

## 10-16-2019 Town Council Meeting

### Responses to Council Questions

#### **ITEM #3: Bicycle and Pedestrian Transportation - From Idea to Project**

##### **Council Question:**

# of transportation planners for a city in similar size that places high priority on multi-modal transit systems?

##### **Staff Response:**

*Staff will research this and follow up with Council at a later date.*

##### **Council Question:**

At what stage are each of the referenced seven bicycle and pedestrian projects?

##### **Staff Response:**

- a) **Estes Drive:** Fully funded and finishing up final design. Should be ready to bid this winter and start construction in the spring.
- b) **Old Durham-Chapel Hill Road:** NCDOT is managing this project; construction should begin in December.
- c) **Fordham Blvd. Sidepath:** Fully funded, early stages of design. Staff developed several alternative options after receiving public feedback on original design. Staff is reviewing input from recent public meeting.
- d) **Homestead Rd.:** Fully funded, waiting for NCDOT to issue construction authorization. Expecting to bid this winter.
- e) **Seawell School Rd.:** Fully funded and construction-ready, will be bid with Homestead Rd.
- f) **Bolin Creek Greenway Tunnel:** work began last week; construction expected to last 3-4 months.
- g) **Morgan Creek Greenway:**
  - a. Eastern Extension to Fordham Blvd. – design is funded but some uncertainty related to NCDOT plans for 15-501 and approval of Oteys Rd. crossing. Construction phase not funded
  - b. Western Extension to Carrboro – design is funded and almost complete. Major structures for trail (bridge, retaining walls) are funded, but path will remain mostly unpaved until additional funding is secured
  - c. Bridge – mid-design and fully funded

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**Council Question:**

Does NCDOT's scheduled paving work in spring 2020 mean that we could see bike lanes installed on Franklin Street in 2020, if the Town can get a traffic analysis and engineering drawings done?

**Staff Response:**

*Yes, that is correct. Staff estimates it will take approximately four months from initiating a traffic analysis with a consultant to receiving final approval (if approved) from NCDOT.*

**Council Question:**

Slide 46, as well as the same slide earlier in the presentation, indicates that staff determines sequencing. Does the Council also have a role in this determination?

**Staff Response:**

*Council's role in project prioritization is primarily at the beginning of the process. Council saw a list of projects before the bonds were approved by the voters, and the list was based on projects in Master Plans and other Council-approved prioritized lists (e.g., the prioritized sidewalk projects). The Council receives the project list again in the form of a budget ordinance amendment needed to authorize the spending associated with any bond issuance and/or revenue received from other agencies (i.e., grants, contributions from UNC, etc.). Staff then uses this list to sequence the projects based on logistics, coordination with internal and external partners, contractor availability, timing to receive funding from outside sources, changes in project cost estimates, etc. The CIP Leadership Team, comprised of senior leaders from the Manager's Office, Public Works, and Business Management was formed to manage the overall capital program, including overseeing capital project sequencing.*

**Council Question:**

Other than bond funds, e.g., annual maintenance funds and CIP, how much has the Town spent per year, on average, on bike-ped projects over the past five or so years?

**Staff Response:**

*Some bike/ped improvements are able to be included in the annual resurfacing work, managed and funded by Public Works. No other funding has been dedicated toward bike-ped projects. Occasionally, small amounts of funds have been diverted from other Town operating budgets for small, priority bike/ped improvements.*

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**Council Question:**

How many staff are involved with the development and delivery of bike-ped projects?

**Staff Response:**

*The CIP Leadership Team is involved in high-level management and oversight of all capital projects, including major bike-ped projects. The Bike/Pedestrian Team, comprised of 15 staff from 7 departments, is at least peripherally involved in small to large bike-ped projects. The Transportation Planning Manager and several staff from the Engineering Department make up the project teams that manage bike/ped projects. Some small bike/ped improvements (such as installing Rectangular Rapid Flashing Beacons at crosswalks, signs and markings, installation of bike racks, etc.) may be implemented by Public Works employees or by contractors.*

**Council Question:**

Periodically, there have been suggestions that there should be a dedicated position for bike-ped in Town (I believe that this was called for in the Town's Bike Plan). What is the status of this?

**Staff Response:**

*This position request, in addition to several others from Planning (and beyond), have not been funded due to budget constraints over the past few years.*