

18  
SEPTEMBER  
2019

ADVISORY  
COMMITTEE ON  
TRANSPORTATION  
& PARKING

# Agenda

Welcome and Introductions

Department Update

5-Year Plan Update

Transportation Update

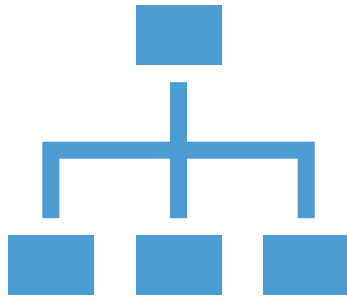
Parking Update

2019-2020 ACT Items

Round Table

# Department Update

---



Hiring for Associate Director for  
Transportation and Planning position



Reporting to Derek Kemp  
Associate Vice Chancellor  
Campus Safety and Risk Management

# 5-Year Plan Update

---



YEAR 3 OF PLAN



WEEKNIGHT  
PARKING



LED

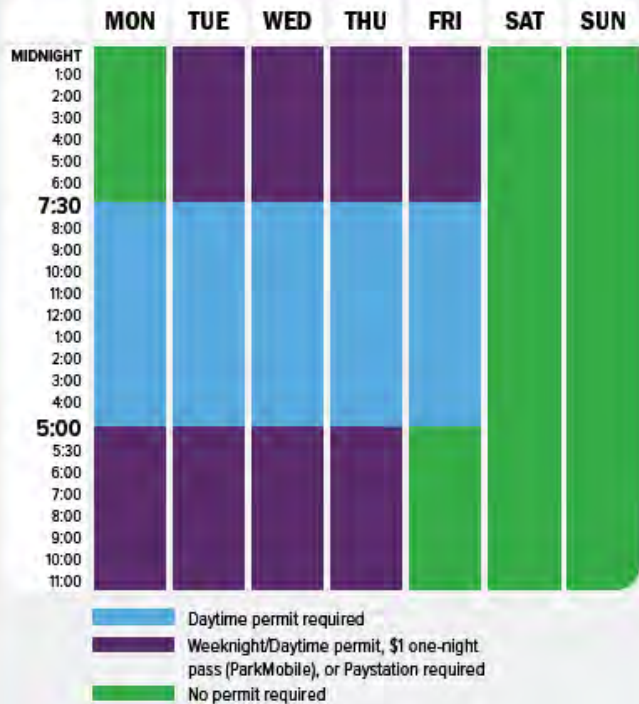


PARCS

# WEEKNIGHT PARKING

Campus weeknight parking between  
**5PM – 7:30AM, MON - FRI**  
requires a permit.

More details at:  
**GO.UNC.EDU/WEEKNIGHT**



Payment required for meters during daytime and weeknight hours and for hourly visitor lots during posted hours of operations.

# Weeknight Parking



COMMUNICATION AND MARKETING



EDUCATIONAL PROGRAM



PAY STATIONS AND LOCATIONS



# LED

Rams Head, Jackson, Cobb, & Business School Decks

---



Bid



Construction



Upcoming  
Decks



# PARCS

---



VENDOR IS  
SKIDATA



IN PLANNING



CONSTRUCTION  
IN JANUARY



OVER NEXT 2  
YEARS

# Transportation Update

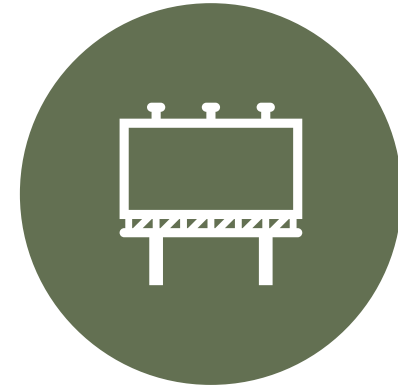
---



[NORTH SOUTH BUS  
RAPID TRANSIT](#)



[CHT SHORT-RANGE  
TRANSIT PLAN](#)



VARIABLE MESSAGE  
BOARDS



Get on Board!

**BRT ONLY LANES**

separate buses from other vehicle traffic, resulting in faster, more efficient transportation.

**TRAFFIC SIGNAL PRIORITY SYSTEMS**

hold green lights for approaching BRT vehicles.

**HIGH CAPACITY SPECIALIZED VEHICLES**

feature internet access and comfortable seating.

**ENHANCED TRANSIT STATIONS**

feature covered seating, improved pedestrian crossings, cyclist access and real-time schedule information.

**MULTI-USE PATHS**

along much of the corridor provide space for cyclists, pedestrians and other forms of transportation.



# North-South Bus Rapid Transit

- North-South Bus Rapid Transit is the planned 8.2-mile line stretching from Eubanks Road in the north to the popular Southern Village in the south.
- As the region's first BRT system, N-S BRT will connect employees, students, residents and visitors to their regional connections and local destinations.
- BRT combines high-capacity buses with exclusive traffic lanes and traffic signal priority to decrease travel times and improve the rider experience.
- BRT is efficient and enhances transit service by providing more frequent buses, shorter travel times and more reliable service.

DEDICATED LANES

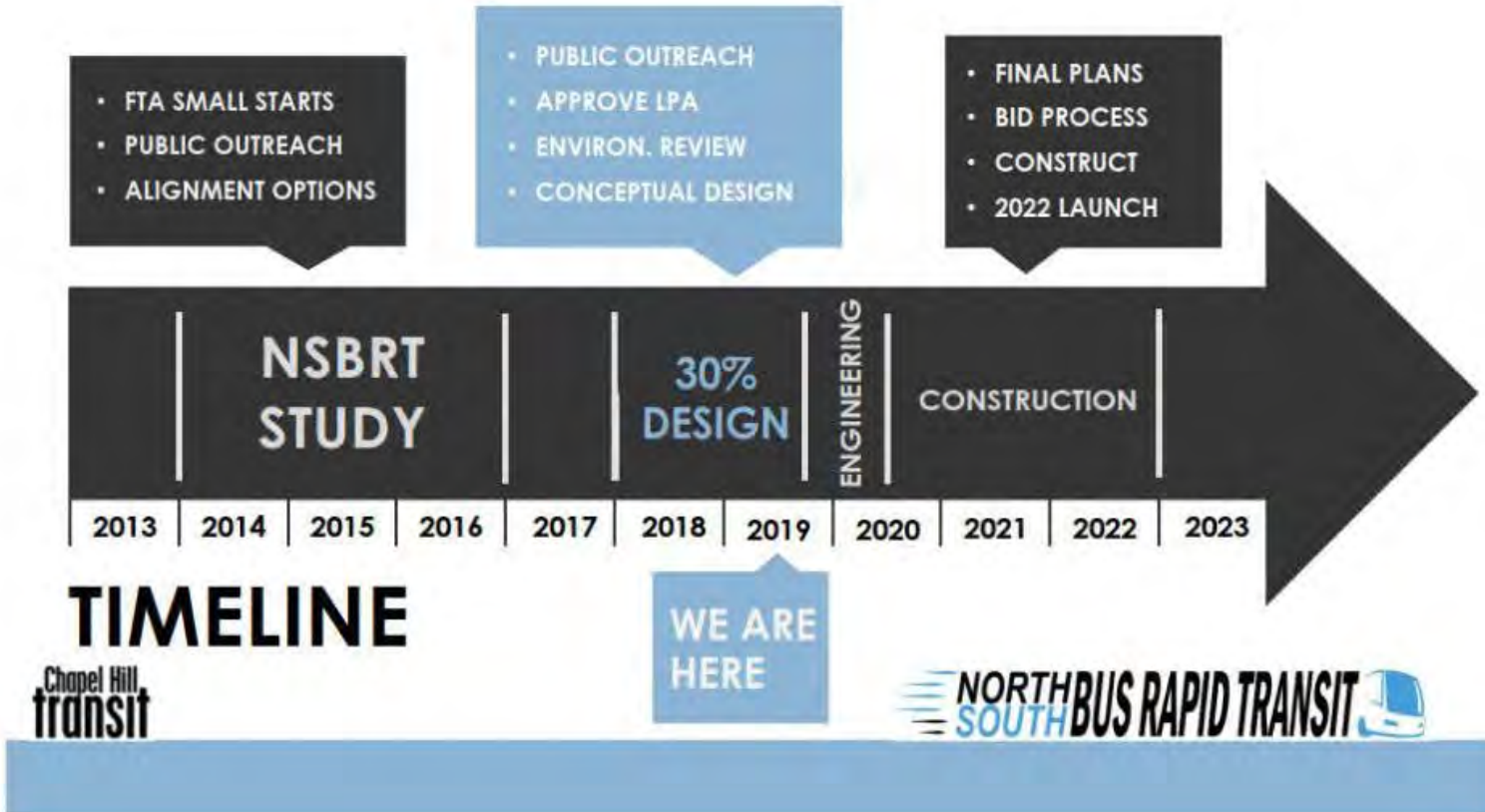
TRAFFIC SIGNAL PRIORITY

OPERATES MORE HOURS PER  
DAY

# North-South Bus Rapid Transit

## Project Rating Request

- Submitted a ratings application for the project to FTA's Small Starts program on August 23, 2019.
- Based on prior years, anticipate a ratings report around January 2020.





# CHT Short-Range Transit Plan

- Chapel Hill Transit’s [Short-Range Transit Plan](#) will serve as Chapel Hill Transit’s roadmap for the next 10 years looking at funding opportunities, integration of BRT, and longer-term strategic issues.
- The consultant team from Nelson\ Nygaard will refine the Final Report (Preferred Alternative) of the Short-Range Transit Plan.
- The Preferred Alternative makes modest changes to bus routing and aims primarily to improve service frequency on key routes, maintain service area coverage, simplify service, and improve weekend service. It modifies 15 routes, eliminates four, and leaves six unchanged.



## In the Preferred Alternative, what routes would change?

- Routes CL, CM, CW, D, F, G, HS, NU, and T would be restructured to provide more direct service to high demand destinations.
- Routes A, B, N, and S would be modified to reach additional destinations.
- The alignments for routes CCX, CPX, J, NS, RU, and U would remain unchanged.
- Routes FCX, HU, JFX, and V would be removed and replaced by restructured routes.

## In the Preferred Alternative, what areas would lose service?

- In Carrboro, service would be removed from Poplar Avenue, Davie Road, and Carol Street.
- In Chapel Hill, service would be removed from Seawell School Road south of Chapel Hill High School, the Southern Village residential development, and the James T. Hedrick Building on NC 54.
- In northeast Chapel Hill, service would be removed from Summerfield Crossing Road, Old Oxford Road, Sage Road, Lakeview Drive, and Standish Drive.
- In downtown Chapel Hill service would be removed from Boundary Street, Rosemary Street between Mitchell Lane and Main Street, and Rosemary Street east of Columbia Street.

## During Peak Period service (approximately 6 AM to 9 AM and 3 PM to 6 PM), what would change?

- High frequency service (every 15 minutes or better) on routes CCX, CM, CPX, J, NS, NU, S, RU, and U.
- Routes D and CL would provide a combined 10-minute frequency on East Franklin Street.
- The remaining routes maintain coverage throughout the service area with frequencies between 20-60 minutes.

---

## CHT Short-Range Transit Plan

The Preferred Alternative makes modest changes to bus routing and aims primarily to improve service frequency on key routes, maintain service area coverage, simplify service, and improve weekend service. It modifies 15 routes, eliminates four, and leaves six unchanged

# CHT Short-Range Transit Plan

## Next Steps for Preferred Alternative:

- Host Public Information sessions related to the final plan (September 2019).
- In addition to public meetings we will have a marketing and communication plan to provide information related to the final plan from September 2019 – August 2020:
  - Information cards and hanger signs placed on buses and EZ Rider vehicles
  - Email notifications to Chapel Hill Neighborhood Associations / Flyers for multi-family housing complexes along routes
  - Issue the final plan information through the University's Transportation and Parking Coordinators (includes UNC Hospital)
  - Post notices on NextBus signs and the NextBus Application
  - Signage at Park and Rides
  - Towns of Chapel Hill and Carrboro eNews and email updates / University marketing and communication
  - Videos and traditional media / social media.
  - Present to Chapel Hill Town Council and Carrboro Board of Aldermen (November 2019)

# CHT Short-Range Transit Plan

## Next Steps for Overall Plan

- Finalize hours and estimated costs consistent with the Partner funding formula (October 2019).
- Partner and Council Approval.
- Develop options to serve areas beyond the current route structure for Chapel Hill Transit (December 2019). These options will likely require funding to be identified.
- Develop and present performance metrics and dashboard (March 2020).
- Implement final plan (August 2020).



# Variable Message Signs

---

## Project Information

- Contractor selected
- Project scheduled to start August 2019, completed in August 2020
- UNC is funding partner

## Locations

- NC 86 (MLK) approaching Weaver Dairy Road
- NC86 (MLK) approaching N. Estes Drive
- US 15-501 approaching Franklin Street
- Pittsboro Street approaching Manning Drive/S. Columbia Street
- UNC 15-501 approaching NC 54/Raleigh Road
- S. Columbia Street after US 15-501/NC 54
- US 15-501 approaching Manning Drive
- Raleigh Road approaching US 15-501/NC 54
- US 15-501 approaching NC 54/S. Columbia Street
- NC 54 approaching Friday Center Drive





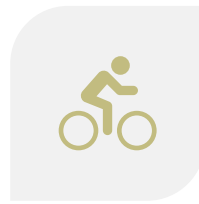
ALLOCATION  
PROCESS



CASHLESS METERS



CONVENIENCE  
FEES



BIKE SHARE  
PROGRAM



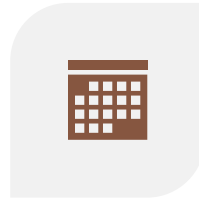
VIRTUAL  
PERMITTING



ELECTRONIC  
CITATIONS



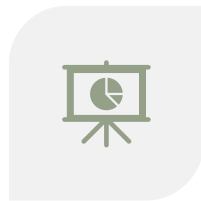
CHT SAFE RIDE



5-YEAR PLAN  
UPDATE



ORDINANCE  
UPDATES



NEXT 5-YEAR PLAN



CHT BRT



CHT SHORT-RANGE  
TRANSIT PLAN

# 2019-2020 ACT Items



# Round Table