



On September 17, 2013 the Board of Aldermen approved a preliminary list of projects that enhance access to bus stops to be prioritized for funding through the OCBRIP. These projects included a sidewalk on South Greensboro Street, sidewalks and bike lanes on Estes Drive, a sidewalk on West Main between Fidelity and Poplar, and a sidewalk on Old Fayetteville Road behind Carrboro Plaza. On April 22, 2014 the Board of Aldermen directed staff to add the Morgan Creek Greenway and a corridor study of Estes Drive to the list of bus capital projects.

As part of the update process, Town staff has amended the cost estimates and timing for the Carrboro projects on the list. Some of these projects have existing federal funding and will put the OCBRIP funding toward local match or to otherwise supplement the existing funds (Morgan Creek, Estes Drive, and S. Greensboro Sidewalk). Others are standalone projects that will require 100% funding through OCBRIP (W. Main St. Sidewalk, Old Fayetteville Sidewalk, and Estes Drive Corridor Study).

After learning that a bike share program would not be eligible for CMAQ funding, staff has identified the Carrboro-Chapel Hill-UNC-Hillsborough bike share as a possible addition to the list of projects with hopes of funding a two-year pilot program (\$180,000 per year). Staff has also identified a new project that the Board of Aldermen has not yet reviewed - a High-Intensity Activated Crosswalk (HAWK) signal on NC 54 near either Abbey Lane or Westbrook Drive. This pedestrian activated traffic signal would vastly improve the safety for pedestrians crossing four lanes of traffic to access the high-volume bus stops on both sides. The estimated cost for one HAWK signal is ~\$150,000.

The updated list of projects and their associated cost estimates will allow the GoTriangle finance team to gain a better understanding of the financial needs of all elements of the OCBRIP. It is unclear at this point when we will know how much funding is available for the Bus Capital projects and when we can expect to start work on the projects. The updated BRIP is expected to be adopted by the County Commissioners, MPO Board, and GoTriangle Board in April 2017, after a thorough public involvement process in February and March. A presentation from GoTriangle staff on the BRIP update is tentatively scheduled for the February 7<sup>th</sup> Board of Aldermen meeting.

**FISCAL & STAFF IMPACT:** There is no fiscal impact associated with approving the inclusion of the HAWK signal and the bike share in the updated BRIP.

**RECOMMENDATION:** Town staff recommends that the Board of Aldermen consider authorizing the inclusion of the HAWK signal and the bike share in the updated OCBRIP.