

# BOARD OF ALDERMEN

ITEM NO. B(2)

## AGENDA ITEM ABSTRACT

MEETING DATE: March 27, 2012

**TITLE: Public Hearing on a Concept for Safety Improvements in the Jones Ferry Road Corridor**

<b>DEPARTMENT: Planning</b>	<b>PUBLIC HEARING: YES <u>X</u> NO ____</b>
<b>ATTACHMENTS:</b> A. Resolution B. Map of vicinity	<b>FOR INFORMATION CONTACT:</b> Jeff Brubaker – 918-7329 Dawn McPherson, NCDOT Div. 7 – (336) 256-0551

### PURPOSE

This agenda item is the public hearing for a concept plan for safety improvements in the Jones Ferry Road corridor. The Board of Aldermen is asked to consider the resolution in *Attachment A*.

### INFORMATION

Current traffic safety issues in the Jones Ferry Road corridor include traffic speed, limited westbound sight distance, crossing distance, lateral crossing location, potential conflict points with the bus stop, and the volume of pedestrian crossings. A crash analysis reveals that at or immediately adjacent to the Jones Ferry-Davie intersection alone, there were 20 reported crashes in a 5-year period from November 2006 to October 2011.

In response to citizen concerns and Board member inquiries, Town and NCDOT staff have met to discuss safety improvements for pedestrians, bicyclists, and motorists on Jones Ferry Rd. With that purpose, NCDOT Division 7 and Triad Regional Traffic Engineers have developed a plan for changes to the Jones Ferry Rd. cross-section between Willow Creek Shopping Center and OWASA.

A vicinity map is provided in *Attachment B*.

In general, the plan consists of a road diet, reducing the number of vehicle lanes and adding medians (raised or painted), bike lanes, and crosswalks. More specifically, it includes the following elements:

- Raised medians along the Abbey Court and Ridgewood Apartments frontage
- Painted medians within the remaining road segments
- Left turn bays to replace the current center turn lane at Davie Rd., Alabama Ave., and NC-54 bypass
- New bike lane segments west of Davie Rd., with potential for a protected buffer between some of the bike lane segments and the travel lane.

- A sidewalk on the north side of the road connecting to the existing sidewalk by Morningstar Storage
- High-visibility crosswalk markings at various locations across and along the corridor
- A painted bus pull-off at the Abbey Court bus stop

In order to decrease conflict points near the Davie Rd. intersection, the plan proposes right-in/right-out conditions where there are currently full movement conditions at the following locations:

- Gas station driveway onto Jones Ferry Rd.
- Ridgewood Apts. western driveway onto Jones Ferry Rd.

The plan is conceptual at this point. Due to the crash history in this corridor, NCDOT's Triad Regional Traffic Engineer is proposing to request State Spot Safety funding to implement the plan. This funding is part of the North Carolina Highway Safety Improvement Program (HSIP). A background is provided by the Transportation Mobility and Safety Division website:

The Spot Safety Program is used to develop smaller improvement projects to address safety, potential safety, and operational issues. The program is funded with state funds and currently receives approximately \$9 million per state fiscal year. Other monetary sources (such as Small Construction or Contingency funds) can assist in funding Spot Safety projects, however, the maximum allowable contribution of Spot Safety funds per project is \$250,000. A Safety Oversight Committee (SOC) reviews and recommends Spot Safety projects to the Board of Transportation (BOT) for approval and funding. Criteria used by the SOC to select projects for recommendation to the BOT include, but are not limited to, the frequency of correctable crashes, severity of crashes, delay, congestion, number of signal warrants met, effect on pedestrians and schools, division and region priorities, and public interest.

The link to the web page is: <http://www.ncdot.org/doh/preconstruct/traffic/safety/programs/>.

NCDOT has indicated that the improvements in the concept plan may be eligible to be funded by the NCDOT Spot Safety program, but that eligibility may be limited such that an application for funding must be submitted by approximately June 2012.

On March 6, 2012, the Board set a public hearing on the concept, which was developed by NCDOT's Highway Division 7 and the Mobility and Safety Central Region Office.

### *Carrboro Bike Plan*

Jones Ferry Road is listed as an "other important corridor" in the Bike Plan's engineering recommendations. The plan recommends bike lanes on Jones Ferry from Davie Rd. west to Old Fayetteville Rd., with a consideration of colored bike lanes through the NC-54 bypass intersection creating a clear, designated space for bicyclists.

### **FISCAL AND STAFF IMPACT**

The project would use state-level Spot Safety funding for implementation and be managed by NCDOT. However, with any transportation project, even if managed and funded at the State

level, there is inevitably some local staff time involved in assisting with project implementation and ensuring that the project meets the interests of the Town.

As this is at the conceptual stage only, the staff commitment from the Town is uncertain at this point.

### **RECOMMENDATION**

Staff recommend that the Board of Aldermen consider the resolution in *Attachment A*. Specific questions the Board may wish to address are:

- Whether to endorse the concept plan, endorse it with conditions, disapprove of it, or take no action on endorsement.
- Whether to request that NCDOT request Spot Safety or other transportation funding for the improvements shown in the plans.
- Follow-up action or additional information needed from Town staff.