space for bicycle lanes along the corridor. Staff will provide updates to council as the design work progresses.

West Main Street Sidewalk

There has been no change on this item since the last transportation projects report.

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)

There has been no change on this item since the last transportation projects report.

The Barnes Street and Jones Ferry Road sidewalk projects have been programmed for funding in the 2019-2029 STIP. 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. Conversations with NCDOT and DCHC MPO staff have altered the schedule for both projects; the current anticipated timeline for both projects would be design in FY 2023, ROW in FY 2024 and construction in FY 2025.

East Main Street Restriping Plan and NCDOT Resurfacing

Signal design and timing plans have received final approval from NCDOT. Pavement marking plans have been submitted to NCDOT for final approval, and staff are awaiting response.

NCDOT has delayed the resurfacing of E Main Street by a year to accommodate an OWASA pipe replacement project. The resurfacing is currently scheduled for summer 2022.

Bicycle Projects and Planning

Bicycle Transportation Plan Update

This project has been completed, and will be removed from the next transportation projects report (Spring 2022).

The updated Bike Plan can be viewed at [Town of Carrboro - 2020 Bike Plan Update](#)

A GIS web map of the project recommendations can be viewed at [Town of Carrboro GIS - 2020 Bike Plan Recommendations](#)

Bike Plan Implementation and 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.

Staff have identified a number of potential locations on NCDOT roads, which could be considered for modification of pavement markings as a lower cost method by which bike plan projects could be implemented (as opposed to widening a road to add improved bike facilities). Additional cost savings are possible by partnering alongside planned NCDOT resurfacing projects; as was developed for E Main Street, the Town can propose pavement marking changes subject to review and approval by NCDOT. Staff will bring back additional information about implementation of the bike plan at a later date.

A map of the NCDOT resurfacing schedule through 2025 is part of the Highway Maintenance Improvement Program (HMIP) and can be viewed at:

[NCDOT Highway Maintenance Improvement Program \(2021-25\)](#)

Bike Share

Additional information about the status of bike share and the development of the draft RFP for a continuous bike share system that would serve UNC, Carrboro, and Chapel Hill has been provided as a separate agenda item.

Jones Ferry Road – Protected Bike Lane

In conjunction with the Town Engineer, staff developed and submitted an encroachment agreement to install flexible delineators to create a protected bike lane using the existing buffer space along the eastbound lane of Jones Ferry Road between the NC 54 EB ramps and Barnes St. Public works staff performed the installation on Wednesday, August 11, 2021. Staff will be assessing the ability to maintain the delineators, especially as it relates to snow removal. Data collection will be performed at regular intervals to assess the impacts of this treatment on motor vehicle speeds/volume, as well as counts of bicyclists and pedestrians. Staff expect to provide a follow up report, including collected data, insights from Public Works as to the maintenance of this facility, and community feedback once this treatment has been in place for at least one year.

More information can be found on the project webpage at: [Town of Carrboro - Jones Ferry Road Protected Bike Lane](#)

Pathway Drive Bike Boulevard

There has been no change on this item since the last transportation projects report.

Cobblestone Colfax Connector

There has been no change on this item since the last transportation projects report.

Cobblestone Drive Traffic Calming

There has been no change on this item since the last transportation projects report.

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.

ITRE Continuous Bike-Ped Counters Data

This data is processed by ITRE and updated annually. Staff will provide updated data when it becomes available in early 2022, likely as part of the spring 2022 transportation projects report.

Pedestrian Safety Projects

Locations Based on Requests from Residents & TAB Members

Planning and Public Works continue to coordinate on the development of preliminary design work on several small projects. This preliminary design work will be used for the preparation of encroachment agreement to make modifications to pavement markings or other infrastructure on NCDOT maintained streets or on Town maintained streets. Staff continue to develop designs for the following locations:

- N Greensboro St @ Pine St: High-visibility crosswalk markings and signage
- Culbreth Rd @ Rossburn 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. Staff are currently exploring potential vendors to acquire equipment for robust data collection and analysis tools needed to support implementation of the crossing locations identified. Additional information will be provided in future transportation reports as these projects progress.

- 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

NCDOT has indicated that ADA improvements will be installed at the following locations between May 16 and August 5, 2022:

1. NC 54 (@ W Poplar Ave, @ W Main St, @ Old Fayetteville Rd, @ Smith Level Rd)
2. Hillsborough Rd @ N Greensboro St
3. E Main St (@ N Greensboro St, @ Carrboro Police Dept. Driveway, @ E Weaver St, @ Lloyd St, @ 300 E Main Driveway, @ W Rosemary St, @ Boyd St)
4. N Greensboro (@ Oak Ave, @ Robert Hunt Dr)

For the remaining locations, work may start as early as spring 2022, but will be completed by October 14, 2022. General locations include:

- W Main St & Jones Ferry Rd
- S Greensboro St (@ Frank Porter Graham, @ UNC Child Development)
- Rogers Rd (@ Homestead Rd, @ Sylvan Way, and @ Zeiger Ln)

An overview of pedestrian safety projects currently in development are described in the table on the following page.

	NAME	Identified Improvement	Current Status
NCDOT to Perform	Weaver @ E Main St	Pavement markings (NCDOT)	Resurfacing to occur in Summer 2022
	N Greensboro @ Oak St	High-vis crosswalk (covered by STIP, includes PHB)	Construction complete. Staff continue to monitor conditions at roundabout.
	N Greensboro @ Williams St	High-vis crosswalk (covered by STIP, includes PHB)	
	N Greensboro @ Hillsborough Rd	High-vis crosswalk (covered by ADA ramps) & RRFB	A number of the NCDOT ADA upgrades will be installed in between 5/16/22 and 8/5/22. The remainder are expected to be completed by October 2022.
	Jones Ferry @ Bim St	High-vis crosswalk (covered by ADA ramps)	
	N Greensboro @ Robert Hunt Dr	High-vis crosswalk (covered by ADA ramps)	
Town to perform through Encroachment Agreement	NC 54 @ Westbrook Dr and @ Abbey Ln	Traffic Signal with pedestrian crossing signals	Recommendation identified in NC 54 Safety Study, currenting coordinating with MPO, Chapel Hill, and NCDOT on project funding and implementation
	S Greensboro @ Merritt Mill Rd	Bicycle improvements and ped signal heads	Improvements identified in the NC 54 Safety Study 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 in Summer 2022
	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
	Hillsborough @ High/Cheek St	Hi-vis x-walk	Need to consider additional sidewalk due to lack of recieving 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	Encroachment approved in May 2021. Installed in August. Data collection to follow.
	W Main @ High/Westview	Hi-vis crosswalk and RRFB (Rectangular Rapid Flashing Beacon)	Need to consider additional sidewalk due to lack of recieving infrastructure needed for NCDOT to approve crosswalk
	Homestead @ Claremont Rd	Lighting & RRFB plus median island	Beginning preliminary design
	Culbreth Drive and Rossburn way	Hi-vis crosswalk	Preliminary design completed - recently resurfaced, check markings
	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, on hold due to low priority.
	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 Traffic Volume Trends

There is no update for this item. Staff expect to bring back updated data once the NCDOT 2021 AADT volumes are made available.

Safe Routes to School Subcommittee

On June 25, 2019, the Town Council voted to restructure the previous Safe Routes to School Implementation as a subcommittee of the Transportation Advisory Board. [Town of Carrboro – Item #: 19-150 \(legistar.com\)](#)

Due to the COVID-19 pandemic, there had been delays in re-advertising for this new subcommittee. In May 2021, staff conducted outreach via the CHCCS Peachjar account to identify parents interested in participating in the Safe Routes to School subcommittee. On June 17, 2021, the TAB and SRTS applicants met jointly for the first time. The topic of that meeting was both the progress towards implementation of the infrastructure projects identified in the Town's SRTS plan as well as other programs, which the committee might assist in implementing, such as Walking School Buses.

Currently, no appointments have yet been made to the council. Staff expect to work with the Town Clerk to bring back applicants for formal appointment by council. Due to the nature of the SRTS committee as a subcommittee of the Transportation Advisory Board, all interested applicants will continue to be invited to the meetings regardless of their appointment status.

Walking School Buses

Beginning in July 2021, staff began coordination with Jennifer Halsey, the Carrboro Elementary principal, to implement a pilot program for a Walking School Bus. She assisted in getting an email message sent out to all parents, in order to identify which parents for be interested in helping to coordinate such an effort. The initial goal of this program would be to run once a week, primarily overseen by volunteer parents. On September 9, staff met with Jennifer and the interested parents to discuss where they had received interest and how to best organize routes. Staff are currently working to conduct additional outreach to parents via Carrboro Elementary's Friday Folder, a means by which physical messages can be distributed to parents (prior to that, all outreach had only been done online). A long term goal of this program would be to engage with existing parents who are coordinating similar efforts, learn from them, and develop materials which can be used to empower other parents begin a walking school bus in their neighborhood and provide assistance where able. More information about Walking School Buses can be found at [SRTS - Walking School Bus](#)

Transit Projects

Chapel Hill Transit Service Modifications

As of September 20, Chapel Hill Transit has made a number of service adjustments to increase the reliability in the face of staffing shortages. These include:

1. The last trip on most routes will run until 8 p.m.
2. No midday service (between 9 a.m. and 2:30 p.m.) on the F, G, HS, S & T routes
3. The 420, CL, NU, S, weekend J and weekend NS routes will have lower frequencies
4. Friday Center south park & ride lot users will need to use the main park & ride lot

These modifications will remain in effect until Chapel Hill Transit is able to hire more operators. Staff have continued to coordinate with outreach staff from Chapel Hill Transit to keep local residents information of any service changes.

More information can be found at: [Town of Chapel Hill - Transit](#)

2020 Orange County Transit Plan (OCTP)

The current OCTP was adopted in 2017 and can be viewed online at: [Orange County Transit Plan 2017](#)

There are a number of capital improvements which enhance transit service (such as upgraded bus stops and greenways/sidewalks) that are scheduled to receive funding as identified in the 2017 plan. The projects that are underway are:

- Morgan Creek Greenway
- South Greensboro Sidewalk
- NC 54 Pedestrian Crossings

The discontinuation of the Durham-Orange Light Rail Transit (DO-LRT) project constituted a significant change, which impacted the plan's projects/finances and necessitated an update as defined in the 2017 OCTP. The Orange County BOCC approved the framework for the 2020 Orange County Transit Plan (OCTP) in November 2019. On August 27, 2020, Orange County announced that it would begin public engagement and outreach to develop a new plan. On Thursday, October 1, 2020, the first Orange County Transit Summit was held via Zoom. For more information about the plan update and ways to get involved, visit the project website at [Orange County Transit Plan 2020](#)

The latest OCTP Policy Steering Committee meeting was the Steering Committee Retreat, which was held on July 24, 2021. More information, including the briefing materials and a recording of the meeting can be found at [Orange County Transit Plan 2020 - Policy Steering Committee](#)

CHT Short Range Transit Plan (SRTP)

This item has been completed, and will be removed from the next transportation projects report (Spring 2022). For additional information about the SRTP visit: [Town of Chapel Hill - Short Range Transit Plan](#)

North-South Bus Rapid Transit (NSBRT)

At the August 31 meeting of the CHT Public Transit Committee, an update was provided on the status of the NSBRT project. The agenda for that meeting can be viewed at [Chapel Hill Transit Public Transit Committee - Notice of Meeting and Agenda](#)

Due to budgetary issues at NCDOT, the decision had been made to extend the implementation period for the currently adopted State Transportation Improvement Program (STIP). In addition, NCDOT decided to cancel the SPOT 6.0 prioritization (the process by which new projects are identified and evaluated to receive funding). As the NSBRT was slated to be submitted to SPOT 6.0 with the goal of receiving the necessary state funding to supplement the federal funds received from the FTA Small Starts program, this has major impacts on the implementation timeline. The project schedule was based, in part, on the assumption that state funding would be available in FY2021-22 with the target date of BRT service beginning in 2025-26. Chapel Hill Transit staff have worked with their consultants to update the project schedule based on the assumption that state funding becomes available in 2026, thereby allowing service to begin in 2028. The new schedule is outlined below.

- Sept 2021 – Final Design Commencement
- Nov 2021 – 60% Design
- Sept 2023 – 90% Design
- May 2025 – Final Plans and Bid Documents
- March 2026 – Request for Evaluation
- June 2026 – Full Funding Grant Agreement & Construction Commencement
- Oct 2028 – Begin Service

Chapel Hill Transit staff have indicated that they are evaluating funding sources and other options including Transportation Infrastructure and Innovation Act (TIFIA) Loans, Local Debt Issue, Increase Federal Allotment to 80% (decreasing local match), and Phased Implementation.