

North-South Corridor Study Update

Date: June 22, 2016

Durham – Chapel Hill – Carrboro
Metropolitan Planning Organization
Technical Committee

Agenda

- Project Status and Schedule
- The Need for Transit Investment
- The Alternatives
- Public Engagement Activities and Results
- The Recommended Locally-Preferred Alternative
- Next Steps

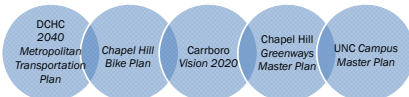
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Study Origination

2020

CHAPEL HILL
OUR TOWN. OUR VISION.
chapelhill2020.org • 2020buzz.org

- Expands on previous regional and local planning
- Continues key theme identified in the Chapel Hill 2020 Comprehensive Plan - "Getting Around"
- Helps determine if the Town should move forward with the development of the North-South transit corridor and proceed to the next phase

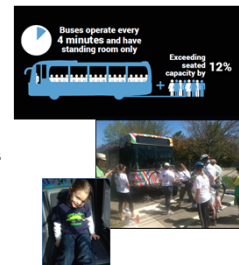


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Context and Vision

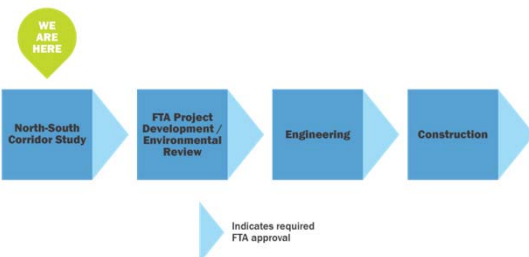
Prepares the Town to meet mobility demand as the region continues to grow:

- Current system operates close to maximum capacity
- Proposed system provides a long-term, scalable solution available to residents and visitors of the community
- Connects to regional transit options
- Supports current and planned development in the corridor with a multi-modal system that serves cyclists, pedestrians and other users



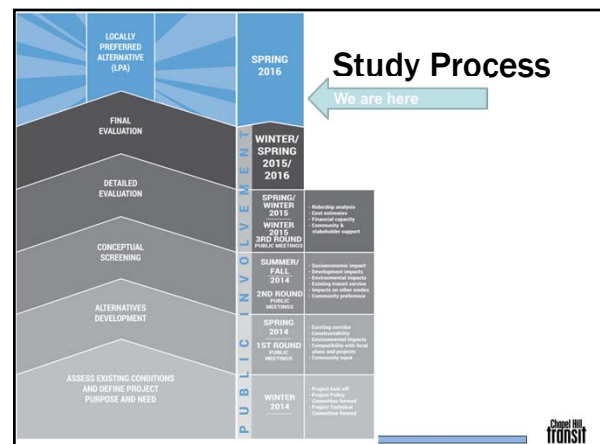
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Federal Project Implementation Process

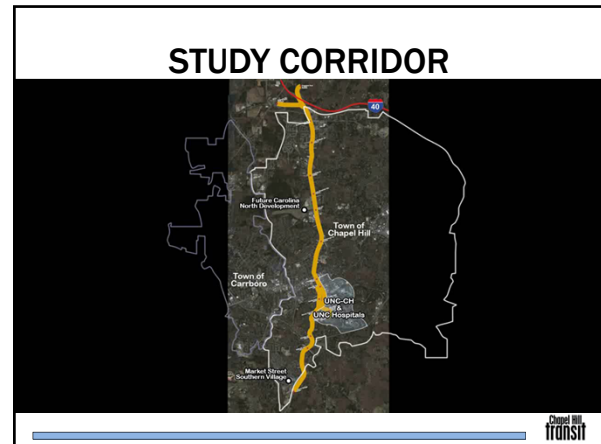
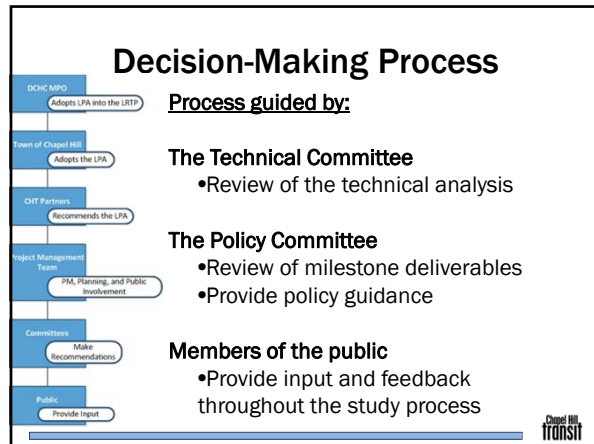


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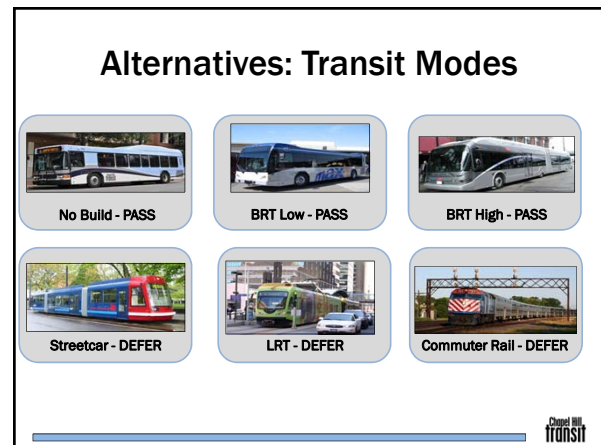
Study Process



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- ## Purpose and Needs Identified by Study Committees & the Public
- ✓ Make transit more efficient and attractive
 - ✓ Improve connectivity along the corridor
 - ✓ Improve connectivity of the corridor to the region
 - ✓ Support planned land uses
 - ✓ Contribute to regional equity, sustainability, and quality of life
 - ✓ Develop a community-supported project
- Chapel Hill TRANSIT



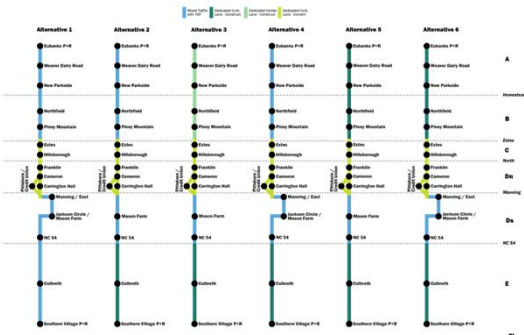
Dedicated Curb Lane – Convert a Lane



Dedicated Curb Lane – Construct a Lane



The Detailed Alternatives



Public Input



The public input is the foundation of the process.
The public outreach is comprehensive and strategic.

In-person - three rounds of meetings:

- March 2014
- October 2014
- January 2016



Web-based

- Project website www.nscstudy.org (presentations, reports, meeting materials)
- Facebook
- Twitter
- Email



Dedicated Curb Lane - Construct a New Lane

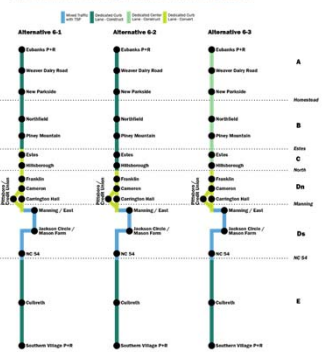


Dedicated Center Lane - Construct a New Lane



Dedicated Curb Lane - Convert Lane from Existing Use

The Recommended Locally Preferred Alternative | April 2016



LPA Summary

	6-1	6-2	6-3
Capital Cost	\$ 96.8 M	\$ 105.9 M	\$ 105.4 M
Federal	\$ 77.4 M	\$ 84.7 M	\$ 84.3 M
Non-Federal	\$ 19.4 M	\$ 21.2 M	\$ 21.1 M
O&M Cost		\$ 3.4 M	
Travel Time		33:10	
Travel Times Savings		03:51	
Draft Ridership – subject to change		8,575	
Average Peak-Hour Traffic Delay	02:28	00:23	00:49
Hours of operation	5:00 am – 11:00 pm during the week 8:00 am – 11:00 pm on the weekend		
Days of operation	7 days a week		
Frequency of service	Every 7.5 minutes during the day Every 10-20 minutes early morning and at night		

Next Phase - Project Development

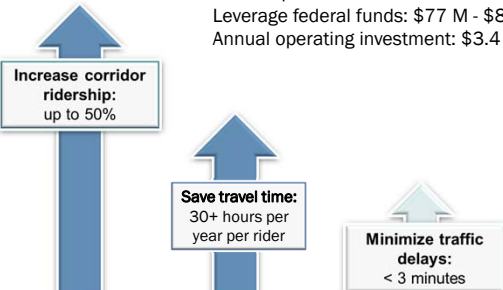
The LPA is refined during environmental documentation and engineering:

- Refine ridership
- Refine costs
- Refine impacts
- Identify community preference



Potential Outcomes of BRT Investment

Local capital investment: \$19 M - \$22 M
Leverage federal funds: \$77 M - \$85 M
Annual operating investment: \$3.4 M



Benefits of North-South Corridor BRT

Provides regional connections

Improves reliability of the whole system

existing routes can also use the lanes, improving system-wide reliability and efficiency

Reduces CHT fleet age

provides access to capital funds for buses currently not available

Funds bike/pedestrian investments

provides non-Town resources to build bike lanes and improve pedestrian access

Designed for expansion

may be the first investment in a future BRT network



Without BRT Investment in the North-South Corridor...

- Transit trips will take up to 9 minutes longer – and will likely get worse as congestion increases
- Traffic congestion will increase – driving through the corridor will take longer
- Buses will become more crowded and less reliable as they're stuck in traffic
- Additional parking spaces will be necessary throughout the corridor
- Development patterns will be less transit-supportive



Chapel Hill Town Council Action

- On April 27th, 2016 the Council adopted the North-South Corridor Study Locally Preferred Alternative (LPA) as recommended by the Chapel Hill Transit Public Transit Committee and the Study's Technical and Policy Committees, and authorized staff to submit the LPA to the Durham – Chapel Hill – Carrboro Metropolitan Planning Organization (DCHC).



MTP 2040 Amendment Schedule

July 27th

TC recommends to the Board the release of the draft 2040 MTP Amendment #2 to include Chapel Hill MLK Blvd BRT LPA

August 10th

MPO Board releases the 2040 MTP Amendment #2 for a 45-day comment period

September 15th

MPO Board holds a Public Hearing

September 28th

TC recommends the Board approval of the 2040 MTP amendment #2

October 12th

MPO Board approves the 2040 MTP Amendment #2



Questions, Comments, Discussion

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