

In response to several on-going key corridor studies and high-profile developments, we encourage the Town to create a sustainable transportation system, which prioritizes optimal mass transit options for all. The advisory board requests that the Town of Chapel Hill, City of Durham, and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) initiate plans promoting highly efficient public transit, such as Bus Rapid Transit (BRT), that will connect downtown Chapel Hill and downtown Durham along the 15-501 corridor. Additionally, the advisory board strongly supports current plans for the NSBRT project on NC 86 and advocates a similar high-capacity transit system for the NC 54 corridor. We encourage the Town of Chapel Hill and Chapel Hill Transit to work to engage the community for increasing service area frequency, on-time performance, and ridership levels on existing transit lines to historic levels and reducing single occupancy vehicle trips while improving mass transit equity for all, including paratransit service and upgrades, and continuing engagement and outreach campaigns to the community.

Objective 1: Prioritize optimal mass transit options along NC 86 corridor and connections to Durham

Performance Measures:

- Increased funding for transit operations, maintenance, and amenity upgrades
- Require developers to provide amenity upgrades at existing and proposed bus stops
- The Town adhere to the current schedule for building the NSBRT and be in the construction phase by 2025.

Objective 2: Increase transit ridership and reduce single occupancy vehicle trips.

Performance Measures:

- Resume pre-pandemic transit service levels by 2023, which may include considering alternative models, to establish a functioning, reliable system Create competitive, living wage employment opportunities that allows the Town to offer strong transit service and fill operator positions Consider a more diverse fleet of alternate vehicle types to build a strong pool of transit operators
- Make all bus stops accessible for all people of all ages and abilities, including degree of access to cellphones (for real time bus tracking), by 2023.
- Amend the LUMO to eliminate parking requirements for developments along the NSBRT.
- Increase the ease for transit users to get to grocery stores, hospitals, and schools

Continue to Implement Vision Zero and Pedestrian Safety Action Plan

To improve safety for vulnerable road users, including pedestrians and cyclists, we support the continued implementation of the Vision Zero strategy and the Pedestrian Safety Action Plan, which emphasizes Chapel Hill's dedication to the safety of its residents and commitment to social equity. In 2019, Town staff created the Pedestrian Safety Action Plan, formalizing specific programmatic and infrastructure changes that could lead to reduction of pedestrian fatalities and serious injury crashes. In 2021, the Town adopted a Vision Zero resolution to eliminate serious deaths and injuries on our roads. We would like expanded efforts to improve programs and infrastructure in and around schools so that

children can get to and from school on foot and on bike in a safe, accessible manner. We support the continued efforts to evaluate streets that would possibly benefit from decreased speed limits, neighborhood slow zones, lane reallocation configurations, traffic calming treatments, additional and/or enhanced crosswalks, including Audible Pedestrian Signals (APS), and additional pedestrian signage, giving priority to streets within the following areas:

- Within a mile of elementary and middle schools,
- Downtown Franklin Street, Rosemary Street, and Cameron Avenue
- Martin Luther King Jr. Boulevard
- NC 54
- Fordham Boulevard
- Estes Drive (post-construction)
- Manning Drive near the hospital
- Areas where crossings are needed for bus access
- Areas that have high volumes of pedestrian activity.

Objective 1: Ensure that new developments speak to the Vision Zero strategy and Pedestrian Safety Action Plan and lay out how the developer is creating an accessible, safe development for vulnerable road users.

Performance Measures:

- Reduce serious pedestrian and cyclist injuries and fatalities 50% from the previous five-year period by 2026 to support to goal of zero serious injuries or fatalities by 2031.

Priority focus areas

MLK

Estes near schools

Franklin

Objective 2: Improve evaluation of pedestrian safety by continuing community engagement through different means and GIS analysis to identify areas of concern with regards to pedestrian injuries and a ranking of pedestrian improvement projects that takes into account equity.

Performance Measures:

- Finalize and maintain a dynamic GIS map of pedestrian injuries and fatalities by 2023.
- Finalize and maintain a ranking system of pedestrian safety improvement projects with equity concerns incorporated by 2024.

Create a process to establish Neighborhood Slow Zones using outcomes like crash data.

Implement the Mobility and Connectivity Plan

We support strategies to allow everyone, regardless of age, skill level, race, income, and physical ability, to navigate Chapel Hill without dependence on single occupancy vehicles and to support growing transportation options to assist the Town's Climate Action and Response Plan and the Town's commitment to social equity. Given that the Climate Action and Response Plan calls for completing the Mobility and Connectivity Plan by 2035, we urge the Council to dedicate funding to implementing the Mobility and Connectivity Plan. Six priority areas that have been identified are:

Morgan Creek Trail West extension;

- Morgan Trail East extension;
- Bolin Creek Trail Phase IV;
- Estes Drive Extension (MLK to Carrboro);
- Fordham Sidepaths (Willow to Old Durham Road);
- Multi-use paths on Raleigh Rd.

Completing these sections would also help to connect other existing trails and paths, greatly increasing the overall connectivity of the system, which will help more people travel without the use of cars.

Objective 1: Track progress on Mobility and Connectivity Plan

Performance Measures:

- Create a connectivity dashboard showing the rate of improvements, including mode share, usage and number of miles of bike/ped improvements constructed.
- Hire a staff person dedicated to overseeing bicycle and pedestrian improvements by 2023.

Objective 2: Identify and secure multiple sources of funding for the six priority projects and the remaining Mobility and Connectivity Plan projects, including federal funds, state funds, county, university, private funding, as well as Town funds.

Performance Measures:

- Funding is identified for the six priority projects listed above by 2024.
- 33% of the remaining Mobility and Connectivity Plan projects are in the planning or construction phase by 2026.