

05-13-2020 Town Council Meeting

Responses to Council Questions

ITEM #1: North-South Bus Rapid Transit Traffic Analysis

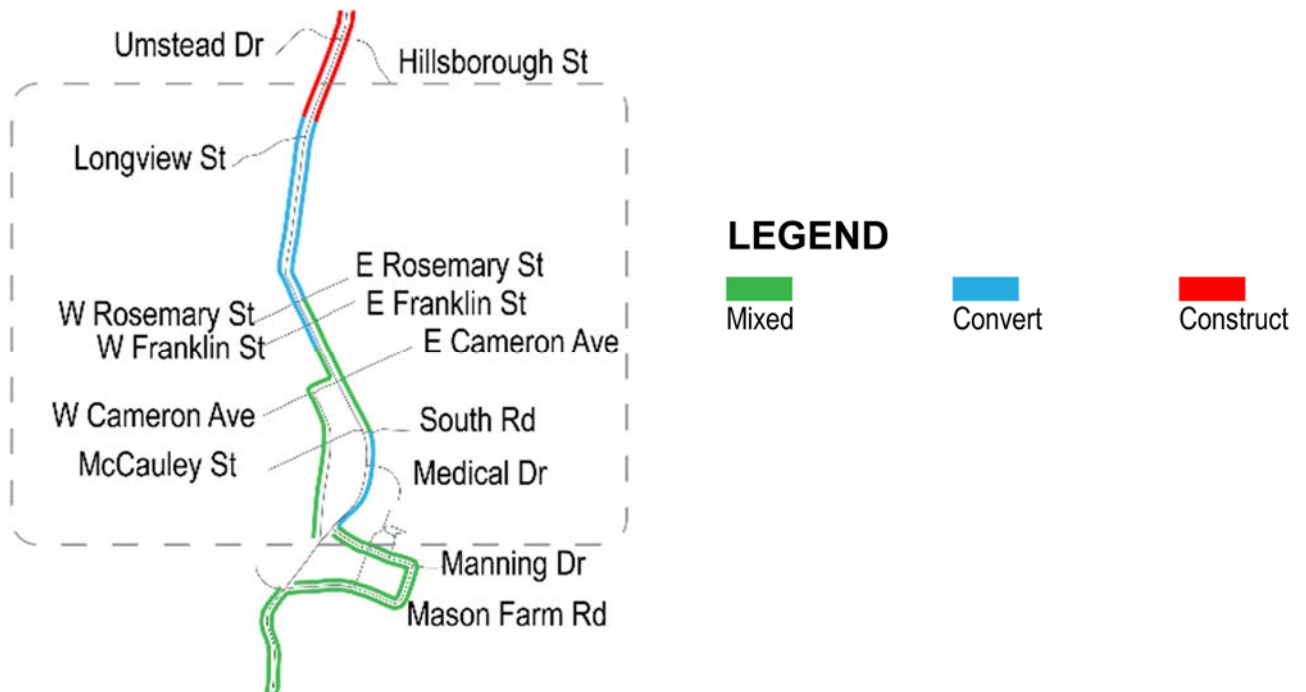
Council Question:

Can you remind us of what a partial convert bus lane is?

Staff Response:

The partial convert option proposes that only a portion of the downtown segment of Columbia Street have a lane restriped to be bus-only. Another way of describing it would be Half Convert/Half Mixed Traffic, but the bus guideway would never be “partially dedicated.” See exhibit below.

In this option, a southbound travel lane would be converted to bus-only between Longview Street and Franklin Street (blue color), but south of Franklin Street, the bus lane would end, and it would change to mixed traffic (both lanes open to anyone) through Cameron Avenue and along Pittsboro Street (green color). The pattern is similar in the northbound direction, where a lane would be converted to bus-only until around South Road. At that point, it would change to mixed traffic until reaching Rosemary Street, where the exclusive bus lane would pick back up. The partial convert is different than the full convert because the full convert proposes to convert a lane to bus-only (blue color) all the way through downtown in both directions.



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Council Question:

What does it mean under the proposed phasing slide on p. 23 of the packet, where it reads Columbia Street (NC 86) Throughs/Rights?

Staff Response:

The proposed phasing slide indicates which movements (colors) are proposed to run at the same time. Today, all southbound Columbia Street movements run at one time, followed by all northbound Columbia Street movements (see “existing phasing” slide). We are proposing to change how the sequence works so that northbound Columbia Street through movements run at the same time as southbound Columbia Street right-turn movements. Those movements are represented with the blue arrows on the slide. The amount of time these movements would run together is represented by the pie chart with the blue color. The goal of this phasing change is to have the two heaviest traffic movements run together, which leads to more efficient operations. Although NCDOT representatives concur with this option, we will need written approval to proceed with signal phasing adjustments.

Council Question:

On p. 23, for a full convert, what kind of signal phasing change would this mean?

Staff Response:

The signal phasing change referenced on the “Findings for Downtown” slide is simply stating that we recommend the phasing change described on the previous slide and in response #2 above. We recommend that this phasing change be carried forward regardless of the chosen alternative, but it is especially important to implement as a part of a potential full convert. Although NCDOT representatives concur with this option, we will need written approval to proceed with signal phasing adjustments.