



Legislation Text

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TITLE:

Update on Transportation Projects Anticipated to be Submitted by the DCHC-MPO for Ranking in the Prioritization Process (P5.0)

PURPOSE: The purpose of this item is to provide the Board with an update on the list of transportation projects likely to be submitted by the DCHC-MPO for consideration in the SPOT Prioritization Process 5.0.

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325; Patricia McGuire - 919-918-7217

INFORMATION: At the April 4, 2017 regular meeting, staff provided the Board of Aldermen with an overview of the Prioritization Process for developing the FY 2020-2019 State Transportation Improvement Program (STIP) and identified a list of potential projects to be submitted for consideration. (Materials from the April 4th meeting may be found at: (<https://carrboro.legistar.com/MeetingDetail.aspx?ID=532831&GUID=D297768D-C3AE-4BE6-B6AB-58846363C5FC&Options=&Search=>>)). Three bike-ped projects and three highways projects were discussed in detail. The bike-ped projects included: 1) a sidepath along the north side of NC 54 from West Main Street to Anderson Park, 2) bike lanes on both sides and a sidewalk on one side of Seawell School Road from Estes Drive to Homestead Road, and 3) bike lanes along NC 86 (Hillsborough Road) from Farm House Road to Calvander. The highway projects included: 1) intersection improvements at NC 54 and Old Fayetteville Road, 2) upgrading NC 54 to a superstreet from West Main Street/James Street to Old Fayetteville Road and 3) intersection improvements at West Main Street/James Street. The intersection improvement at NC 54 and Old Fayetteville Road was considered a “sibling” project (related) to other improvements on NC 54 and as such was automatically entered for reconsideration for P5.0; staff was working with NCDOT to see if the other two highway projects could be considered “sibling” projects as well and bundled into a single project that NCDOT would fund and manage. The cost of any bike-ped improvements “betterments,” however, would likely be subject to a 30-percent local match, compared to the 20-percent local match for the entire cost of a standalone bike-ped project.

Subsequent to the April meeting, staff became aware that Orange County had submitted a request for a roundabout at Calvander, the intersection of NC Hwy 86, Dairyland and Homestead roads-intended to enhance safety at the intersection and improve traffic flow while facilitating a safe left turn for bicyclists. During the summer, MPO staff inputted all highway and bike-ped projects into the NCDOT scoring program to obtain a general sense of how projects are likely to score during the formal process and, the based on this preliminary ranking, the Calvander roundabout project seemed to score well. The Carrboro Comprehensive Bicycle Transportation Plan recommends intersection improvements at Calvander but does not specify a particular design. With this in mind, Carrboro staff has offered to submit the project instead of Orange County, with a modified description that describes the concerns, particularly for cyclists turning left onto Dairyland but does not specify a proposed design, thereby allowing the analysis to inform the design. The proposal would qualify as a highway project, (NCDOT funded and managed) and, as a Carrboro submittal rather than an Orange

County submittal, if programmed, the Town would have more influence on the scope and design of the project.

It should be noted that Seawell School Road, NC 86, and the Calvander intersection, extend into two jurisdictions. Seawell School Road is in Carrboro and Chapel Hill; the eastern side of NC 86 and Calvander are in Carrboro and the western side in Orange County. If programmed, agreements relating to management and cost-sharing would be needed. The Town of Chapel Hill's project for part of the Campus to Campus Connector, the Tanyard Branch extension, would likely also require an agreement for it includes a small segment in Carrboro.

FISCAL & STAFF IMPACT: Future fiscal impacts are dependent on the selection of projects during the P5.0 process. Based on the most recent cost estimates, if all three of the bike-ped projects are funded and constructed as standalone projects the total cost would be approximately \$6,882,989 and the local match \$1,376,597. Some local match would be subject to cost sharing with our neighboring jurisdictions, the Town of Chapel Hill and Orange County. Staff time would also be needed for project management. All projects selected for funding would come before the Board for final approval and appropriation of required matching funds prior to contract execution and design.

RECOMMENDATION: Staff recommends that the Board consider the resolution (Attachment A) accepting the update, and providing any additional comments to be conveyed via the Town's liaisons or via staff to the DCHC-MPO Board.