

Section 0: Executive Summary

The Towns of Chapel Hill and Carrboro are nationally recognized as great places to live, work and go to school. While boasting world-class educational opportunities, the small town ambience of these enviable communities is threatened by increasing traffic congestion. As a result of general population and employment growth including continued expansion of the University of North Carolina at Chapel Hill's (UNC) main campus and anticipated development of the University's Carolina North campus, community leadership initiated a long range transit plan to seek alternatives to building more and wider roads.

This Study seeks to:

- Assess the impact of anticipated future population and employment and resulting growth in travel demand
- Identify the role public transit could play in mitigation of future congestion and potential roadway expansions
- Suggest land use policies and guidelines that support and complement the viability of the transit system.

Through the guidance of the Transit Study Policy Committee¹, this Chapel Hill Long Range Transit Plan (LRTP) provides a vision of the community and the public transit system in 2035. The LRTP recommends:

- Introduction of higher level transit services along six "gateway" corridors
- Expansion of local bus service to support the gateway services
- Further study of impact of parking policies and land use policies to support transit growth

The Transit Study Policy Committee has reviewed the analysis and recommends the proposed Plan be submitted for a thorough public review process. The Committee acknowledges that the Plan outlines a broad strategy and includes a menu of transit options for further consideration. A series of intermediate actions will be necessary to support these long term strategies. As this process proceeds some options eliminated by the Policy Committee may be reconsidered.

The Committee also recognizes that the Plan should be consistent with the adopted Durham-Chapel Hill-Carrboro Urban Area Long Range Transportation Plan. The Policy Committee believes that the Chapel Hill Long Range Transit Plan that emerges from public review and input should be adopted by the governing bodies of Chapel Hill, Carrboro and the University of North Carolina.

This executive summary highlights the LRTP in these sections:

- Overview of the Community and Plan Assumptions
- Findings which lay the foundation of key aspects of the LRTP
- Overview of the Recommended Plan
- Next Steps

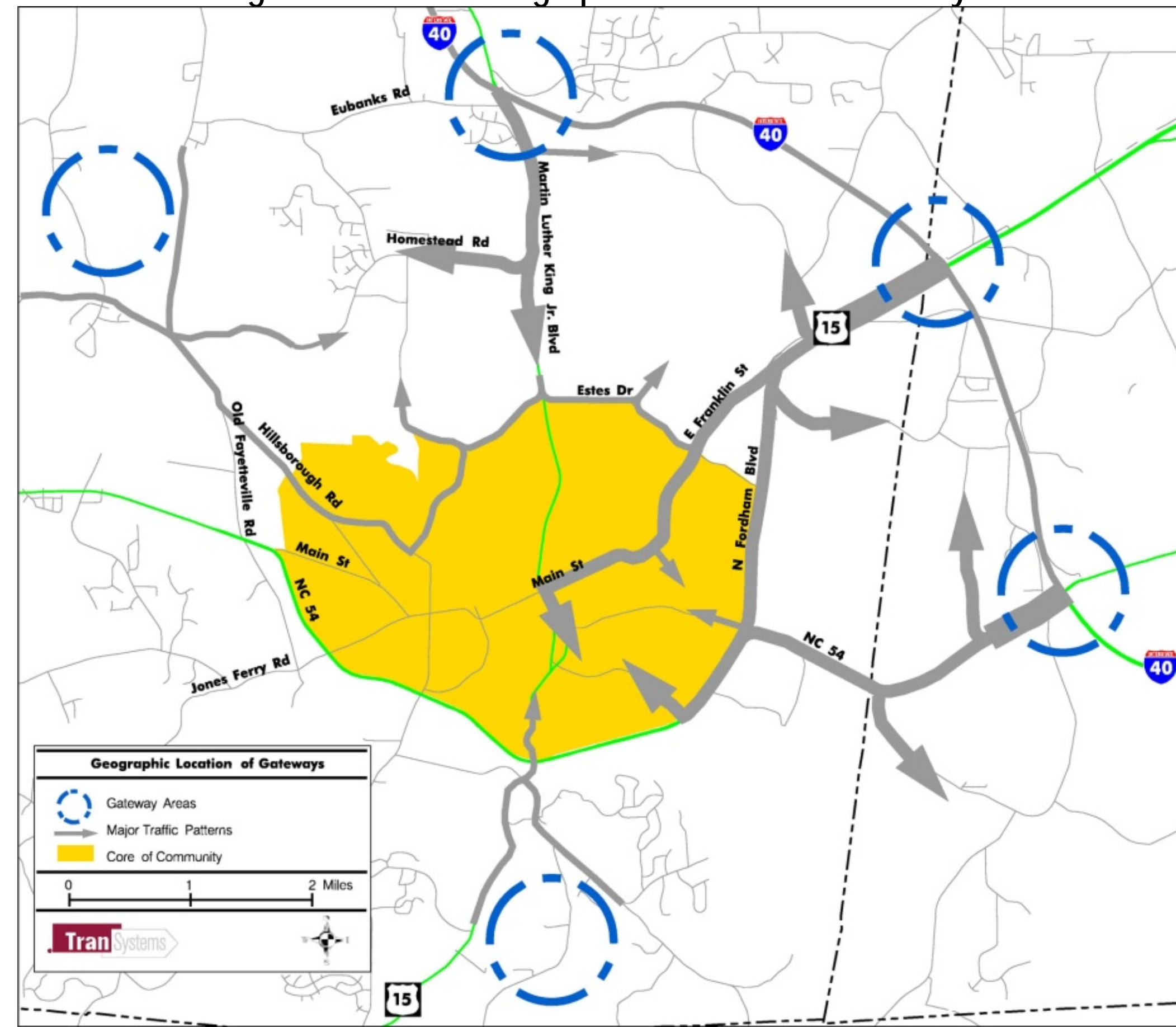
0.1 The Community and Plan Assumptions

As seen in Figure 0-1, the Towns of Chapel Hill and Carrboro, North Carolina are part of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) area which is located in metropolitan Raleigh-Durham North Carolina. As shown in Figure 0-2, the community is also home to the University of North Carolina at Chapel Hill with 30,000 students and faculty and the North Carolina Hospital. Combined, the Chapel Hill-Carrboro community has a population of nearly 70,000 people. According to regional projections, the combined community population is

¹ The Transit Study Committee is composed of elected officials of the Towns of Chapel Hill and Carrboro as well as senior management of the University of North Carolina.

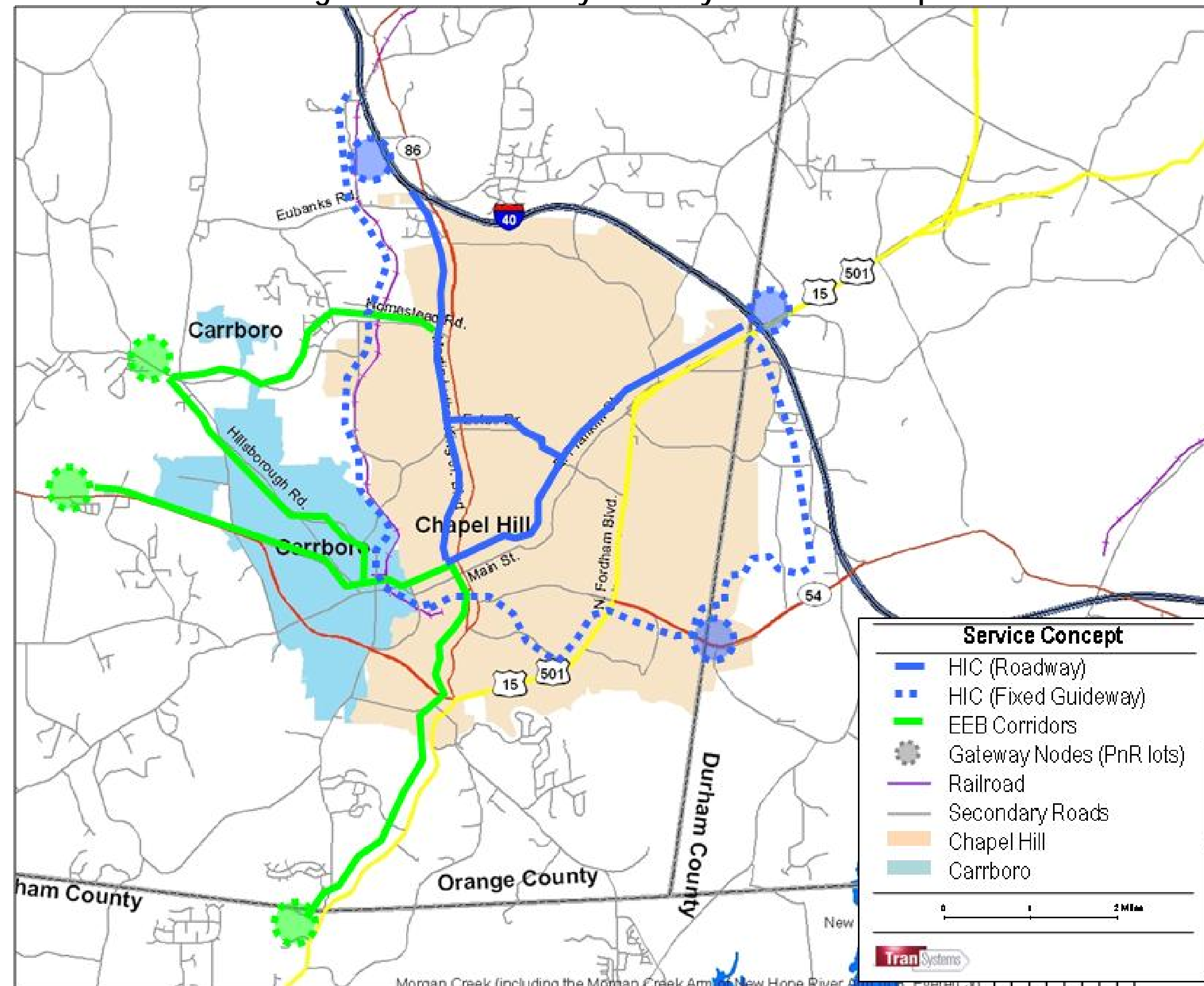


Figure 0-3: Initial Geographic Locations of Gateways



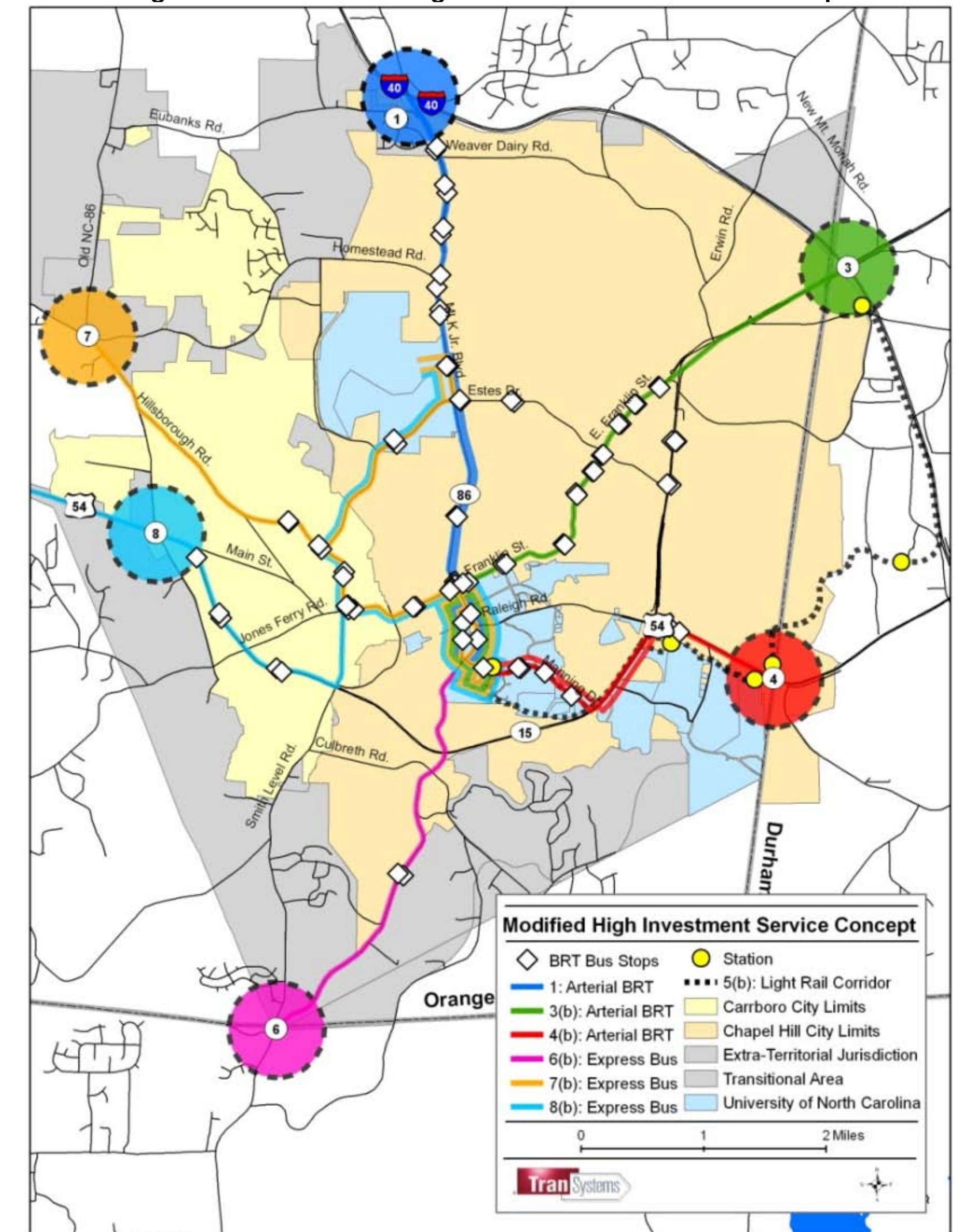
Source: TranSystems

Figure 0-4: Preliminary Gateway Service Concept



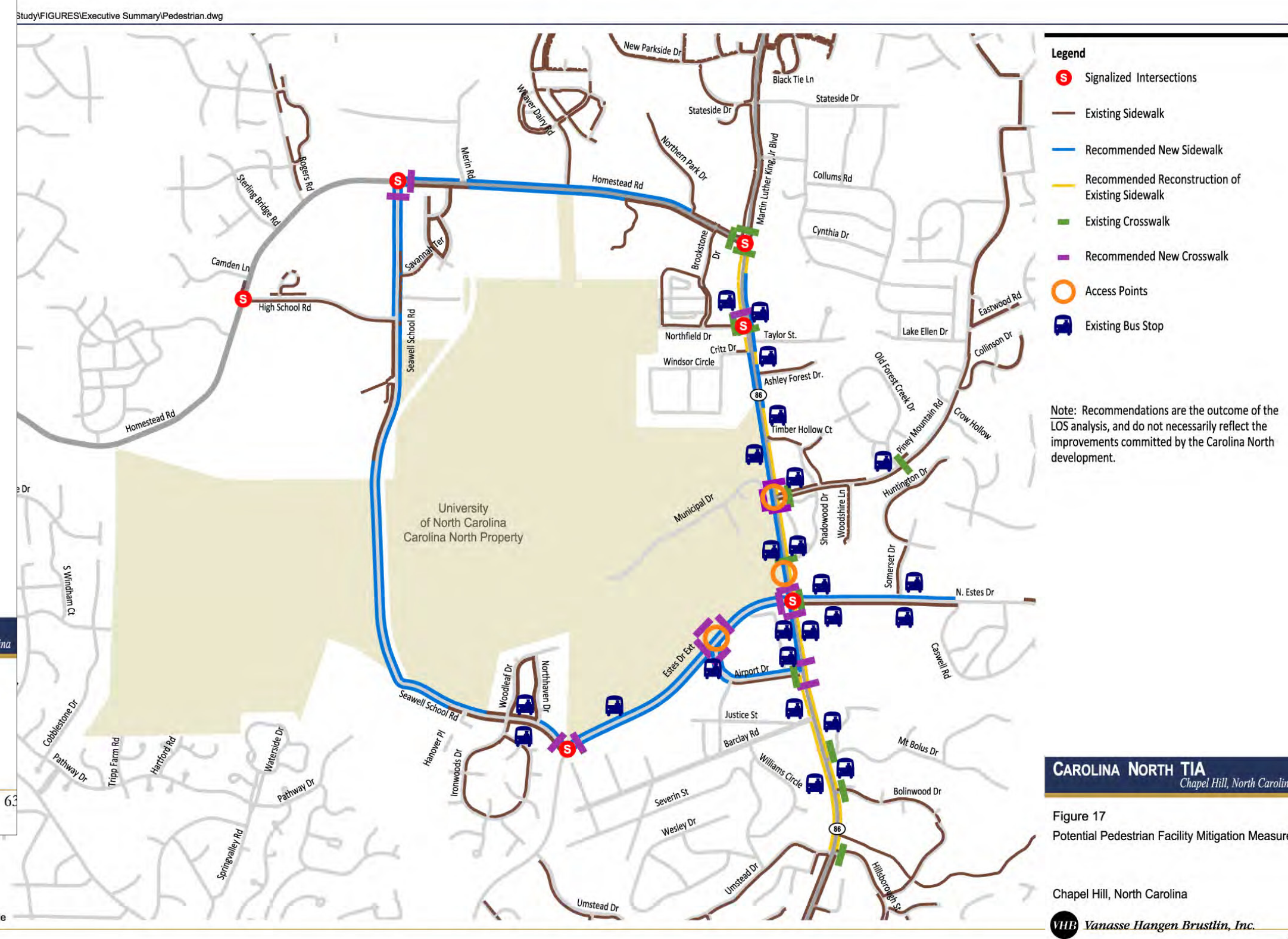
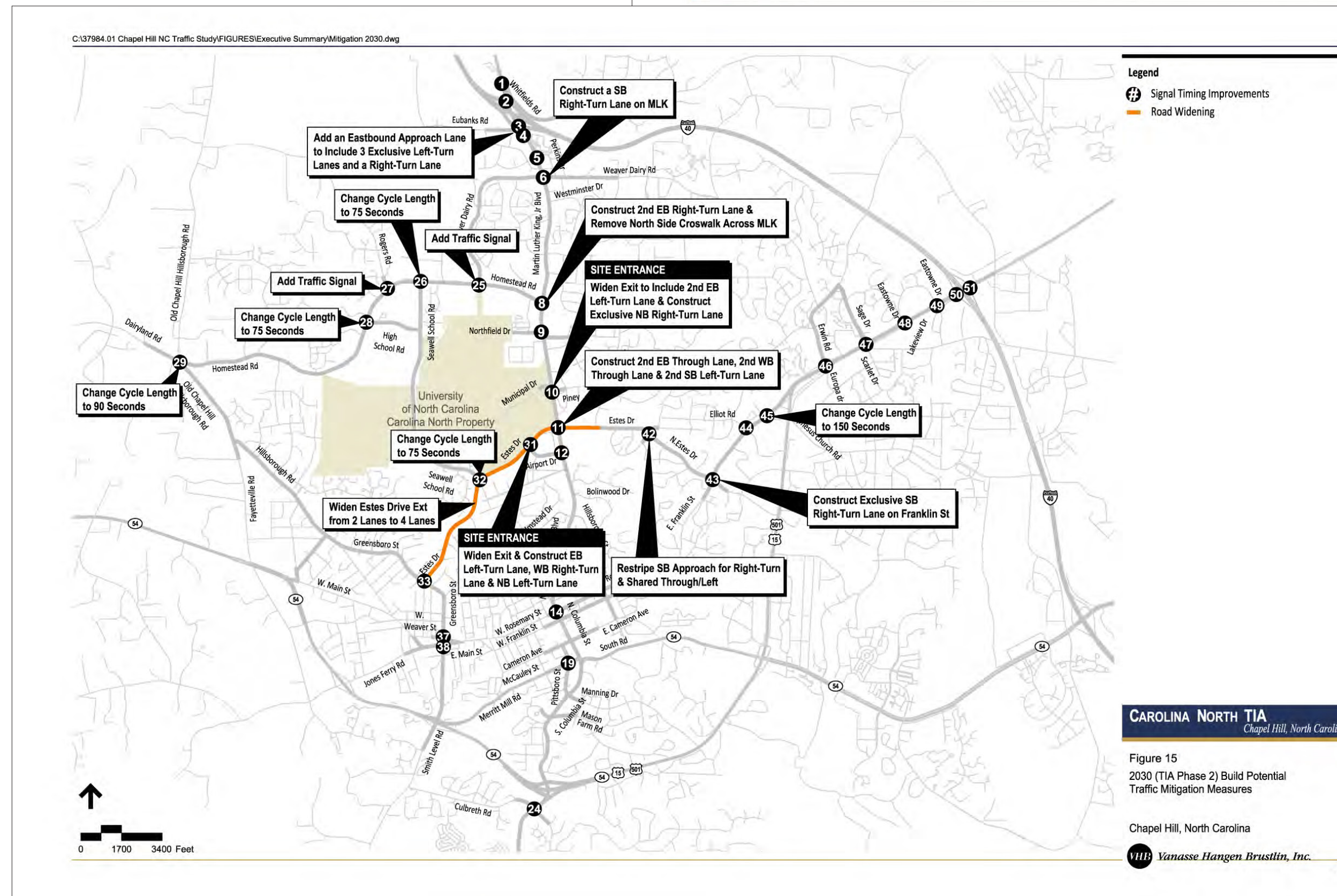
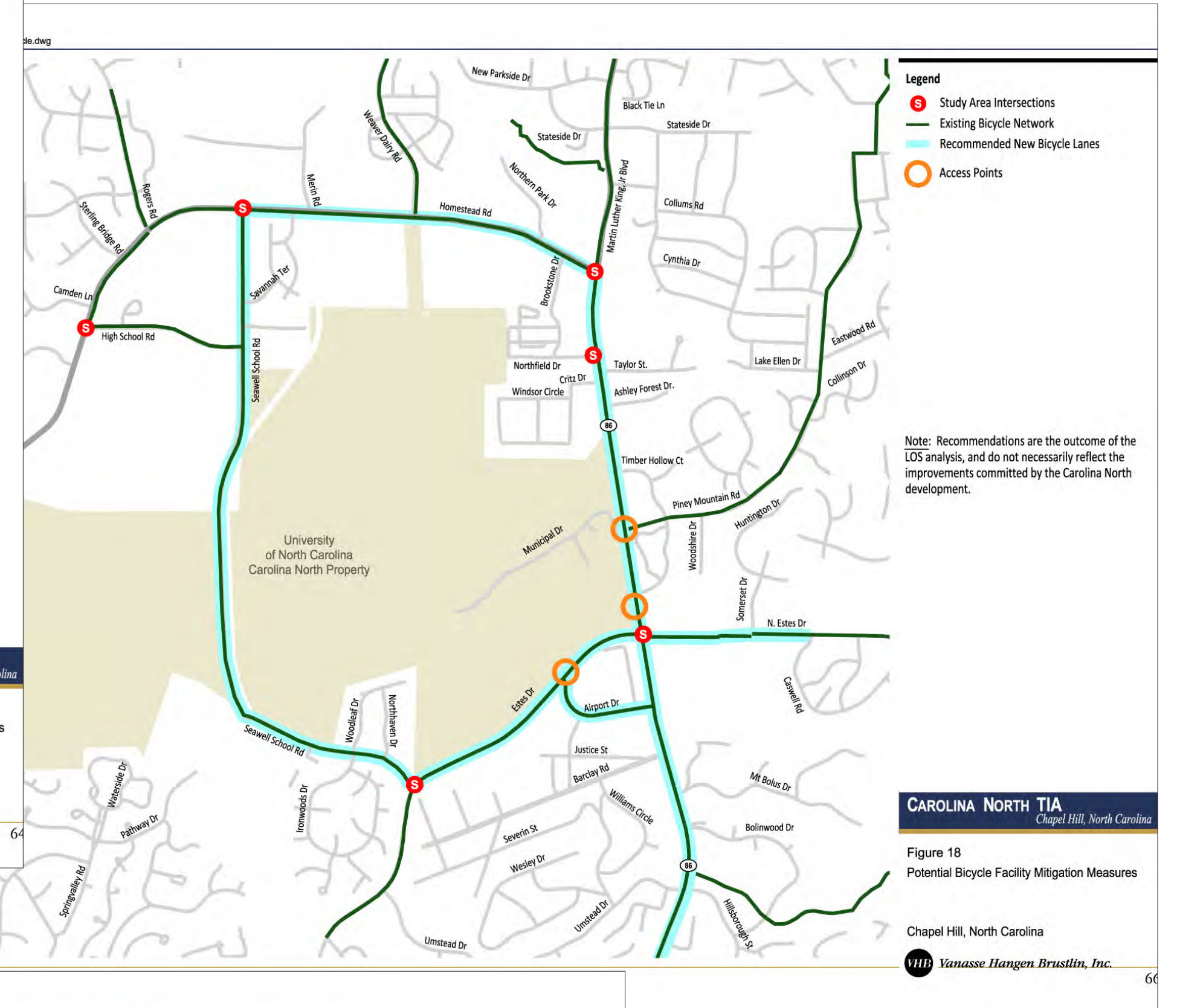
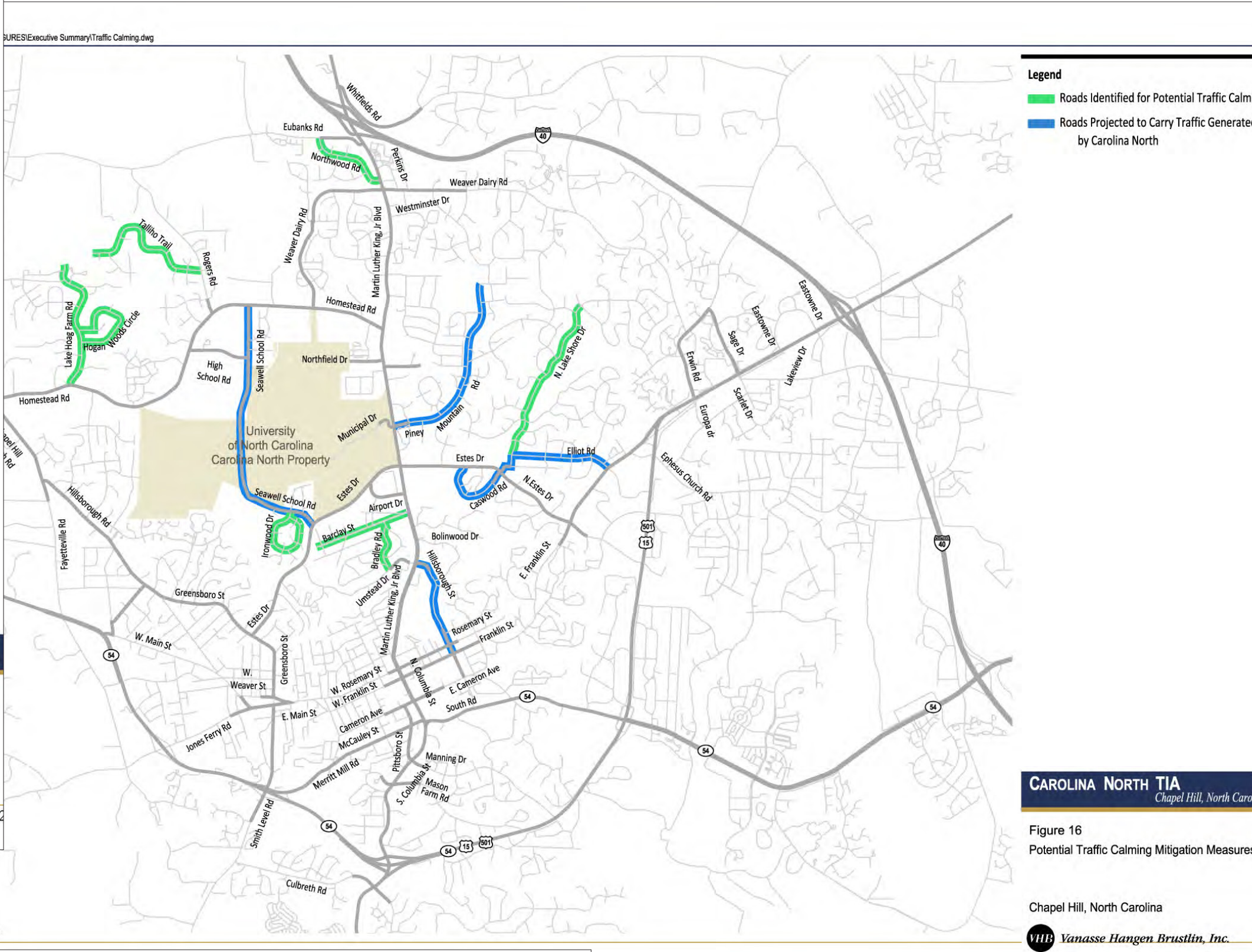
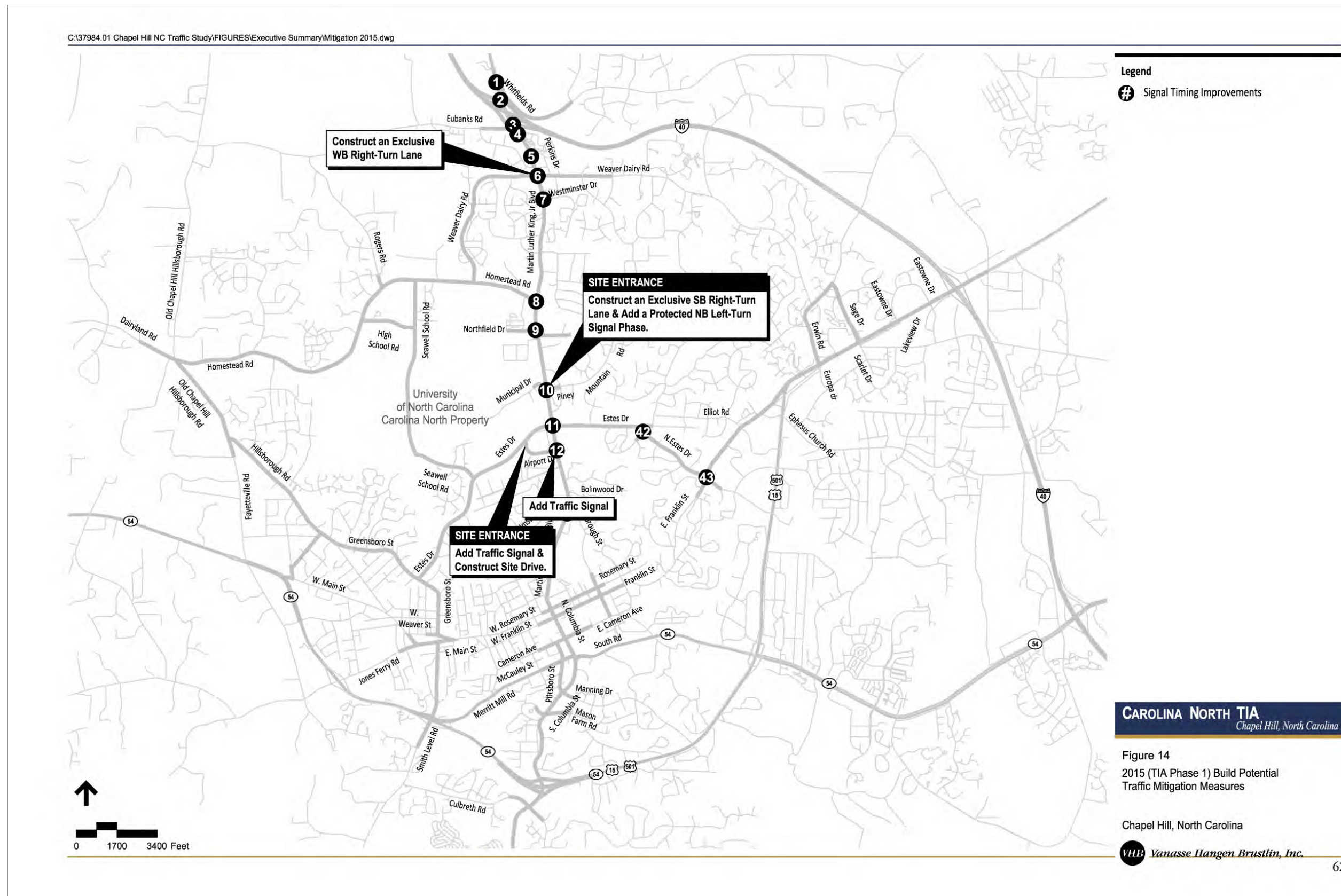
Source: TranSystems

Figure 0-5: Modified High Investment Service Concept



TRANSPORTATION IMPROVEMENTS

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**TRANSPORTATION IMPROVEMENTS
(CONTINUED)**

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2040 MTP – Preferred Option Road Projects

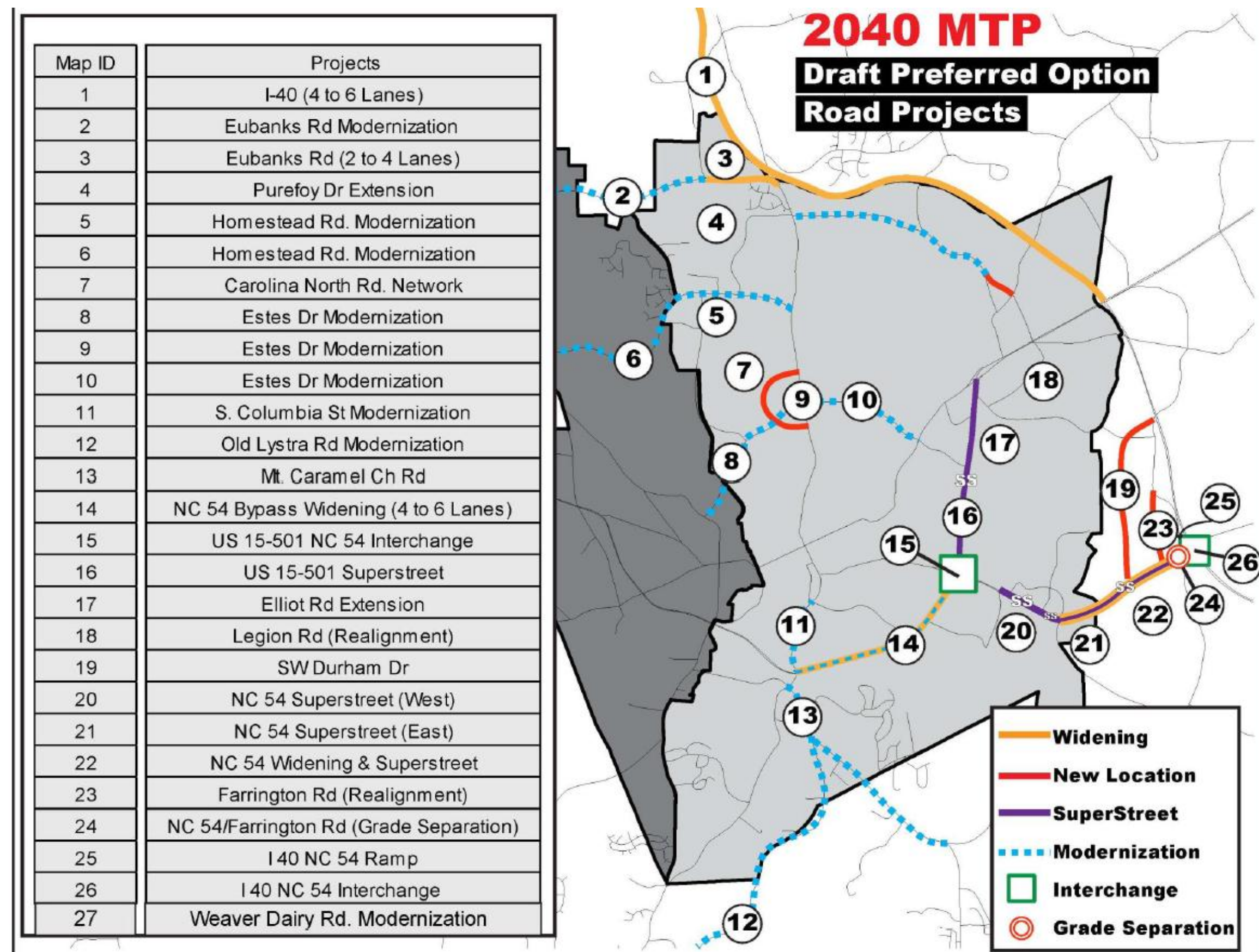
2040 MTP and CTP

Preferred Option -- Highway Projects

Changes for Preferred Option

The DCHC MPO published an Alternatives Analysis in August 2012 that showed how several different transportation alternatives might meet future transportation needs. The Analysis listed highway projects for the 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). The MPO subsequently created a draft MTP (called the Preferred Option) and CTP. This document lists the major changes to the Alternatives Analysis highway projects for creating the draft plans.

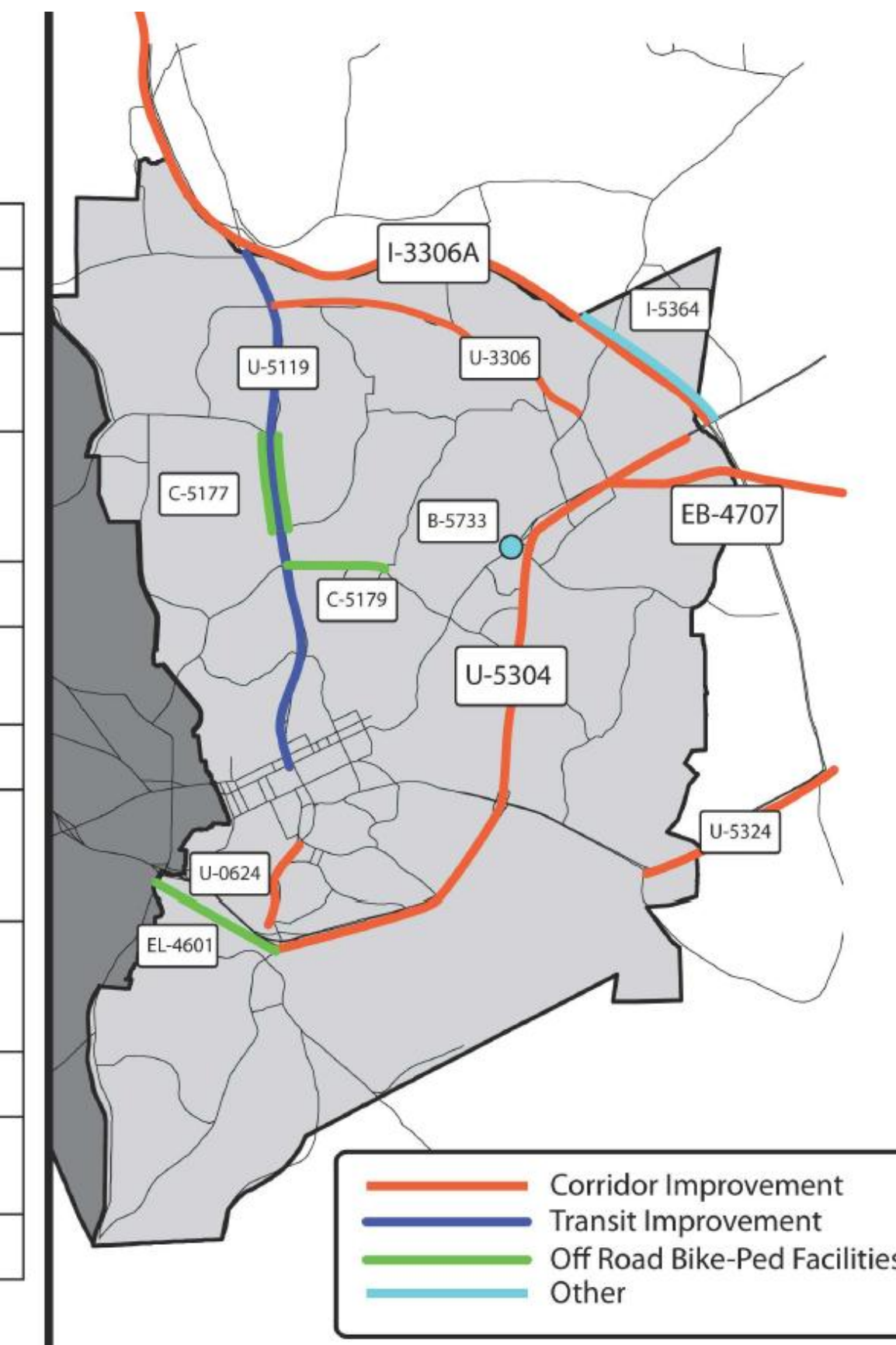
2040 MTP – Preferred Option Road Projects



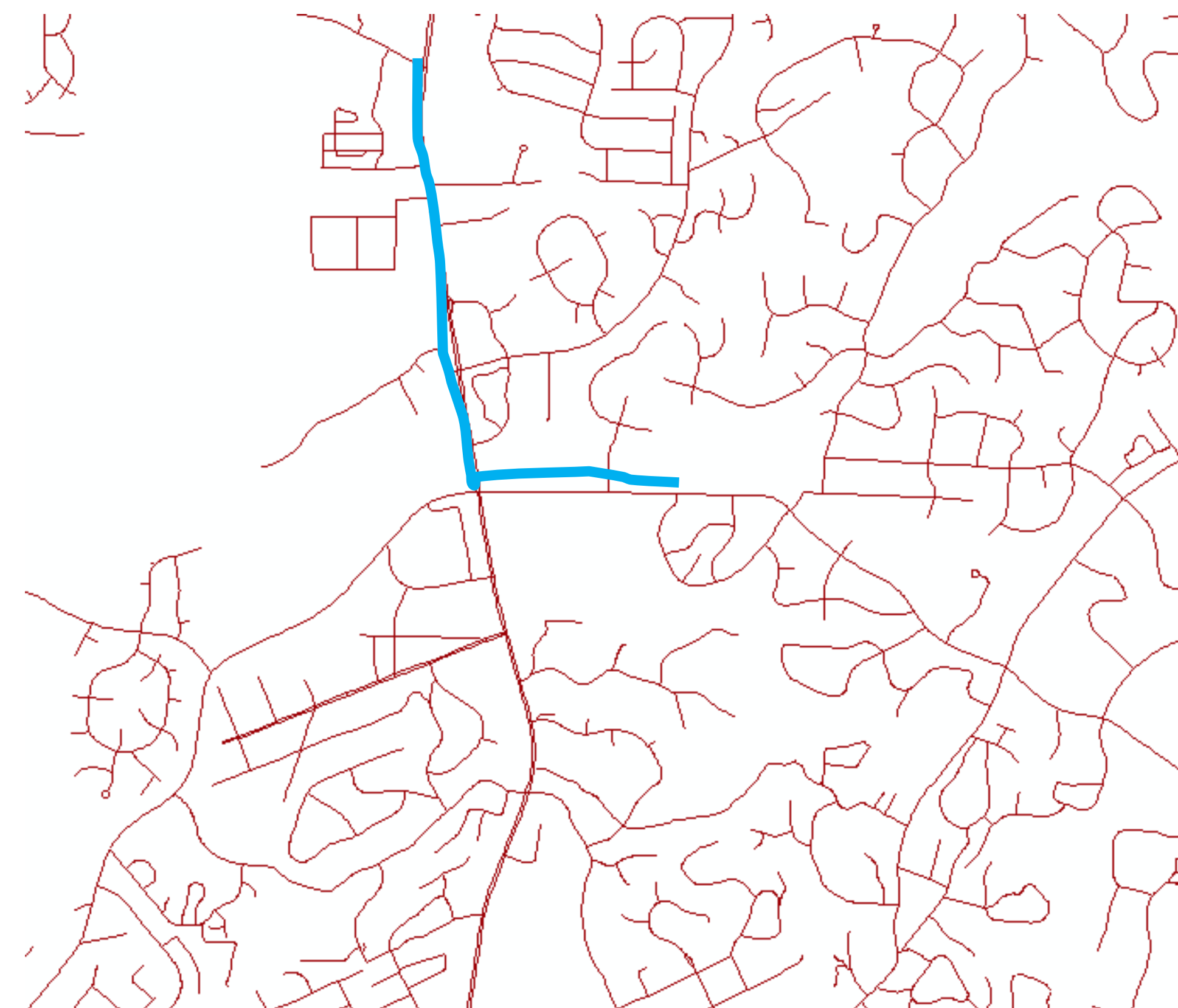
**2011- 2017 NC DOT Transportation Improvement Projects
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**2011-2017
TIP PROJECTS**

I-3306A	I-40 (I-85 to Durham County)	\$15.4M
I-5364	I-40 (Erwin Rd to Durham County Line)	\$0.250M
U-5304	US15-501/Fordham Blvd. (South Columbia St to Lakeview Dr)	\$54.4M
U-5119	NC86/Martin Luther King Jr. Blvd. (Rosemary St to Eubanks Rd)	\$0.625M
U-3306	Weaver Dairy Road, (NC86 to Erwin Rd)	\$18.3M
U-0624	NC86 South Columbia (Purefoy Rd to Manning Dr)	\$7.6M
U-5324	NC54 (Barbee Chapel Rd to I-40)	\$124.5M
EL-4601	Morgan Creek Greenway (US15-501 at Culbreth Rd to Smith Level Rd)	\$1.3M
C-5177	NC86/Martin Luther King Jr. Blvd. (Homestead Rd to Piney Mountain Rd)	\$0.906M
C-5179	Estes Drive (NC86 to Caswell Rd)	\$1.4M
EB-4707	Old Durham Chapel Hill Rd (US15-501 to Garrett Rd)	\$13.1M
B-5733	East Franklin Street at Booker Creek	\$1.9M

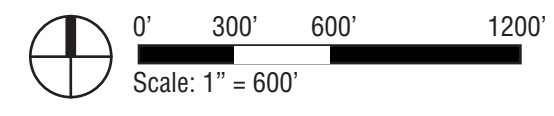


**Recent CMAQ Award for Bike Ped Improvement Project
MLK and Estes to the Schools
1.3 Million**

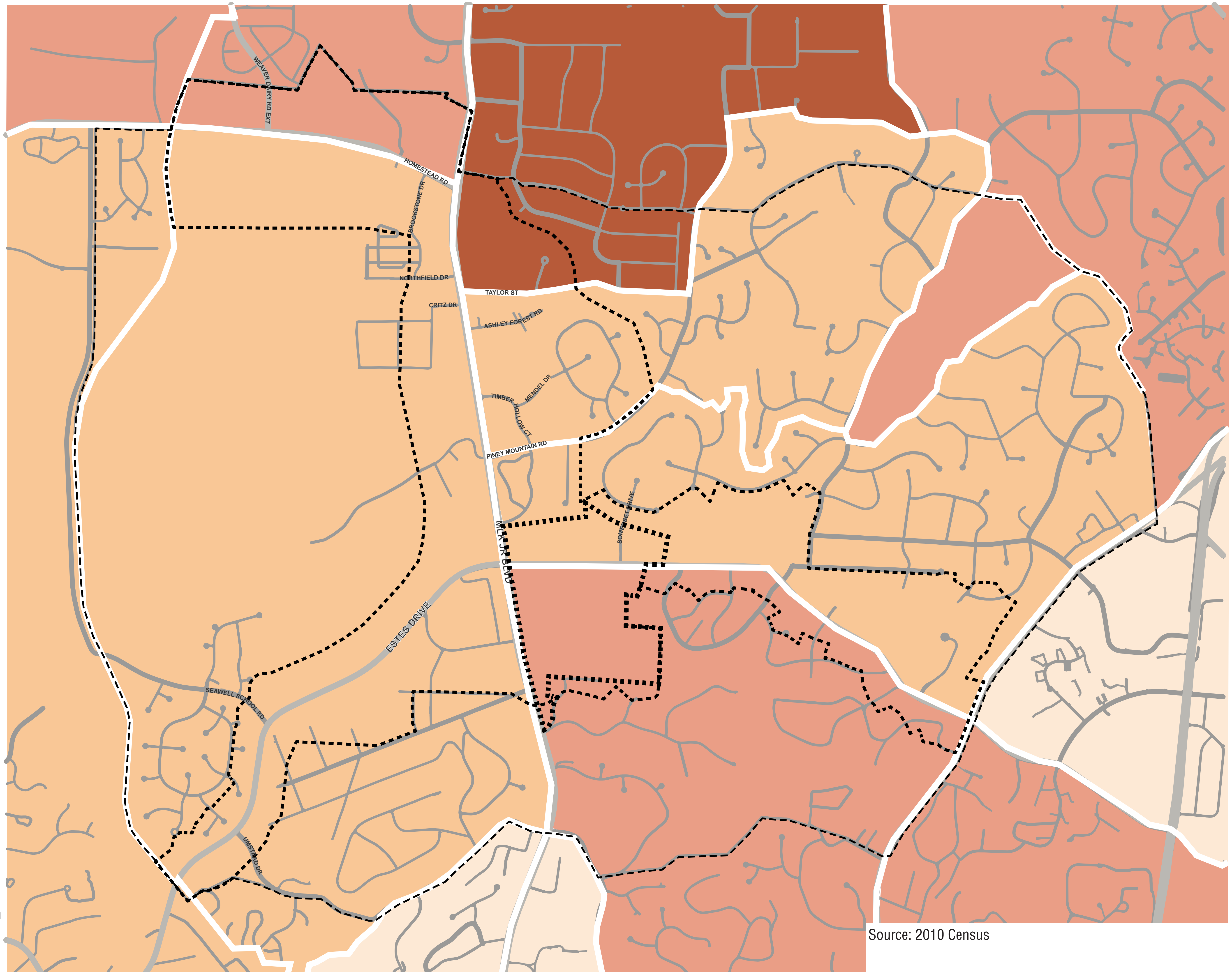


Town of Chapel Hill
Central West Focus Area

MEDIAN AGE
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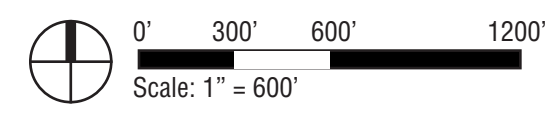
- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- 40.1 to 45.0 years old
- 35.1 to 40.0 years old
- 30.1 to 35.0 years old
- 8.5 to 30.0 years old
- Census Block Boundaries



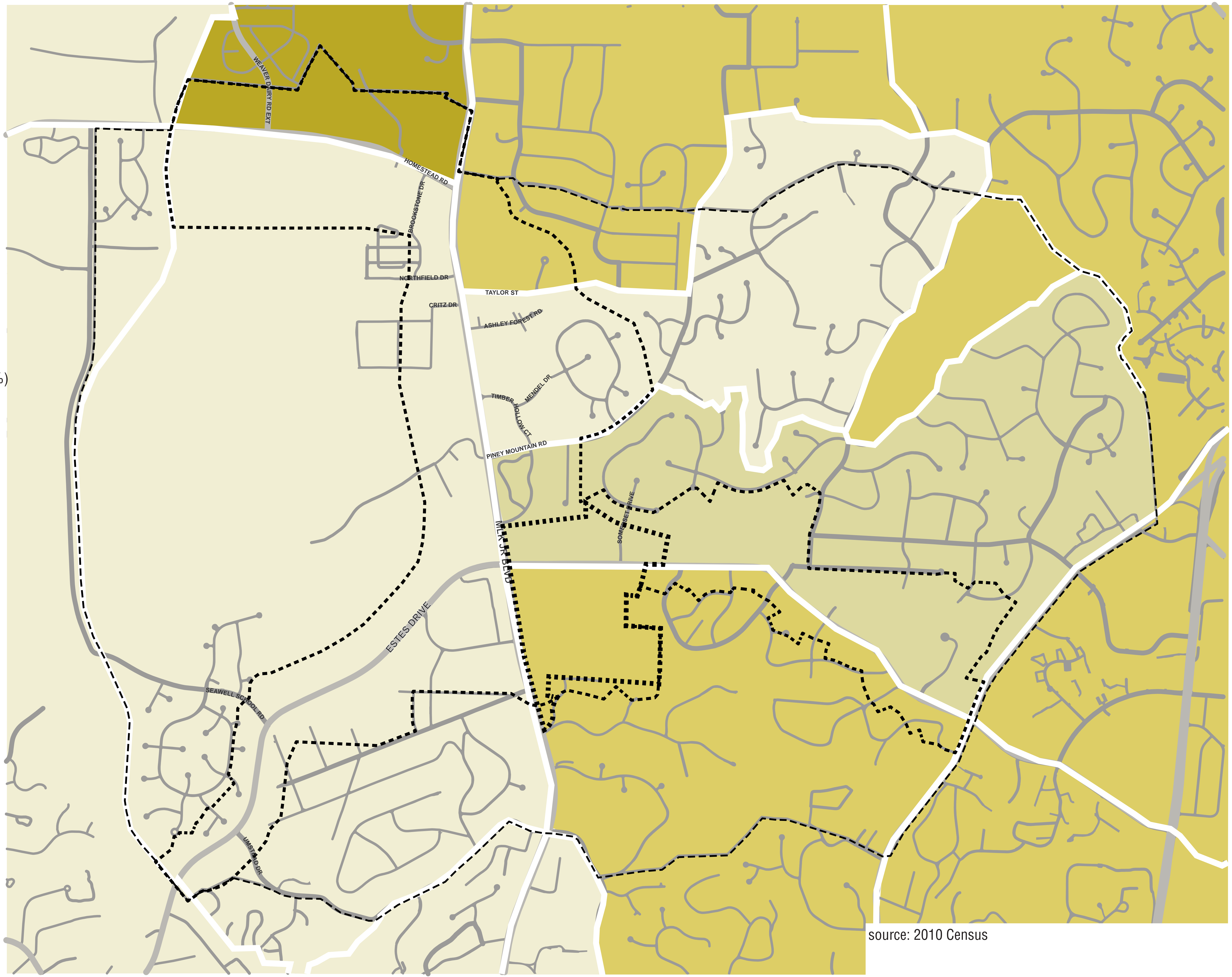
• The median age in the impact area covers a range, but is slightly higher than the Town's median age of 25.

Source: 2010 Census

Town of Chapel Hill
 Central West Focus Area
**POPULATION OLDER
 THAN AGE 64**
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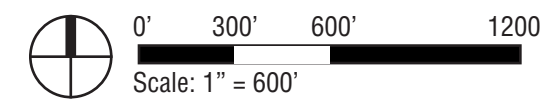
- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- 16.3% to 20.3% over 64
- 12.1% to 16.2% over 64 (Mean: 14.1%)
- 8.0% to 12.0% over 64
- 0% to 7.9% over 64
- Census Block Boundaries



- There is a larger percentage of the population over age 64 within the impact area than there is in the Town overall. The overall Town population over age 65 is 9.2 percent.

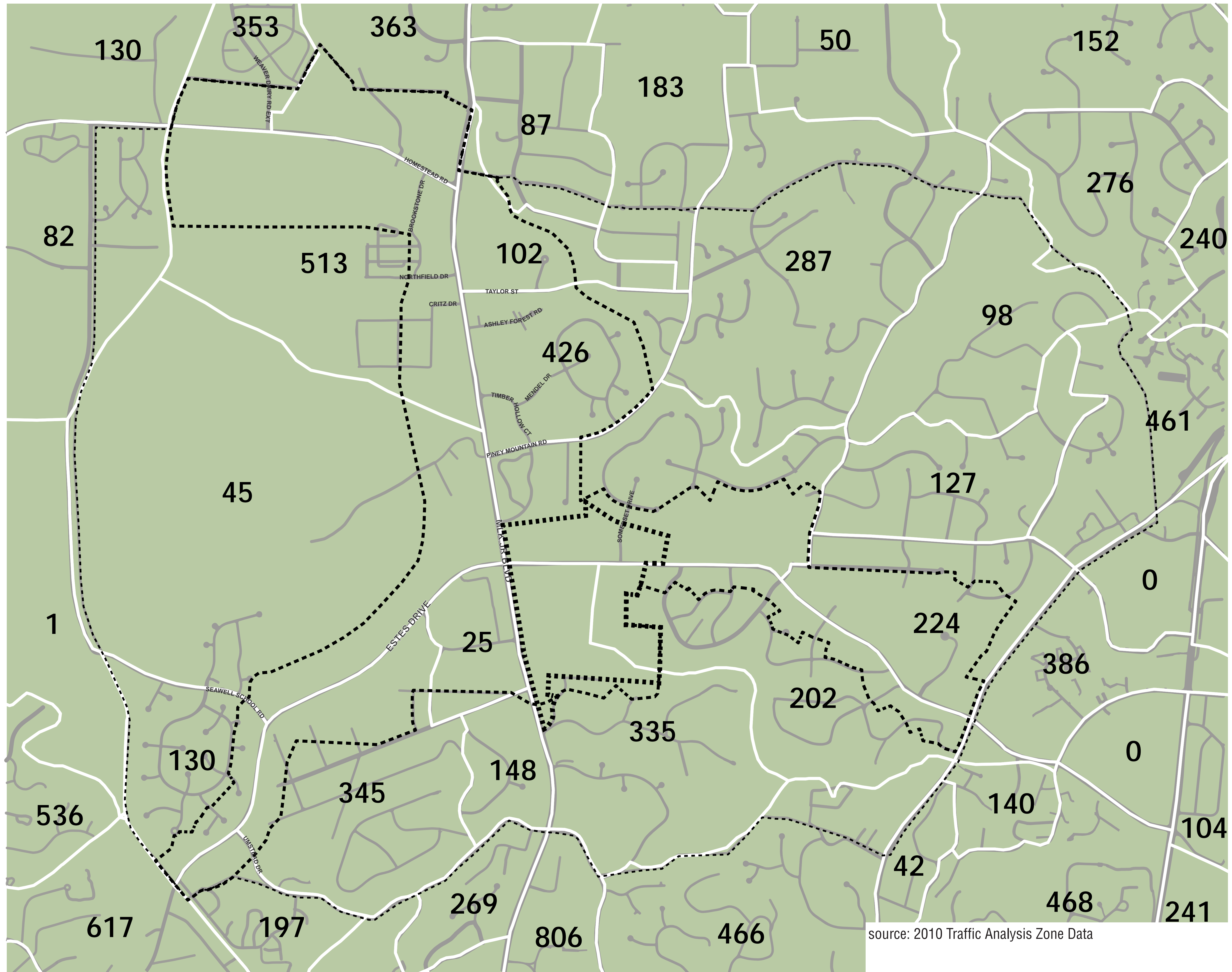
source: 2010 Census

2010 HOUSEHOLD ESTIMATES FOR TRAFFIC ANALYSIS ZONES



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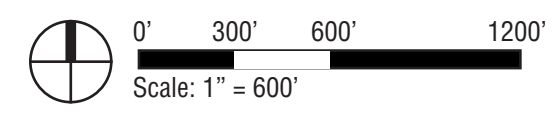
- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- Traffic Analysis Zone Boundaries



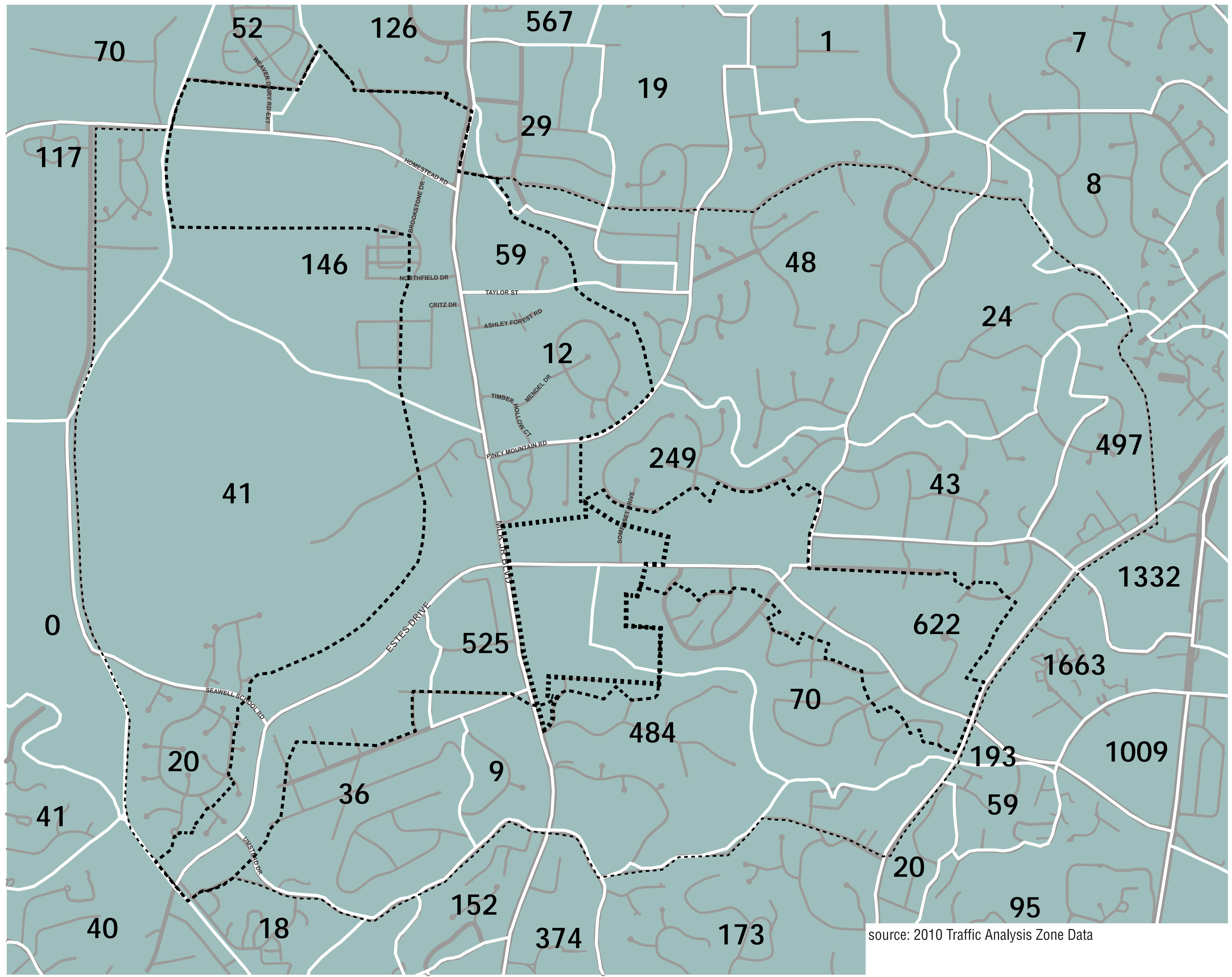
Traffic Analysis Zone (TAZ):
A traffic analysis zone (TAZ) is a special area delineated by state and/or local transportation officials for tabulating traffic-related data- especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

source: 2010 Traffic Analysis Zone Data

Town of Chapel Hill
 Central West Focus Area
**2010 EMPLOYMENT IN
 TRAFFIC ANALYSIS ZONES**
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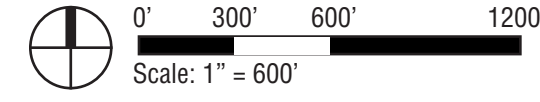
- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- Traffic Analysis Zone Boundaries



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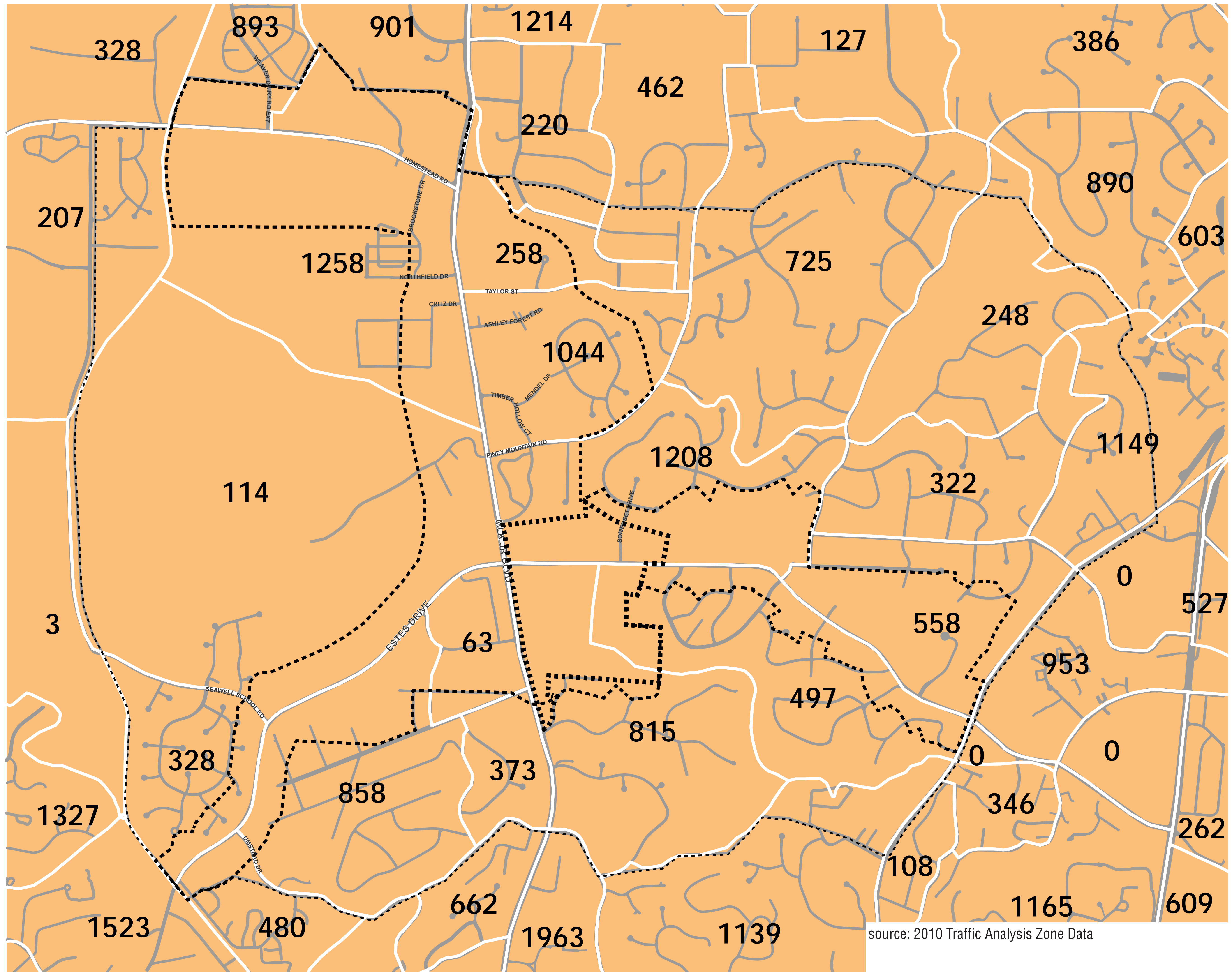
source: 2010 Traffic Analysis Zone Data

2010 POPULATION ESTIMATES FOR TRAFFIC ANALYSIS ZONES



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- Impact Area
- Evaluation for Transportation & Connections
- Evaluation for Form & Use
- Traffic Analysis Zone Boundaries



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source: 2010 Traffic Analysis Zone Data