

# Chapel Hill Downtown Multimodal Mobility Plan

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Town Council Meeting  
*June 7, 2023*



# Recommendation

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- Adopt Resolution R-5

Council approves the continuation of Downtown Multimodal Mobility Plan and authorizes the Town Manager to proceed with an RFQ for phase two of the Streetscape Enhancement Plan

# Purpose of Phase One

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Establish vision for Downtown streets that:

- Determines best use of the existing street network for all modes of transportation
- Emphasizes the pedestrian experience and economic vitality
- Prioritizes safety and inclusivity

# Timeline of Work

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- **November 16, 2022:** Council Approved funding for two- part Streetscape Enhancement Plan: \$500,000 Total Allocated (\$100,000 for Phase One)
- **February 2023:** RFP Process was completed, and Toole Design was awarded contract.
- **March 2023:** Project Kick-Off
- **April 19-20<sup>th</sup>:** Discovery Charette
- **May 22-25<sup>th</sup>:** Design Charette



# Public Engagement

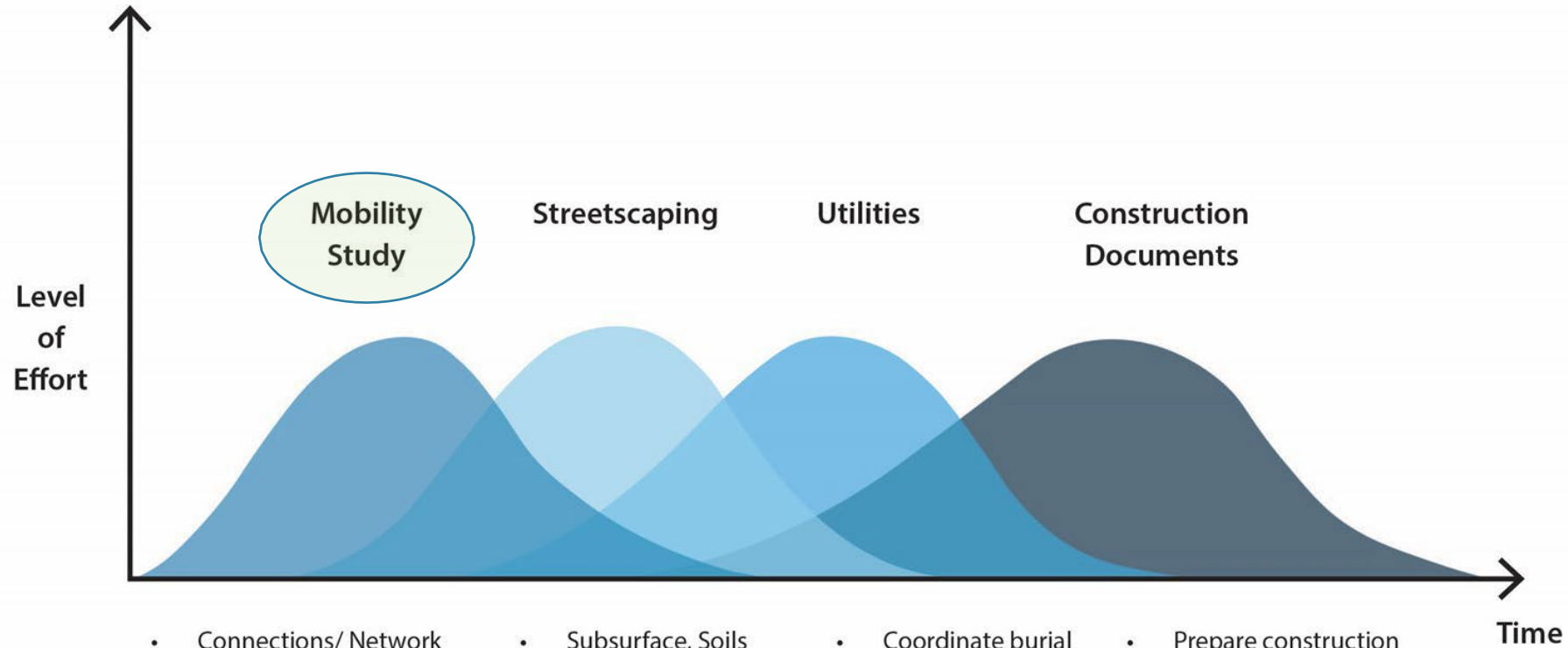
# Recommendation

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# Implementing Streetscape Changes



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

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

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

- Prepare construction drawings, engineering, bid documents, specifications

# Why do we need a vision for Mobility in Downtown?

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# 01





# Feedback on current conditions

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- Current mobility patterns are **degrading the Place**
  - *People are traveling through rather than to*
- **Improvements have been piecemeal and uncoordinated**
  - Results in low levels of trust among stakeholders
- Everyone is concerned about **conflicts between users**
  - Resulting in frustration for everybody
- **Businesses need safe, easy access**
  - Solutions may vary but change needs to be thoughtful

# Path as Place

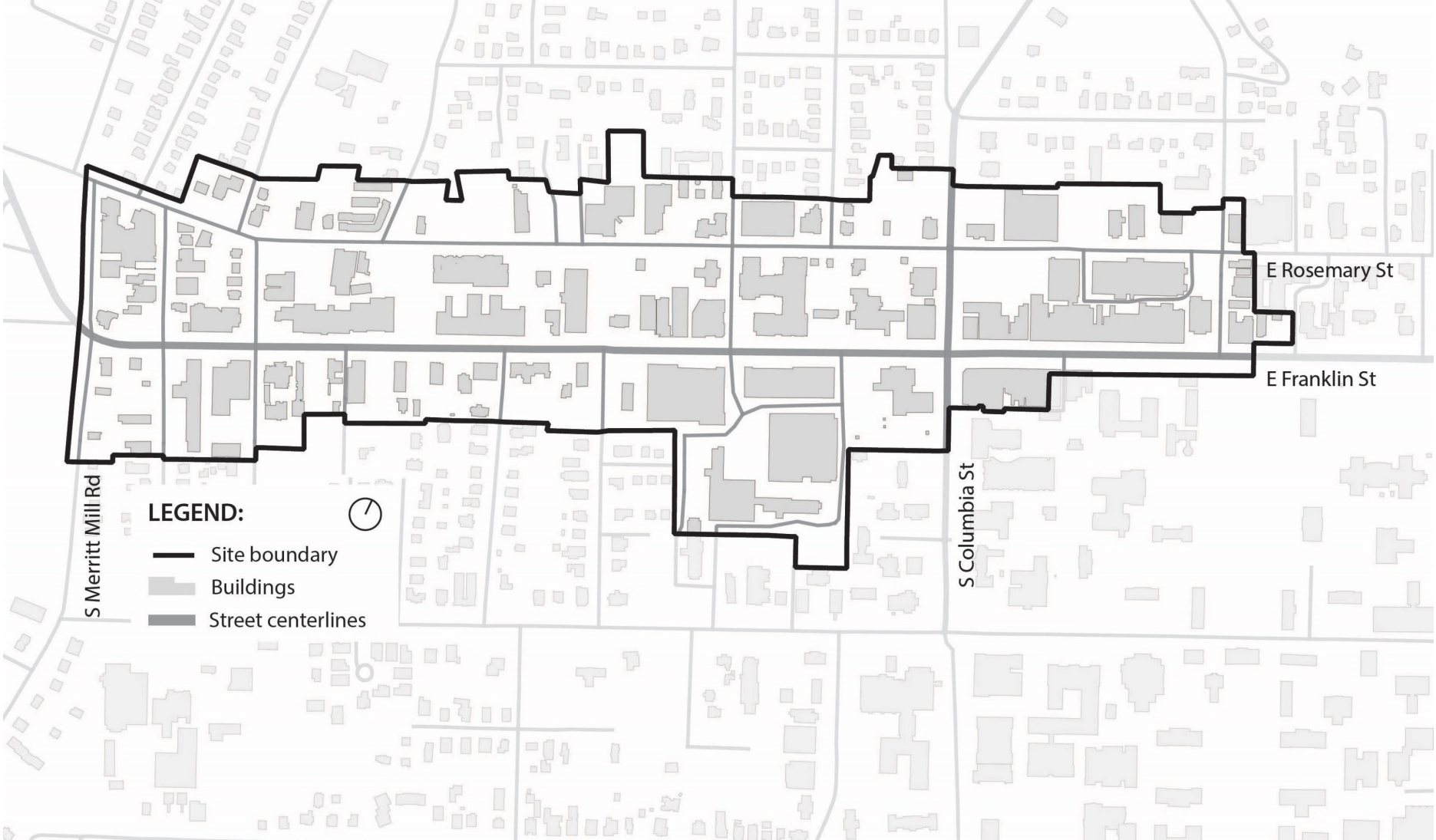
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What does Path as Place mean?

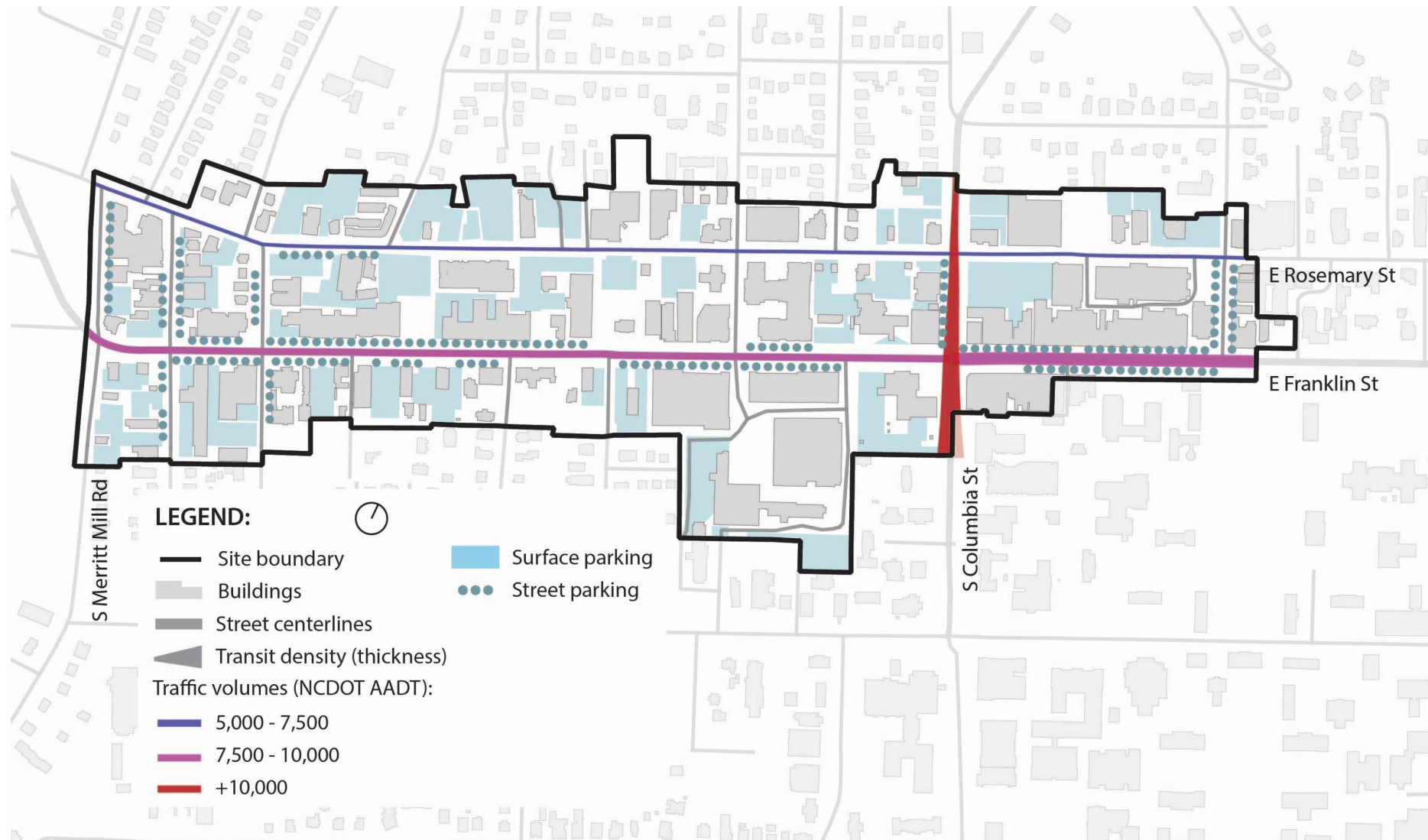
- **PATH** → A road, street, parkway, trail, path, highway (any linear feature for moving things)
- **AS** → Through its design and composition is
- **PLACE** → A defined, memorable location within the built or natural environment



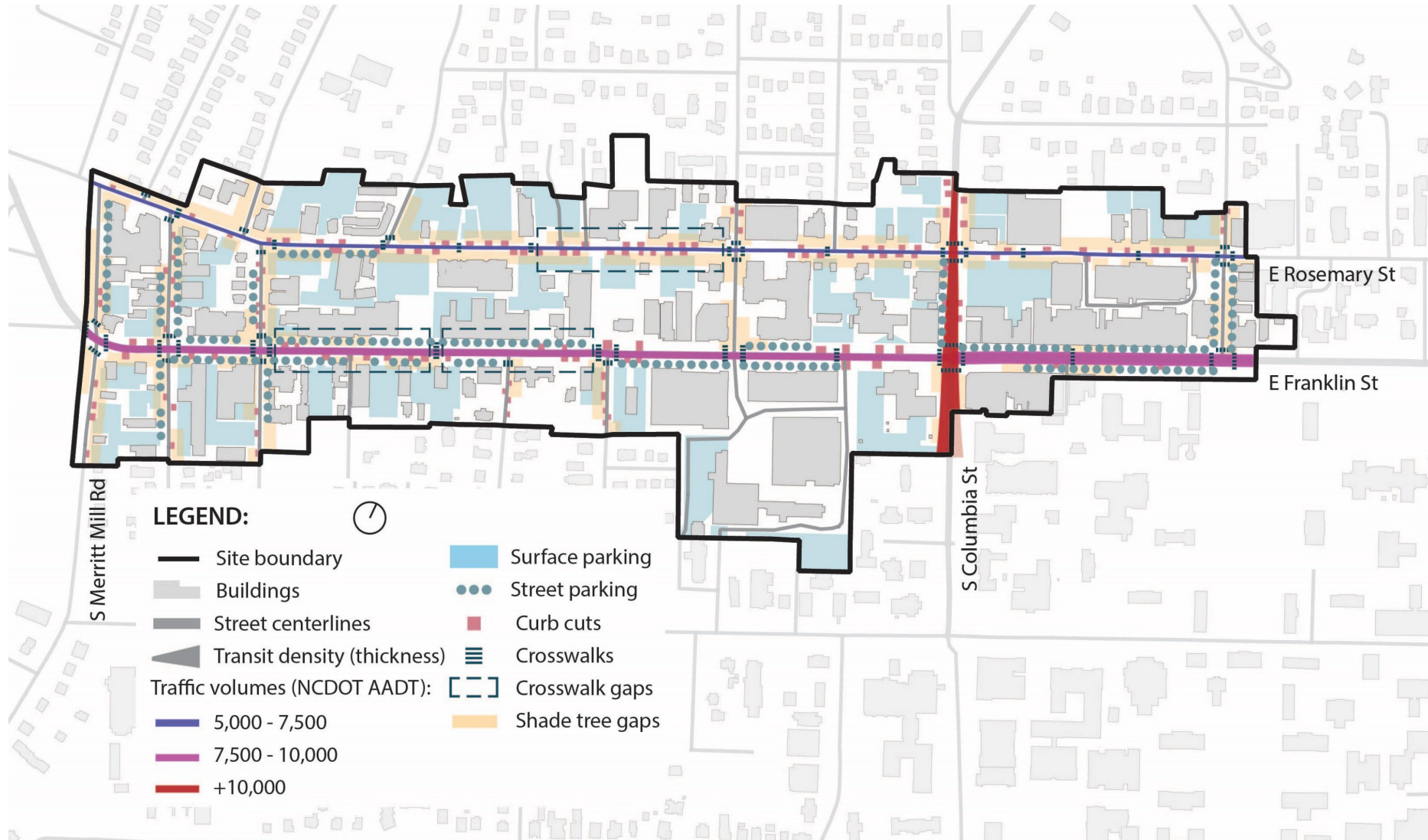
# Current Street Conditions



# Current Street Conditions



# Current Street Conditions





# Mobility

Outside of cities & metro areas

The movement of people and goods.

Assumption: faster, farther, and in greater numbers meant progress for society



Natural

Rural

Rural  
Town

Suburban  
Residential

Suburban  
Commercial

Urban  
General

Urban  
Center

Urban  
Core

# Mobility

Within cities and metro areas


The populations' capabilities and strategies to move in order to access what they need to live and thrive within the city/metro area.





# Mobility (now & in the future)

The **populations'** capabilities and strategies **to move in order to access** what they need to live and thrive within the city/metro area.



Young, elderly, disabled, genders, different income levels, walkers, pedestrians, cyclists, transit users, students,...

# Mobility (now & in the future)

The **populations'** capabilities and strategies **to move in order to access** what they need to live and thrive within the city/metro area.

→ Movement is purposeful.

<u>Trip Type</u>	<u>%</u>
work	18.0
work-related	2.6
shopping	20.2
doctor/dentist	1.5
family/personal	24.2
church/school	8.8
social/recreational	24.5
other	0.2

# Mobility (now & in the future)

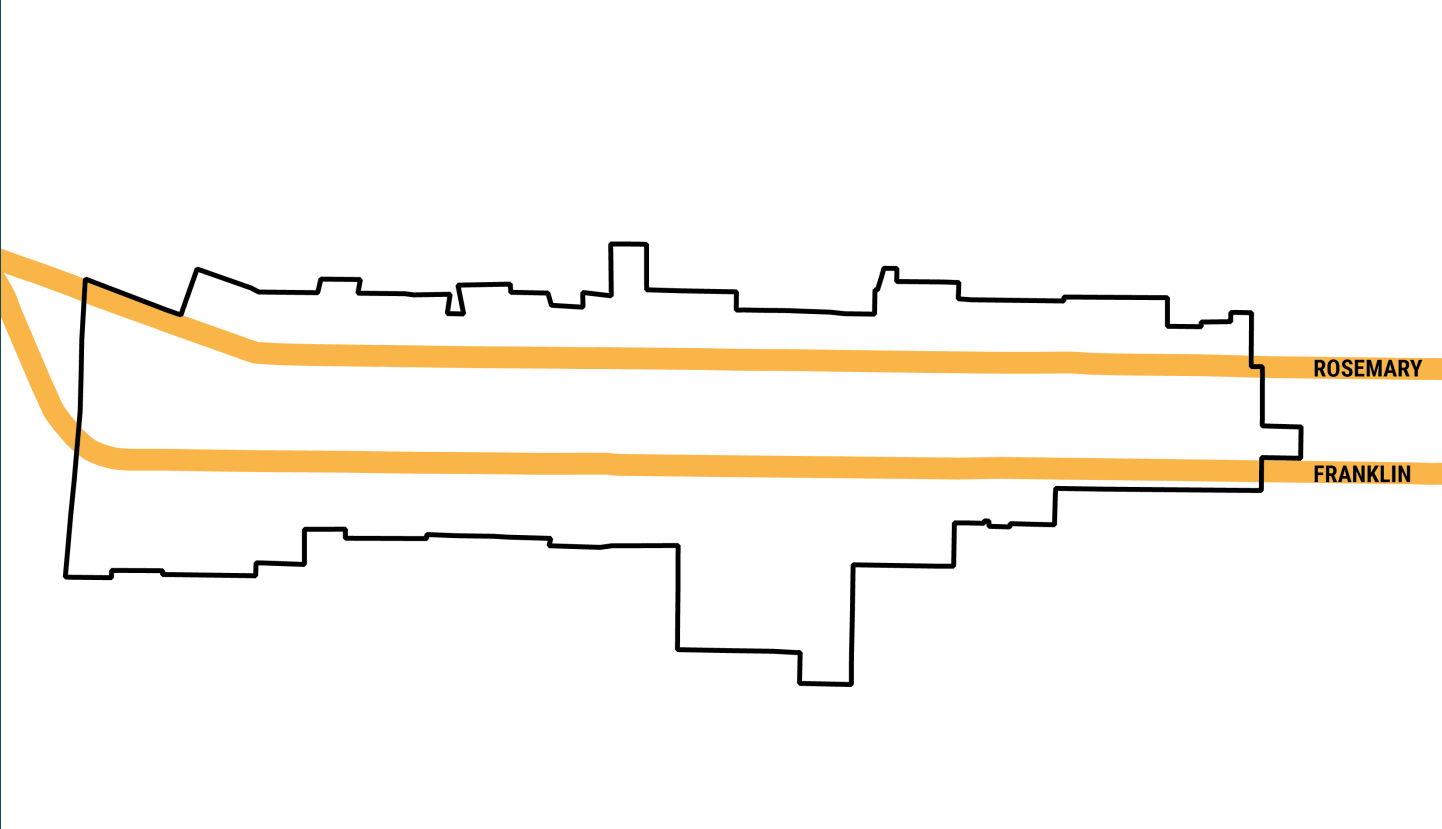
The **populations'** capabilities and strategies **to move in order to access** what they need to live and thrive within the city/metro area.

Equity

Young, elderly, disabled, genders, different income levels, walkers, pedestrians, cyclists, transit users, students,...

# Chapel Hill's A Streets: Rosemary and Franklin

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Main St

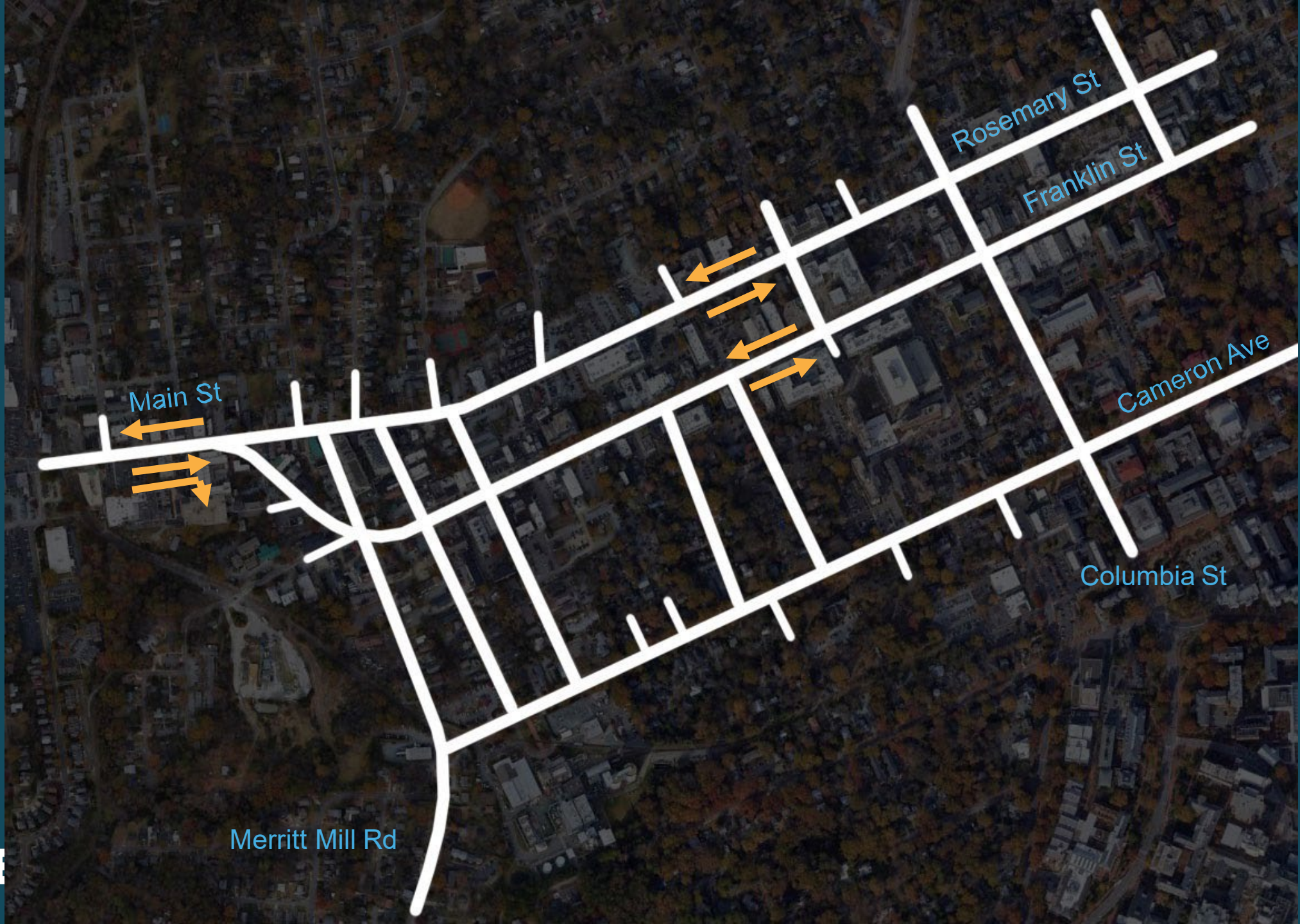
Rosemary St

Franklin St

Cameron Ave

Columbia St

Merritt Mill Rd



Main St

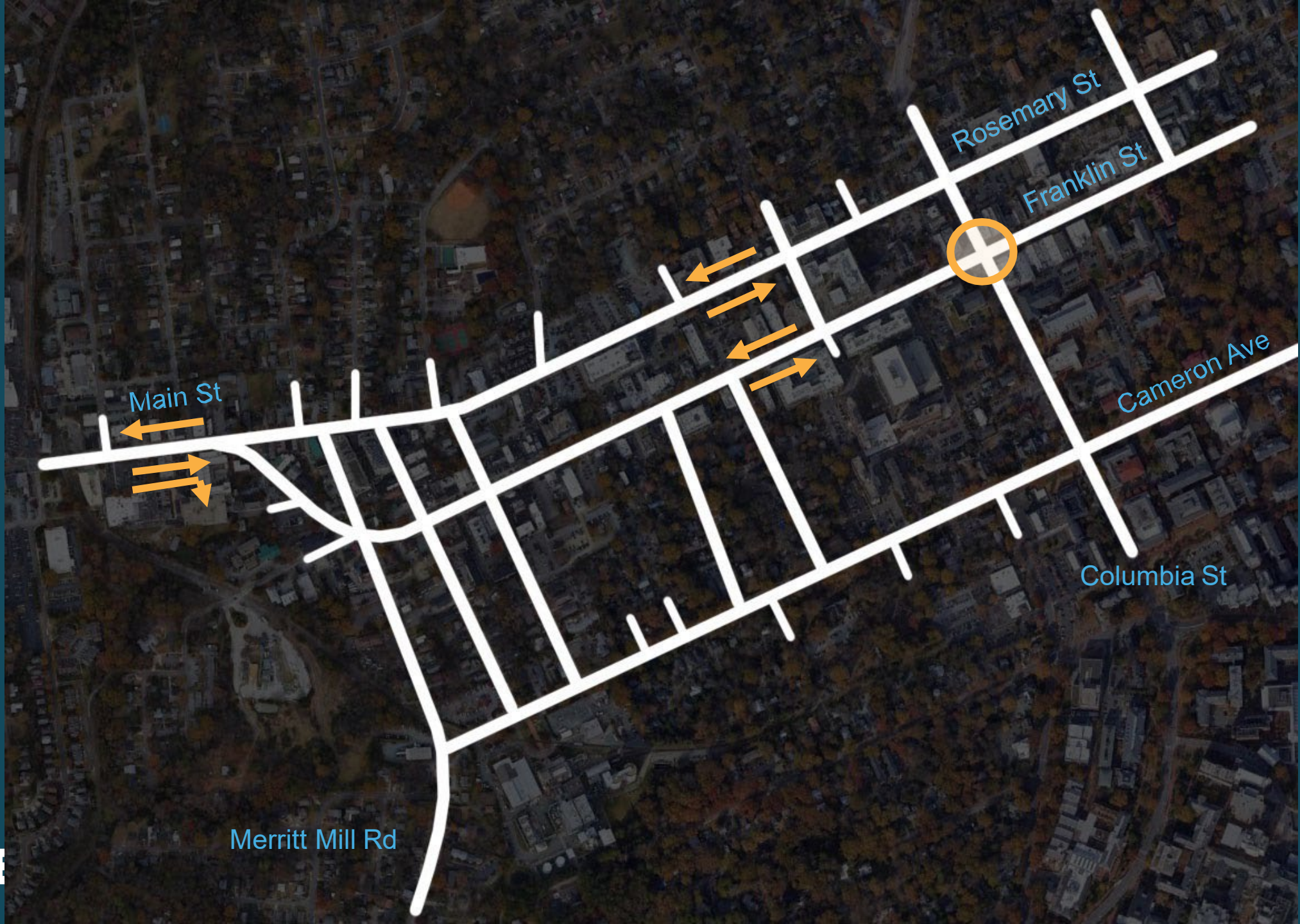
Merritt Mill Rd

Rosemary St

Franklin St

Cameron Ave

Columbia St



Main St

Rosemary St

Franklin St

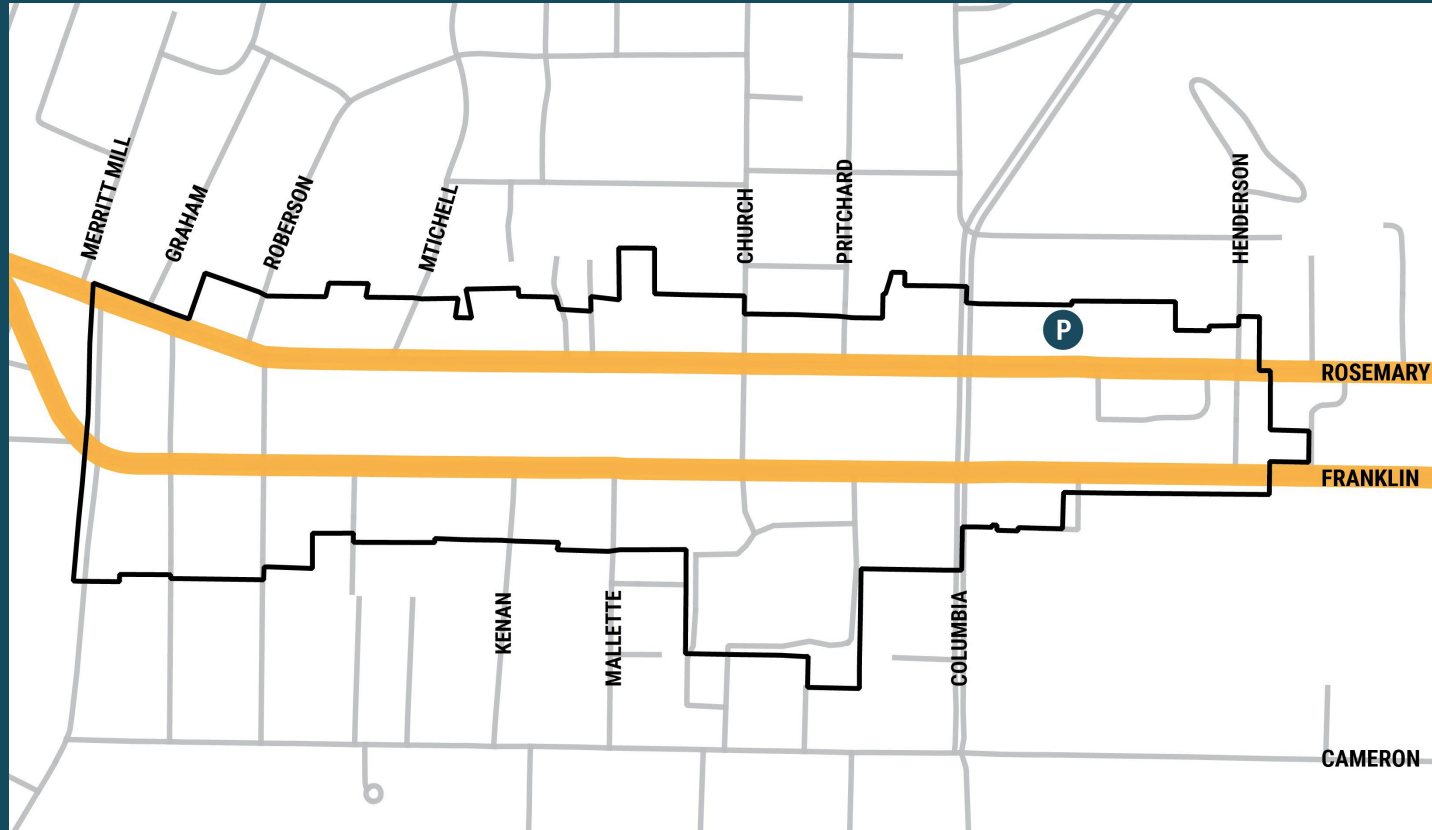
Cameron Ave

Columbia St

Merritt Mill Rd

# “A Streets” Rosemary and Franklin: Working in the Network

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# Leaving a Legacy

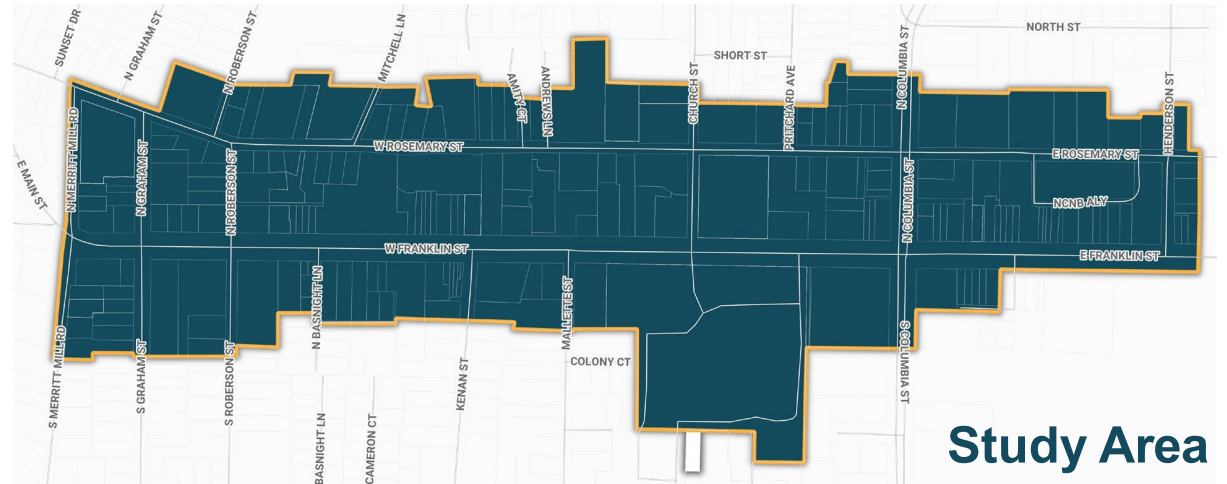
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02

# Project Purpose

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- Establish vision for streets in downtown that provides:
  - Safety for all
  - Vibrancy and economic vitality
  - Connectivity to/between destinations
  - Functionality of streets to access and serve businesses



# Guiding Principles

- More pedestrian space and comfort
- Design for the system
- Establish Rosemary and Franklin as *A Streets*
- Reduce conflicts
- Traffic flow...but slow
- Path as Place



# STREET USERS



MOBILE

PLACE

VULNERABLE

Lockwood

# Slowing Speeds on Rosemary and Franklin streets

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1) Enclosure

2) Engagement

3) Deflection



# Design Week Reveal

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03



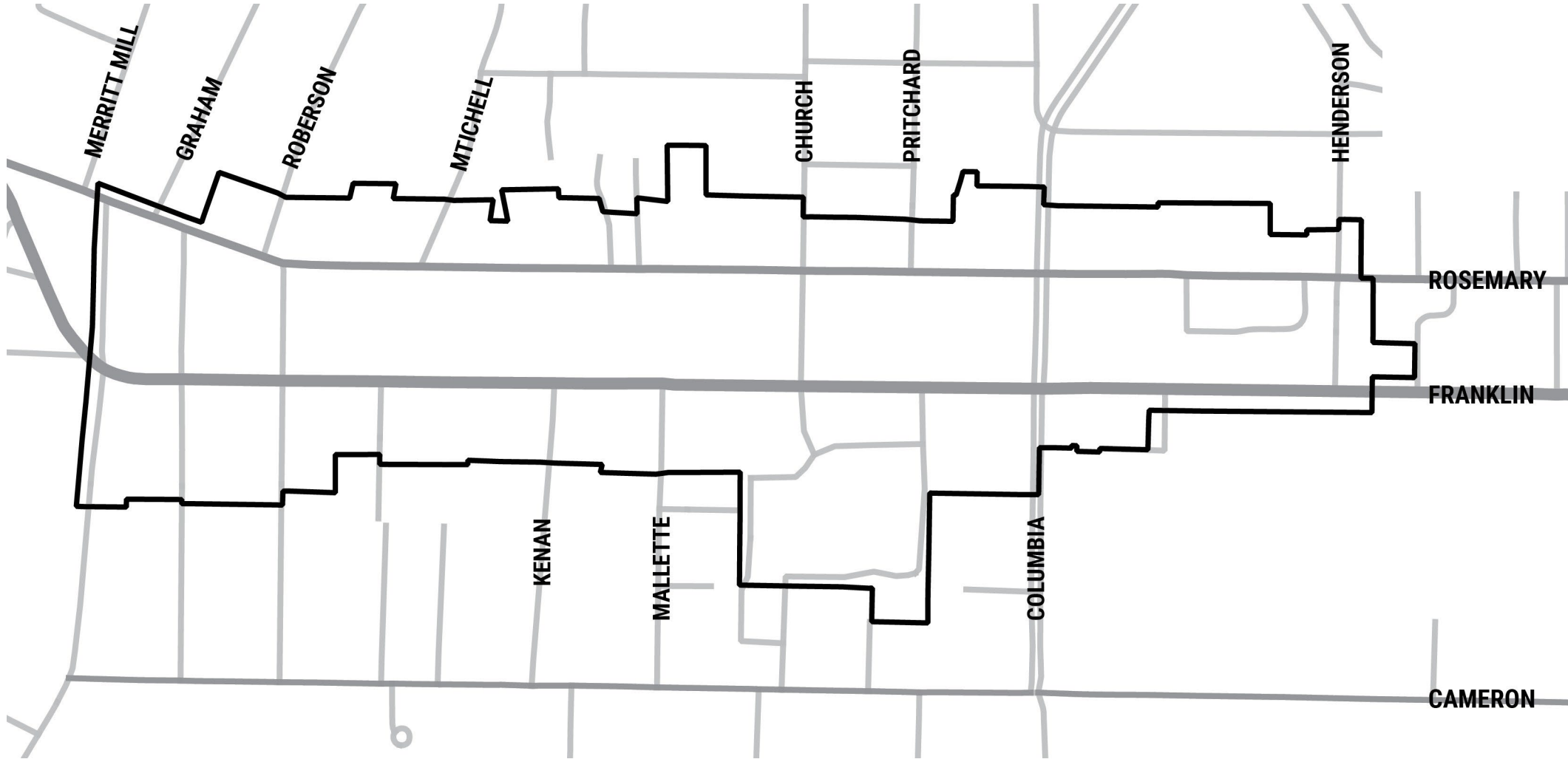
# East/West Connections



# Street Network

LEGEND:

— Supporting Network

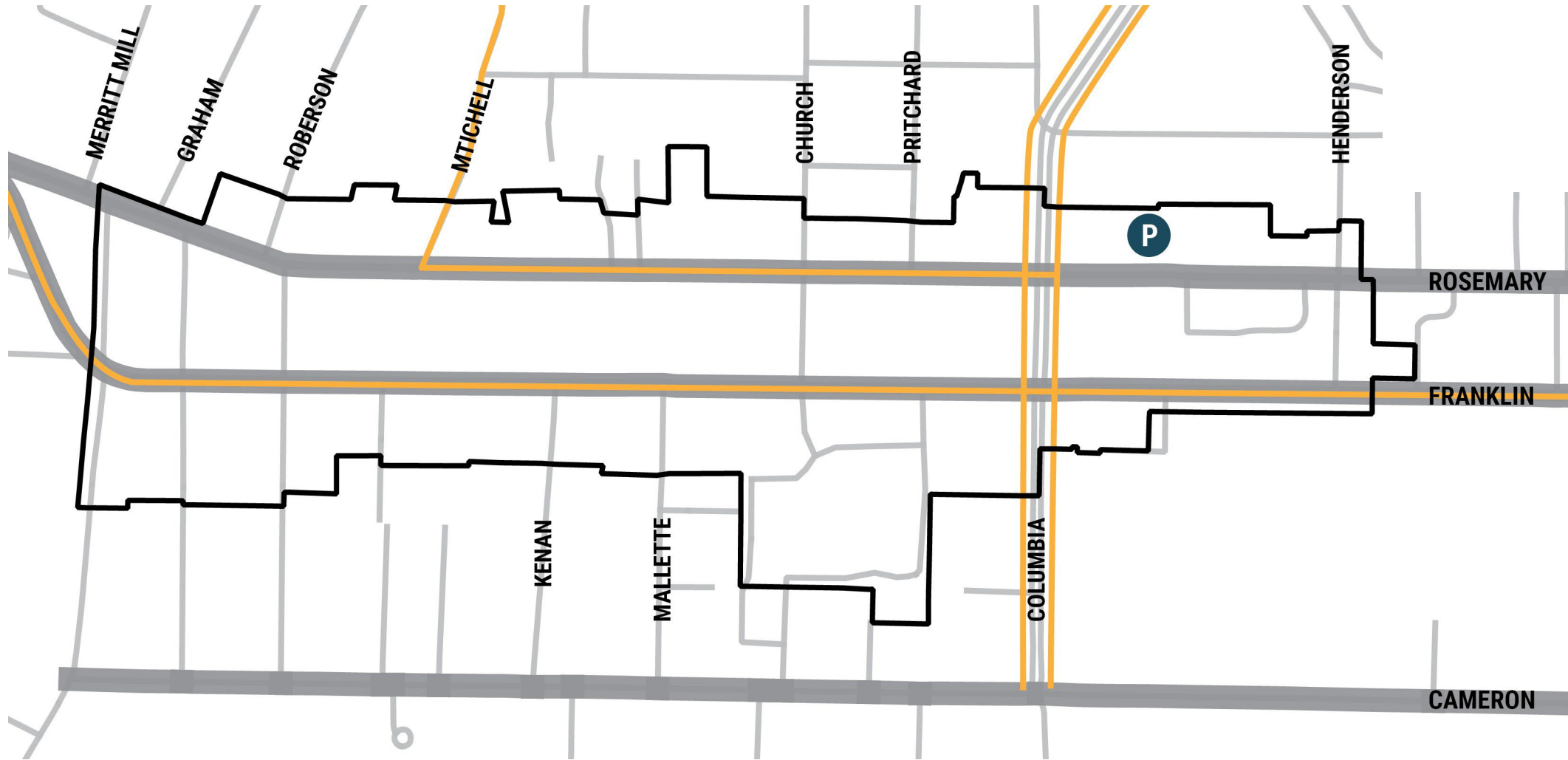




# Transit Connections

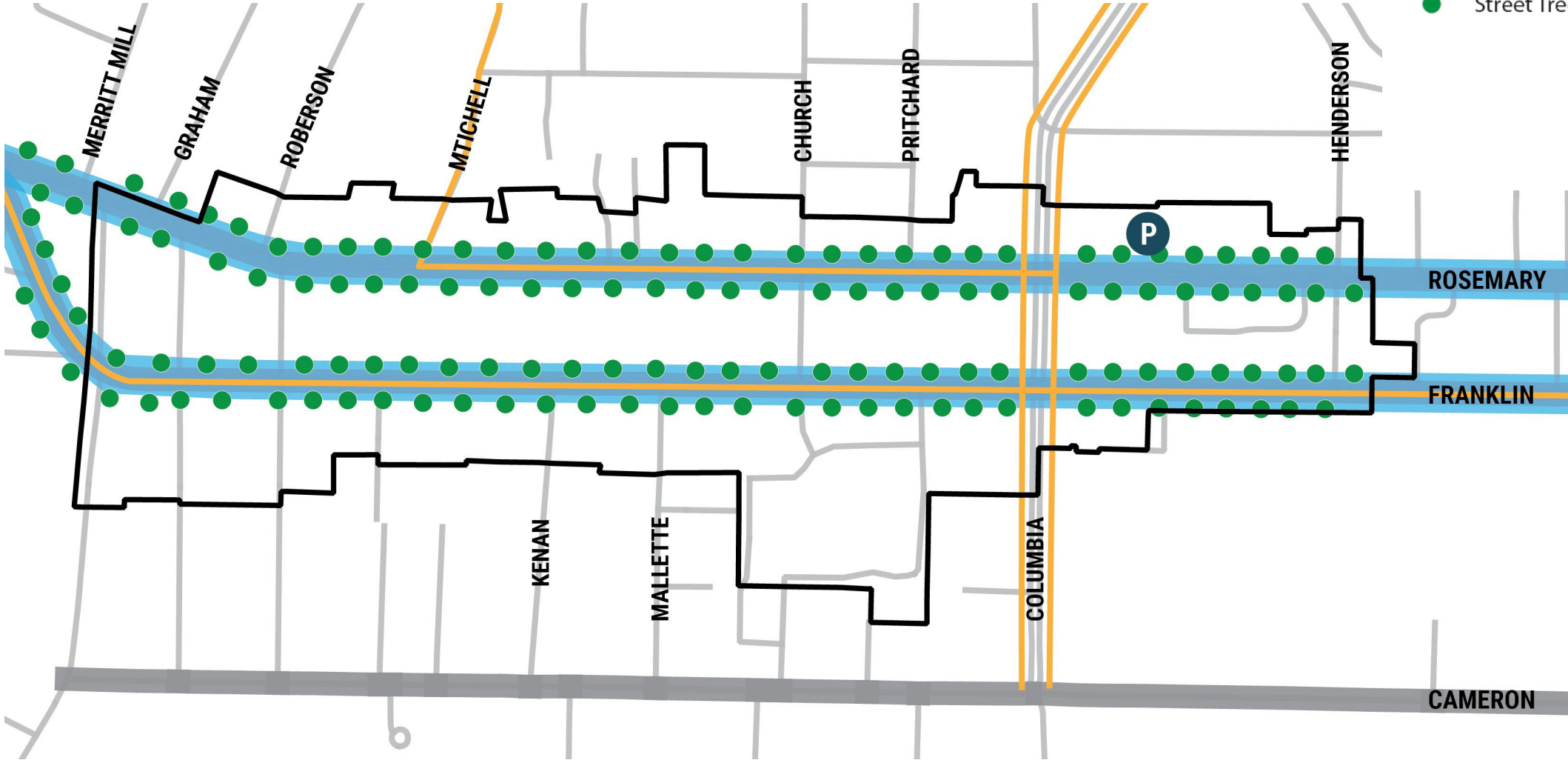
## LEGEND:

- Supporting Network
- Transit Routes



# Comfortable Pedestrian Space

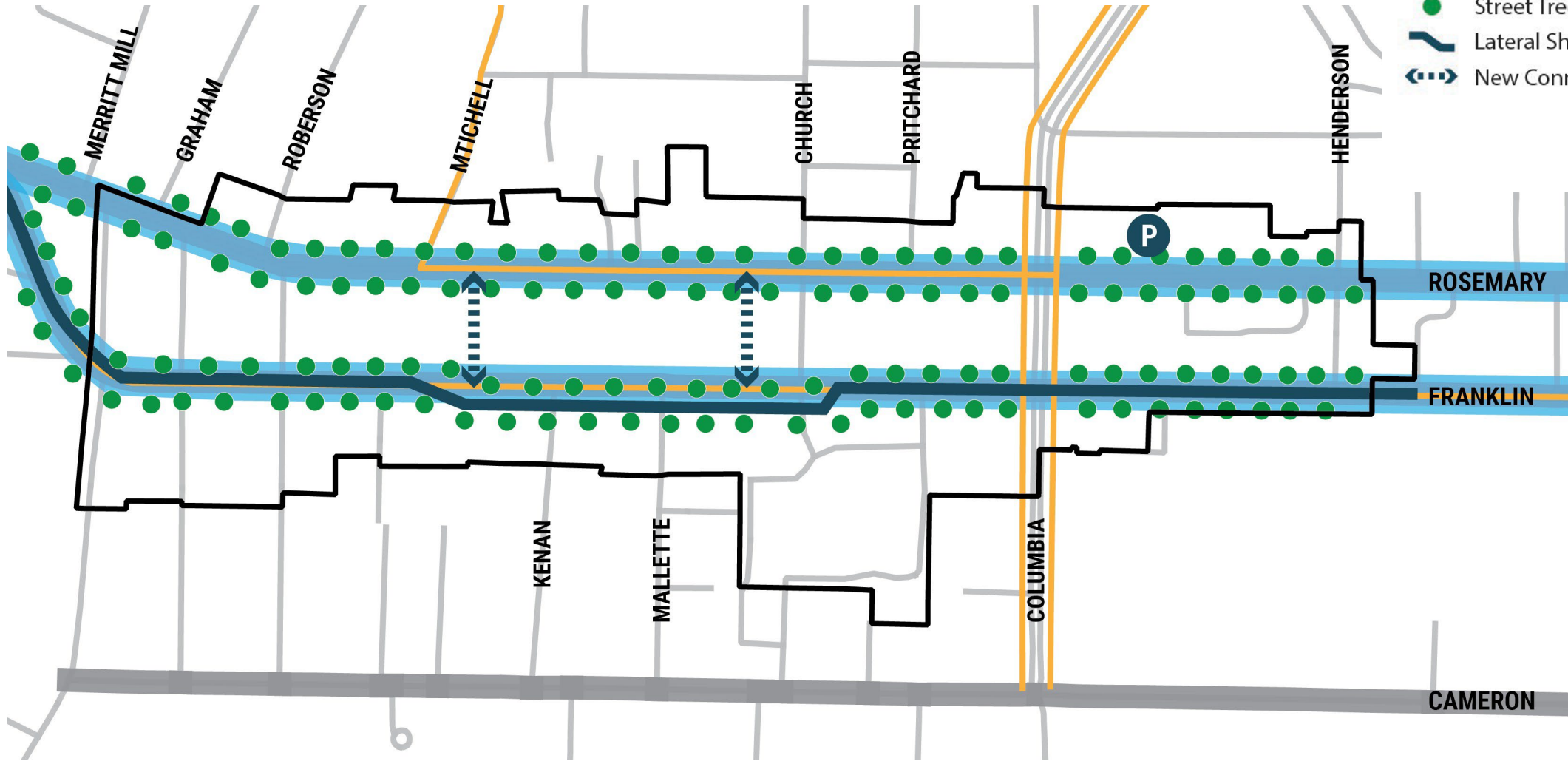
- LEGEND:
- Supporting Network
  - Transit Routes
  - Wider Pedestrian Realm
  - Street Trees (conceptual)



# New Connections

## LEGEND:

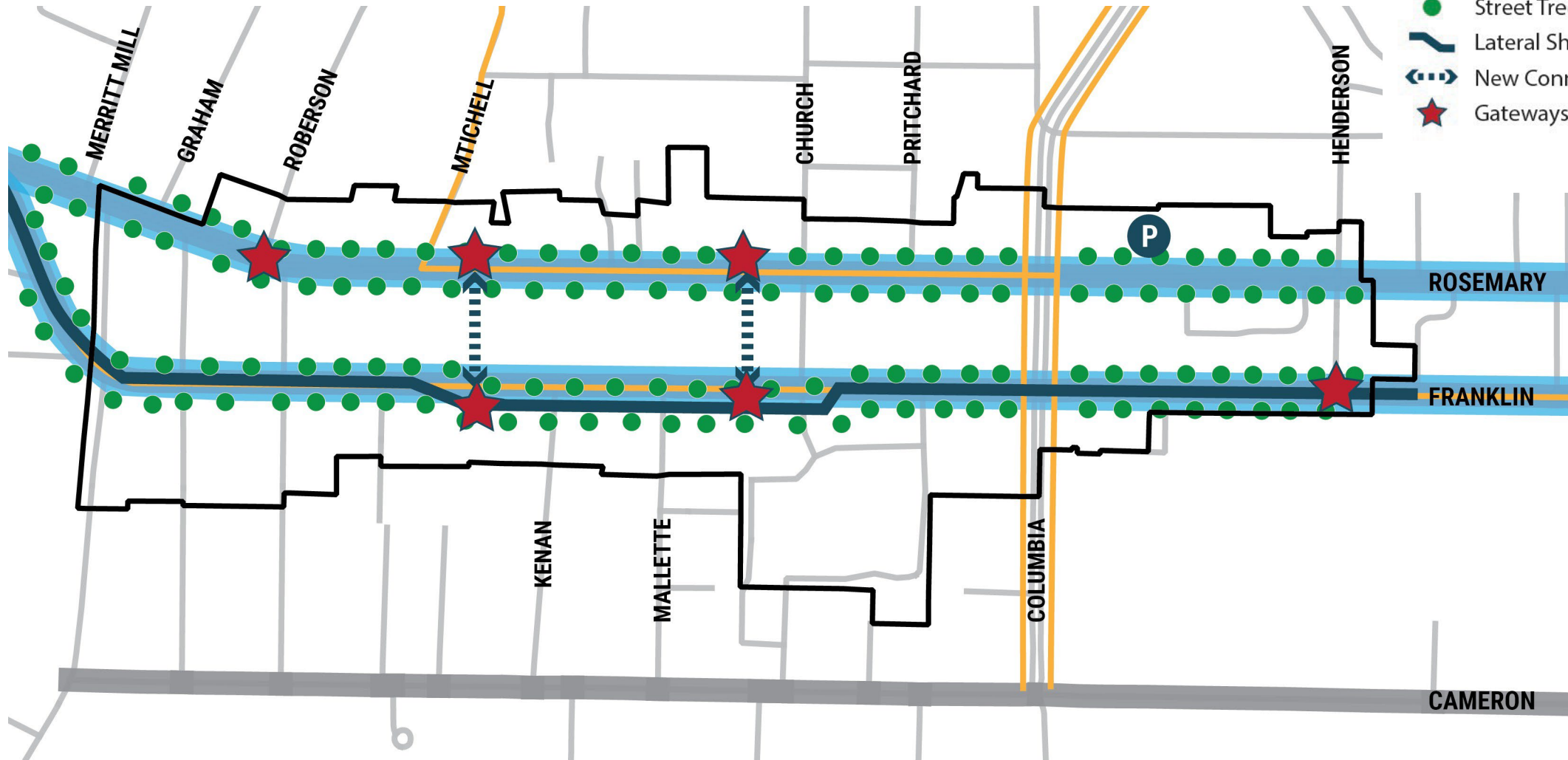
- Supporting Network
- Transit Routes
- Wider Pedestrian Realm
- Street Trees (conceptual)
- Lateral Shift
- New Connections



# Gateways

## LEGEND:

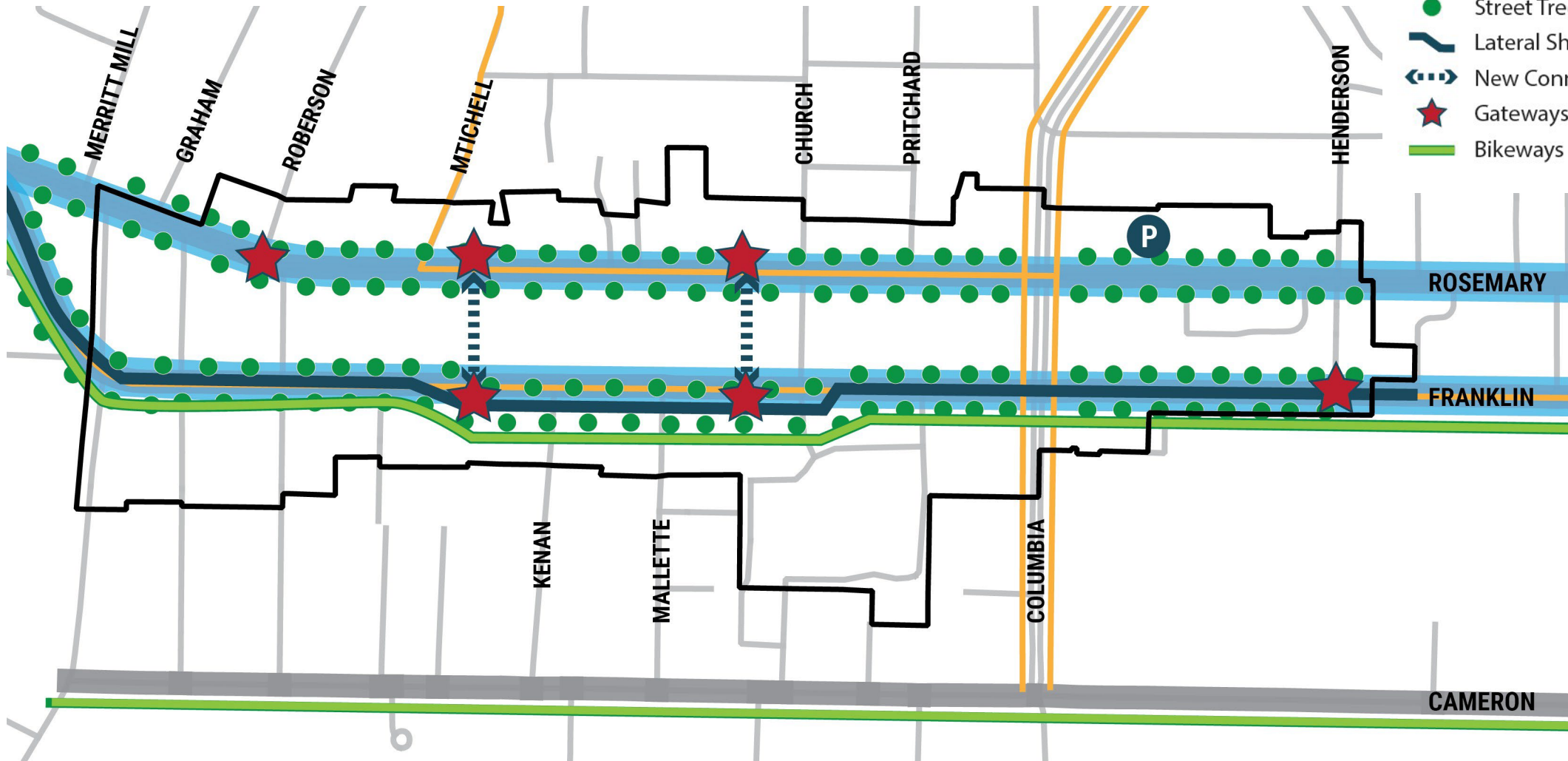
- Supporting Network
- Transit Routes
- Wider Pedestrian Realm
- Street Trees (conceptual)
- Lateral Shift
- New Connections
- Gateways



# High-Quality Bikeways

## LEGEND:

- Supporting Network
- Transit Routes
- Wider Pedestrian Realm
- Street Trees (conceptual)
- Lateral Shift
- New Connections
- Gateways
- Bikeways



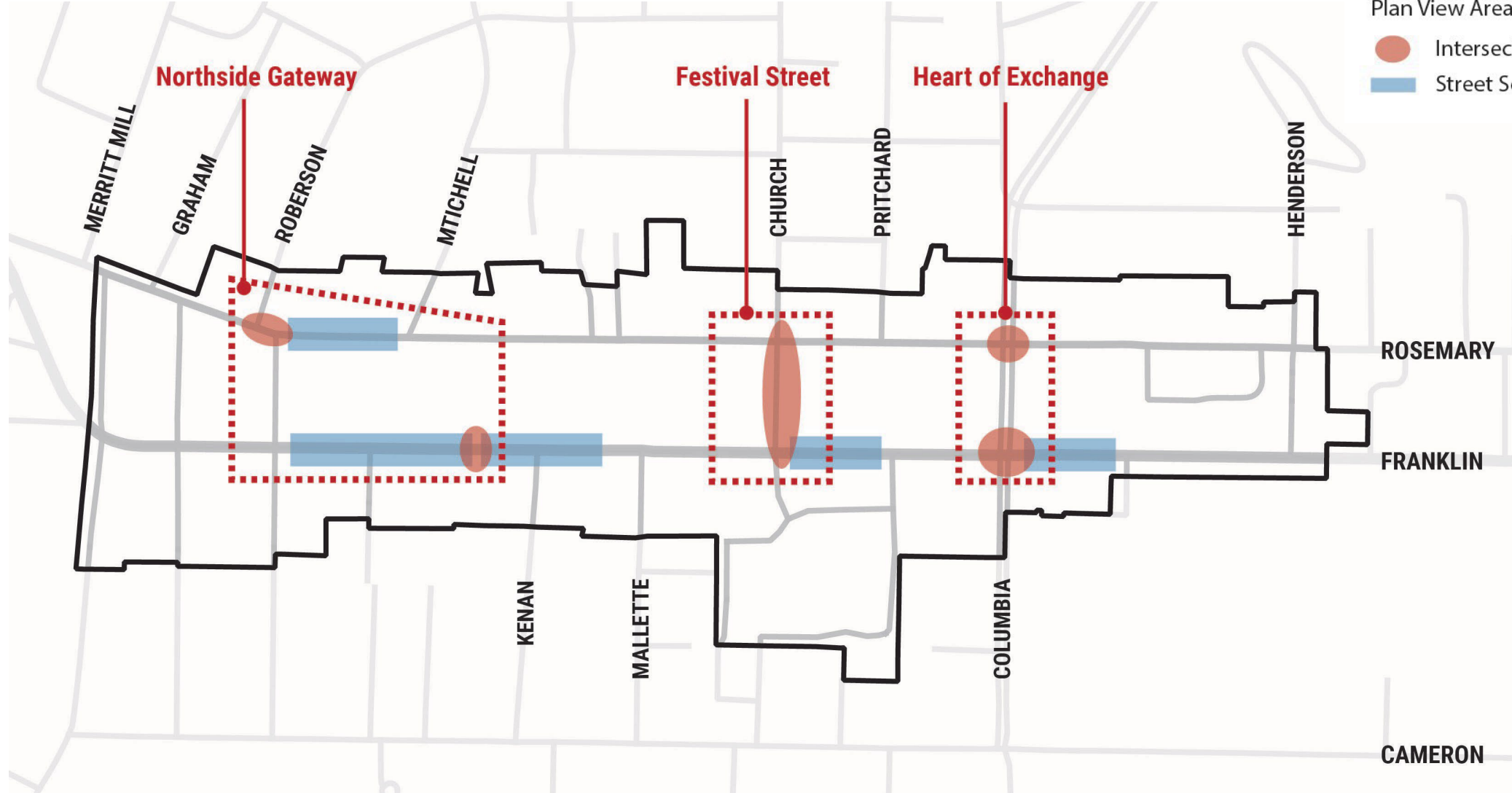
# A Closer Look at Rosemary & Franklin

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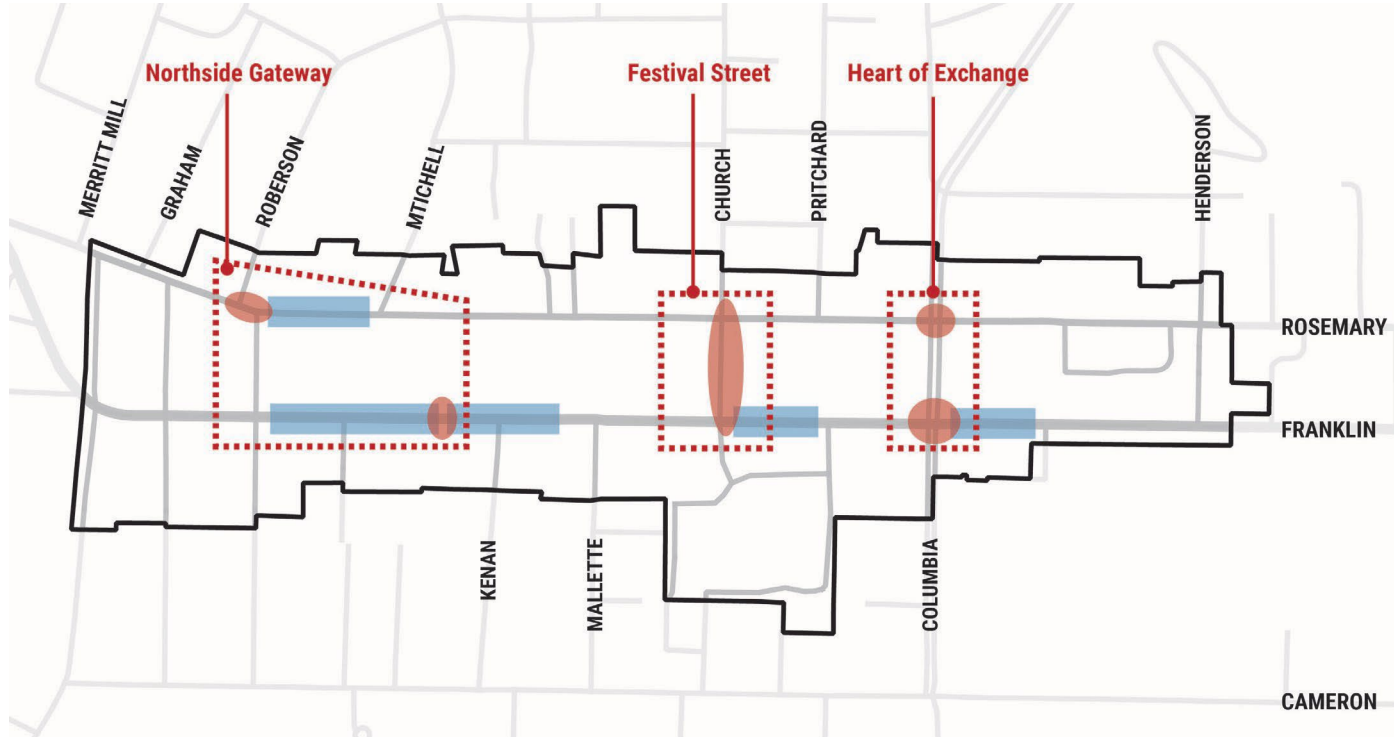
- ***Rosemary St. is a Front Door to the Downtown District***
  - Wider pedestrian space
  - Comfortable: Lighting and street trees
  - Uses: Residential, Office/Institutional Employment, Civic
- ***Franklin St. is the center of exchange***
  - Wider pedestrian space
  - Comfortable: Lighting and street trees
  - Uses: Restaurant, Civic, Retail, University

# Key Map

- LEGEND:**
- Street Centerlines
  - Plan View Areas:
    - Intersections/ Special Places
    - ▭ Street Segments



# Key Changes



## *Rosemary St.*

- No bike lanes
- Continuous street trees
- Designated loading zones

### LEGEND:

— Street Centerlines

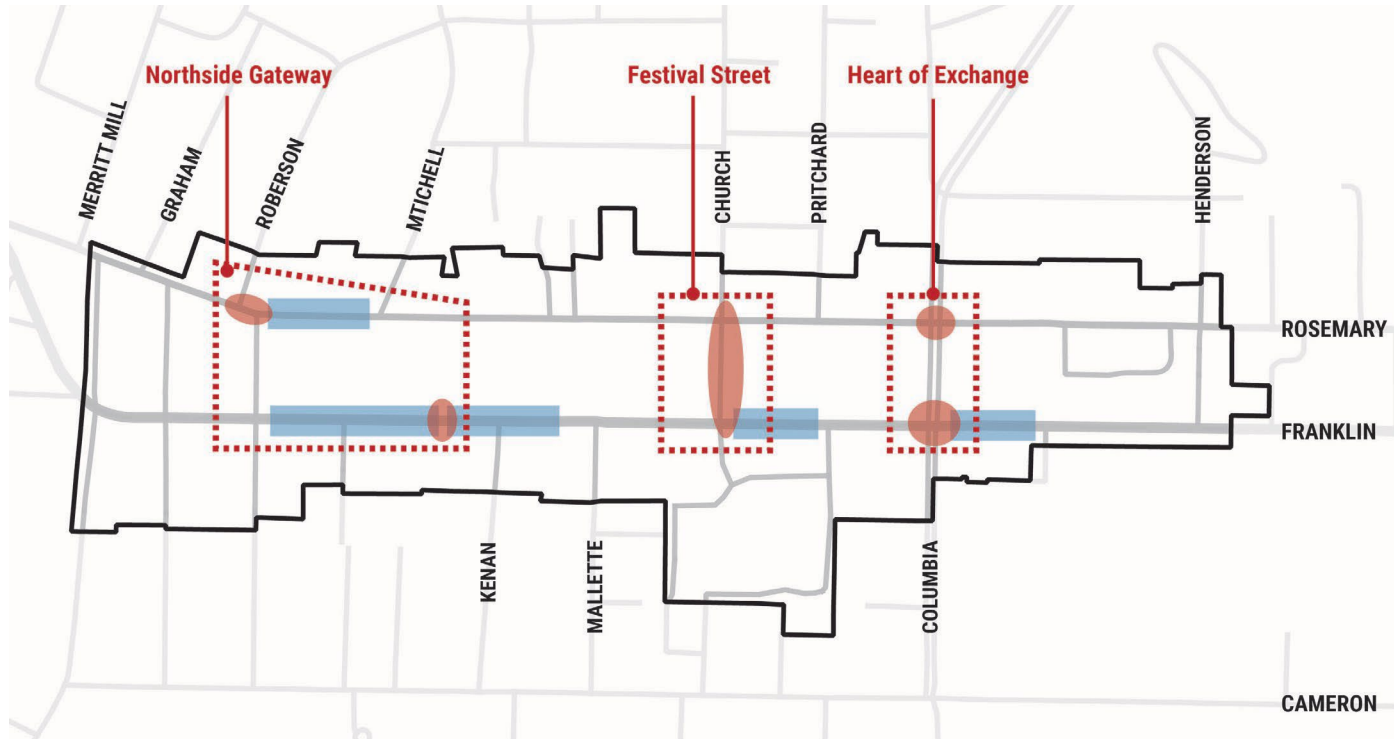
Plan View Areas:

● Intersections/ Special Places

■ Street Segments



# Key Changes



## LEGEND:

— Street Centerlines

Plan View Areas:

● Intersections/ Special Places

■ Street Segments

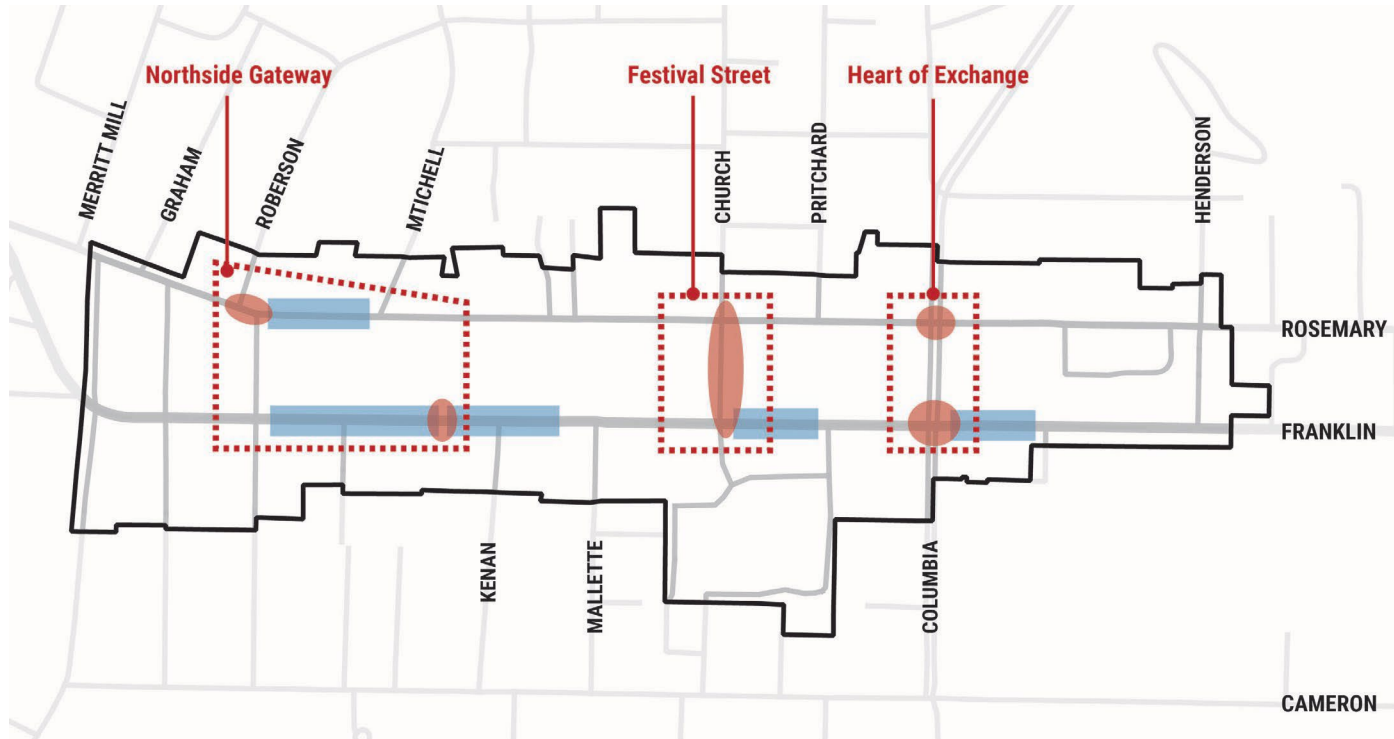
## *Rosemary St.*

- No bike lanes
- Continuous street trees
- Designated loading zones

## *Franklin St.*

- Designated bike facility on E. Franklin
- New bikeway type
- Designated loading zones

# Key Changes



## LEGEND:

— Street Centerlines

Plan View Areas:

● Intersections/ Special Places

■ Street Segments

## *Rosemary St.*

- No bike lanes
- Continuous street trees
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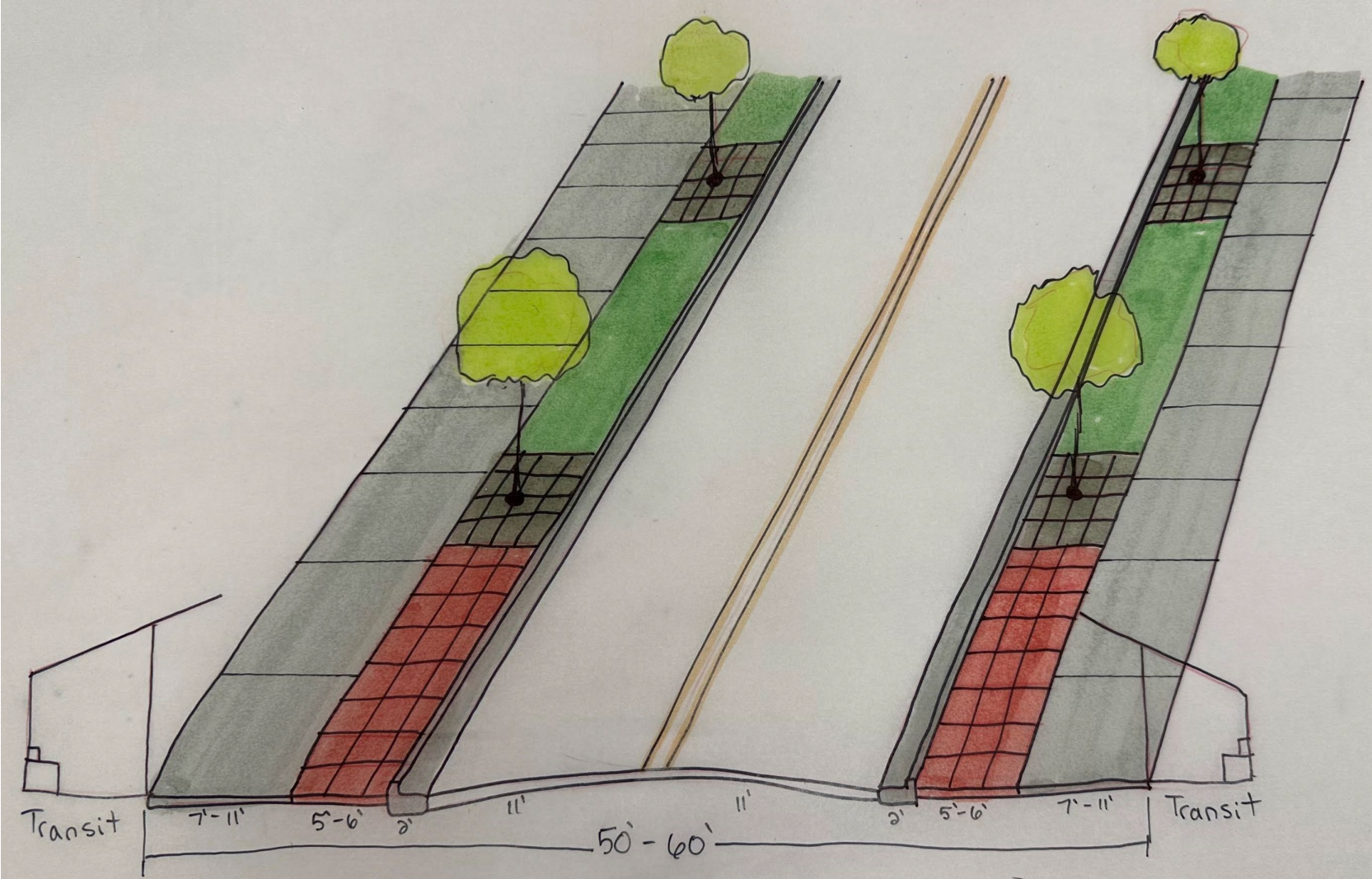
## *Franklin St.*

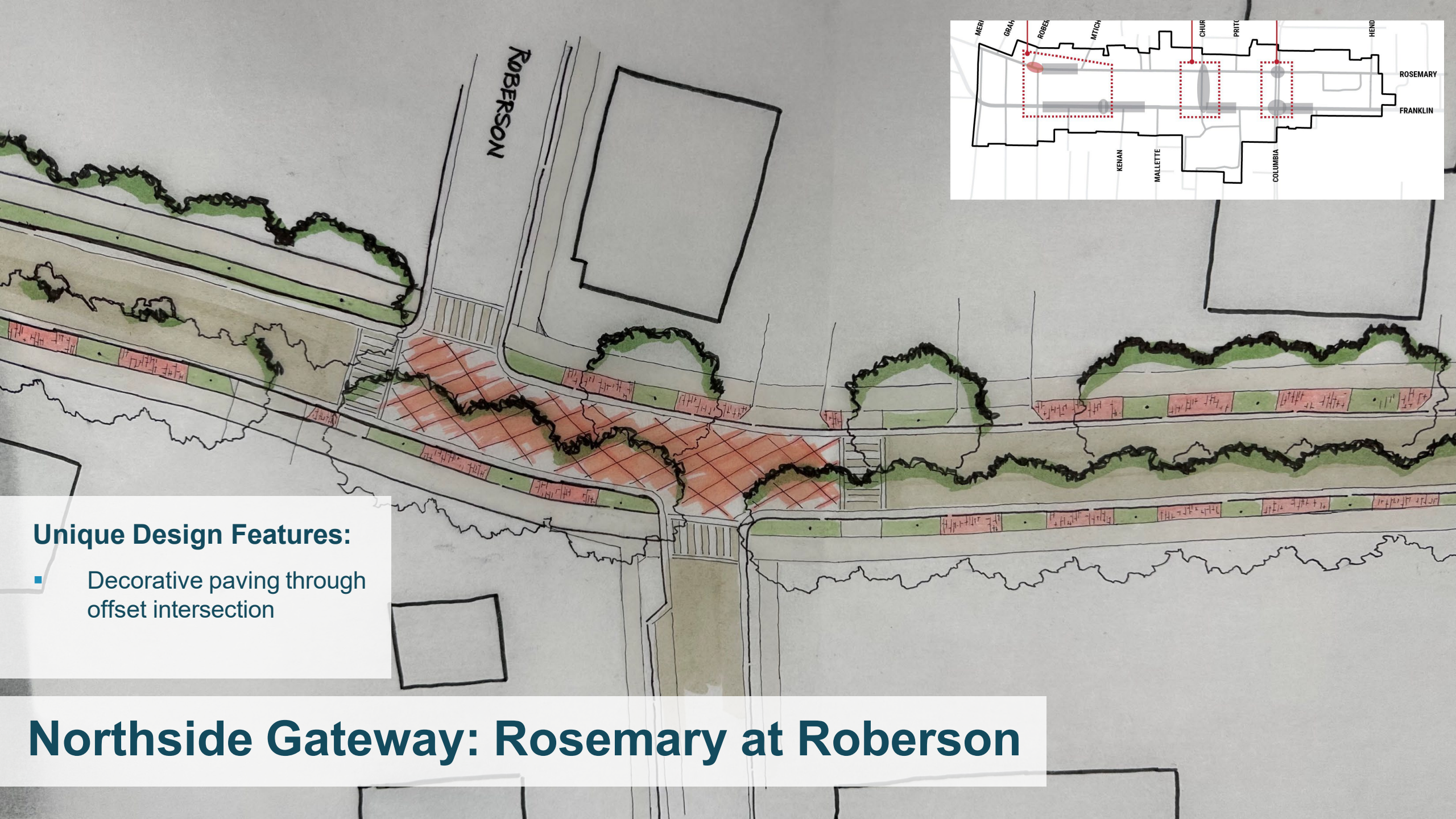
- Designated bike facility on E. Franklin
- New bikeway type
- Designated loading zones

## *Cameron Ave.*

- New bikeway type

# Rosemary



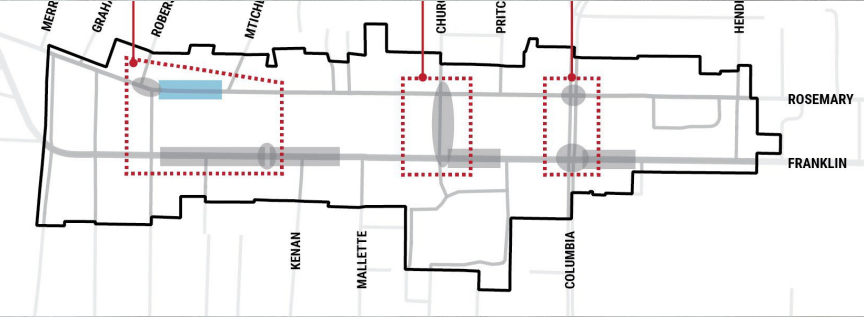
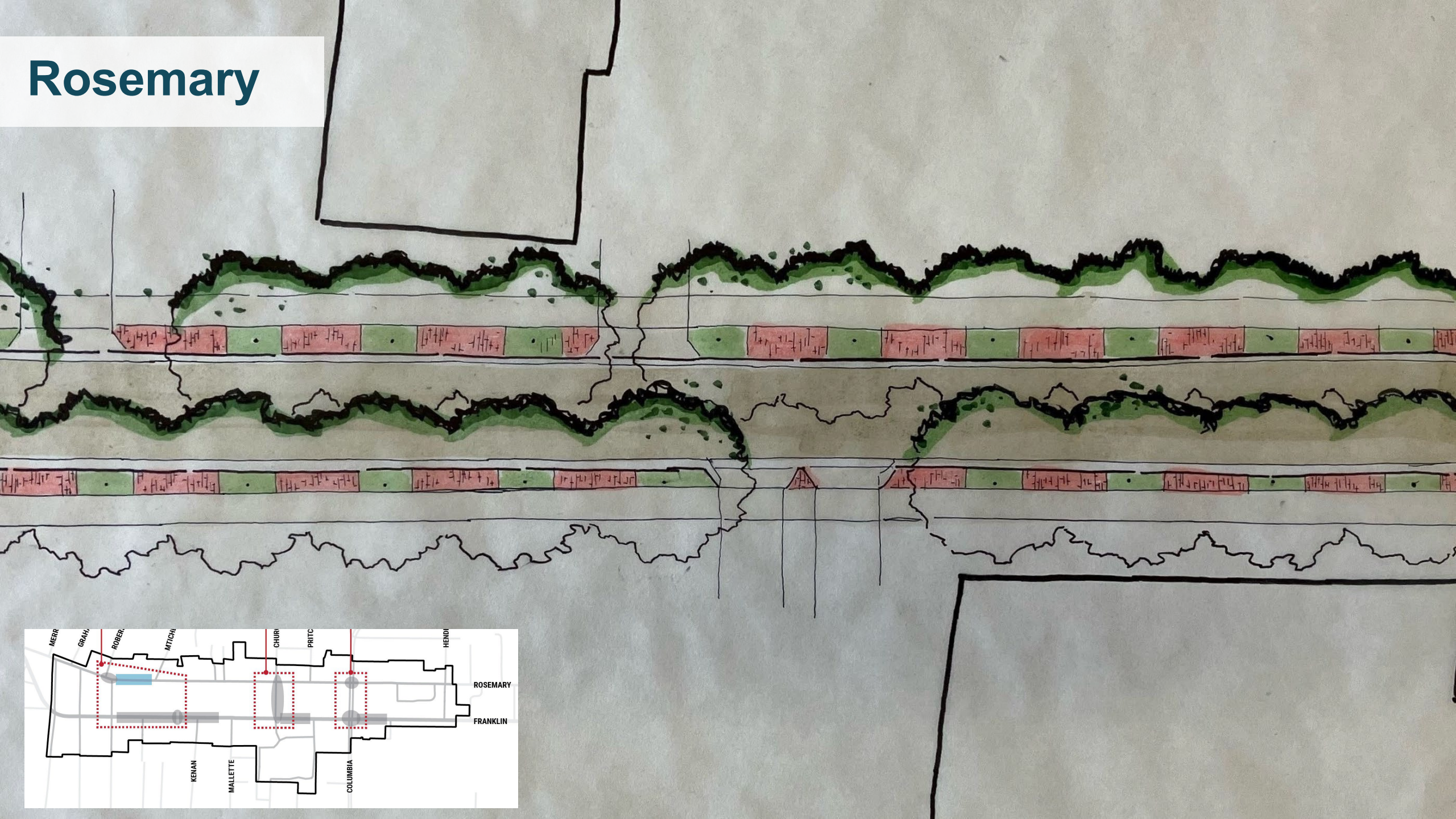


**Unique Design Features:**

- Decorative paving through offset intersection

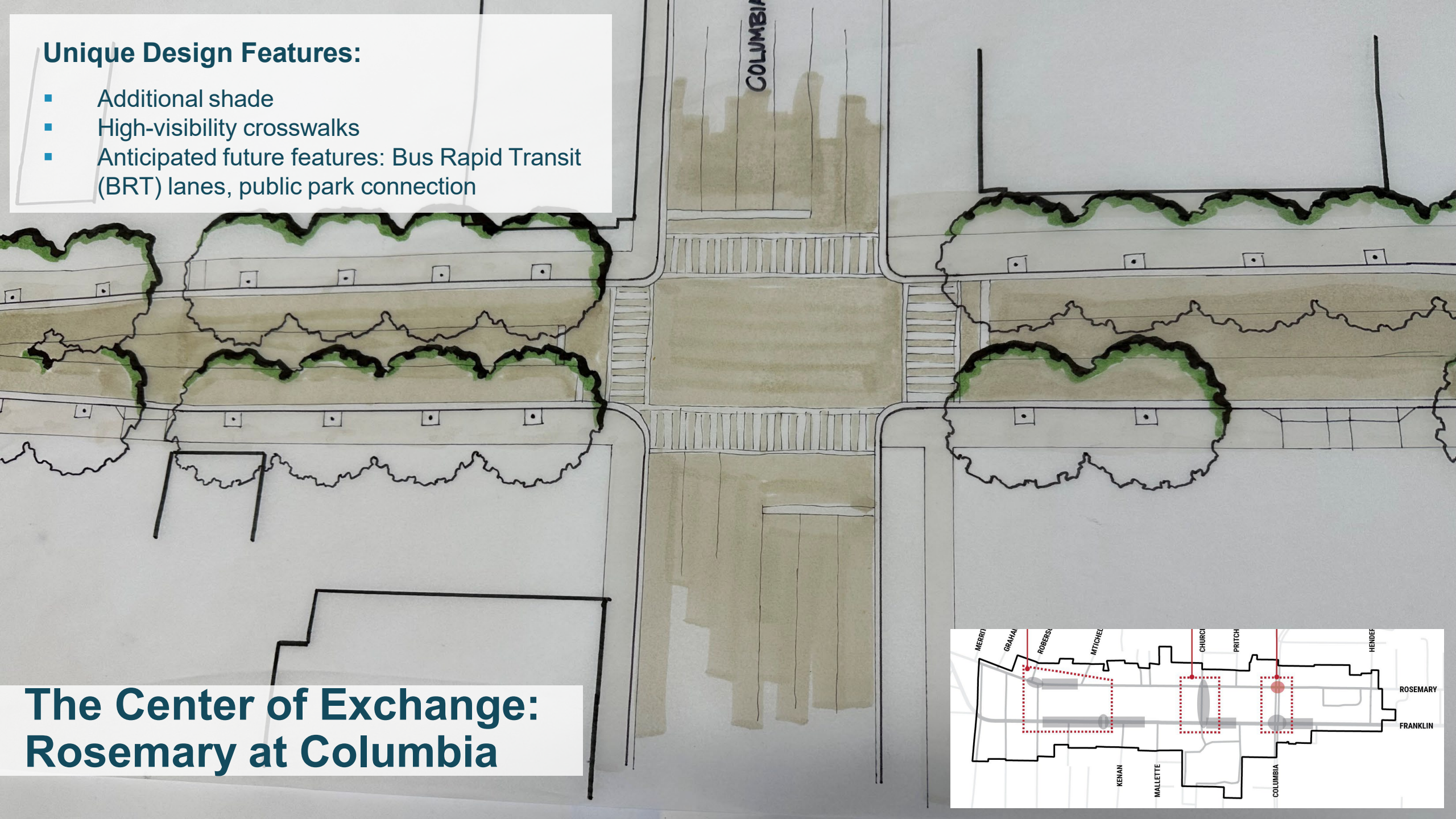
**Northside Gateway: Rosemary at Roberson**

# Rosemary



## Unique Design Features:

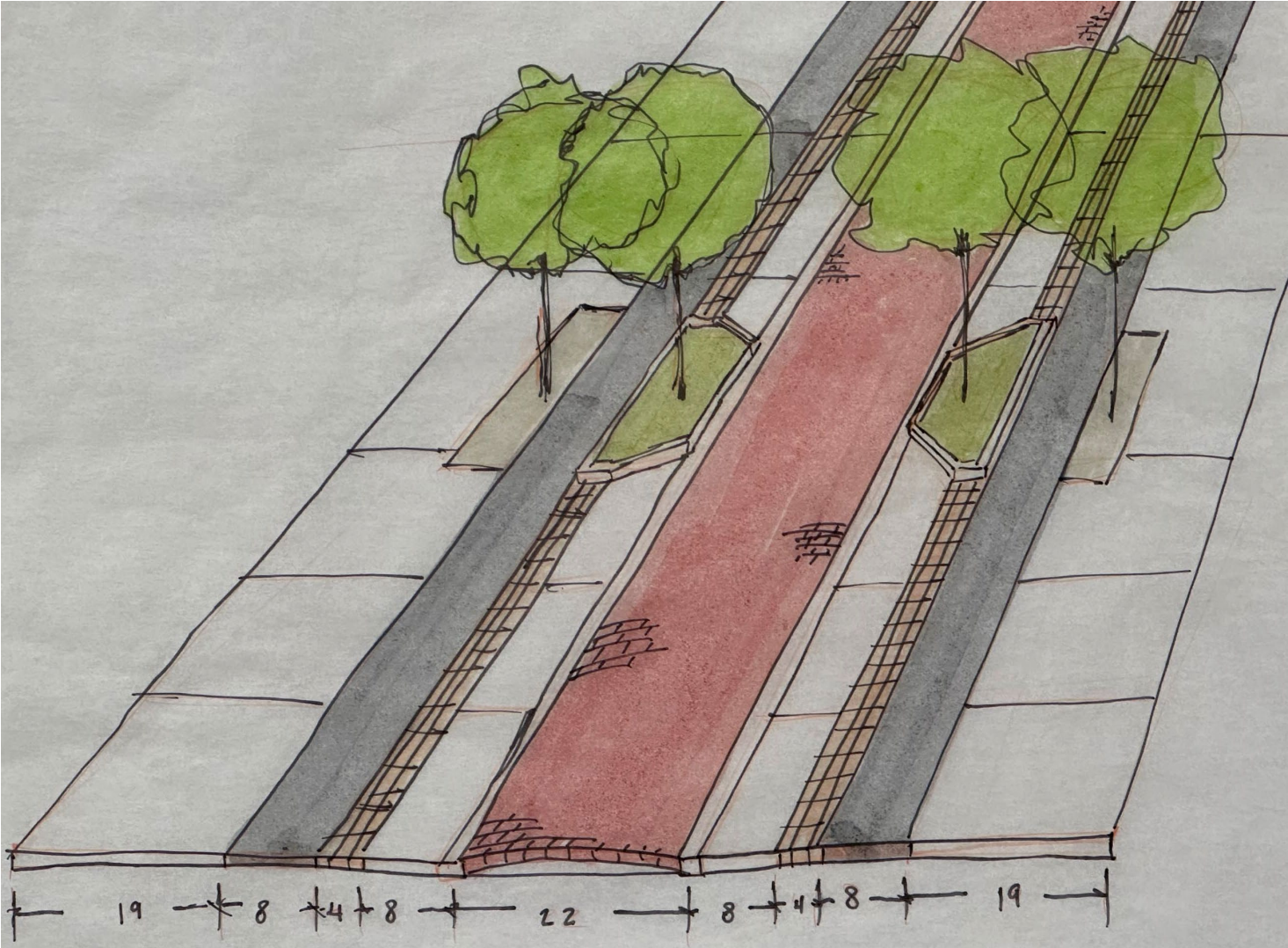
- Additional shade
- High-visibility crosswalks
- Anticipated future features: Bus Rapid Transit (BRT) lanes, public park connection



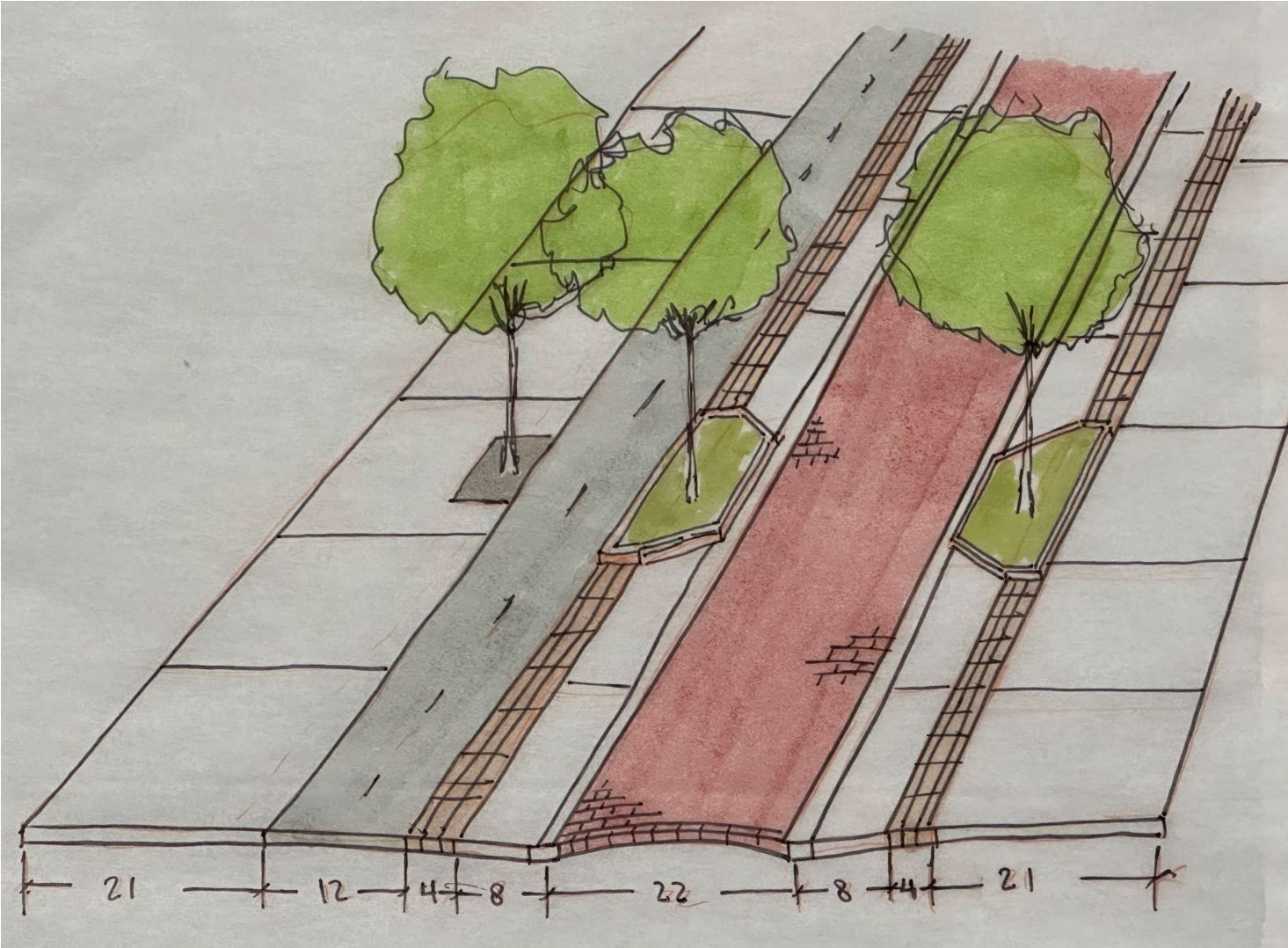
## The Center of Exchange: Rosemary at Columbia



# W. Franklin: Directional SBLs and Parallel Parking

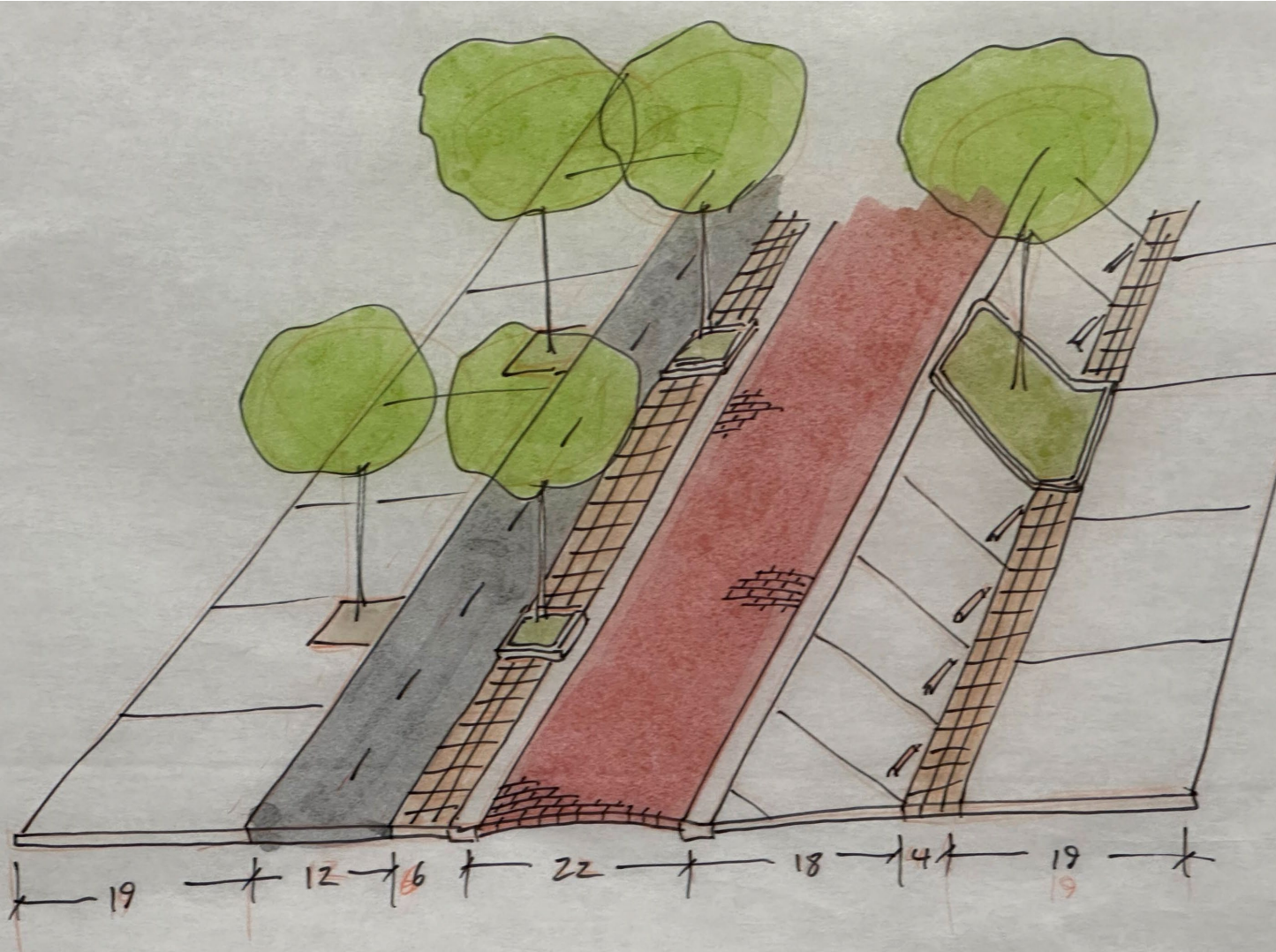


# W. Franklin: Two-Way SBL and Parallel Parking

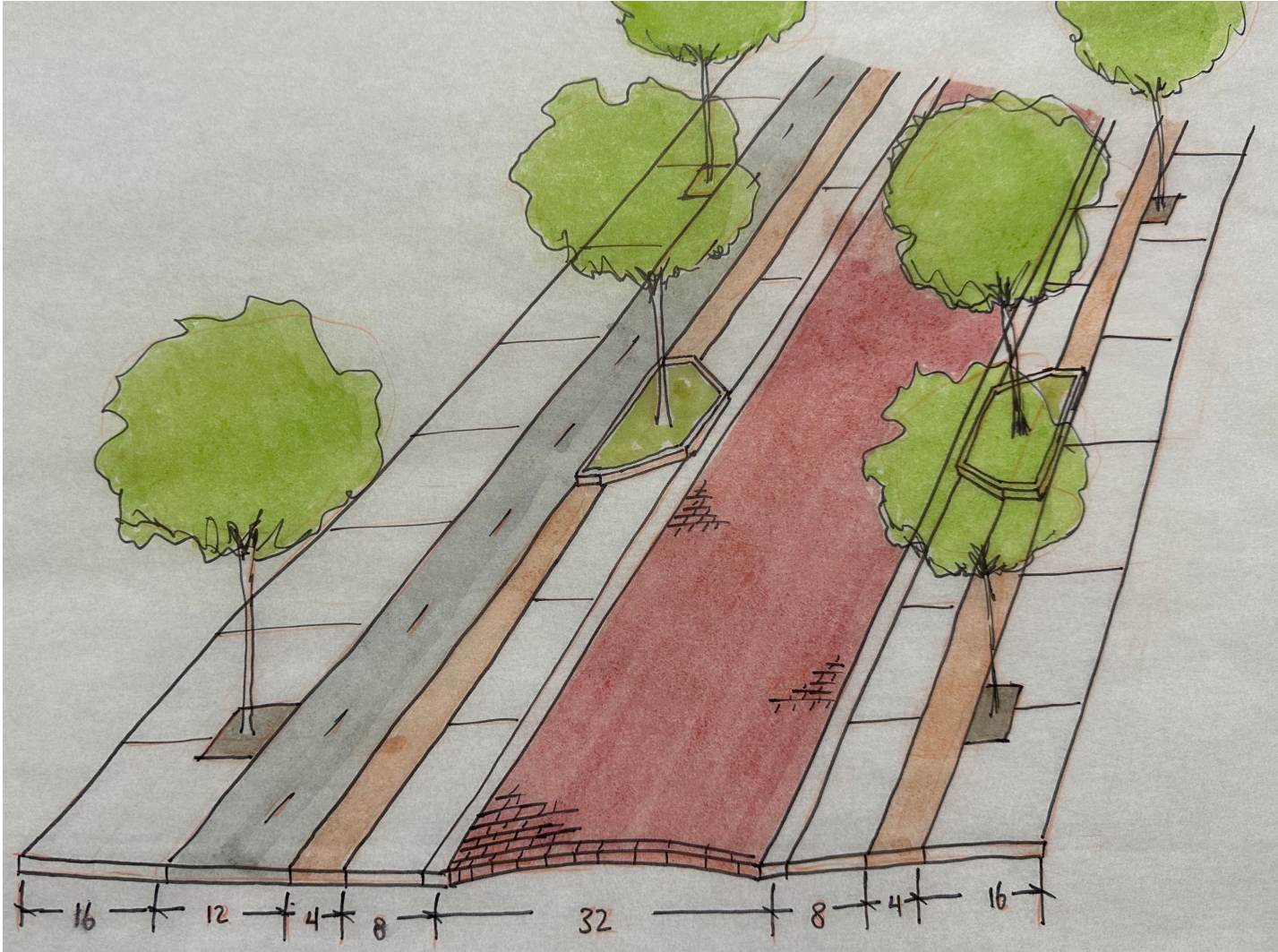




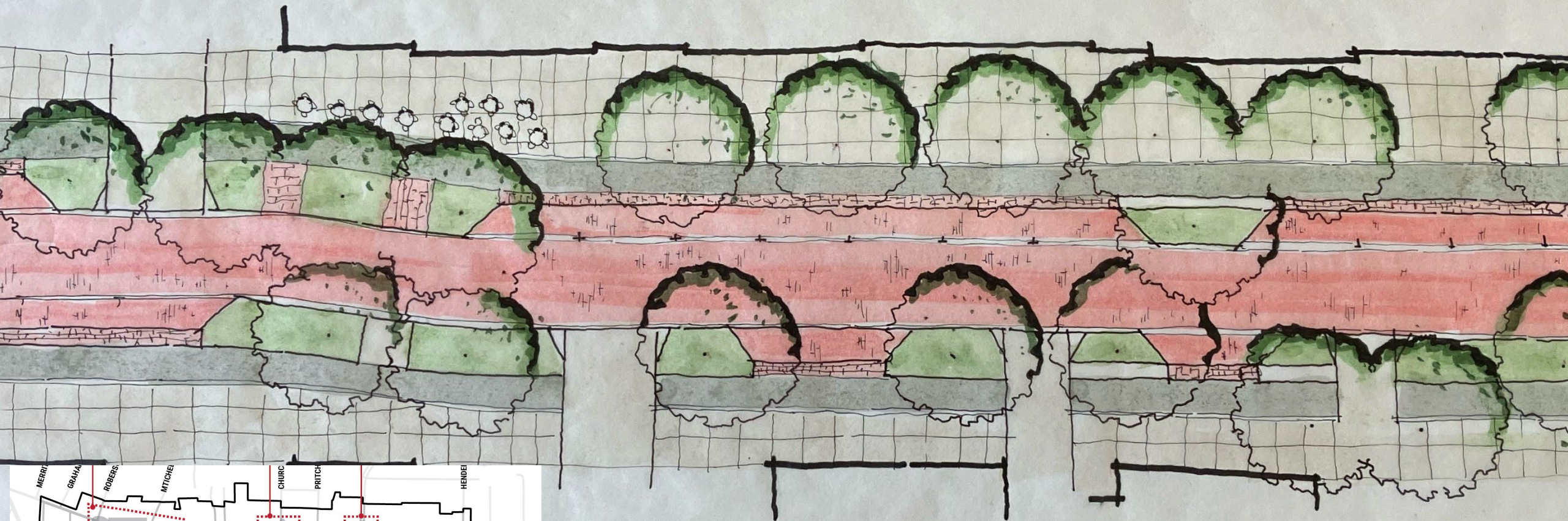
# W. Franklin: Two-Way SBL and Reverse Angle Parking



# E. Franklin: Two-Way Separated Bike Lane (SBL) and Parallel Parking



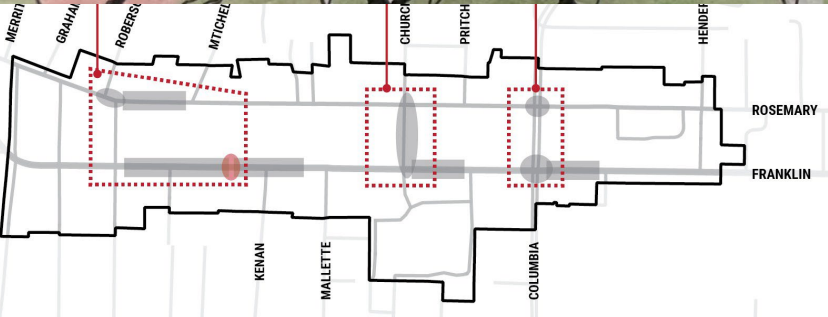
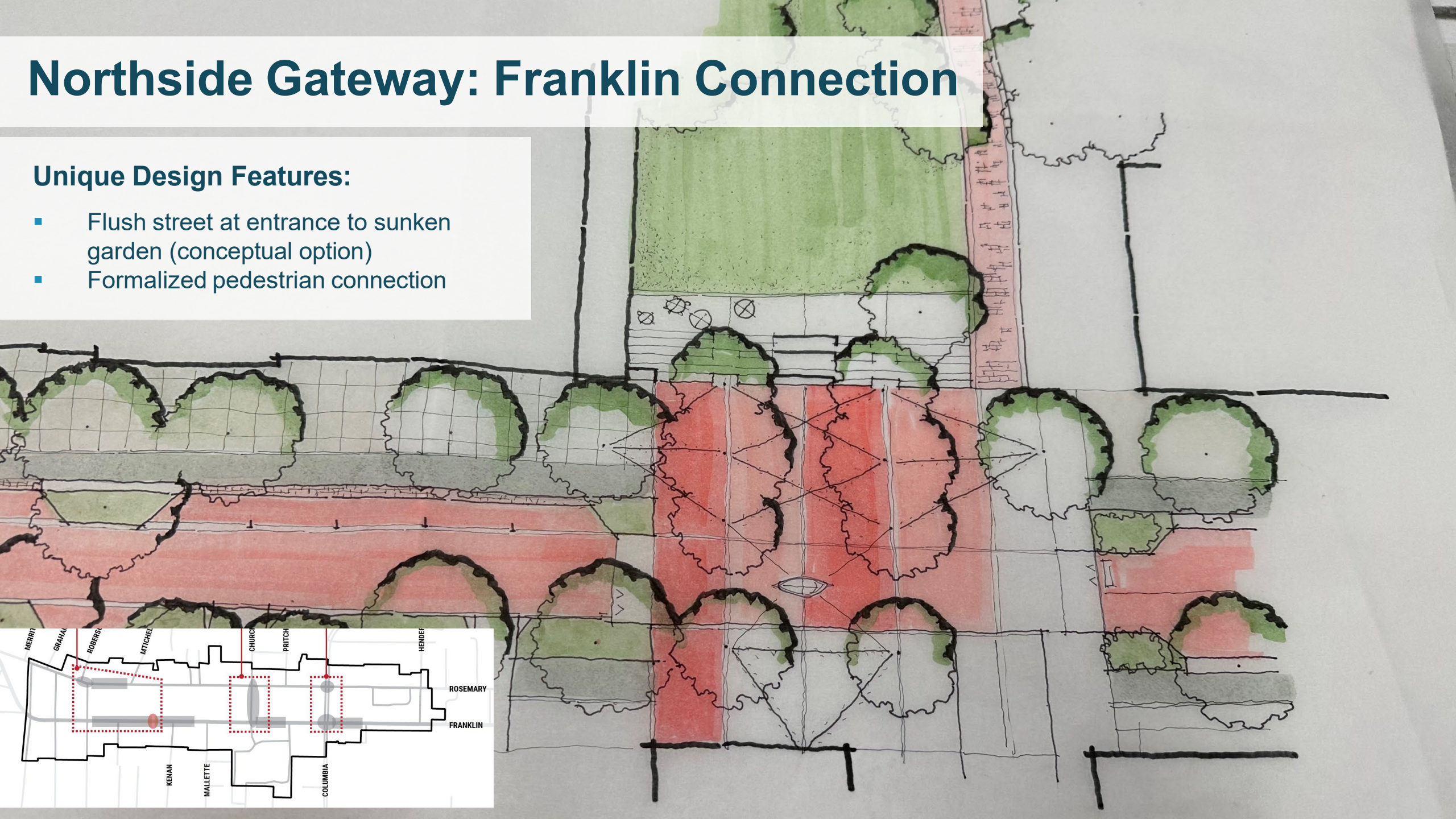
# W. Franklin: Directional SBLs and Parallel Parking



# Northside Gateway: Franklin Connection

## Unique Design Features:

- Flush street at entrance to sunken garden (conceptual option)
- Formalized pedestrian connection

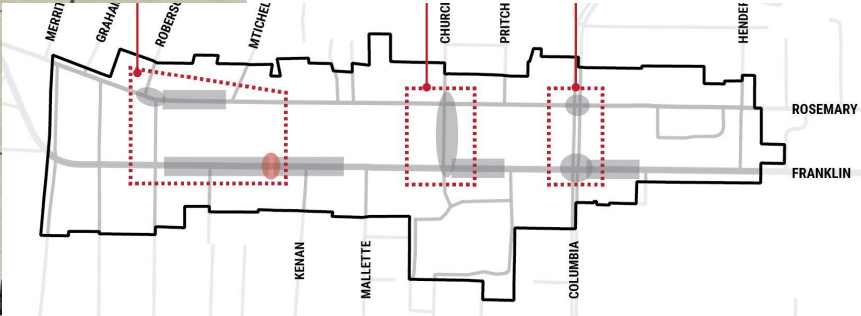


# Northside Gateway: Franklin Connection

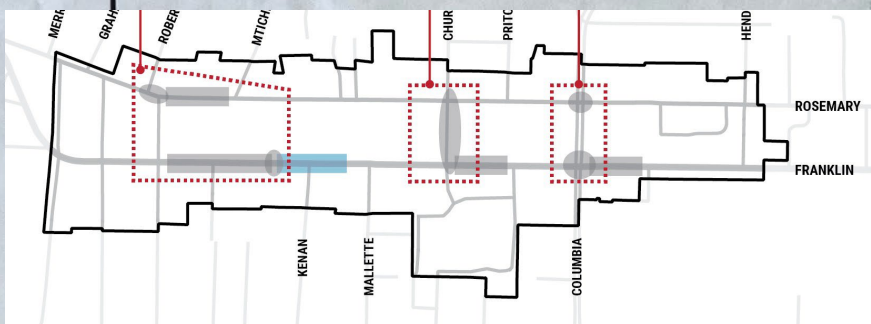
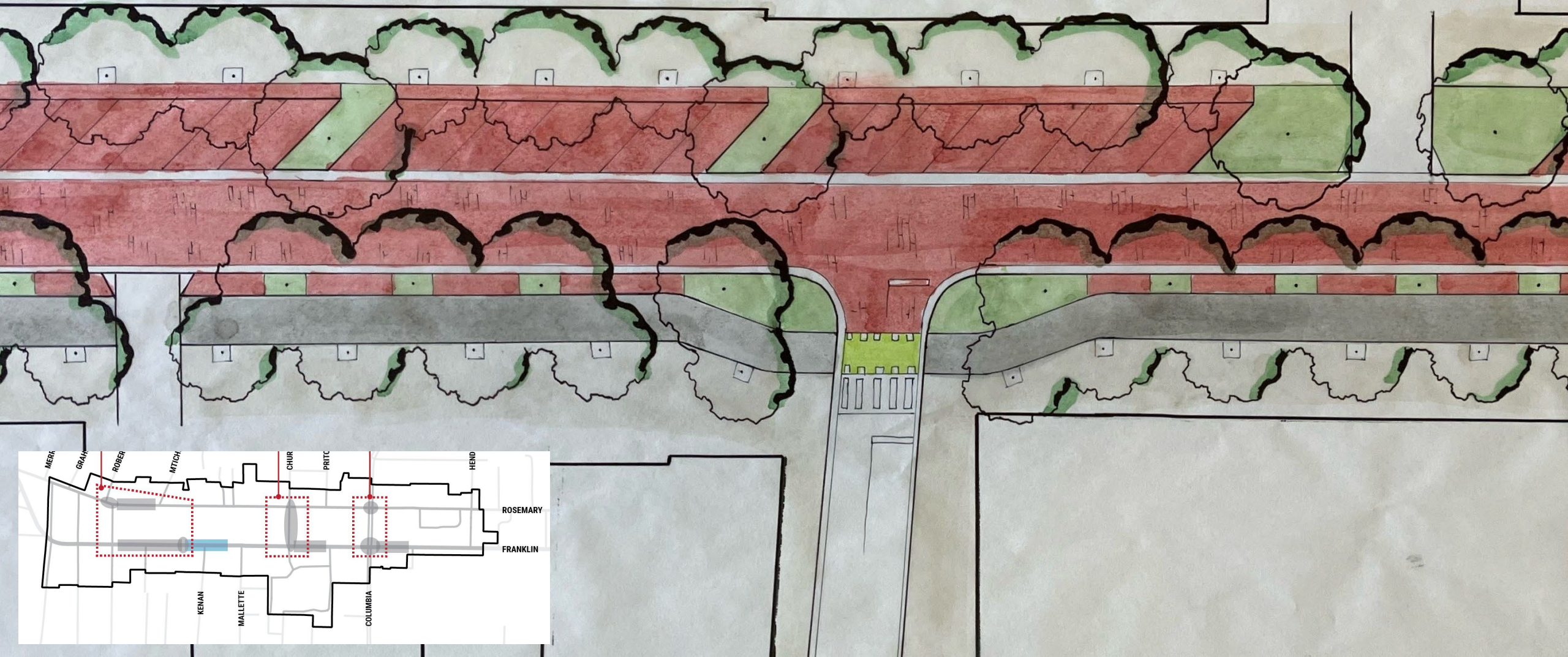


## Unique Design Features:

- Lateral shift in roadway with monumental pedestrian refuge at entrance to sunken garden (conceptual option)



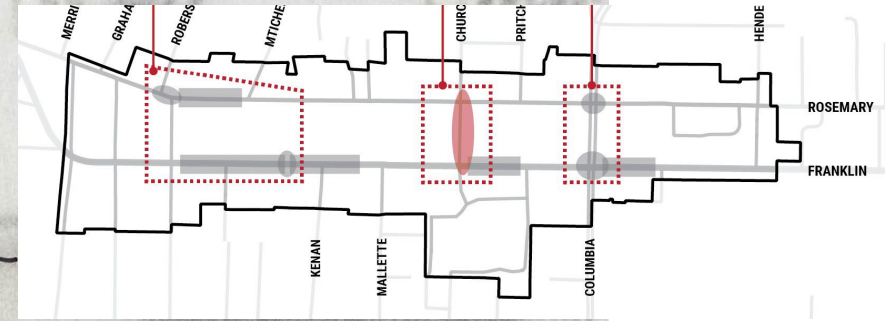
# W. Franklin: Two-Way SBL and Reverse Angle Parking



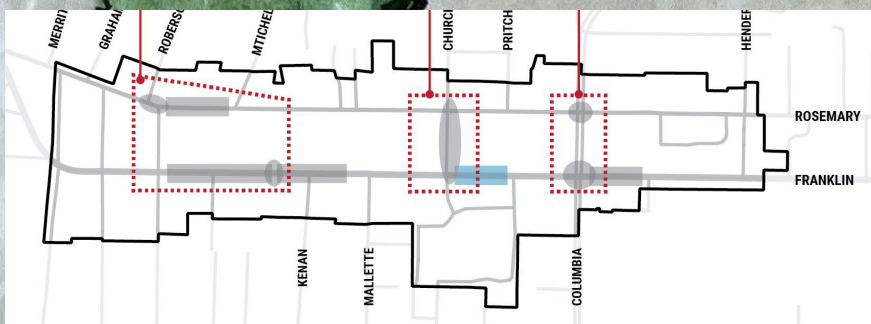
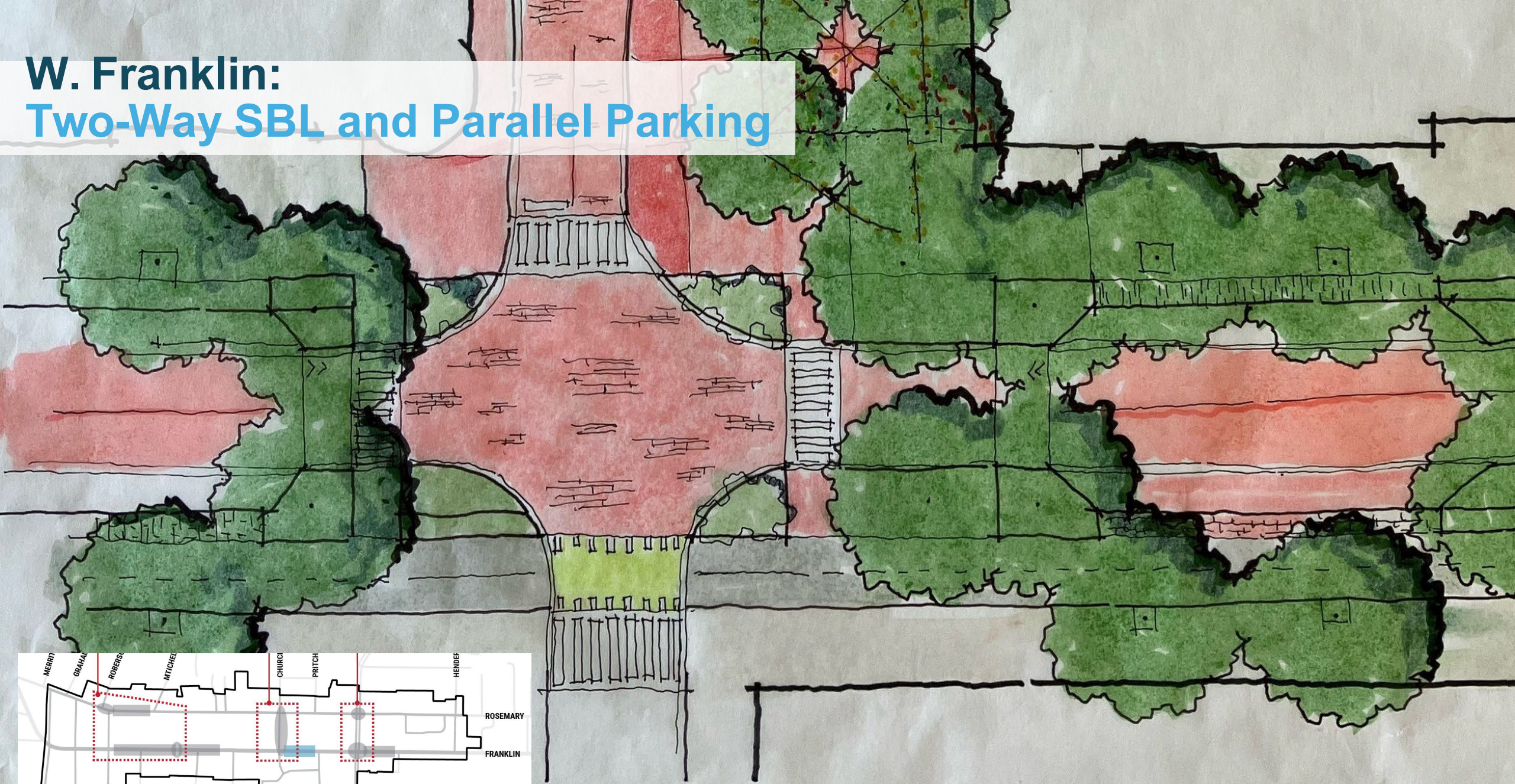
# Church Street: Festival Connector

## Unique Design Features:

- Flush street with seamless transition into 140 W. Franklin plaza
- Catenary lighting
- Ample trees for shade and sense of enclosure
- Lateral shift on Franklin just east of Church for traffic calming



# W. Franklin: Two-Way SBL and Parallel Parking





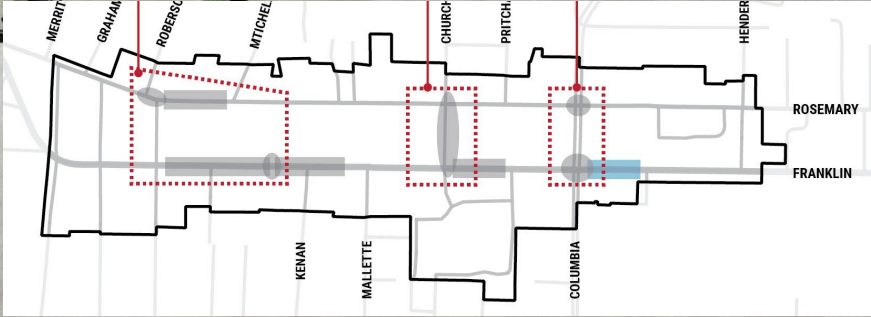
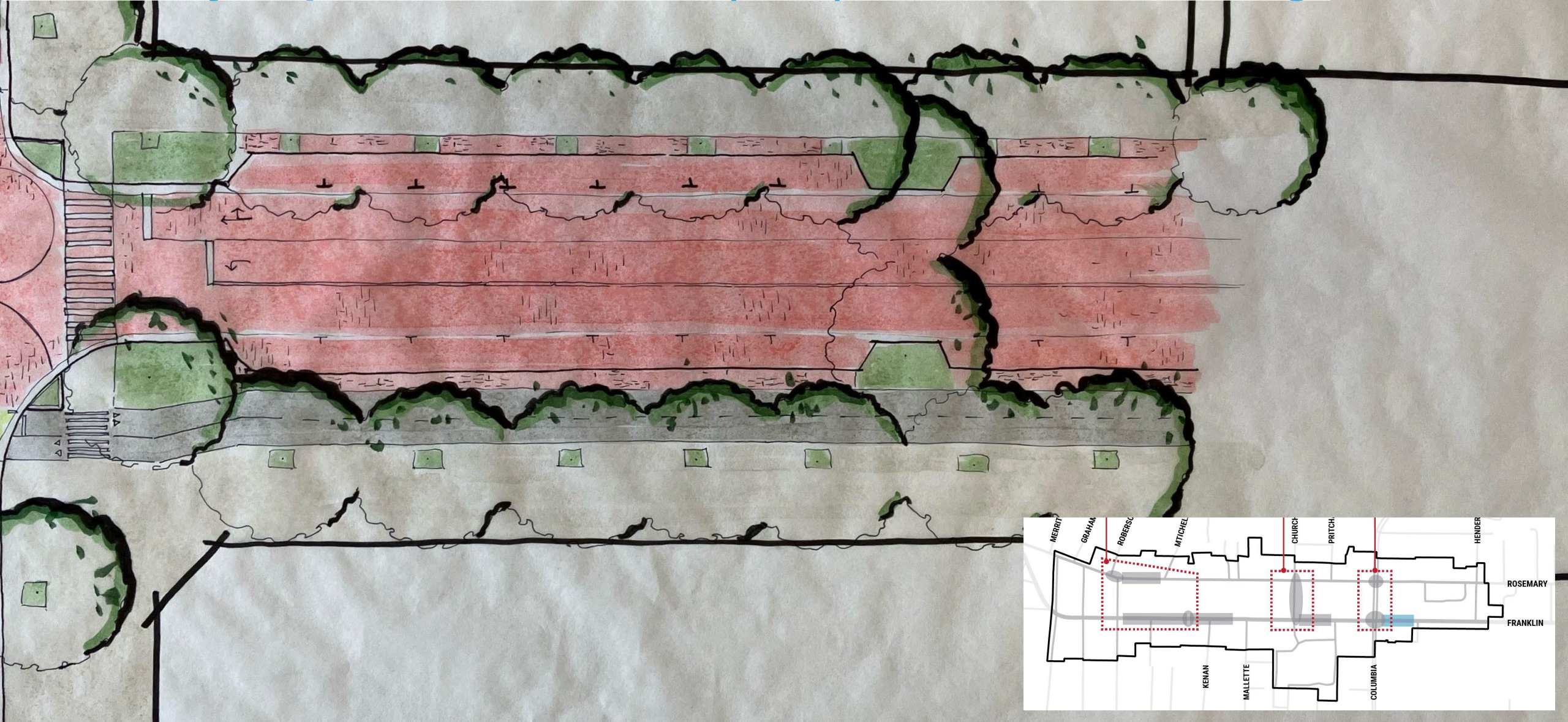
## Unique Design Features:

- Flush intersection with seamless transition into flush street on E. Franklin
- Curb extensions
- On Franklin, removes right-only lanes & one eastbound lane
- Anticipated future features: BRT lanes

## The Heart of Exchange: Franklin at Columbia

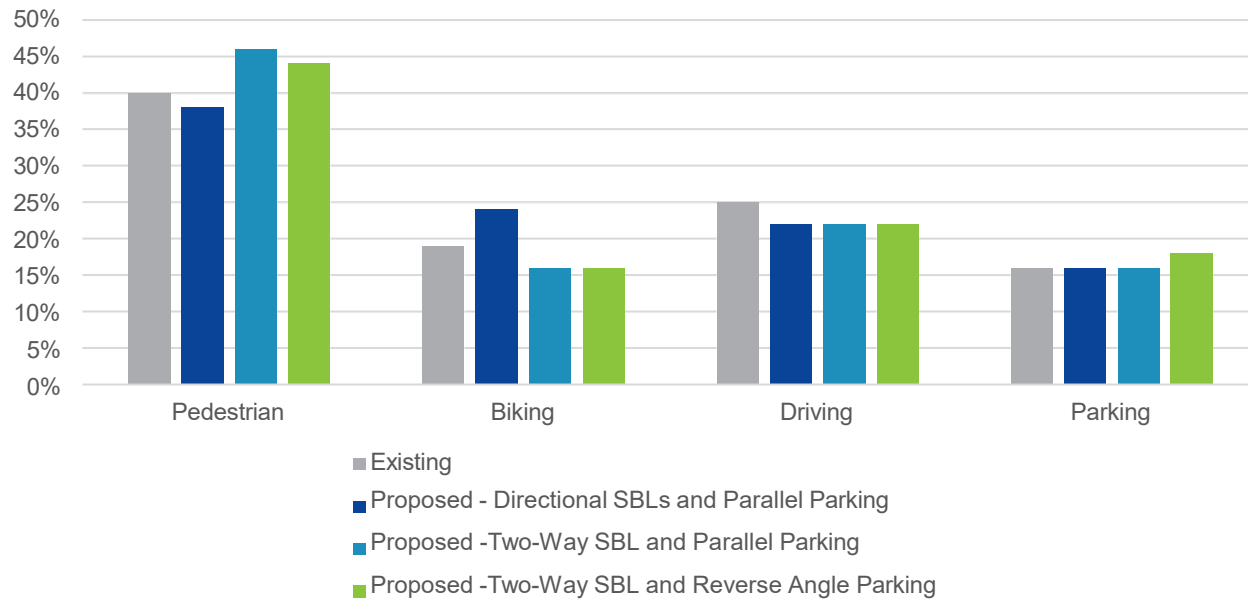


# E. Franklin: Two-Way Separated Bike Lane (SBL) and Parallel Parking

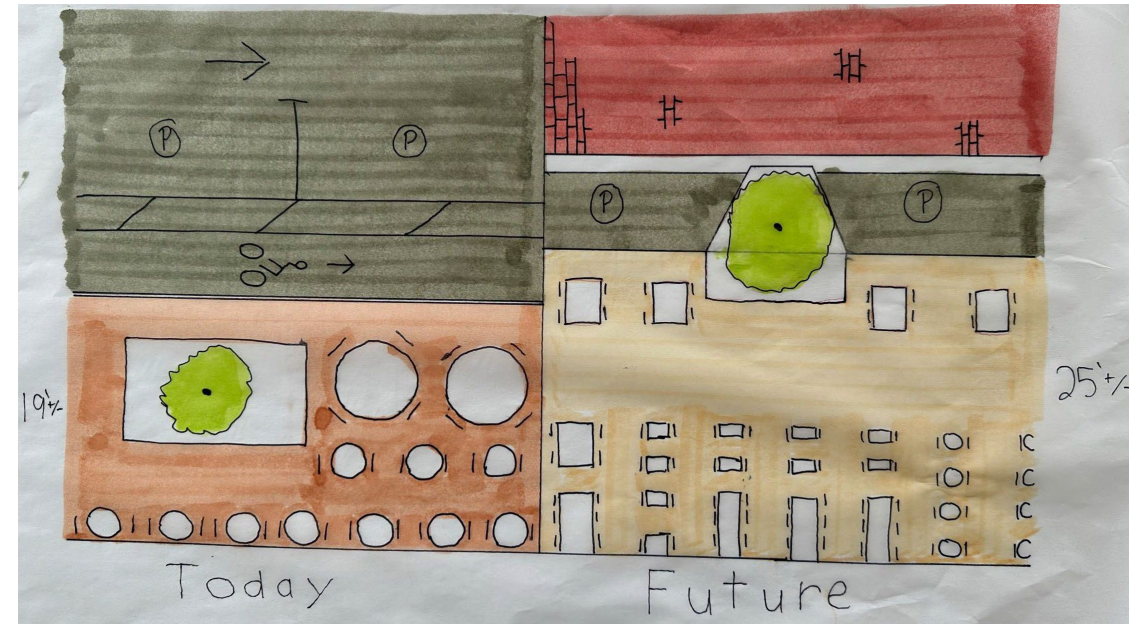


# Street Space by User

W. FRANKLIN ST.  
Approximate Space by User



\* Design details (e.g., bike lane buffers, landscape placement, etc.) influence these percentages



# Next Steps

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04

# Mobility Study Document

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- Refinement
- Comments will be considered during document creation
- Deliver Mobility Vision
- Set the foundation for streetscape effort

