Chapel Hill Downtown Streetscape Master Plan

CCES Presentation

March 1, 2024

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Agenda

1 Welcome and Introduction

2 Defining "Streetscape"

3 Downtown Streetscape Master Plan Overview
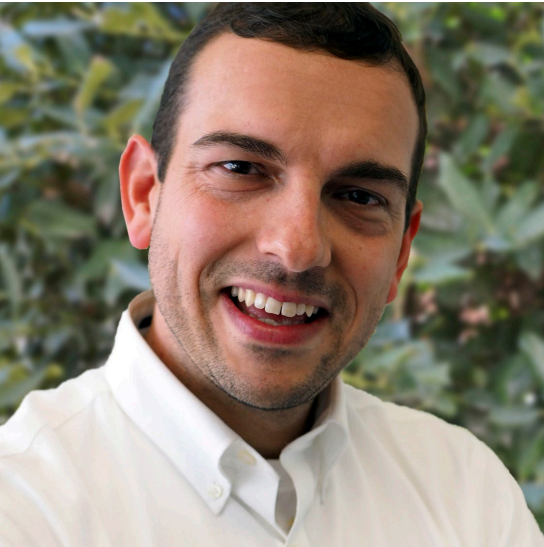
4 Timeline

5 Your Thoughts

Introductions

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Project Team

Kevin Bacon, AIA
Project Manager

Sarah Johnson, PLA, AICP
Deputy Project Manager

Jared Draper, AICP
Principal-in-Charge

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Project Team

Evan Holliday
Landscape design, engagement

Isabella Delgado-Castillo
Engineering, traffic, Spanish translation

Gabe Jenkins
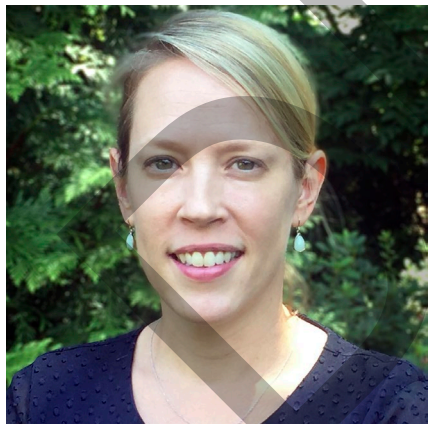Landscape design, placemaking

Eric Childs, PLA, LEED ND
Landscape design, urban design

Barbara Mosier, PE, PTOE
Traffic analysis + engineering

Bonnie Moser
Urban design, visualization

Addie Weber, AICP
Planning, urban design, architecture

Nathan Boone, PE
Multimodal engineering, construction

Andrea Ostrodka, AICP
Transit, planning, urban design

Todd Edwards, PE
Multimodal engineering

Defining "Streetscape"

What Does *Streetscape* Mean?

- The entirety of the public realm, not just streets

- The public right-of-way with consideration of privately-held public spaces

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The Public Realm

The Public Realm
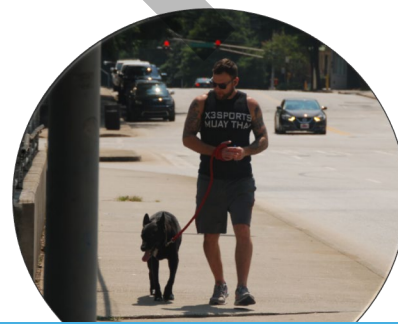
The Role of the Street

Workers

Tourists

Shoppers & Diners

Residents

Activists

Kids

Students

Deliveries

Leisure Users

Neighbors in Need

& more!

+ Limited Vision

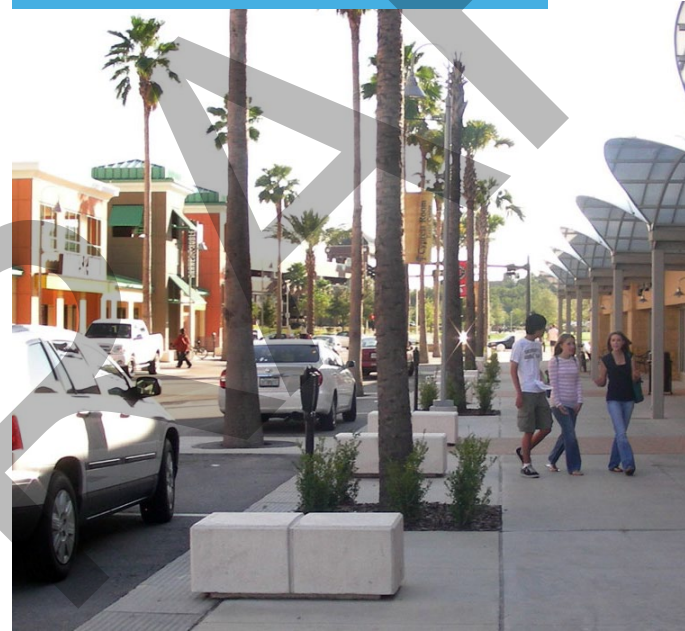Limited Mobility

Limited English Proficiency

for people of all user types

Streetscape Opportunities

Shared Spaces

Flush/Curbless Streets

Complete Streets
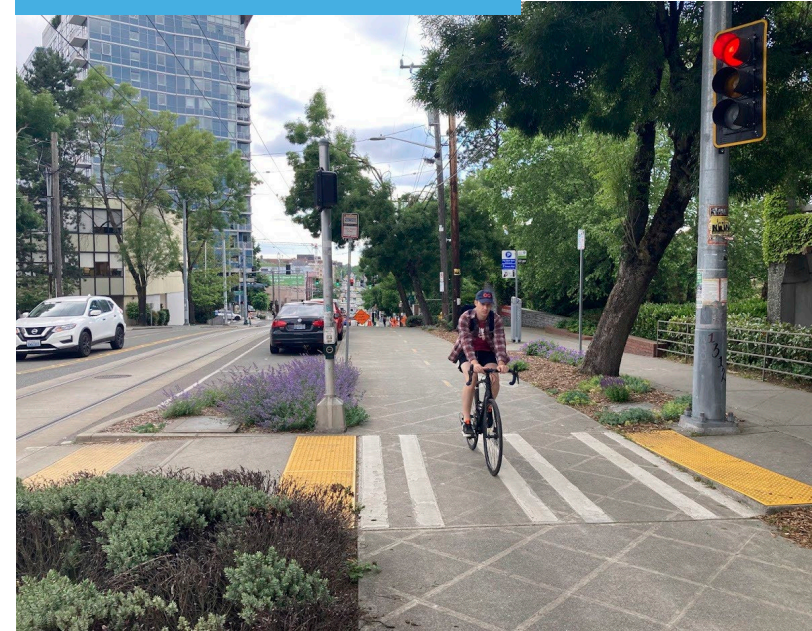
Path as Place

What does Path as Place mean?

- **PATH** ⟶ A road, street, parkway, trail, path, highway (any linear feature for moving things)

- **AS** ⟶ Through its design and composition is

- **PLACE** ⟶ A defined, memorable location within the built or natural environment

How do you wish you could use the streetscape in Downtown?

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Project Overview

Streetscape Plan Overview

- Builds off the **Downtown Mobility Study** plus many other guiding and regulatory documents

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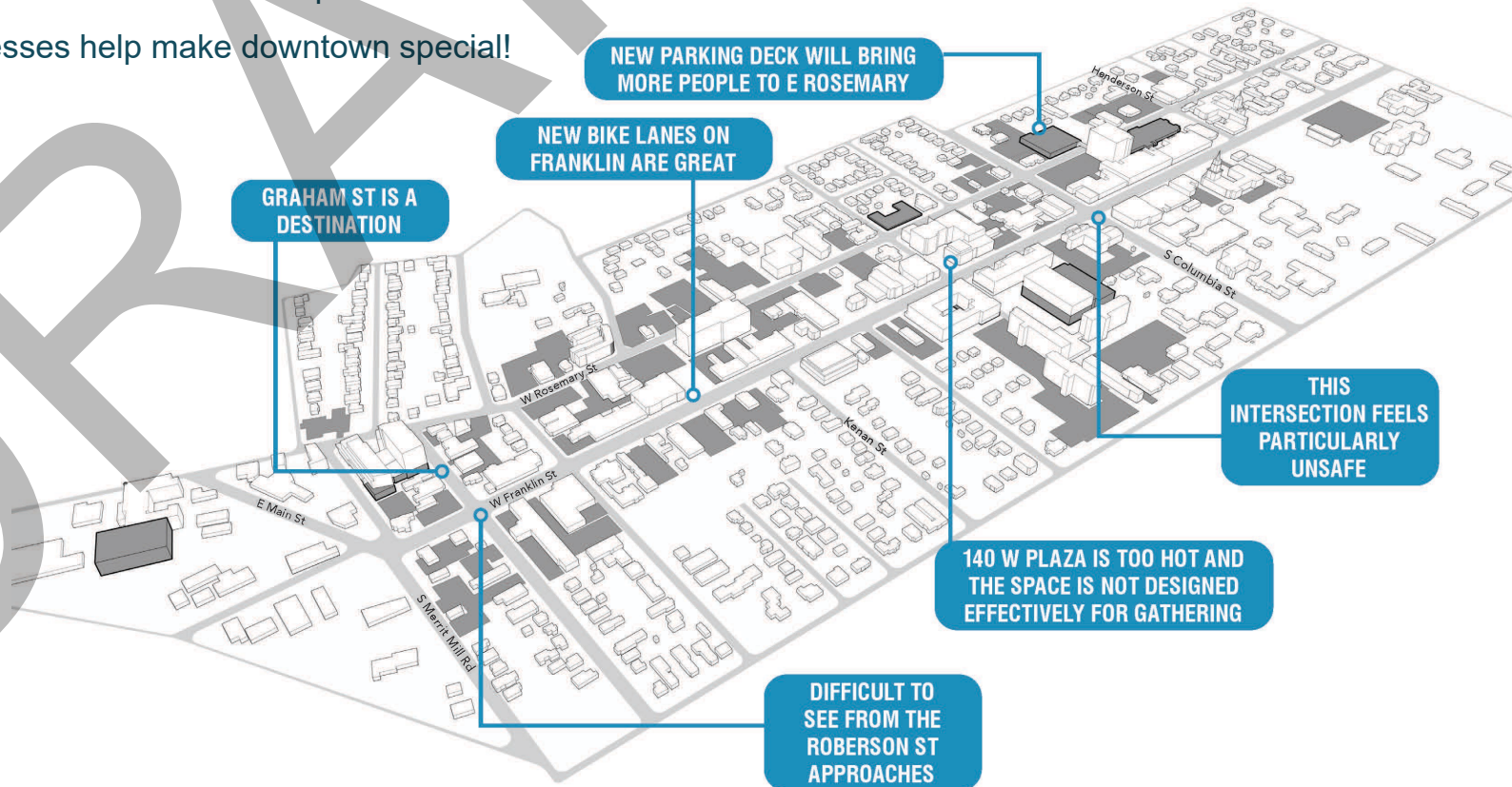DESIGN

Implementing Streetscape Changes

Level of Effort (vertical axis) vs Time (horizontal axis)

Mobility Study
- Connections/ Network
- Cross-Sections
- Intersections
- Multimodal/ Inclusiveness
- Flexibility
- Allocation of Space: mobile users/ static users

Streetscaping
- Subsurface, Soils
- Materials Selection
- Green Infrastructure
- Art
- Detailed Plan View, Section, and Elevations

Utilities
- Coordinate burial of wires
- Stormwater
- Sanitary
- Communications
- Gas
- Potable Water
- Small Utilities

Construction Documents
- Prepare construction drawings, engineering, bid documents, specifications

What we heard

- Downtown should be welcoming to all
- Improved safety, more space for pedestrians and bicyclists is needed
- People want places to gather
- Preserve & enhance the sense of place
- Local businesses help make downtown special!

NEW PARKING DECK WILL BRING MORE PEOPLE TO E ROSEMARY

NEW BIKE LANES ON FRANKLIN ARE GREAT

GRAHAM ST IS A DESTINATION

THIS INTERSECTION FEELS PARTICULARLY UNSAFE

140 W PLAZA IS TOO HOT AND THE SPACE IS NOT DESIGNED EFFECTIVELY FOR GATHERING

DIFFICULT TO SEE FROM THE ROBERSON ST APPROACHES

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Vision for Mobility in Downtown Chapel Hill

THE STREETS IN DOWNTOWN CHAPEL HILL ARE A DIVERSE AND INTERCONNECTED SYSTEM THAT ENABLES EVERYONE TO SAFELY AND EASILY REACH THEIR DESTINATIONS AND BOLSTERS THE ECONOMIC VITALITY OF DOWNTOWN BUSINESSES
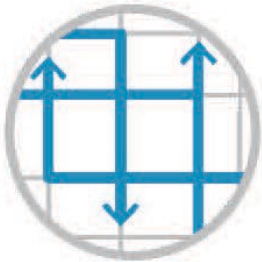
Guiding Principles for Mobility

More Pedestrian Space and Comfort: Prioritize pedestrian amenities, safety, and comfort to make downtown a space where people spend time

Design for the System: More effectively use the entire system of streets to facilitate safe movement through and to downtown
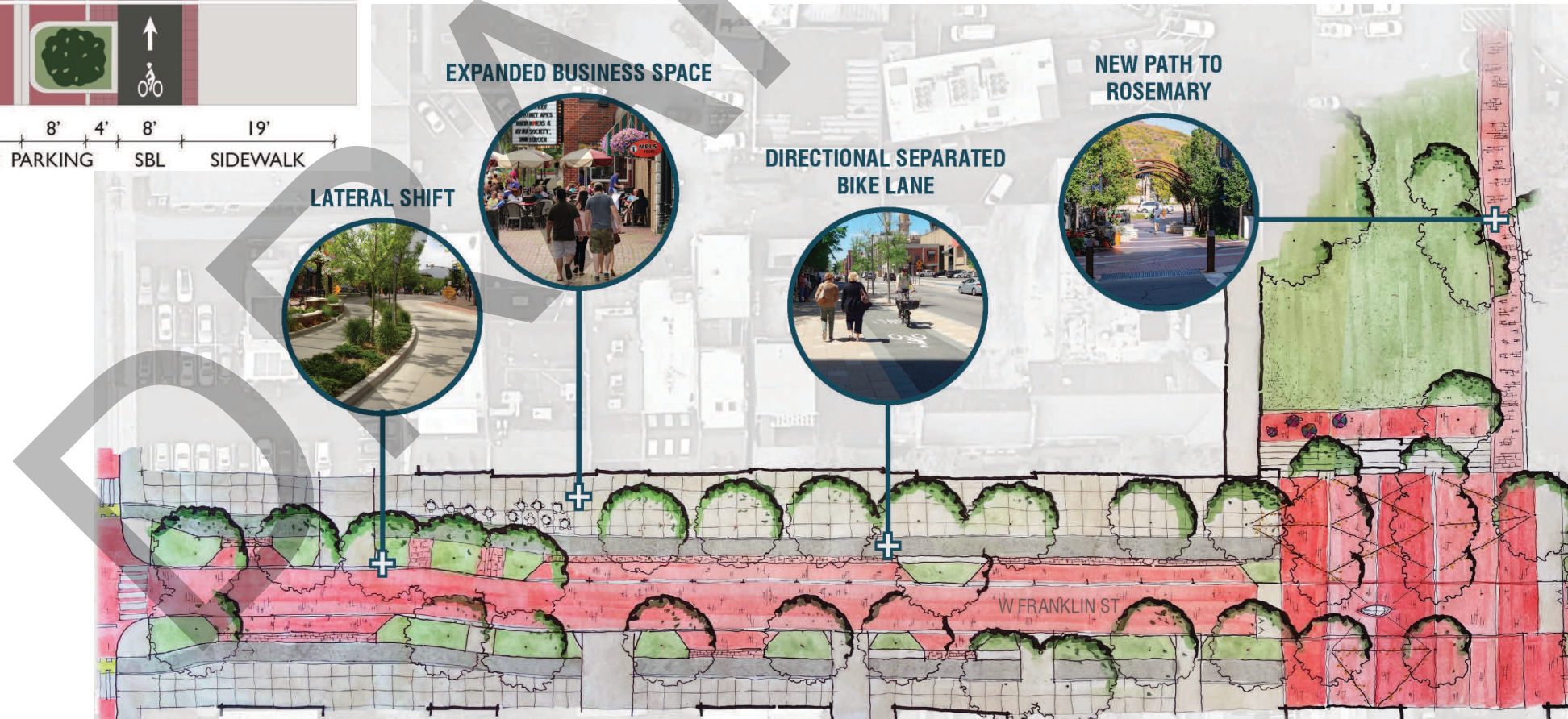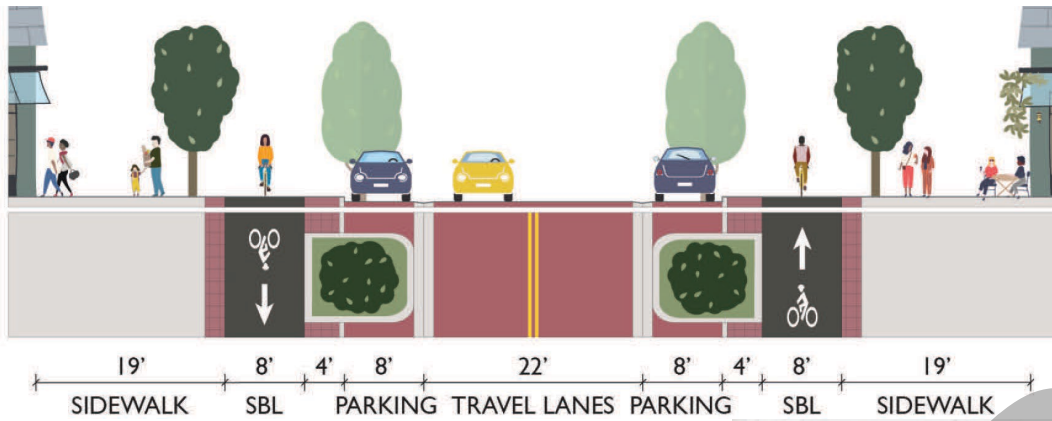
Establish Rosemary and Franklin at "A" Streets: Use urban design principles to build off of the existing grid to create engaging, people-first places

Reduce Modal Conflicts: Use design elements to lessen the likelihood of incidents between roadway users
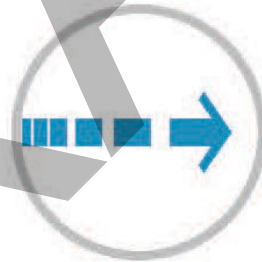
Traffic Flow, but Slow: Maintain access for vehicles throughout downtown, while reducing speeds and encouraging less through traffic

Path as Place: Embrace streets as the connective tissue of the public realm by creating dynamic streetscapes that strengthen downtown as a destination.

Mobility Study Concepts

19'
SIDEWALK 8'
SBL 4'
PARKING 8' 22'
TRAVEL LANES 8'
PARKING 4' 8'
SBL 19'
SIDEWALK

EXPANDED BUSINESS SPACE

NEW PATH TO ROSEMARY

LATERAL SHIFT

DIRECTIONAL SEPARATED BIKE LANE

W FRANKLIN ST

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Questions about the Mobility Study?

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Streetscape Plan Overview

- Builds off the **Downtown Mobility Study** plus many other guiding and regulatory documents

- Expanded study area: **Merritt Mill to Henderson + Cameron to Rosemary**
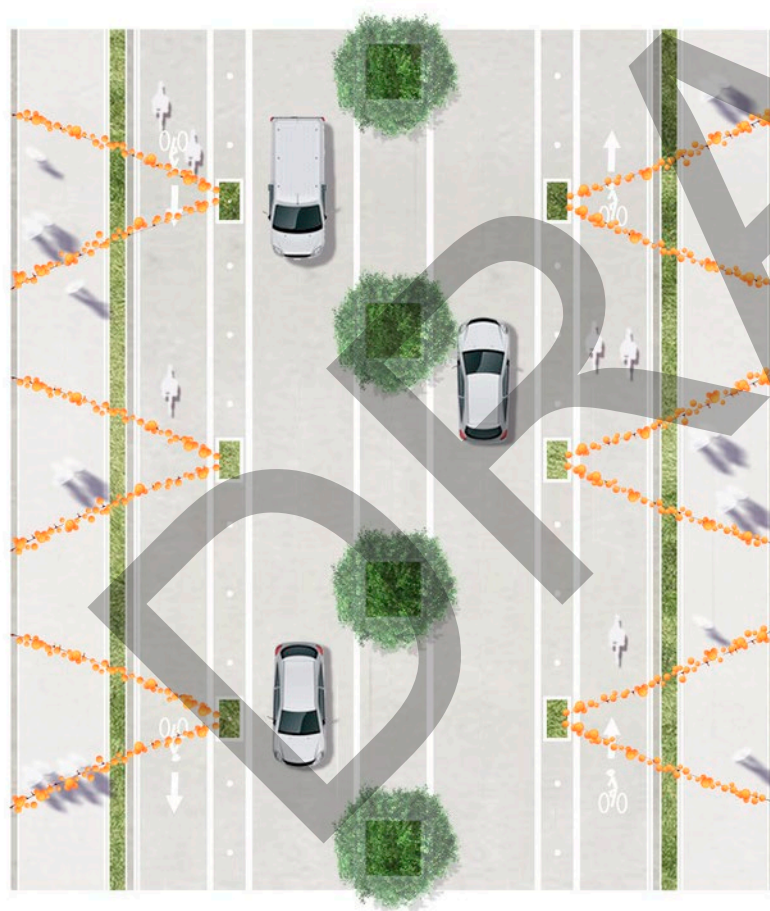
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Streetscape Plan Overview

- Builds off the **Downtown Mobility Study** plus many other guiding and regulatory documents

- Expanded study area: **Merritt Mill to Henderson + Cameron to Rosemary**

- Results in **block-level illustrative concepts** for entire downtown based on AutoCAD linework informed by GIS + robust fieldwork

Examples

Typical Section A: Pedestrian comfort zone on west side and shared zone with streetcar tracks on east side

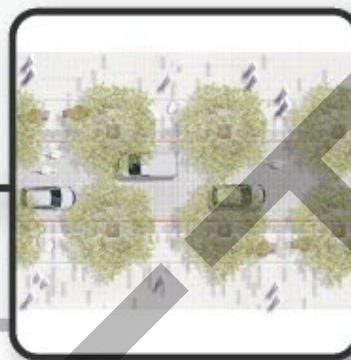**Typical Section D:** Pedestrian comfort zone on west side and shared zone on east side

Typical Section B: Shift in shared zone from center to east side

Margaret Mitchell Square Redesign

200 Peachtree   Westin   Hotel Indigo   AmericasMart   270 Peachtree

Hardy Ivy Park Redesign

Retain curb and gradually slope down to streetcar tracks on east side here

Ritz Carlton

STREETCAR STOP

Georgia Pacific

Hyatt Regency

SunTrust Plaza

JOHN WESLEY DOBBS AVE

ELLIS ST

ANDREW YOUNG INTERNATIONAL BLVD

JOHN PORTMAN BLVD

BAKER ST

Typical Section B: Shift in shared zone from east side to center

Typical Section C: Pedestrian comfort zone on west side and shared zone on east side

Streetscape Plan Overview

- Builds off the **Downtown Mobility Study** plus many other guiding and regulatory documents

- Expanded study area: **Merritt Mill to Henderson + Cameron to Rosemary**

- Results in **block-level illustrative concepts** for entire downtown based on AutoCAD linework informed by GIS + robust fieldwork

- Incorporates right-of-way + key gathering spaces with **Peace & Justice Plaza concept** development woven throughout
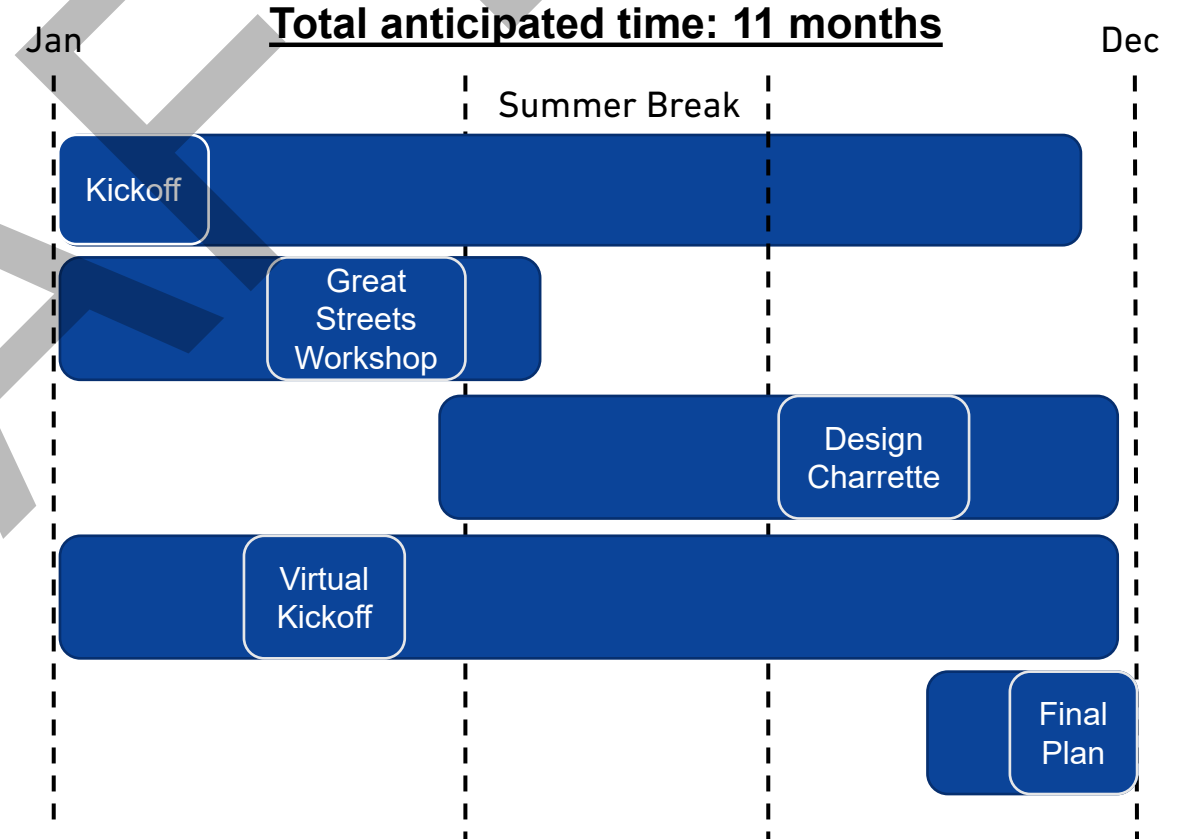
As a destination, what experiences should be offered in the public realm?

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Timeline

Project Schedule

- Task 1: Project Management & Guidance
- Task 2: Analyze & Envision
- Task 3: Design
- Task 4: Peace & Justice Plaza
- Task 5: Document

Total anticipated time: 11 months

Jan — Dec

Summer Break

Kickoff

Great Streets Workshop

Design Charrette

Virtual Kickoff

Final Plan

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Your Thoughts

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How should key stakeholders be most effectively engaged?

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What cities or towns are great examples? Who should speak at the Great Streets Workshop?

What are you excited about?
Do you have any concerns?

link to downtown aerial

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Thank you!

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