

Chapel Hill North-South BRT

Chapel Hill Town Council

December 5, 2018

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Agenda

- Review of 2016 LPA
- Work To-Date and Committee Recommendations
- Pedestrian & Bicycle Facilities
- Public Engagement
- Environmental Assessment Tasks
- Next Steps

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The 2016 North-South Corridor LPA



Dedicated Curb Lane - Construct a New Lane

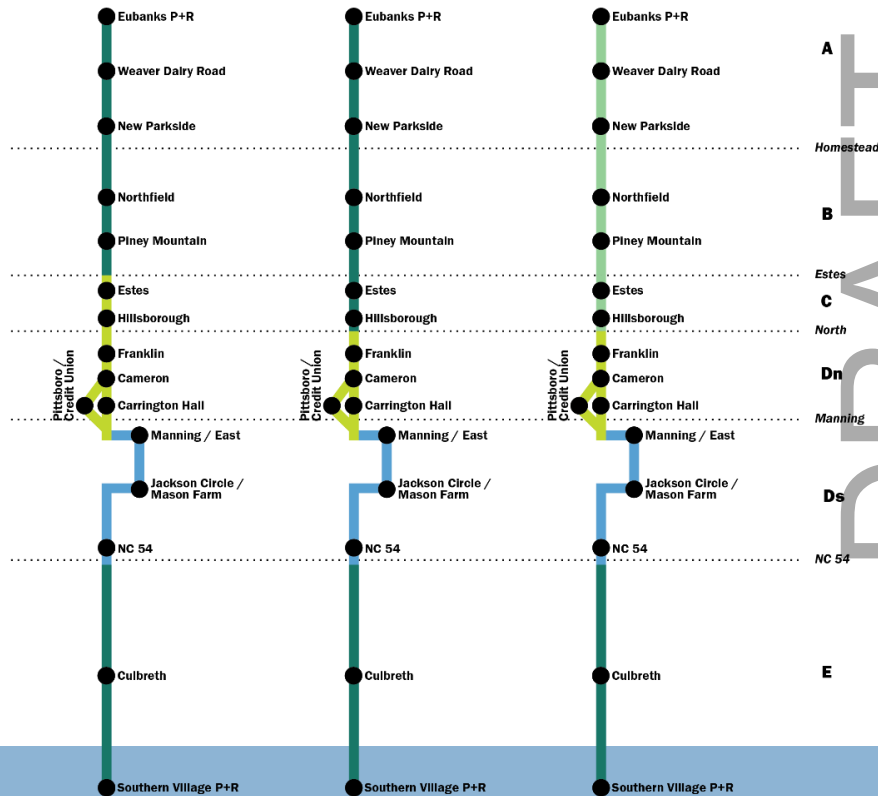


Dedicated Center Lane - Construct a New Lane



Dedicated Curb Lane - Convert Lane from Existing Use

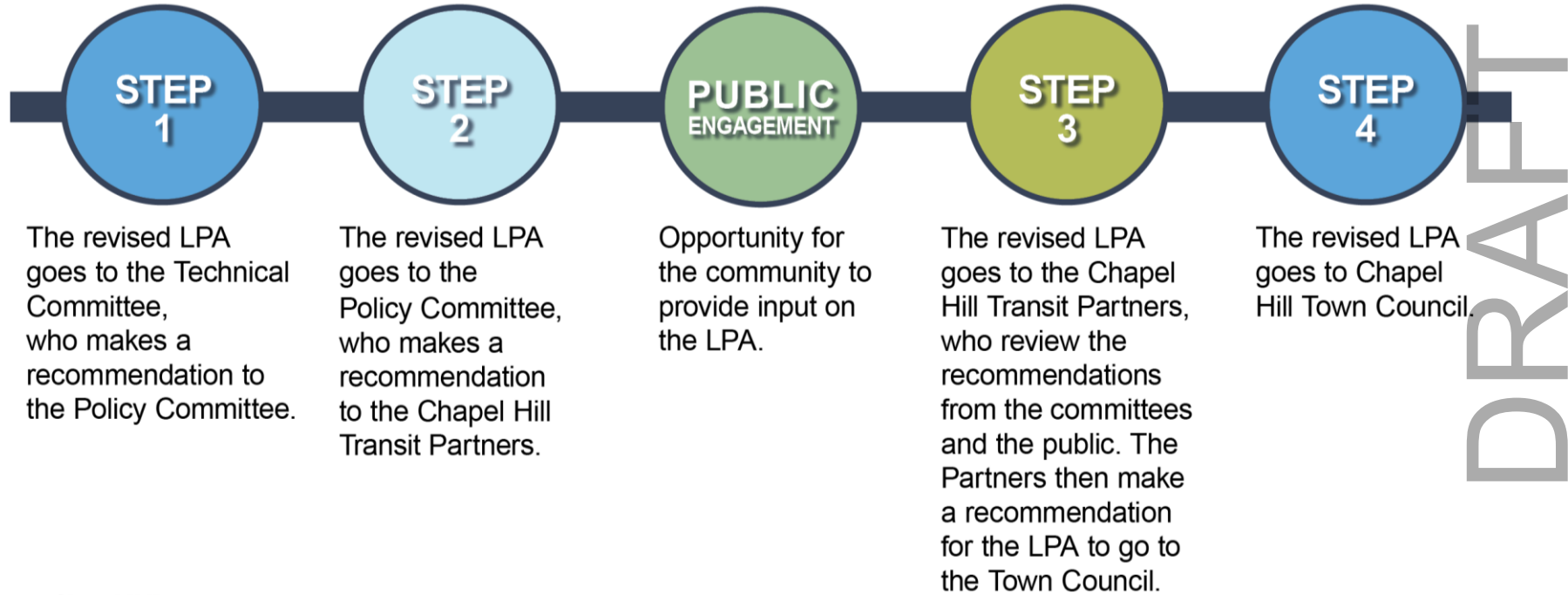
■ Mixed Traffic with TSP
■ Dedicated Curb Lane - Construct
■ Dedicated Center Lane - Construct
■ Dedicated Curb Lane - Convert



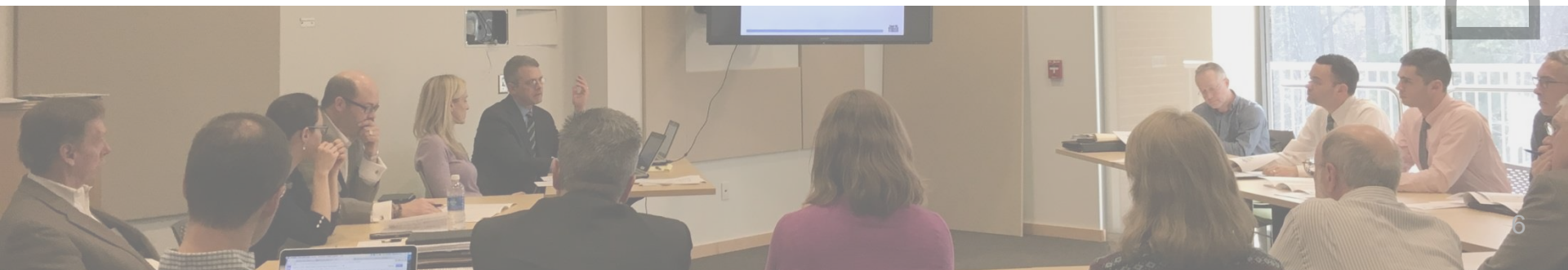
Work To-Date and Committees' Recommendations

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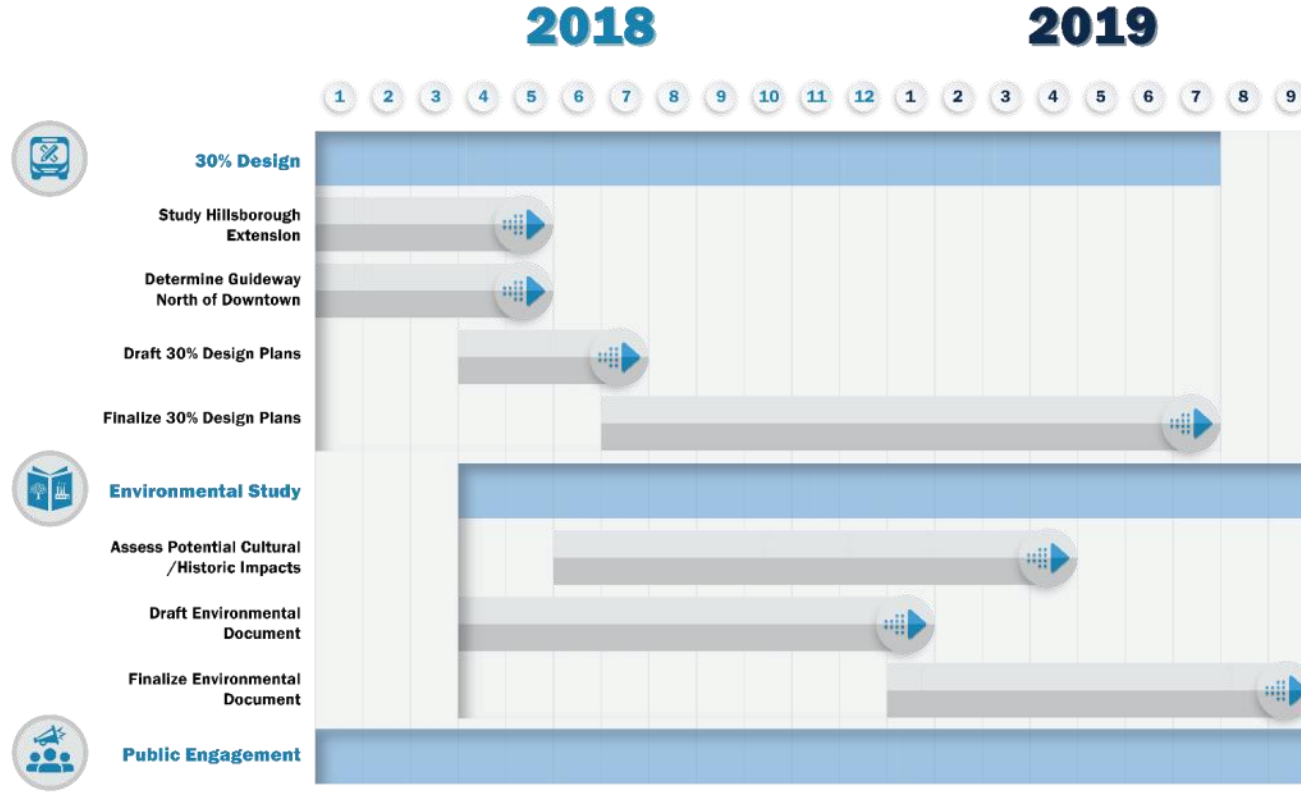
Process to Approve the Revised LPA



Technical and Policy Committees



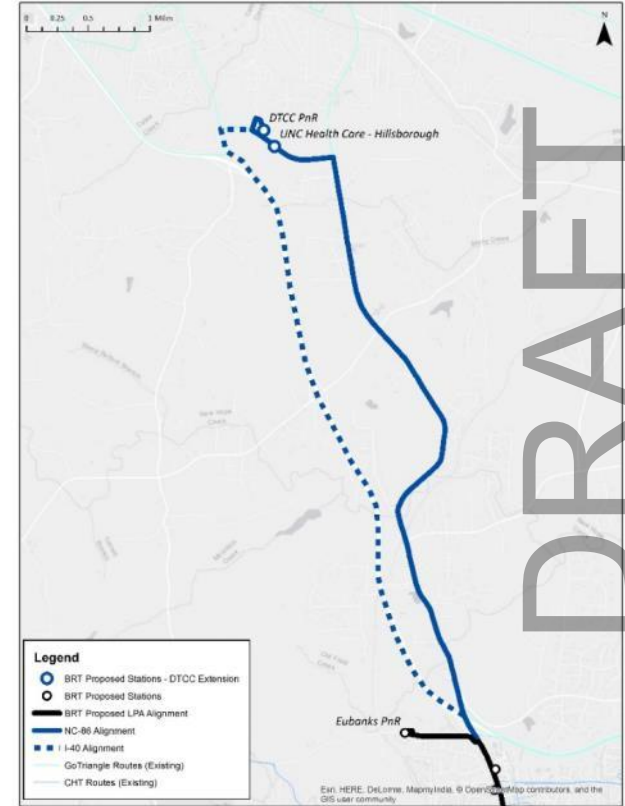
NEPA and 30% Design Schedule



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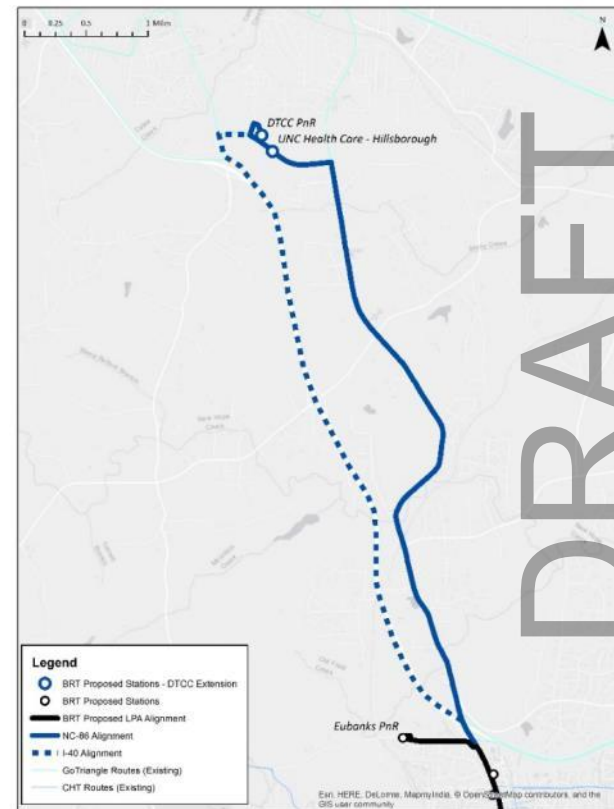
Extension to Durham Technical Community College

- Discussion participants
 - Chapel Hill Transit
 - GoTriangle
 - Orange County
 - Town of Hillsborough
 - DHCH MPO



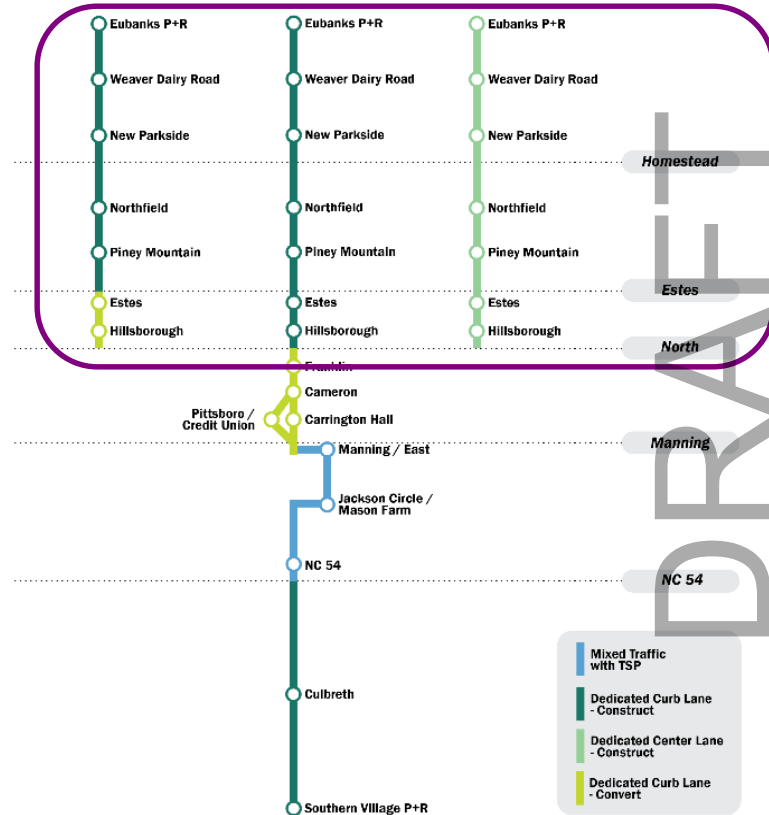
Extension to Durham Technical Community College

- 6.7-mile BRT extension from Eubanks P&R to DTCC
- 2 new BRT stops
 - UNC Healthcare – Hillsborough Campus (2 platforms)
 - DTCC Park-and-Ride (1 platform)
- Committees' Recommendations
 - Eliminate DTCC Extension
 - Ridership gain does not justify capital or operating and maintenance costs
 - Pursue opportunities to improve Route 420 as local funding becomes available
 - Maintain 2016 LPA service plan



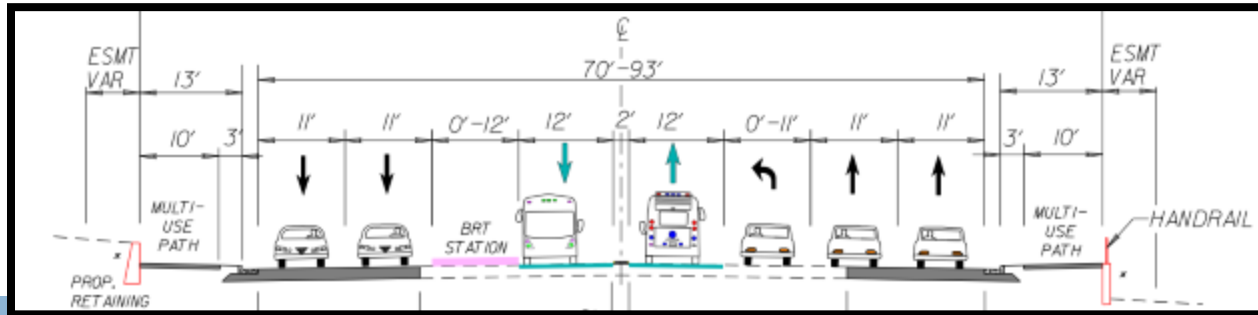
Northern Guideway Options

- North Street to Eubanks Road
- 3 segments / multiple options
- Eubanks Road: Caraway Village
- Comparison matrix
- Bike & ped considerations
- Additional traffic analysis in PE



Center Running Guideway Option

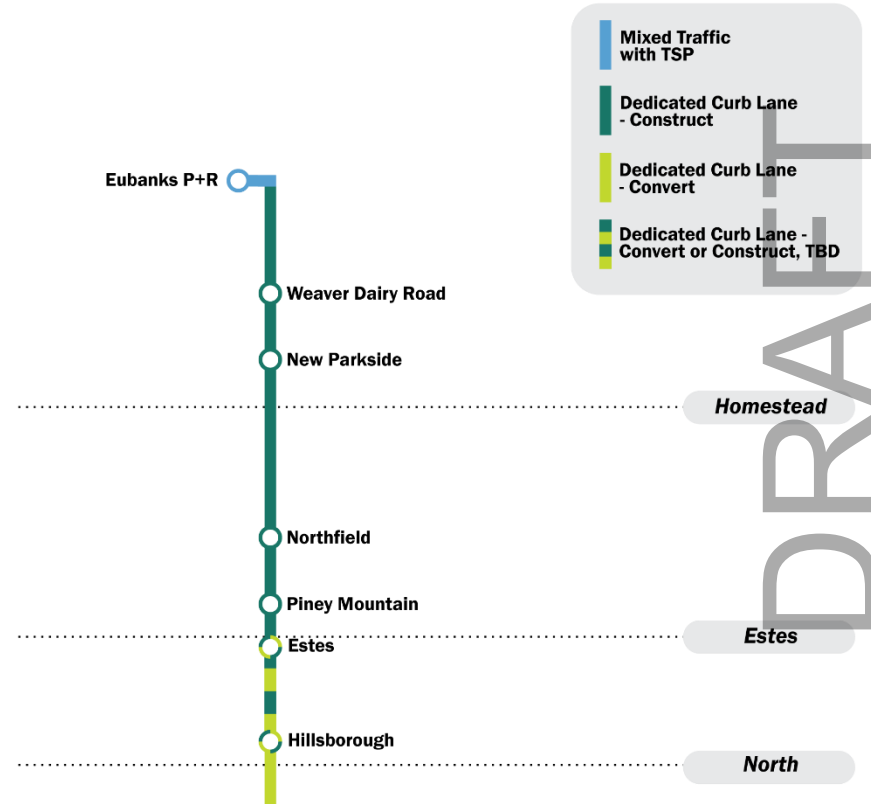
- Eliminate Center Running Guideway
 - Consistent curbside guideway for the entire route
 - Less roadway widening at signalized intersections
 - Curbside used by other buses
 - Better access with center turn lane



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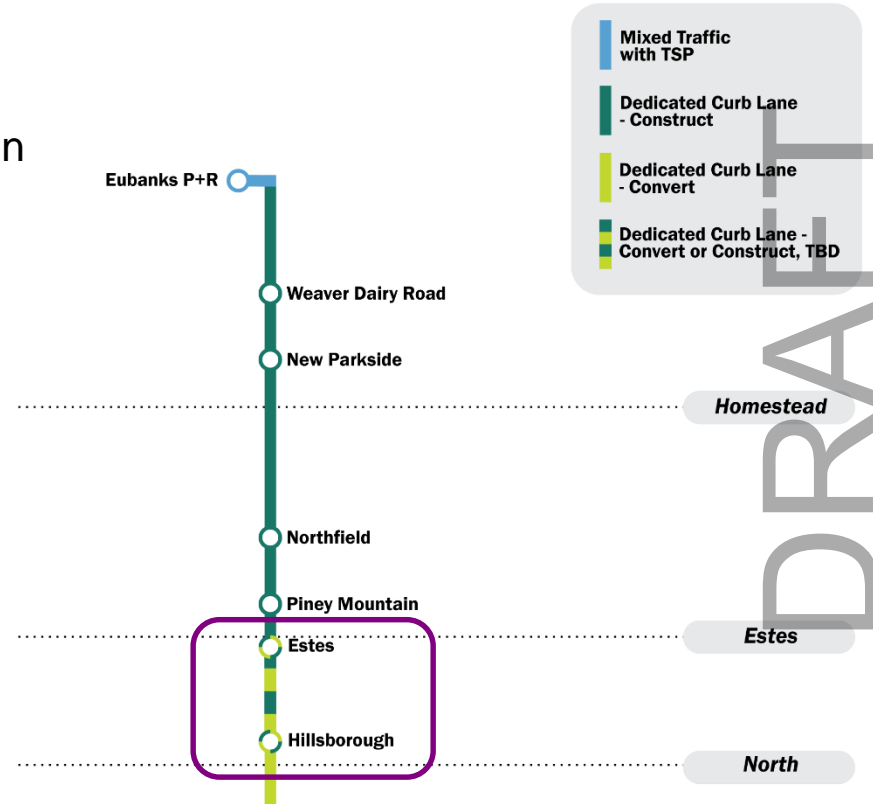
Northern Guideway Options: Recommendations

- Eubanks Road
 - Mixed Traffic
- Estes Drive to Eubanks Road
 - Construct Curbside Guideway
- Downtown to Estes Drive
 - Evaluate Convert Curbside and Construct Curbside Guideway



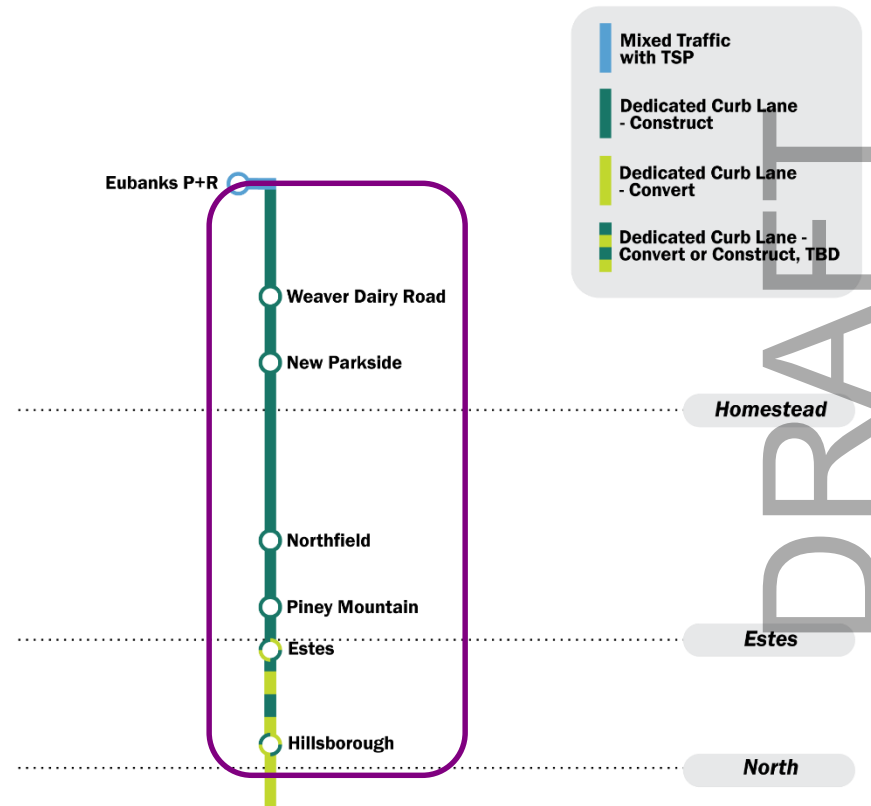
Dedicated Curb Lane – Convert Option

- Consider from Downtown to Estes
 - Reduction of one travel in each direction
 - Longer signal delays
 - Can narrow travel lanes
 - Maintains center turn lane for access
 - Shorter pedestrian crossing length
 - Lower capital cost than construct
 - Reduced ROW
 - No parking impacts
 - Multi-use path



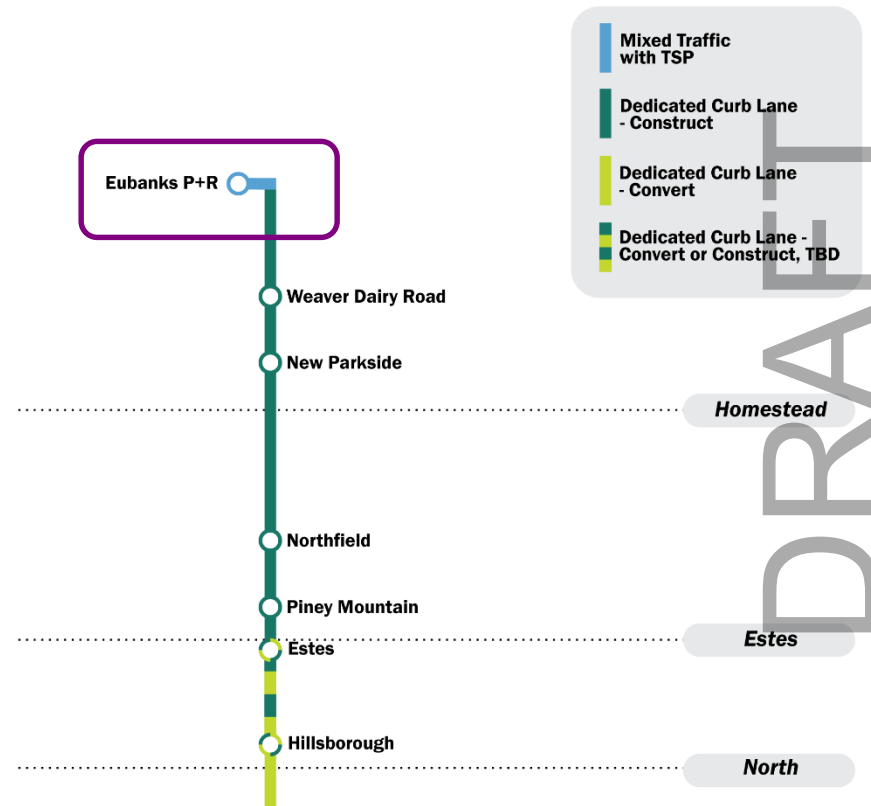
Dedicated Curb Lane – Construct Option

- Consider from Downtown to Estes
- Recommend from Estes to Eubanks
 - Widening towards median to retain outside curb & gutter
 - Center turn lane for access
 - Keep existing right turn lanes
 - Narrow travel lanes to 11'
 - Maintains current traffic capacity
 - Longer distance to cross the road
 - Intersection improvements for active transportation



Eubanks Road

- Recommend Mixed Traffic
 - From MLK, Jr. Blvd to Park & Ride lot (0.6 mi)
 - To be widened by Caraway Village developer
 - Build out traffic volume too high to convert lanes
 - BRT could use westbound right turn lane in future



Pedestrian & Bicycle Facilities

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Bicycle and Pedestrian

- **Multi-use path**

- Separates active transportation from vehicles
- Removes (most) bicycles from roadway
- Can narrow travel lanes to 11'
- Maintains the most existing curb & gutter
- Lower cost
- Intersection improvements for safety
- Items to be considered

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Existing Bike Facilities

N-S BRT Route: Southern Village to Eubanks Park & Ride



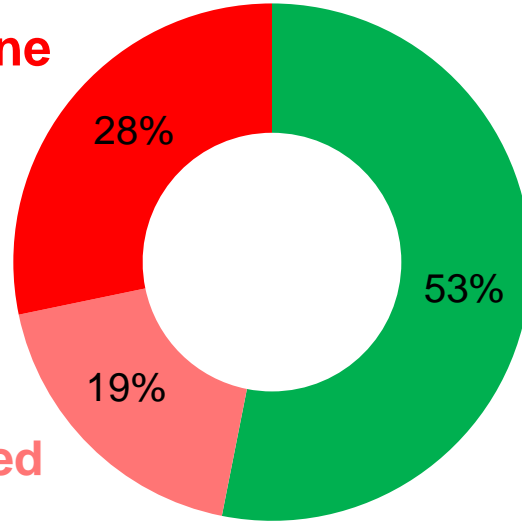
None

28%



Shared
Lanes

19%



Bike
Lanes



Bike Lanes proposed on Eubanks Road and Caraway Village (by Developer)

Existing Bike Facilities

N-S BRT Route: Southern Village to Eubanks Park & Ride

miles
percent

4.4
53%

1.5
19%

2.3
28%

bike lane

shared lane

no lane

Market Street

Mason Farm

South Columbia

Medical Drive

NB: South Road

Cameron

Pittsboro (SB)

South Columbia

North Street

Estes Drive

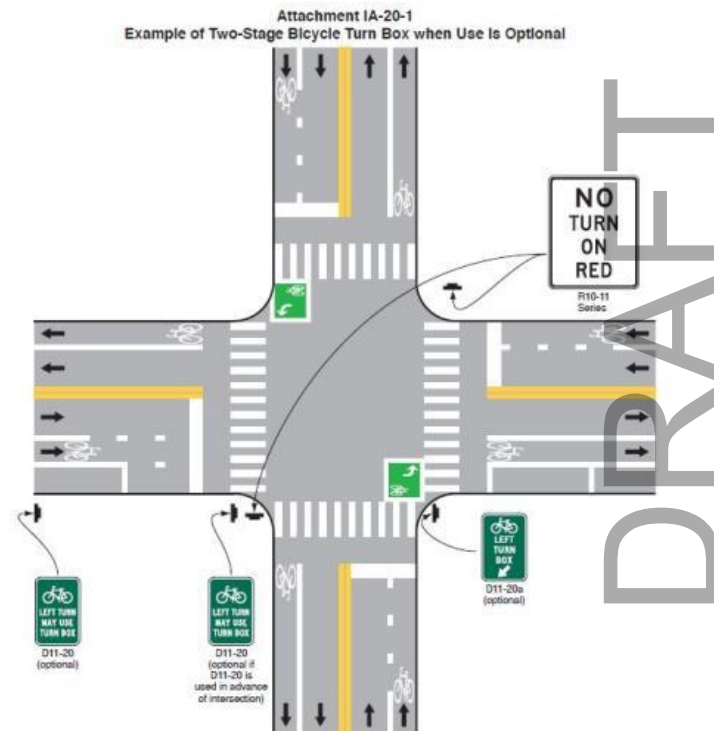
Homestead

Eubanks

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Bicycle and Pedestrians Items to Consider

- Bike ramps
- Refuge islands
- Wide medians
- Green conflict pavement marking
- 2-way cycle track
- Separated bike path and sidewalk
- Two-stage turn box
- Pad for bike rack or dockless bike drop



FIRE DEPARTMENT
STATION 4

ROW
IMPACT

Pad for Bike Rack/
Dockless Drop

WEAVER DAIRY RD
BRT STATION

WEA

Skewed and wider
curb ramp for Multi-
use Path

. C&G AN
EX. I
STC

NC 86 (MARTIN LUTHER
KING, JR. BLVD)

12' MULTI-USE PATH

12' MULTI-USE PATH

12' MULTI-USE PATH

12' MULTI-USE PATH

Green conflict
markings

EX. C&G AND
SIDEWALK (NB)

EX. B
STC

ROW
IMPACT

PAD FOR BIKE RACK
DOCKLESS DROP ZONE

Two-Stage Turn
Boxes at select
intersections

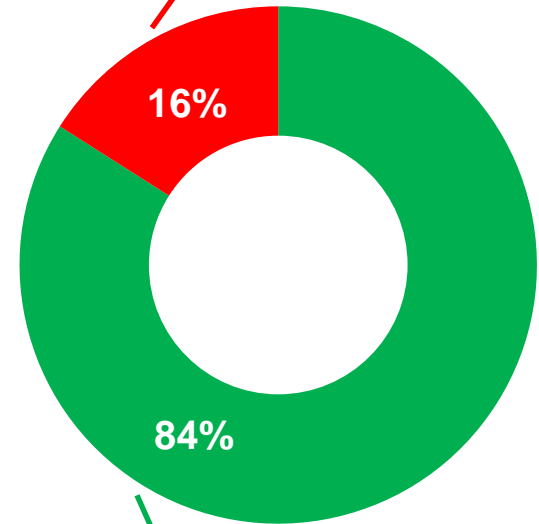
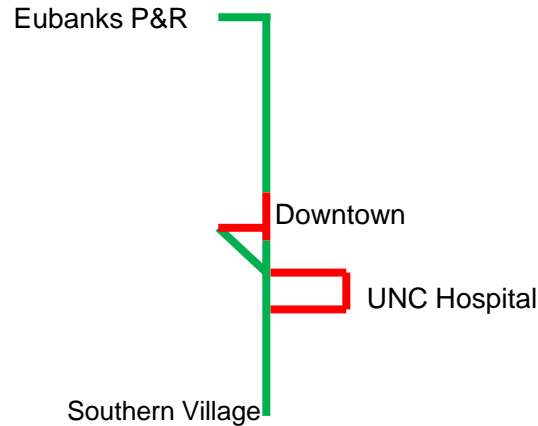
CHAPEL HILL NORTH
MEDICAL CENTER

WEAVER DAIRY RD

Bike ramp transition
from bike lane to
Multi-use path

Bike Opportunities

- Potential for 2.5 mile increase
- 6.9 of 8.2 miles = 84% of route



Southern Village to UNC Hospital
Downtown to Eubanks P&R

UNC Hospital
Downtown

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Recommendations Summary

- Eliminate DTCC extension
- Eliminate Center Running guideway option
- BRT in Mixed Traffic on Eubanks Road
- Eubanks to Estes Road
 - Construct dedicated curb lane
- Estes Road to North Street
 - Construct and Convert Curbside options to be evaluated in EA
- Multi-use path for active transportation
 - With intersection improvements

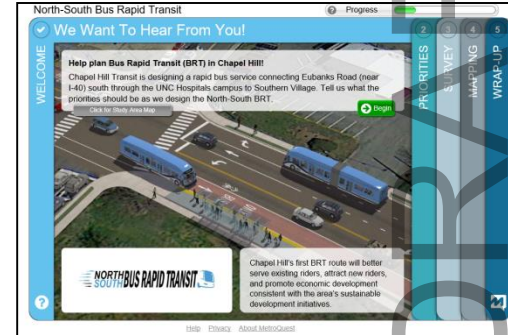
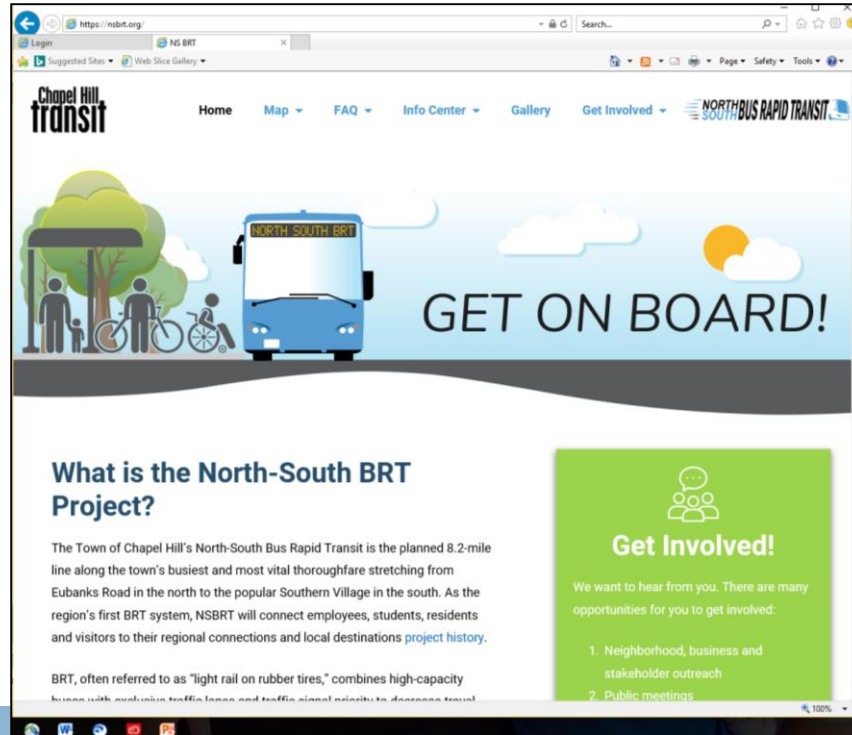
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Public Engagement

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Public Engagement

Media / Social Media / MetroQuest / Website Update



Public Engagement

- Key Stakeholder / Neighborhood / Local Business / University Outreach
 - Continuing outreach over the next several months
 - Includes small group and pop-up meetings



Public Engagement

- Corridor-wide open house & virtual meetings
 - October 22, 5:00 – 7:00 PM: Christ United Methodist Church (Chapel Hill)
 - October 23, 11:00 AM – 1:00 PM: Chapel Hill Public Library
 - October 23, 5:00 – 7:00 PM: Orange United Methodist Church (Chapel Hill)



Environmental Assessment Tasks

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NEPA Analysis

- Lags behind design
- Design elements must be set - project footprint defined
- Key design elements that impact EA:
 - Station locations
 - Guideway design
 - Construction limits
 - Traffic and access
 - Parking

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Key EA Tasks

- Annotated outline
- Section 106 coordination
- Environmental analysis
- EA document
- Public hearing/response to public comments
- FONSI

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Next Steps

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- Council resolution on the revised Locally Preferred Alternative
- Complete 30% design
- Begin Environmental Assessment

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