

**A RESOLUTION RECEIVING ADVISORY BOARD RECOMMENDATIONS AND
PUBLIC COMMENTS ON THE CHAPEL HILL AND CARRBORO 2035 LONG
RANGE TRANSIT PLAN AND REFERRING THE PLAN TO TOWN STAFF FOR
FURTHER REVIEW
RESOLUTION NO. 59/2009-10**

WHEREAS, the Towns of Carrboro and Chapel Hill and the University of North Carolina have worked together to provide public transit service to the local community for over thirty years; and

WHEREAS, the Town of Carrboro has set annual goals to extend and improve transportation to all areas of Carrboro; and

WHEREAS, an objective of the *Carrboro Vision 2020* plan is for the Town of Carrboro to “expand its participation in organization and planning for the community bus system”; and

WHEREAS, the Final Draft of the Chapel Hill and Carrboro 2035 Long Range Transit Plan (the “Plan”) was completed in July 2009 and subsequently made available for public review;

WHEREAS, on October 6, 2009, the Carrboro Board of Aldermen passed a resolution referring the Plan for advisory board and public review;

WHEREAS, there have been two advisory board review sessions in November 2009 that focused on the Plan, including a public meeting on November 19;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that:

1. The Board of Aldermen receives comments on the Plan; and
2. The Board of Aldermen refers the Plan to Town staff for further review based on Board comments and questions, advisory board recommendations, and public comments.

This is the 24th day of November in the year 2009.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: November 18, 2009

TO: Steve Stewart, Town Manager
Mayor and Board of Aldermen

FROM: Jeff Brubaker, Transportation Planner
Patricia McGuire, Planning Administrator

RE: Chapel Hill and Carrboro 2035 Long Range Transit Plan

Background and next steps

Preparation of a long-range transit plan for Chapel Hill and Carrboro was anticipated for some time. Initial preparation began in 2005. In July 2009, the final draft of the Chapel Hill and Carrboro 2035 Long Range Transit Plan (the "Transit Plan") was released. The plan provides long-term capital investment recommendations for transit in the Chapel Hill-Carrboro area. (A more detailed history of the plan's development is at the end of this memo.)

Long Range Transit Plan development history

Preparation of a long-range transit plan for Chapel Hill and Carrboro was anticipated for some time. In 2005, the Public Transit Committee (a.k.a. the "Transit Partners") – which includes representatives from Carrboro, Chapel Hill, and UNC – received a discussion paper prepared by John Bonsall outlining an approach to develop a transit master plan for Chapel Hill and Carrboro.

Bonsall presented his recommendations at a Partners meeting on September 7, 2005. In November 2005, the Committee received a discussion paper from staff proposing a process to develop a long range transit plan. The Committee agreed on the recommended approach and requested the staff to prepare a draft scope of work to undertake the development of the long range transit plan. A \$522,000 planning process was developed and funding commitments subsequently obtained from the Partners and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. A request for qualifications was released in June 2006; a consulting firm was selected later that year. On February 6, 2007, the Board of Aldermen approved the Town's participation in the project as articulated in a Memorandum of Agreement with Chapel Hill and a Scope of Work.

The first meeting of the Transit Study Policy Committee was held February 7, 2007. Regular meetings of this group occurred through mid-2008. Meetings of the Technical Study Committee, comprised of staff from local jurisdictions and relevant agencies in the area, were held

intermittently during this time. In July 2009, a draft of the Chapel Hill and Carrboro 2035 Long Range Transit Plan was released.

Key elements of the plan

The Transit Plan's core recommendations include:

- Introduction of higher-level transit services serving six "gateway nodes", or heavily traveled entry points along major corridors into Chapel Hill-Carrboro
- Expansion of local bus service to support the gateway services
- Further study of the impact of parking policies and land use policies to support transit growth

Proposed gateway corridors include three "high investment corridors" (HIC), identified as major entry points into Chapel Hill (NC-86, US 15-501 N., and East NC-54), and three "enhanced express bus" (EEB) corridors, including Hillsborough Rd./Greensboro St., West NC-54, and US 15-501 S./Columbia St. Different types of transit service are proposed for HIC versus EEB due to higher modeled travel demand for the former. The HICs are proposed to have bus rapid transit (BRT), which involves express buses running with limited stops in busways separated from automobile traffic. The plan also references the proposed regional light rail corridor as terminating at UNC-Chapel Hill. However, since the plan's study area was limited to Chapel Hill-Carrboro, it focused more on local transit.

For Carrboro, the preferred service concept includes:

- Express bus service on Hillsborough Rd./N. Greensboro St., originating at Calvander and running downtown and to Carolina North.
- Express bus service on West NC-54, going through Carrboro Plaza, and following a route on the NC-54 bypass, S. Greensboro St., and Estes Dr. Extension to Carolina North.
- Enhanced local bus service on major Town arterials.

The plan prioritizes corridor investment into two categories: priority/initial implementation and future implementation. The three gateway nodes in or passing through Carrboro are identified as future implementation corridors.

In order to model transit ridership, the consultants assumed future parking restrictions at two locations: UNC's main campus and at Carolina North. Parking restrictions were associated with higher transit ridership. The plan also considered the effects of future transit-supportive development (TSD) for 20 potential sites. Three of the 20 identified sites were located in or near Carrboro (excluding Carolina North). The plan also identified Franklin St./Main St. as a TSD corridor.

In summary, the planning process sought to produce the following:

- Definition of the Chapel Hill/Carrboro Transit Market through 2035
- Transit Service Concepts
- Transit Supportive Land Use Guidelines
- High Investment Transit Projects and Recommend Implementation Schedule
- Financial Plan