

Transportation Projects Update

Introduction

This table is designed to provide an at-a-glance summary of the status of different transportation projects which have been moving forward during the last several months. Projects are roughly organized in the following manner: transportation infrastructure projects funded in the NCDOT's State Transportation Improvement Program (STIP); NCDOT maintenance projects; Carrboro bicycle plan projects (from the Transportation & Mobility Chapter of the 2022-2042 Carrboro Comprehensive Plan, the 2009 Bicycle Transportation Plan and the 2020 Bicycle Plan Update); Town and NCDOT ADA projects, pedestrian safety projects relating to crossings; plans and policies; Vision Zero, including Safe Streets for All (SS4A) and the Town's Safe Routes to School Action Plan; the Orange County Transit Plan; micro-mobility; traffic calming; and American Rescue Plan (ARPA) projects. Information is outlined with a short description of the project, a brief status report with anticipated next steps, and an explanation as to how the project fits in within the Town's overall transportation network. If you have questions about this report, please contact Tina Moon at cmoon@carrboronc.gov or 919-918-7325.

State Transportation Improvement Program (STIP)

The Strategic Prioritization Process (SPOT) is the data-driven process that NCDOT uses to develop the Department's 10-year State Transportation Improvement Program (STIP). NCDOT initiates the prioritization process every two to three years and it takes approximately two years to select, schedule and program projects for state and federal funding. Projects listed in the first five years are fully programmed for funding. Projects that are listed in the second five years are typically considered developmental and subject to reprioritization in the next prioritization cycle. In July 2025, the North Carolina Board of Transportation adopted the **FY2026-2035 STIP** based on **(Prioritization 7.0)**. The current STIP may be reviewed at the following link: [NCDOT: About the 2026-2035 STIP](#); Orange County is in Division 7.

The P8.0 prioritization process for the development of the FY2028-2037 STIP is underway and is anticipated to be approved in the summer/fall of 2027.

During the last couple of years, NCDOT has engaged consultant services to develop updated cost estimates for projects that have been programmed for funding but have not yet gotten underway and/or are still early in the design process. Three of the Town's projects: Estes Drive Bike-Ped Improvements, Barnes Street Sidewalk and Jones Ferry Road Sidewalk have gone through this "express design" process. Costs related to the other active projects: the Morgan Creek Greenway Phase 1, Jones Creek Greenway, South Greensboro Street Sidewalk have also increased but by lower percentages. The updated costs for all projects have been reflected in the FY2026-2033 STIP and the Town's CIP. The two projects that the Town submitted for the FY25-27 Regional Flexible Funding (RFF) Call for Projects: the bundle of three bicycle plan projects (Shelton Street bike/ped improvements, Maple Avenue contra-flow, and East Poplar Avenue pedestrian lane) and design for Phase 2 of the Bolin Creek Greenway remain funded in the STIP. The NC 54 sidepath project, which was only guaranteed funding for design, was subject to reprioritization as part of P7.0 and was not identified for funding. None of the other projects that the Town submitted for P7.0 were selected for funding and have been resubmitted for P8.0. These included: the Seawell School Road sidepath; Old NC 86/Hillsborough Road to Farmhouse Road, bike lanes and sidewalk on one side; and the Morgan Creek Greenway, Phase 2. In addition, the Town submitted Phase 2 of the Bolin Creek Greenway for construction and Phase 3-4 of the Bolin Creek Greenway for P8.0.

Infrastructure Projects		
Project Name & Description	Status	Network
Morgan Creek Greenway - Phase 1 (EL-4828-A) This is the first phase of a greenway system that will ultimately connect Smith Level Road to University Lake with a potential spur to Carrboro High School. Phase 1 begins at the Smith Level Road bridge and extends west along the north side of Morgan Creek, with a spur to Abbey Road, and then crosses the creek via a pedestrian bridge to a terminus point near an existing informal pedestrian network in the woods, for a total of approximately 1850 linear feet.	Design work to prepare Phase 1 of the greenway to be readvertised for bid has been completed. - The project was advertised for construction on November 23, 2025. - The bid opening was held on December 18, 2025; four firms submitted bids. - The Town advertised an RFQ for construction, engineering and inspection (CEI) services on December 7, 2025. Four responses were received on the due date, January 2, 2026. Staff is preparing an agenda item for the Town Council's January 20, 2026, meeting to authorize the Town Manager to award the contract for construction and select and execute a contract for CEI services. The Town will then seek the necessary approvals from NCDOT (concurrence of award of contract and review/audit of CEI scope/man-day hours). The municipal agreement with NCDOT has been amended. Staff has initiated a budget transfer to allocate additional Orange County transit tax revenue funds to the project to ensure that work can get underway as soon as possible. <u>Next Step(s) with anticipated schedule:</u> - Submit request for concurrence of the contractor to NCDOT. - Submit scope and man-day hours to NCDOT for the CEI service audit. - Schedule a pre-construction meeting and receive a project schedule prior from the contractor.	The spur to Abbey Road provides direct access to one of the three signalized pedestrian crossings across NC 54 West (anticipated to be constructed in the spring of 2025) which will connect via informal paths through the Royal Park Apartments toward Barnes Street to Jones Ferry Road and/or through to South Greensboro Street via Whispering Hills. The greenway will also connect via an underpass under Smith Level Road to the Morgan Creek Greenway in Chapel Hill which extends east parallel to NC 54. Chapel Hill is in the process of getting a consultant under contract to resume design work on Morgan Creek West. - The Morgan Creek Greenway is identified in the 2020 Carrboro Bike Plan Update. - The project is identified in <i>Carrboro Connects</i>. <u>Related Projects/Plans</u> - The signalized pedestrian crossings along NC 54 (BL-0044). - Phase 2 of the Morgan Creek Greenway was submitted for P7.0. It scored well but was not programmed for funding in the draft FY2026-2035 STIP. The Town has resubmitted for P8.0.

Project Name & Description	Status	Network
Jones Creek Greenway (C-5181) Part of the Upper Bolin Creek Greenway system, the Jones Creek Greenway is an approximately 808-foot paved multi-use path and pedestrian bridge that will connect Lake Hogan Farm Road with the existing Twin Creeks Greenway that extends north to the parking lot at Morris Grove Elementary School.	Preliminary design is finished. Plans and bid documents have been reviewed and revised. • The municipal agreement with NCDOT has been amended to add federal funding and update the project schedule. • The Categorical Exclusion (CE) document has been approved. • Easement documents have been sent to NCDOT for review. • Staff is working to schedule the necessary consultations with NCDOT for final approvals. <u>Next Step(s) with anticipated schedule:</u> • Finalize easements and record. • Complete ROW, RR and Utility certification. • Request construction authorization/submit final plans (100-percent) (May 2026). • Advertise for construction. • Advertise for CEI services; select CEI firm; submit for NCDOT audit; execute contract for CEI services. • Prepare agenda items to award the contract for construction and select and execute a contract for CEI services and request NCDOT concurrence/approvals.	The project will provide off-road walking and cycling options for the Lake Hogan Farms, Legends, Ballentine, and Fox Meadow neighborhoods to destinations such as Morris Grove Elementary and the future Twin Creeks Park. • The project is identified in the 2020 Carrboro Bike Plan Update. • The project is identified in <i>Carrboro Connects</i>. <u>Related Projects/Plans</u> • The project is identified the Bolin Creek Greenway Conceptual Master Plan. • The Town was awarded Regional Flexible Funds (RFF) for design services for Phase 2 of the Bolin Creek Greenway in the FY25 Call for projects. Funding should be available in FY27. • Phase 2 of the Bolin Creek Greenway extends from the southern end of the Jones Creek Greenway southeast to across Turtleback Crossing Drive to the existing Lake Hogan Farm trail network north of Hogan Woods Circle.

Project Name & Description	Status	Network
South Greensboro Street Sidewalk (C-5650) The sidewalk will be constructed along the west side of S. Greensboro St. from the northern end of Old Pittsboro Rd. to the NC-54 eastbound off-ramp, and on to the Public Works driveway. The sidewalk would fill a major gap for pedestrians from the higher-density area along Smith Level Rd., south of NC-54 bypass, to downtown.	Design for the sidewalk is 65-percent complete. Design on the waterline replacement is largely complete. • The municipal agreement with NCDOT has been amended with a revised project budget and schedule. • Segments of N/S Greensboro Street are on NCDOT's upcoming resurfacing schedule. NCDOT has requested that the Town include resurfacing the section of South Greensboro Street along the project corridor as part of the sidewalk project. This has affected the project boundary for the sidewalk project which has in turn required modifications to the Categorical Exclusion (CE) document to include the larger study area. • Revisions to the CE document has required additional input from the NC SHPO, and a request to further engage property owners/residents along the corridor. • Staff is working with the consultant team to schedule a meeting with property owners and residents along the corridor to focus on landscaping and potential other features to mitigate impacts of the project as may be needed/desired. • The Town and the project engineer have been working closely with OWASA for the last several months to determine the necessary public utility easements (PUE) to ensure minimal impacts to property owners while providing OWASA with sufficient access for maintenance. Easements will be discussed as part of the meeting with property owners/residents.	The sidewalk project includes a capacity analysis for narrowing the vehicle travel lane widths between the roundabout at South Green and the Smith Level Road bridge to install bike lanes. Vehicle lane widths need to remain wide enough to accommodate transit service. • The pause in the project relating to the waterline provided an opportunity to continue conversations with NCDOT on the Town's request to reduce the speed limit from 35 to 30 mph. • With the speed limit reduction, Chapel Hill Transit has provided initial approval of the lane narrowing necessary to install the bike lanes. ✓ The bike lane portion of the project is identified in the Carrboro Bike Plan. ✓ The project is identified in <i>Carrboro Connects</i>. <u>Related Projects/Plans</u> • A couple of the intersections along South Greensboro Street were identified with recommended improvements in NC 54 Safety Study (2019) link to study here: https://www.carrboronc.gov/722/Transit • Possible sidepath on the 300 block of South Greensboro Street (ARPA). • Capacity analysis/road diet to add bike lanes to Merritt Mill Road (NCDOT Resurfacing). Project completed as part of the FY24.

Project Name & Description	Status	Network
South Greensboro Street Sidewalk (C-5650) Continued.	<u>Next Step(s) with anticipated schedule:</u> • Finalize PUE needs with OWASA (Spring/Summer 2026) • Review CE document (March-April 2026) • Request additional funding through the FY28 Regional Flexible Funding call for projects. • ROW authorization (June-September 2026) • Submit 90-percent plans (March 2026) • Request construction authorization/submit final plans (100 percent) for construction (May 2026) • Advertise (December 2026) • Continue to work with NCDOT to formalized request to reduce speed limit from 35 to 30 mph (ongoing). • Consider bidding sidepath on 300 block of South Greensboro Street at same time as add-on. (See ARPA projects).	
Bicycle Loop Detectors (U-4726-DF) Installation of bicycle loop detectors at intersections in the downtown and at West Poplar/NC 54, to advance the traffic signals for bicyclists.	The contract was awarded to Garrett James Construction and Notice to Proceed issued in June 2025. • Pre-construction meeting was held on August 2025. Chapel Hill staff requested some modifications to the signal equipment specified in the approved plans, which required a contract change order and delayed the project start time. • Construction is largely completed. • The municipal agreement with NCDOT has been amended to reflect additional funding and updated project milestones.	Installation of bike loop detectors at key locations downtown should work in concert with East Main Street bike lanes to begin to complete the bicycle infrastructure in the downtown. • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. <u>Related Projects/Plans</u> • Capacity analysis/possible road diet to add bike lanes to North Greensboro Street (NCDOT Resurfacing). • Modifications to the traffic signal timing in the downtown.

Project Name & Description	Status	Network
Bicycle Loop Detectors (U-4726-DF) Continued.	<u>Next Step(s) with anticipated schedule:</u> • Install bike loop thermoplastic markings; temperature sensitive. • Administrative close-out.	As noted in the 2020 Bicycle Plan Update report on October 18, 2022, work is underway to develop a restriping plan for North Greensboro Street. Part of the plan development involved conducting a capacity analysis to determine a possible lane reduction to provide space for bike lanes, a change that could affect the lane alignment at North Greensboro and Weaver and by extension the placement of bike loop detectors. The analysis, however, determined that a lane reduction was not feasible. The possible conversion of East Weaver Street to a bike-ped only facility may involve shifting the locations of some bike loops to better accommodate changes in travel lane usage.
Signalized Pedestrian Crossings (BL-0044) Signalized pedestrian crossings at three locations along NC 54 West: two in Carrboro and one in Chapel Hill. Carrboro locations include NC 54 & Abbey Road and NC 54 & Westbrook Drive.	Municipal agreements with NCDOT have been executed. NCDOT is managing design and construction. • The Town's participation in the project involved providing \$150,000 toward the necessary local match for federal funding. • Carrboro applied \$150,000 of Orange County transit funds earmarked for a HAWK on NC 54 toward the project. • Reimbursement has been requested and received. • NCDOT to acquire necessary easements/ROW. • NCDOT to let the project for construction (anticipated for April 2025). <u>Next Step(s) with anticipated schedule:</u> • The pre-construction meeting is scheduled for January 7, 2026. • Construction is anticipated to begin in mid-February 2026 and take about a year to complete.	The signalized crossings have been located at transit stops along NC 54 with high ridership and where pedestrians frequently cross the highway to access a bus stop. The crossings will further the bike/ped network by providing safe crossings across NC 54, connecting the neighborhoods south of NC 54 to the downtown area and eventually the apartments along the north side of NC 54 to Carrboro High School and University Lake, by way of the Morgan Creek Greenway. • The projects are identified in NC 54 Safety Study (2019). • The signalized crossings also provide improved transit access for some of the larger apartment complexes (Carolina Apartments, Royal Park, Kingswood) that are in Qualified Census Tracts. <u>Related Projects/Plans</u> • The Morgan Creek Greenway (EL-4828A) • Barnes Street Sidewalk (EB-5890); not yet initiated.

Project Name & Description	Status	Network
Homestead Road-Chapel Hill High School Multi-Use Path (U-4726-DE) Phase 1B of the Bolin Creek Greenway system, the project consists of approximately 2100 linear feet of a multi-use path from Bolin Creek just north of Homestead Rd to the vicinity of Chapel Hill HS, including a crossing of Bolin Creek, approximately 200 feet south of Homestead Rd.	The ribbon cutting event was held in August 2018, and the multi-use path opened for use. The Town requested a supplemental agreement with NCDOT to add funding to the project budget for additional reimbursement and to extend the project milestones. The SA was executed in April 2024. The Town submitted and received the remaining reimbursement requests in August 2024. The last few minor punch-list items were completed in the summer of 2024. The project was formally closed out and accepted by NCDOT in December 2024. The damaged section of the pedestrian bridge was replaced in December 2025.	The multi-use path connects the residential neighborhoods at Claremont North and Winmore to the Chapel Hill High School by way of a under pass under the Homestead Road bridge. The facility also connects to Claremont South by way of a spur to the multi-use path. • The project is identified the Bolin Creek Greenway Conceptual Master Plan. • The Town submitted Phases 2, and 3-4 of the Bolin Creek Greenway for the FY25 call for projects for Regional Flexible Funding (RFF); design for Phase 2 was programmed for funding. • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. • The project is identified in <i>Carrboro Connects</i>.

Project Name & Description	Status	Network
Estes Drive Bike-Ped Improvements (EB-5886A) Bike-Ped improvements – exact alignment to be determine (bike lanes and sidewalk, sidepath, combination) along one or both sides of Estes Drive from North Greensboro Street to Carrboro Town Limits for approximately 2165 linear feet or 0.41 mile.	Carrboro and Chapel Hill submitted a joint project for bike-ped improvements along Estes Drive from North Greensboro Street to Martin Luther King Jr. Boulevard for P3.0. The project was programmed under a STIP # EB-5886A for Carrboro and EB-5886B for Chapel Hill. The project budget for Carrboro’s portion of the corridor was \$1,064,000. In the summer of 2024, NCDOT engaged consulting services to conduct an express design for the project that identified possible alignment options with updated costs. The express design process generated four alignments with a construction cost estimate of approximately \$14,000,000; this did not include costs for design. Staff asked the Town Engineer, Sungate Design, to develop two additional alignment options with preliminary estimates for consideration: 1) A 10-foot multi-use path on the south side & a sidewalk on the north side 2) A 10-foot multi-use path on the south side only. Staff provided NCDOT with Sungate’s alignments and estimates. NCDOT is using the option with the multi-use path & sidewalk moving forward. <u>Next Step(s) with anticipated schedule:</u> • Seek additional funds for the project to move forward. The Town has requested additional funds in the Orange County Transit FY27 Work Program to begin the design process. • Update the project budget in the Town’s CIP. • Initiate the municipal agreement process with NCDOT.	The Estes Drive Bike-Ped project involves the design and construction of either bike lanes and a sidewalk(s) or a sidepath or some combination along the entire corridor from North Greensboro Street roundabout to Martin Luther King Jr. Boulevard. • Chapel Hill has begun the design process for its portion of the corridor and the towns are working closely to ensure that the two projects connect with a seamless transition, a connection that will be complicated by the at-grade railroad crossing. • The new bike-ped facility will provide a direct connection to the Wilson Park Greenway (Bolin Creek Phase 1A) and the future Bolin Creek Greenway Phase 4 . • The project is identified in the 2009 Carrboro Comprehensive Bicycle Transportation Plan & 2020 Bicycle Plan Update. • The project is identified in <i>Carrboro Connects</i>.

State Maintenance Projects		
Project Name & Description	Status	Network
East Main Street Resurfacing/Restriping NCDOT's resurfacing project for East Main Street in Carrboro and West Franklin Street in Chapel Hill, provided an opportunity for both towns to request new cross section designs for better bicycle infrastructure. East Main Street Operational Analysis and Restriping Plan Carrboro, NC - Official Website (townofcarrboro.org)	The resurfacing/restriping project is finished. NCDOT's work wrapped up in late September 2022; the Town arranged for the installation of green pavement markings and modifications to the traffic signals, work which was completed in October 2022. Staff conducted bike/ped counts in May 2022 before the resurfacing project and again in May 2023 after the new bike lanes were added. The number of cyclists roughly doubled at each of the locations counted: along Rosemary Street, at Back Alley Bikes and at the East Main/Weaver triangle. The number of pedestrians also increased at a similar rate. Note, the Town of Chapel Hill manages the traffic signal timing for Chapel Hill and Carrboro. Staff continues to monitor the signal timing along the corridor with the Town of Chapel Hill Traffic Management Center, and to make minor adjustments as needed. <u>Next Step(s) with anticipated schedule:</u> - Continue to monitor the signal timing and adjust as needed, particularly at the Lloyd Street intersection. - Evaluate signals as part of the East Weaver Street bike-ped conversion project.	The installation of bike lanes on East Main Street will complete a key segment in the main east-west corridor for downtown and adds a significant addition to the Town's overall bicycle network. - The project is identified in the 2020 Carrboro Bike Plan Update. - Of note, this is the Town's first use of green pavement markings, a treatment that requires special approval from FHWA. <u>Related Projects/Plans</u> - Slow Zone - Bike Loop Detectors - East Weaver Street bike-ped conversion - Chapel Hill-Carrboro signal upgrade

Project Name & Description	Status	Network
Merritt Mill Road Resurfacing/Restriping Merritt Mill Road is on NCDOT's resurfacing list for FY23. The project extends the full length of Merritt Mill Road from Rosemary Street to South Greensboro Street. Chapel Hill and Carrboro are working together with a consultant firm to evaluate the feasibility of a new cross section design with better bicycle infrastructure.	The consultant firm HNTB prepared has an initial report on an evaluation of the reallocation of the center turn lane to side bike lanes from Cameron Avenue to South Greensboro Street. RKA has completed a new pavement marking plan for the corridor including bike lanes from Cameron to the entrance at Perry Place/NC 54 Bypass off ramp. NCDOT approved the design. The resurfacing project including the signal work, utility work, milling, pavement and white pavement markings was completed in late August 2023. <u>Next Step(s) with anticipated schedule:</u> The towns are working to get updated estimates for the installation of green pavement marking (underway). Additional work to improve the transition from the Libba Cotten bikeway to Merritt Mill Road and Cameron Avenue to follow as part of future projects. The additional costs associated with the necessary signal work at the intersection made it too expensive to include as part of the resurfacing project. The Libba Cotten/Cameron Avenue connection will be revisited as part of the protected bike lane infrastructure improvements for Cameron; design underway in spring 2025. Carrboro and Chapel Hill staff continue to discuss this project and possible design options.	Merritt Mill was not identified in the long-range network for the 2020 Bike Plan update, however, the inclusion of bike lanes for some or all of the corridor significantly improves bike access to the Pine Knolls and Cole Heights neighborhoods and access to the Lincoln Center offices and athletic fields as well as to Perry Place, the new affordable housing project by CASA. A possible modification at the east end of the Libba Cotten bikeway to improve the transition from the bikeway to Merritt Mill Road and Cameron Avenue has also been analyzed.

Project Name & Description	Status	Network
Jones Ferry Road Resurfacing/Restriping Jones Ferry Road, from East Main Street to Old Fayetteville Road, was resurfaced as part of NCDOT's regular maintenance program during FY25. The project area included the segment of Jones Ferry Road that was part of a NCDOT SPOT Safety project in 2015. The safety project included the installation of a new traffic signal at Davie Road and a new bike lane heading westbound and a new buffered bike lane heading eastbound. The Town will continue to monitor NCDOT's resurfacing schedule and pursue restriping projects/lane reallocations to add bicycle facilities where appropriate. Staff will also continue to coordinate Town resurfacing/pavement marking projects include improvements recommended in the Bike Plan or other current standards from NCDOT or guidance from NACTO.	NCDOT has approved the design for adding a westbound buffered bike lane from Davie Lane to the entrance to the Willow Creek Shopping Center. The project will require modifications to the center median to create additional space for the new bike lane. The median work was completed in spring 2024. • The Town has received NCDOT approval for the new pavement marking plans (PMP) and the associated signal plans. The encroachment agreement has also been approved. • The resurfacing work which includes the new lane alignments was completed in August 2024. • The project included micro- milling to address the pavement height issues around the drainage inlets in the bike lanes. • Traffic signals were modified at the intersections. • Public Works installed green pavement markings in February 2025. <u>Next Step(s) with anticipated schedule:</u> • The Town is evaluating whether to reinstall the flexible delineators to create buffered bike lanes or a different type of device such as a street "Armadillo" to create the visual separation.	The project would further improve access for residents along Jones Ferry Road to downtown, the Willow Creek Shopping Center (grocery store/pharmacy/laundromat) and recreation areas such as University Lake. <u>Related Projects/Plans</u> ✓ The project is identified in the Carrboro Bike Plan and a protected westbound bike lane is one of the five priority projects in the 2020 Bike Plan Update.

Project Name & Description	Status	Network
North/South Greensboro Street Resurfacing/Restriping Portions of North & South Greensboro Street are scheduled for NCDOT resurfacing in FY25- FY26. The project area was originally planned to extend from East Main Street to approximately Thomas Lane. NCDOT has recently inform staff that the resurfacing has been shifted to extend from the North Greensboro Street/Estes Drive Ext. roundabout a point at or near South Greensboro Street/Braxton Foushee Street. Traffic counts were conducted along the 100-300 blocks of North Greensboro Street, and a capacity analysis completed in November 2023 to evaluate the feasibility of removing some/all the center turn lane in (in front of Fitch Lumber/Harris Teeter) to provide space for bike lanes. It was determined that the addition of new bike lanes would not be feasible.	The Town has met with NCDOT to discuss opportunities to modify the cross section of Greensboro Street to improve bicycle infrastructure, particularly from the junction of North Greensboro and Hillsborough Road to Weaver Street, and the section of South Greensboro Street from the roundabout at South Green to the Smith Level Road bridge. - The Town Engineer has prepared a pavement marking plan to reduce the width of the vehicle travel lanes and add buffer bike lanes from East Poplar northeast to a point just north of Oak Avenue. NCDOT provided comments and the Town has submitted revised plans. <u>Next Step(s) with anticipated schedule:</u> - Finalize the pavement marking plan for corridor for North Greensboro Street in collaboration with NCDOT from Braxton Foushee Street to Hillsborough Road. - Consider opportunities possible locations for pedestrian crosswalks and/or crosswalks with Rectangular Rapid Flashing Beacons (RRFB). - Consider opportunities to add crosswalks/improved ADA access to the Drakeford Library Complex. - Continue to follow-up on requests to NCDOT to lower the speed limit from Shelton Street to the Estes Drive roundabout from 30 mph to twenty-five mph and conduct traffic counts along North Greensboro Street at regular intervals.	The project is identified in the Carrboro Bike Plan and would improve bicycle infrastructure along a major transportation corridor. <u>Related Projects/Plans</u> - Bike Loop Detectors Project (U-4726-DF) - Slow Zone - South Greensboro Sidewalk Project (C-5650), including restriping plan for South Greensboro Street from the roundabout to the Smith Level Road bridge to include bike lanes. 300 South Greensboro Street sidepath (ARPA) project. - Contra-flow bike lane along the 100 block of Maple Avenue would provide a designated lane for bicycles visiting the Drakeford Library Complex and/or seeking a connection from the Libba Cotten bikeway to the Roberson and/or PTA bikeway. - East Weaver Street capacity analysis to determine impacts of closing East Weaver to vehicle traffic.

Carrboro Updated Bicycle Plan		
Project Name & Description	Status	Network
Bicycle Plan Four projects identified in the bike plan and submitted for inclusion in the Town CIP are scheduled to get underway in and FY24-FY25. 1. Beginning the design for components of Priority #1, the sidepath along Homestead Road with a signalized crossing, 2. Priority #2, enhanced bicycle infrastructure on Shelton Street, 3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass, and 4. The first segment of buffered bike lanes for North Greensboro Street.	1. ARPA funding was earmarked for the design & installation of a signalized crossing at Homestead Road and Claremont Drive. Staff was working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at that location. The consulting engineer indicated that the project cost would well exceed the allocation from ARPA funding. <u>Next Step(s) with anticipated schedule:</u> Staff is pursuing other options to complete the RRFB installation—either in partnership with NCDOT using Highway Safety Improvement Program (HSIP) funding or exploring a standalone project for RRFBs in number of locations. 2. Staff is working with the Town Engineer to consider possible design modifications to Shelton Street to provide better bike-ped facilities, such as a two-way cycle track and/or a contra-flow lane. This would likely involve regrading the north-south section Shelton to improve drainage and adding additional asphalt along the east-west segment by either moving the ditch back or adding a curb gutter section to provide sufficient width, and other improvements.	1. Improvements to Homestead Road and the installation of a crossing to connect northern Carrboro to the downtown by way of the residential neighborhoods would also provide a significant improvement to bike-ped travel. This furthers the concept of identifying “neighborways,” existing low-traffic streets that tend to be preferred routes for cyclists. The approval of the conditional rezoning at 904, 820 Homestead Road and 310 Lucas Lane for a residential development (Newberry Place) included a condition, that required the construction of a pedestrian facility along the north side of Homestead. This facility would connect to the entrance at Claremont North. The upcoming resurfacing of Homestead Road (scheduled for FY26/FY27) may also offer an opportunity for installing better bike-ped facilities to the extent allowed by the existing graded paved area and shoulder.)

Project Name & Description	Status	Network
Bicycle Plan Continued 2. Priority #2, enhanced bicycle infrastructure on Shelton Street.	2. Shelton Street, continued - The Town was allocated Regional Flexible Funds for three bike plan projects including the Shelton Street project. - Staff has with representatives from the Carrboro United Methodist Church and Carrboro Elementary School are more than one occasion to discuss a couple of a concept plans in fall of 2023 and spring in 2025. - Staff also reviewed with the Transportation Advisory Board in May 2024. Staff would anticipate additional engagement with stakeholders as part of that process once an updated concept plan is developed. - Staff and the Town Engineer has also met with NCDOT to discuss the project with a particular focus on the intersection of Shelton with Hillsborough Road and West Main Street. <u>Next Step(s) with anticipated schedule:</u> - Continue to work with NCDOT to finalize the design. - Evaluate design alternatives for the Hillsborough/West Main end of the project; depending on the scope/cost of the selected design this may involve the need for a Phase 2 to the project. - Determine how to transition the Shelton Street multi-use path into the SS4A grant improvements. - Prepare construction plans and bid documents.	2. The installation of more complete infrastructure along Shelton Street would make it safer for children to bicycle and from Carrboro Elementary, particularly during peak hours and improve safety for all users during off peak hours. Shelton Street and Poplar Avenue provide a direction connection from North Greensboro Street near Shelton Station and Carr Mill to Hillsborough Road. - Staff applied for a Safe Streets for All (SS4A) Demonstration Grant to extend the SRTS improvements on Shelton Street with painted pedestrian crossings/refuge islands across Hillsborough Road and West Main, and at West Main/ E Poplar and at West Main/West Poplar. Buffered bike lanes along Hillsborough Road and possible RRFB at certain intersections may also be included under the walk/bike to school theme. - In December 2025, staff received notice that the project was selected for funding.

Project Name & Description	Status	Network
Bicycle Plan Continued 3. Priority #5, a protected westbound bike lane along Jones Ferry Road, particularly under the NC 54 Bypass. 4. The first segment of buffered bike lanes for North Greensboro Street. Priority #2, enhanced bicycle infrastructure on Shelton Street.	3. (Please see detailed project description and timeline under Jones Ferry Road resurfacing project.) - The installation of a westbound bike lane on Jones Ferry Road necessitated modifications to the existing center median in three locations. This work was the responsibility of the Town to complete subject to NCDOT review/approval. The median work was completed during the summer of 2023. Costs associated with modifying the center median were covered with ARPA funding. - NCDOT's resurfacing work (milling/pavement/restriping) was completed during the summer of 2024; green pavement markings were installed in 2025. - NCDOT's ADA ramps/crosswalk project has been completed. 4. The pavement marking plan for North Greensboro Street has been submitted to NCDOT. Staff is exploring options for adding crosswalks/pedestrian activated signals along the corridor in parallel to the resurfacing project. <u>Next Step(s) with anticipated schedule:</u> - Obtain pavement marking plan approval from NCDOT. - Continue to explore options for vertical separation in buffered bike lanes.	3. The need for westbound bike lanes along Jones Ferry Road from Alabama Avenue to the entranceway to the Willow Creek Shopping Center was identified in the bike plan as a priority project. Adding buffered bike lanes along this segment of Jones Ferry Road will be a significant infrastructure improvement increasing bike safety for cyclists and connecting the apartments along Jones Ferry Road to the grocery store at Willow Creek and to the downtown area. 4. Restriping North Greensboro Street to include buffered bike lanes will significantly improve bicycle safety along an important east/west corridor for the downtown area and the overall network. <u>Related Projects/Plans</u> - Bike Loop Detectors Project (U-4726-DF) - Slow Zone - The Town submitted a bundle of three bike enhancement projects for the FY25 Call for Projects for Regional Flexible Funding (RFF). These include construction costs for the Shelton Street contra-flow, cycle track project, restriping East Poplar Avenue to establish a pedestrian lane, and adding a bicycle contra-flow lane to the one-block section of Maple Avenue alongside of the 203 Project, which will be converted to one-way traffic as part of the construction of the Drakeford Library Complex.

Safety Projects The following projects focus on a particular aspect of bike/ped safety.		
Project Name & Description	Status	Network
Jones Ferry Road Protected Bike Lane Installation of plastic delineators within the painted buffers along the inbound bike lane on the Jones Ferry Road, to create vertical separation between the vehicle and person on a bicycle. Jones Ferry Road was restriped with painted bicycle buffers as a follow-up to an NCDOT SPOT safety project.	The one-year pilot program installed in August 2021, lead to a successful restriping project. Staff anticipates conducting a follow-up survey in 2026 after the reinstallation of the flexible delineators/or armadillos to compare with the results of the October 2021 survey following the October 29, 2021, group celebration ride. See update under NCDOT resurfacing.	The installation of buffered bike lanes adds a major segment of bicycle infrastructure along one of the main routes into downtown. It also connects to University Lake and the Jones Ferry Road Park and Ride Lot. - The project is identified in the Carrboro Bike Plan. <u>Related Projects/Plans</u> - Resurfacing – Jones Ferry Road - Bike Plan - ARPA Projects
NCDOT ADA Ramp Project NCDOT is in the process of installing updated sidewalk ramps at various locations in and around downtown.	NCDOT bids out ADA ramp replacements in bundles every couple of years. At the beginning of the last cycle, staff reviewed all the locations and requested crosswalks at intersections. In the fall of 2023, staff learned that NCDOT planned to rebid the remaining ramps—this includes the crossings along North Greensboro Street and other locations identified in the bullets below. Since the project includes multiple jurisdictions, it can be difficult to get a precise schedule for when the work will be completed. Some of the ramps, such as the locations along South Greensboro Street were completed in 2024. The remaining crosswalks were installed in 2025.	Staff has been working with NCDOT to review the proposed locations for new ramps, and where appropriate to request additional infrastructure improvements such as new crosswalks. This collaboration has provided an opportunity to obtain a preliminary evaluation of the suitability of locations for enhanced crossings and in some case the installation of the crossing as part of the NCDOT project. NCDOT sent out a notice of the next ADA ramp cycle in late February of 2023 for Town review. Staff requested additional ramp locations along local streets to further advance the Town’s efforts to ADA improvements. Of note, Planning staff are in the process of preparing an ADA Transition Plan in anticipation of a fall 2026 public hearing.

Project Name & Description	Status	Network
NCDOT ADA Ramp Project Continued.	NCDOT has awarded bids to two contractors. One will complete the remaining ramps in the FY23 project, with work anticipated to begin in June. The second firm will install ramps/crosswalks for the FY24 cycle, focusing on the area around Old Fayetteville and West Main Street, with an anticipated start date of March. Contract availability is March 18, 2024 – September 19, 2025. (DG00633 - ADA Ramp). The project was completed in September 2025. Locations that have been previously approved by NCDOT include: • NC 54 & W Poplar Ave • NC 54 & W Main St • NC 54 & Old Fayetteville Rd • Hillsborough Rd & N Greensboro St • E Main St & N Greensboro St • E Main St & Lloyd St • E Main St & W Rosemary St • E Main St & Boyd St • N Greensboro St & Oak Ave • N Greensboro St & Robert Hunt Dr • E Main St & Carrboro Police Parking Lot • E Main St & Roberson St/E Weaver St • E Main St & Amante's Pizza • NC 54 Ramp at Smith Level Rd • W Main Street & Jones Ferry Rd • S Greensboro St & FPG • S Greensboro St & UNC Child Development • Homestead Rd and Rogers Rd • Rogers Rd & Sylvan Way • Rogers Rd & Zeiger Lane	Locations identified by staff are listed below. Staff has not received confirmation that all of these locations will be included in the project. <u>NCDOT Streets</u> • SR 1010 and NS 98601 (Fidelity St) • SR 1010 and NS 96513 (High St) • SR 1010 and 112 NC 54 Bypass—Berkshire 54 Apartments • SR 1010 and SR 1919/1772 • SR 1010 and NS 96754 (Roberson St) • SR 1010 and NS 98836 (Boyd St) • SR 1009 and NS 97044 (Shelton St) • SR 1919 and NS 96549 (Poplar Ave) <u>Town Streets</u> • NS 97611 (Lloyd St) and NS 99117 (Cobb St) • NS 97611 (Lloyd St) and NS 98093 (Hosiery St) • NS 97611 (Lloyd St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 98094 (Hill St) • 346 NS 98820 (Broad St)—Henry W. Baldwin Park • NS 98820 (Broad St) and NS 96989 (Starlite Dr) • NS 98820 (Broad St) and NS 99331 (Fowler St) • NS 98820 (Broad St) and NS 99117 (Cobb St) • NS 96553 (Rosemary St) and SR 1010 • NS 96553 (Rosemary St) and NS 96630 (Sunset Dr) • NS 98835 (BPW Club Rd) and NS 97459 (Orchard Ln) • 142 NS 98835 (BPW Club Rd)—Bridges at Chapel Hill apartments • 180 NS 98835 (BPW Club Rd)—Trinity at the Hill apartments (3 entrances) • NS 98835 (BPW Club Rd) and NS 96621 (Tar Hill Dr) • NS 96621 (Tar Hill Dr) at Trinity at the Hill apartments (3 entrances).

Project Name & Description	Status	Network
Slow Zone Implementation of a slow zone for the downtown. Staff continues to utilize a multi-prong approach to reduce vehicular speeds in the downtown area. This includes: • Partnering with NCDOT on state resurfacing projects to narrow travel lanes to slow vehicles and to add, when possible, improved infrastructure for cyclists/pedestrians. • Updating pavement markings to include bike markings/infrastructure as part of Town resurfacing projects. • Evaluating opportunities to use RRFBs or other enhancements for crossings. • Continuing to collaborate with NCDOT for state ADA ramp improvements, to include crosswalks or other infrastructure as appropriate. • Working with Chapel Hill to monitor and modify signal timing, particularly in the downtown area to provide more opportunities for pedestrians to cross with the light cycle. • Continuing systematic data collection to identify locations with regular speeding and safety concerns. • Using public information/education campaigns as another strategy to ask drivers to be alert and slow down. • Considering the use of radar speed displays in the downtown area to make drivers aware of their operating speeds without the use of citations and associated police hours. • Submitting requests to NCDOT to lower speed limits (incrementally).	The combination of these projects with an educational campaign and strategic use of radar speed signs should help advance the implementation of the zone: • restriping on East Main Street (completed), • protected bike lanes on Jones Ferry Road heading eastbound (completed), • addition of bike lanes on Jones Ferry Road heading westbound (completed), • restriping along North Greensboro Street with buffered bike lanes (pavement marking plan in design), • 5 mph speed limit reduction along North and South Greensboro Street (under consideration; staff reached out again to NCDOT in October 2024), • 5 mph speed limit reduction for downtown section of Hillsborough Road (under consideration staff reached out again to NCDOT in October 2024), • possible bike lanes along the segment from the roundabout to the Smith Level Road bridge as part of the South Greensboro Street sidewalk project (under review with NCDOT and Chapel Hill Transit), and • review of design for shared-use path along the 300 block of South Greensboro Street to connect the sidewalk for pedestrians and Old Pittsboro Road for cyclists to the bike paths at either end of Carr streets, to the Drakeford Library Complex and the greater downtown area, staff has discussed the proposed design with the property owner at 300 South Greensboro, and is preparing construction plans, and • possible installation of RRHB at key crossings (under consideration as part of North Greensboro restriping and/or demonstration grant)	<u>Related Projects/Plans</u> • Resurfacing projects • Bike Plans • <i>Carrboro Connects</i> • Pedestrian Safety Projects • Vision Zero • Road to Zero • Traffic Calming • Maple Avenue Contra-flow • 203 Connector

Project Name & Description	Status	Network
Pedestrian Safety Projects (crossings)	As part of the Town's review of ARPA projects on October 11, 2022, funding was earmarked for the design/installation of Rectangular Rapid-Flashing Beacons (RRFB) at two locations: Homestead/Claremont and McDougale Elementary. (Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM (legistar.com)). Staff has been working with the Town Engineer to develop plans/construction documents, when the engineer's estimates came in much higher than project budget. Staff has been exploring different funding opportunities to advance the project. In November 2025, Carrboro and Chapel Hill staff were invited to meet with NCDOT to discuss locations where safety improvements were needed where existing trails crossed vehicular travelways/streets. If selected, design and construction would be managed and paid for by NCDOT. Staff used the opportunity to discuss several locations for pedestrian crossings, including the two locations at Homestead/Claremont and McDougale Elementary where the Town was planning to install RRHBs using ARPA funding. <u>Next Step(s) with anticipated schedule:</u> • Staff will follow up with NCDOT regarding the possibility of funding RRFBs as part of the HSIP program and the anticipated timeline. • Staff is also exploring the possibility of including RRFBs at North Greensboro and Hillsborough and North Greensboro and Quail Roost in the SS4A demonstration grant, and at other locations along North Greensboro in parallel with the resurfacing project.	• Bike Plan. A number of the crosswalk improvements have been identified in the Bike Plan as part of the long-range network. Signalized crossings at Homestead/ Strafford and Homestead/Claremont are recommended as part of the Homestead Road priority project in the 2020 Bike Plan Update. • Safe Routes to School Action Plan. • Vision Zero Initiative • Regional Safe Streets for All (SS4A) Action Plan <u>Related Projects/Plans</u> • ARPA funding • Bike Plans • Vision Zero • Road to Zero • SS4A Demonstration Grant • ADA Ramp project • NCDOT HSIP trail crossing project

Plans/Policies		
Project Name & Description	Status	Network
Transportation Demand Management (TDM) TDM is the application of strategies and policies to reduce reliance on single-occupancy vehicles (SOV) by encouraging other options for travel such as carpooling, public transit, biking, walking, remote or teleworking, and flexible work schedules.	For the last 10+ years, the Town of Carrboro participated in Central Pines Regional Council's (formerly Triangle J COG) TDM grant, "Triangle Transportation Choices," as a subrecipient of the Town of Chapel Hill. FY24 was the first year that Carrboro applied for and was awarded a standalone grant for just under \$20,000. The grant involves up to 50-percent reimbursement on preapproved TDM activities designed to encourage behavioral changes to walk, bike, use transit and other alternatives to traveling by SOV. The TDM program serves as complement to constructing new transportation infrastructure. The Town was subsequently awarded a grant for the FY25-26 transportation choices grant cycle for a total project budget of \$53,500 with the opportunity to receive up to \$26,750 in reimbursement. This is the first time that the grant covered a two-year period. Recent activities included: • The annual "Lighten Up" event in November. Staff were located along both ends of the Libba Cotten bike path and distributed 100 bike safety kits for traveling during the winter months. • Walk to school day in October including a Walk with Mayor Foushee from Wilson Park to Carrboro Elementary School.	TDM programs focus on providing information and activities designed to change travel behaviors, not on the construction of new infrastructure. Proposed shared micro-mobility programs, such as bike shares can also assist with the first mile/last miles needs associated with transit use. <u>Related Projects/Plans</u> • <i>Carrboro Connects</i> • Orange County Transit Plan • Vision Zero • Carrboro Community Climate Action Plan

Project Name & Description	Status	Network
Transportation Demand Management (TDM) continued	New requirements, particularly for documenting staff time, have made it increasingly difficult for the Town to receive the full 50 percent of grant reimbursement. For FY27, staff is developing a more comprehensive Vision Zero program, that would include all the Town's signature TDM events, such as Earth Day/Open Streets, the Bike Breakfast, etc. and new programs focused on safety for all abilities using all modes. Staff will continue to participate in Carrboro in Motion events to provide information on bike safety, transit routes and other opportunities for travel choices, and promotions to reduce single occupancy vehicle use (SOV) during commuting and non-commuting hours. The Town will also continue to partner with Chapel Hill and UNC and others at regional TDM events. <u>Next Step(s) with anticipated schedule:</u> • 2026 Bike Month activities: Walk, Bike, Roll to School Day; the Bike on Bus Event at the Farmers Market; Bike to Work events, and Community Rides. • Staff is working on some new activities for the upcoming year, including one or more programs geared toward an older audience with information on transit services throughout Orange County.	
Safe Routes to School (SRTS) In 2012, the Town adopted a Safe Routes to School Strategic Action Plan. The plan focuses on opportunities for active travel to Carrboro Elementary and McDougle Elementary Schools. The Town currently has a SRTS Implementation Committee that meets about 5 times a year as a subcommittee of the Transportation, Mobility and Greenways Advisory Commission.	In December 2022, NCDOT's Integrated Mobility Division (IMD) announced a Safe Routes to Schools Non-Infrastructure Grant opportunity. The Town explored partnering with Chapel Hill and CHCCS on a single application for a designated SRTS staff person at the district level, but ultimately decided to apply for a standalone grant to 1) use for consulting services to update the existing plan include all of the schools in Carrboro—Morris Grove Elementary, McDougle Elementary and Middle, and Carrboro Elementary, 2) to update demographic data for all schools, and	While the SRTS grant is a non-infrastructure grant, there is still an opportunity to conduct audits to identify where infrastructure improvements may be needed for students to walk/bike to school with their families. The audits can also assist with the development of walking school bus and bike train routes for groups of students to travel together with supervision to and from school.

Project Name & Description	Status	Network
Safe Routes to School (SRTS) continued	3) to contribute toward seed funding for a position at the district level. In April 2023, staff received notice that the Town had been awarded a grant of \$89,349. In February 2025, NCDOT alerted staff of the opportunity to receive an additional \$128,000 of federal funding (with \$32,000 local match) for a total grant budget of \$250,000. This would allow for expanding the project to include Carrboro High School as well as additional purchases to support programming, such as bicycles and safety equipment. Three Oaks Engineering has been engaged to update the Safe Routes to School Action Plan. The project is about 60% complete. Walking audits have been completed at all five schools in Carrboro. The consultant team has provided updates to the Safe Routes to School Implementation Committee (a committee of the Transportation, Mobility and Greenways Advisory Commission). Initial recommendations for infrastructure improvements have been provided for staff for internal review. The programming component serves as the companion to the infrastructure projects underway including bike-ped improvements to Shelton Street (RFF project), possible projects for pavement markings at key crossings at Hillsborough/West Main/East & West Poplar, possible flexible delineators along Hillsborough Road, and RRFBs at McDougale and Quail Roost (SS4A demonstration grant). Town staff continues to participate in monthly SRTS meetings with the CCCS District and the Town of Chapel Hill. <u>Next Step(s) with anticipated schedule:</u> • Present the draft report to the Town Council in late spring 2026.	<u>Related Projects/Plans</u> • <i>Carrboro Connects</i> • Vision Zero • Safe Streets for All (SS4A) Action Plan & Demonstration Grant • TDM – Carrboro Transportation Choices • Bike Plans • Carrboro Community Climate Action Plan • Complete Streets • Transportation infrastructure projects

Project Name & Description	Status	Network
Vision Zero Vision Zero is a national program designed to eliminate fatalities from vehicles. Vision Zero Network Making our streets safer Town’s participation in the NC Vision Zero Leadership Team Institute program, has led to Carrboro inclusion to the list of NC Vision Zero Communities. Communities - NC Vision Zero	Carrboro currently addresses safety in several ways— construction of bike/ped infrastructure projects, participation in TDM, Safe Routes to School (SRTS), Watch for Me NC programs. The Council adopted text amendments to support Complete Streets in June 2023 followed by a resolution to advance a Vision Zero initiative in November 2023. In September 2023, the Town Council held two worksessions related to transportation: the connector roads policy and the Residential Traffic Management Plan (RTMP). One of possible next steps identified as part of the traffic calming discussion was to develop a more systematic approach for collecting traffic counts, to develop a better understanding of travel behavior townwide. The Town has participated in the last four NC Vision Zero Leadership Team Institute hosted by NC Vision Zero and UNC Chapel Hill bringing representatives from Planning, Public Works, Fire and the Police departments. Participants were encouraged to design and implement one or more “quick builds” projects small-scale safety projects such as temporary pavement markings. Public Works completed the first installation at the intersection of the Libba Cotten bikeway and Roberson Street in the summer of 2024. The colorful pavement markings highlight the entrance/exit of the bikeway while enhancing the pedestrian crosswalks. The Town has submitted two unsuccessful applications (2024 & 2025) for a Road to Zero Grant as a strategy to fund the development of a systematic traffic count plan. Staff is exploring the use of streetlight data available through the TWTPo as another approach toward obtaining and analyzing vehicle speeds and traffic calming needs.	Participation in the Vision Zero Leadership Team Institute should provide the Town with a better understanding of the program and how to better incorporate safety in Town transportation projects. <u>Related Projects/Plans</u> • <i>Carrboro Connects</i> • Bike Plan • Safe Routes to School Action Plan • Watch for Me NC • TDM • Road to Zero • Residential Traffic Calming • Safe Streets for All Action Plan (SS4A)

Project Name & Description	Status	Network
Vision Zero continued	The Town also applied for a SS4A planning & demonstration grant in March 2025 and was notified in December that the project was selected for funding. Read more about the project in the entry below. For FY27, staff is developing the framework for a Vision Zero program that would include all the Town's signature TDM events with a continued emphasis on bike-ped safety and multi-modal travel choices. Expand staff traffic & parking committee to serve as a vision zero committee with input from the Transportation, Mobility and Greenways Advisory Commission and others. <u>Next Step(s) with anticipated schedule:</u> • Develop a work program. • Apply to send a team to the 2026 Vision Zero Leadership Institute program.	
The Safe Streets for All (SS4A) Grant Program, part of the Infrastructure Investment and Jobs Act, provides funding for: 1) the development of a Comprehensive Safety Action Plan and 2) implementation of the Action Plan—funding for infrastructure and/or programs. An adopted Action Plan is a prerequisite for applying for funding for infrastructure. https://www.transportation.gov/grants/SS4A	The DCHC MPO (now TWTPPO) successfully submitted a SS4A grant application to prepare a comprehensive Safety Action Plan for all the regional partners as part of the FY funding cycle. The project has experienced delays associated with the TPO's restructuring from being part of the City of Durham to the Central Pines Regional Council. Toole Design was hired to prepare the Safety Action Plan in March 2024. The plan was adopted in April 2025. Completion of an action plan is a prerequisite for applying for an infrastructure grant. • Implementation grants are expected to have a minimum award of \$2.5 million • Planning and Demonstration grants are designed for smaller projects, typically for trial periods. • Both grants require a 20% local match.	The SS4A grant program will provide funding for at least one more year. Staff is monitoring the federal funding website for the Notice of Funding Opportunity listing for the next grant cycle and will be evaluating the benefits of submitting a grant application for another planning & demonstration grant or an infrastructure grant.

Project Name & Description	Status	Network
Safe Streets for All (SS4A) Grant Program continued	In 2025, the Town applied for a planning & demonstration grant to support the SRTS program. The proposal included pavement markings at key crossings at Hillsborough/West Main/East & West Poplar, possible flexible delineators along Hillsborough Road, and possibly RRFBs at McDougale (ARPA) and Quail Roost. In December, staff received notice that the grant was awarded. <u>Next Step(s) with anticipated schedule:</u> • Details relating to the grant agreement and schedule are forthcoming. • Staff is working with the Town Engineer to integrate the elements of the SS4A grant into the Shelton Street multi-use path project (TIP BL-0149). • Staff is considering whether to apply for another SS4A grant at the upcoming cycle; anticipated submittal deadline in June 2026. The required 20 percent will be factored into the evaluation.	
Orange County Transit Plan Adopted in December 2022 by Orange County, the DCHC MPO and GoTriangle, the updated Orange County Transit Plan identifies commitments for public transit—operating and capital project expenditures—for the next fifteen to twenty years. Funding comes from three dedicated transit tax revenues: half-cent sales tax, three-dollar increase to GoTriangle Regional Vehicle Registration fee, seven-dollar County vehicle registration fee. Funds from the five-percent vehicle rental tax have been shifted from the transit plan to GoTriangle. See also Orange County Transit Plan 2020 – Transit Plan 2020 (octransit2020.com)	On November 1, 2022, the Town Council received a presentation on the status of the Orange County Transit Plan update and approved a resolution of support (Town of Carrboro - Meeting of Town Council on 11/1/2022 at 7:00 PM (legistar.com)). The Orange County Transit Plan Update was adopted in December 2022 by the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle. Durham County also adopted an update to the Durham County Transit Plan following a similar process. The DCHC MPO staff has turned over the administration of the transit plans—staff working group to the counties.	Transit funds have been allocated to Carrboro for several transportation infrastructure projects such as the South Greensboro Street sidewalk and Morgan Creek Greenway, and the signalized pedestrian crossings along NC 54. Projects that the Town submitted for the list of “unfunded priorities” were included in the plan.

Project Name & Description	Status	Network
Orange County Transit Plan continued	Updates to the Orange and Durham counties transit plans included consultant services to review the agreements associated with the implementation of the two transit plans. The Council received an update on the governance study on May 23, 2023. The agreements include a new interlocal agreement between the three signatory authorities: Orange County, the DCHC MPO, and GoTriangle, a Comprehensive Participation Agreement (CPA), new Global agreements for operating services and capital project and updated bylaws for the codifying rules and procedures for the staff working group (SWG). <u>Next Step(s) with anticipated schedule:</u> • The SWG is in the process of developing the FY27 Work Program. • Staff submitted requests to increase the funding for the South Greensboro Street Sidewalk and Estes Drive Bike-Ped Improvement projects to align with the engineer's most recent cost estimates. Funding for both projects will be applied toward the local match to leverage federal funding. • Staff has also submitted project requests for two standalone projects: a one-block section of sidewalk in front of O-2 Fitness on West Main Street and the "203 Connector" a new sidewalk between Roberson Street and East Main Street. Phase 1 of the Morgan Creek Greenway has also received OCT funds and is anticipated to be under construction in the winter/spring of 2026.	

Project Name & Description	Status	Network
Micro-mobility - Bike Share In February 2022, after several months of planning, UNC advertised a joint RFP for a single unified bike share program for UNC, Chapel Hill, and Carrboro. The proposal did not include scooters per UNC's policy. Three vendors responded and after vetting, UNC began negotiations with a preferred vendor. In October, the preferred vendor indicated that it would be unable to meet its overhead costs based on the combination of user fees and hub advertisements and would therefore need to charge the parties \$200,000 to get the program underway. The RFP was clear that program expenses were to be covered by user fees/advertisements with no additional costs charged to the parties, so UNC reached out to the other responsible respondent(s) and offered them an opportunity to modify their proposals. In December 2022, UNC notified the Towns that they had decided to go with SPIN as the vendor, with a base cost of \$100,000 for the two hundred bikes identified in the RFP for the full program. UNC would cover half of the up-front cost for one hundred bikes; the Towns could participate by splitting the remaining cost for the other 100 bikes. There were some legal questions relating to whether the towns can pay for this service, as well as concerns with bikes being left in the public ROW. On May 23rd, the Towns met with the vendor to discuss enforcement/rebalancing and possible licensing agreements.	In the fall of 2023, Chapel Hill determined that it would not be able to participate in the bike share under the structure that UNC was using. Staff at both towns will continue to explore options to developing a program or bicycles and/or other micro-mobility. UNC Chapel Hill started a new bike share program in October 2025.	The 2020 Bicycle Plan Update included a section on the possible benefits of developing a micro-mobility program. An electric bike share system creates an opportunity for the bikes to provide transportation needs for some users as well as provide options for first mile/last mile trips for transit users. <u>Related Projects/Plans</u> • TDM • Orange County Transit Plan • <i>Carrboro Connects</i> • Bike Plan • Bicycle Friendly Community status

Traffic Calming

The Town uses a petition based residential traffic calming plan to address neighborhood concerns with speeding. See also comments under Vision Zero above, relating to the possible development of a systematic approach toward traffic counts for understanding travel behaviors.

- Staff is in the process of processing the backlog of requests and has sent out area of influence (AOI) maps and petition materials to seven neighborhood representatives. Two requests have gone to the Town Council for consideration and traffic calming measures have been installed in one location.
- Staff is also seeking grant funding to conduct a systematic townwide set of counts that can be replicated on a regular schedule to help inform updates to the

Project Name & Description	Status	Network
Starlite Drive Staff was directed to move forward with a traffic calming plan for Starlite Drive.	The traffic calming plan for Starlite Drive was installed in October 2022. The plan included the installation of a new speed table located mid-block of the main north-south segment of Starlite Drive, and a new stop sign heading westbound from Sunset Drive with associated pavement markings. Residents have reported that the stop signs have not been effective. Public Works staff have checked the location of the sign, and Police have increased patrols. Staff will continue to monitor and conduct additional traffic counts. Traffic counts were collected in September 2023 and again in early November 2023 and indicated a reduction in travel speeds and number of trips. <u>Next Step(s) with anticipated schedule:</u> • Staff continue to monitor speeds with additional police patrols and provide periodic updates at Traffic and Parking committee meetings.	Traffic calming can be an effective way to make a street more pedestrian friendly.
Barred Owl Creek Staff was directed to move forward with an interim traffic calming plan to address existing conditions, in the Barred Owl Creek neighborhood, particularly along Carol Street.	March 30, 2022, Public Works installed a temporary speed hump on the one hundred block of James Street. This was the remaining element of the interim traffic calming measures for the Barred Owl Creek Neighborhood discussed at the November 2021 Town/neighborhood information meeting. Staff plans to continue to conduct traffic counts to evaluate the effectiveness of the four measures: curb extensions at the intersection of Lorraine and Carol streets, two sets of neckdowns on Carol Street (100 & 300 blocks) and the speed hump on the 100 block of James Street.	Traffic calming can be an effective way to make a street more pedestrian and bicycle friendly.

Project Name & Description	Status	Network
Barred Owl Creek continued	In spring 2023, the Town purchased additional traffic counters so that staff could conduct counts at multiple locations at the same time and at more frequent intervals. The new tube system records bicycle trips as well as vehicle counts. • Staff conducted a series of traffic counts at 12 locations in the Barred Owl Creek neighborhood during October and November of 2023. This represents all the locations that the Town and the Lloyd Farm applicants conducted counts. Staff is in the process of analyzing the data to compare the current counts with the previous ones. • An initial report was provided to the staff Traffic & Parking committee meeting in February 2024. Staff determined that additional analysis was needed to better compare the new count data with the previous counts taken before the installation of the interim measures. <u>Next Step(s) with anticipated schedule:</u> • Transportation staff are in the process of preparing a more detailed report on the before and after counts for the Traffic & Parking committee this spring to evaluate the success of the interim measures and to consider next steps if warranted. • The expectation is that the final assessment of traffic calming needs in the neighborhood would occur after the completion of Phase 1 of the Lloyd Farm development. Staff is exploring traffic calming designs to include stormwater features where possible.	

American Rescue Plan Act (ARPA)

[Town of Carrboro - Meeting of Town Council on 10/11/2022 at 7:00 PM \(legistar.com\)](#)

In early November 2022, staff from the Planning and Public Works departments met with the Town Engineer to begin to scope out and schedule five transportation projects identified for funding with the Town's allocation of ARPA funds. These included the Jones Ferry Road median modification and pavement marking plan to add buffer bikes to NCDOT's resurfacing project, designing and constructing a sidepath along the 300 block of South Greensboro Street, designing and installing two Rapid Rectangular Flashing Beacons (RRFB), and partnering with Chapel Hill Transit to install an enhanced bus shelter at the Jones Ferry Road/Barnes St bus stop. Additional funding will be needed for projects that exceeded the allocated ARPA budget.

Project Name & Description	Status	Network
Jones Ferry Road Improvements See also NCDOT Resurfacing entry	NCDOT resurfaced Jones Ferry Road in the summer of 2025. The project micro-milling around drop-inlet grates in the gutter plan for a safer surface for cyclists, new pavement, and a new pavement marking plan to add a buffered bike lane for both lanes. The Town used ARPA funds as part of the project budget to modify the existing center median by the NC 54 overpass. This was a necessary step to create sufficient pavement width to add the new southbound buffer bike lane.	The Jones Ferry Road is an important corridor that connects the downtown area to NC 54 and parts south. Of note, staff has been working with the TWTPD to add new ITRE bike counters along Jones Ferry Road. This will provide useful data as to the use of the bike lanes, and the impact of the buffer for bike/vehicle separation.
Sidepath Connecting Old Pittsboro Road to West Carr Street This project involves the design and construction of a 10- to 12-foot sidepath along the 300 block of South Greensboro Street, to widen the existing pedestrian facility such that it can also serve cyclists. The South Greensboro Street sidewalk project ends at the north end of Old Pittsboro Road. Cyclists are encouraged to use Old Pittsboro Road to travel northbound and there is an important connection to West Carr Street to access the bikeway to Main/Jones Ferry Road. The Drakeford Library Complex will attract visitors using all modes.	Public Works staff has prepared conceptual plans for two alternatives for constructing a 10-foot sidepath along the 300 block of South Greensboro Street. The plan was shared with NCDOT for preliminary comments in February 2023. Staff has corresponded with the owner of the property to discuss the project and potential need for easements (temporary construction and/or permanent). Easement documents have been prepared. <u>Next Step(s) with anticipated schedule:</u> - Finalize/record easement documents. - Prepare construction documents. - Bid for construction. Depending on the timing, the project may be bid as a standalone project this fall or as an add-on to the South Greensboro Street Sidewalk in in 2026/2027.	<u>Related Projects/Plans</u> - South Greensboro Street Sidewalk (C-5650) - The 203 Project - Bike Plan <i>Carrboro Connects</i> - Possible bicycle contra-flow lane along the one block section of Maple Avenue that is being converted to one-way traffic as part of the 203 Project—if selected for RFF funding.

Project Name & Description	Status	Network
RRFB at Homestead Road/Claremont Drive The number one priority project from the 2020 Bike Plan Update is to design/construct a multi-use path along portions of Hillsborough Road with signalized crossings at Stafford Drive and Claremont Drive.	• Staff has been working with the Town Engineer to begin the design process for the installation of a Rectangular Rapid Flashing Beacon (RRFB) at Homestead/Claremont with the anticipation that installation would occur in fall 2024. The cost estimates well exceeded the project budget for ARPA funding, even combining with the Hillsborough Rd/McDougle RRFB for an economy of scale savings. • Staff is exploring other sources for funding. • Staff met with NCDOT in October 2025 to discuss possible trail crossing locations that would be eligible for improvement using HSIP funding. • Staff provided a list of locations, including the RRFB at Homestead/Claremont and Hillsborough/McDougle, which were flagged as priorities. If selected, NCDOT would design/install.	<u>Related Projects/Plans</u> • Bike Plan • <i>Carrboro Connects</i> • Safe Routes to School Action Plan • Pedestrian Safety Projects
RRFB at Hillsborough Road/McDougle Elementary School This project would involve the design/construction of a signalized crossing at McDougle to improve safety, particularly during off-peak hours when a crossing guard is not present.	Please see comments for the RRRB at Homestead/Claremont.	<u>Related Projects/Plans</u> • Safe Routes to School Action Plan • Pedestrian Safety Projects
Bus Stop Improvements at Jones Ferry Road/Barnes Street The project includes a new bus shelter on a concrete pad with improved lighting and bicycle facilities, include a possible electric bicycle charging station. Repairs to the retaining wall along Jones Ferry Road and other improvements to be included to the extent possible.	Town staff has been working with Chapel Hill Transit to develop an enhanced bus stop at the Barnes Street bus stop and to review construction plans for the shelter and associated site work and amenities. Chapel Hill Transit is working with its consultant team to finish the construction plans and associated survey work for necessary easements/utility work. <u>Next Steps</u> • Chapel Hill Transit is working on the necessary approvals for the easements/utility work.	<u>Related Projects/Plans</u> • Barnes Street Sidewalk (EB-5890); not yet initiated. • Orange County Transit Plan • <i>Carrboro Connects</i>