



# TOWN OF CHAPEL HILL

Town Hall  
405 Martin Luther King Jr.  
Boulevard  
Chapel Hill, NC 27514

## Legislation Details (With Text)

**File #:** [20-0421]      **Version:** 1      **Name:**  
**Type:** Discussion Item      **Status:** Passed  
**File created:** 5/20/2020      **In control:** Town Council  
**On agenda:** 6/10/2020      **Final action:** 6/17/2020  
**Title:** North-South Bus Rapid Transit Update.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Draft Staff Presentation, 2. Resolution, 3. Staff Presentation, 4. A RESOLUTION TO RECOMMEND A FINAL LOCALLY PREFERRED ALTERNATIVE FOR THE NORTH-SOUTH BRT PROJECT (2020-06-17/R-4)

Date	Ver.	Action By	Action	Result
6/17/2020	1	Town Council	adopted	Pass

### North-South Bus Rapid Transit Update.

**Staff:**

Brian Litchfield, Director  
Matt Cecil, Transit Development Manager

**Department:**

Transit

**Overview:** The North-South Bus Rapid Transit (NSBRT) project was initiated in January 2014 as one of the results of the Chapel Hill 2020 Comprehensive Plan. Chapel Hill Transit managed the study with guidance from a Policy Committee, Technical Committee, Transit Partners Committee and a substantial public involvement process. During its [January 16, 2019](https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3838442&GUID=913FECA8-4404-458A-A486-EFF5EA2AE2C3&Options=&Search=>) Council Meeting, the Council adopted an updated Locally Preferred Alternative (LPA) for the NSBRT project and asked staff to conduct a traffic analysis to evaluate converting or constructing dedicated bus-only lanes between Eubanks Road and North Street along Martin Luther King Jr. Boulevard.

The LPA is the transitway alternative that the project sponsor (Town of Chapel Hill) and stakeholders prefer and expect to be competitive and achieve support at the federal level. The LPA is a general description of the type of transit that will be used (mode), running way (curb running, median, dedicated lane, mixed traffic, etc.) and the location (alignment and termini). The LPA definition is general; subsequent engineering and planning will develop the LPA design specifics and additional elements of the project, including station locations.

We must identify an LPA to get federal funding. The selection of an LPA tells the Federal Transit Administration (FTA) which alternative the local agency (Chapel Hill Transit) expects to be the most broadly supported at the local, regional, and federal levels. Chapel Hill Transit plans to pursue federal funding for the NSBRT project through the FTA Small Starts program.

The FTA reviewed the January 16, 2019 LPA and then notified Chapel Hill Transit that a final LPA, defining construct or convert for the section of the corridor between Eubanks Road and North Street, needed to be

adopted in order for the project to move forward in the federal funding process.

During the [October 16, 2019](#)

[https://www.townofchapelhill.org/Home/Components/Calendar/Event/17065/113?](https://www.townofchapelhill.org/Home/Components/Calendar/Event/17065/113?curm=10&cury=2019)

[curm=10&cury=2019](https://www.townofchapelhill.org/Home/Components/Calendar/Event/17065/113?curm=10&cury=2019)> Council Work Session, project staff presented initial traffic analysis information. Council requested additional information, including potential mode shift data (note that NCDOT does not allow mode shift when considering traffic impacts of transit projects). During the May 13, 2020 work session, staff presented the results of the additional analysis, which informed the recommendation that is being presented as part of this item.

The Chapel Hill Transit Partners Committee endorsed the recommended LPA at their April 28, 2020 meeting.

**Decision Points:** The Town must approve an updated LPA, confirming the preferred bus running-way between Eubanks Road and North Street to stay in the federal funding process, and to complete 30% design and the necessary environmental evaluation required by FTA.



### **Recommendation(s):**

- That the Council adopt an update to the Locally Preferred Alternative (LPA), consistent with recommendation from the Transit Partners Committee, to include:
  - Construction of a dedicated curbside-running BRT on US 15-501 (S. Columbia Street) from Market Street to Culbreth Road;
  - BRT in mixed traffic on NC 86 (South Columbia Street) from Culbreth Road to Mason Farm Road, along Mason Farm Road, East Drive and Manning Drive to NC 86 (South Columbia Street);
  - Conversion of one lane in each direction on NC 86 (South Columbia Street, South Pittsboro Street, Cameron Avenue, and Martin Luther King, Jr. Boulevard) for curbside running BRT from Manning Drive to Longview Street;
  - Construction of a southbound dedicated curbside running BRT on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Eubanks Road
  - Construction of a northbound dedicated curbside running BRT guideway on NC 86 (Martin Luther King, Jr. Boulevard) between Longview Street and Westminster Drive
  - Conversion of a northbound lane of NC 86 (Martin Luther King, Jr. Boulevard) for curbside running BRT between Westminster Drive and Perkins Drive
  - BRT in mixed traffic on northbound NC 86 (Martin Luther King, Jr. Boulevard) between Perkins Drive and Eubanks Road.
  - BRT in mixed traffic on Eubanks Road between NC 86 (Martin Luther King, Jr. Boulevard) and the Eubanks Road Park and Ride Lot at Carraway Village.
  
- That the Council authorize Chapel Hill Transit to submit the updated LPA to the Durham-Chapel Hill -Carrboro Metropolitan Planning Organization (DCHC MPO) for adoption into the Metropolitan Transportation Plan (MTP).

### **Background:**

- On [May 13, 2020](#),  
<https://www.townofchapelhill.org/Home/Components/Calendar/Event/17542/113?>  
the Council received NSBRT traffic analysis results
- On [October 16, 2019](#)  
<https://www.townofchapelhill.org/Home/Components/Calendar/Event/17065/113?>  
the Council received preliminary results on the NSBRT traffic analysis.
- On [January 16, 2019](#) <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3838442&GUID=913FECA8-4404-458A-A486-EFF5EA2AE2C3&Options=&Search=>>, the Council adopted an updated LPA for the NSBRT Project.

- On April 27, 2016 <[http://chapelhill.granicus.com/DocumentViewer.php?file=chapelhill\\_007789065cf9eb618e7bdb4fa7372a3b.pdf&view=1](http://chapelhill.granicus.com/DocumentViewer.php?file=chapelhill_007789065cf9eb618e7bdb4fa7372a3b.pdf&view=1)>, the Council adopted the LPA with three (3) running-way options for the northern section of the NSBRT Project.
- On November 9, 2015 <[http://chapelhill.granicus.com/MetaViewer.php?view\\_id=7&event\\_id=440&meta\\_id=109516](http://chapelhill.granicus.com/MetaViewer.php?view_id=7&event_id=440&meta_id=109516)>, the Council received an update on the NSBRT Project.

**Fiscal Impact/Resources:** The NSBRT is in the Federal Small Starts Program which will fund up to \$100M of project costs, non-Federal funds for this project are available through the Orange County Transit Plan funds. The current phase of the project is funded through the Orange County Transit Plan.



**Attachments:**

- Draft Staff Presentation
- Resolution

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**The Agenda will reflect the text below and/or the motion text will be used during the meeting.**

PRESENTERS: Brian M. Litchfield, Transit Director  
Matt Cecil, Transit Development Manager  
Representatives from Kimley-Horn and AECOM

RECOMMENDATION: That the Council adopt a resolution revising the LPA for the North-South Corridor Study as recommended by the Chapel Hill Transit Public Transit Committee and the Study's Technical and Policy Committees; and, authorize staff to submit the revised LPA to the Durham -Chapel Hill -Carrboro Metropolitan Planning Organization (DCHC).