



# TOWN OF CHAPEL HILL

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

## Legislation Text

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File #: [19-0854], Version: 1

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### North-South Bus Rapid Transit Traffic Analysis.

**Staff:**

Brian Litchfield, Director  
Matt Cecil, Transit Development Manager

**Department:**

Transit

**Overview:** During its [January 16, 2019 <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3838442&GUID=913FECA8-4404-458A-A486-EFF5EA2AE2C3&Options=&Search=>](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 North South Bus Rapid Transit (NSBRT) project and asked staff to conduct a traffic analysis to better inform the opportunity for converting or constructing dedicated bus only lanes between Eubanks Road and North Street along Martin Luther King Jr. Boulevard.

Project staff met with staff at the North Carolina Department of Transportation (NCDOT) to ensure the traffic analysis is consistent with NCDOT guidance and requirements as Martin Luther King Jr. Boulevard is a State-Maintained facility. The traffic analysis will help determine if the conversion option meets NCDOT priorities in the corridor. NCDOT staff further suggested that the traffic analysis focus on the segment of the corridor from Estes Drive to Manning Drive, indicating that if a conversion option does not meet their priorities in this segment of the corridor, it would likely not meet their priorities north of Estes Drive, as traffic counts increase towards Eubanks and I-40.

Town staff met with NCDOT staff over the summer then the NSBRT consultant team, led by Kimley-Horn, ran the analysis consistent with NCDOT guidance and requirements. The traffic analysis assumed approved developments and road improvements within the corridor. Kimley-Horn will present the results of the analysis during the work session.

In order to complete 30% design and the necessary environmental evaluation required by the Federal Transit Administration (FTA), Council will need to adopt a final LPA, confirming the preferred bus running-way between Eubanks Road and North Street.

**Next Steps:** Following tonight's work session a draft final LPA will be prepared for the Council's consideration at an upcoming meeting.

**Recommendation(s):**

That the Council receive the preliminary analysis and provide the consultant team and staff with feedback.

**Background:**

- On [January 16, 2019 <https://chapelhill.legistar.com/LegislationDetail.aspx?ID=3838442&GUID=913FECA8-4404-458A-A486-EFF5EA2AE2C3&Options=&Search=>](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 [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.
- On [April 27, 2016 <http://chapelhill.granicus.com/DocumentViewer.php?](http://chapelhill.granicus.com/DocumentViewer.php?)

[file=chapelhill\\_007789065cf9eb618e7bdb4fa7372a3b.pdf&view=1](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.

**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.



**Attachments:**

- Draft Staff Presentation

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

PRESENTER: Matt Cecil, Transit Development Manager  
Representatives from Kimley-Horn and AECOM

The purpose of this item is for the North South Bus Rapid Transit (NSBRT) consultant team to present the results of a traffic analysis associated with the NSBRT project.